

Circulation Element

The purpose of this Circulation Element Update for the community of Traver is to provide for a safe, convenient and efficient transportation system. The Circulation Element has been designed to accommodate anticipated transportation needs based on the land use element. In compliance with state law, all city and county general plans must contain a circulation element that designates future road improvements and extensions, addresses non-motorized transportation alternatives, and identifies funding options. The intent of the Circulation Element is to:

- ✓ identify transportation needs and issues within Traver, as well as regional relationships that affect the transportation system;
- ✓ consider alternatives to the single-occupant vehicle as means of providing services and access to facilities; and
- ✓ establish policies that coordinate the Traver transportation planning circulation system with General Plan and area plan land use maps and provide direction for future decision-making.

Figure 1 shows Traver in the context of its region. The transportation system within the Traver planning area includes State Route (SR) 99 as well as several County routes and a grid of local streets as shown on Figure 2. This figure also shows key intersections that were selected for detailed analysis.

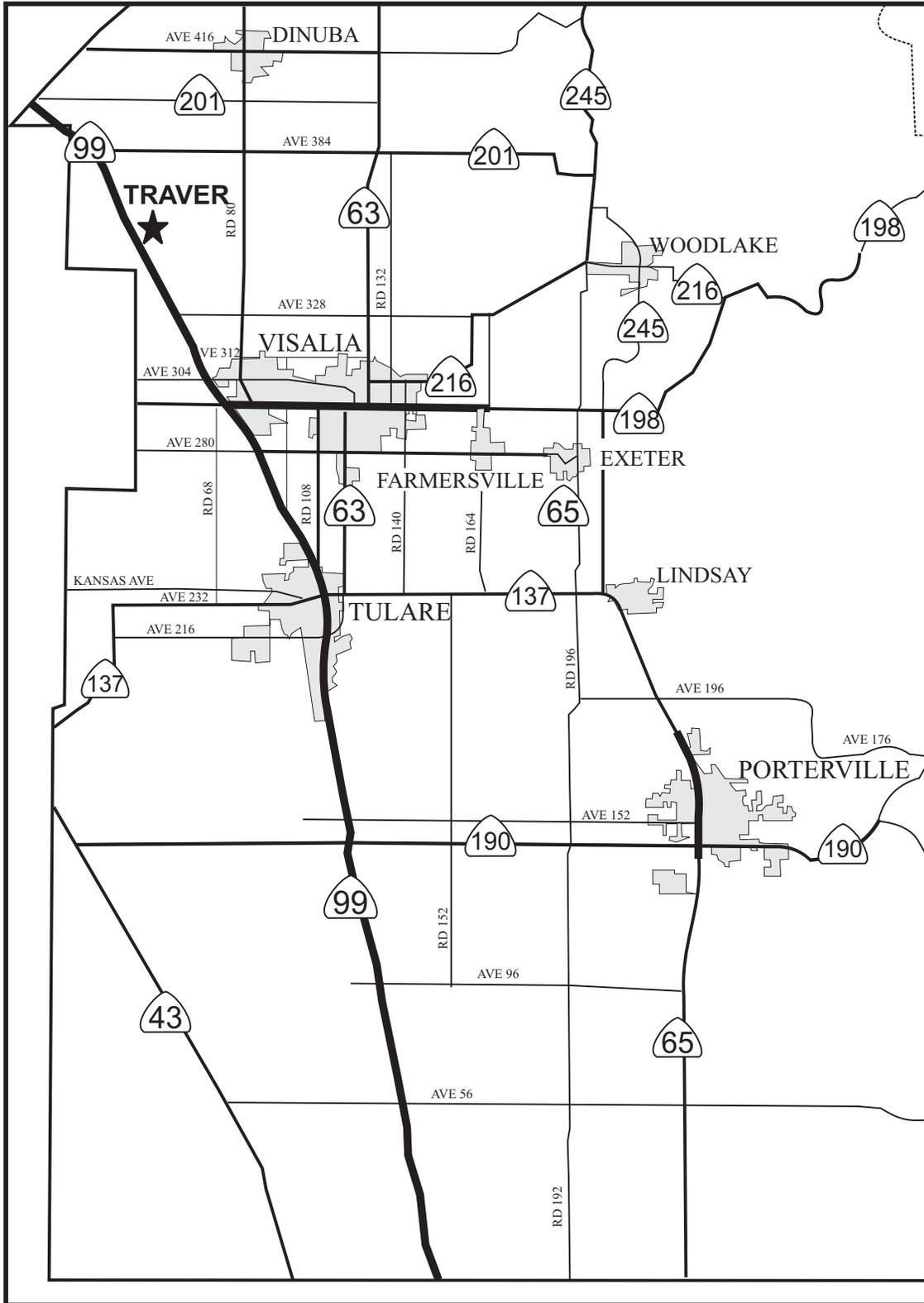
Within Tulare County additional passenger travel service is provided by common bus carriers, AMTRAK and other local agency transit and paratransit services. The County transportation system includes general aviation facilities, air passenger facilities, freight rail service, and bicycle and pedestrian facilities.

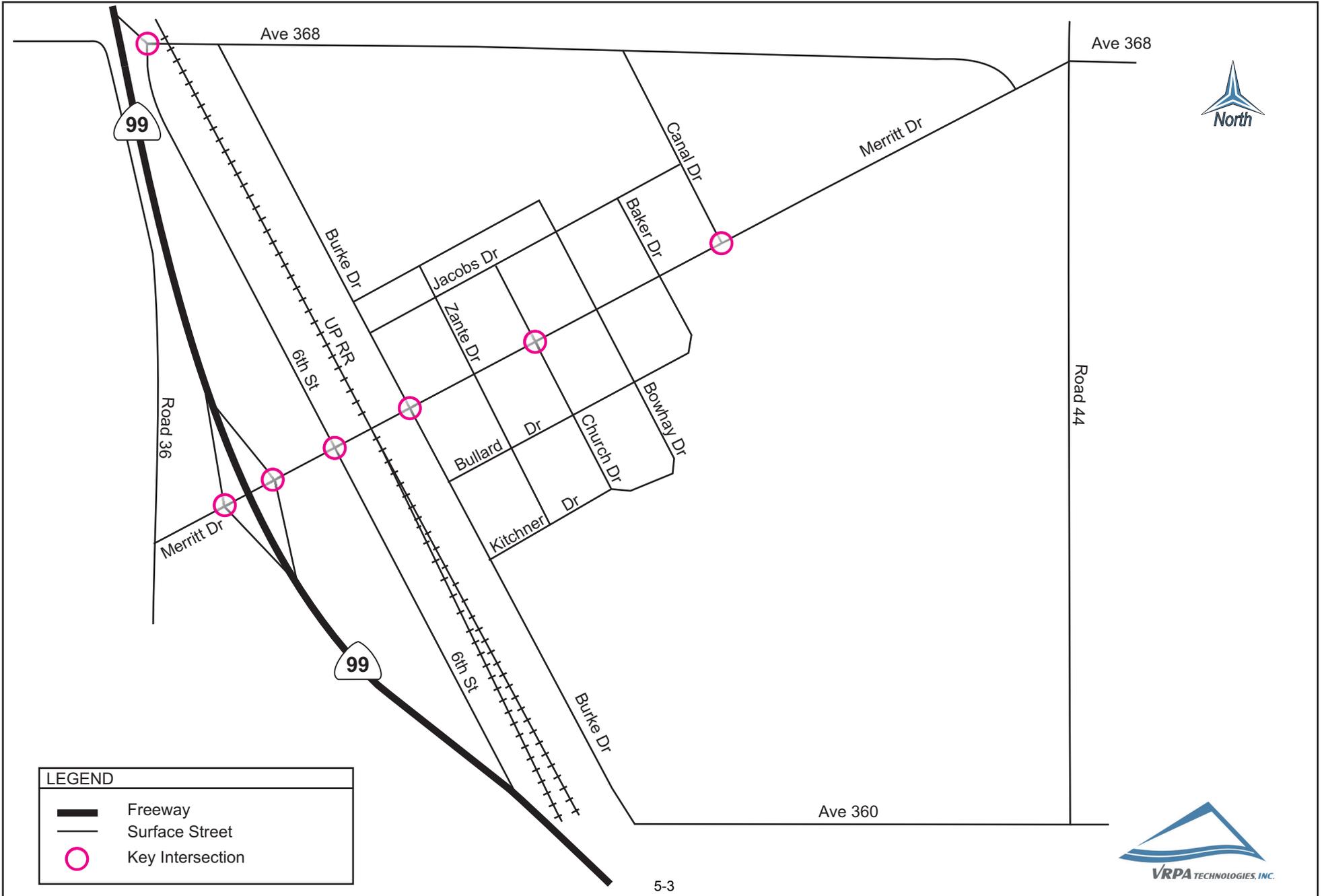
1 Regional Transportation Planning

[Tulare County Association of Governments \(TCAG\) Regional Transportation Plan](#)

The Regional Transportation Plan (RTP) is a multi-modal, long-range planning document prepared by the Tulare County Association of Governments (TCAG). The RTP includes programs and policies for congestion management, transit, bicycles and pedestrians, roadways, freight, and finances for Tulare County. The RTP is prepared every four years and contains a listing of projects considered to be financially feasible within a 25-year planning time frame. All federally funded transportation projects must be consistent with the RTP.

The RTP for Tulare has just been updated and is scheduled for adoption in July 2014. The new RTP is the first to respond to state legislation (SB 375) that requires that the RTP show reductions in greenhouse gas emissions from passenger vehicles. Thus, there is a new emphasis in the RTP on promoting ridesharing (transit, van and carpools) and active transportation (walking and bicycling). To this end, the RTP now includes a Sustainable Communities Strategy (SCS), a blueprint for land use





patterns and transportation facilities and services that will facilitate fewer vehicle trips and vehicle miles traveled.

San Joaquin Valley Air Quality Management Plan

The San Joaquin Valley Air Pollution Control District (SJVAPCD) has prepared the Air Quality Management Plan (AQMP) and various other regulations to reduce air emissions. Both the plan and several regulations aim to reduce emissions from mobile sources – automobiles and trucks, as well as other modes of transportation.

Measure R ½ Percent Sales Tax for Transportation

Measure R is the half-percent sales tax measure for transportation improvements passed by the voters of Tulare County in 2006 and managed by the Tulare County Transportation Authority (TCTA). The Measure provides funding for transportation projects (highway, transit, and ridesharing) over the 20-year duration of the Measure. Measure R funds are used by the County in Traver to repair streets, and to improve the existing and planned transportation system.

Intelligent Transportation Systems (ITS) Planning

Visalia will soon undertake an ITS Strategic Plan that may also consider countywide goals and policies to use communication and information technologies to improve mobility and enhance safety within the region. Potential ITS components include Freeway Management; Transit Management; Incident Management; Electronic Fare Payment; Electronic Toll Collection; Railroad Grade Crossings; Emergency Management Services; and Regional Multimodal Traveler Information. Being part of the ITS plan will assist the County with application for federal or State funding for specific types of ITS projects.

2 Existing Transportation Conditions

Street and Highway System

Functional classification is the process by which streets and highways are grouped into classes according to the type of service they provide. Streets and highways are classified according to their primary function and may be assigned into several basic classifications:

- ✓ State Highways (which may be freeways, expressways or conventional highways)
- ✓ Arterials and Collectors
- ✓ Local Streets

State Highways connect regional destinations and generally pass through several jurisdictions. Traffic carrying capacity is maintained through access control at two-mile or more intervals, with shorter intervals between access points permitted in large urban areas.

Arterials serve as the principal network for cross-town traffic flow. They connect areas of major traffic generation within the community area and connect with important county roads and state highways.

They also provide for the distribution and collection of through traffic to and from collector and local streets.

Collectors provide for traffic movement between arterial and local streets, traffic movement within and between neighborhoods and major activity centers, and limited direct access to abutting properties.

Local streets provide for direct access to abutting properties and for very localized traffic movements within residential, commercial and industrial areas.

In recent years the concept of “Complete Streets” has evolved. Under this concept, while streets may still carry a functional classification, the design of streets aims to allow all modes and trip purposes to be safely accommodated to the extent feasible and as warranted by local needs and conditions.

Existing Circulation and Traffic Conditions

In the Traver area, northbound Highway 99 narrows from three traffic lanes to two just south of the community. Similarly, southbound Highway 99 includes two travel lanes through Traver, but widens to three lanes south of the community. There is a freeway interchange at Merritt Drive in Traver, affording access between the community and the freeway. Additionally, there is a northbound off-ramp at the southerly end of the community providing access to the highway-oriented commercial uses developed at that location and continuing onto Sixth Street which follows the previous Highway 99 alignment. Sixth Street also leads to a northbound on-ramp north of Traver, where it also intersects Avenue 368 just east of Highway 99.

Merritt Drive, a tangential extension of Avenue 368, is an arterial roadway. It follows a generally northeast/southwest alignment through the center of the community. To the northeast, Merritt Drive joins Elkhorn Avenue, which intersects Road 80 (Dinuba Highway), thus affording access between Traver and Dinuba and Reedley. To the southwest, Merritt Drive terminates just west of Highway 99 at its intersection Road 36 after crossing Highway 99 by an overpass. Merritt Drive is improved to one traffic lane in each direction for its length through Traver.

Sixth Street and Burke Drive are collector roads that parallel the highway on opposite sides of the Union Pacific Railroad main line, traversing the community in a southeasterly/northwesterly direction. Sixth Street carries traffic through the community and back onto Highway 99 from the highway-oriented commercial development located at the community’s southerly freeway access. Sixth Street also affords access to abutting commercial and industrial properties for local traffic.

Burke Drive extends from Avenue 360 at the southerly edge of the planning area boundary to Avenue 368 at the northerly end of the community. It carries traffic generated by local industrial and residential development and affords access to abutting commercial and industrial properties.

Traver Community Plan

Traffic Impact Assessment and Circulation Element

All other streets and roads in the community's planning area function essentially as local streets, carrying only traffic accessing abutting urban and rural properties. Canal Street, at the northeastern end of the community, serves the Traver School, which is just northeast of its intersection with Merritt Drive.

Public Transit System

The private automobile is the dominant mode of travel within Tulare County. Census data for the Traver Joint Elementary School District (which includes several hundred persons in rural areas beyond the community of Traver) indicate that about three-fourths of commuters drive to work, while one-quarter use other means (mainly carpooling and vanpooling).¹ The Census bureau does not collect data on non-work trips, which represent a greater share of travel than work trips, but tend to be less concentrated in peak traffic periods.

While congestion is not even an emerging issue in Traver, overreliance on automobiles creates costs for both society and households, and means that many in the community who cannot drive (the young, the old, the disabled, the poor) must rely on those who can drive for their mobility. For this reason, it is important to encourage public transit systems and increased use of active modes of transportation, including bicycles and walking. The public transit system alternatives for Traver include fixed route public transit systems, common bus carriers, and other local agency transit and paratransit services.

The Tulare County Transit Agency (TCAT) operates fixed-route services that link communities with each other and with Visalia and Tulare's urban transit systems. Traver is connected via TCAT Route 50 to Dinuba and its transit center (see Figure 3). TCAT Route 50 provides service to Dinuba four times per day on weekdays and four times on Saturdays. In Dinuba, transfers can be made to connect to Visalia, Tulare, and the remainder of the TCAT public transit system. TCAT vehicles are wheelchair accessible and all full size buses include bike racks. TCAT supports a number of specialized transportation programs, including shared-ride car and vanpool services, social service dial-a-ride, and specialized services for seniors and persons with disabilities.

Paratransit services are transportation services such as carpooling, vanpooling, taxi service, and dial-a-ride programs. The County supports reliable and efficient paratransit service by encouraging development of service systems that satisfy the transit needs of the elderly and physically handicapped.

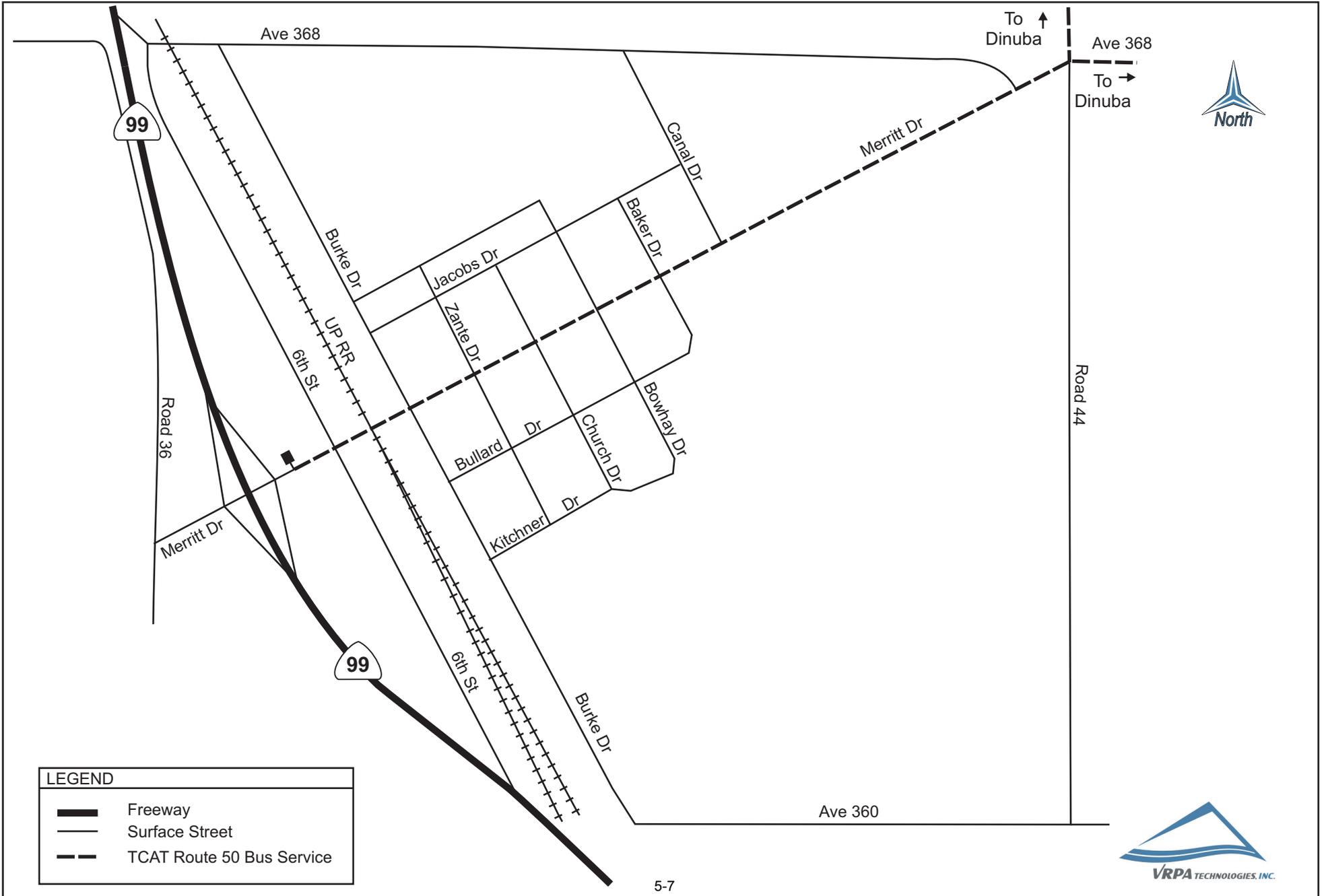
AMTRAK

The Hanford AMTRAK station, located 18 miles to the southwest in Kings County, is the closest station to Traver providing passenger rail service; the Fresno Amtrak station is 28 miles to the northwest. The San Joaquin Joint Powers Authority (SJJPA) is comprised of ten agencies including TCAG it currently oversees the operation of six trains daily serving each of these stations. Service is provided to points north including San Francisco and Sacramento and to points south including Bakersfield and Los Angeles.

¹ Source: ProximityOne.com website: http://proximityone.com/acs/dpca/dp3_0639600.htm; accessed 5/29/14.

Traver Community Plan Update
TCAT Route 50 Bus Service

Figure
3



Traver Community Plan

Traffic Impact Assessment and Circulation Element

High-Speed Rail

The California High-Speed Rail Authority (HSRA) has determined that high-speed rail is technically, environmentally and economically feasible once constructed, and would be operationally self-sufficient. The Authority's purpose is to fund and construct the high-speed rail system throughout California. The proposed service would serve new stations in Kings County near the Tulare line and in Fresno.

Aviation

Fresno Yosemite International Airport (FAT), 28 miles northwest of Traver, is the principal passenger air freight airport in the central San Joaquin Valley and Visalia. Visalia Municipal Airport 12 miles southeast, offers passenger service to Los Angeles.

Bikeways and Pedestrian Facilities

Investment in bikeways provides an inexpensive environment-friendly transportation opportunity. Bicycling is considered an effective alternative mode of transportation that can help to improve air quality and reduce the number of vehicles traveling along existing highways, especially within the cities and unincorporated communities. While the numbers of cyclists is small in comparison to the amount of auto traffic, the size of the community of Traver means that most local trips can be as fast by bicycle as by car.

Pedestrian facilities include sidewalks, walkways, crosswalks, signals, lighting, and benches, among other items. Where such facilities exist, people will be much more likely to make shorter trips by walking rather than by vehicle. Pedestrian facilities serving the school and recreational facilities enhance the safety of those who choose to walk to and from these destinations.

Goods Movement

The ability of Tulare County to compete domestically and internationally on an economic basis requires an efficient and cost-effective method for distributing and receiving products. Traver is a part of this system with its proximity to both SR 99 and the UP Railroad mainline.

As industrial and economic growth is anticipated in Traver, industrial-related truck traffic will increase. Statewide, over three-quarters of all freight is shipped by truck. It is anticipated that the region's truck volumes will grow faster than auto traffic through 2040.

Designated truck routes are intended to be used for long-distance truck movement. Truck movements for local deliveries within a community may use the most direct route to the particular delivery location, including local streets.

Air cargo is a growing method of transporting goods in and out of the Central Valley and is expected to continue to increase. As noted above, Fresno Yosemite International Airport is the major cargo-handling airport in the San Joaquin Valley.

The Union Pacific (UP) Railroad provides freight service, connecting Traver with major markets in northern and southern California. Rail can be the most cost-effective mode for long-haul traffic traveling to or from destinations beyond the Valley. Trucking is likely that the predominant mode for freight movements within the County and Valley for the foreseeable future.

Transportation Demand Management

Transportation demand management (TDM) strategies reduce dependence on the single-occupant vehicle, increase the ability of the existing transportation system to carry more people, and enhance mobility in the increasingly congested Highway 99 corridor. Examples of TDM strategies include telecommuting, flexible work hours, and electronic commerce that enable people to work and shop from home. According to Caltrans, the major vanpool broker in the Valley, vanpools are becoming more prevalent for short-to-medium range commute trips, as well as for traditional long-distance usage: Key vanpool users include agricultural workers, and employees at large firms and government agencies. Park-n-ride facilities and carpooling will also continue to be a significant link between highway and transit modes.

3 Traffic Impact and Circulation Analysis

Existing Transportation/Circulation Conditions

To identify current traffic conditions, AM and PM peak hour turning movement counts were conducted at seven intersections in the Traver area the on Thursday, May 22, 2014. Data on roadway approach lanes at intersection was collected at the same time. Based upon these data and methodologies prescribed by the County, traffic levels of service (LOS) were determined and the adequacy of the community's road network for serving current and future traffic demand was assessed.

Data was collected at the following seven intersections and the adjacent roadway segments:

1. SR 99 SB Ramps at Merritt Drive
2. SR 99 NB Ramps at Merritt Drive
3. Merritt Drive and Sixth Street
4. Merritt Drive and Burke Drive
5. Merritt Drive and Church Drive
6. Merit and Canal Drive
7. SR 99 NB On-Ramp at Ave 368

Figure 4 indicates the number of lanes at each study intersection. All approaches to all intersections are single lane, with through traffic sharing the approach lane with turning traffic.

Traver Community Plan Update

Existing (2014) Lane Geometry

Figure 4

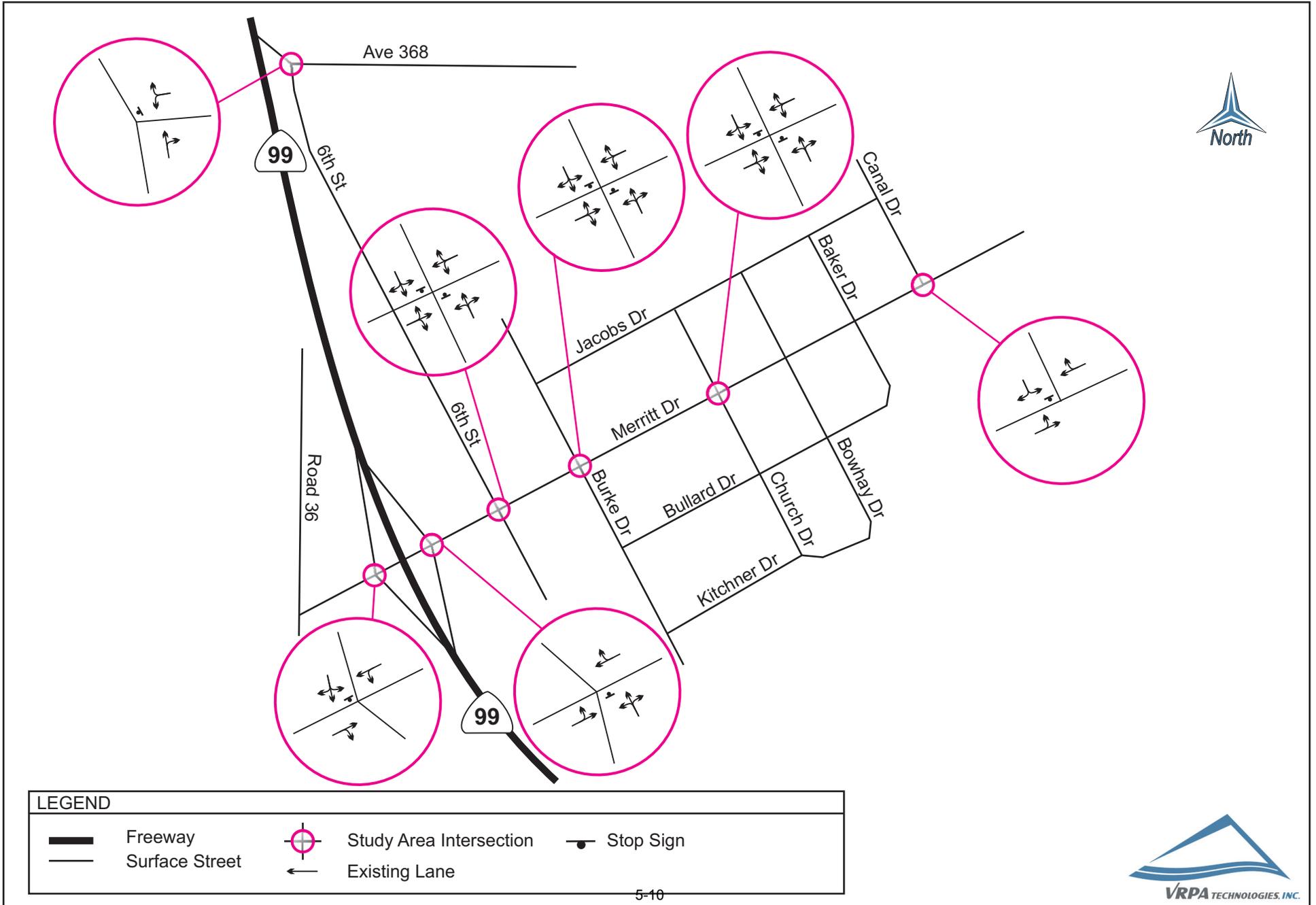


Figure 5, shows existing Average Daily Traffic conditions. Average Daily Traffic was estimated based on peak hour turning movement counts. Figures 6 and 7 show existing traffic turning movements in the morning (AM) and afternoon (PM) peak hour for traffic.

Intersection Capacity Analysis

For both 2014 existing and projected 2030 traffic, intersection operating conditions were calculated using the Transportation Research Board’s 2010 Highway Capacity Manual (HCM 2010). Actual calculations were performed using Synchro intersection analysis software. This method results in a level of service (LOS) with a letter grade of from A to F, with LOS A indicating no delay for side street traffic and LOS F indicating severe delay. Table 1 further defines level of service grades. In Tulare County, the goal for peak hour traffic operations is LOS D, per the 2012 County General Plan (p. 13-4.)

Table 1
UNSIGNALIZED INTERSECTIONS
LEVEL OF SERVICE DEFINITIONS
 (Source: 2010 Highway Capacity Manual)

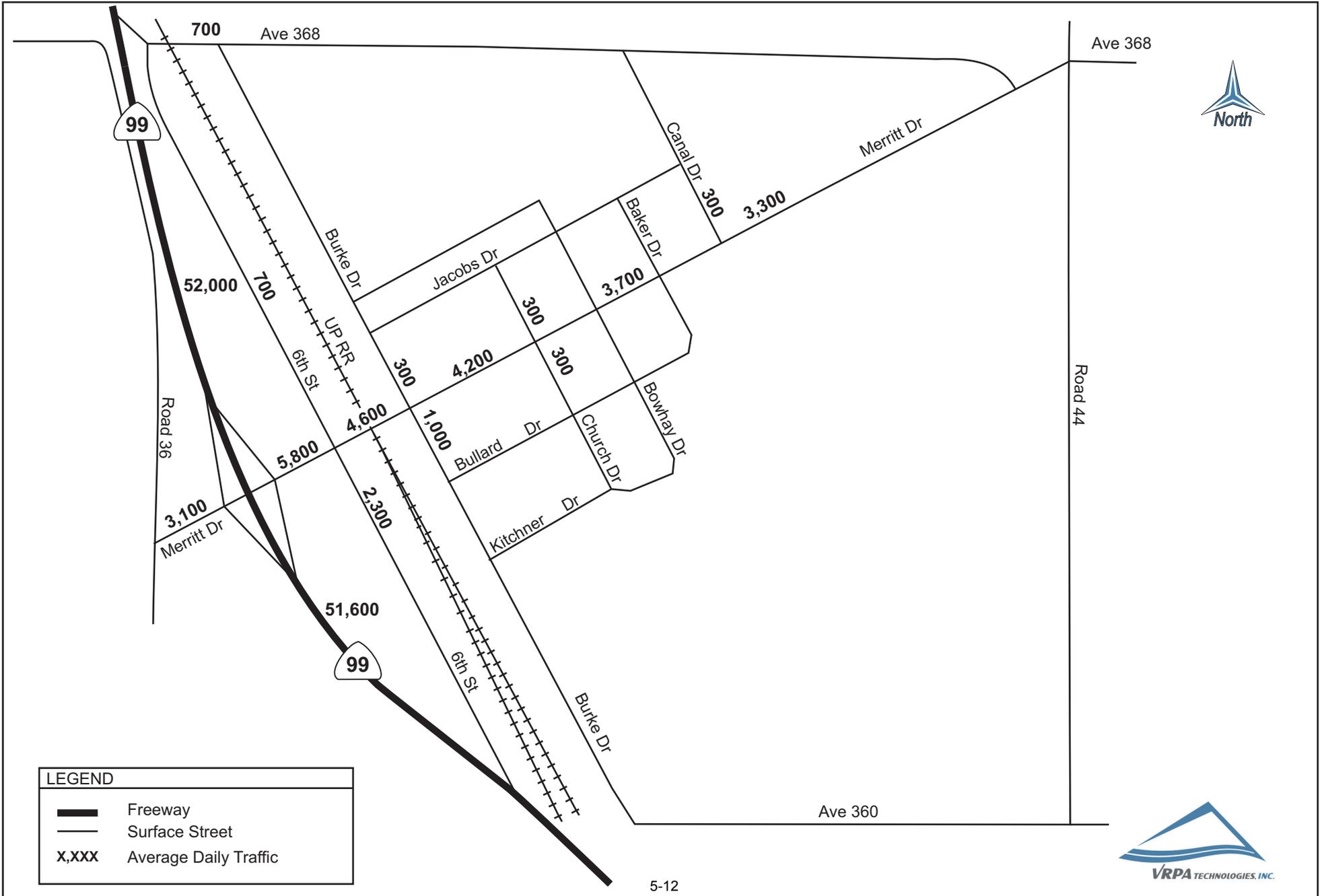
LEVEL OF SERVICE	DEFINITION	AVERAGE TOTAL DELAY (sec/veh)
A	Very minor delay for stop-controlled approaches.	0 - 10.0
B	Describes operations with minor delay.	> 10.0 - 15.0
C	Describes operations with moderate delays.	> 15.0 - 25.0
D	Describes operations with some delays.	> 25.0 - 35.0
E	Describes operations with high delays and long queues.	> 35.0 - 50.0
F	Describes operations with extreme congestion, with very high delays and long queues unacceptable to most drivers.	> 50.0

Future Transportation/Circulation Conditions

In order to project future traffic roadway conditions, a variety of sources were used. Historic population data suggest that the population of Traver has been relatively flat or declining slightly, and TCAG current RTP forecast indicates a continuation of this trend. On the other hand TCAG’s jobs forecast show employment in the TCAG RTP model traffic analysis zones (TAZs) that cover Traver and vicinity increasing at an annual rate of 2.7% between 2010 and 2032.

Traver Community Plan Update
Existing (2014) Average Daily Traffic

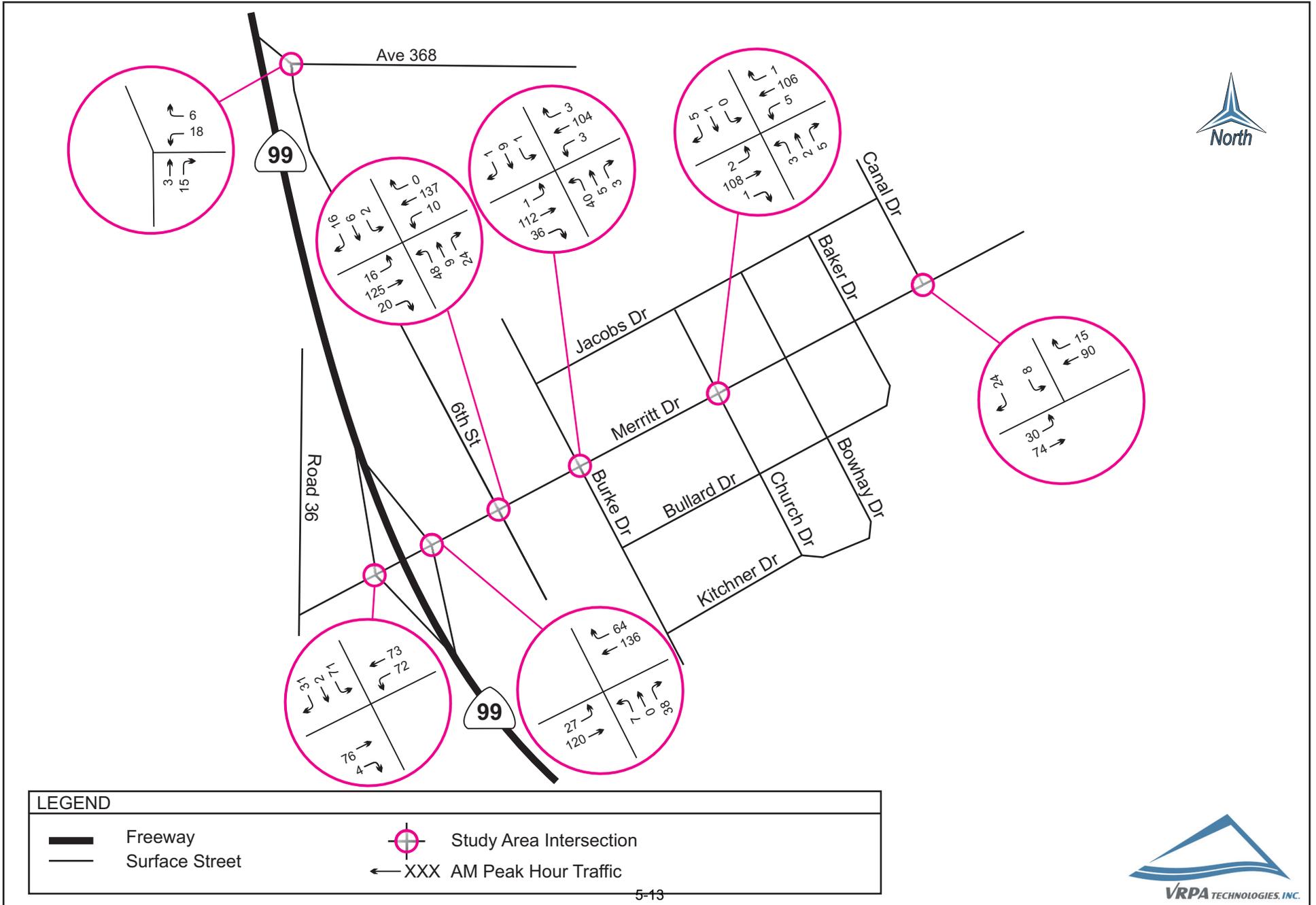
Figure
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Traver Community Plan Update

Existing (2014) AM Peak Hour Traffic

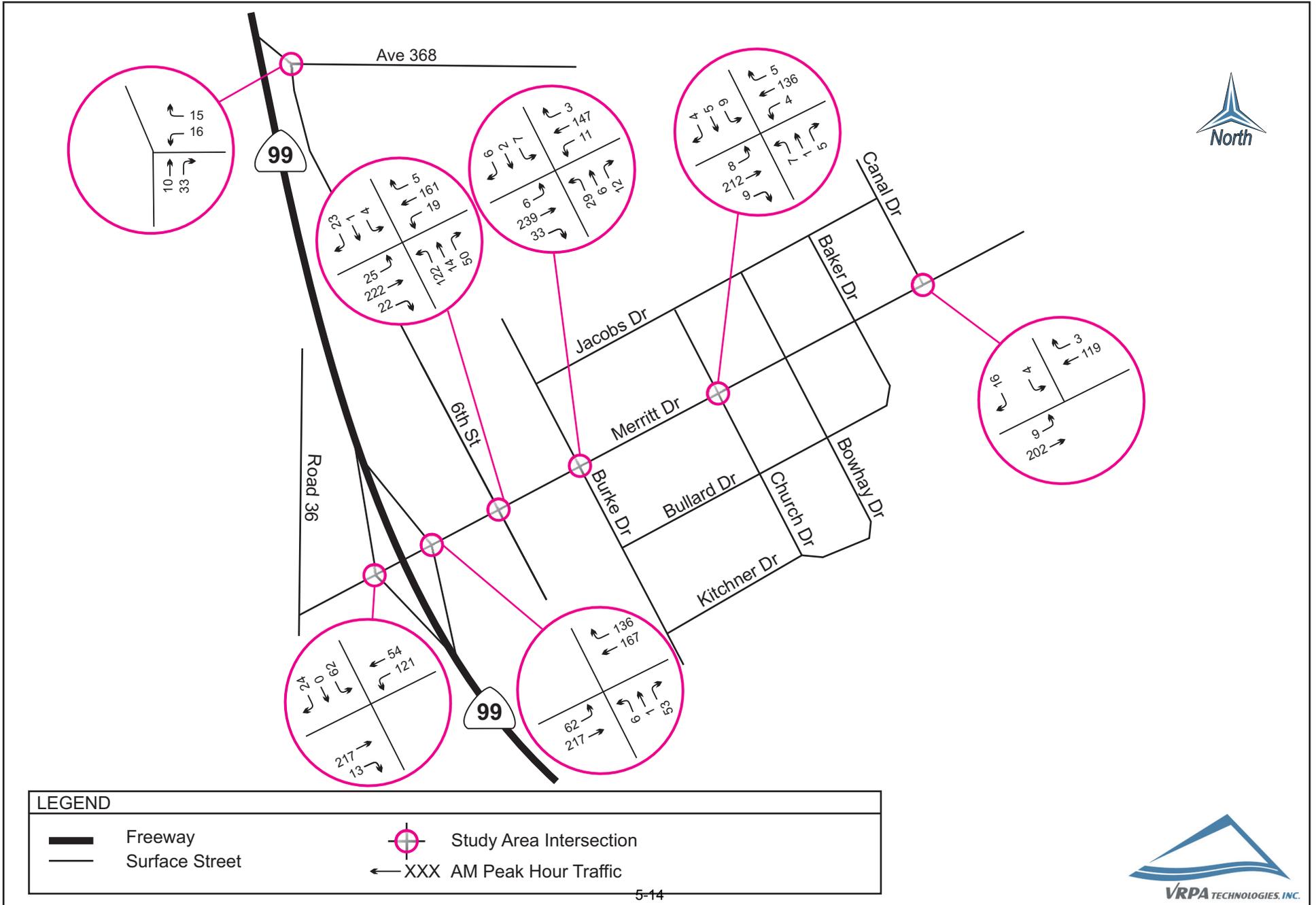
Figure 6



Traver Community Plan Update

Existing (2014) PM Peak Hour Traffic

Figure 7



Based on these and other data County staff determined an overall rate of traffic growth of 1.3% per year was a reasonable forecast assumption. This rate of growth was applied to existing traffic count data to create future year (2030) traffic levels. This annual rate results in an overall growth in peak hour traffic of approximately 23% for the period 2014-2030.

Figure 8 shows Average Daily traffic conditions for 2030. Figures 9 and 10 show projected 2030 traffic turning movements in the morning (AM) and afternoon (PM) peak hours, as well as delay levels and LOS results at each intersection. Table 2 summarizes delay and LOS results at all intersections in both the AM and PM peak hours and under both current 2030 conditions

Examining Table 2, it is evident that all intersections meet or exceed the County LOS D standard under all scenarios. In fact, all intersections will perform at LOS C or better, with the exception of the Church/Merritt intersection in 2030 PM, goes to LOS D, with still acceptable average delay of 28 seconds during the most heavily trafficked hour of the day.

Public transit, bicycles, and pedestrian circulation

As noted above, Traver has limited transit service and pedestrian and bicycle facilities. Public transit is likely to remain a limited option due to fiscal constraints and the high cost of providing services to a community of less than one thousand residents. The low level of auto congestion in Traver, now and in the future suggests that driving will continue to be more convenient than transit for those with access to a private car. For those without access to a car, the best approach for improving transit in Traver will be to enhance rider information systems that give potential transit patrons precise arrival and departure times for transit and paratransit vehicles. Such real time information systems, by reducing the uncertainty and time spent waiting, can both increase demand for transit and paratransit and improve riders' overall experience.

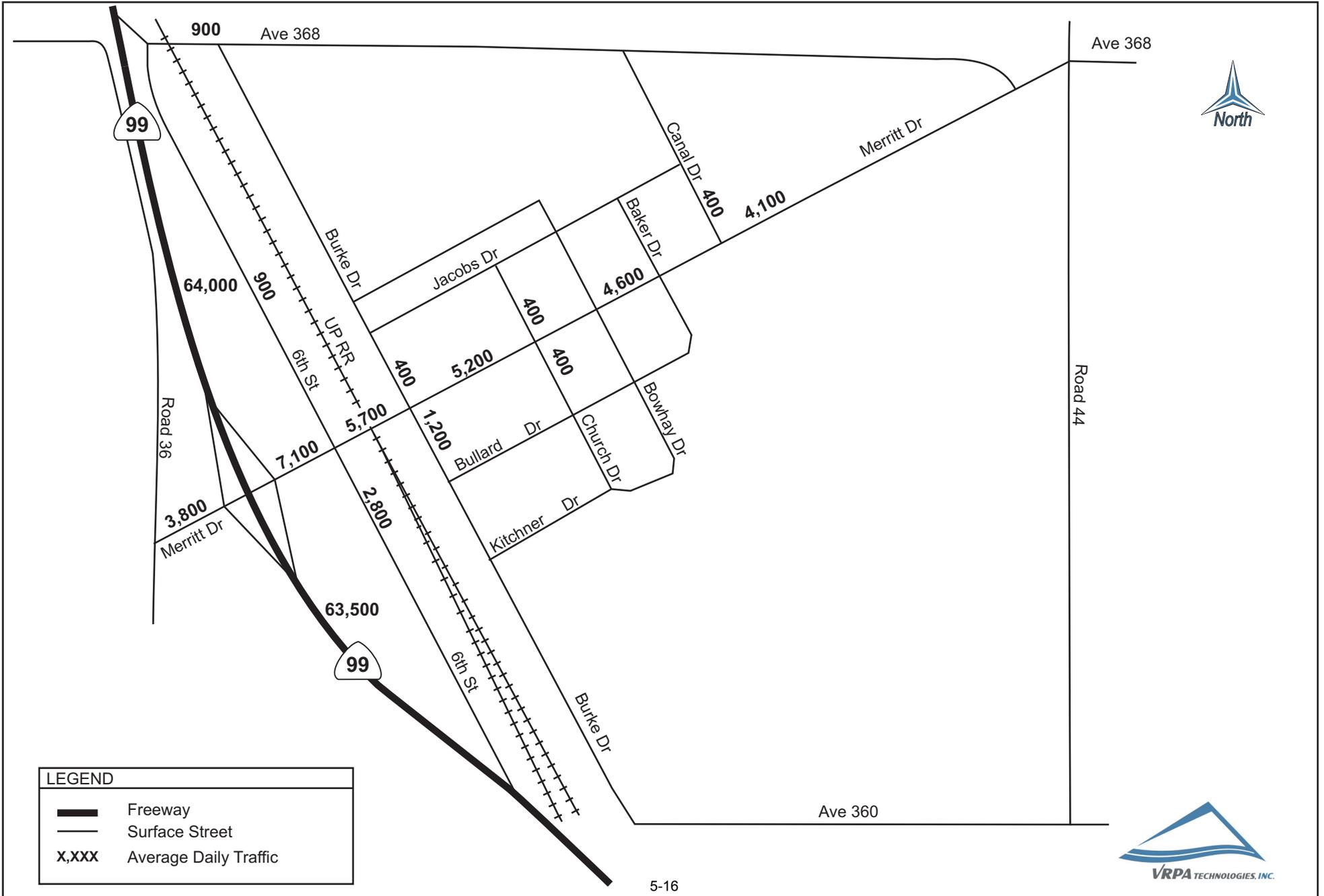
With respect to pedestrian and bicycle modes, the current and projected low levels of vehicular traffic in Traver, together with short travel distances within the community, means that these modes can be very competitive for trips within Traver, even with minimal facilities. A reasonably flat, safe surface on the side of a low traffic road can often suffice for pedestrians and bicycles, especially if signs alert drivers to the presence of non-motorized traffic.

4 Summary of Circulation Issues

The current street system functions adequately and barring major unforeseen development in Traver will continue to do so through the year 2030. Nonetheless, there are some areas of concern, such as the poor pavement condition of many local residential streets, and the lack of sidewalks, curbs and gutters throughout the community. The County is currently addressing these issues through the Trevor community Complete Streets project within the limits of available resources. Two other issues include:

**Traver Community Plan Update
Future (2030) Average Daily Traffic**

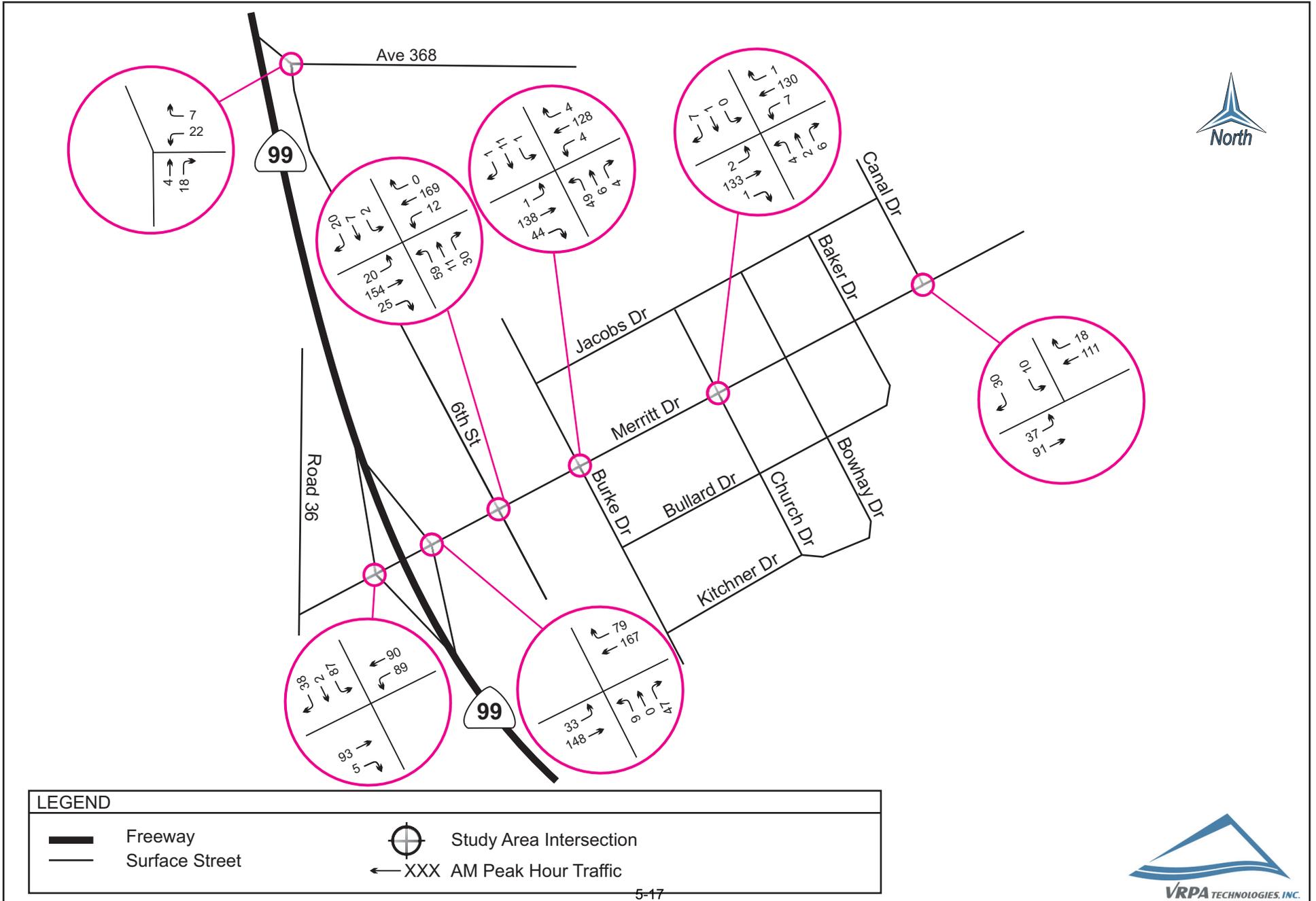
**Figure
8**



Traver Community Plan Update

Future (2030) AM Peak Hour Traffic

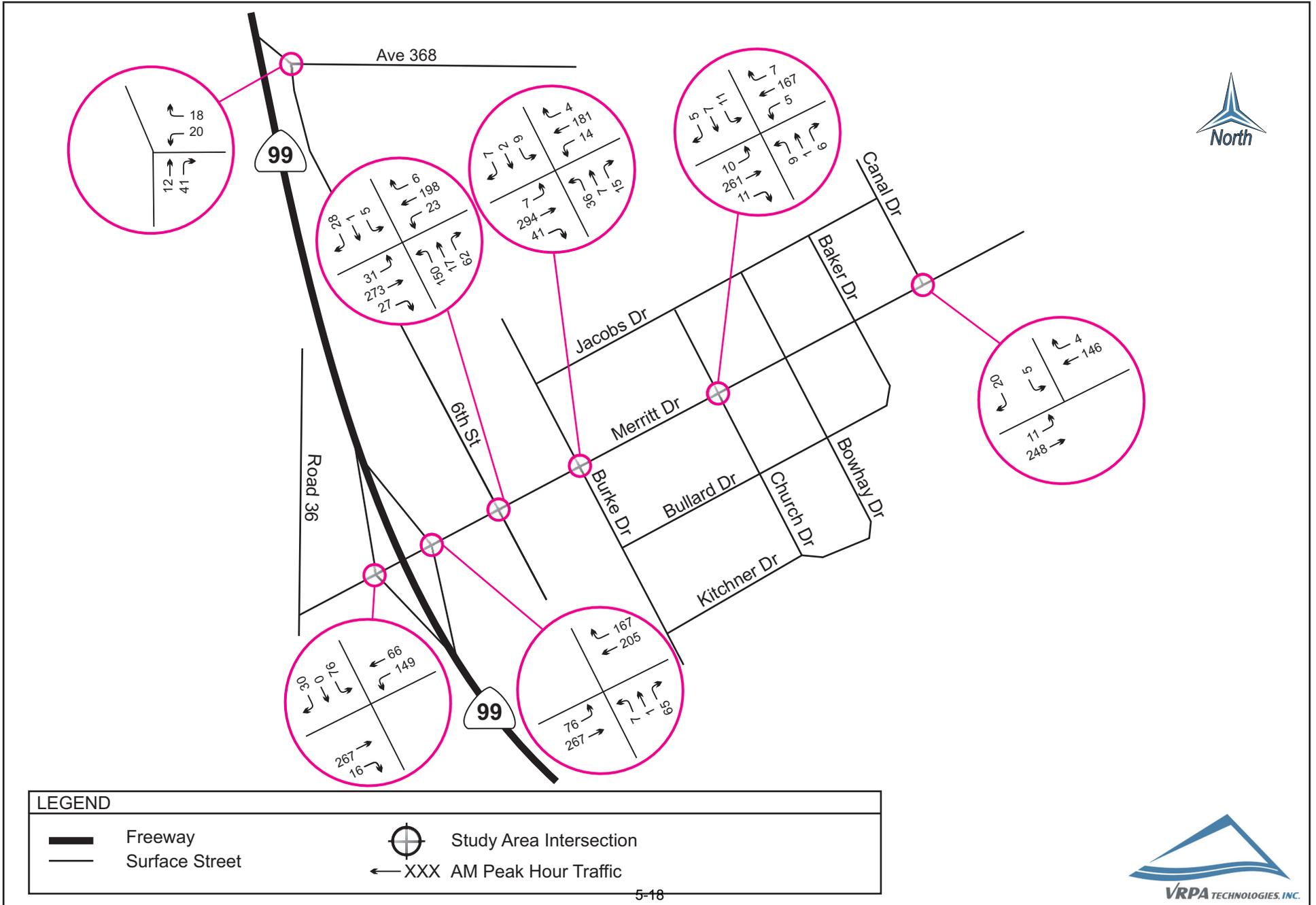
Figure 9



Traver Community Plan Update

Future (2030) PM Peak Hour Traffic

Figure 10



**Table 2
Traver Intersection Analysis**

INTERSECTION	PEAK HOUR	EXISTING (2014)		FUTURE (2030)	
		Delay	LOS	Delay	LOS
SR 99 SB Ramps @ Merritt Dr	AM	11.3	B	12.5	B
	PM	14.3	B	17.8	C
SR 99 NB Ramps @ Merritt Dr	AM	9.6	A	9.9	A
	PM	10.6	B	11.4	B
6th St @ Merritt Dr	AM	11.7	B	12.9	B
	PM	17.9	C	27.9	D
Burke Dr @ Merritt Dr	AM	10.8	B	11.5	B
	PM	12.5	B	14.2	B
Church Dr @ Merritt Dr	AM	9.7	A	10.0	B
	PM	11.4	B	12.4	B
Canal Dr @ Merritt Dr	AM	9.3	A	9.5	A
	PM	9.2	A	9.7	A
6th St/SR 99 NB On Ramp @ Avenue 368	AM	8.6	A	8.7	A
	PM	8.7	A	8.7	A

1. Local streets in Traver appear to have varying rights-of-way and consistent pavement-width standards have been difficult to apply. While almost all existing and future roadways need be no more than two travel lanes to accommodate expected traffic to 2030, wider rights-of-way may be needed at certain junctions to safely handle potential increased truck traffic, or to allow restricted turn movements into developed areas or at intersections.
2. Given Traver’s favorable location and availability of land and facilities for growth in goods movement activities, truck traffic and potential growth in truck traffic should be monitored. Streets and driveway plans should be updated to reflect new growth areas and changes in freight traffic patterns.

5 Goals, Policies, and Standards

The intent of the Traver Community Circulation Element is to establish a comprehensive multi-modal transportation system that is efficient, environmentally and financially sound, and coordinated with the Land Use Element.

Goal 1: Design and implement a multi-modal transportation system that will serve projected future travel demand, minimize congestion, and address future growth in Traver.

Policies and Standards:

1. Utilize existing infrastructure and utilities to the maximum extent practical and provide for the logical, timely, and economically efficient extension of infrastructure and services.
2. Designate streets according to the following functional classifications:
 - a) Freeways (Highway 99) carry regional traffic through the community with access only at interchanges with major streets.
 - b) Arterials (Merritt Drive) serve as the principal network for cross-town traffic flow. They connect areas of major traffic generation within the urban area and connect with important county roads and state highways. They also provide for the distribution and collection of through traffic to and from collector and local streets.
 - c) Collectors (Sixth Street and Burke Streets provide for traffic movement between arterial and local streets, traffic movement within and between neighborhoods and major activity centers, and limited direct access to abutting properties.

- d) Local streets (all other Traver streets) provide for direct access to abutting properties and for very localized traffic movements within residential, commercial and industrial areas.

All facility-types above (except freeways) should be capable of accommodating transit and paratransit vehicles. Furthermore, all facility-types except freeway should include provisions for active modes of transportation (walking and cycling).

3. Develop and apply consistent standards for new streets (and existing streets where feasible without substantial ROW takes) based on the roadway classification.
4. Require applicants for new development projects to dedicate needed ROW and construct and/or upgrade to County standards the streets and roads which will serve their projects.
5. Plan new arterial and collector streets as needed to improve access and enhance the develop potential of land designated for commercial and industrial uses.
6. Improvement standards for local and minor streets shall include perpendicular curbs, gutters and adequate street lighting at intersections.
7. Access to arterials by driveways, local and minor streets, and alleys should be controlled as needed in order to ensure efficient traffic flow and safety along these streets.
8. Local streets should be designed to discourage high traffic volumes and through traffic.
9. Develop a Circulation Map showing the public street system. Designated streets and recommended rights-of-way should be indicated on this map.
10. Allow standards for new street development to be altered or refined where it can be demonstrated that projected traffic flows can be accommodated.
11. Plan for peak-hour Level of Service (LOS) "D" or better throughout the circulation network..
12. Make intersection improvements to the existing major street system selectively, favoring traffic engineering solutions rather than major structural improvements. This could include signalization, intersection channelization, use of directional signs, and diversion of traffic onto underutilized streets.
13. Use complete streets concepts in the design of new local streets where such techniques will improve safety and manage traffic flow.

14. Ensure the street network provides efficient routes for emergency vehicles, meeting necessary street widths, turn around radius, and other factors as determined by the County in consultation with fire and other emergency service providers.
15. Cooperate with local, regional, State and federal agencies to plan for, establish and maintain good connectivity to an efficient multimodal regional transportation system.

Goal 2: Provide designated routes and loading standards that reduce the noise and safety concerns associated with truck traffic.

Policies and Standards:

1. Designate truck routes for use by heavy commercial and industrial traffic.
 - a) Initially, designated truck routes shall be:
 - Sixth Street
 - Burke Drive
 - Merritt Drive
2. Design interior street systems for commercial and industrial subdivisions to accommodate the movement of heavy trucks.
3. Restrict heavy duty truck through-traffic in residential areas and plan land uses so that trucks do not need to traverse these areas.
4. Design off-street loading facilities for all new commercial and industrial developments so that they do not face surrounding roadways or residential neighborhoods. Truck backing and maneuvering to access loading areas shall not be permitted on the public road system, except when specifically permitted by the County Engineer.

Goal 3: Provide safe and convenient pedestrian access between residential neighborhoods, parks, open space, and schools that service those neighborhoods.

Policies and Standards:

1. Provide a safe walking environment for pedestrians.
 - a) New development should include safe and pleasant designs which promote pedestrian access to arterials and collectors and consider the location of community services, such as schools, parks and neighborhood shopping activity centers in the accessibility of their design for all persons.
 - b) Require the installation of sidewalks as an integral part of all street construction where appropriate.

- c) Require street lighting within the rights-of-way of all public streets.
 - d) Include pedestrian signal indicators as an integral part of the installation of traffic signals.
2. Maximize visibility and access for pedestrians and encourage the removal of barriers (walls, easements, and fences) for safe and convenient movement of pedestrians. Special emphasis should be placed on the needs of disabled persons considering ADA regulations.
 3. Plan for pedestrian access consistent with road design standards while designing street and road projects. Provisions for pedestrian paths or sidewalks and timing of traffic signals to allow safe pedestrian street crossing shall be included.
 4. Collaborate with the Traver School and the School District to ensure that school children have adequate transportation routes available, such as a local pedestrian or bike paths, or local bus service.
 5. Encourage safe pedestrian walkways within commercial, office, industrial, residential, and recreational developments that comply with the Americans with Disabilities Act (ADA) requirements.
 6. Coordinate with TCAT and other transit operators to ensure that pedestrian facilities are provided along and/or near transit routes, whenever feasible. New land developments may be required to provide pedestrian facilities due to existing or future planned transit routes even if demand for a pedestrian facility is not otherwise warranted.
 7. Review all existing roadways without pedestrian facilities when they are considered for improvements (whether maintenance or upgrade) to determine if new pedestrian facilities are warranted. New roadways should also be assessed for pedestrian facilities.

Goal 4: Ensure the provision of adequate off-street parking for all land uses.

Policies and Standards:

1. Require all new development to identify adequate on-street and off-street parking based on expected parking needs.
2. Encourage shared parking among nearby uses with complementary parking demand patterns.
3. Provide adequate loading areas within off-street parking areas for all commercial and manufacturing land uses.

4. Anticipate parking needs at proposed and expected activity centers, particularly commercial areas.

Goal 5: Improve the aesthetics of transportation system routes with landscaping.

Policies and Standards:

1. Encourage Caltrans to install and maintain and enhance landscaping elements along SR 99 and the ramps serving Traver.
2. Encourage the use of drought-tolerant native plants and the use of recycled water for roadway landscaping.
3. Require parking areas of all commercial and industrial land uses that abut residential areas to be buffered and shielded by adequate landscaping.

Goal 6: Provide a transportation system that is integrated with the region.

Policies and Standards:

1. Coordinate local transportation planning with the TCAG Congestion Management Plan to ensure eligibility for state and federal funding.
2. Incorporate the Regional Transportation Plan and the Tulare County Short- and Long-Range Transit Plans into the Community Plan Circulation Element, and encourage the active participation of Caltrans in the design of highway capital improvement projects.

Goal 7: Encourage the use of public transit services to reduce reliance on the automobile.

Policies and Standards:

1. Encourage transit alternatives to meet the basic transportation needs of the young, the elderly, the handicapped, and people without access to an automobile.
 - a) Maintain opportunities for a transit center within Traver where alternative transit modes could connect with private ridesharing.
 - b) Encourage and provide for ridesharing, park and ride, and other programs that can reduce emissions, save energy, and reduce monetary costs for firms and workers.

2. Planning and development of arterial and collector streets shall include design features which can be used a future public transit stops.
3. Support the expansion and improvement of transit systems and ride sharing programs to reduce the production of automobile emissions.
4. Support the use of alternate fuel vehicles and fueling stations for public transit vehicles, and County public agency vehicles.
5. Support TCAT and other transit operators' programs to foster transit usage.
6. Support all operator efforts to maximize revenue sources for short and long range transit needs that utilize all funding mechanisms available including federal grants, state enabling legislation, and farebox revenue. This can be accomplished through TCAG and the Tulare County Transit Agency (TCAT) through the development of the Short and Long Range Transit Plans.
7. Support programs developed by transit agencies/operators to provide paratransit service.
8. Incorporate the potential for public transit service in the design of developments identified as major trip attractions (i.e. community centers and employment centers).
9. Explore potential development of a park-n-ride lot in Traver.
10. Support continued improvements to AMTRAK rail passenger service within Tulare County and throughout the San Joaquin Valley.

Goal 8: Provide efficient goods movement

Policies and Standards:

1. Encourage the efficient movement of goods and people by rail through a shift of a portion of the goods previously moved by trucks onto the rail freight system.
2. Implement street and highway projects to provide convenient and economical goods movement, including access to rail terminals, in areas where large concentrations of truck traffic exist.
3. Identify street and highway improvement and maintenance projects that will improve goods movement and implement projects that are economically feasible.

Goal 9: Provide safe and convenient facilities for non-motorized modes of transportation that enhance the future livability and character of Traver.

Policies and Standards:

1. Consider developing a Bikeway plan for Traver based on the following facility designations:
 - a) Bike Path (Class I). A special pathway for the exclusive use of bicycles, which is separated from motor vehicle facilities by space or a physical barrier. It is identified by guide signing and pavement markings.
 - b) Bike Lane (Class II). A lane on the paved area of a road for preferential use by bicycles. It is usually located along the right edge of the paved area or between the parking lane and the first motor vehicle lane. It is identified by a "Bike Lane" guide sign, special lane lines, and other pavement markings.
 - c) Bike Route (Class III). A recommended route for bicycle travel along an existing right-of-way which is signed but not striped.
 - d) Bikeway. All facilities which explicitly provide for bicycle travel. The bikeway can be anything from a separate facility to a simple signed street.
2. Give priority to bikeways which will serve the highest concentration of cyclists and destination areas of highest demand, especially Traver Elementary School.
3. Provide bikeways in proximity to major traffic generators such as commercial centers, schools, recreational areas, and major public facilities.
4. Develop a visually clear, simple, and consistent bicycle system with standard signs and markings, as designated by the State of California Traffic Control Devices Committee and the State Bikeway Committee.
5. Support the installation of bike parking racks at public and private places of assembly such as parks, schools, employment sites, churches, and retail commercial developments.
6. Provide non-motorized alternatives for commuter travel as well as recreational opportunities.
7. Provide separate rights-of-way for non-motorized facilities whenever economically and physically feasible.
11. Develop bikeways in compliance with the standards established in the Caltrans Highway Design Manual or other appropriate standards.

Goal 10: *Design, construct, and operate the transportation system in a manner that maintains a high level of environmental quality.*

Policies and Standards:

1. Control dust and mitigate other environmental impacts during all stages of roadway construction.
2. Protect residents from transportation generated noise hazards. Increased setbacks, walls, landscaped berms, other sound absorbing barriers, or a combination thereof shall be provided along four lane highways in order to protect adjacent noise-sensitive land uses from traffic-generated noise impacts. Additionally, noise generators such as commercial, manufacturing, and/or industrial activities shall use these techniques to mitigate exterior noise levels to no more than 60 decibels.
3. Review and monitor proposals for expansion of pipelines for the transport of suitable products and materials, and require mitigation of environmental impacts. In particular, require mitigation of the potential for hazardous chemical or gas leakage and explosion.
4. Encourage the use of non-polluting vehicles for both public and private uses.
5. Include noise mitigation measures in the design of roadway projects in Traver.

Goal 11: *Support the use of Transportation Demand Management (TDM) strategies to reduce dependence on the single-occupant vehicle, increase the ability of the existing transportation system to carry more people, and enhance mobility along congested corridors.*

Policies and Standards:

1. New development shall consider Transportation System Management and Transportation Demand Management as strategies for the mitigation of traffic and parking congestion. Public transit, traffic management, ride sharing and parking management are to be used to the greatest extent practical to implement transportation management strategies.
2. Coordinate with Caltrans, TCAG, transit agencies and other responsible agencies to identify the need for additional park-n-ride facilities along major commuter travel corridors.

Goal 12: *Utilize Intelligent Transportation Systems (ITS) to improve the safety and performance of the surface transportation system using new technology in detection, communication, computing, and traffic control.*

Policies and Standards:

1. Encourage the integration of Intelligent Transportation Systems (ITS) consistent with the principles and recommendations referenced in the TCAG Regional Transportation Plan.