Tulare County Complete Streets
Pixley

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Tulare County Complete Streets – Pixley

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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 intends to achieve the following outcomes:

(i) *Address* congestion, climate change and oil dependence by shifting to lower-carbon modes;

(ii) *Improve* safety by addressing shoulders, sidewalks, better bus placement, traffic speed reduction, treatments for travelers with disabilities;

(iii) *Create* “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 intended to be achieved by:

(a) *Including 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 and City of Visalia transit systems.

(b) *Creating 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) *Emphasizing 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) *Considering 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) *Latest and Best Design Standards*. By using newer design standards as represented in the preliminary design plans verses the County's Roadway Standards the County is able to provide wider sidewalks and include such amenities as traffic calming measures (bulbouts).

(f) *Conducting extensive public outreach* to ascertain the solutions that best fit within the context of these communities. The community was consulted every two weeks throughout the 3 month window that this report was drafted. Two "walkability" audits were conducted in July. This culminated in two meeting, 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 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, five 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 each community.

Main Street

Along the Main Street corridor between Court Street and Terra Bella Avenue, the project proposes to install new curb, gutter, sidewalk, bulb outs at designated intersections, pedestrian

ramps, relocate utilities and undergrounding along portions of the east and west sides of Main Street. Land uses along this corridor include residential, highway commercial (mini-marts, service stations, truck wash, etc.), general commercial (general store, automotive, salon, restaurant, bar, etc.), recreational (community park), and industrial.

The right-of-way ranges between 60' and 90', with the narrower right-of-way (60') between Davis and Bradbury Avenues and between Allen and Terra Bella Avenues. This project will include two travel lanes, a two-way turn lane (TWTL) between Court and Davis, Class II bike lanes adjacent to the travel lanes along the entire corridor, cross walks, parallel parking, street lights, improved/new bus stops, street signage and sidewalks with curb and gutter for drainage. Storm water will be drained into existing and proposed storm water retention basins identified in the *Pixley Drainage Plan Map* (provided by Tulare County RMA).

Court Avenue

The Court Avenue corridor extends between Main Street and School Street to the east near Pixley Elementary School. This project proposes to install new curb, gutter, sidewalk, bulb outs, pedestrian ramps, a two-way turn-lane, an improved bus stop, utility relocation, undergrounding, and Class II bike lanes along portions of the north and south sides of Court Avenue. Land uses affected by this project include residential, commercial, quasi-public (school), religious, government (Sheriff Substation and USPS) and agricultural.

Throughout the 50' to 80' right-of-way, this proposed project will consist of two-travel lanes, a two-way turn-lane (between Elm and School Streets), parallel parking, bulb outs where appropriate, Class II bike lanes, street lights, improved bus stops (benches, shelters, etc.), street signage, and sidewalks, curbs and gutters for drainage. Storm water will be drained into existing and proposed storm water retention basins identified in the *Pixley Drainage Plan Map* (provided by Tulare County RMA).

Project Phasing

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

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

Complete Street Policies

Complete Street Goals

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

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

Complete Streets Objectives

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

Complete Streets Policies

Tulare County General Plan Policies

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

Principle 1: County-wide Collaboration

Support countywide transportation plans that provide choices in travel modes.

Principle 2: Connectivity

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

Principle 3: Community Circulation

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

Principle 4: Pedestrian and Bicycle Facilities

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

These principles are expressed mainly in following policies including:

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

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

Complete Street Policy Design Criteria

1. Tulare County promotes the incorporation of Complete Streets concepts and design standards in all appropriate new and retrofit County public streets (except State highways and freeways).

2. Tulare County will seek every opportunity to provide funding for the planning, design, and implementation of Complete Streets.

3. New Class I Multi-use Paths should be a minimum of eight (8) feet wide.

4. New Class II Bike Lanes should be a minimum of five (5) feet wide.

5. New sidewalks should be a minimum of five (5) feet wide.

6. Bulb-outs should be considered in areas of higher speed (35 mph or greater) where sufficient turning radii for trucks is available or as determined by the County Engineer.

7. As determined by the County Engineer, installation of posted speed limit vehicle activated traffic calming signs (VATCS) are encouraged in instances of high speed to promote safety.

8. Transit shelters and benches are encouraged at all County transit stops if FTA grants are available.

9. Street lighting and cross walk are encouraged to promote safety if considered feasible by the County Engineer.

10. Design policies should be consistent with the Tulare County Improvement Standards; other references include existing design guides, such as those issued by Caltrans, AASHTO and the ADA Accessibility Guidelines.

11. Public streets excluded from this policy include those where:
    - 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.

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 Pixley. 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 Pixley. 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)

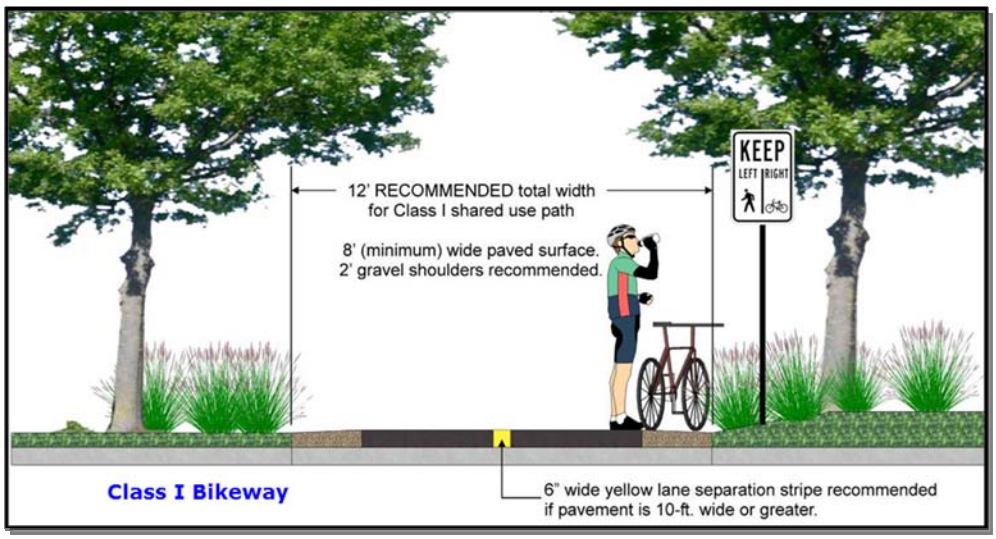
The Tulare County CAP calls for a reduction on a project (over 50 vehicles) by project basis of 6% trough a mixture of measures that are spelled out in Appendix J of the CAP. Utilization of alternative means of transportation will reduce GHG emissions and will help projects and the region meet their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

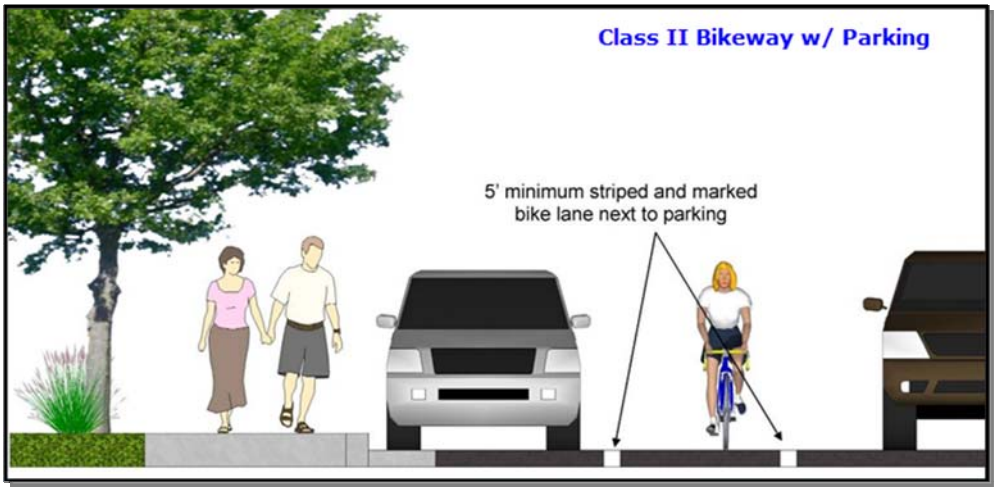
Class I

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 Transportatation Plan* (TCAG - 2010). There are no existing or proposed Class I bicycle facilities in Pixley.



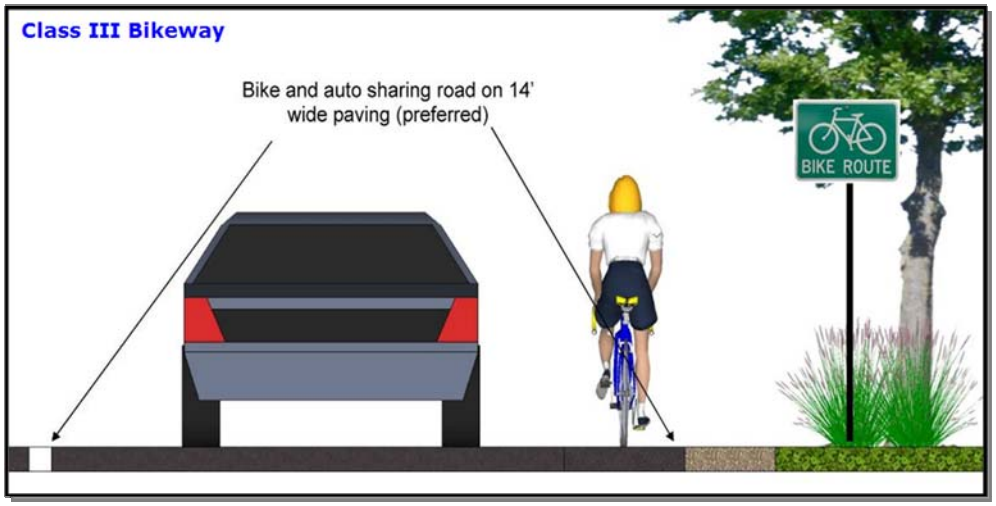
Class II

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 Main Street, Court Avenue and Elm Street.



Class III

Bikeway that provides route designation by signage. Roadways are shared between bicyclists and motorists. Class III facilities in Tulare County are envisioned to be implemented along the major circulation segments of roadway that connect the overall County roadway network. Class III facilities are proposed on Bradbury Avenue, Market St, and Davis St. Although not signed on many local roads in Pixley, 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 Pixley.

Transit Facilities

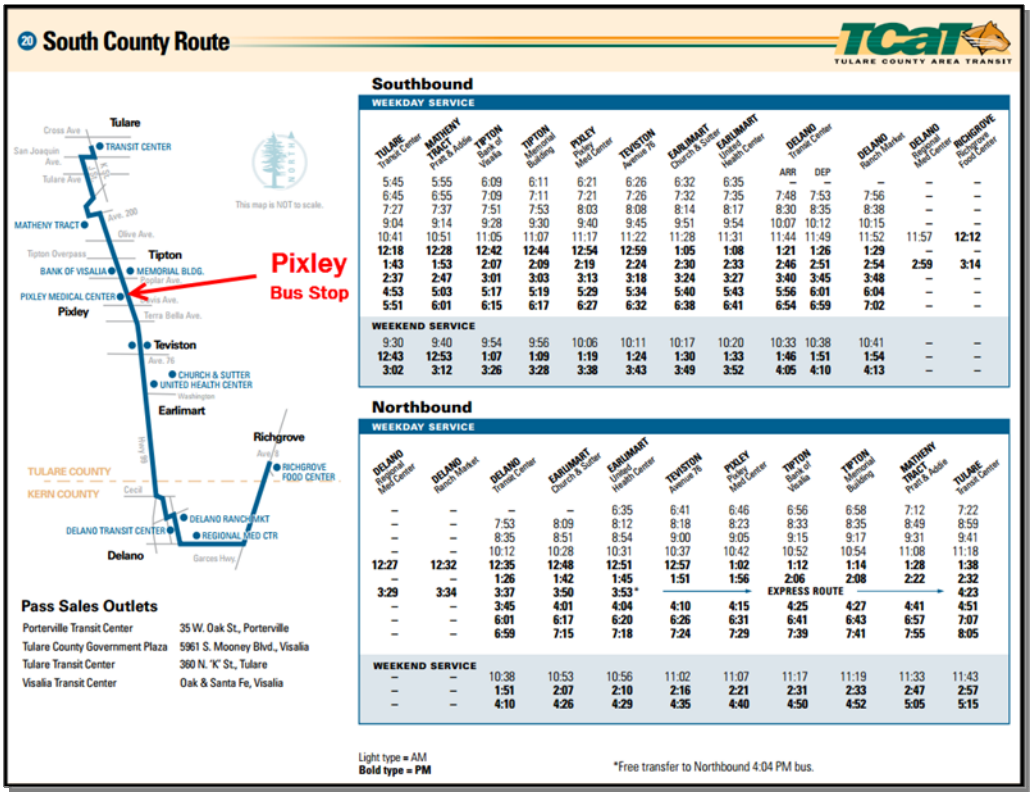
Transit options give users the ability to get to a destination without relying on the automobile. This also provides other community benefits, including reduced vehicle miles traveled (VMT). Reducing VMT will help the County achieve their greenhouse gas reduction target,

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 Pixley 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.

Pixley



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 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

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

Cost of an Event	Dollars Per Event
Cost of a Fatality	$4,400,000
Cost of an Injury	
Level A (Severe)	$221,400
Level B (Moderate)	$56,500
Level C (Minor)	$26,900
Cost of Property Damage	$2,500

Source: California Department of Transportation

Community Specific Complete Street Implementation Measures

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

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

Measure R

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

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

The Goals of Measure R include air quality improvement efforts that will be addressed in the Measure R Expenditure Plan through the Transit/Bike/Environmental Program, which includes funding for transit, bike, and pedestrian environmental projects. The goal of this program is to expand or enhance public transit programs that address the transit dependent population,

improve mobility through the construction of bike lanes, and have a demonstrated ability to get people out of their cars and improve air quality and the environment.

Active Transportation Program (ATP)

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

Citizen Feedback

Public Outreach Efforts

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

Publicity for meeting times and locations generally consisted of newspaper releases, local newsletter informational items, citizens distributing fliers, handing out bi-lingual fliers to school children to be given to the student's guardian, posting fliers at local community businesses, local school board meeting agendas, area congressional office and non-profit agency assistance, local senior centers and health clinics (if applicable), email and other forms of communication. Formal public meetings were held in the various communities shown below. A summary of additional information – Tulare County Resource Management Agency Complete Streets and Community Plan Outreach (2014) – is located in the Appendix.

Pixley Public Meetings

- Complete Streets Meeting February 24, 2014
- Complete Streets Meeting March 24, 2014
- Complete Streets Meeting March 31, 2014
- Complete Streets Meeting April 28, 2014
- Complete Streets Meeting May 5, 2014
- Complete Streets Meeting May 13, 2014
- Complete Streets Meeting May 27, 2014
- Complete Streets Meeting July 7, 2014

Community feedback was gathered and incorporated into the design of the Complete Street plans and further discussed in July and August 2014 meetings to receive further community and business owner responses. These designs were edited to include feasible improvements and cost estimates were assigned to each project within the respective community for each study roadway segment.

Design Facilities

Improvement Standards

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

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

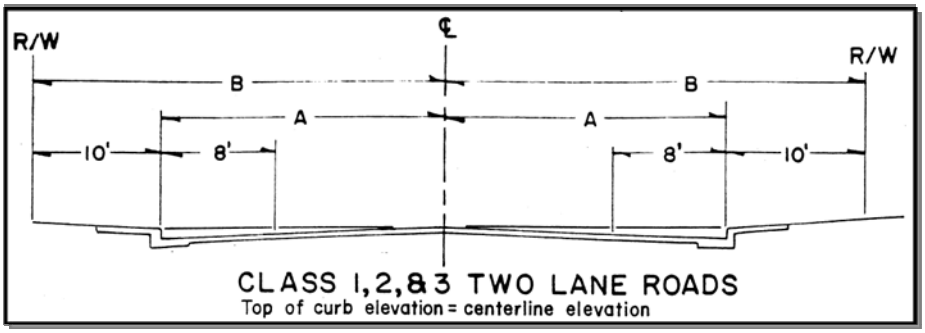


Figure 1 - Tulare County Class 1, 2 & 3 Two Lane Roads

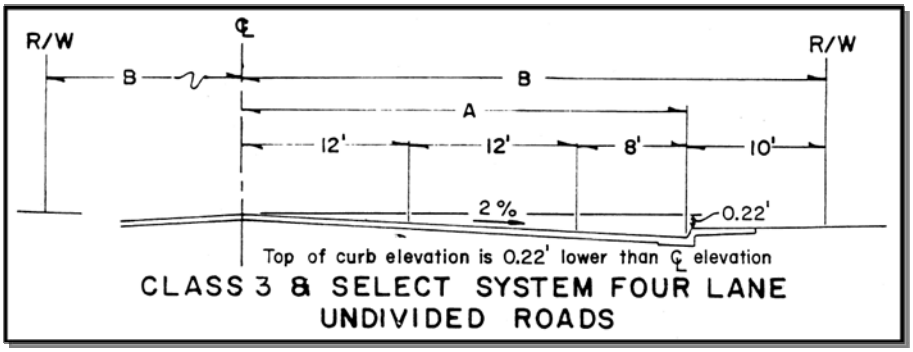


Figure 2 - Tulare County Class 3 Four Lane Road

Tulare County Pavement Management System

Pavement Management

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

Pavement Management System

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

Typical tasks performed by Tulare County PMS include:

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

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

The County is proposing a Road Maintenance Plan (see Appendix D) for the community of Pixley 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 Pixley. Two of these projects have been developed to a 30% design stage and the remaining three projects have been preliminarily scoped and budgetary estimates have been prepared. These five projects were developed to provide the County and various funding agencies with a list of projects to move toward funding, design, and ultimately construction.

Complete Streets Funding Opportunities

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

PIXLEY COMMUNITY DEVELOPMENT

Complete Streets Program - Summary

Project Name	Project Description	Type of Project Designation	Estimated Cost	Purpose and Need	Potential Funding Sources
Pixley Complete Streets - Main Street Improvements	Main Street between Court & Terra Bella (approx. 2610 feet), the project proposes to install curb, gutter, sidewalk, driveways, ramps, drainage facilities, two-way turn-lane, Class II bike lanes, bus stop improvements, and paveout of the roadway.	Complete Streets	$ 1,600,000	Increase pedestrian safety , improve drainage and enhance travel ways for bikes and vehicles	Safe Routes to School (state), Safe Routes to School (federal), Highway Safety Improvement Program, Transportation Enhancement, Bicycle Transportation, Active Transportation Programs (ATP), Measure R
Pixley Complete Streets - Court Street Improvements	Court Street between Main & School (approx. 3630 feet), the project proposes to install curb, gutter, sidewalk, driveways, ramps, class II bike lanes, drainage facilities, bus stop improvements and paveout of the roadway.	Complete Streets	$ 1,500,000	Increase pedestrian safety , improve drainage and enhance travel ways for bikes and vehicles	Safe Routes to School (state), Safe Routes to School (federal), Highway Safety Improvement Program, Transportation Enhancement, Bicycle Transportation, Active Transportation Programs (ATP), Measure R
Pixley Complete Streets - Center Street Improvements	Center Street between Court & Terra Bella (approx. 2700 feet), the project proposes to install curb, gutter, sidewalk, driveways, ramps, drainage facilities and paveout of the roadway.	Complete Streets	$ 1,200,000	Increase pedestrian safety , improve drainage and enhance travel ways for bikes and vehicles	Safe Routes to School (state), Safe Routes to School (federal), Highway Safety Improvement Program, Transportation Enhancement, Bicycle Transportation, Active Transportation Programs (ATP), Measure R
Pixley Complete Streets - Elm Street Improvements	Elm Street between Court & Terra Bella (approx. 2600 feet), the project proposes to install curb, gutter, sidewalk, driveways, ramp, drainage facilities and paveout of the roadway.	Complete Streets	$ 1,200,000	Increase pedestrian safety , improve drainage and enhance travel ways for bikes and vehicles	Safe Routes to School (state), Safe Routes to School (federal), Highway Safety Improvement Program, Transportation Enhancement, Bicycle Transportation, Active Transportation Programs (ATP), Measure R
Pixley Complete Streets - Davis Street Improvements	Davis Avenue between Ashe & Eml (approx. 2900 feet), the project proposes to install curb, gutter, sidewalk, driveways, ramps, class III bike lanes, drainage facilities and paveout of the roadway.	Complete Streets	$ 2,100,000	Increase pedestrian safety , improve drainage and enhance travel ways for bikes and vehicles	Safe Routes to School (state), Safe Routes to School (federal), Highway Safety Improvement Program, Transportation Enhancement, Bicycle Transportation, Active Transportation Programs (ATP), Measure R

Cost Estimates

Detailed cost estimates are included in the Appendix.

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Appendix A –

Proposed Complete Streets Projects

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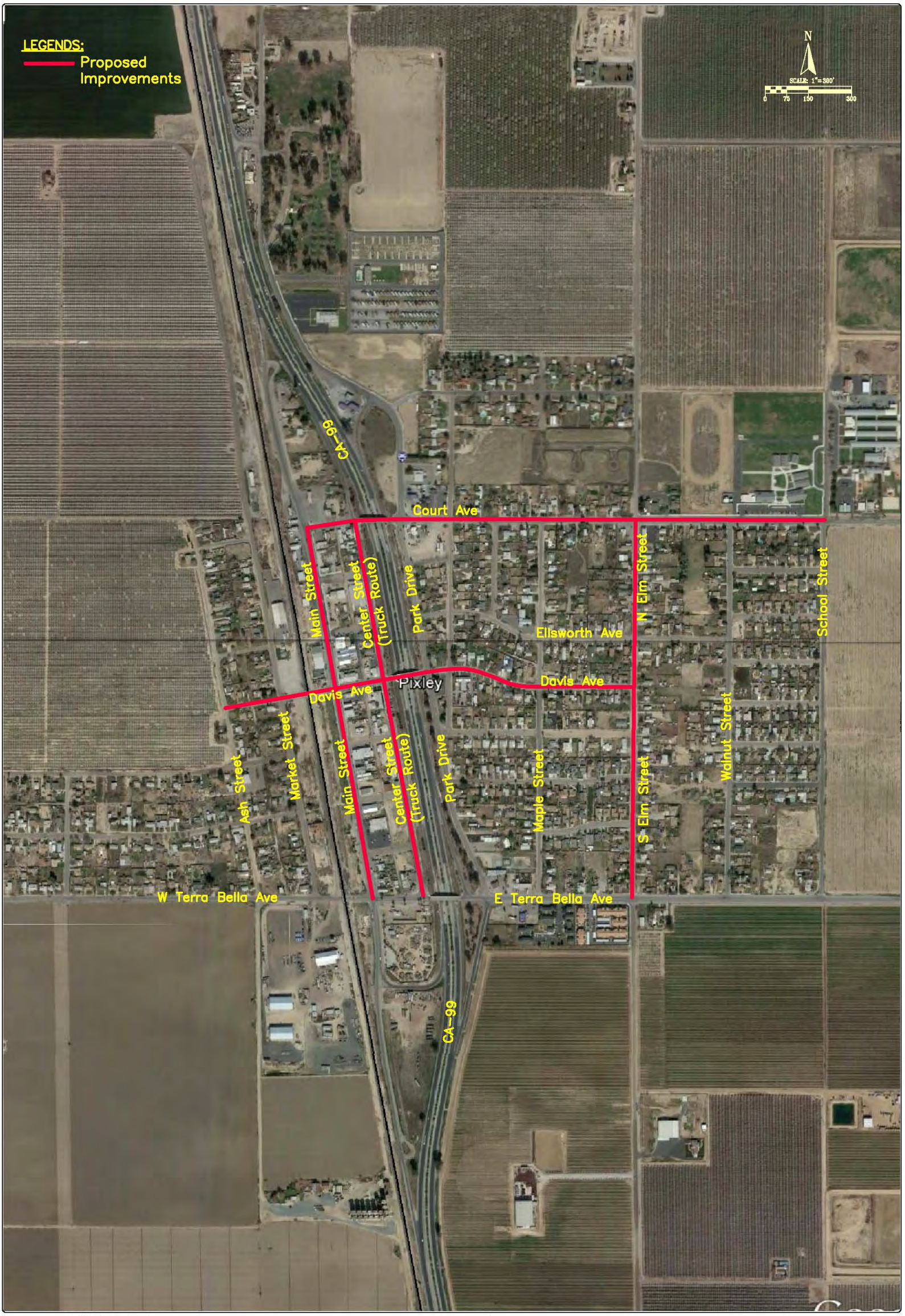

EX1

1 of 1

PIXLEY

POSSIBLE CIRCULATION IMPROVEMENTS

TULARE COUNTY

COUNTY OF TULARE
RESOURCE MANAGEMENT AGENCY

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

REVISIONS

No.	DESCRIPTION	DATE	BY

SCALE 1" = 300'
DIVISION RMA DESIGN
JOB NO. –
DESIGNED JK
DRAWN JK
CHECKED PS
COMPLETE STREET PROJECT_PIXLEY.DWG
DATE August 12, 2014
SHEET No.

M:\PROJECTS\MISC. PROJECTS\PIXLEY\COMPLETE STREET PROJECT_PIXLEY.DWG 8/12/2014 3:40 PM

Appendix B –

Circulation Plan

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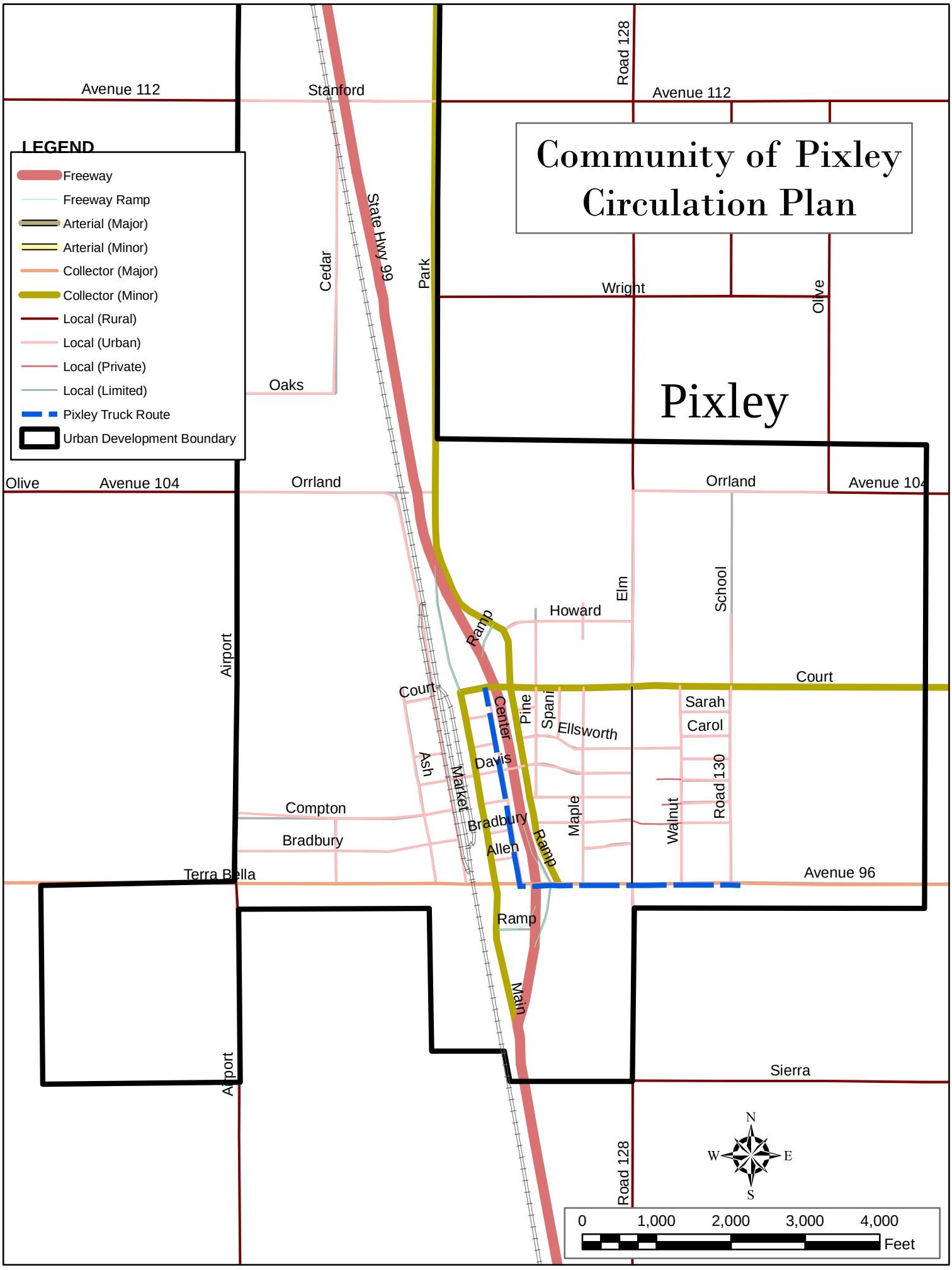
Community of Pixley
Circulation Plan
Pixley
LEGEND
Freeway
Freeway Ramp
Arterial (Major)
Arterial (Minor)
Collector (Major)
Collector (Minor)
Local (Rural)
Local (Urban)
Local (Private)
Local (Limited)
Pixley Truck Route
Urban Development Boundary
Avenue 112
Stanford
Road 128
Avenue 112
State Hwy 99
Cedar
Park
Wright
Olive
Oaks
Olive
Avenue 104
Orrland
Orrland
Avenue 104
Airport
Howard
Elm
School
Ramp
Court
Court
Center
Pine
Spani
Ellsworth
Sarah
Carol
Ash
Davis
Market
Road 130
Compton
Bradbury
Bradbury
Maple
Walnut
Allen
Ramp
Terra Bella
Avenue 96
Ramp
Main
Airport
Sierra
Road 128
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Appendix C –

Bicycle, Bus, and Pedestrian Plan

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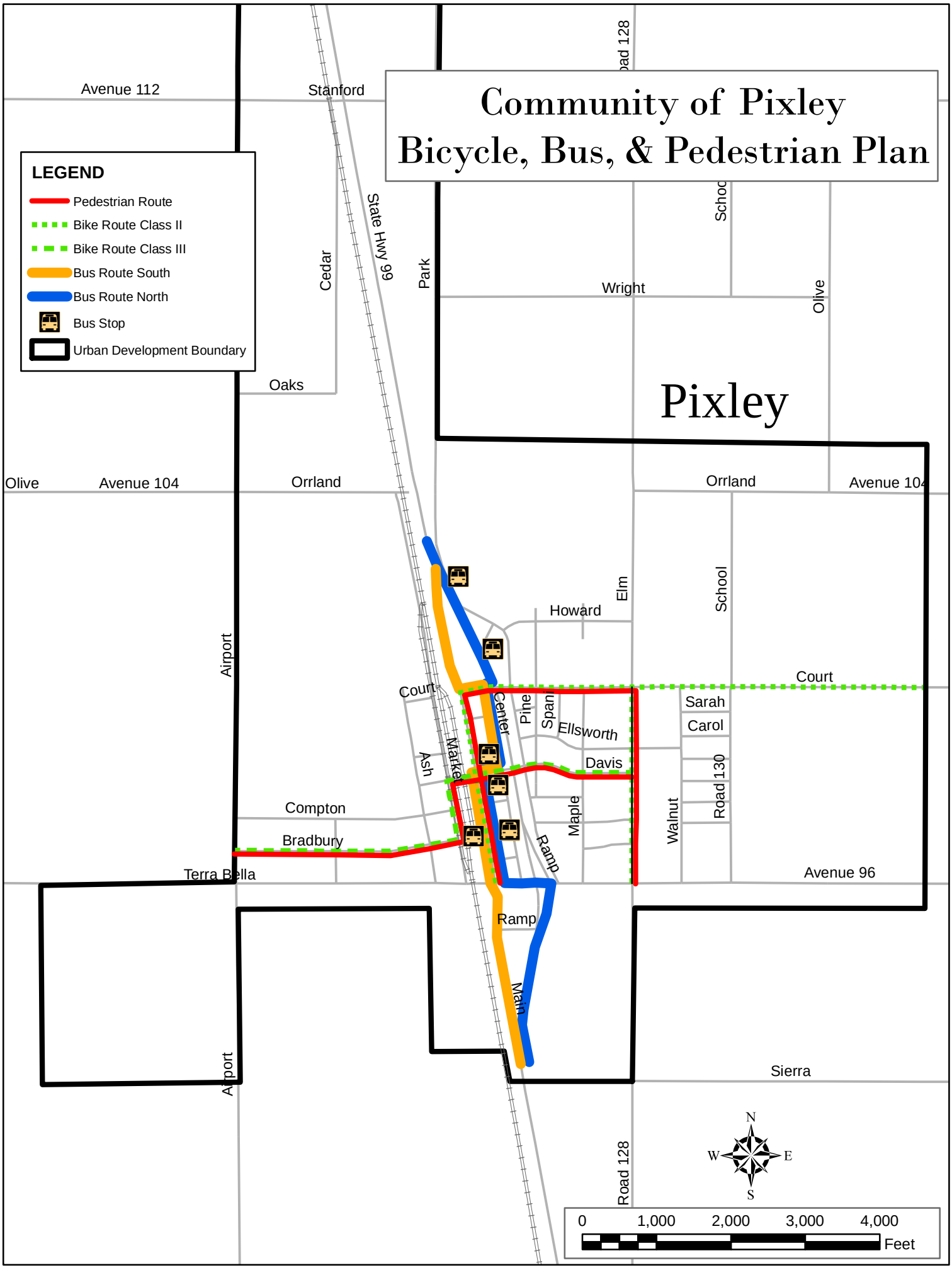
Community of Pixley
Bicycle, Bus, & Pedestrian Plan
LEGEND
Pedestrian Route
Bike Route Class II
Bike Route Class III
Bus Route South
Bus Route North
Bus Stop
Urban Development Boundary
Pixley
Avenue 112
Stanford
Road 128
State Hwy 99
Cedar
Park
School
Wright
Olive
Oaks
Olive
Avenue 104
Orrland
Orrland
Avenue 104
Airport
Howard
Elm
School
Court
Court
Center
Pine
Span
Ellsworth
Sarah
Carol
Davis
Ash
Market
Road 130
Compton
Bradbury
Maple
Walnut
Ramp
Terra Bella
Avenue 96
Ramp
Main
Airport
Sierra
Road 128
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Appendix D –

Road Maintenance Plan

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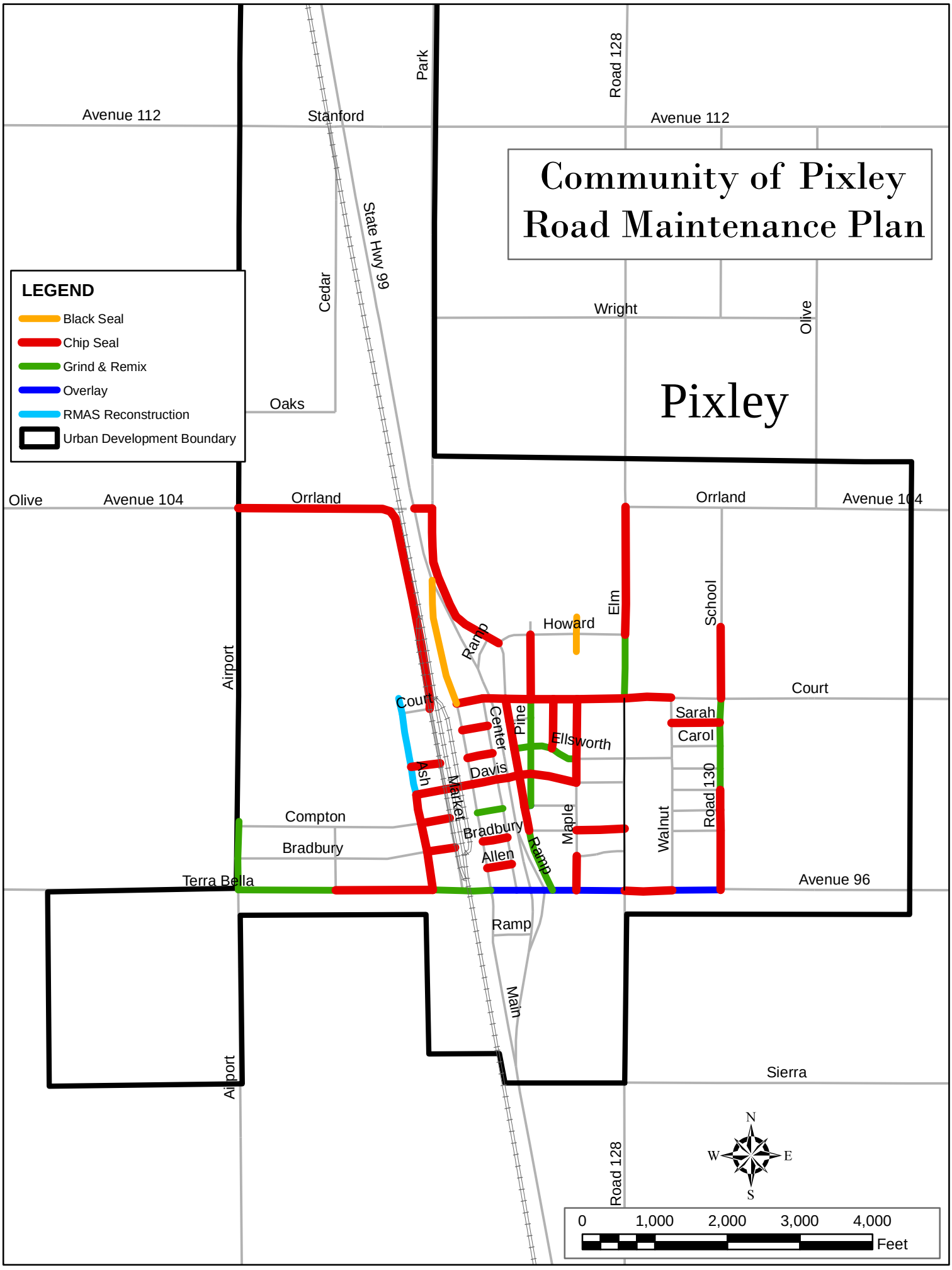
Community of Pixley
Road Maintenance Plan
Pixley
LEGEND
Black Seal
Chip Seal
Grind & Remix
Overlay
RMAS Reconstruction
Urban Development Boundary
Avenue 112
Stanford
Park
Road 128
Avenue 112
State Hwy 99
Cedar
Wright
Olive
Oaks
Olive
Avenue 104
Orrland
Orrland
Avenue 104
Airport
Howard
Elm
School
Ramp
Court
Court
Sarah
Carol
Center
Pine
Ellsworth
Ash
Davis
Market
Road 130
Compton
Bradbury
Bradbury
Maple
Walnut
Allen
Ramp
Terra Bella
Avenue 96
Ramp
Main
Airport
Sierra
Road 128
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Appendix E –

Cost Estimates for Pixley

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COST ESTIMATE - PIXLEY COMPLETE STREETS POLICY

District-County 6-Tulare
PM
EA
Program Code

Project Description:

Limits: Main Street: From Terra Bella Avenue to Court Avenue

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

Alternative: N/A

SUMMARY OF PROJECT COST ESTIMATE:

CONSTRUCTION COST	$	618,135
CONST CONTINGENCY (25%)	$	154,534
CONSTRUCTION MGMT	$	61,814
RIGHT OF WAY CAPITAL	$	195,000
RIGHT OF WAY ACQUISITION	$	23,400
FINAL ENGINEERING	$	61,814
TOTAL PROJECT CAPITAL OUTLAY COSTS	$	1,114,696

Reviewed by District Program Manager

Approved By Project Manager (Signature)

Date

Phone No. (559) 734-5895

PRELIMINARY PROJECT COST ESTIMATE SUMMARY

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

I. ROADWAY ITEMS

Section 1 Earthwork	Quantity	Unit	Unit Price	Item Cost	Section Cost
Roadway Excavation	554	CY	$ 15	$ 8 313	
~~Imported Borrow~~			~~$ -~~	~~$ -~~	
Clearing & Grubbing	1	LS	$ 10 000	$ 10 000	
~~Develop Water Supply~~			~~$~~	~~$~~	
~~Topsoil Reapplication~~			~~$~~	~~$~~	
~~Stepped Slopes and Slope Rounding (Contour Grading)~~			~~$~~	~~$~~	
				Subtotal Earthwork	$ 18 313
Section 2 Structural Section*					
~~PCC Pavement (__ Depth)~~			~~$ -~~	~~$ -~~	
~~PCC Pavement (__ Depth)~~			~~$ -~~	~~$ -~~	
Asphalt Concrete (HMA)	421	TON	$ 100	$ 42 085	
~~Lean Concrete Base~~			~~$ -~~	~~$ -~~	
~~Cement Treated Base~~			~~$ -~~	~~$ -~~	
Aggregate Base	346	CY	$ 50	$ 17 319	
~~Treated Permeable Base~~			~~$ -~~	~~$ -~~	
~~Aggregate Sub Base~~			~~$~~	~~$~~	
~~Pavement Reinforcing Fabric~~			~~$~~	~~$~~	
			$ -	$ -	
			$ -	$ -	
				Subtotal Pavement Structural Section	$ 59 404
Section 3 Drainage					
~~Large Drainage Facilities~~			~~$ -~~	~~$ -~~	
Storm Drains	1	LS	$ 60 000	$ 60 000	
~~Pumping Plants~~			~~$~~	~~$~~	
~~Project Drainage (X Drains, Oversize, etc.)~~			~~$~~	~~$~~	
			$ -	$ -	
				Total Drainage	$ 60 000

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

PRELIMINARY PROJECT COST ESTIMATE SUMMARY

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

Section 4 Specialty Items	Quantity	Unit	Unit Price	Unit Cost	Section Cost
~~Retaining Walls~~			~~$ -~~	~~$ -~~	
~~Noise Barriers~~			~~$ -~~	~~$ -~~	
~~Barriers and Guardrails~~			~~$ -~~	~~$ -~~	
~~Equipment/Animal Phases~~			~~$ -~~	~~$ -~~	
Water Pollution Control	1	LS	$ 10 000	$ 10 000	
~~Hazardous Waste Investigation and/or Mitigation Work~~			~~$ -~~	~~$ -~~	
Environmental Compliance	1	LS	$ 10 000	$ 10 000	
~~Resident Engineer Office Space~~			~~$ -~~	~~$ -~~	
			$ -	$ -	
			$ -	$ -	
			$ -	$ -	
				Total Specialty Items	$ 20 000

Section 5 Traffic Items					
~~Lighting~~			~~$ -~~	~~$ -~~	
Traffic Delineation Items	1	LS	$ 15 000	$ 15 000	
~~Traffic Signals~~			~~$ -~~	~~$ -~~	
~~Overhead Sign Structure~~			~~$ -~~		
Roadside Signs	1	LS	$ 5 000	$ 5 000	
Traffic Control Systems	1	LS	$ 10 000	$ 10 000	
~~Traffic Management Plan~~			~~$ -~~	~~$ -~~	
~~Temporary Detection System Staging~~			~~$ -~~	~~$ -~~	
				Total Traffic Items	$ 30 000

PRELIMINARY PROJECT COST ESTIMATE SUMMARY

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

Section 6 Minor Concrete	Quantity	Unit	Unit Price	Unit Cost	Section Cost
Sidewalk	22966	SF	$ 6	$ 137 798	
Curb & Gutter	3026	LF	$ 20	$ 60 511	
Vee Gutter	1491	SF	$ 10	$ 14 911	
Driveway	1927	SF	$ 12	$ 23 127	
Curb Ramps	10	EA	$ 3 500	$ 35 000	
Bus Pad	1560	SF	$ 17	$ 26 520	
			$ -	$ -	
				Total Minor Concrete Items	$ 297 867

Section 7 Roadside Management and Safety Section					
~~Vegetation Control Treatments~~			~~$ -~~	~~$ -~~	
~~Gore Area Pavement~~			~~$ 1~~	~~$ -~~	
~~Pavement beyond the gore area~~			~~$ 2~~	~~$~~	
~~Miscellaneous Paving~~			~~$ 3~~	~~$~~	
Erosion Control	1	LS	$ 5 000	$ 5 000	
~~Slope Protection~~			~~$ 4~~	~~$ -~~	
~~Slide Slopes/Embankment Slopes~~			~~$ 5~~	~~$ -~~	
~~Maintenance Vehicle Pull outs~~			~~$ 6~~	~~$ -~~	
~~Off-freeway Access (gates, stairways, etc.)~~			~~$ 7~~	~~$ -~~	
~~Roadside Facilities (Vista Points, Transit, Park and Ride, etc.)~~			~~$ 8~~	~~$ -~~	
~~Relocating roadside facilities/features~~			~~$ 9~~	~~$ -~~	
				Total Traffic Items	$ 5 000
				SUBTOTAL SECTIONS 1 - 7	$ 490 583

PRELIMINARY PROJECT COST ESTIMATE SUMMARY

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

Section 8 Minor Items

			Unit Cost	Section Cost
$ 490 583 (Subtotal Section 1-7)	x(5%)* =	$ 24 529		
		Total Minor Items		$ 24 529

Section 9 Roadway Mobilization

$ 515 113 (Subtotal Section 1-8)	x(10%) =	$ 51 511	
	Total Roadway Mobilization		$ 51 511

Section 10 Roadway Additions

Supplemental Work

$ 515 113 (Subtotal Section 1-8)	x(10%)*	$ 51 511	

Contingencies

$ 515 113 (Subtotal Section 1-8)	x(0%)**	$ -	
		Total Roadway Additions	$ 51 511
	TOTAL ROADWAY ITEMS - (Total of Section 1 - 10)		$ 618 135

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

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

* Use 5% - 10%.

**Use appropriate percentage per Chapter 20.

PRELIMINARY PROJECT COST ESTIMATE SUMMARY

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

II. STRUCTURE ITEMS

	Structure 1	**Structure 2**	**Structure 3**
Bridge Name			
Structure Type			
Width (out to out) - (ft)			
Span Lengths - (ft)			
Total Area - (ft^2)			
Footing Type (pile/spread)			
Cost Per ft2 (incl. 10% mobilization and 20% contingency)			
Total Cost for Structure			

*Add additional structures as necessary

SUBTOTAL STRUCTURES ITEMS $ -

Railroad Related Costs $ -

TOTAL STRUCTURES ITEMS $ -

Estimate Prepared By _____ Phone _____ Date _____

(Print Name)

(If appropriate, attach additional pages and backup)

PRELIMINARY PROJECT COST ESTIMATE SUMMARY

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

III. RIGHT OF WAY ITEMS

	Escalated Value	
A. Acquisition, including excess lands & damages to remainder(s) and Goodwill	$ 20 000	
B. Utility Relocation	$ 175 000	Allow
C. Relocation Assistance		
D. Clearance/Demolition		
E. Title and Escrow Fees		
Total Right of Way Items (Escalated Value)	$ 195 000	

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

F. Construction Contract Work

Brief Description of Work

_____

_____

_____

_____

_____

Right of Way Brach Cost Estimate for Work* _____

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

Estimate Prepared By _____ Phone _____ Date _____

COST ESTIMATE - PIXLEY COMPLETE STREETS POLICY

District-County 6-Tulare
PM
EA
Program Code

Project Description:

Limits: Court Avenue: from Main Street to School Street

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

Alternative: N/A

SUMMARY OF PROJECT COST ESTIMATE:

CONSTRUCTION COST	$	268,300
CONST CONTINGENCY (25%)	$	67,075
CONSTRUCTION MGMT	$	26,830
RIGHT OF WAY CAPITAL	$	60,000
RIGHT OF WAY ACQUISITION	$	7,200
FINAL ENGINEERING	$	26,830
TOTAL PROJECT CAPITAL OUTLAY COSTS	$	456,235

Reviewed by District Program Manager

Approved By Project Manager (Signature)

Date

Phone No. (559) 734-5895

PRELIMINARY PROJECT COST ESTIMATE SUMMARY

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

I. ROADWAY ITEMS

Section 1 Earthwork	Quantity	Unit	Unit Price	Item Cost	Section Cost
Roadway Excavation	91	CY	$ 25	$ 2 269	
~~Imported Borrow~~			~~$ -~~	~~$ -~~	
Clearing & Grubbing	1	LS	$ 5 000	$ 5 000	
~~Develop Water Supply~~			~~$~~	~~$~~	
~~Topsoil Reapplication~~			~~$~~	~~$~~	
~~Stepped Slopes and Slope Rounding (Contour Grading)~~			~~$~~	~~$~~	
				Subtotal Earthwork	$ 7 269
Section 2 Structural Section*					
~~PCC Pavement (__ Depth)~~			~~$ -~~	~~$ -~~	
~~PCC Pavement (__ Depth)~~			~~$ -~~	~~$ -~~	
Asphalt Concrete (HMA)	69	TON	$ 100	$ 6 891	
~~Lean Concrete Base~~			~~$ -~~	~~$ -~~	
~~Cement Treated Base~~			~~$ -~~	~~$ -~~	
Aggregate Base	57	CY	$ 50	$ 2 836	
~~Treated Permeable Base~~			~~$ -~~	~~$ -~~	
~~Aggregate Sub Base~~			~~$~~	~~$~~	
~~Pavement Reinforcing Fabric~~			~~$~~	~~$~~	
			$ -	$ -	
			$ -	$ -	
				Subtotal Pavement Structural Section	$ 9 727
Section 3 Drainage					
~~Large Drainage Facilities~~			~~$ -~~	~~$ -~~	
Storm Drains	1	LS	$ 20 000	$ 20 000	
~~Pumping Plants~~			~~$~~	~~$~~	
~~Project Drainage (X Drains, Oversize, etc.)~~			~~$~~	~~$~~	
			$ -	$ -	
				Total Drainage	$ 20 000

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

PRELIMINARY PROJECT COST ESTIMATE SUMMARY

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

Section 4 Specialty Items	Quantity	Unit	Unit Price	Unit Cost	Section Cost
~~Retaining Walls~~			~~$ -~~	~~$ -~~	
~~Noise Barriers~~			~~$ -~~	~~$ -~~	
~~Barriers and Guardrails~~			~~$ -~~	~~$ -~~	
~~Equipment/Animal Phases~~			~~$ -~~	~~$ -~~	
Water Pollution Control	1	LS	$ 5 000	$ 5 000	
~~Hazardous Waste Investigation and/or Mitigation Work~~			~~$ -~~	~~$ -~~	
Environmental Compliance	1	LS	$ 5 000	$ 5 000	
~~Resident Engineer Office Space~~			~~$ -~~	~~$ -~~	
			$ -	$ -	
			$ -	$ -	
			$ -	$ -	
				Total Specialty Items	$ 10 000

Section 5 Traffic Items					
~~Lighting~~			~~$ -~~	~~$ -~~	
Traffic Delineation Items	1	LS	$ 15 000	$ 15 000	
~~Traffic Signals~~			~~$ -~~	~~$ -~~	
~~Overhead Sign Structure~~			~~$ -~~		
Roadside Signs	1	LS	$ 500	$ 500	
Traffic Control Systems	1	LS	$ 10 000	$ 10 000	
~~Traffic Management Plan~~			~~$ -~~	~~$ -~~	
~~Temporary Detection System Staging~~			~~$ -~~	~~$ -~~	
				Total Traffic Items	$ 25 500

PRELIMINARY PROJECT COST ESTIMATE SUMMARY

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

Section 6 Minor Concrete	Quantity	Unit	Unit Price	Unit Cost	Section Cost
Sidewalk	7887	SF	$ 6	$ 47 321	
Curb & Gutter	1446	LF	$ 20	$ 28 926	
~~Vee Gutter~~		~~SF~~	~~$ -~~	~~$ -~~	
Driveway	2308	SF	$ 12	$ 27 694	
Curb Ramps	9	EA	$ 3 500	$ 31 500	
~~Center Island Landscaping~~			~~$ -~~	~~$ -~~	
			$ -	$ -	
				Total Minor Concrete Items	$ 135 441

Section 7 Roadside Management and Safety Section					
~~Vegetation Control Treatments~~			~~$ -~~	~~$ -~~	
~~Gore Area Pavement~~			~~$ 1~~	~~$ -~~	
~~Pavement beyond the gore area~~			~~$ 2~~	~~$ -~~	
~~Miscellaneous Paving~~			~~$ 3~~	~~$ -~~	
Erosion Control	1	LS	$ 5 000	$ 5 000	
~~Slope Protection~~			~~$ 4~~	~~$ -~~	
~~Slide Slopes/Embankment Slopes~~			~~$ 5~~	~~$ -~~	
~~Maintenance Vehicle Pull outs~~			~~$ 6~~	~~$ -~~	
~~Off-freeway Access (gates, stairways, etc.)~~			~~$ 7~~	~~$ -~~	
~~Roadside Facilities (Vista Points, Transit, Park and Ride, etc.)~~			~~$ 8~~	~~$ -~~	
~~Relocating roadside facilities/features~~			~~$ 9~~	~~$ -~~	
				Total Traffic Items	$ 5 000
				SUBTOTAL SECTIONS 1 - 7	$ 212 937

PRELIMINARY PROJECT COST ESTIMATE SUMMARY

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

Section 8 Minor Items

		Unit Cost	Section Cost
$ 212 937 (Subtotal Section 1-7)	x(5%)* =	$ 10 647	
	Total Minor Items		$ 10 647

Section 9 Roadway Mobilization

$ 223 583 (Subtotal Section 1-8)	x(10%) =	$ 22 358	
	Total Roadway Mobilization		$ 22 358

Section 10 Roadway Additions

Supplemental Work

$ 223 583 (Subtotal Section 1-8)	x(10%)*	$ 22 358	

Contingencies

$ 223 583 (Subtotal Section 1-8)	x(0%)**	$ -	
	Total Roadway Additions		$ 22 358
	TOTAL ROADWAY ITEMS - (Total of Section 1 - 10)		$ 268 300

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

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

* Use 5% - 10%.

**Use appropriate percentage per Chapter 20.

PRELIMINARY PROJECT COST ESTIMATE SUMMARY

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

II. STRUCTURE ITEMS

	Structure 1	**Structure 2**	**Structure 3**
Bridge Name			
Structure Type			
Width (out to out) - (ft)			
Span Lengths - (ft)			
Total Area - (ft^2)			
Footing Type (pile/spread)			
Cost Per ft2 (incl. 10% mobilization and 20% contingency)			
Total Cost for Structure			

*Add additional structures as necessary

SUBTOTAL STRUCTURES ITEMS $ -

Railroad Related Costs $ -

TOTAL STRUCTURES ITEMS $ -

Estimate Prepared By _____ Phone _____ Date _____

(Print Name)

(If appropriate, attach additional pages and backup)

PRELIMINARY PROJECT COST ESTIMATE SUMMARY

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

III. RIGHT OF WAY ITEMS

	Escalated Value	
A. Acquisition, including excess lands & damages to remainder(s) and Goodwill	$ 10 000	
B. Utility Relocation	$ 50 000	Allow
C. Relocation Assistance		
D. Clearance/Demolition		
E. Title and Escrow Fees		
Total Right of Way Items (Escalated Value)	$ 60 000	

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

F. Construction Contract Work

Brief Description of Work

_____

_____

_____

_____

_____

Right of Way Brach Cost Estimate for Work* _____

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

Estimate Prepared By _____ Phone _____ Date _____

Appendix F –

Pixley 30% Submittal Plan Set

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INDEX OF SHEETS

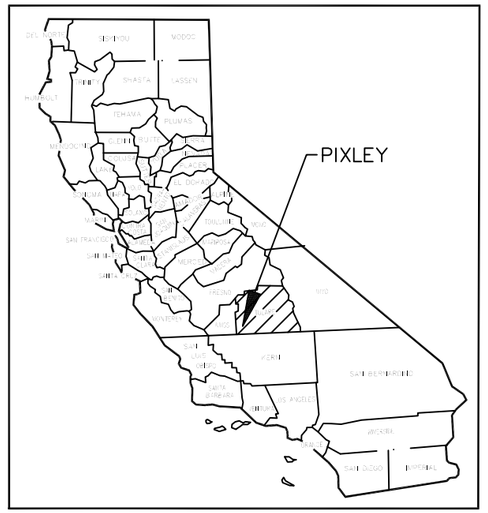
PAGE	SHEET NO.	DESCRIPTION
1	T1	TITLE SHEET

PIXLEY
COUNTY OF TULARE

PROJECT PLANS FOR CONSTRUCTION ON

PIXLEY-COMPLETE STREETS POLICY

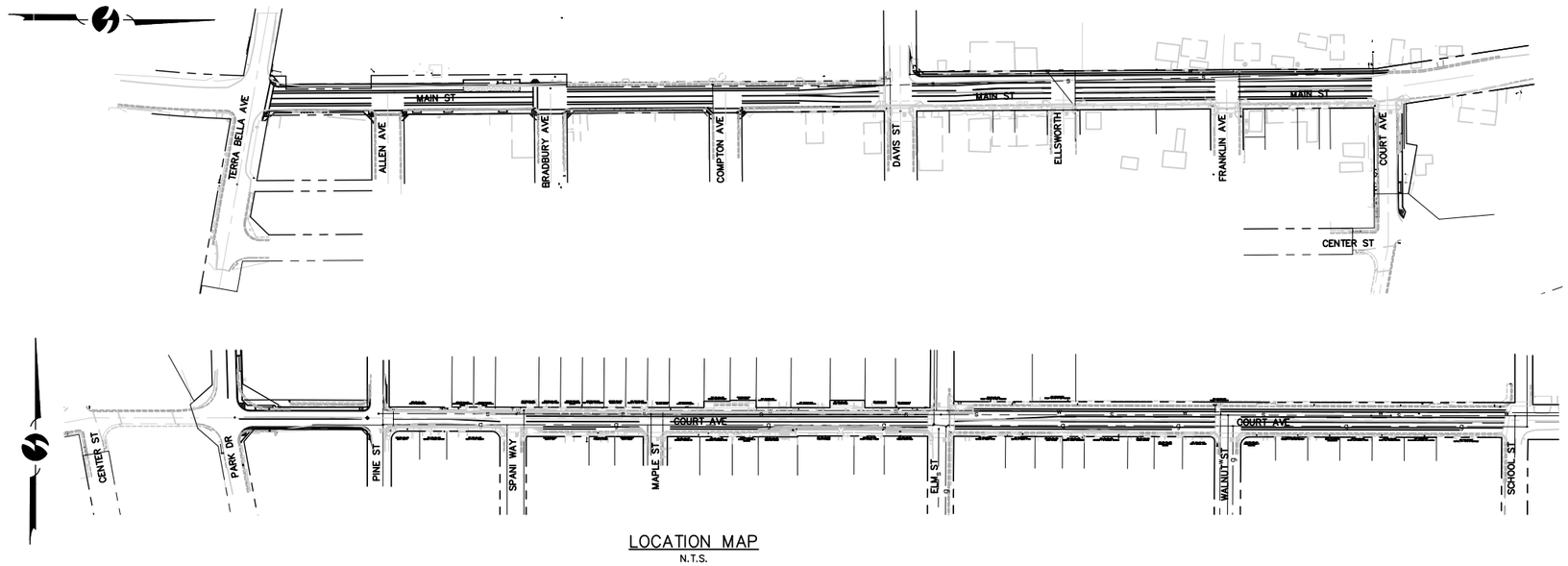
IN PIXLEY AND COUNTY OF TULARE
MAIN STREET (FROM TERRA BELLA AVE TO COURT ST.)
COURT STREET (FROM MAIN ST. TO SCHOOL ST.)



VICINITY MAP
N.T.S.

ABBREVIATIONS

AB	AGGREGATE BASE
AC	ASPHALT CONCRETE
A.D.	ALGEBRAIC DIFFERENCE
AP	ANGLE POINT
BC	BEGIN CURVE
CL	CENTER LINE
CONC	CONCRETE
CPDC	CONSOLIDATED PEOPLES DITCH COMPANY
C&G	CURB AND GUTTER
EC	END OF CURVE
EG	EXISTING GRADE
ELEV	ELEVATION
EP	EDGE OF PAVEMENT
ESMT	EASEMENT
FG	FINISH GRADE
FL	FLOW LINE
HCR	HANDICAP RAMP
HMA	HOT MIX ASPHALT
HW	HEADWALL
INV	INVERT
IRR	IRRIGATION
JS	JUNCTION STRUCTURE
K	CURVE COEFFICIENT
LF	LINEAR FEET
LT	LEFT
LVC	LENGTH OF VERTICAL CURVE
MAX	MAXIMUM
MIN	MINIMUM
(N)	NOT A PAY ITEM
NSP	NEW STANDARD PLAN
N.T.S.	NOT TO SCALE
O.C.	ON CENTER
PCC	PORTLAND CEMENT CONCRETE
PI	POINT OF INTERSECTION
POC	POINT OF CONNECTION
PT	POINT
R	RADIUS
R.C.	RELATIVE COMPACTION
RGRCP	RUBBER GASKET REINFORCED CONCRETE PIPE
RSP	REVISED STANDARD PLAN
RT	RIGHT
R/W	RIGHT OF WAY
SCE	SOUTHERN CALIFORNIA EDISON
STA	STATION
SW	SIDEWALK
TBC	TOP BACK OF CURB
TBW	TOP BACK OF WALK
TW	TOP OF WALL
TYP	TYPICAL



LOCATION MAP
N.T.S.

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

REGISTERED PROFESSIONAL ENGINEER
MICHAEL J. WINTON
No. 66910
Exp. 9-30-14
CIVIL
STATE OF CALIFORNIA

APPROVED BY:

XXXXXXX — COMMUNITY SERVICES DIRECTOR, PIXLEY — DATE

REVIEWED BY:

MICHAEL J. WINTON P.E. — PROJECT MANAGER, OMNI-MEANS LTD. — DATE

REVISIONS

No.	DESCRIPTION	DATE	BY

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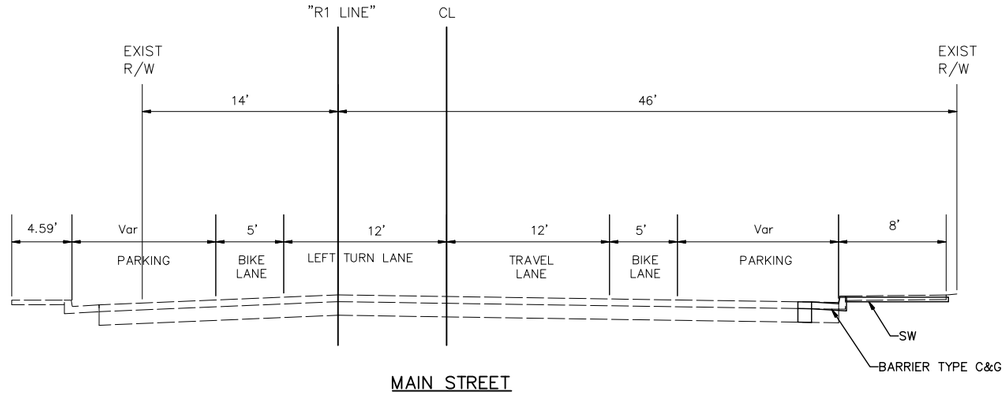
Visalia, CA 93291
(559) 734-5895

TITLE SHEET
PIXLEY-COMPLETE STREETS POLICY
PIXLEY, CALIFORNIA

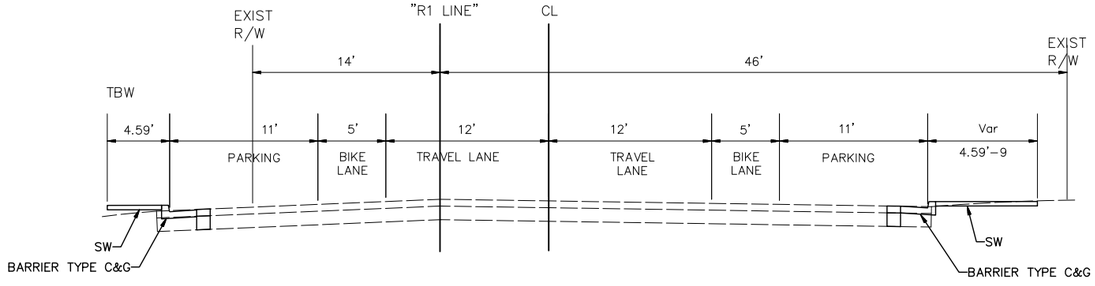
SCALE	N.T.S.
JOB NO.	55-7300-11
DESIGNED	
DRAWN	FJD
FILE	1880T001.DWG
CHECKED	MJW
DATE	7-23-14

SHEET No.
T1
- OF -



MAIN STREET

COMPTON AVE to DAVIS ST



MAIN STREET

TERRA BELLA ST to COMPTON AVE

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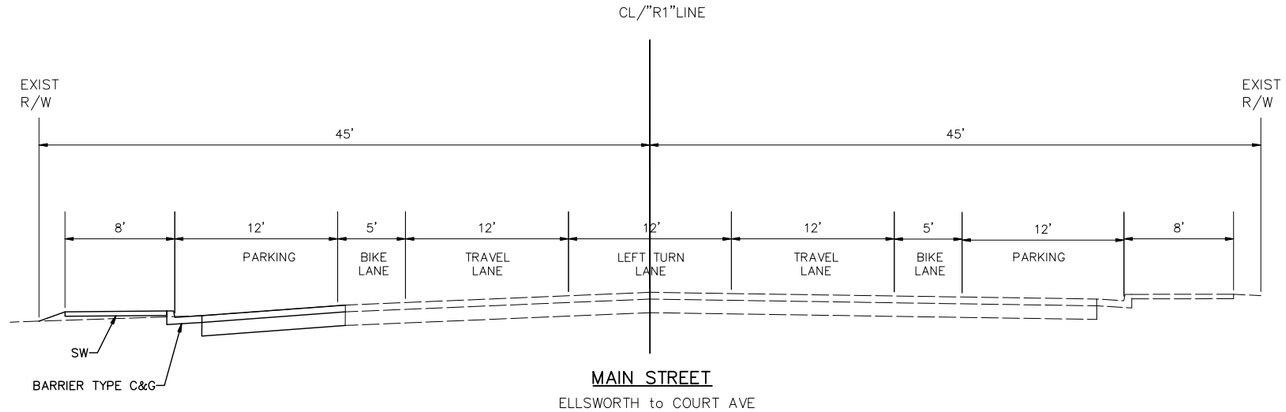
TYPICAL SECTIONS

PIXLEY-COMPLETE STREETS POLICY
PHASE 1 IMPROVEMENTS
TULARE COUNTY

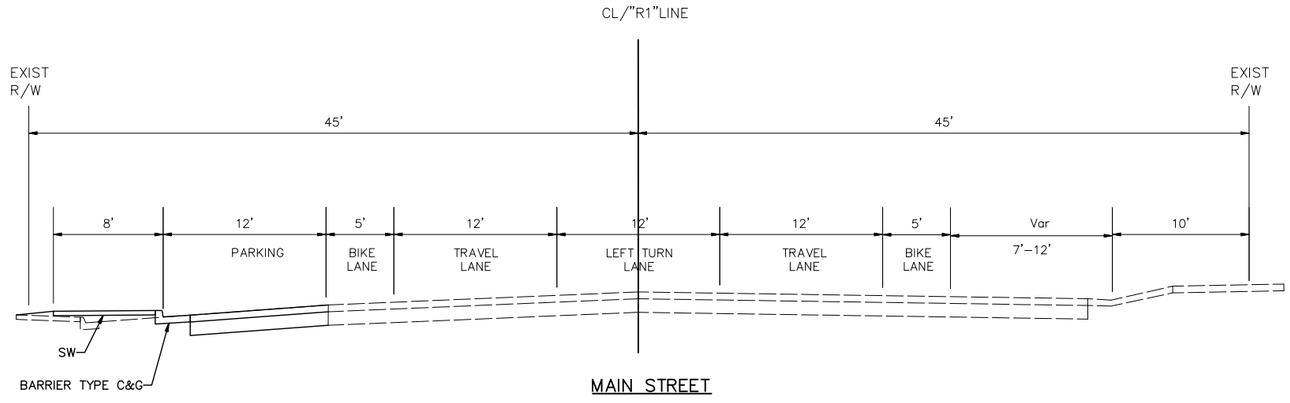
SCALE	NTS
JOB NO.	55-7300-11
DESIGNED	-
DRAWN	AR
FILE	1880X001.DWG
CHECKED	MJW
DATE	7-23-14

SHEET No.
X1
- OF -



MAIN STREET

ELLSWORTH to COURT AVE



MAIN STREET

DAVIS ST to ELLSWORTH

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PHASE 1 IMPROVEMENTS
TULARE COUNTY

SCALE	NTS
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DESIGNED	-
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FILE	1880X001.DWG
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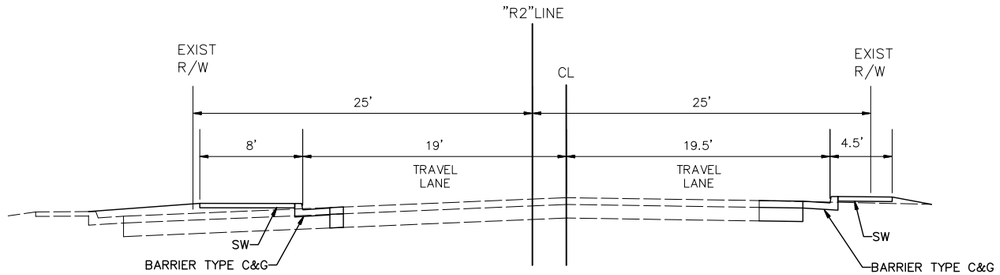
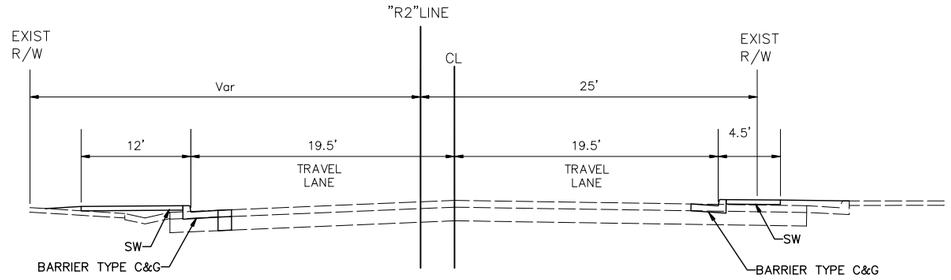
DATE	7-23-14

SHEET No.
X2
- OF -



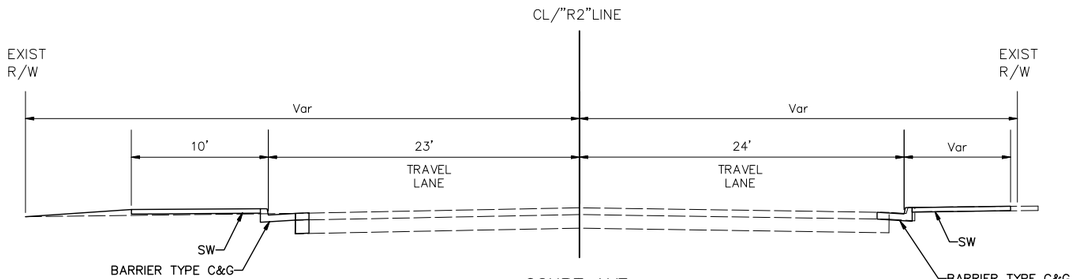
COURT AVE

"R2" STA 18+15 to PINE ST



COURT AVE

PARK DR to "R2" STA 18+15



COURT AVE

MAIN ST to CENTER ST

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PHASE 1 IMPROVEMENTS
TULARE COUNTY

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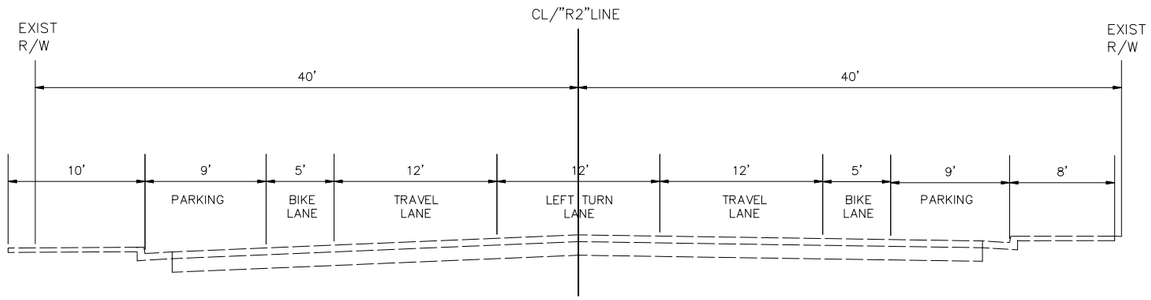
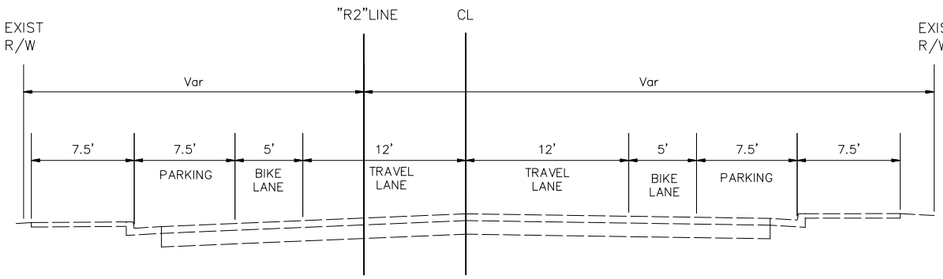
SHEET No.
X3
- OF -



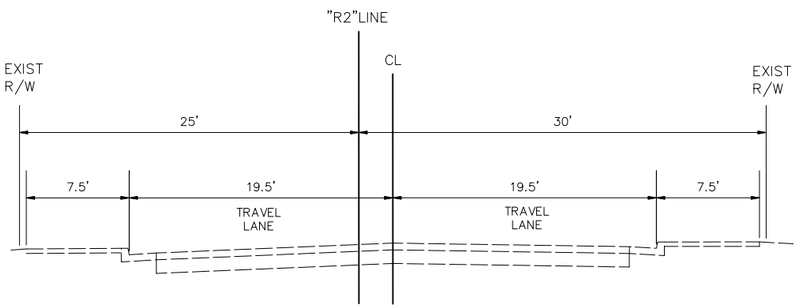
COURT AVE

WALNUT ST to ELM ST



COURT AVE

SPANI WAY to ELM ST



COURT AVE

PINE ST to SPANI WAY

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Visalia
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TYPICAL SECTIONS

PIXLEY-COMPLETE STREETS POLICY
PHASE 1 IMPROVEMENTS
TULARE COUNTY

SCALE	NTS
JOB NO.	55-7300-11
DESIGNED	-
DRAWN	AR
FILE	1880X001.DWG
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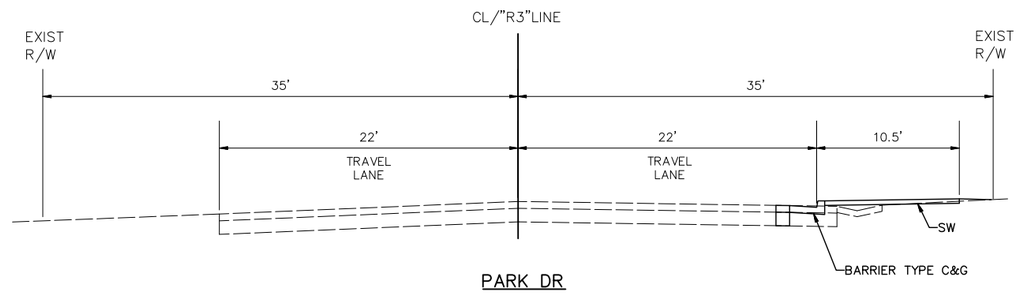
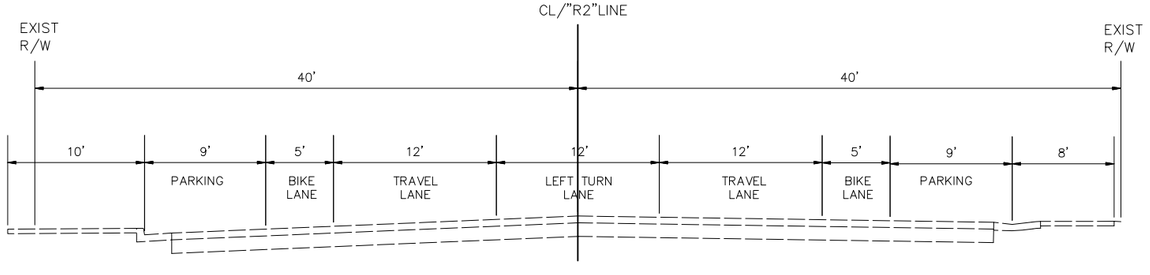
DATE	7-23-14

SHEET No. X4 - OF -



PARK DR

COURT AVE to 12+42



COURT AVE

WALNUT ST to SCHOOL ST

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No.	DESCRIPTION	DATE	BY

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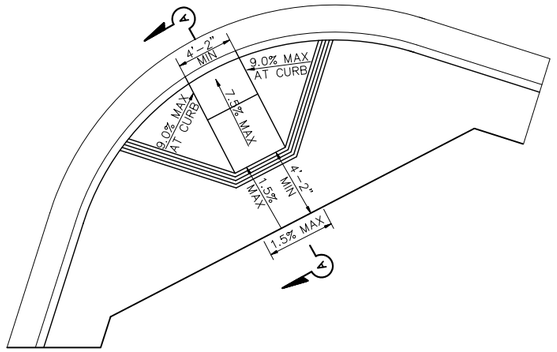
TYPICAL SECTIONS

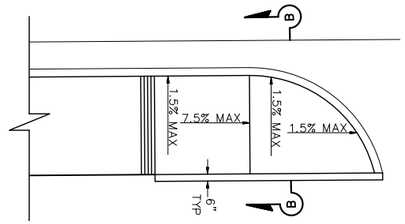
PIXLEY-COMPLETE STREETS POLICY
PHASE 1 IMPROVEMENTS
TULARE COUNTY

SCALE	NTS
JOB NO.	55-7300-11
DESIGNED	-
DRAWN	AR
FILE	1880X001.DWG
CHECKED	MJW
DATE	7-23-14

SHEET No.
X5
- OF -



CASE A CURB RAMP DETAIL
N.T.S.



CASE CM CURB RAMP DETAIL
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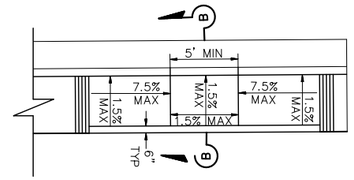

CASE C CURB RAMP DETAIL
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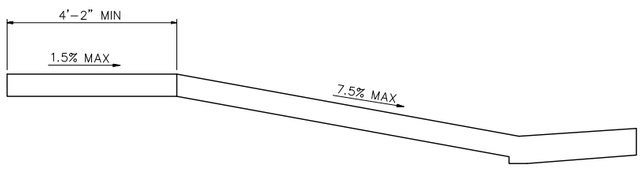
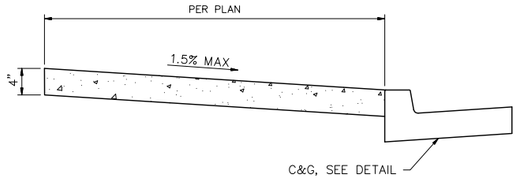


SECTION A-A

SECTION B-B



SIDEWALK DETAIL
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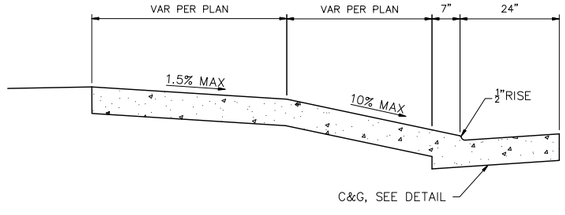

DRIVEWAY DETAIL
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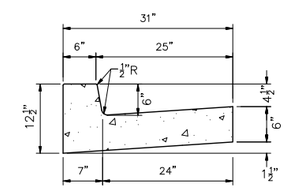

CURB AND GUTTER DETAIL
N.T.S.

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REGISTERED PROFESSIONAL ENGINEER
MICHAEL J. WINTON
No. 66910
Exp. 9-30-14
CIVIL
STATE OF CALIFORNIA

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No.	DESCRIPTION	DATE	BY

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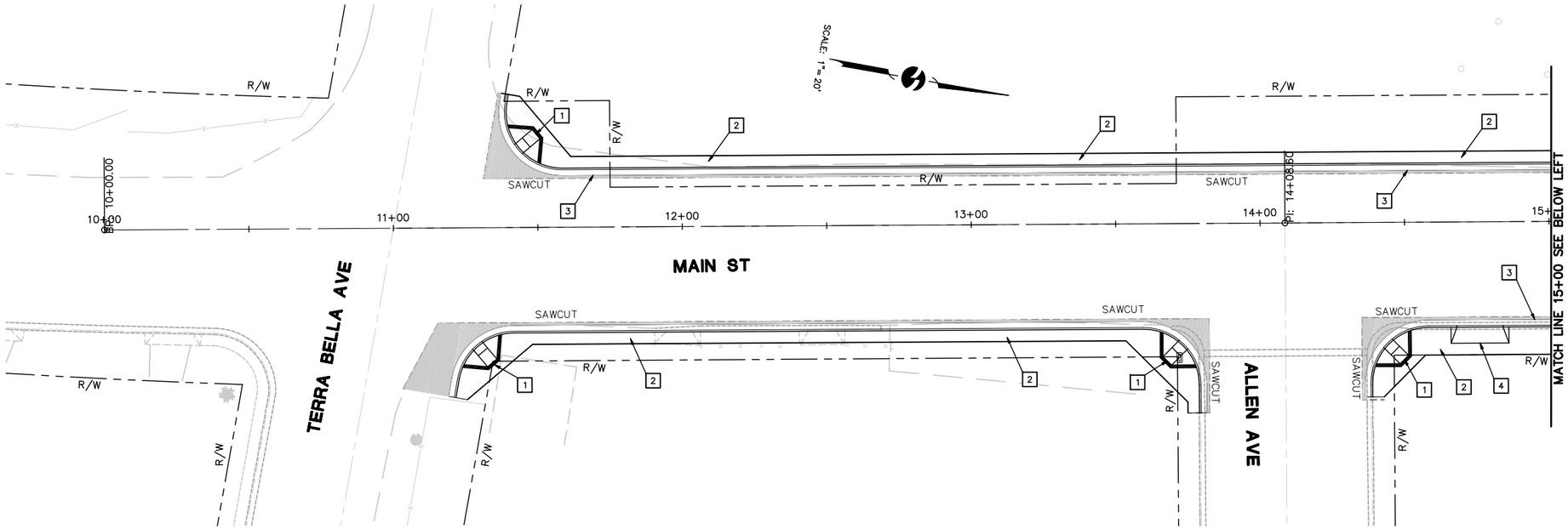
CONSTRUCTION DETAILS

PIXLEY-COMPLETE STREETS POLICY
PHASE 1 IMPROVEMENTS
TULARE COUNTY

SCALE	N.T.S
JOB NO.	55-7300-11
DESIGNED	-
DRAWN	FJD
FILE	1880C003.DWG
CHECKED	MJW
DATE	7-23-14

SHEET No.
C1
- OF -



LEGEND

ROADWAY CONST. SEE TYP CROSS SECTIONS.

KEYED NOTES (THIS SHEET ONLY)

1. CASE A CURB RAMP
2. SIDEWALK
3. C&G
4. DRWY
5. BUS PAD

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REVISIONS

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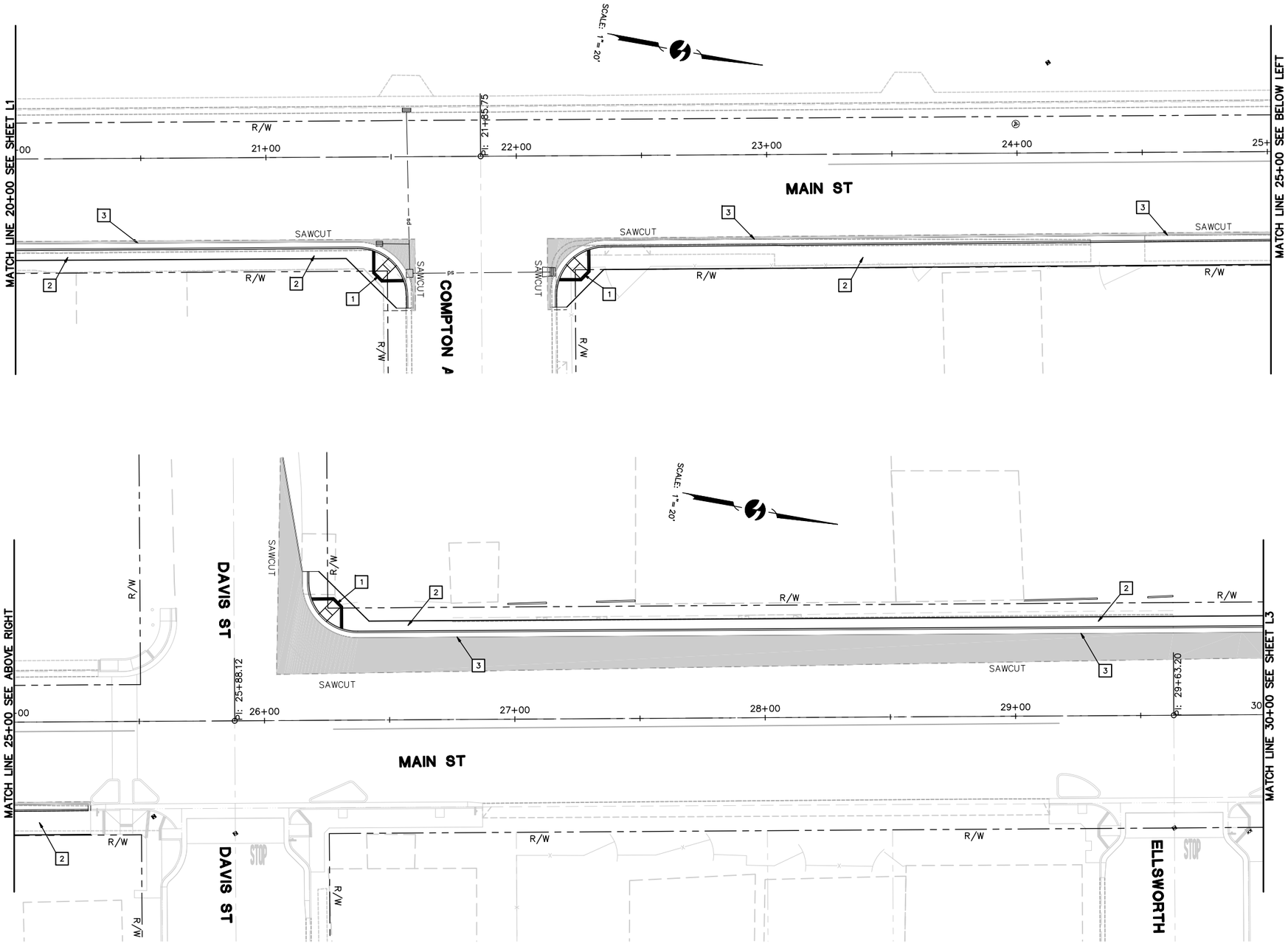
LAYOUT & GRADING

PIXLEY-COMPLETE STREETS POLICY
PHASE 1 IMPROVEMENTS
TULARE COUNTY

SCALE	1"=20'
JOB NO.	55-7300-11
DESIGNED	FJD
DRAWN	FJD
FILE	1880L002.DWG
CHECKED	MJW
DATE	7-23-14

SHEET No.
L1
X OF X



LEGEND

ROADWAY CONST. SEE TYP CROSS SECTIONS.

KEYED NOTES (THIS SHEET ONLY)

1. CASE A CURB RAMP
2. SIDEWALK
3. C&G
4. DRWY

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No.	DESCRIPTION	DATE	BY

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☐ CONSTRUCTION
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LAYOUT & GRADING

PIXLEY-COMPLETE STREETS POLICY
PHASE 1 IMPROVEMENTS
TULARE COUNTY

SCALE	1"=20'
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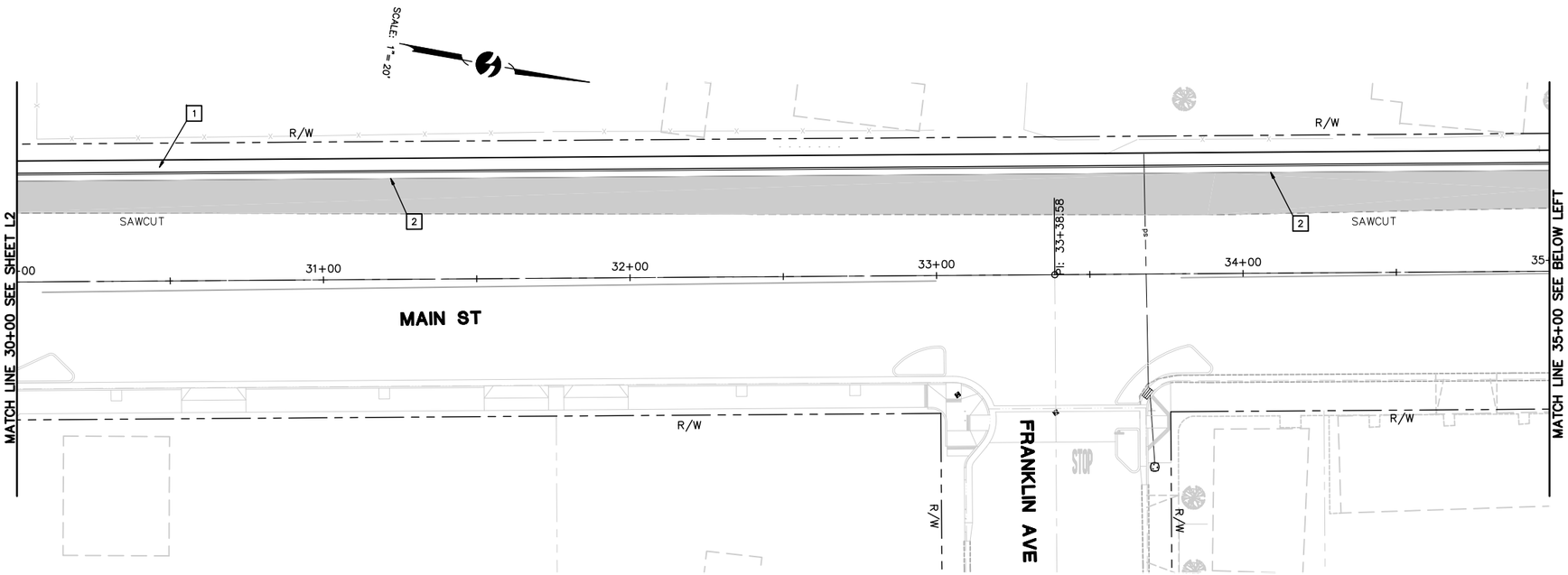
CHECKED	MJW
DATE	7-23-14

SHEET No.
L2
X OF X



LEGEND

ROADWAY CONST. SEE TYP CROSS SECTIONS.

KEYED NOTES (THIS SHEET ONLY)

1 SIDEWALK

2 C&G

3 DRWY

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LAYOUT & GRADING

PIXLEY-COMPLETE STREETS POLICY
PHASE 1 IMPROVEMENTS
TULARE COUNTY

SCALE	1"=20'
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DESIGNED	FJD
DRAWN	FJD
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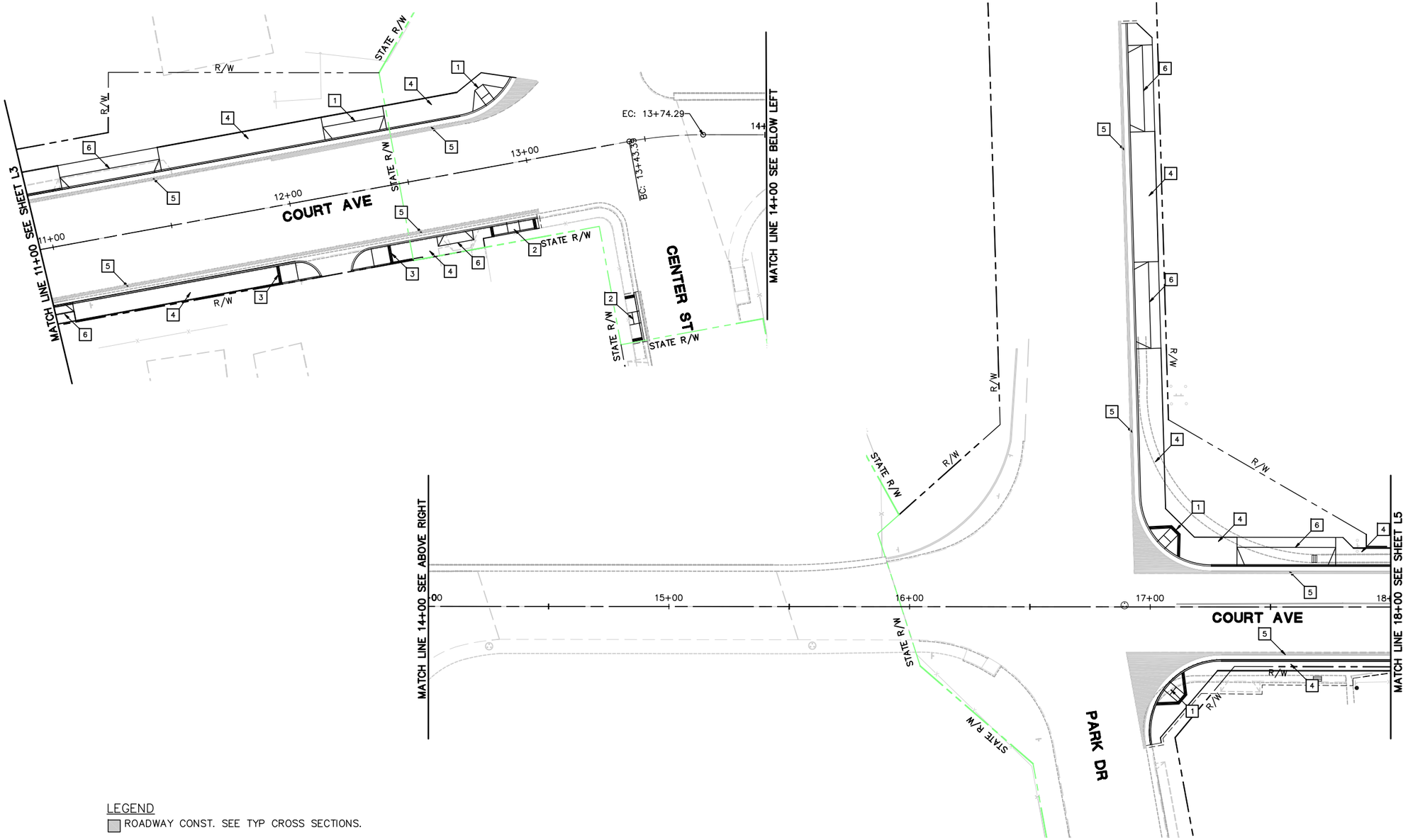
CHECKED	MJW
DATE	7-23-14

SHEET No.
L3
X OF X



LEGEND

ROADWAY CONST. SEE TYP CROSS SECTIONS.

KEYED NOTES (THIS SHEET ONLY)

1. CASE A CURB RAMP
2. CASE C CURB RAMP
3. CASE CM CURB RAMP
4. SIDEWALK
5. C&G
6. DRWY

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LAYOUT & GRADING

PIXLEY-COMPLETE STREETS POLICY
PHASE 1 IMPROVEMENTS
TULARE COUNTY

SCALE	1"=20'
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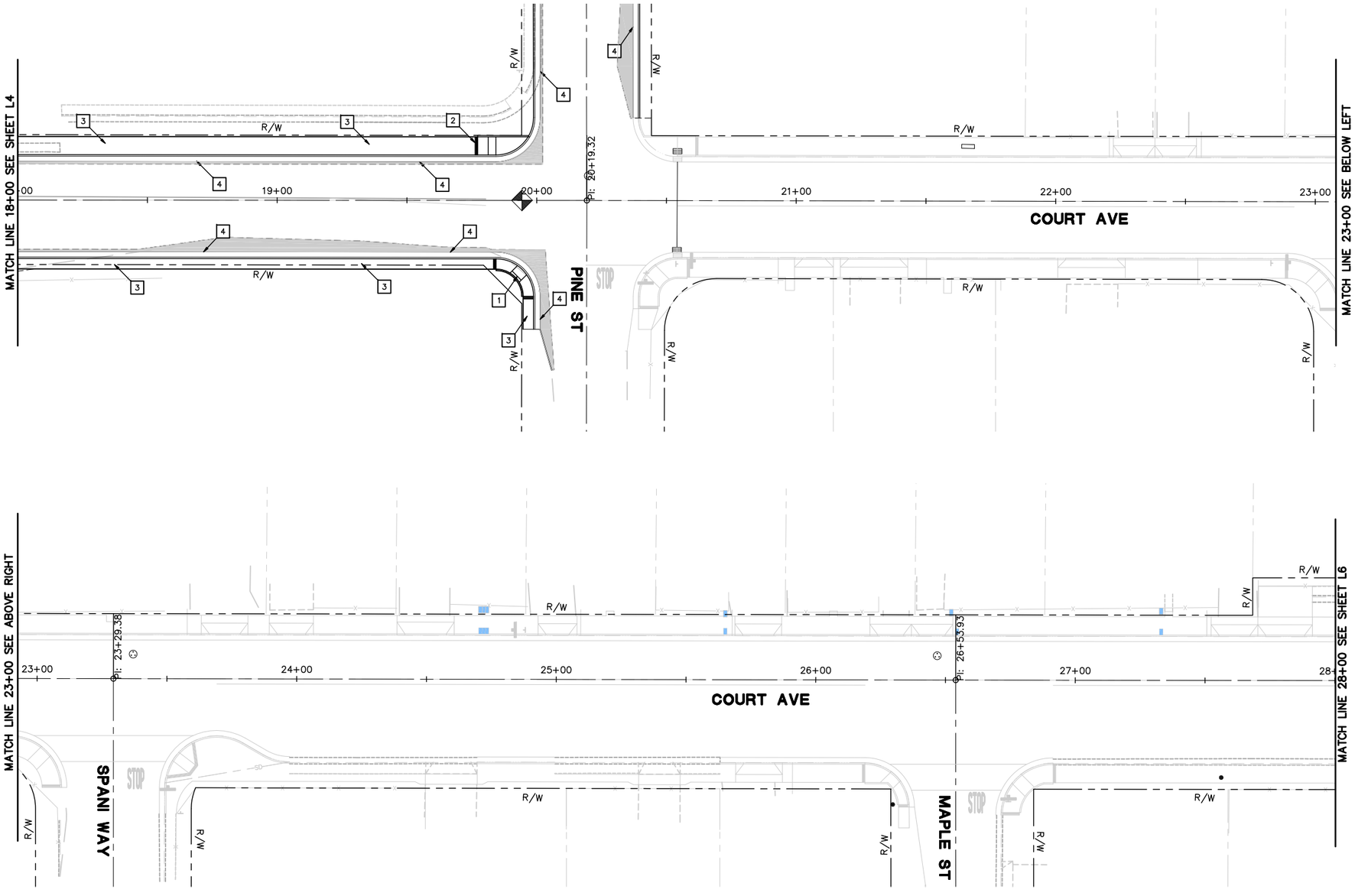
DRAWN	FJD
FILE	1880L002.DWG
CHECKED	MJW
DATE	7-21-14

SHEET No.
L4
X OF X



KEYED NOTES (THIS SHEET ONLY)

1. CASE C CURB RAMP
2. CASE CM CURB RAMP
3. SIDEWALK
4. C&G
5. DRWY

LEGEND

ROADWAY CONST. SEE TYP CROSS SECTIONS.

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FOR CONSTRUCTION

REVISIONS

No.	DESCRIPTION	DATE	BY

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☐ BID
☐ CONSTRUCTION
☐ RECORD

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(559) 734-5895
With offices in:
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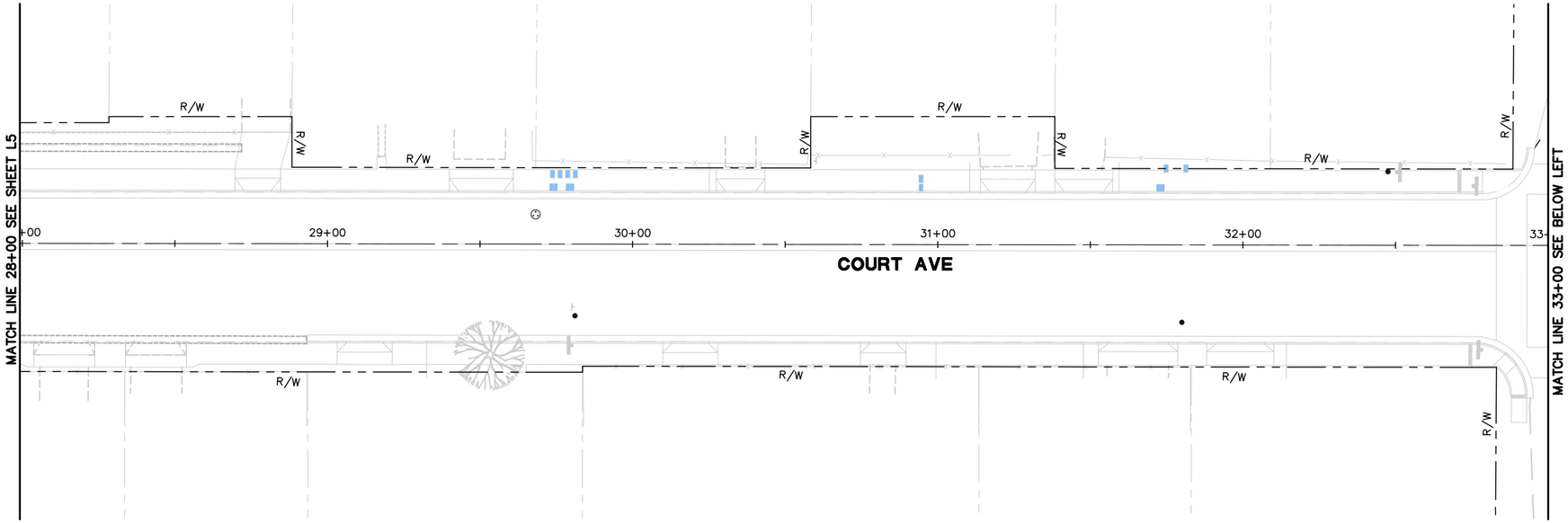
WALNUT CREEK
REDDING

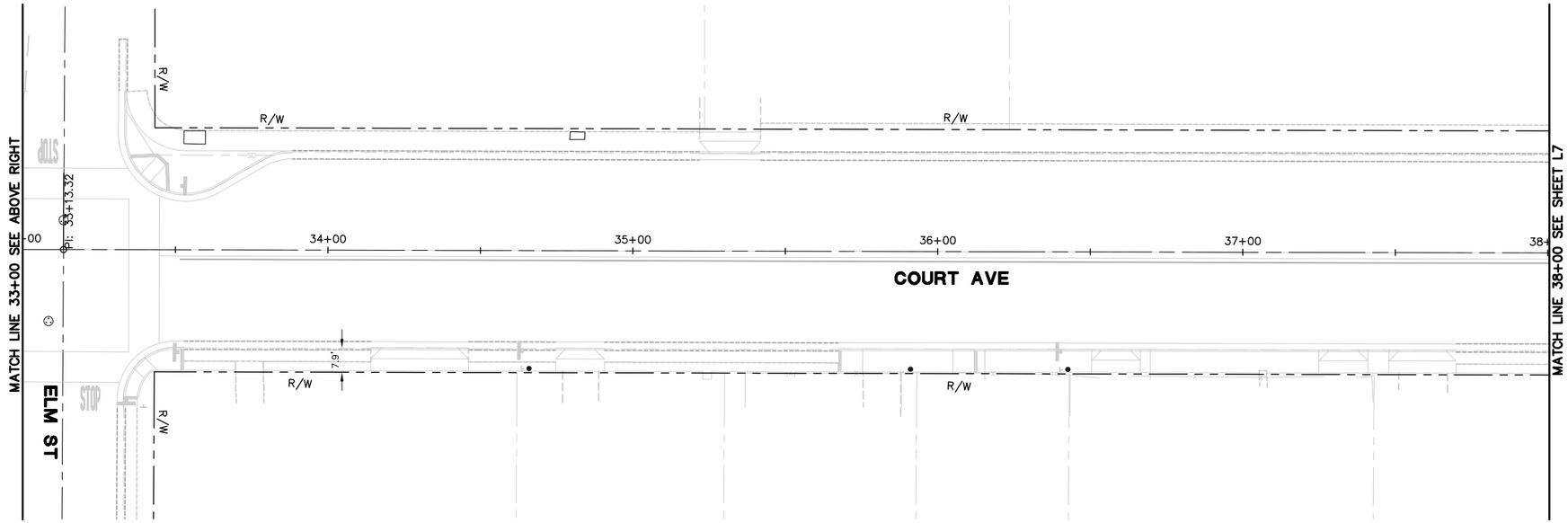
LAYOUT & GRADING

PIXLEY-COMPLETE STREETS POLICY
PHASE 1 IMPROVEMENTS
TULARE COUNTY

SCALE	1"=20'
JOB NO.	55-7300-11
DESIGNED	FJD
DRAWN	FJD
FILE	1880L002.DWG
CHECKED	MJW
DATE	7-21-14

SHEET No.
L5
X OF X





KEYED NOTES (THIS SHEET ONLY)

1. VALLEY GUTTER, SEE CONSTRUCTION DETAILS
2. SIDEWALK
3. C&G
4. DRWY

LEGEND

ROADWAY CONST. SEE TYP CROSS SECTIONS.

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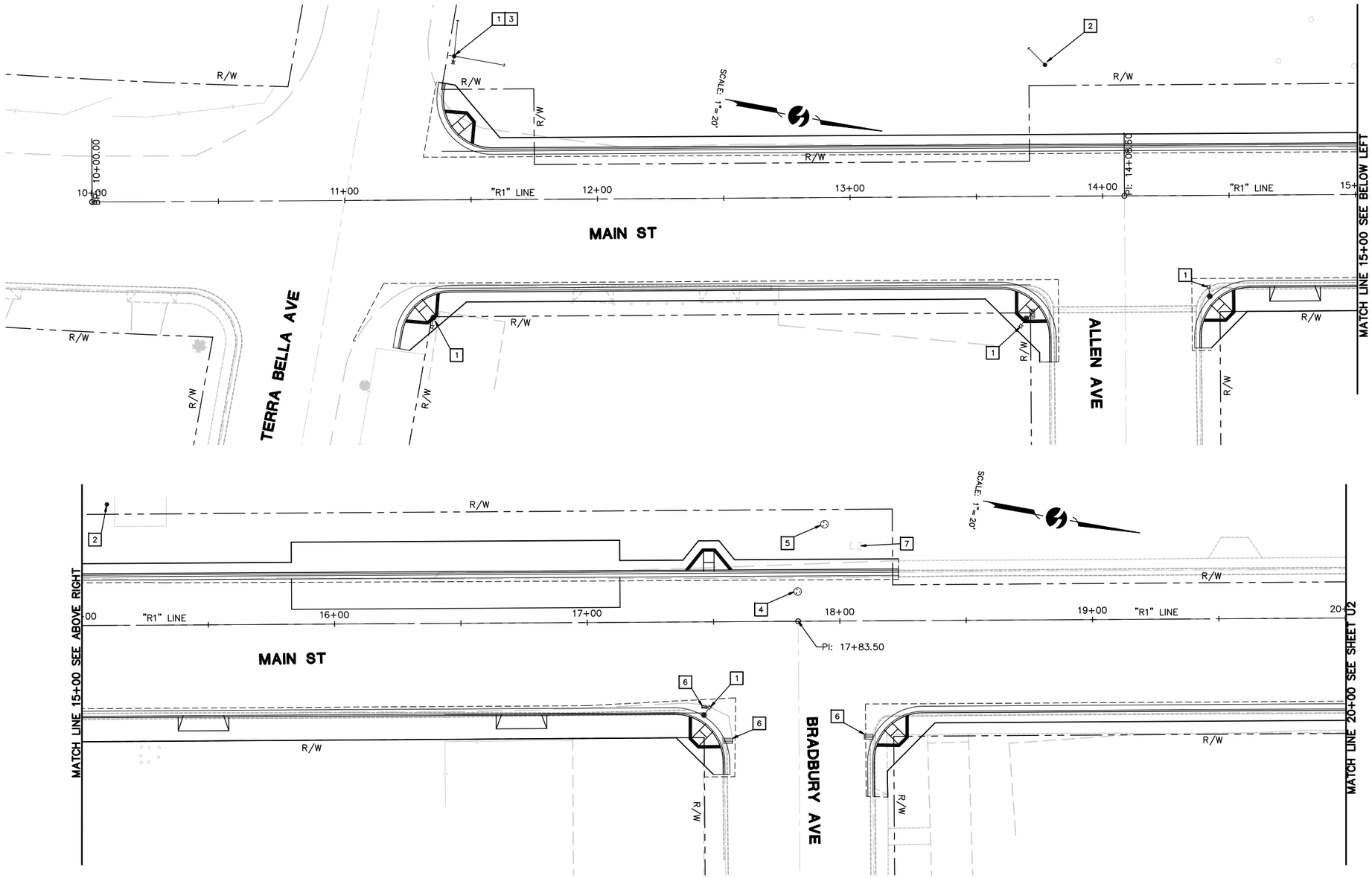
SHEET No.
L6
X OF X



KEYED NOTES

1. EXIST LIGHT POLE
2. EXIST UTILITY POLE
3. EXIST POWER POLE
4. EXIST SEWER MANHOLE
5. EXIST UTILITY MANHOLE
6. EXIST STORM DRAIN
7. EXIST WATER VALVE
8. EXIST FIRE HYDRANT
9. EXIST ELEC CONC

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UTILITY PLAN

PIXLEY-COMPLETE STREETS POLICY
PHASE 1 IMPROVEMENTS
TULARE COUNTY

SCALE	1"=20'
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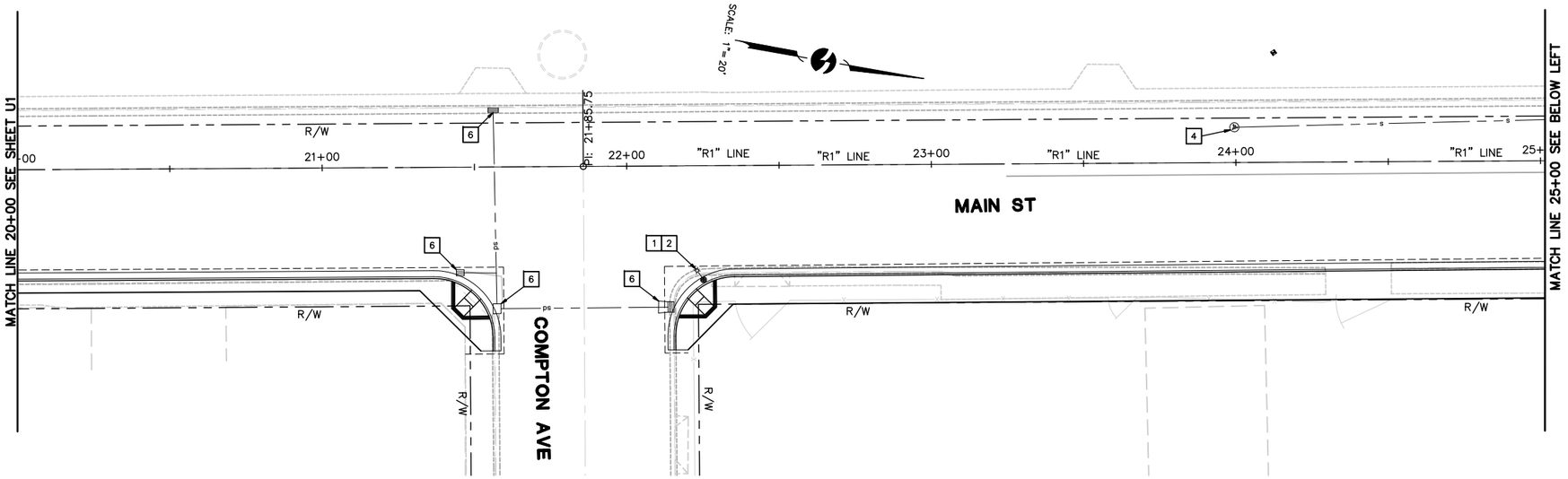
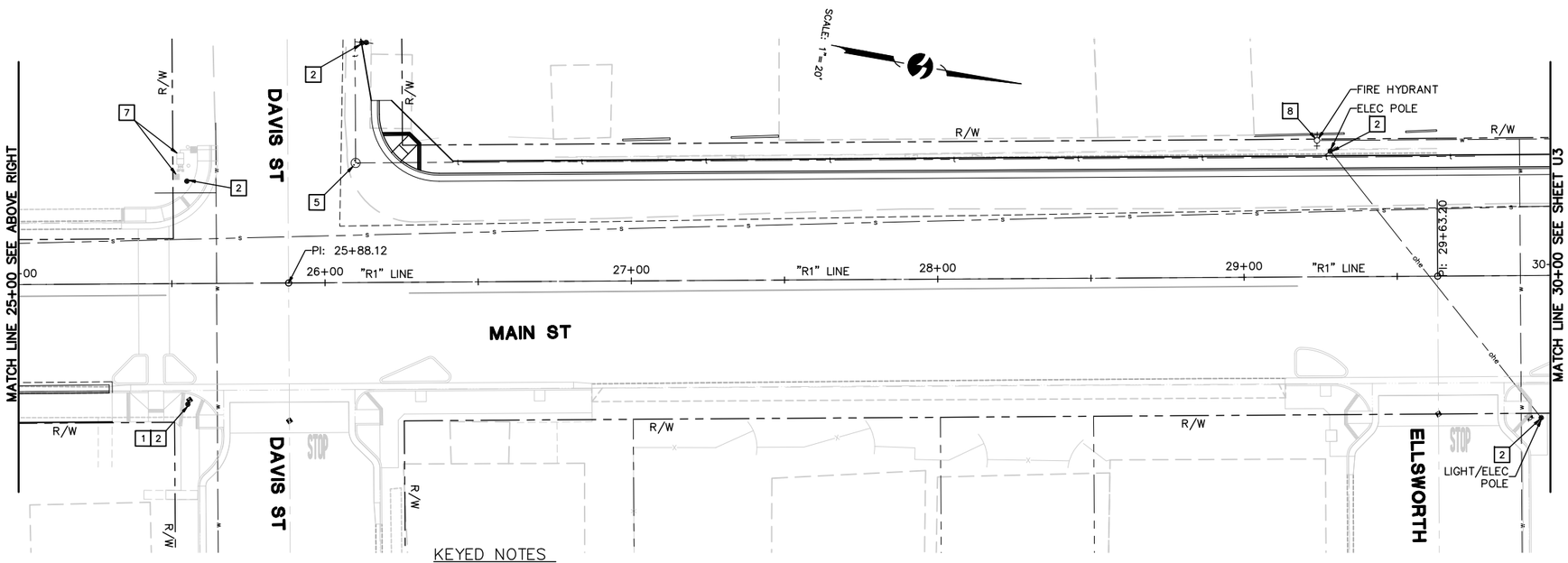
SHEET No.
U1
X OF X





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TULARE COUNTY

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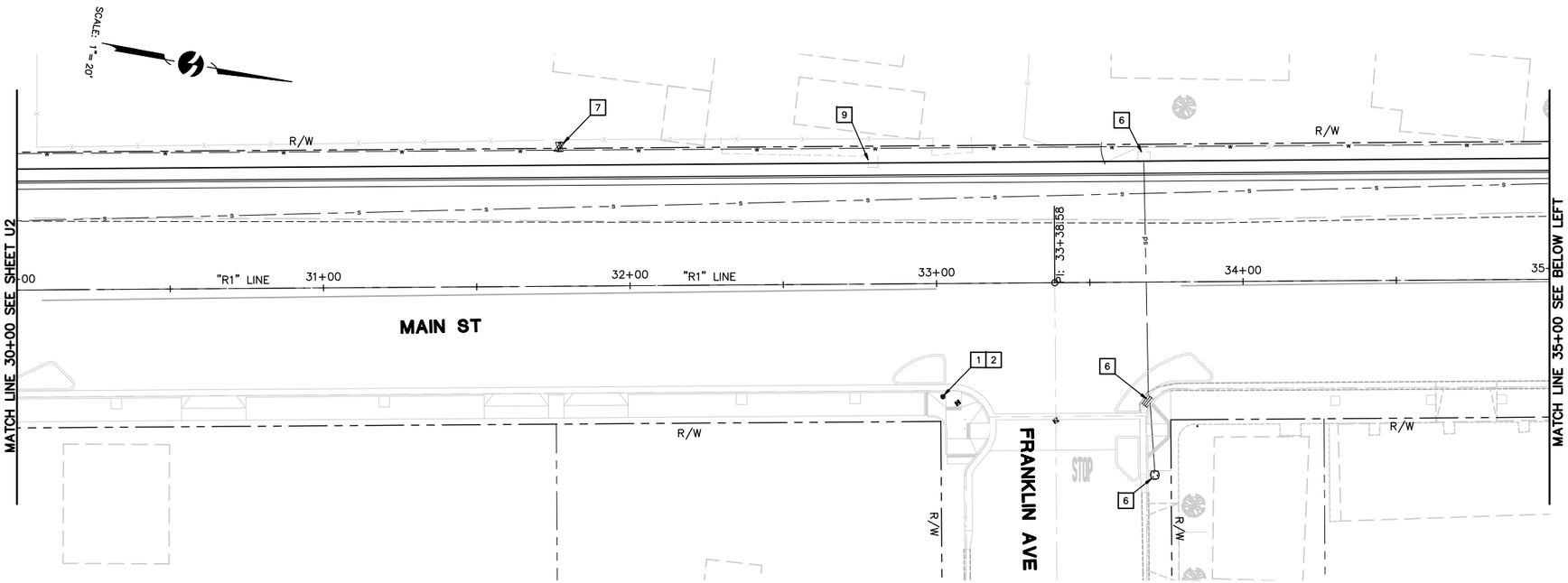
SHEET No.
U2
X OF X



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PHASE 1 IMPROVEMENTS
TULARE COUNTY

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DRAWN	FJD
FILE	1880U003.DWG
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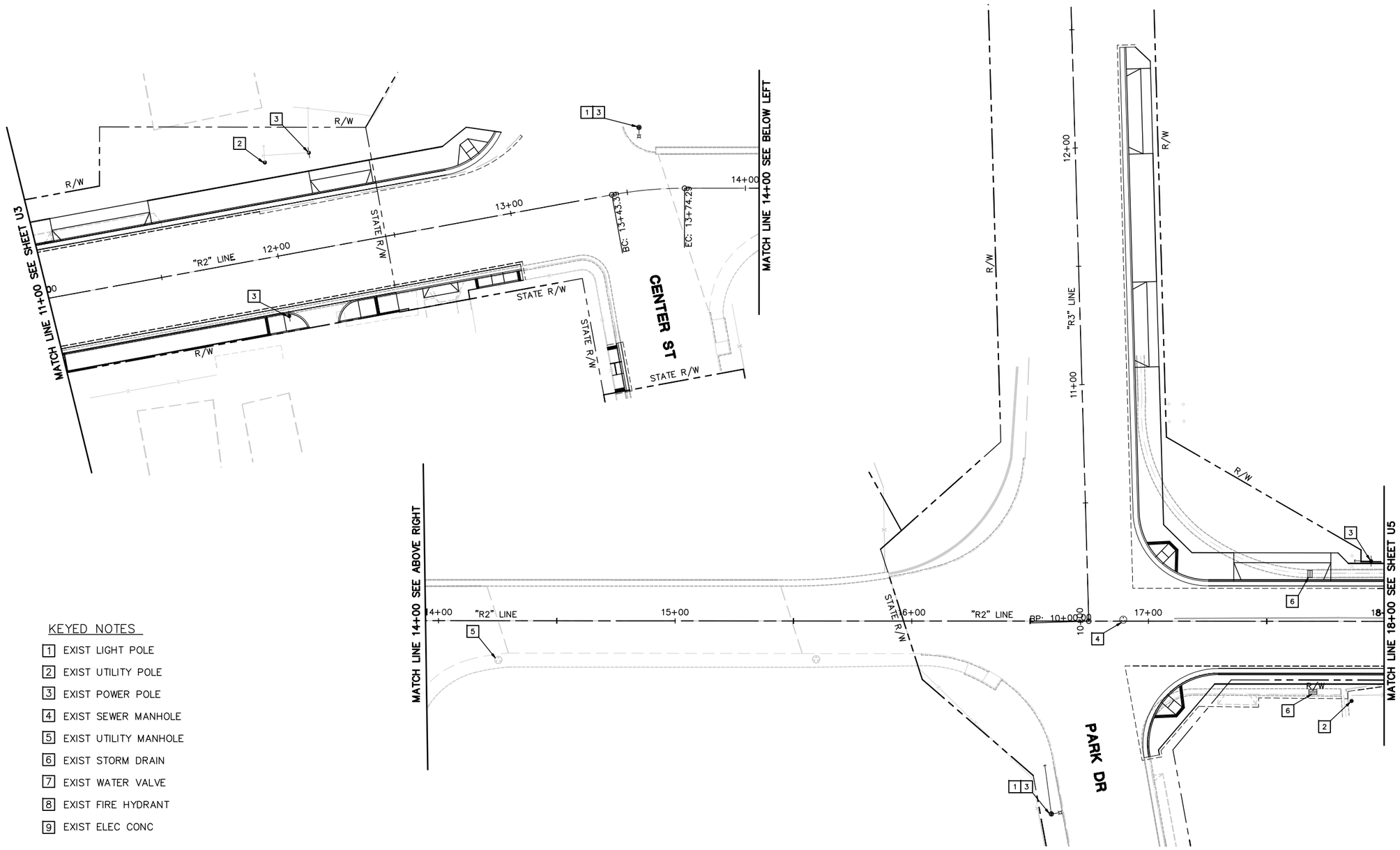
DATE	7-23-14

SHEET No.
U3
X OF X



KEYED NOTES

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UTILITY PLAN

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TULARE COUNTY

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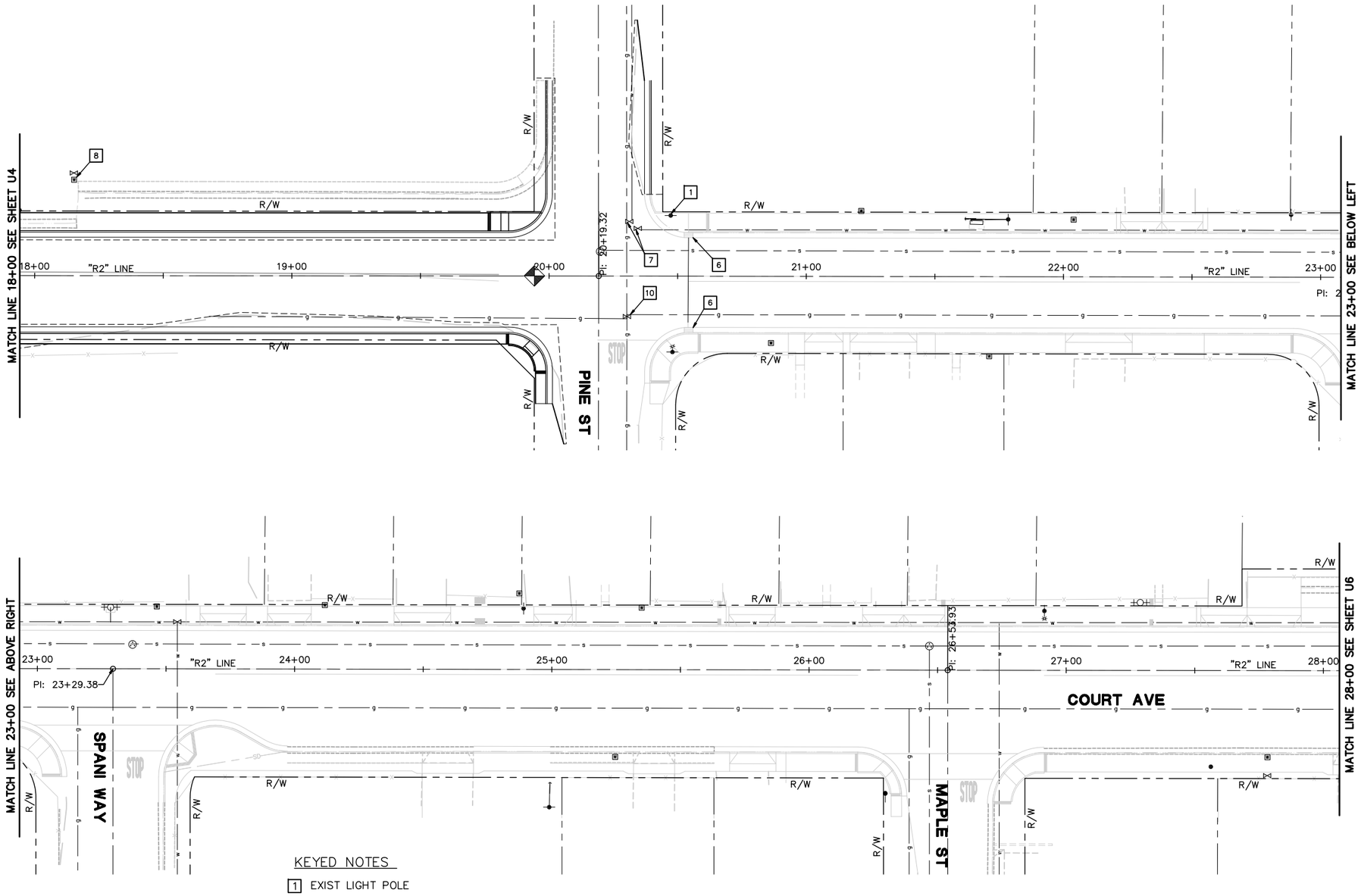
SHEET No.
U4
X OF X



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10. EXIST GAS VALVE

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UTILITY PLAN

PIXLEY-COMPLETE STREETS POLICY
PHASE 1 IMPROVEMENTS
TULARE COUNTY

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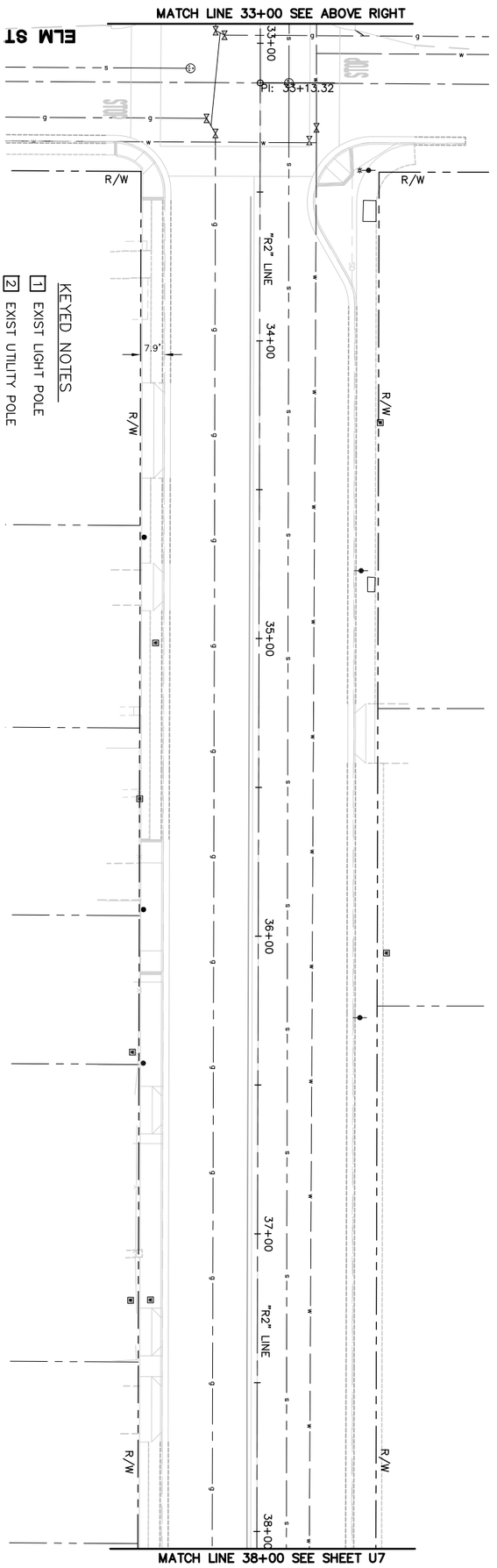
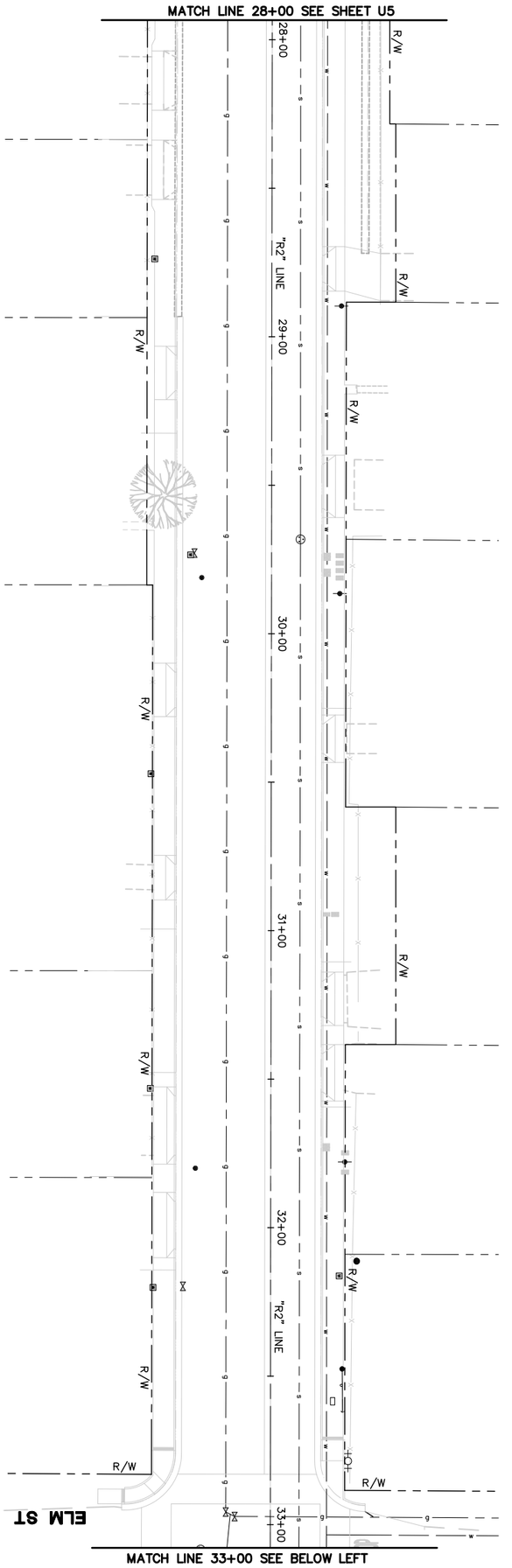
DATE	7-21-14

SHEET No.
U5
X OF X

ROR-D.DWG REVISED: 05-17-12





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SHEET No. U6 — X OF X

SCALE	1"=20'
JOB NO.	55-72000-11
DESIGNED	F.D
DRAWN	F.D
FILE	1880U003.DWG
CHECKED	M.W
DATE	7-21-14

UTILITY PLAN

PIXLEY-COMPLETE STREETS POLICY
PHASE 1 IMPROVEMENTS
TULARE COUNTY

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REVISIONS

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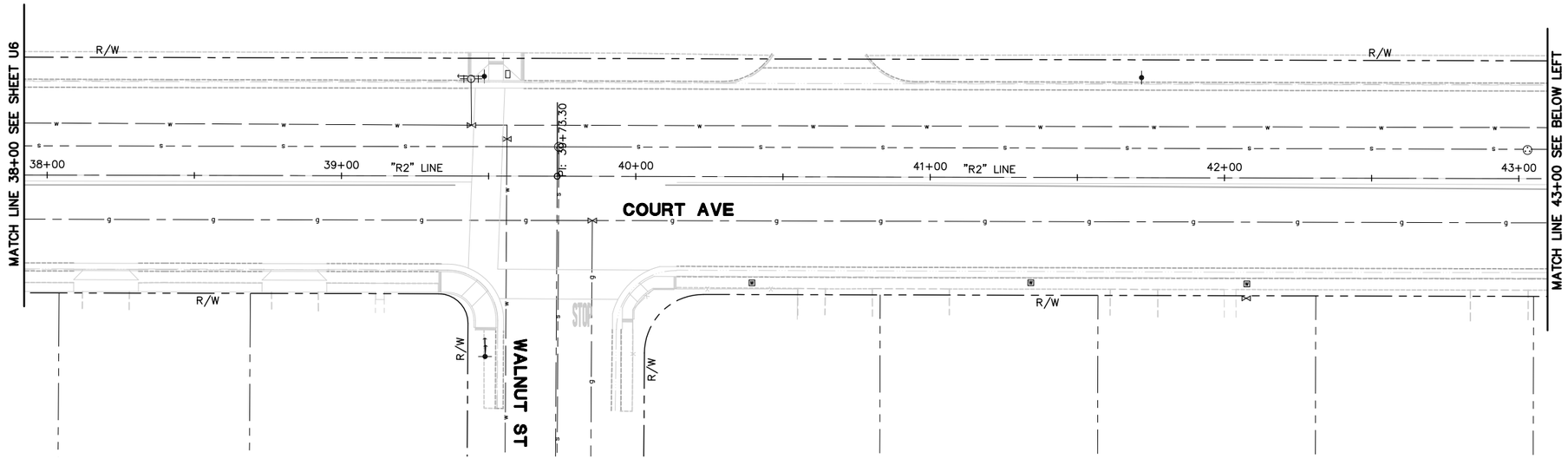

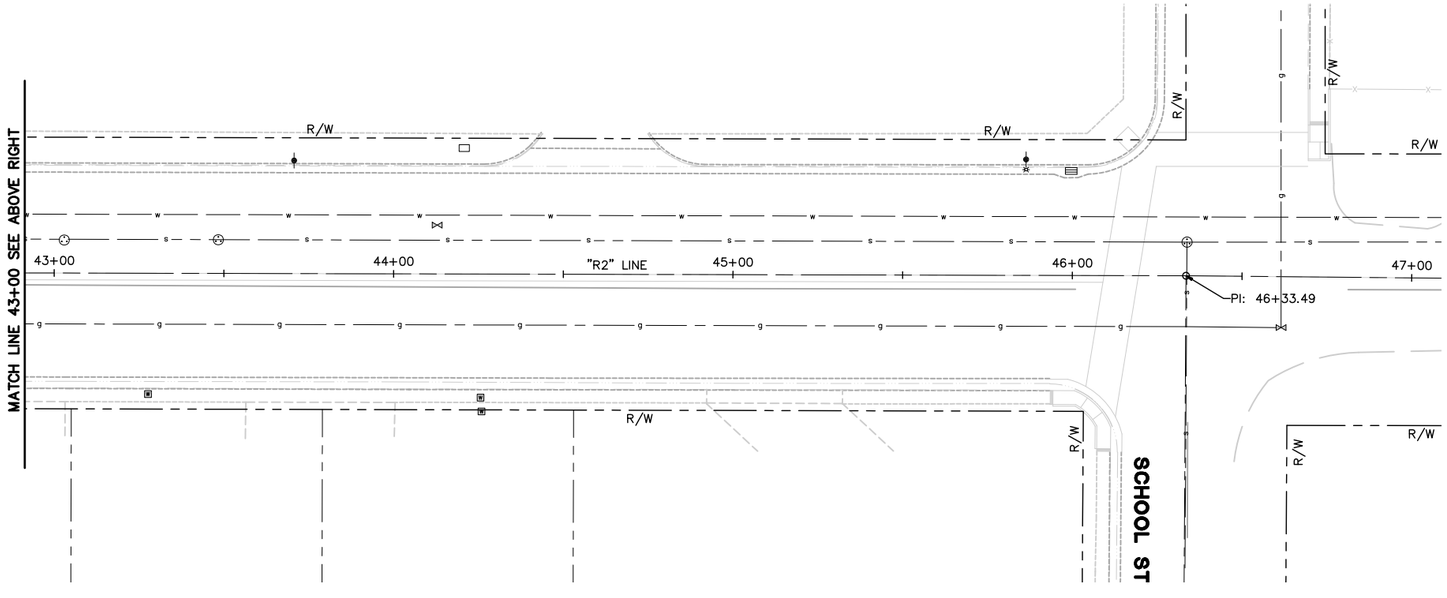

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With offices in:
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UTILITY PLAN

PIXLEY-COMPLETE STREETS POLICY
PHASE 1 IMPROVEMENTS
TULARE COUNTY

SCALE	1"=20'
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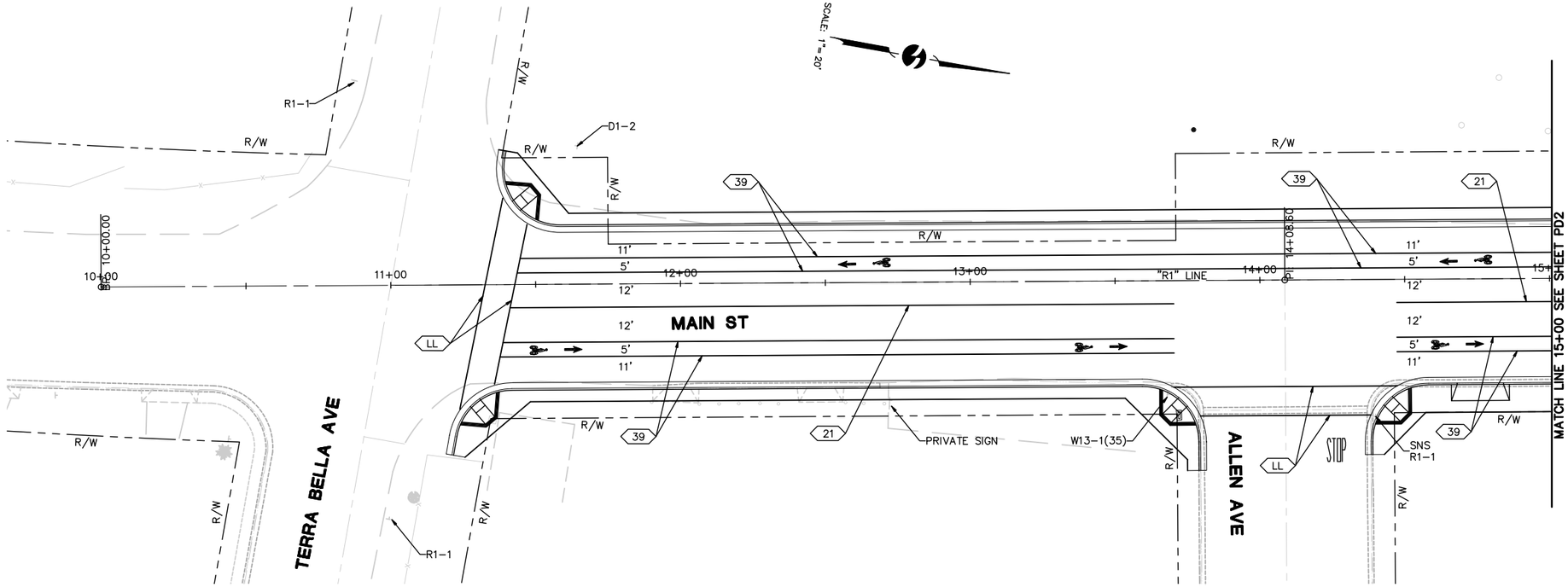
SHEET No.
U7
X OF X



LEGEND:

(FOR SHEETS PD1 THROUGH PD7 ONLY)

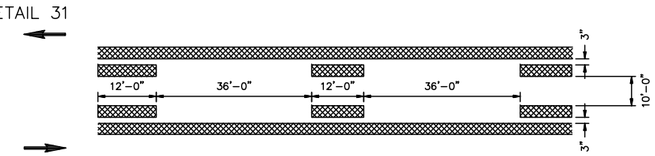
- INSTALL TRAFFIC LINE DETAIL PER STATE STANDARD PLANS. SEE SHEET PD2 FOR DETAILS.
- FURNISH AND INSTALL NEW ROADSIDE SIGN(S), AS NOTED, AND POST. SEE SHEET PD4 FOR DETAILS.
- FURNISH AND INSTALL NEW OBJECT MARKER, AS NOTED. SEE SHEET PD2 FOR DETAILS.
- EXISTING SIGN TO REMAIN, UNLESS OTHERWISE NOTED.
- ONLY INSTALL PAVEMENT MARKING, WORD AS INDICATED, PER STATE STANDARD PLANS.
- INSTALL TYPE IV PAVEMENT ARROW, LEFT OR RIGHT, AS SHOWN ON PLAN. SEE SHEET PD4 FOR DETAILS.
- LL INSTALL LIMIT LINE PER STATE STANDARD PLANS.

GENERAL NOTES:

(FOR SHEETS PD1 THROUGH PD7 ONLY)

1. WORK SHALL BE DONE IN ACCORDANCE WITH THE 2010 EDITION OF THE CALIFORNIA DEPARTMENT OF TRANSPORTATION STANDARD PLANS AND SPECIFICATIONS, THE 2012 EDITION OF THE CALIFORNIA MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (CA MUTCD) AND SIGN SPECIFICATION SHEETS, THE LATEST EDITIONS OF THE TULARE COUNTY STANDARD PLANS AND SPECIFICATIONS, AND THE SPECIAL PROVISIONS.
2. THESE PLANS ARE ACCURATE FOR SIGNING AND STRIPING ONLY.
3. ALL SIGNS SHALL BE AVERY DENNISON T6500 SERIES REFLECTIVE SHEETING AND SHALL BE COVERED WITH AVERY DENNISON OL1000 ANTI-GRAFFITI OVERLAY FILM.
4. ALL STRIPING SHALL BE PAINT.
5. ALL CROSSWALKS SHALL BE 10 FEET WIDE, OUTSIDE EDGE TO OUTSIDE EDGE.

DETAIL 31



DETAIL 21

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REGISTERED PROFESSIONAL ENGINEER
MICHAEL J. WINTON
No. 66910
Exp. 9-30-14
CIVIL
STATE OF CALIFORNIA

REVISIONS

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(559) 734-5895

SIGNING & STRIPING PLAN

PIXLEY-COMPLETE STREETS POLICY
PHASE 1 IMPROVEMENTS
TULARE COUNTY

SCALE	1"=20'
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SHEET No.
PD1
X OF X

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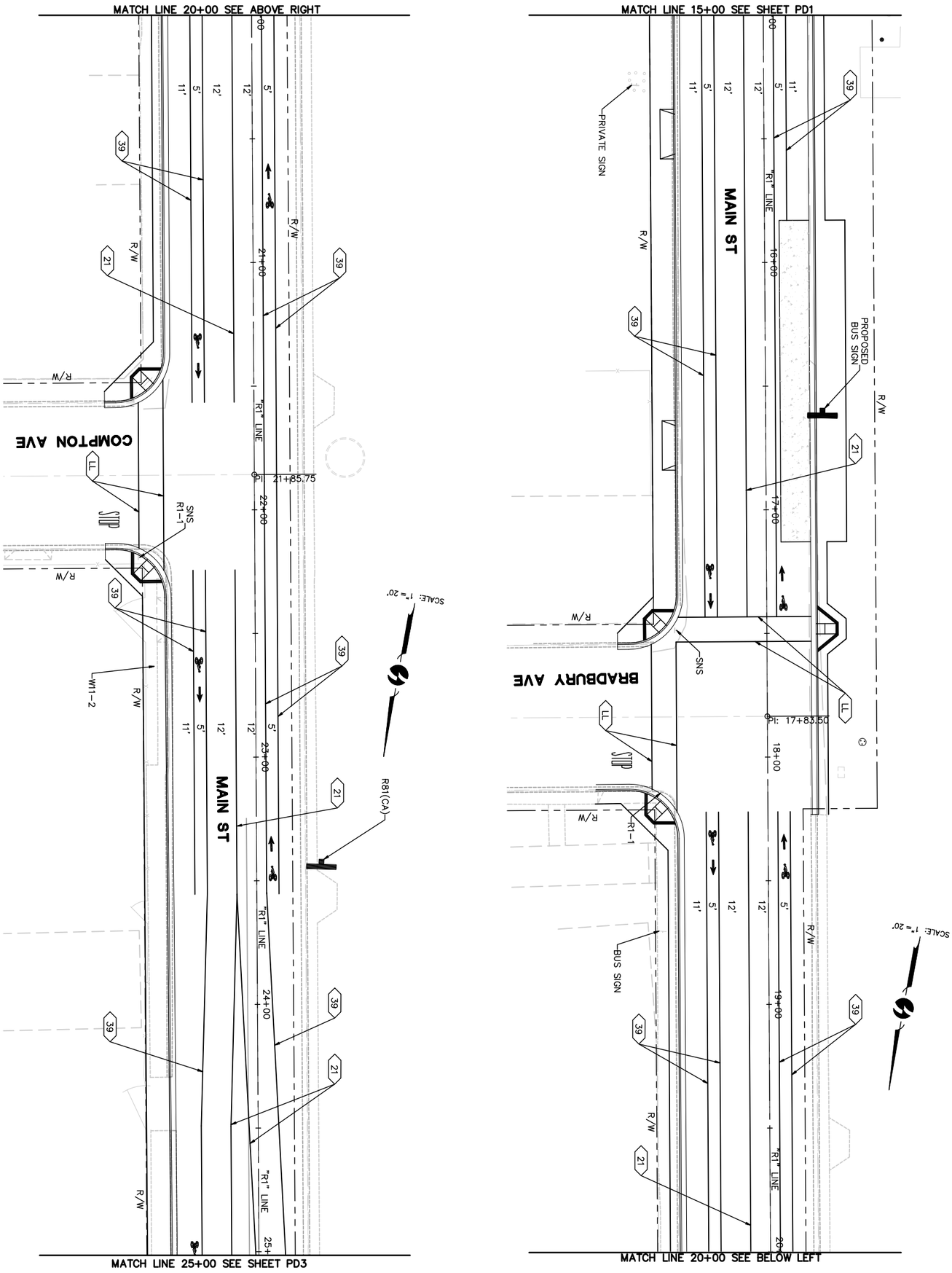

REGISTERED PROFESSIONAL ENGINEER
MICHAEL J. WINTON
No. 66910
Exp. 9-30-14
CIVIL
STATE OF CALIFORNIA

SHEET No. PD2
X OF X

SCALE	1"=20'
JOB NO.	55-7300-11
DESIGNED	FJD
DRAWN	FJD
FILE	1680PD003.DWG
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SIGNING & STRIPING PLAN

PIXLEY-COMPLETE STREETS POLICY
PHASE 1 IMPROVEMENTS
TULARE COUNTY

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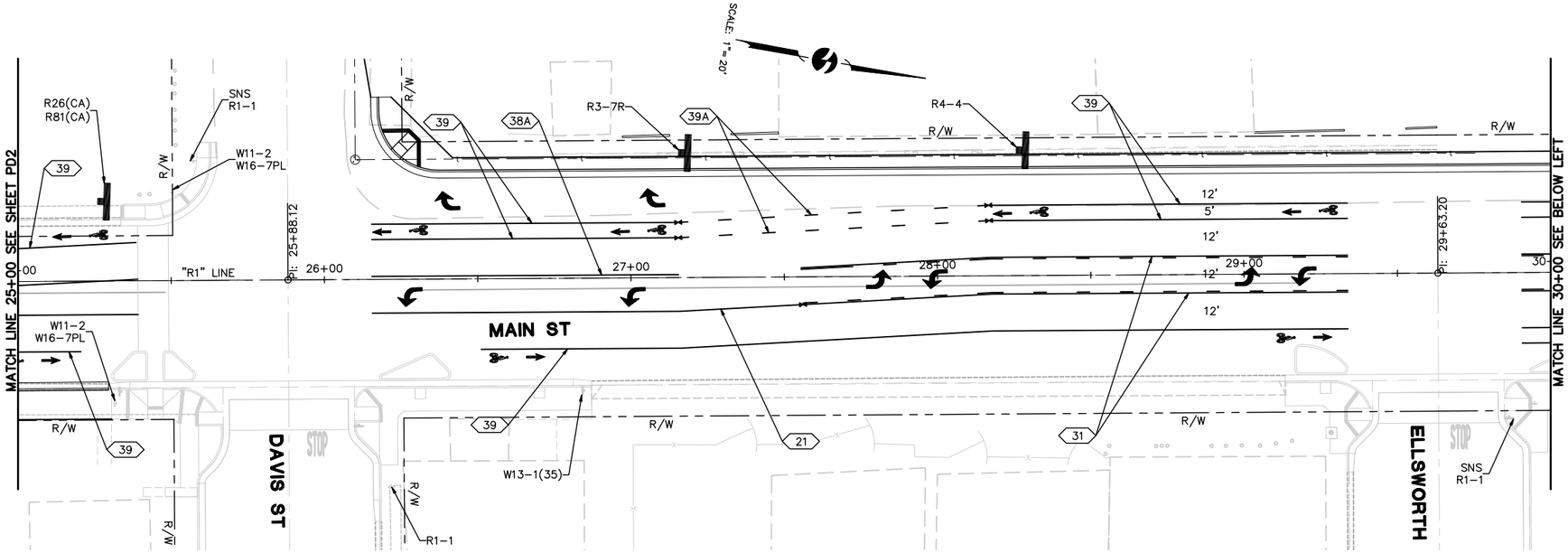

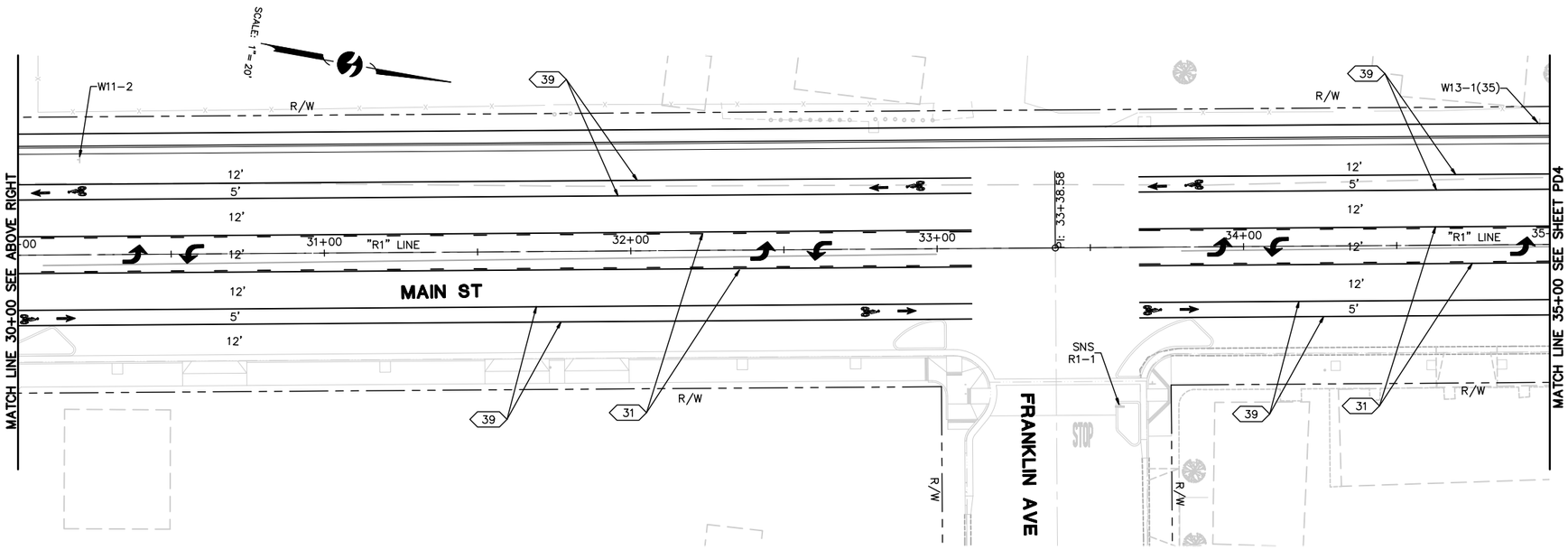

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(925) 627-4100
Fresno
2200 E. Center Ave.
Suite A
Fresno, CA 93291
(559) 734-5895

SIGNING & STRIPING PLAN

PIXLEY-COMPLETE STREETS POLICY
PHASE 1 IMPROVEMENTS
TULARE COUNTY

SCALE	1"=20'
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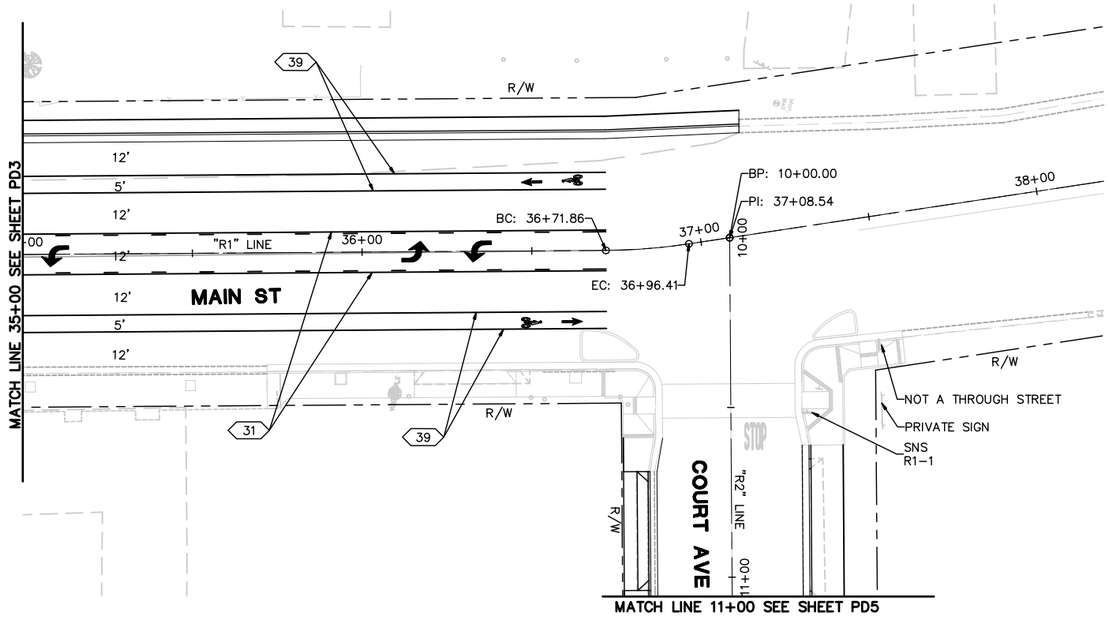
SHEET No.
PD3
X OF X



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PIXLEY-COMPLETE STREETS POLICY
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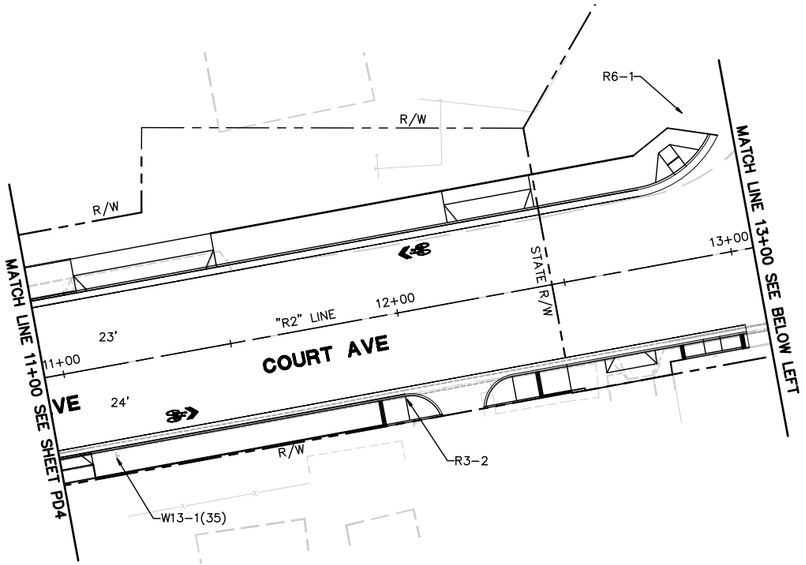
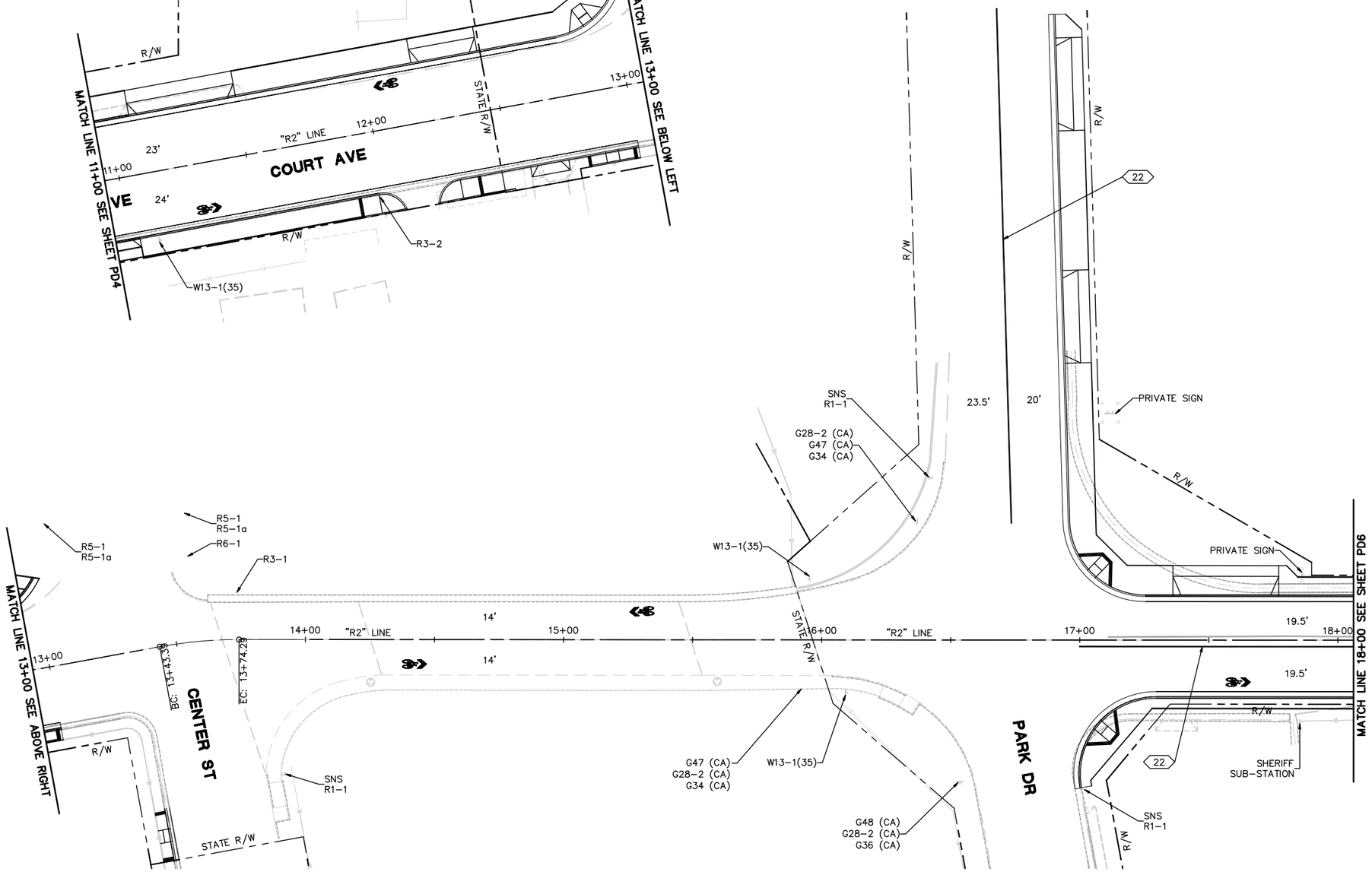
SHEET No.
PD4
X OF X





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ENGINEERS PLANNERS
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1650 Los Angeles Ave.
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Simi Valley, CA 93291
(559) 734-5895

SIGNING & STRIPING PLAN

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REGISTERED PROFESSIONAL ENGINEER
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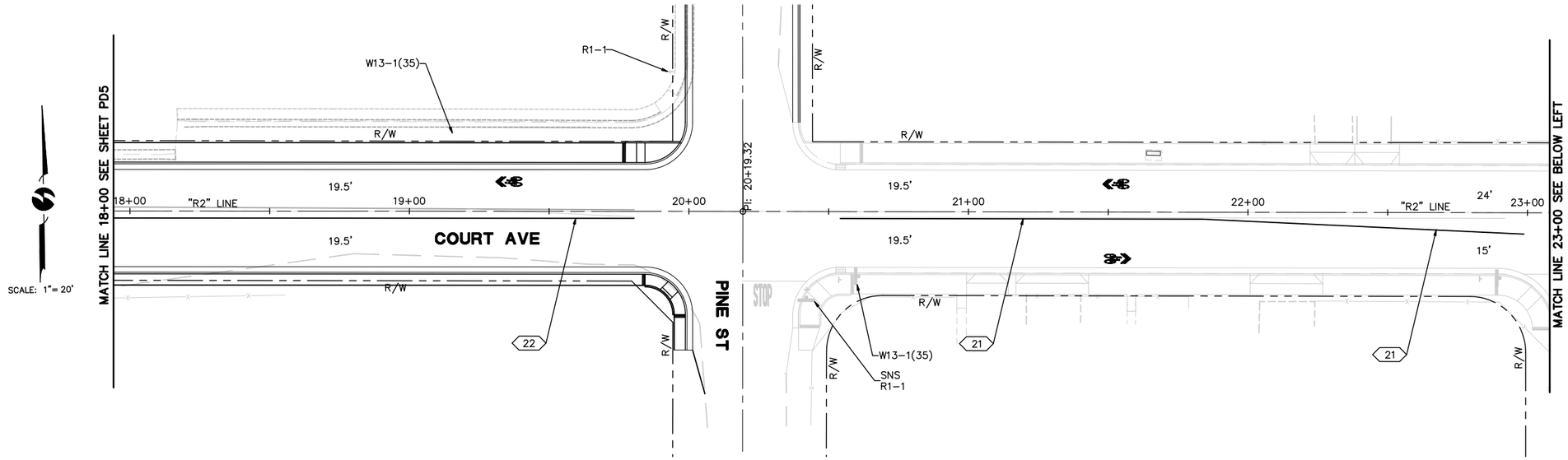
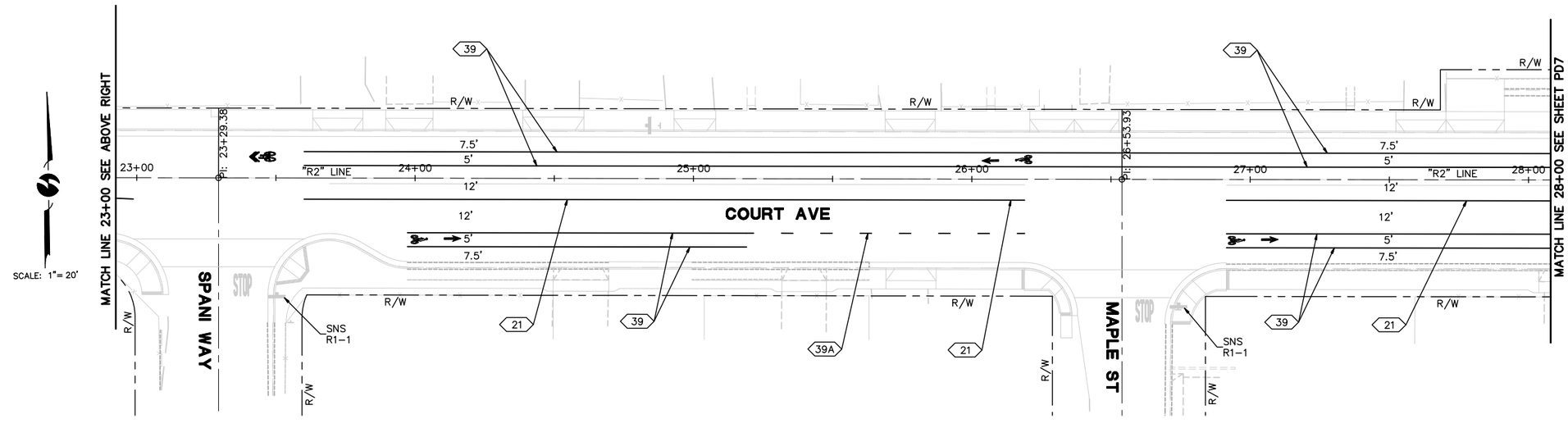
SHEET No.
PD5
X OF X





30% SUBMITTAL
PRELIMINARY, NOT
FOR CONSTRUCTION

REGISTERED PROFESSIONAL ENGINEER
MICHAEL J. WINTON
No. 66910
Exp. 9-30-14
CIVIL
STATE OF CALIFORNIA

No.	DESCRIPTION	DATE	BY

REVISIONS

☐ PRELIMINARY ☐ APPROVED ☐ BID ☐ CONSTRUCTION ☐ RECORD

omni • means
ENGINEERS PLANNERS
WILDLIFE BIOLOGISTS
2000 E. Center Ave.
Suite A CA 93291
Visalia, CA
(559) 734-5895
WALNUT CREEK
REDDING

SIGNING & STRIPING PLAN

PIXLEY-COMPLETE STREETS POLICY
PHASE 1 IMPROVEMENTS
TULARE COUNTY

SCALE	1"=20'
JOB NO.	55-7300-11
DESIGNED	FJD
DRAWN	FJD
FILE	1880PD003.DWG
CHECKED	MJW
DATE	7-21-14

SHEET No.
PD6
X OF X

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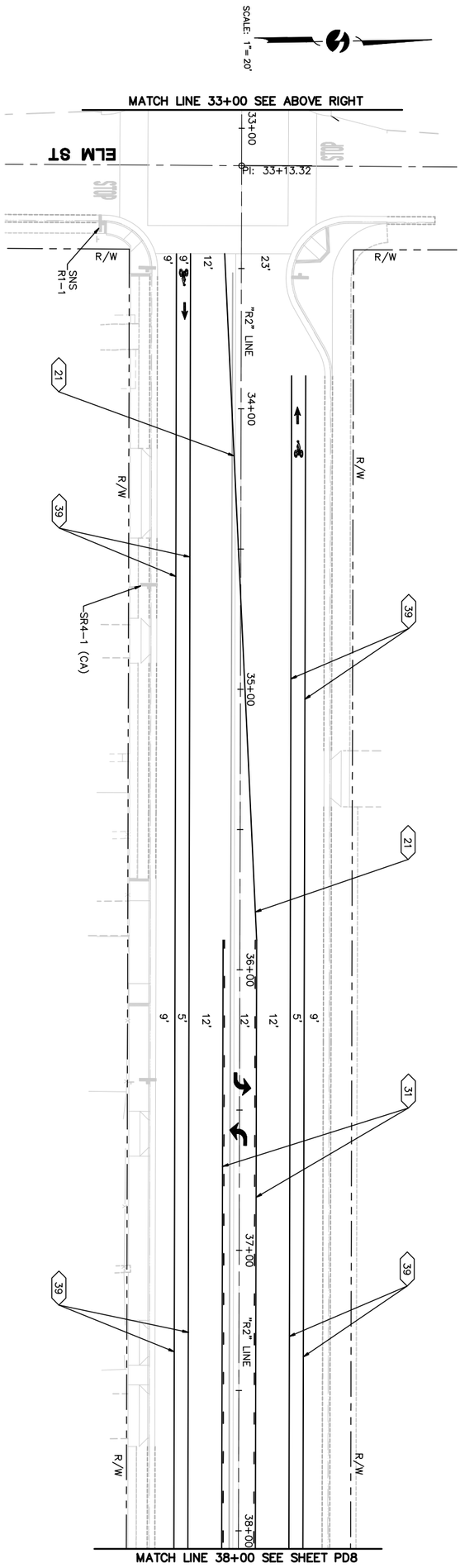
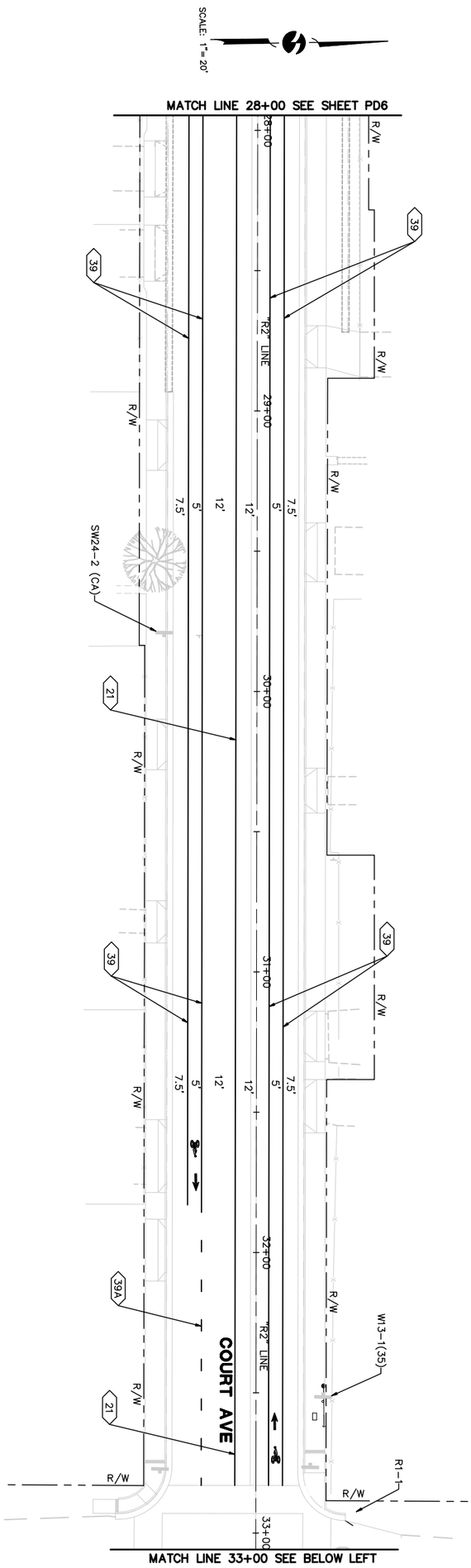
FOR CONSTRUCTION





REGISTERED PROFESSIONAL ENGINEER
MICHAEL J. WINTON
No. 66910
Exp. 9-30-14
CIVIL
STATE OF CALIFORNIA

SHEET No. PD7
X OF X

SCALE	1"=20'
JOB NO.	55-7300-11
DESIGNED	FJD
DRAWN	FJD
FILE	1680PD003.DWG
CHECKED	MJW
DATE	7-21-14

SIGNING & STRIPING PLAN

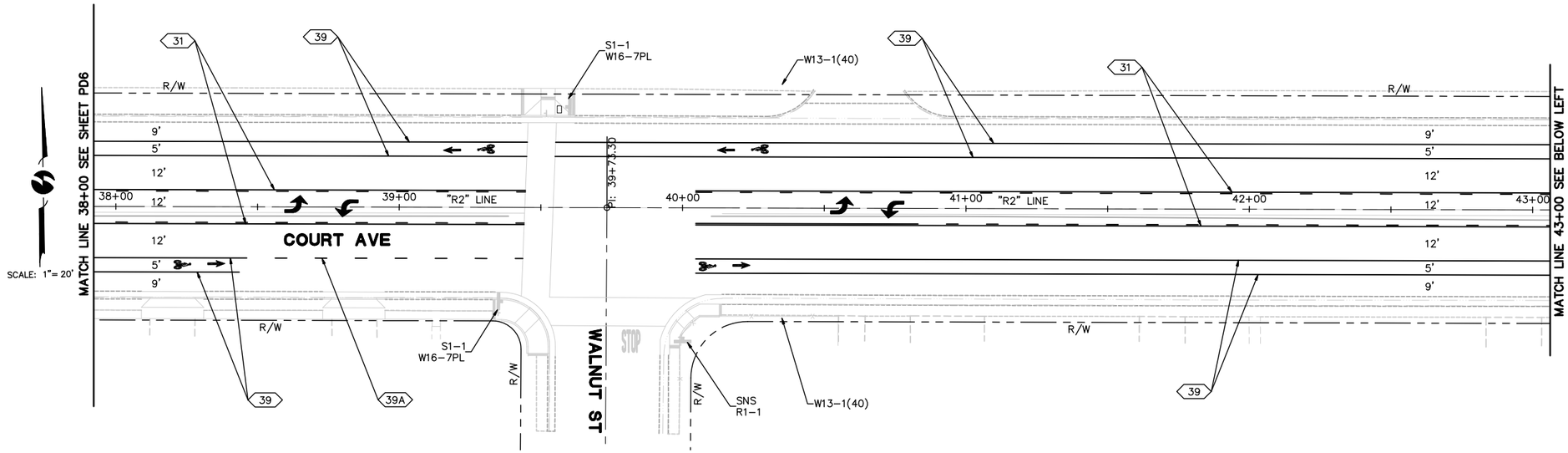
PIXLEY-COMPLETE STREETS POLICY
PHASE 1 IMPROVEMENTS
TULARE COUNTY

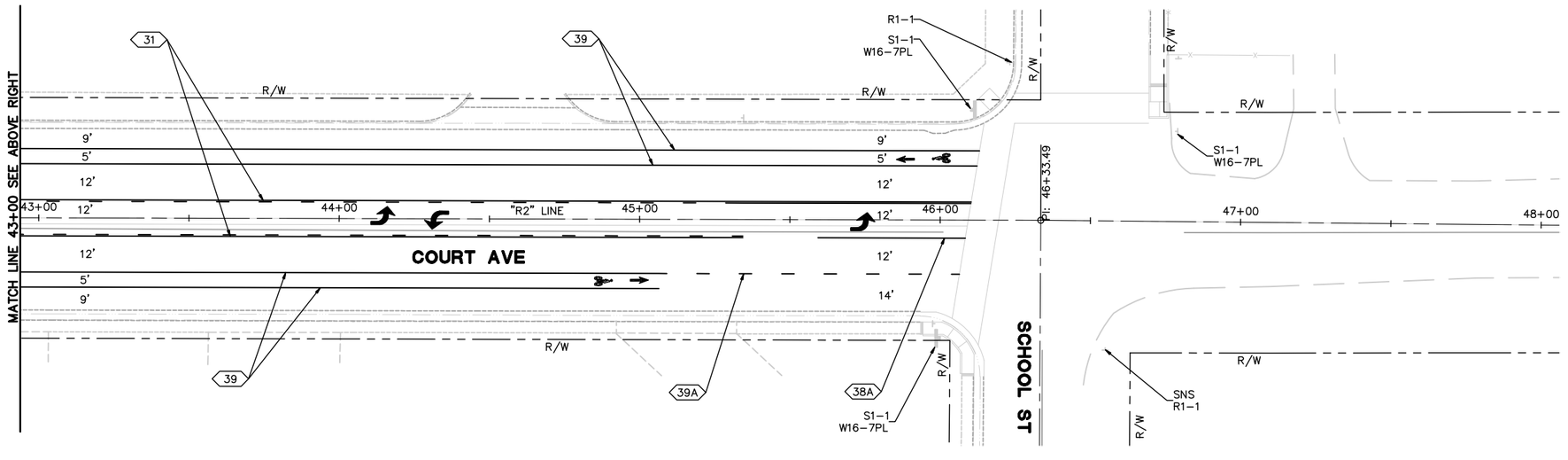
omni • means
ENGINEERS PLANNERS
VISALIA
200 E. Center Ave.
Suite A
Visalia, CA 93291
(559) 734-5895
With offices in:
SACRAMENTO
WALNUT CREEK
REDDING

- ☐ PRELIMINARY
- ☐ APPROVED
- ☐ BID
- ☐ CONSTRUCTION
- ☐ RECORD

REVISIONS

No.	DESCRIPTION	DATE	BY





30% SUBMITTAL
PRELIMINARY, NOT
FOR CONSTRUCTION

REGISTERED PROFESSIONAL ENGINEER
MICHAEL J. WINTON
No. 66910
Exp. 9-30-14
CIVIL
STATE OF CALIFORNIA

REVISIONS

No.	DESCRIPTION	DATE	BY

☐ PRELIMINARY ☐ APPROVED ☐ BID ☐ CONSTRUCTION ☐ RECORD

omni • means
ENGINEERS PLANNERS
WALNUT CREEK
1601 N. Main St.
Suite 105
Walnut Creek, CA 94596
(925) 937-9010
FRESNO
2000 E. Center Ave.
Suite A
Visalia, CA 93291
(559) 734-5895
REDDING

SIGNING & STRIPING PLAN

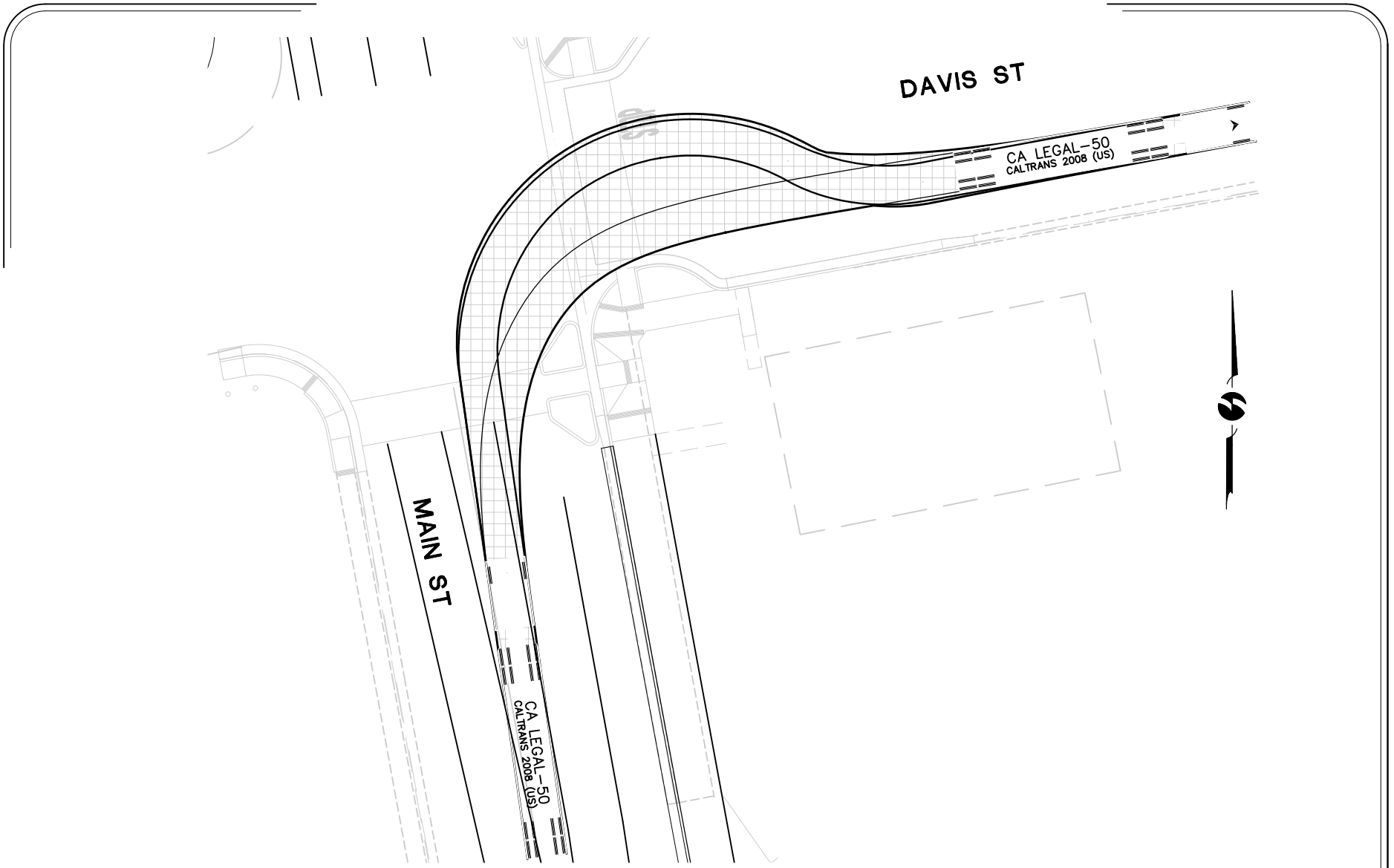
PIXLEY-COMPLETE STREETS POLICY
PHASE 1 IMPROVEMENTS
TULARE COUNTY

SCALE	1"=20'
JOB NO.	55-7300-11
DESIGNED	FJD
DRAWN	FJD
FILE	1880PD003.DWG
CHECKED	MJW
DATE	7-21-14

SHEET No.
PD7
X OF X

Appendix G –

Pixley Truck Turn Exhibit



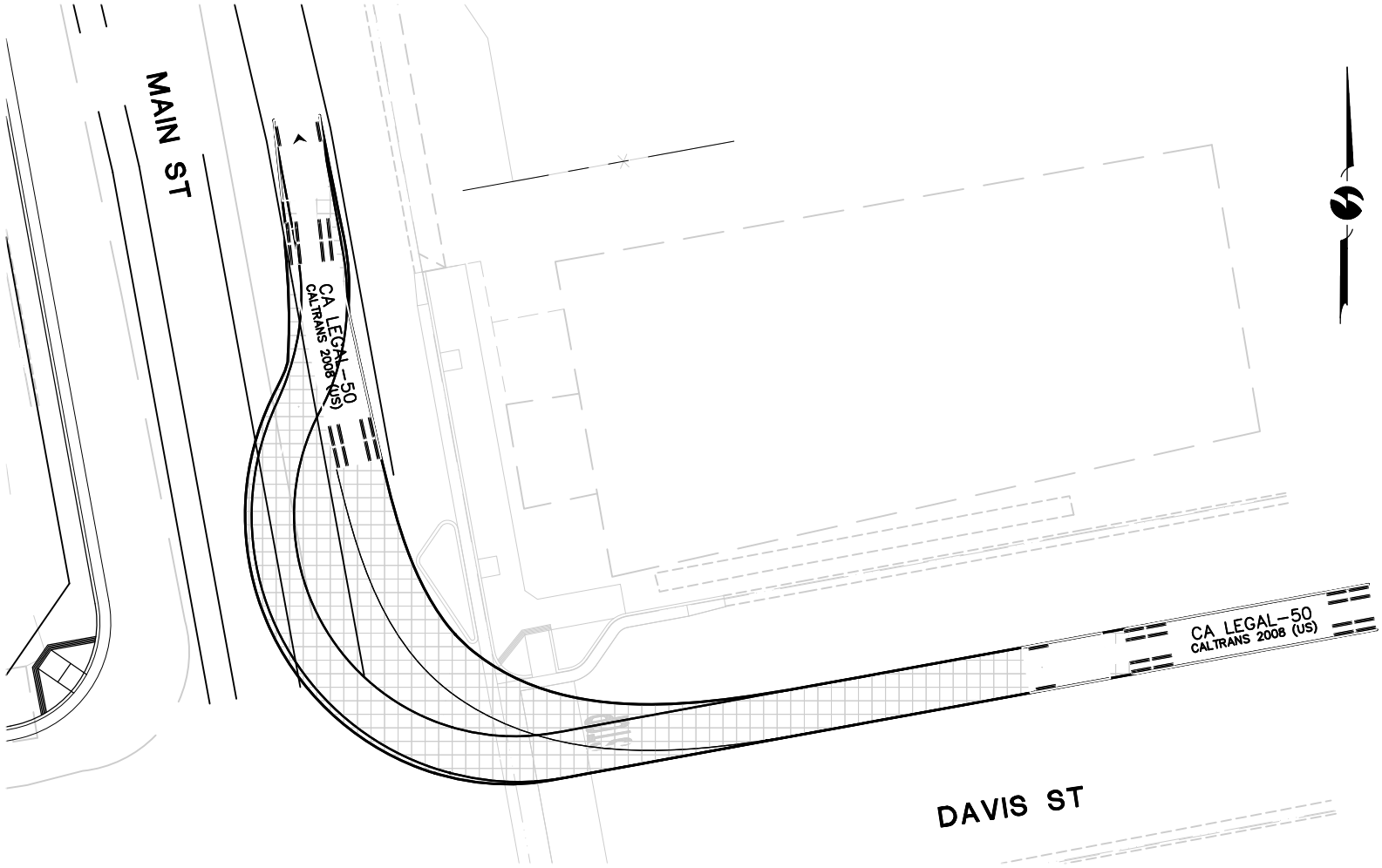
MAIN ST/DAVIS ST INTERSECTION

EXHIBIT 1

Truck Turn Exhibit

Scale: 1"=30'

55-1748-07



MAIN ST/DAVIS ST INTERSECTION

EXHIBIT 2

Truck Turn Exhibit

Scale: 1"=30'

55-1748-07

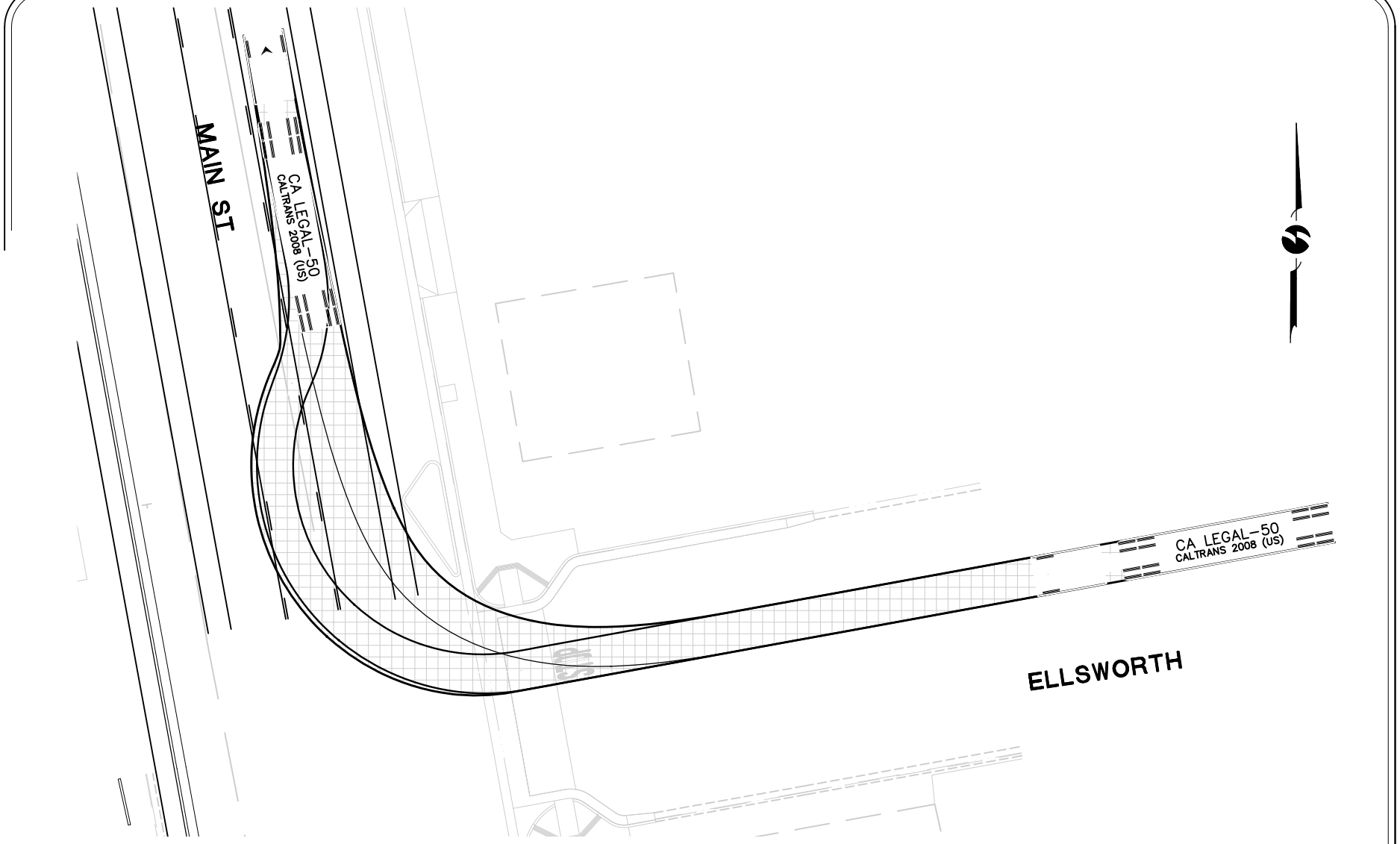
MAIN ST/ELLSWORTH INTERSECTION

EXHIBIT 3

Truck Turn Exhibit

Scale: 1"=30'

55-1748-07



MAIN ST/DAVIS ST INTERSECTION

EXHIBIT 4

Truck Turn Exhibit

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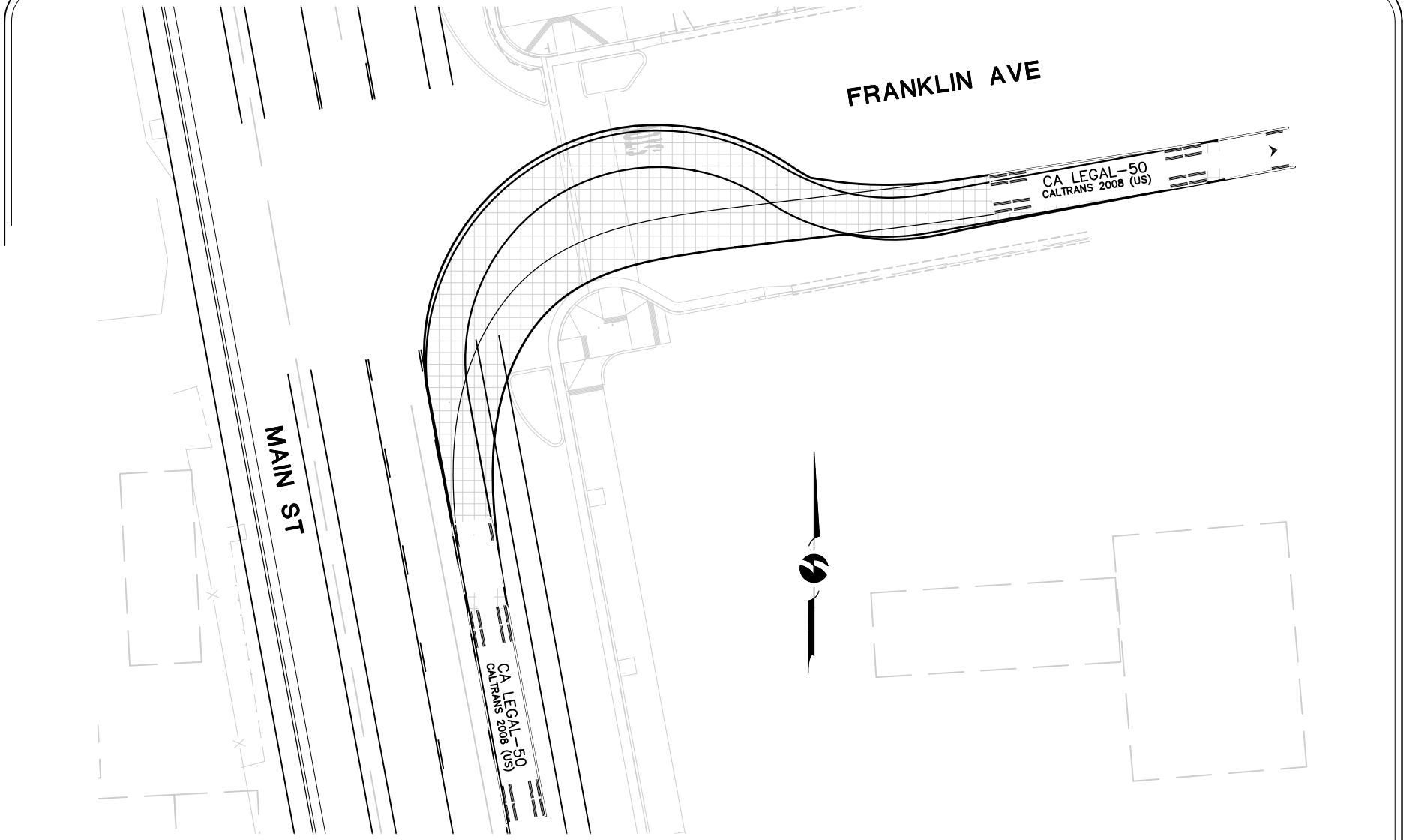
55-1748-07



MAIN ST/FRANKLIN AVE INTERSECTION

EXHIBIT 5

Truck Turn Exhibit

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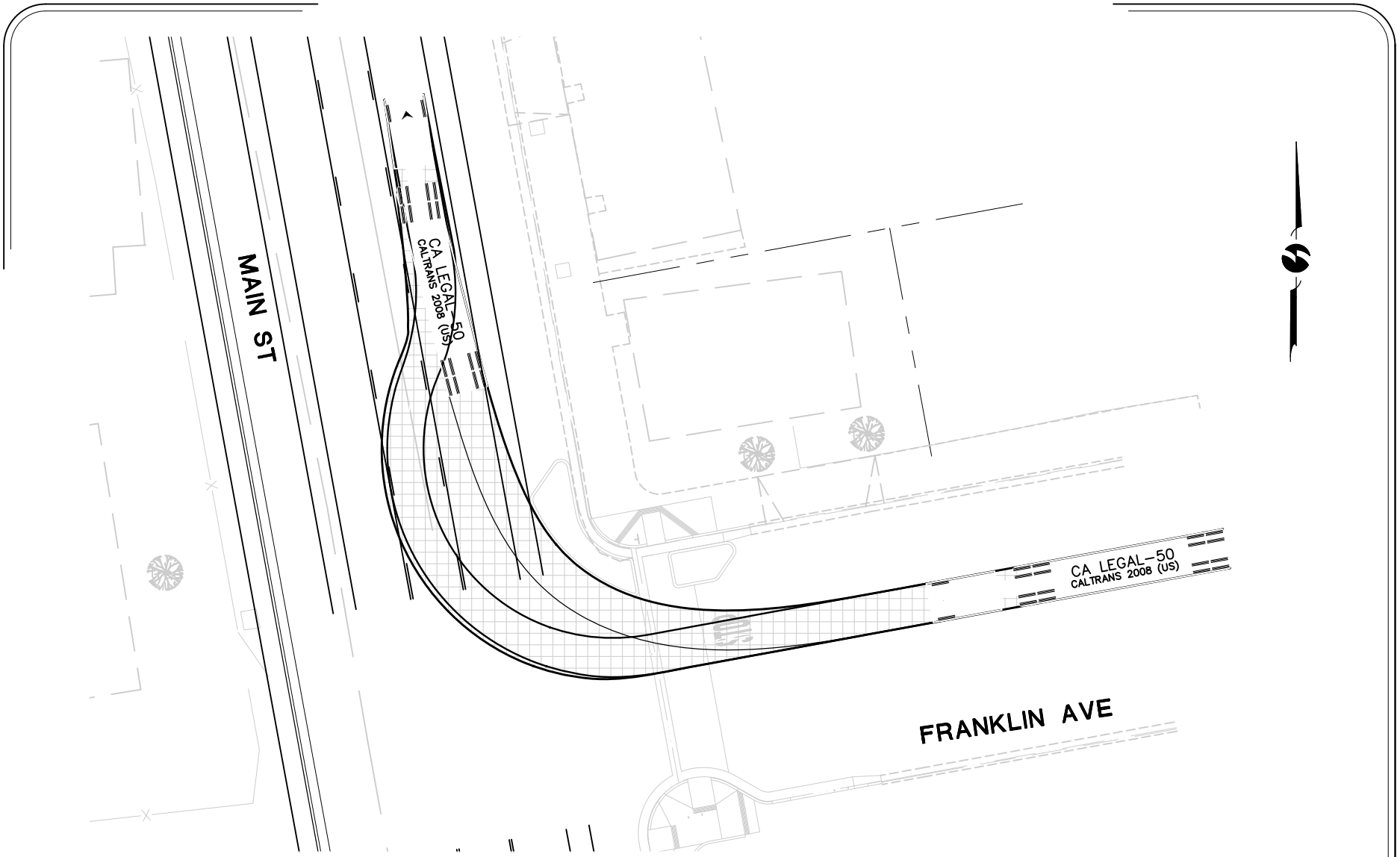
55-1748-07



MAIN ST/FRANKLIN AVE INTERSECTION

EXHIBIT 6

Truck Turn Exhibit

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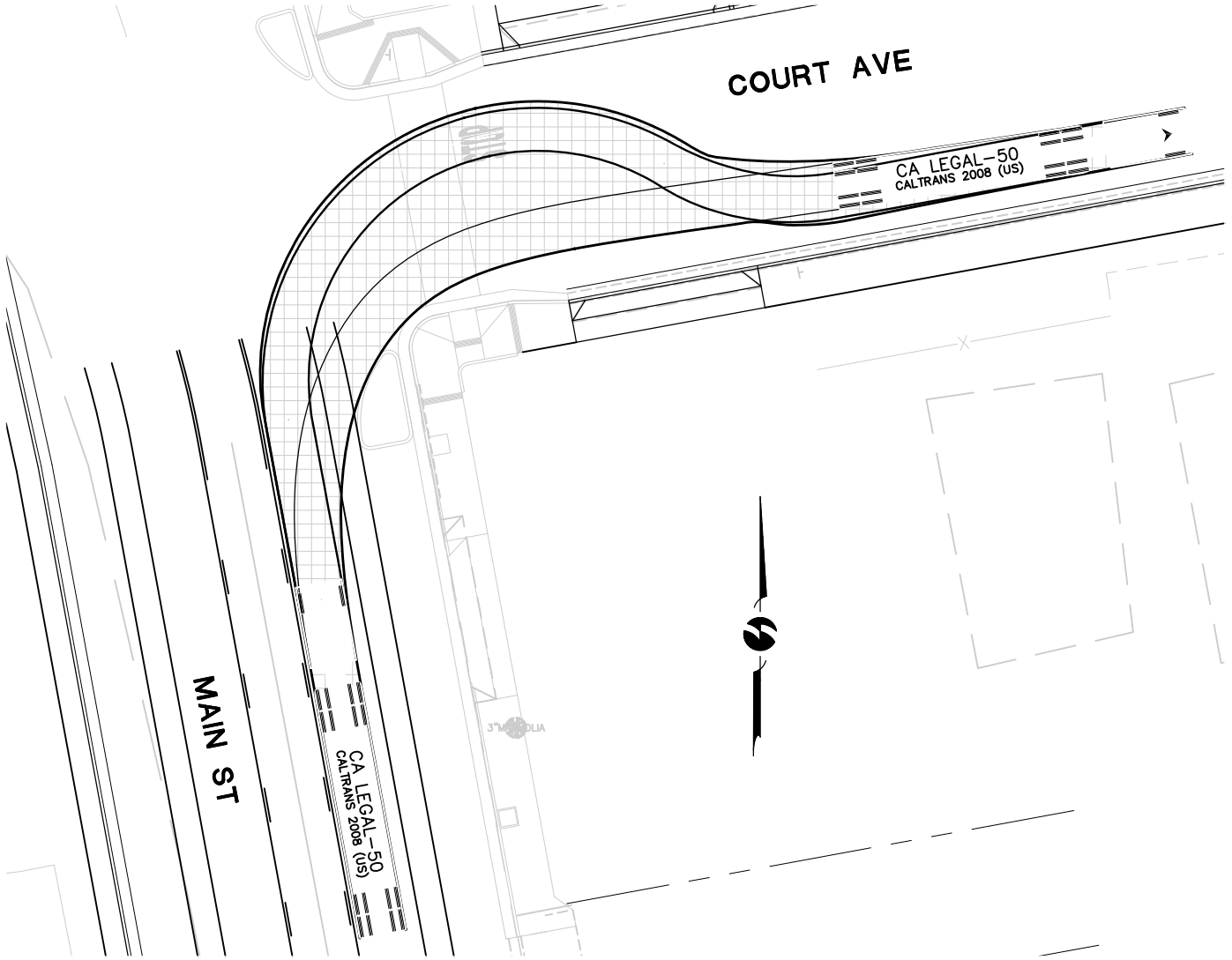
55-1748-07



MAIN ST/COURT ST INTERSECTION

EXHIBIT 7

Truck Turn Exhibit

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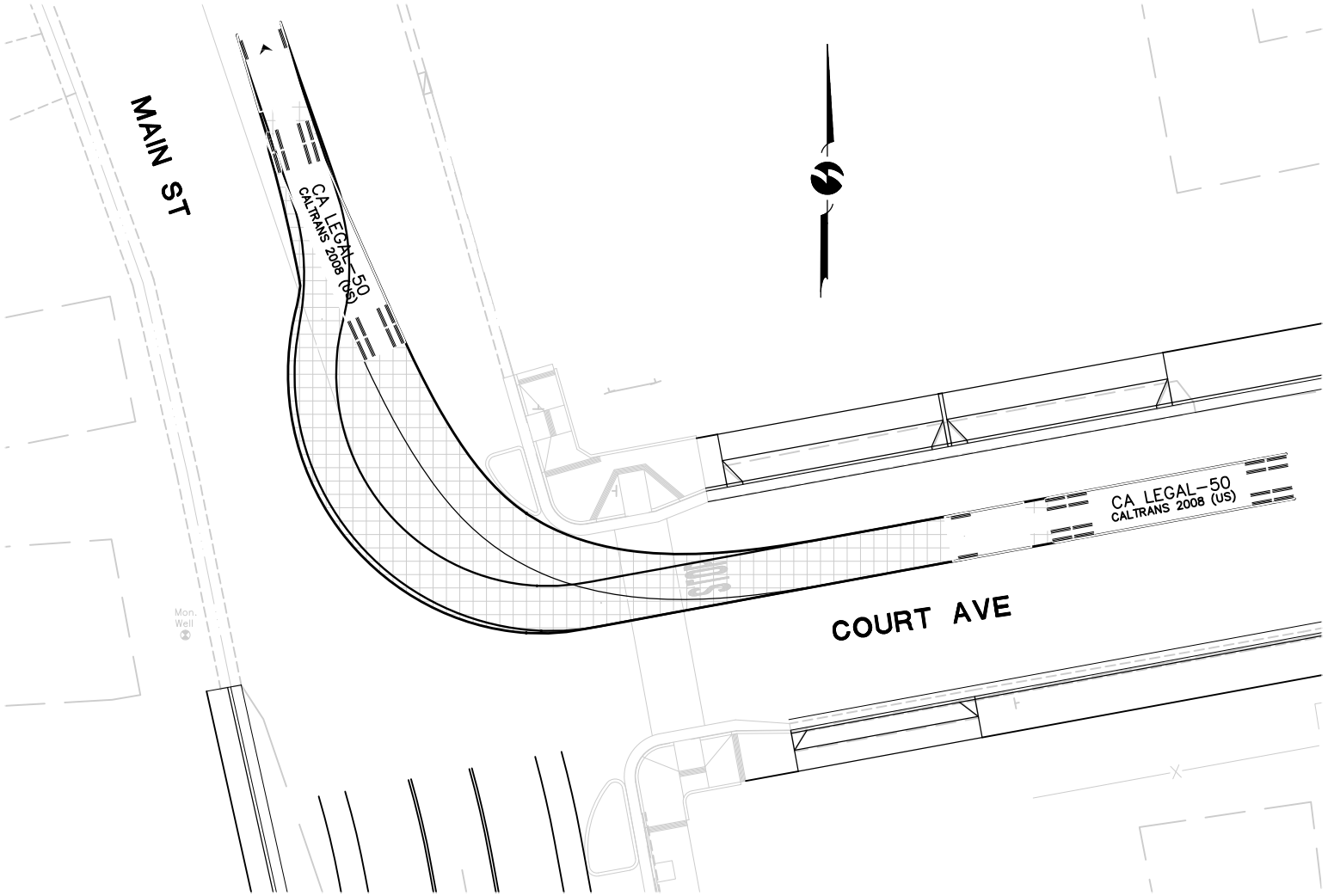

MAIN ST/COURT AVE INTERSECTION

EXHIBIT 8

Truck Turn Exhibit

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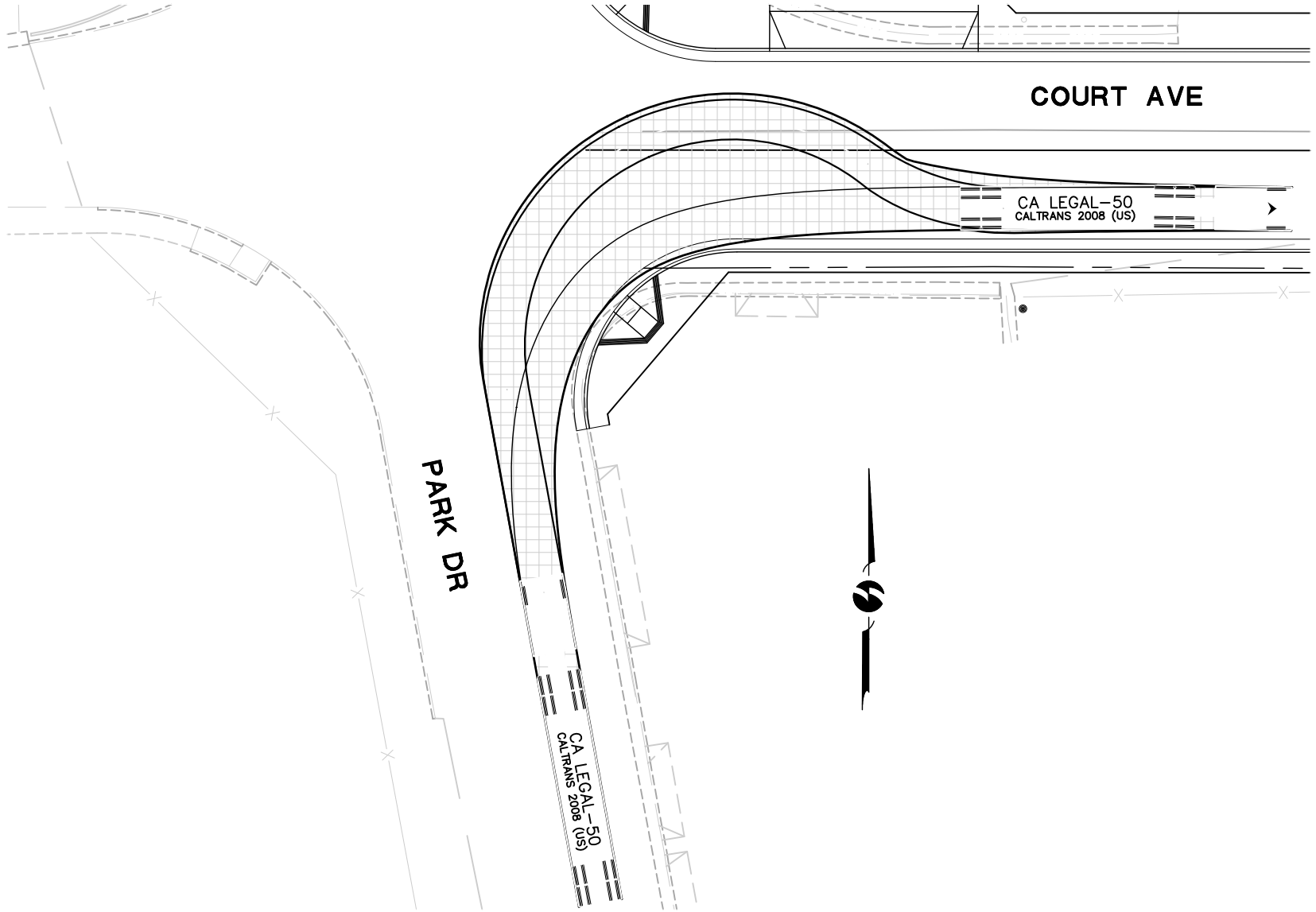
55-1748-07



COURT AVE/PARK DR INTERSECTION

EXHIBIT 9

Truck Turn Exhibit

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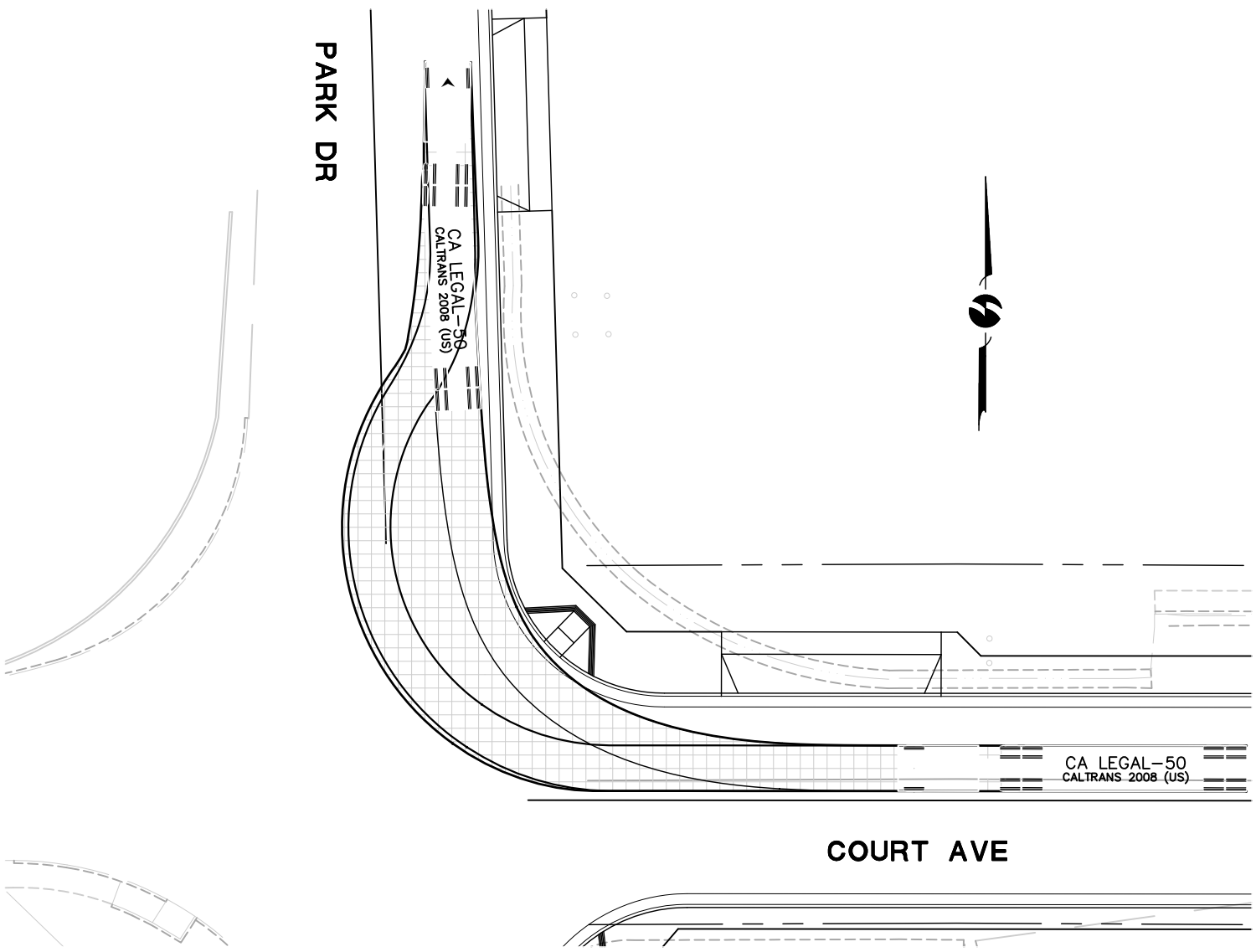
55–1748–07



COURT AVE/PARK DR INTERSECTION

EXHIBIT 10

Truck Turn Exhibit

Scale: 1"=30'

55–1748–07

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Appendix H –

Complete Streets Outreach

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

PIXLEY COMMUNITY PLANNING AREA

1-Complete Streets Meeting:February 24,2014 (Pixley Town Council)
Tulare County RMA Staff requested to be placed on the agenda via email to Sharon Herbert-Pixley Town Council. RMA was placed on the Pixley Town Council Agenda. Ms. Herbert distributed the fliers to her contacts.

2-Complete Streets Meeting:March 24,2014 {Pixley Town Council)
2/24/14-RMA Staff requested to be placed on the agenda at the February 24, 2014 meeting of the Pixley Town Council. RMA was placed on the Pixley Town Council Agenda. Ms. Herbert distributed the fliers to her contacts.

3-Complete Streets Meeting : March 31,2014 (Pixley PUD)
3/24/14-RMA Staff had verbal communication with Pixley PUD member at 3-24-14 Pixley Town Council Meeting. RMA was placed on the Pixley PUD Agenda. Pixley PUD distributed the fliers to their contacts.

4-Complete Streets Meeting: April 28,2014{Pixley Town Council)
3/24/14-RMA Staff requested to be placed on the agenda at the March 24, 2014 meeting of the Pixley Town Council. RMA was placed on the Pixley Town Council Agenda. Ms. Herbert distributed the fliers to her contacts.

5-Complete Streets Meeting: May 5,2014- Pixley,CA {Pixley PUD)
4/28/14-RMA Staff had verbal communication with Pixley PUD member at 4-28-14 Pixley Town Council Meeting. RMA was placed on the Pixley PUD Agenda. Pixley PUD distributed the fliers to their contacts.

6-Coniplete Streets Meeting:May 13,2014 (Pixley School)
5/9/14- RMA Staff contacted Gennifer Nunes at the Pixley School and requested to be placed on the school board agenda at the May and May 27,2014 Pixley School Board Meetings. RMA was placed on the Pixley School Board Agenda. Ms. Nunes distributed the fliers to staff, parents,and students.

7-Complete Streets Meeting : May 27,2014 (Pixley School)
5/9/14-RMA Staff contacted Gennifer Nunes at the Pixley School and requested to be placed on the school board agenda at the May 13 and May 27, 2014 Pixley School Board Meetings. RMA was placed on the Pixley School Board Agenda. Ms. Nunes distributed the fliers to staff, parents, and students.

8-Complete Streets Meeting: July 7,2014 {Pixley PUD)
6/25/14-RMA Staff sent flier via email for Complete Streets Meeting 7/7/14.

6/25/14-RMA Staff sent flier via email to Sharon Herbert of the Pixley Town Council.

6/26/14- Fliers for Complete Streets Meeting were prepared in Spanish.

6/27/14-Dr. Sarah Ramirez request. She agreed to distribute the fliers at a movie night event.

Complete Streets Planning Meeting
Pixley, Ca
May 27, 2014

Special Complete Streets Meeting
Pixley, CA
Tuesday, May 27, 2014
Pixley Middle School
1520 E. Court St
Pixley, CA 93256

Are you concerned about flooding?

2-Yes
0-No
9-No response
Total: 11

Would you like to see storm drainage and gutters?

3-Yes
0-No
6-No Response
Total: 9

Would you like to see a medical clinic in Pixley?
A brand new clinic on Davis and Center was recently opened providing needed services for the local population. During the discussion many residents mentioned that additional services were schedule to be coming to the area soon. More services than the "promised" ones are not required as long everything in the pipeline is fulfilled.

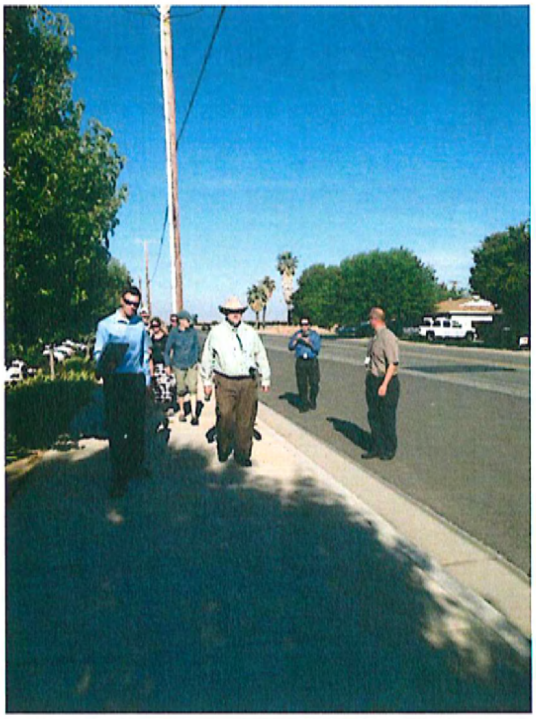
What are the top five streets most important streets to the community?

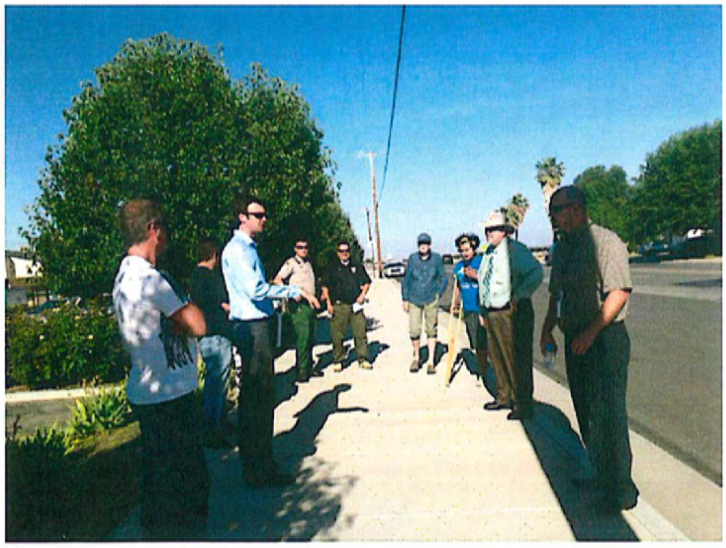
1. Elm 2. Walnut 3. School Street 4. Bradbury 5. Terra Bella 6. Howard

What kind of business would you like to see here?
There are currently very limited local options. During the meeting residents only names restaurants serving Mexican cuisines. No chain restaurants exist although the town is located along Interstate 99, a busy and well traveled highway. The residents requested McDonalds, Chinese, Pizza and other restaurants types.

Locations for future crosswalks (Based on typical routes taken by the residents).
There are currently no stop lights located within the towns borders. Although this is a small town, they have a lot of through traffic due to the on/off ramp to the I-99. They requested crosswalks at Court & Park, Terra Bella & Main, and Terra Bella & Elm to make the town more walk able and safe for foot traffic.

County staff that was in attendance: Aaron Bock, Jose Saenz, Elizabeth Colegrove, Johnny Wong, and Reed Schenke. The meeting was well attended with over 20 participants. Participants included adults, children, Pixley Elementary school officials, County Planners, and County Staff. It was presented bilingual. After the discussion the participants and county staff walked Canal drive and had a rolling discussion of potential projects.





The Tulare County Resource Management Agency will be hosting a **Complete Streets Community Planning Workshop** on

Tuesday, May 27, 2014 at 4:30 P.M. at

Pixley Middle School

1520 E. Court St.

Pixley, CA 93256

New Crosswalks!

New Bus Stops!

New Safe Routes to School!

Please come join us for a presentation to discuss Court and Main Street. We will be discussing the areas with these new changes!

A better, brighter Pixley for tomorrow!

El Condado de Tulare va dar una **presentación informativa de planificación** para la comunidad de Pixley el dia

Martes, 27 de Mayo 2014 a las 4:30 P.M.

en la

Escuela de Pixley

1520 E. Court St

Pixley, CA 93256

Nuevos pasos de peatones!

Nuevos Paradas de autobús!

Nuevas rutas y caminos seguros hacia la escuela!

Por favor, vengan a la presentación para discutir las calles de Court y Main.

Vamos a discutir las areas con estos nuevos cambios.

Una mejor, más brillante comunidad de Pixley para el futuro!

Complete Streets Planning Meeting- Pixley

27-May-14

	Name	Phone Number	Address
1	Emilia Villa	559 7408063	1459 E. Cardinal
2	Pastor Aaron Gay	559 757-3541	1202 E. Court Ave
3	Joel Muñoz	559-972-0087	682. E. Court St.
4	Elder Datson	559 623 7286	922 E Court
5	Keith Tomes Ed.D.		Superintendent
6	G. MAY	731-9543	161 N. PINE PIXLEY
7	Andrew Alvarez	631-8043	518 S. Elm St.
8	Neal Westbrook	757 1682	2335 N Pete
9	Teresa Garcia	757 6912	542. E Howard Pixley
10	JOEL RAMOS	757 6116	957 S. ELM ST.
11	KARL BOSTIAN	772 9242	161 N. Pine Pixley
12	Miguel Sanchez	757 3672	952 E court
13			
14			
15			
16			
17			
18			
19			
20			
21			
22			
23			

5/27/2014 | | TULARE COUNTY RMA

PIXLEY COMPLETE STREETS

COMMUNITY MEETING

SIGN IN

NAME	PHONE	EMAIL
REED SCHENKE	559-624-7142	RSCHENKE@CO.TULARE.CA.US
~~SUSAN ELIZABETH~~	901-3727	skycat1942@sbcglobal.net
Gennifer Nunes	559-358-1314	gnunes@pixley.k12.ca.us
Elden Detsa	11 623 7286	EldenDetsa@Yahoo.com
Johny Wong		
jose S		
dave Bryant absent		

STAEDTLER® No. 937 811E Engineer's Computation Pad

Complete Streets Planning Meeting

Pixley, CA

June 23, 2014

PIXLEY TOWN COUNCIL

AGENDA

Albert Dung, Jr. Community Room
161 North Pine, Pixley, California 93256

June 23, 2014 - 7:00 p.m

1. Call to Order
2. Pledge of Allegiance
3. Welcome to Visitors
4. Adoption of Agenda
5. Minutes from April 28, 2014 Regular Meeting
6. Treasurer's Report
7. Correspondence
8. Citizen's Concerns & Public Comment
   - *(a) Aaron Bock, Chief Planner and Dave Bryant, Special Projects Manager*
     Tulare County Resource Management Agency (RMA)
     - *Complete Streets Policy for Pixley – Planning Workshop*
9. Tulare County Supervisor District 2, Pete Vander Poel
10. Pixley Sheriff's Substation, Deputy Karl Bostai
11. CHP Public Affairs Officer Scott Harris
12. Tulare County Fire Department, Fire Chief Joe Garcia / TCFD Pixley Station 27 Representative
13. Pixley Public Utility District
14. Local Education
    - Pixley Union School District
    - John Muir Charter School
    - Pixley Community CSET
15. Community Reports by Community Organizations
16. Unfinished Business
    - (a) Pixley Safe Routes to School Project Update
    - (b) Parking on Main Street Update
    - (c) Harmon Field Remediation Project Update
    - (d) Code Compliance Issues
17. New Business – Action/Discussion Items
    - (a) Appointment of Candidates to Serve on the Pixley Town Council
    - (b) Pixley Main St. Transportation Enhancement Project – Bulb Outs
    - (c) Development of Property by Roman Catholic Diocese
    - (d) Use of Funds - Pixley Town Council Savings Account
    - (e) Future of the Pixley Town Council
18. Announcements
    - Public Hearing Related to Solid Waste Permit – Pixley Biogas
19. Beautification Award – Joe Bailey
20. Adjournment

Complete Steets Meeting- Pixley

23-Jun-14

	Name	Phone Number	Address
1	Bobbie Rachel	454-3840	307 S. Maple St Pixley
2	Kevin Rachel	"	"
3	Aaron Gay	757-3541	1202 E. Court Ave Pixley
4	[redacted]	[redacted]	[redacted]
5	[illegible]	901-3727	[illegible]
6	Yazmin Rafio	559.280.2035	
7	Vanessa Hernandez	(559)759-0099	1487 Sarah Ave, Pixley
8	Yolanda Vega		
9	Mario Morales	757-1906	1487 Sarah Ave pixley
10	Alejandrina Cervantes	757-7404	Cortez St pixley
11	[illegible]		1487 Sarah Av. pixley
12	Raquel Gomez	741-4645	312 NW Third Ave.
13	Angel Mujica	661-849-3505	111 N. Front Rd Elmont
14	Esther Godinez	559.3397953	2438 N PARK Pixley
15	Miguel Vega	559-303-1990	
16	Salas Ramos	331-0117	PO Box 432 Pixley CA
17			
18			
19			
20			
21			
22			
23			
24			

Questions for Special Community Planning Meeting- Pixley June 23, 2014

Are you concerned about flooding?

Would you like to see storm drainage and gutters?

Would you like to see a medical clinic in Pixley?

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

What kind of business would you like to see here?

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

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

Would you like to see a park here?

How often would you use it?

25 ATTENDEES

QUESTIONS

6.23.14 PPA SHOW OF HANDS

ANSWERS TRANSLATED FROM/INTO SPANISH

1. (11) WALNUT STREET FLOODED W/ GARBAGE
→ MAIN STREET & TERRA BELLA & MAIN & DAVIS

1. (a) TERRA BELLA TO SCHOOL ST. TO CT
NARROW NOT PAVED WIDE ENOUGH W
DIRT (FOLT) LANES DANGEROUS

2. 15/25 (AND Ø SAID THEY WOULD NOT LIKE TO SEE

3. 8/25 INADAQUATE HOW MANY BELIEVE ARE ADAQUATE
(✓) DENTAL
(✓) ACCESSING PHARMACY PROMESSING
INADAQUATE

4. NEW BUSINESSES
1. MORE EMPLOYMENT OPS LESS FARM WORKING JOBS.
2. LARGER BUS. CLOTHES STORES / MCDONALDS / VARIETY
3. WAREHOUSING / PACKAGING
4. CVS / PHARMACY

5. 1. TERRA BELLA
2. MAIN - FWY ACCESS
3. COURT - ~~FWY ACCESS~~
4. SCHOOL
5. PARK - FW ACCESS
6. MARKET

(6) FUTURE CROSSWALKS

A. TERRA BELLA & MAIN
TRUCK TRAFFIC

B. COURT & PARK ←

C. SCHOOL & ELM HIGH TRAFFIC
FOR THOSE WALKING TO SCHOOL

D. TRAILERS / LUMBING DRIVING
TOO FAST (ALL OF MAIN ST.)

E. STOP SIGNS ON MAIN ST.

F. MIDDLE DAVIS TERRA BELLA
PIXLEY PLACE (A LOT OF
NORTH OF PARK NEAR CROSSING) VS @ POST OFFICE
MID BLOCK CROSSING
SPEED BUMPS · TWO LITTLE CROSSWALKS
BY FREEWAY ACCESS → BRADBERRY MAIN

LARGE AMOUNT OF PEOPLE WHO HAVE
TO WALK ACROSS TRACKS

→ DAVIS IS MAIN PLACE WHERE PEOPLE CROSS
→ WOMEN W/ CHILDREN
SIDEWALK CROSSING DAVIS
→ LIGHTING ISSUE AT NIGHT (BUSSED)
→ AT A TIME AVAILABLE (EVENINGS)
→ 1ST WK / 1ST PART OF DAY
→ 7:30 AFTER MEETING CONVENES
→ MARKET → SHARON HERBERT - JENNIE

Community Recommendations for Future Improvements from May 27, 2104 Meeting

- Medical Services in Pixley?
  - A brand new clinic on Davis and Center was recently opened providing needed services for the local population.
  - During the discussion many residents mentioned that additional services were schedule to be coming to the area soon.
  - Additional Services beyond the "promised" ones are not required as long everything in the pipeline is fulfilled.
- What kind of business would you like to see here?
  - There are currently very limited local options.
  - No chain restaurants exist although the town is located along Interstate 99, a busy and well traveled highway.
  - Residents requested McDonalds, Chinese, Pizza and other restaurants types.

Meeting Overview

- Community Recommendations for Future Improvements from May 27, 2104 Meeting including:
  - Complete Streets Walkability Audit of Court Street
- Community Plan and Policies Brief Overview
- Complete Streets Program Overview and Actions
- Court Street and Main Street Complete Streets Update Including Consultant and Staff Walkability Audit
- Complete Streets Questionnaire
- Next Steps

Community Recommendations for Future Improvements from May 27, 2104 Meeting

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

1. Elm
2. Walnut
3. School Street
4. Bradbury
5. Terra Bella
6. Howard

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

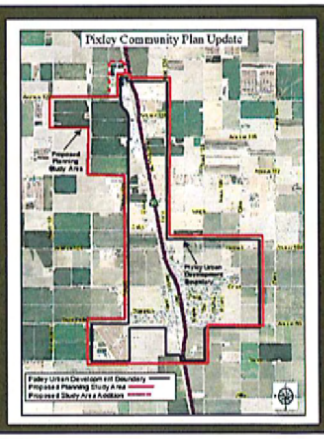
- Concerns with through traffic due to the on/off ramp to the I-99
- Requested crosswalks
  1. Court & Park
  2. Terra Bella & Main
  3. Terra Bella & Elm

Community Recommendations for Future Improvements from May 27, 2104 Meeting

- Are you concerned about flooding?
  - 2-Yes
  - 0-No
  - 9-No response
  - Total: 11
- Would you like to see storm drainage and gutters?
  - 3-Yes
  - 0-No
  - 6-No Response
  - Total: 9

Three Primary Components

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



Tulare County General Plan Update Guiding Policies

PF-2.4	**Community Plans.** The County shall ensure that community plans are prepared, updated, and maintained for each of the communities.
PF-2.7	**Improvement Standards in Communities.** The County shall require development within the designated UDBs to meet an urban standards for curbs, gutters, sidewalks, and community sewer and water systems.
LU-1.1	**Smart Growth and Healthy Communities.** The County shall promote the principles of smart growth and healthy communities in UDBs and HDBs, including walkable neighborhoods, creating a strong sense of place, directing growth toward existing communities, preserving open space, and creating a range of housing opportunities and choices.
LU-4.1	**Neighborhood Commercial Uses.** The County shall encourage the development of small neighborhood convenience and grocery facilities to meet the everyday shopping and personal needs of immediately surrounding residential land uses in communities.
LU-6.3	**Schools in Neighborhoods.** The County shall encourage school districts to locate new schools in areas that allow students to safely walk or bike from their homes.
ED-1.6	**Develop Public/Private Partnerships.** The County shall pursue partnerships to encourage the development of public facilities and infrastructure improvements that benefit communities.
HS-1	**Health and Safety for all Neighborhoods.** To protect County residents and visitors from injury and damage resulting from natural catastrophes, man-made events, and hazardous conditions.
HS-9	**Healthy Communities.** To support healthy lifestyles among residents of Tulare County through the built environment and land use decisions that play an important role in shaping the pattern of community development, in either promoting or discouraging good health for its citizens.
PFS-1	**Adequate Public Services.** To establish and maintain acceptable levels of service, minimize costs, and provide criteria for determining the location, capacity, and timing of existing and future public facilities and services.

Complete Streets Network comprises four types of facilities—vehicular, pedestrian, bicycle, and public transit.

These principles are expressed mainly in following policies including:

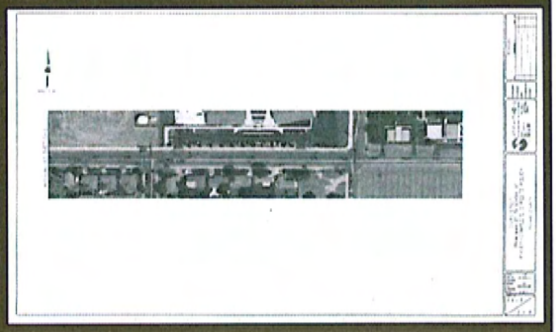
TC-1.6 Intermodal Connectivity (vehicle, bus, rail, bicycle/pedestrian)
- TC-1.7 Intermodal Freight Villages.
- TC-5.1 Bicycle/Pedestrian Trail System.
- TC-5.2 Non-motorized Modes in Planning and Development

- **Facilities**

- Bicycle Facilities (Class I, Class II, and Class III facilities)
- Pedestrian Paths and Sidewalks
- Multiuse Trails
- Transit Facilities
- Public Bus Service (Fixed Route and Dial-A-Ride)
- Park-and-Ride Lots

Complete Streets

Court Street Overview
School Street to Elm Street

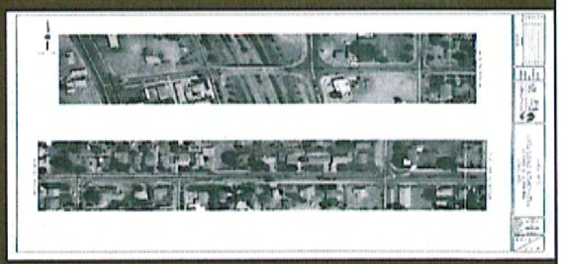


Summary Complete Street Actions

Complete Streets policy:
Aims to create a comprehensive, integrated, connected network.

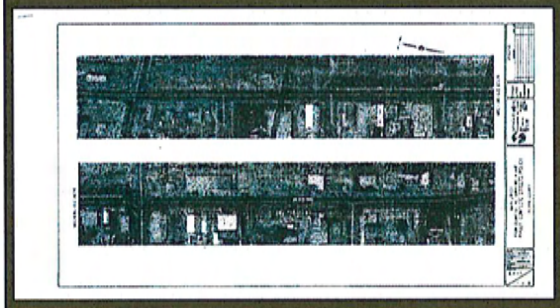
- For "all users" multi-modes, ages, and abilities.
- Recognizes that all streets are different and balances user needs.
- Adaptable to both new and retrofit projects, including design, planning, maintenance, and operation, for the entire right-of-way.
- Quantitative metrics to measure of progress referred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

Court Street Overview
Elm Street to Main Street



Main Street Overview

Elm Street to Main Street



Thank You for Attending

Complete Streets Questionnaire

- Are you concerned about flooding?
- Would you like to see storm drainage and gutters?
- Medical Services in Pixley?
- What kind of business would you like to see here?
- What are the top five streets most important streets to the community?
- Locations for future crosswalks (Based on typical routes taken by residents)

NEXT STEPS

- Residents and stakeholders participate in a walkability tour of the Main Street study area
- Participants review complete streets tools and strategies to help devise solutions for the corridors.
- Preparation of preliminary layouts of each of the prioritized street segments highlighting the major improvements including horizontal layout of curbs, gutters, and sidewalks.
- Future Community Plan Workshops.

Complete Streets Planning Meeting

Pixley, CA

July 7, 2014

The Tulare County Resource Management Agency will be hosting a **Pixley Community Plan Update and Complete Streets Community Planning Workshop** on

Monday, July 7, 2014 at 6:30 p.m. **at the**

Pixley Utility District Office

232 E. Davis Avenue

Pixley, CA 93256

New crosswalks!

New bus stops!

New Safe Routes to School!

Please come join us for a presentation to discuss Main Street and Court to terra Bella Avenue. We will be walking Main Street between Court Street and Terra Bella Avenue and discussing new changes. Refreshments will be provided.

El Condado de Tulare va dar una **Presentación Informativa de Planificación** para la comunidad de Pixley el dia

Lunes, 7 de Julio 2014 a las 6:30 p.m. en la

Officina de Pixley District

232 E. Davis Avenue

Pixley, CA 93256

Nuevos pasos de peatones!

Nuevos Paradas de autobús!

Nuevas rutas y caminos seguros hacia la escuela!

Por favor, vengan a la presentación para discutir las calles de Main Street, y Court a Avenida Terra Bella.

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Nuevas rutas y caminos seguros hacia la escuela!

Por favor, vengan a la presentación para discutir las calles de Main Street, y Court a Avenida Terra Bella.

PIXLEY COMMUNITY
COMPLETE STREETS WORKSHOP
JULY 7, 2014

NAME	PHONE OR E-MAIL
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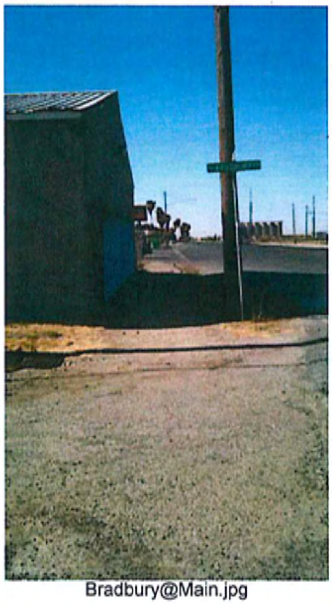
Sarahane Pixley Maria Arevalo	757-1900
Margarita Ochoa	757-5718
Agripina Ayala	757 74-12
[illegible]	559303-1990

Se Vende
Ropa. Zapatos
Ropa Interior
Accesorios de-
Dama por-

Chelsea's

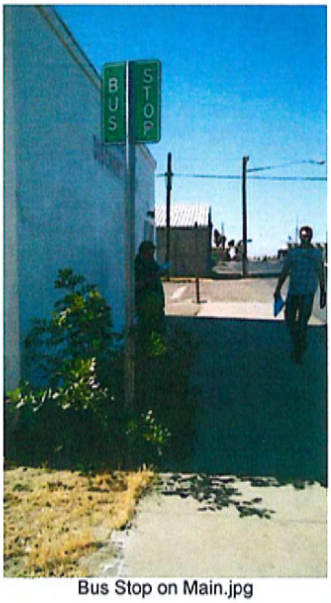
Santafe

PIXLEY INVENTORY PHOTOS



Bradbury@Main.jpg

Bulbout Planter.jpg



Bus Stop on Main.jpg

Catch Basin on Main.jpg

Center South of Court.JPG

Compton@Main.jpg

Court DI East of SR 99.JPG

Court East of Main.JPG

Court East of Maple.JPG

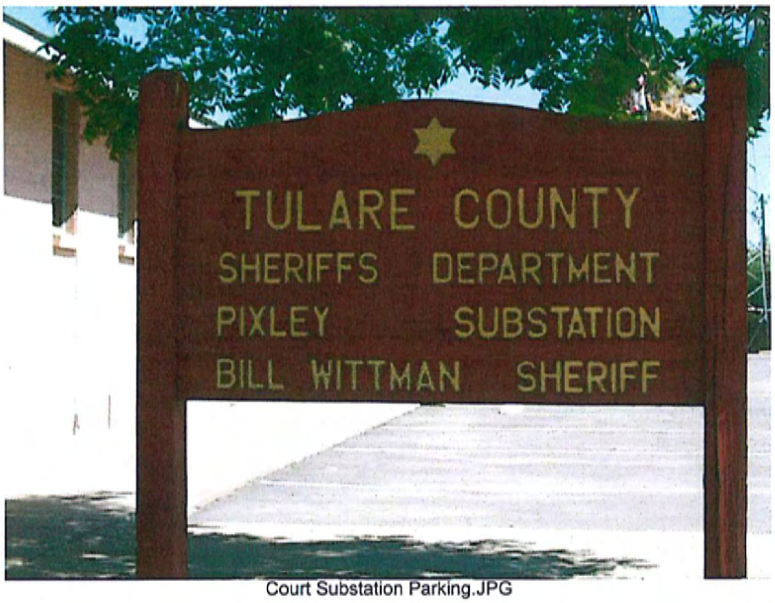
Court East of Park.JPG

Court near Spani.JPG

Court Offset ADA Ramp.JPG

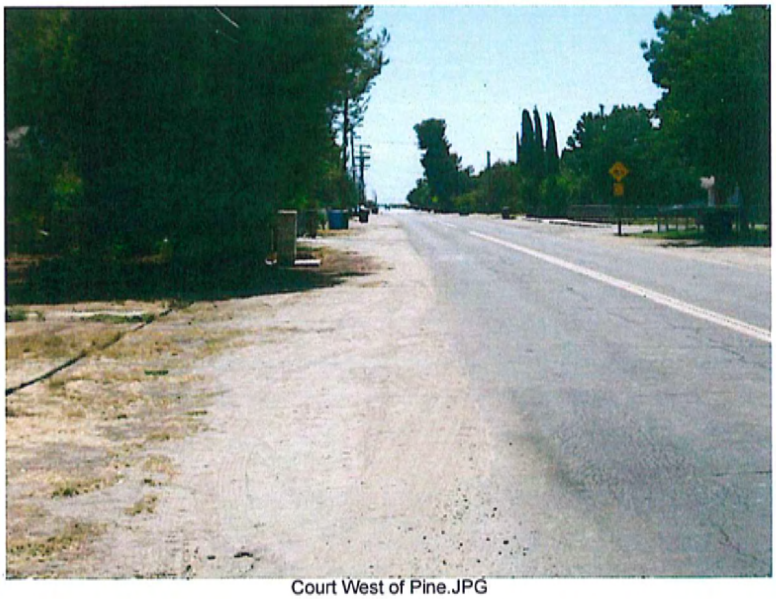
Court Overcrossing@SR 99.JPG

Court Ped Xing & Utilities.JPG

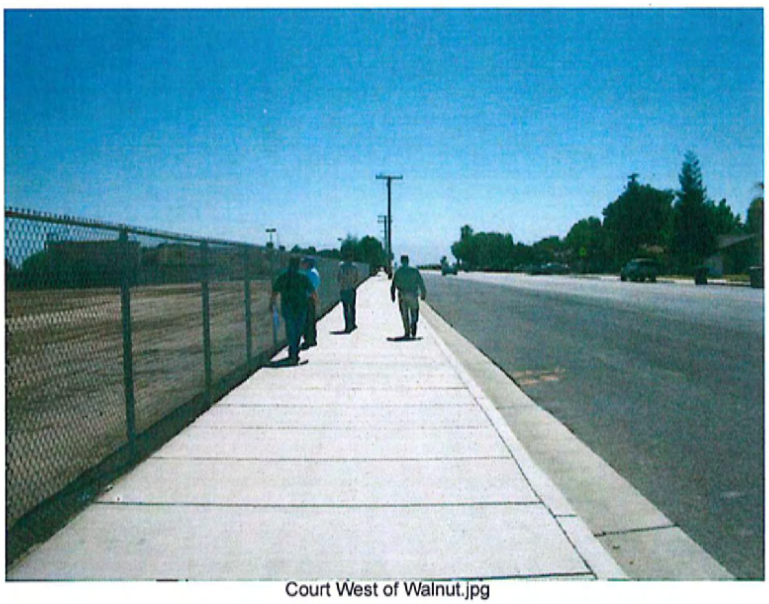


Court Substation Parking.JPG

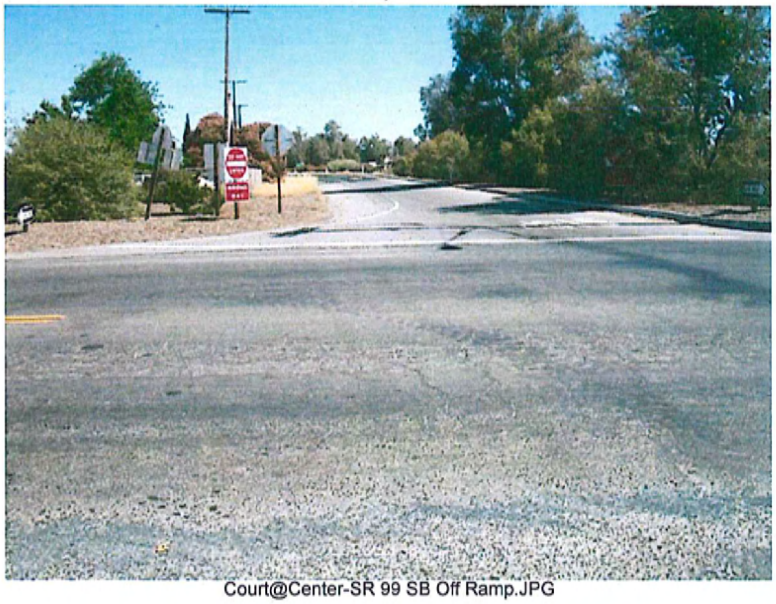
Court West of Pine (2).JPG



Court West of Pine.JPG



Court West of Walnut.jpg



Court@Center-SR 99 SB Off Ramp.JPG

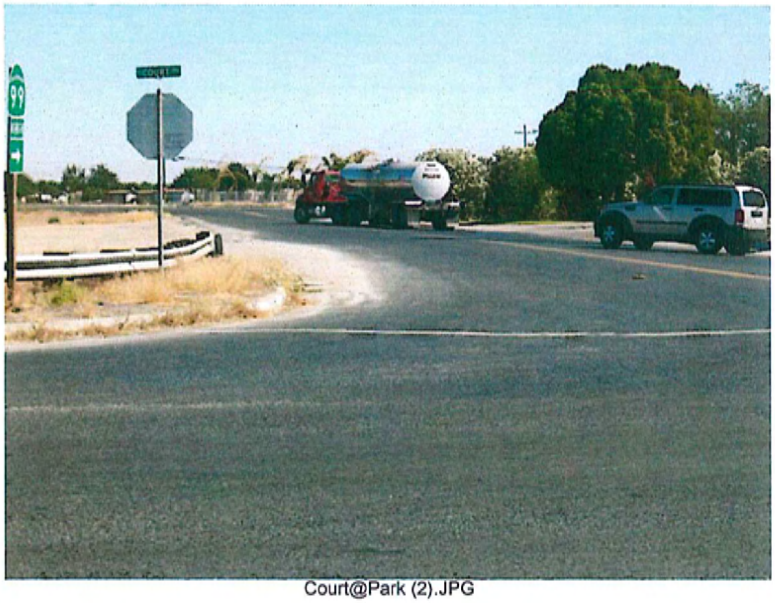
Court@Elm.JPG

Court@Main ADA Sidewalk.JPG

Court@Main Sidewalk & Bus Stop.jpg

Court@Maple (2).JPG

Court@Maple.JPG



Court@Park (2).JPG

Court@Park.JPG

Court@SR 99 Narrow Ped Xing (North Side).JPG

Court@SR 99 OC.JPG

Court@SR 99 SB Off Ramp (2).JPG

Court@SR 99.JPG

Court@West.jpg

Diagonal Parking on Main.jpg

Hydrant NWC Court@Maple.JPG

Hydrant, Utility Pole, Sidewalk, Xing.JPG

Main CG&S South of Davis.jpg

Main Drain Grate.jpg

Main north of Ellsworth .jpg

Main Sidewalk South of Court (2).jpg

Main Sidewalk South of Court.jpg

Main Sidewalk South of Davis.jpg

Main South of Allen.jpg

Main South of Bradbury.jpg

Main South of Compton.jpg

Main South of Davis.jpg

Main South of Ellsworth.jpg

Manhole (Sanitary).JPG

NEC Compton@Main Drain Grate.jpg

NEC Compton@Main.jpg

NEC Court@Main.jpg

NEC Franklin@Main Bulbout.jpg

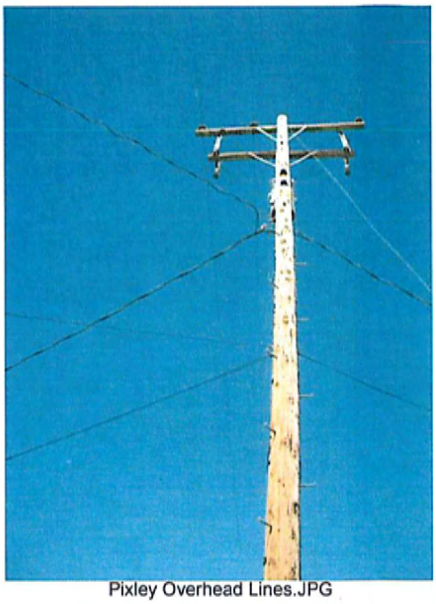
NEC Franklin@Main.jpg

NWC Court@Park.JPG

Park Frontage on Main.jpg

Park North of Court.JPG

Pixley Food Mart.jpg



Pixley Overhead Lines.JPG

Ponding Basin on Court East of Elm (2).JPG

Ponding Basin on Court East of Elm.JPG

School Acess North of Court@Walnut.JPG

SEC Court@Elm.JPG

SEC Ellsworth@Main.jpg

Sidewalk & Diagonal Parking Main.jpg

Sidewalk & Planters Diagonal Parking Main.jpg

SR 99 Pixley South of Court (2).JPG

SR 99 Pixley South of Court.JPG

Terra Bella@Main RRXing.jpg

Terra Bella@Main.jpg