

3.2 Transportation

This section provides a programmatic assessment of the impact of the proposed Visalia General Plan on the circulation system, including facilities for vehicles, transit, bicycles, and pedestrians.

Environmental Setting

PHYSICAL SETTING

Existing Transportation System

The City of Visalia is located in the southern Central Valley in Tulare County, California. The transportation system in Visalia is comprised of state highway and local road systems, local bus services, and bicycle and pedestrian networks. The city belongs to a series of communities that are located adjacent or near to State Route (SR) 99, a major north-south corridor in the state. SR 198 is a primary east-west corridor that bisects the Planning Area, connecting to Kings County to the west and Sequoia National Park to the east.

Roadway Network

In Visalia, the roadway system is based on a traditional grid pattern, on which all modes of transportation depend to some degree. This pattern has been modified in recent years to include some suburban curvilinear and cul-de-sac streets in several areas in the city. While State Routes 63, 99, 198 and 216 provide regional east/west and north/south access, these large arterials and freeways create some lineal barriers to connectivity on smaller City streets.

Visalia's roadway system is set up around a hierarchy of street types, which are commonly referred to as functional classifications. These functional classifications are illustrated on summarized as follows:

- **Freeways** provide intra- and inter-regional mobility in Visalia. Freeway access is restricted to primary arterials via interchanges. State routes 99 and 198 are the only freeways within the Planning Area.
- **Arterials** collect and distribute traffic to/from freeways and expressways to/from collector streets. On arterials, the optimum distance between signalized intersections is approximately one-half mile for full intersections and one-eighth mile for three-quarter intersections¹. Driveways to major traffic generators may be permitted within the quarter-mile

¹ Three-quarter intersections do not allow left turns onto arterials.

spacing. Other intersections closer than one quarter mile should be restricted to right turn only access. Based upon the Visalia Improvement Standards (2013), the arterial right-of-way widths range between 84 feet to 110 feet. Arterials feature three through lanes of traffic in each direction with a left-turn.

Collectors serve as connectors between local and arterial streets and provide direct access to parcels. On collectors, the minimum distance from an adjacent intersection is 200 feet for major driveways and 100 feet for minor driveways. The minimum distance between driveways is 250 feet. Collectors carry four lanes of traffic within a 60 to 84 foot right-of-way and two bicycle lanes within an additional 10 feet of right-of-way..

- **Local streets** provide direct access to parcels. Local streets represent the largest part of the city's circulation system. Access to local streets is unrestricted and right-of-way widths vary between 48 and 66 feet depending upon the surrounding land uses (2013 City of Visalia Design and Improvement Standards). All roadways not identified in the General Plan as freeways, expressways, arterials, or collectors are designated local streets.

Figure 3.2-1 shows the Planning Area's roadway system, organized by functional classification, at buildout—incorporating improvements that will be needed to support development under the proposed Plan (discussed below).

Existing Roadway Conditions

The city's roadways were evaluated using average daily traffic (ADT) counts for the 2008 to 2010 period. Intersection facilities were evaluated for the AM and PM peak-hour using 2010 peak-hour turning movement counts. Traffic conditions and deficiencies were identified by calculating the level-of-service (LOS). LOS is a qualitative measure of traffic operating conditions, whereby a letter grade "A" through "F" is assigned to an intersection or roadway segment representing progressively worsening traffic conditions. **Table 3.2-1** provides more specific definitions. LOS was calculated for different intersection control types using the methods documented in the *Highway Capacity Manual 2000 (HCM 2000)*.

Figure 3.2-1:
Buildout Circulation Network

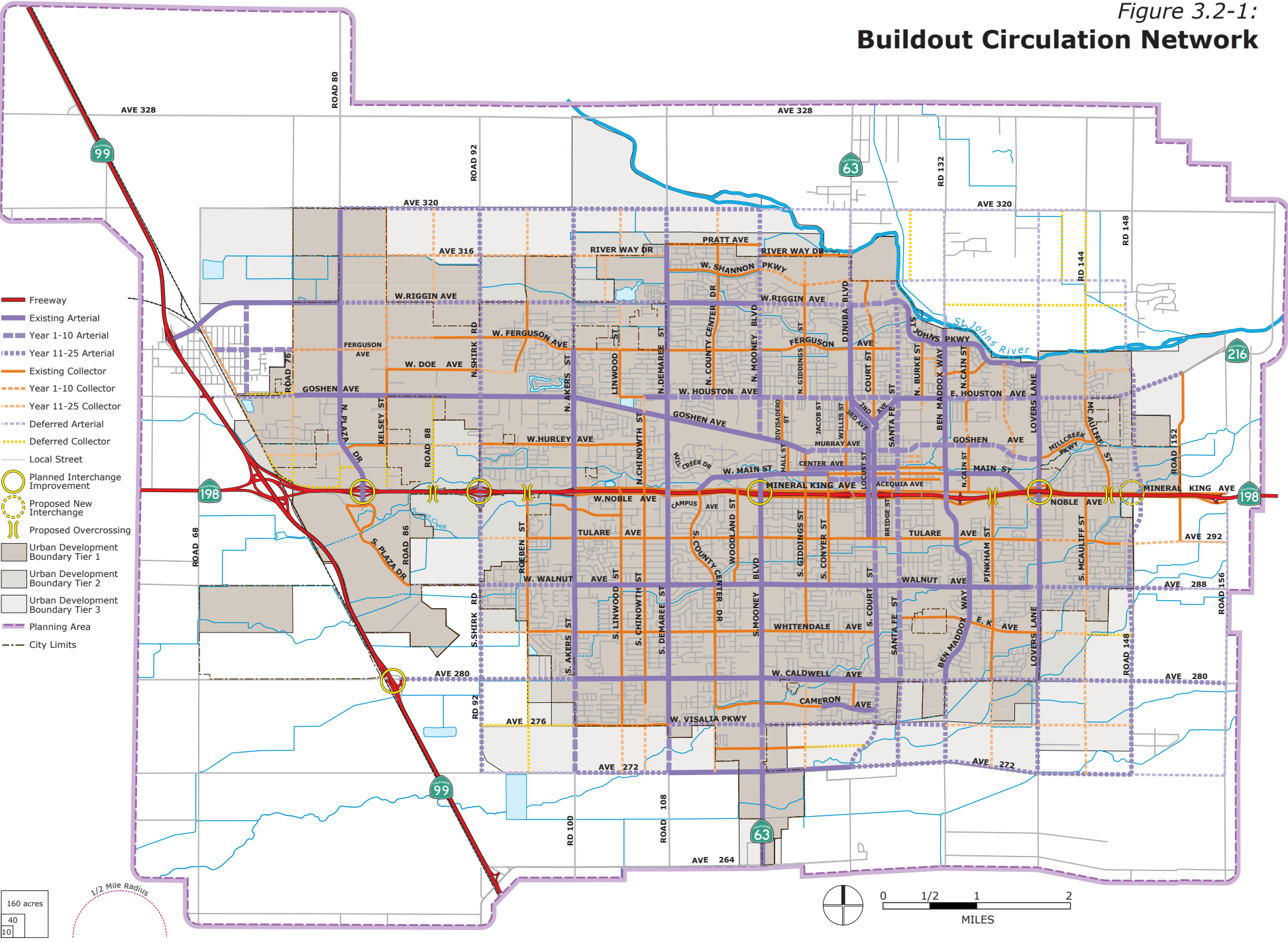


Table 3.2-1: Intersection Level of Service Definitions

LOS	Description	Stopped Delay/Vehicle (sec)		
		Signalized	Unsignalized	All-Way Stop
A	<i>Free Flow or Insignificant Delays:</i> Vehicles are completely unimpeded in their ability to maneuver within the traffic stream. Control delay at signalized intersections is minimal.	≤ 10.0	≤ 10.0	≤ 10.0
B	<i>Stable Operation or Minimal Delays:</i> The ability to maneuver within the traffic stream is only slightly restricted, and control delay at signalized intersections are not significant.	>10 and ≤ 20.0	>10 and ≤ 15.0	>10 and ≤ 15.0
C	<i>Stable Operation or Acceptable Delays:</i> The ability to maneuver and change lanes is somewhat restricted, and average travel speeds may be about 50 percent of the free flow speed.	>20 and ≤ 35.0	>15 and ≤ 25.0	>15 and ≤ 25.0
D	<i>Approaching Unstable or Tolerable Delays:</i> Small increases in flow may cause substantial increases in delay and decreases in travel speed.	>35 and ≤ 55.0	>25 and ≤ 35.0	>25 and ≤ 35.0
E	<i>Unstable Operation or Significant Delays:</i> Significant delays may occur and average travel speeds may be 33 percent or less of the free flow speed.	>55 and ≤ 80.0	>35 and ≤ 50.0	>35 and ≤ 50.0
F	<i>Forced Flow or Excessive Delays:</i> Congestion, high delays, and extensive queuing occur at critical signalized intersections with urban street flow at extremely low speeds.	> 80.0	> 50.0	> 50.0

Source: Highway Capacity Manual, Transportation Research Board

Existing conditions for roadway segment levels of service were estimated utilizing average daily traffic (ADT) and then evaluated based on LOS thresholds; see **Table 3.2-2**.

Table 3.2-2: Level-of Service Criteria for Roadway Segments

Roadway Segment Type	Total Two-way Average Daily Traffic (ADT)				
	LOS A	LOS B	LOS C	LOS D	LOS E
6-Lane Divided Freeway	42,000	64,800	92,400	111,600	120,000
4-Lane Divided Freeway	28,000	43,200	61,600	74,400	80,000
6-Lane Freeway	36,900	61,100	85,300	103,600	115,300
4-Lane Freeway	23,800	39,600	55,200	67,100	74,600
6-lane Divided Express-	35,500	42,200	46,200	55,800	60,000

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Table 3.2-2: Level-of Service Criteria for Roadway Segments

Roadway Segment Type	Total Two-way Average Daily Traffic (ADT)				
	LOS A	LOS B	LOS C	LOS D	LOS E
way (with left-turn lanes)					
6-Lane Divided Arterial (with left-turn lane)	32,000	38,000	43,000	49,000	54,000
4-Lane Divided Arterial (with left-turn lane)	22,000	25,000	29,000	32,500	36,000
4-Lane Undivided Arterial (no left-turn lane)	18,000	21,000	24,000	27,000	30,000
2-Lane Arterial (with left-turn lane)	11,000	12,500	14,500	16,000	18,000
2-Lane Arterial (no left-turn lane)	9,000	10,500	12,000	13,500	15,000
2-Lane Collector/Local Street	6,000	7,500	9,000	10,500	12,000

Notes: All volumes are approximate and assume ideal roadway characteristics. Actual threshold volumes for each Level of Service listed above may vary depending on a variety of factors including curvature and grade, intersection or interchange spacing, driveway spacing, percentage of trucks and other heavy vehicles, travel lane widths, signal timing characteristics, on-street parking, volume of cross traffic and pedestrians, etc. Traffic exceeding LOS E thresholds is LOS F.

Source: "Highway Capacity Manual," Transportation Research Board

The existing General Plan established LOS "D" as the minimum acceptable LOS standard on city facilities. Although Caltrans has not designated a LOS standard, Caltrans' *Guide for the Preparation of Traffic Impact Studies* (December 2002) indicates that when the LOS of a State highway facility falls below the LOS "C/D" cusp in rural areas and the LOS "D/E" cusp in the Urban Areas, any additional traffic may have a significant impact. **Table 3.2-3** identifies existing roadway segment LOS for existing conditions (baseline 2010). All of the 25 roadway segments operate at acceptable LOS under existing conditions. The roadways and intersections presented in this analysis were selected at the onset of the General Plan Update process through consultation between the transportation consultant and City staff.

Table 3.2-3: Existing Roadway LOS (2010)

Roadway Segment	Limits	No. of Lanes	Facility Type	AADT	LOS
Akers Street	Rialto – Caldwell Avenue	4	Arterial	7,100	A
Akers Street	Goshen Avenue – Ferguson Ave.	4	Arterial	10,400	A
Caldwell Avenue	Shirk Street - Aspen	2	Arterial	10,300	B
Caldwell Avenue	Ben Maddox Way – Pinkham Ave.	2	Arterial	13,500	B
Center Avenue	Floral Street – Court Street	2	Arterial	6,600	A
County Center	Beech Street – Walnut Avenue	2	Collector	10,478	C
Demaree Street	Damsen - Nicholas	4	Arterial	21,600	B
Demaree Street	Walnut Avenue – Tulare Avenue	4	Arterial	18,600	B

Table 3.2-3: Existing Roadway LOS (2010)

<i>Roadway Segment</i>	<i>Limits</i>	<i>No. of Lanes</i>	<i>Facility Type</i>	<i>AADT</i>	<i>LOS</i>
Goshen Avenue	Demaree Street – Chinowth Street	4	Arterial	18,800	B
Main Street	Floral Street – Court Street	2	Collector	7,100	B
Noble Avenue	Pinkham Street – Lovers Lane	2	Arterial	9,000	B
Riggin Avenue	Akers Street – Linwood Street	2/4	Arterial	7,800	A
Santa Fe Street	Center Avenue – School Street	2	Collector	2,600	A
Santa Fe Street	Walnut Avenue – Tulare Avenue	2	Collector	5,300	A
Shirk Avenue	Goshen Avenue – Doe Avenue	2	Arterial	7,600	A
Shirk Avenue	Walnut Avenue – State Route 198	2	Arterial	6,800	A
Walnut Avenue	Atwood – Linwood Street	4	Arterial	11,600	B
Walnut Avenue	Conyer Street – Court Street	4	Arterial	15,200	B
Walnut Avenue	Yale – Mall Entrance	4	Arterial	15,100	B
Whitendale Avenue	Crenshaw – Linwood Street	2	Collector	7,300	B
Whitendale Avenue	West Street – Court Street	2	Collector	6,100	B
State Route 63	Caldwell Avenue – Walnut Avenue	6	State Route	33,000	B
State Route 63	Walnut Avenue – Tulare Avenue	6	State Route	31,000	A
State Route 63	School Avenue – Murray Avenue	4	State Route	11,700	A
State Route 99	Caldwell Avenue – State Route 198	4	State Route	55,000	C
State Route 99	State Route 198 – Avenue 304	4	State Route	49,500	C
State Route 99	Avenue 304 – Betty Drive	4	State Route	49,000	C
State Route 198	State Route – Akers Street	4	State Route	50,000	C
State Route 198	Akers Street - Mooney Boulevard	4	State Route	59,000	C
State Route 198	Mooney Boulevard – Lovers Lane	4	State Route	61,000	C
State Route 198	Lovers Lane – Road 156	4	State Route	29,000	B
State Route 216	Mill Creek Parkway – Douglas Ave.	4	State Route	19,200	B
State Route 216	Lovers Lane – McAuliff Street	2	State Route	9,200	B

Source: *Omni-Means, 2010*

Existing Intersection Conditions

Existing weekday AM and PM peak-hour traffic volume counts were conducted at 25 intersections and 24-hour counts were conducted on the roadway segments in April 2010 while school was in session. The AM peak hour is defined as one-hour of peak traffic flow counted between 7:00 AM and 9:00 AM and the PM peak hour is defined as one-hour of peak traffic flow counted between 4:00 PM and 6:00 PM. **Table 3.2-3** summarizes the roadway segment LOS in 2010 (the baseline year); **Table 3.2-4** summarizes the intersection LOS and seconds of delay for the AM and PM peak hours.

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As **Table 3.2-4** shows, all of the 25 study intersections operate at acceptable LOS under existing conditions (2010 baseline).

Table 3.2-4: Existing Intersection LOS (2010)

No.	Intersection	Control Type	AM Peak Hour		PM Peak Hour	
			Delay (s)	LOS	Delay	LOS
1	Riggin Avenue/Shirk Road	AWSC	9.7	A	9.6	A
2	Riggin Avenue/Demaree Street	Signal	17.4	B	19.8	B
3	Riggin Avenue/Giddings Street	TWSC	14.6	B	16.6	C
4	Riggin Avenue/Dinuba Boulevard	Signal	17.3	B	27.5	C
5	Ferguson Avenue/Linwood Street	AWSC	10.7	B	9.0	A
6	Goshen Avenue/Plaza Drive	Signal	24.7	C	22.5	C
7	Houston Avenue/Demaree Street	Signal	23.4	C	19.8	B
8	Houston Avenue/Ben Maddox way	Signal	20.6	C	24.0	C
9	Houston Avenue/McAuliff Street	Signal	20.7	C	18.2	B
10	Hurley Street/Plaza Drive	Signal	6.8	A	8.9	A
11	Hillsdale Avenue/Akers Street	Signal	21.3	C	18.1	B
12	Mineral King Avenue/Akers Street	Signal	16.9	B	17.9	B
13	Noble Avenue/Akers Street	Signal	14.1	B	17.5	B
14	Cypress Avenue/Akers Street	Signal	17.6	B	34.3	C
15	Main Street/West Street	Signal	6.6	A	7.1	A
16	Noble Avenue/Watson Street	Signal	8.4	A	7.1	A
17	Tulare Avenue/Santa Fe Street	AWSC	13.4	B	14.3	B
18	Walnut Avenue/Shirk Road	AWSC	13.3	B	15.7	C
19	Whitendale Avenue/Demaree Street	Signal	8.4	A	8.9	A
20	Whitendale Avenue/Woodland Drive	TWSC	11.8	B	14.5	B
21	K Avenue/Ben Maddox Way	AWSC	9.5	A	13.5	B
22	K Avenue/Lovers Lane	OWSC	15.4	C	17.9	C
23	Caldwell Avenue/Burke Street	Signal	15.6	C	23.8	C
24	Caldwell Avenue/Lovers Lane	Signal	18.8	B	21.0	C
25	Visalia Road/Akers Street	TWSC	16.9	C	15.6	C

Legend:

TWSC = Two-Way-Stop Control; AWSC = All-Way-Stop Control; OWSC = One-Way-Stop Control

For Signalized Intersections Average Delay = Average Intersection Delay; For TWSC Intersections Average Delay = Worst-Case Intersection Movement Delay; For Signalized Intersections LOS = Average Intersection Level-of-Service; For TWSC Intersections LOS = Worst-Case Movement's Level-of-Service; Warrant = MUTCD Peak Hour Warrant 3

Source: *Omni-Means, 2010*

Planned Roadway System Improvements

Planned transportation improvement projects under the proposed General Plan are listed in **Table 3.2-5**. These transportation projects consist of street and other projects intended to improve transportation infrastructure for all modes and accommodate increasing traffic volumes that accompany population and employment growth. Many of these projects are included in the Tulare County 2011 Regional Transportation Plan (RTP) as constrained capacity increasing projects (RTP Tables 3-13 and 3-14), denoted with an asterisk (*); others were identified through the General Plan Update process as being necessary to support the projected population and employment growth through the planning period, and to improve access and connectivity in conjunction with new development.

To achieve a balance between existing and future land use and transportation corridor carrying capacity, improvements to the roadway network will be needed. The future Circulation Diagram is illustrated in Figure 4-1 of the General Plan. Major street improvements consistent with the Circulation Diagram planned for Visalia are listed in **Table 3.2-5** and shown in **Figure 3.2-1**. The figure shows the approximate time frame in which the roadway improvements will become necessary, consistent with General Plan buildout. These improvements include widening major arterials, new bridge crossings, interchange improvements and grade separations. Several new arterial roads will need to be constructed as well as numerous collector and residential streets in the targeted growth areas. The proposed roads are conceptual, subject to further engineering and environmental review. The typical street widths and design elements listed in Table 4-6 of the General Plan. All street designs are subject to review and approval by the Engineering Department of the Community Development Department and additional local street cross-sections may be approved with area plans, development projects or subdivisions to reflect specific design concepts.

Table 3.2-5: Planned Circulation System Improvements

<i>Facility</i>	<i>Project Scope</i>	<i>Length</i>	<i>Type of Improvement</i>
New Roadway Construction Projects			
Avenue 272 *	Construct new roadway	Rd 122 to Santa Fe; 0.8 mi.	New 2-lane; 1/2 arterial
Avenue 320 *	Construct new roadway	Demaree to Mooney; 1 mi.	New 2-lane; 1/2 arterial
Mooney Boulevard *	Construct new roadway	Riggin to Avenue 320; 1 mi.	New 2-lane; arterial
Court Street *	Construct new roadway	Wren to Riggin; 0.2 mi.	New 2-lane; collector
Tulare Avenue *	Construct new roadway	Lovers Lane to McAuliff; 0.5 mi.	New 2-lane; collector
Cain Street *	Construct new roadway	Goshen to Douglas; 0.2 mi.	New 2-lane; collector
Kelsey Street *	Construct new roadway	Doe to Riggin; 0.7 mi.	New 2-lane; collector
Sunnyview Avenue *	Construct new roadway	Kelsey to Clancy; 0.5 mi.	New 2-lane; collector
Virmargo Street *	Construct new roadway	Goshen to Houston; 0.5 mi.	New 2-lane; collector
Chinowth Street *	Construct new roadway	Avenue 272 to Caldwell; 1 mi.	New 2-lane; collector
Chinowth Street *	Construct new roadway	Goshen to Houston; 0.2 mi.	New 2-lane; collector
Court Street *	Construct new roadway	Avenue 272 to Ave 276; 0.5 mi.	New 2-lane; collector
Linwood Street *	Construct new roadway	Avenue 272 to Ave 276; 0.5 mi.	New 2-lane; collector

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Table 3.2-5: Planned Circulation System Improvements

<i>Facility</i>	<i>Project Scope</i>	<i>Length</i>	<i>Type of Improvement</i>
Linwood Street *	Construct new roadway	Riggin to Avenue 320; 1 mi.	New 2-lane; collector
Pinkham Street *	Construct new roadway	Avenue 272 to Caldwell; 0.9 mi.	New 2-lane; collector
Roeben Street *	Construct new roadway	Caldwell to Whitendale; 0.5 mi.	New 2-lane; collector
Tulare Avenue *	Construct new roadway	Shirk to Roeben; 0.5 mi.	New 2-lane; collector
Avenue 276 (Visalia Pkwy) *	Construct new roadway	Ben Maddox to Rd 148; 2 mi.	New 2-lane; collector
Avenue 308 (Ferguson) *	Construct new roadway	American (Rd 76) to Plaza; 0.5 mi.	New 2-lane; collector
Avenue 316 *	Construct new roadway	Plaza to Chinowth; 3.2 mi.	New 2-lane; collector
County Center Dr. *	Construct new roadway	Avenue 272 to Packwood Creek; 0.7 mi.	New 2-lane; collector
County Center Dr. *	Construct new roadway	Pratt to Avenue 320; 0.5 mi.	New 2-lane; collector
Giddings Street *	Construct new roadway	Shannon Pkwy to Avenue 316; 0.3 mi.	New 2-lane; collector
Hurley Avenue *	Construct new roadway	Camp to American (Rd 76); 0.3 mi.	New 2-lane; collector
Hurley Avenue *	Construct new roadway	Kelsey to Shirk; 1 mi.	New 2-lane; collector
Hurley Avenue *	Construct new roadway	Road 76 to Plaza; 0.5 mi.	New 2-lane; collector
"K" Avenue *	Construct new roadway	Lovers Lane to McAuliff; 0.5 mi.	New 2-lane; collector
Kelsey Street *	Construct new roadway	Riggin to Avenue 320; 1 mi.	New 2-lane; collector
McAuliff Street *	Construct new roadway	Avenue 272 to Caldwell; 1 mi.	New 2-lane; collector
McAuliff Street *	Construct new roadway	Walnut to Caldwell; 1 mi.	New 2-lane; collector
Road 76 (American) *	Construct new roadway	Ferguson (Ave 308) to Riggin; 0.5 mi.	New 2-lane; collector
Road 76 (American) *	Construct new roadway	Hurley to Legacy; 0.2 mi.	New 2-lane; collector
Road 88 *	Construct new roadway	Riggin to Avenue 320; 1 mi.	New 2-lane; collector
Road 96 (Roeben St) *	Construct new roadway	Riggin to Avenue 320; 1.4 mi.	New 2-lane; collector
Tulare Avenue *	Construct new roadway	Rd 148 to Rd 152; 0.6 mi.	New 2-lane; collector
Doe Avenue *	Construct new roadway	Shirk to Roeben; 0.5 mi.	New 2-lane; collector
Shannon Parkway *	Construct new roadway	Dinuba Blvd. (SR 63) to Santa Fe; 0.5 mi.	New 2-lane; collector
St John's Parkway *	Construct new roadway	McAuliff to Rd 148; 0.5 mi.	New 2-lane; collector
Virmargo Street *	Construct new roadway	Houston to St. John's Parkway; 0.4 mi.	New 2-lane; collector
Whitendale Avenue *	Construct new roadway	Shirk to Roeben; 0.5 mi.	New 2-lane; collector
Burke Street *	Construct new roadway	Roosevelt to Houston; 0.3 mi.	New 2-lane; collector

Table 3.2-5: Planned Circulation System Improvements

<i>Facility</i>	<i>Project Scope</i>	<i>Length</i>	<i>Type of Improvement</i>
Oak Ave *	Construct new roadway	Tipton to Burke; 0.2 mi	New 2-lane; local
School Ave *	Construct new roadway	Tipton to Burke; 0.2 mi	New 2-lane; local
Avenue 276 (Visalia Pkwy) *	Construct new roadway	Demaree to Ben Maddox; 3 mi.	New 4-lane; Arterial
Ben Maddox Way *	Construct new roadway	Avenue 272 to Caldwell; 0.9 mi.	New 4-lane; arterial
Road 148 *	Construct new roadway	Houston (SR 216) to St. John's Pkwy; 0.2 mi.	New 4-lane; Arterial
Road 148 *	Construct new roadway	Mineral King to Houston; 1.1 mi.	New 4-lane; Arterial
Road 148 *	Construct new roadway	Walnut to Noble; 0.9 mi.	New 4-lane; Arterial
Santa Fe Street *	Construct new roadway	Riggin/St John's Parkway to Shannon Parkway; 0.3 mi.	New 4-lane; arterial
Stonebrook Street *	Construct new roadway	Avenue 272 to Caldwell; 1 mi.	New 4-lane; collector
Existing Roadway Widening Projects			
Houston Ave. *	Widen existing roadway	Ben Maddox to Lovers Lane; 1 mi.	Widen from 2 to 4 lanes
Houston Ave. *	Widen existing roadway	Santa Fe to Ben Maddox; .5 mi.	Widen from 2 to 4 lanes
Murray Ave. *	Widen existing roadway	Giddings to Santa Fe; 1 mi.	Widen from 2 to 4 lanes
Santa Fe St. *	Widen existing roadway	K St to Tulare; .9 mi.	Widen from 2 to 4 lanes
Santa Fe St. *	Widen existing roadway	Tulare to Houston; 1.5 mi.	Widen from 2 to 4 lanes
Walnut Ave. *	Widen existing roadway	Yale to Central; .2 mi.	Widen from 2 to 4 lanes
Akers Street *	Widen existing roadway	Ferguson to Riggin; 0.5 mi.	Widen from 2 to 4 lanes
Court St. *	Widen existing roadway	Walnut to Tulare; .4 mi.	Widen from 2 to 4 lanes
Ferguson Ave. *	Widen existing roadway	Plaza to Kelsey; .5 mi.	Widen from 2 to 4 lanes
Goshen Avenue *	Widen existing roadway	Santa Fe to Lovers Lane; 1.6 mi.	Widen from 2 to 4 lanes
McAuliff Street *	Widen existing roadway	Mineral King to Mill Creek Pkwy; 0.6 mi.	Widen from 2 to 4 lanes
Santa Fe Street *	Widen existing roadway	Caldwell to "K"; 0.7 mi.	Widen from 2 to 4 lanes
Whitendale Avenue *	Widen existing roadway	Sallee to Fairway; 0.4 mi.	Widen from 2 to 4 lanes
Santa Fe St. *	Widen existing roadway	Caldwell to Ave. 272; 1 mi.	Widen from 2 to 4 lanes
Santa Fe St. *	Widen existing roadway	Houston to Riggin; 1 mi.	Widen from 2 to 4 lanes
Shirk Road *	Widen existing roadway	Caldwell to SR198; 4 mi.	Widen from 2 to 4 lanes
Shirk Road *	Widen existing roadway	SR198 to Goshen Ave; 1 mi.	Widen from 2 to 4 lanes
Walnut Avenue *	Widen existing roadway	Cedar to Rd 148; 1.2 mi.	Widen from 2 to 4 lanes
Akers Street *	Widen existing roadway	Avenue 276 to Avenue 272; 0.5 mi.	Widen from 2 to 4 lanes
Akers Road *	Widen existing roadway	Caldwell to Visalia Pkwy (Ave.	Widen from 2 to 4 lanes

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<i>Facility</i>	<i>Project Scope</i>	<i>Length</i>	<i>Type of Improvement</i>
		276); .5 mi.	
Demaree St. *	Widen existing roadway	Pratt to Ave 320; 0.5 mi.	Widen from 2 to 4 lanes
Goshen Ave. *	Widen existing roadway	Camp to American (Rd 76); 0.6 mi.	Widen from 2 to 4 lanes
Hwy 63 (Dinuba Blvd) *	Widen existing roadway	Riggin to St John's River; 0.6 mi.	Widen from 2 to 4 lanes
Road 148 *	Widen existing roadway	Ave 272 to Ave 276; 0.5 mi.	Widen from 2 to 4 lanes
Road 148 *	Widen existing roadway	Ave 276 to Walnut; 1.5 mi.	Widen from 2 to 4 lanes
Shirk Street *	Widen existing roadway	Goshen to Riggin; 1 mi.	Widen from 2 to 4 lanes
Walnut Avenue *	Widen existing roadway	Shirk to Akers; 1 mi.	Widen from 2 to 4 lanes
Walnut Avenue *	Widen existing roadway	Rd 148 to Rd 152; 0.5 mi.	Widen from 2 to 4 lanes
Lovers Lane *	Widen existing roadway	Ave 272 to Caldwell; 1 mi.	Widen from 2 to 4 lanes
Riggin Avenue *	Widen existing roadway	Road 80 to SR 63	Widen from 2 to 4 lanes
Caldwell Avenue *	Widen existing roadway	Akers St to Linwood Ave; 0.5 mi.	Widen from 2 to 4 lanes
Plaza Drive *	Widen existing roadway	Crowley to Avenue 304 (Goshen)	Widen from 2 to lanes
Mooney Boulevard (SR 63) *	Widen existing roadway	Avenue 272 to Avenue 276; 0.5 mi.	Widen from 4 to 6 lanes
Bridge Structure Projects			
Preston Street *	New bridge	Preston St at Mill Creek Ditch	New 2-lane bridge; local
McAuliff Street *	New over crossing	McAuliff St/SR 198	New bridge structure
Ben Maddox Way *	Widen over crossing	Ben Maddox Way/SR 198	Widen bridge structure
Intersection Improvement Projects			
Acequia Ave at Bridge St *	<i>Not applicable</i>	<i>Not applicable</i>	New Traffic Signal
Acequia Ave at Burke St *	<i>Not applicable</i>	<i>Not applicable</i>	New Traffic Signal
Acequia Ave at Santa Fe St *	<i>Not applicable</i>	<i>Not applicable</i>	New Traffic Signal
Akers St at Ferguson Ave *	<i>Not applicable</i>	<i>Not applicable</i>	New Traffic Signal
Akers St at Riggin Ave *	<i>Not applicable</i>	<i>Not applicable</i>	New Traffic Signal
Akers St at Visalia Parkway	<i>Not applicable</i>	<i>Not applicable</i>	New Traffic Signal
Beech Ave at Court St *	<i>Not applicable</i>	<i>Not applicable</i>	New Traffic Signal
Ben Maddox Way at Douglas Ave *	<i>Not applicable</i>	<i>Not applicable</i>	New Traffic Signal

Table 3.2-5: Planned Circulation System Improvements

<i>Facility</i>	<i>Project Scope</i>	<i>Length</i>	<i>Type of Improvement</i>
Ben Maddox Way at K Ave *	<i>Not applicable</i>	<i>Not applicable</i>	New Traffic Signal
Bridge St at Center Ave *	<i>Not applicable</i>	<i>Not applicable</i>	New Traffic Signal
Bridge St at Main St *	<i>Not applicable</i>	<i>Not applicable</i>	New Traffic Signal
Bridge St at Murray Ave *	<i>Not applicable</i>	<i>Not applicable</i>	New Traffic Signal
Bridge St at Tulare Ave *	<i>Not applicable</i>	<i>Not applicable</i>	New Traffic Signal
Burke St at Center Ave *	<i>Not applicable</i>	<i>Not applicable</i>	New Traffic Signal
Burke St at Goshen Ave *	<i>Not applicable</i>	<i>Not applicable</i>	New Traffic Signal
Burke St at Main St *	<i>Not applicable</i>	<i>Not applicable</i>	New Traffic Signal
Burke St at St John's Pkwy *	<i>Not applicable</i>	<i>Not applicable</i>	New Traffic Signal
Burke St at Tulare Ave *	<i>Not applicable</i>	<i>Not applicable</i>	New Traffic Signal
Burrel Ave at Mooney Blvd *	<i>Not applicable</i>	<i>Not applicable</i>	New Traffic Signal
Cain St at Main St *	<i>Not applicable</i>	<i>Not applicable</i>	New Traffic Signal
Cain St at Mineral King Ave *	<i>Not applicable</i>	<i>Not applicable</i>	New Traffic Signal
Cameron Ave at County Center *	<i>Not applicable</i>	<i>Not applicable</i>	New Traffic Signal
Cameron Ave at Court St *	<i>Not applicable</i>	<i>Not applicable</i>	New Traffic Signal
Campus Ave at County Center *	<i>Not applicable</i>	<i>Not applicable</i>	New Traffic Signal
Center Ave at Conyer St *	<i>Not applicable</i>	<i>Not applicable</i>	New Traffic Signal
Center Ave at Santa Fe St *	<i>Not applicable</i>	<i>Not applicable</i>	New Traffic Signal
Central St at Tulare Ave *	<i>Not applicable</i>	<i>Not applicable</i>	New Traffic Signal
Chinowth St at Goshen Ave *	<i>Not applicable</i>	<i>Not applicable</i>	New Traffic Signal
College Ave at * Lovers Lane	<i>Not applicable</i>	<i>Not applicable</i>	New Traffic Signal

Chapter Three: Settings, Impacts, and Mitigation Measures
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Table 3.2-5: Planned Circulation System Improvements

<i>Facility</i>	<i>Project Scope</i>	<i>Length</i>	<i>Type of Improvement</i>
County Center at Ferguson Ave *	<i>Not applicable</i>	<i>Not applicable</i>	New Traffic Signal
County Center at Houston Ave *	<i>Not applicable</i>	<i>Not applicable</i>	New Traffic Signal
County Center at Packwood Ave *	<i>Not applicable</i>	<i>Not applicable</i>	New Traffic Signal
County Center at Riffin Ave *	<i>Not applicable</i>	<i>Not applicable</i>	New Traffic Signal
County Center at Royal Oaks Ave *	<i>Not applicable</i>	<i>Not applicable</i>	New Traffic Signal
Court St at Ferguson Ave *	<i>Not applicable</i>	<i>Not applicable</i>	New Traffic Signal
Court St at Granite/Pearl St *	<i>Not applicable</i>	<i>Not applicable</i>	New Traffic Signal
Court St at Paradise Ave *	<i>Not applicable</i>	<i>Not applicable</i>	New Traffic Signal
Court St at Whitendale Ave *	<i>Not applicable</i>	<i>Not applicable</i>	New Traffic Signal
Crenshaw St at Whitendale Ave *	<i>Not applicable</i>	<i>Not applicable</i>	New Traffic Signal
Cypress Ave at Linwood St *	<i>Not applicable</i>	<i>Not applicable</i>	New Traffic Signal
Damsen Ave at Demaree St *	<i>Not applicable</i>	<i>Not applicable</i>	New Traffic Signal
Demaree St at Ferguson Ave *	<i>Not applicable</i>	<i>Not applicable</i>	New Traffic Signal
Demaree St at Mill Creek Pkwy *	<i>Not applicable</i>	<i>Not applicable</i>	New Traffic Signal
Divisadero St at Walnut Ave *	<i>Not applicable</i>	<i>Not applicable</i>	New Traffic Signal
Divisadero St at Whitendale Ave *	<i>Not applicable</i>	<i>Not applicable</i>	New Traffic Signal
Doe Ave at Shirk St *	<i>Not applicable</i>	<i>Not applicable</i>	New Traffic Signal
Encina St at Walnut Ave *	<i>Not applicable</i>	<i>Not applicable</i>	New Traffic Signal
Ferguson Ave at Linwood St *	<i>Not applicable</i>	<i>Not applicable</i>	New Traffic Signal
Ferguson Ave at Mooney Blvd *	<i>Not applicable</i>	<i>Not applicable</i>	New Traffic Signal
Giddings St at Prospect Ave *	<i>Not applicable</i>	<i>Not applicable</i>	New Traffic Signal

Table 3.2-5: Planned Circulation System Improvements

<i>Facility</i>	<i>Project Scope</i>	<i>Length</i>	<i>Type of Improvement</i>
Giddings St at Riggin Ave	<i>Not applicable</i>	<i>Not applicable</i>	New Traffic Signal
Goshen Ave at Mooney Blvd *	<i>Not applicable</i>	<i>Not applicable</i>	New Traffic Signal
Grape St at NE 3rd *	<i>Not applicable</i>	<i>Not applicable</i>	New Traffic Signal
Houston Ave at Jacob St *	<i>Not applicable</i>	<i>Not applicable</i>	New Traffic Signal
Houston Ave at Mooney Blvd *	<i>Not applicable</i>	<i>Not applicable</i>	New Traffic Signal
Houston Ave at Rinaldi St *	<i>Not applicable</i>	<i>Not applicable</i>	New Traffic Signal
Hurley Ave at Shirk St *	<i>Not applicable</i>	<i>Not applicable</i>	New Traffic Signal
Jacob St at Main St. *	<i>Not applicable</i>	<i>Not applicable</i>	New Traffic Signal
K Ave at Pinkham St *	<i>Not applicable</i>	<i>Not applicable</i>	New Traffic Signal
Lovers Lane at Tulare Ave *	<i>Not applicable</i>	<i>Not applicable</i>	New Traffic Signal
Main St at Mineral King Ave *	<i>Not applicable</i>	<i>Not applicable</i>	New Traffic Signal
McAuliff St at Noble Ave *	<i>Not applicable</i>	<i>Not applicable</i>	New Traffic Signal
McAuliff St at Walnut Ave *	<i>Not applicable</i>	<i>Not applicable</i>	New Traffic Signal
Murray Ave at Santa Fe St *	<i>Not applicable</i>	<i>Not applicable</i>	New Traffic Signal
Noble Ave at Pinkham St *	<i>Not applicable</i>	<i>Not applicable</i>	New Traffic Signal
Riggin Ave at Shirk Rd *	<i>Not applicable</i>	<i>Not applicable</i>	New Traffic Signal
Roeben St at Tulare Ave *	<i>Not applicable</i>	<i>Not applicable</i>	New Traffic Signal
Roeben St at Walnut Ave *	<i>Not applicable</i>	<i>Not applicable</i>	New Traffic Signal
Santa Fe St at Tulare Ave *	<i>Not applicable</i>	<i>Not applicable</i>	New Traffic Signal
Santa Fe St at Walnut Ave *	<i>Not applicable</i>	<i>Not applicable</i>	New Traffic Signal
Shirk St at Walnut Ave	<i>Not applicable</i>	<i>Not applicable</i>	New Traffic Signal

Table 3.2-5: Planned Circulation System Improvements

<i>Facility</i>	<i>Project Scope</i>	<i>Length</i>	<i>Type of Improvement</i>
Visalia Mall entrance at Walnut Ave *	<i>Not applicable</i>	<i>Not applicable</i>	New Traffic Signal
West St at Whitendale Ave *	<i>Not applicable</i>	<i>Not applicable</i>	New Traffic Signal
Whitendale Ave at Woodland Dr	<i>Not applicable</i>	<i>Not applicable</i>	New Traffic Signal
Traffic signal Interconnection *	Connecting existing traffic signals	1.0 mile	Signal interconnect

**Projects included in City's current Capital Improvement Plan*

Source: Omni Means, 2013 & Tulare County Regional Transportation Plan, 2011

Transit Services

The City of Visalia has a variety of public transportation options including fixed route service and demand-responsive systems as well as local and regional systems. Visalia's Transit Division operates numerous mass transportation services, allowing residents to travel conveniently from neighborhoods to major shopping centers, local schools, medical offices, and work sites. The following public transportation systems are available to Visalia residents.

Visalia Transit

Visalia Transit (VT) provides a local fixed route system for Visalia residents and visitors alike. VT operates several fixed routes that serve city residents with some routes serving the outlying cities and communities. VT operates fixed route service 7 days a week with operational hours on Monday through Friday between the hours of 6:00 AM and 9:30 PM, 9:00 AM and 6:30 PM on Saturdays, and between 8:00 a.m. and 6:30 PM on Sundays. All fixed routes are shown in **Figure 3.2-4**. The VT fixed routes are summarized below:

- Route 1 – Transit Center, TCAG Transfer, Mooney Boulevard, College of Sequoias, Visalia Mall, Sequoia Mall, downtown Visalia;
- Route 2 – Transit Center, Locust Street/Court Street, Caldwell Avenue, Linwood Avenue, Whitendale Avenue, El Diamante School, S. Akers Street;
- Route 4 – Transit Center, Locust Street/Court Street, Tulare Avenue, Mt. Whitney School, Divisadero School, Kmart Shopping Center, Visalia Medical Clinic;
- Route 5 – Transit Center, Houston Avenue, Valley Oak School, Golden West School, DMV, Walmart;
- Route 6 – Transit Center, Goshen Avenue/Murray Avenue, Save-Mart Shopping Center, Industrial Park, San Joaquin Valley College, Goshen Walnut Avenue, Giddings Street, Whitendale Avenue, Mooney Boulevard, County Center, Linwood Street Akers Street, Tulare Avenue;

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- Route 7A – Transit Center, Lincoln Oval, N. Court Street, W. Riggan Avenue, Demaree Street, W. Ferguson Avenue, W. Houston Avenue, Mooney Boulevard;
- Route 7B – Transit Center, Lincoln Oval, Mooney Boulevard/Houston Avenue, Ferguson Avenue/County Center Drive, Riggan Avenue/Giddings Street, Ferguson Avenue/Court Street, Locust Street/NW 2nd Street;
- Route 8A – Transit Center, Center Avenue, Santa Fe Street/Tulare Avenue, Walmart, Lovers Lane/Mineral King Avenue, Valley Oak Middle School, Ben Maddox Way, St. John’s Parkway;
- Route 8B – Transit Center, Ben Maddox Way/St. John’s Parkway, Valley Oak Middle School, Lovers Lane/Mill Creek, Walmart, Santa Fe Street/Tulare Avenue;
- Route 9 – Transit Center, Main Street., S. Ben Maddox Way, , E. Walnut Avenue, Farmersville, Visalia Road, Exeter;
- Route 10 – Transit Center, Mineral King Avenue, Noble Avenue, Visalia Airport, Goshen;
- Route 11 –Transit Center, Mineral King Avenue, Noble Avenue, Goshen; and
- Route 12 – Caldwell Avenue, Visalia Parkway, Cameron Avenue, S. Court Street, Exeter, Farmersville.

Visalia Transit regional routes also serve the outlying community of Goshen and the cities of Exeter and Farmersville. These services provide access to medical care facilities, schools, recreational facilities and other amenities offered in Visalia. These routes provide service between the hours of 6:00 a.m. and 9:30 p.m. on weekdays, and between 6:00 a.m. and 6:30 p.m. on Saturdays and Sundays. Regional services are provided through an agreement with Tulare County and the affected communities and schools.

Dial-A-Ride Visalia

Visalia Transit provides Dial-A-Ride curb-to-curb para-transit service on a shared-ride, demand-response basis to locations within the city limits of Visalia, Goshen, Farmersville and to/from Exeter. Reduced fares are available for the following groups:

- Certificate of eligibility of ADA Para-transit services
- Visalia City Coach Disabled ID card
- Medicare Card holders
- California DMV Disabled Person or Disabled Veteran ID

Visalia Dial-A-Ride operates between 6:00 a.m. to 9:30 p.m. during the weekdays, from 9:00 a.m. to 6:30 p.m. on Saturdays and from 8:00 a.m. to 6:30 p.m. on Sundays.

Visalia Towne Trolley

The Visalia Towne Trolley offers three fixed routes and operates between 7:30 a.m. and 11:00 p.m. depending on the route. During the hours of operation the headway is 10 to 15 minutes. The ser-

vice limits are bounded by Murray Avenue, Acequia Avenue, Tulare County Courthouse and Santa Fe Street. All routes are shown in **Figure 3.2-2**.

The Loop Route

The Loop Route provides an easy and safe way for rural and urban youth passengers to access community and recreation centers in Visalia, including:

- Manual Hernandez Community Center
- Wittman Center
- Anthony Community Center
- Boys & Girls Club
- Redwood High School Pool
- Pal Center

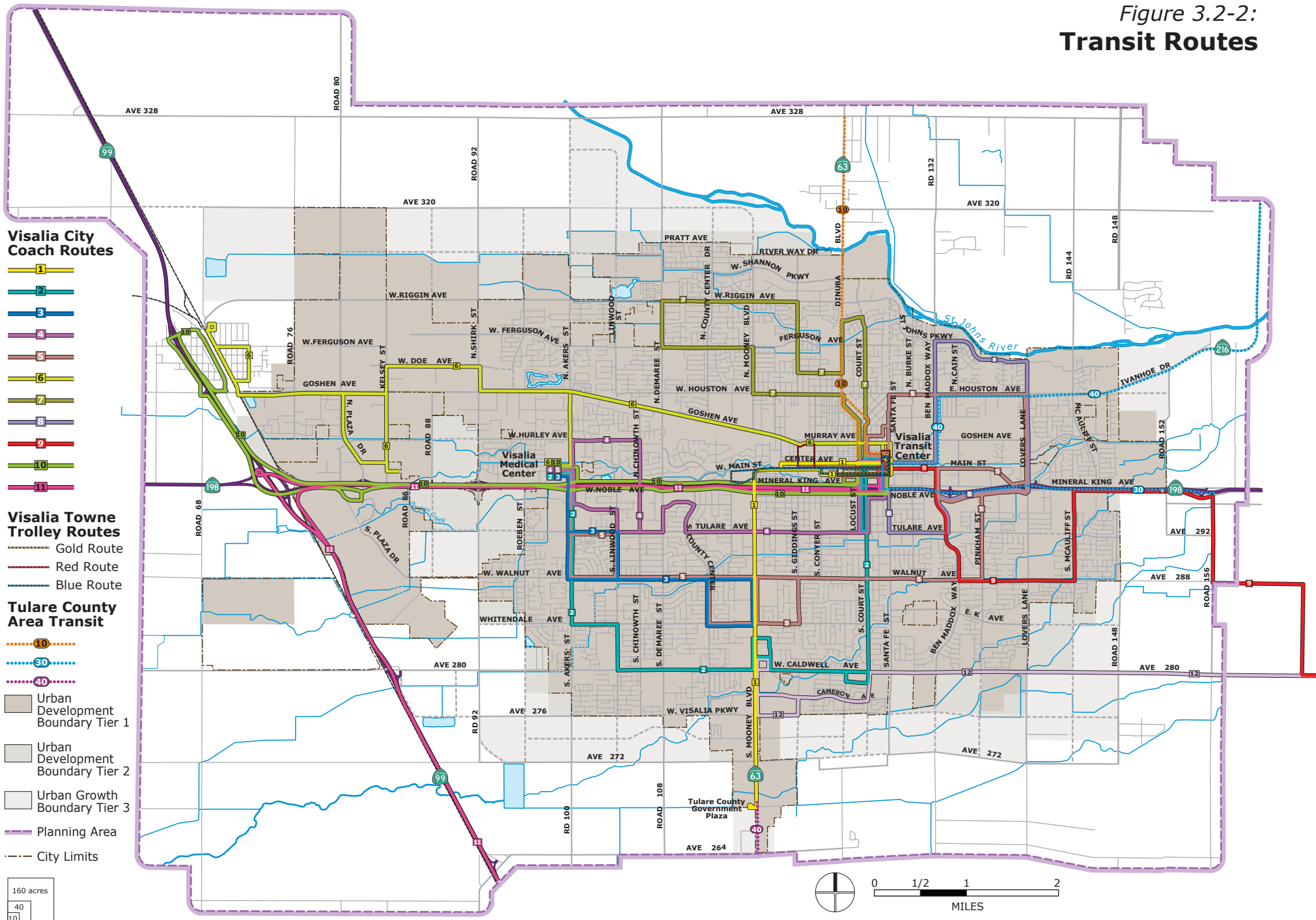
This program is funded through the City general fund and Measure R and does not receive money from state or federal sources.

Sequoia Shuttle

The Sequoia Shuttle serves Sequoia & Kings Canyon National Parks during the peak summer visitation period. Sequoia Shuttle departs Visalia five times per day, seven days per week. In Visalia pick-up/drop-off locations include the Holiday Inn, Fairfield Inn, La Quinta, Hampton Inn, Lamplighter Inn, Convention Center (serving Marriott Hotel and Comfort Suites), the Visalia Transit Center, the Barn Service station in Exeter, Three Rivers Comfort Inn, and the Three Rivers Memorial Building. The Sequoia Shuttle offers service between Memorial Day and Labor Day seven days a week.

The City operates the Sequoia Shuttle routes inside the Park under an agreement with the National Parks Service. Sequoia & Kings Canyon National Parks also provide three internal transit routes to the various attractions.

Figure 3.2-2:
Transit Routes



Tulare County Area Transit

Tulare County Area Transit (TCaT) provides reliable and convenient public transit service between cities as well as intra-city transit service for many small communities throughout Tulare County. Fixed route services are offered Monday through Saturday, demand-response Dial-A-Ride services are offered Monday through Friday. All ages are welcome to ride all transit service. TCaT offers eight fixed routes that serve a majority of the population centers and communities. Fixed route service is listed below:

- Route 10 – serves north Tulare County with stops at the Justice Complex, Dinuba, Sultana, Cutler, Orosi, Yetttem and Seville.
- Route 20 – serves southern Tulare County with stops in Tulare, Tipton, Pixley, Earlimart, Delano and Richgrove.
- Route 30 – serves eastern Tulare County with stops at the Transit Center, in Ivanhoe, Woodlake, Lemon Cove and Three Rivers.
- Route 40 – serves central Tulare County with stops at the County Government Center, in Tulare, Lindsay, Strathmore and Porterville.
- Route 50 – serves northwest Tulare County with stops in Dinuba, London, Traver and Delft Colony.
- Route 60 – serves southeast Tulare County with stops in Lindsay, Strathmore, Plainview and Woodville.
- Route 70 –serves southeast Tulare County will service to Springville and Porterville.
- Route 90 – serves Woodville, Poplar and Porterville.

Kings Area Rural Transit

Kings Area Rural Transit (KART) is Kings County's complete public rural and urban transportation provider. KART provides daily routes to the Cities of Hanford and Lemoore, and regular service to most other communities in the county and daily weekday service to Visalia. In addition, KART provides transportation to Fresno every Monday, Wednesday and Friday and Dial-A-Ride service to eligible residents of Hanford, Lemoore, Armona and Avenal.

All KART bus routes begin and end at the Intermodal transfer facility west of AMTRAK on 7th Street in Downtown Hanford. KART fixed routes provide service to Visalia via the Hanford-Visalia route. The Hanford-Visalia route makes stops at the College of Sequoias, Mooney Boulevard/Packwood Creek and Visalia Transit Center.

Orange Belt Stages

Inter-regional, statewide and nationwide bus transportation is provided to the Visalia area via Orange Belt Stages. The Orange Belt Stages depot is located centrally in the Downtown Visalia area, at 425 East Oak Street between Bridge and Santa Fe Streets (the Visalia Transit Center).

Bicycle Facilities

The City of Visalia's flat topography is ideal for bicycle and pedestrian use. However, the hot summer climate can be a deterrent to this travel mode. The existing General Plan includes a bikeways and trails map that represents the ultimate buildout of local bicycle facilities (**Figure 3.2-3**). Completion of this network would provide Visalia with a robust bicycle and pedestrian network. While the City has yet to fully implement the network presented in the *Visalia Bikeway Plan Update (2006)*, several Class I, II and III facilities exist and are included in the standard cross-section specifications for the various street classifications.

Bicycle facilities are generally classified as follows:

Separate Facility (*a.k.a. Class I*) - A non-motorized facility, paved or unpaved, physically separated from motorized vehicular traffic by an open space or barrier. Also called Bicycle Path, Bike Trail, Non-motorized Trail, Multi-purpose Trail or some combination thereof.

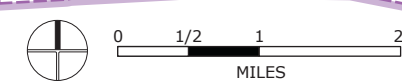
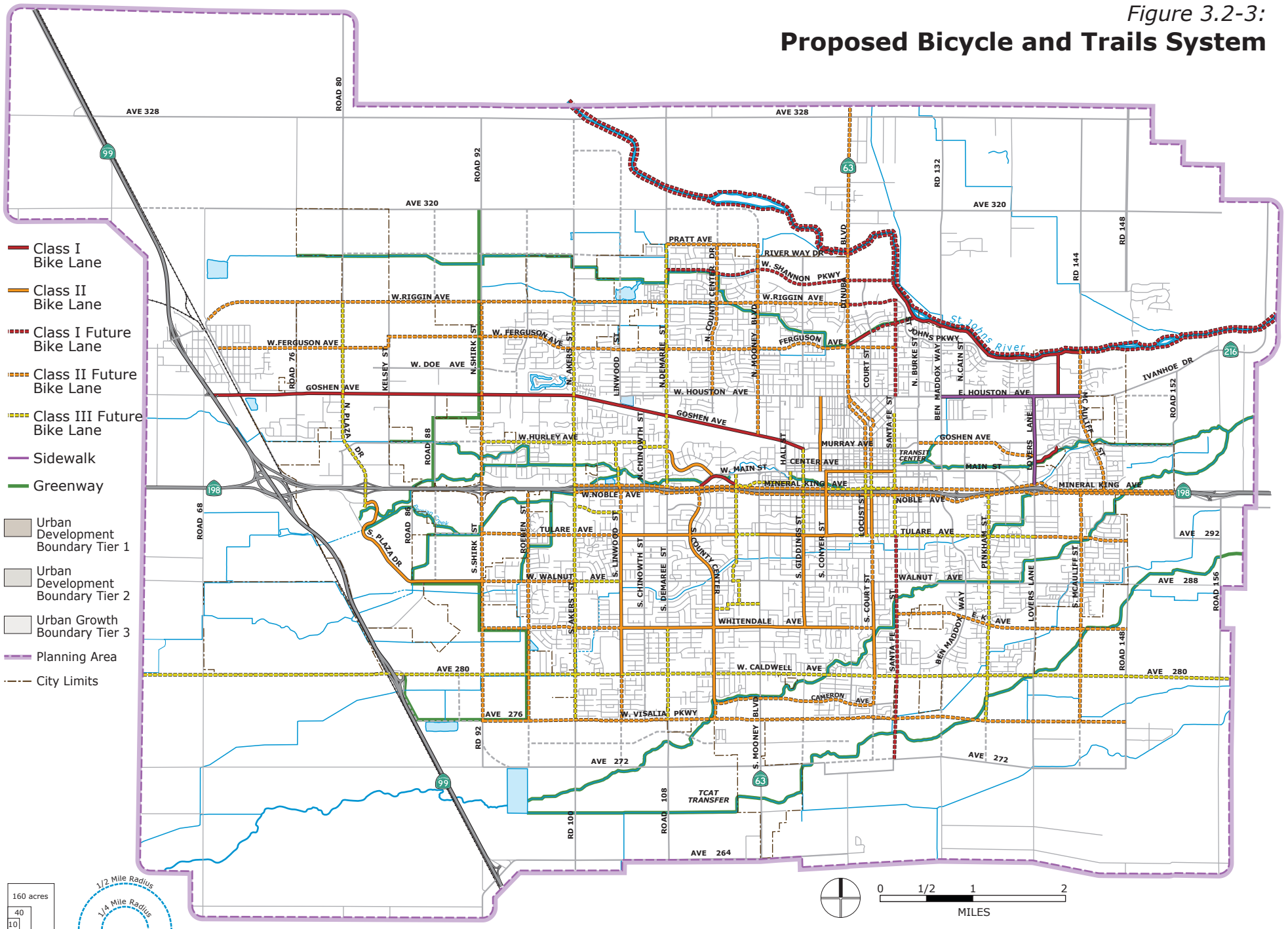
Bike Lane (*a.k.a. Class II*) - A portion of a roadway that is designated by striping, signing and pavement markings for the preferential or exclusive use of bicyclists and are also called Bicycle Lanes.

Bike Route (*a.k.a. Class III*) - A segment of road designated by the jurisdiction having authority, with appropriate directional and informational markers, but without striping, signing and pavement markings for the preferential or exclusive use of bicyclists and are also called Bicycle Routes.

From a bicyclist's perspective, Visalia is an attractive location to travel. First, the level terrain and quiet tree shaded side streets offer comfort and safety. Second, the size of the city makes practically all parts accessible by all residents within a 30-minute bicycle ride. In addition to the bicycle infrastructure, Visalia offers bicycle racks on buses for most of the Visalia Transit fleet. The bicycle racks extend the bicycles ranges and offer connections to the cities of Woodlake, Tulare, Exeter and Farmersville.

The City faces several challenges when it comes to developing future bicycle facilities. Temperature extremes in the summer and winter, auto dominated roadways and limited connecting facilities.

Figure 3.2-3:
Proposed Bicycle and Trails System



Pedestrian Facilities

Walking is the oldest and most universal form of travel. Every personal trip involves some element of walking, whether it is a pure pedestrian trip, or combined with other modes of travel such as transit, driving or cycling. A pedestrian is defined as a person who walks from one place to another either by foot or using an assisted mobility device.

The City of Visalia contains many pedestrian facilities. Besides standard sidewalks that have been developed in residential and non-residential areas, several bike/pedestrian facilities are found throughout the city. For instance, the St. John's Parkway, Mill Creek, Goshen Avenue, and other multi-use trails are currently developed in Visalia. Visalia Unified School District and the City of Visalia are also actively involved in pursuing federal and state Safe Route To School (SR2S) grant programs that promote adequate pedestrian facilities in neighborhoods near schools.

In the intersection traffic analysis, pedestrian counts were taken at key locations throughout the city and are included in the Appendix with the peak-hour traffic counts. This information was included to identify overall delay at the intersections. In addition, the City of Visalia is committed to comply with Americans with Disabilities Act (ADA) standards with new development and bringing non-standard ADA facilities into compliance.

Goods Movement Facilities and Passenger Rail

Truck Routes

Existing truck routes within Visalia were developed to minimize neighborhood disturbance and consist primarily of freeways, select expressways, and a few arterial and collector streets. Section 10.24.010 of the Municipal Code has designated certain streets within the city as truck routes. Trucks may use other streets for access to particular destinations, with the exception of certain streets from which they are expressly prohibited. Truck routes may be modified by resolution by the City Council as needed. The following streets are designated as truck routes and are presented in **Figure 3.2-4**.

1. Mooney Boulevard from southern city limits to State Route 198;
2. Locust Street from Noble Avenue to NW 2nd Avenue;
3. NW 2nd Avenue from Locust Street to West Street;
4. West Street from NW 2nd Avenue to Houston Avenue;
5. Court Street from Noble Avenue to NW 3rd Avenue;
6. NW 3rd Avenue from Court Street to West Street;
7. Dinuba Boulevard from Houston Avenue to northern city limits;
8. NE 3rd Avenue from Court Street to Houston Avenue;
9. Ben Maddox Way between Caldwell Avenue and the north city limits;
10. All of Lovers Lane within the city limits;

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11. Plaza Drive, between Highway 198 and the north city limit;
12. All of Caldwell Avenue in the city limits between Shirk Street and Lovers Lane;
13. All of Highway 198 within the city limits;
14. All of Goshen Avenue within the city limits between Highway 99 and Shirk Road;
15. Houston Avenue between Santa Fe Street and the easterly city limit.

Existing truck routes provide adequate routes for through truck movements within the current city limits. The City prohibits commercial vehicles exceeding a gross weight of 14,000 pounds from using the following streets:

1. Demaree Street from Caldwell Avenue to Goshen Avenue;
2. Tulare Avenue from Akers Street to Woodland Street;
3. Tulare Avenue from Central Street to Locust Street;
4. Campus Avenue from Demaree Street to Woodland;
5. Burrell Avenue from Mooney Boulevard to Central Street;
6. Prospect Avenue from Mooney Boulevard to Conyer Street;
7. Ferguson Avenue from Dinuba Boulevard to Bridge Street;
8. Linwood Street from Caldwell Avenue to State Route 198;
9. Chinowth Street from Whitendale Avenue to State Route 198;
10. County Center Drive from Caldwell Avenue to State Route 198;
11. Woodland Street from Walnut Avenue to West Main Street;
12. Sallee Street from Beech Avenue to Walnut Avenue;
13. Mooney Boulevard from Goshen Avenue and Riggin Avenue;
14. Central Street from Mineral King Avenue to Burrell Avenue;
15. Giddings Street from Whitendale Avenue to Murray Avenue;
16. Giddings Street from Houston Avenue to Riggin Avenue;
17. Conyer Street from Walnut Avenue to School Avenue;
18. Court Street from Caldwell Avenue to Tulare Avenue;
19. Court Street from Houston Avenue to Sunnyview Avenue; and
20. Burke Street from Paradise Avenue to Noble Avenue.

21. Beverly Drive from Mooney Boulevard to Divisadero Street;
22. Myrtle Avenue from Mooney Boulevard to Divisadero Street;
23. Kaweah Avenue from Mooney Boulevard to Divisadero Street.

Freight Service

Union Pacific (UP), Burlington Northern & Santa Fe (BNSF), and San Joaquin Valley Railroad (SJVRR) provide freight service for the City of Visalia, connecting the county with major markets within California (Oakland/San Francisco/San Jose, Sacramento, and Los Angeles) and to other destinations. Routes of principal rail lines in the county are identified in **Figure 3.2-4**. Freight terminals and service to specific industries are located throughout the county.

Cross Valley Rail Project

In 1994 the conception of upgrading and renovating the 44-mile east-west San Joaquin Valley Rail line from Huron (Fresno County) to Visalia was proposed with the following objectives:

- Increased opportunities for industrial development, which would improve the economic viability of communities along the corridor;
- Improved air quality as a pair of locomotives can pull the equivalent of 225 trucks;
- Reduction in road maintenance costs because of decreased truck traffic; and
- Improved safety on rural roads with less truck traffic.

The 44-mile Cross Valley Rail improvement project was completed in 2003. The project is designed to allow food processing and industrial businesses to ship by rail as opposed to heavy-duty trucks. Funding was made possible through funds from public and private entities, including Congestion Management Air Quality Improvement Program funds from Tulare, Kings, and Fresno County Council of Governments (COFCG), contributions from the Los Gatos Tomato Company, and the San Joaquin Valley Air Pollution Control District.

Passenger Rail

Passenger rail service (six round trips daily) in the county is provided by AMTRAK on its San Joaquin service, with the nearest rail station facility located in Hanford (Kings County). AMTRAK provides bus connections to and from Visalia (twice daily) and Goshen Junction (two times daily) to the Hanford station. Either Orange Belt Stages or Greyhound provides service to AMTRAK from downtown Visalia. All rail facilities are shown in **Figure 3.2-4**.

High Speed Rail

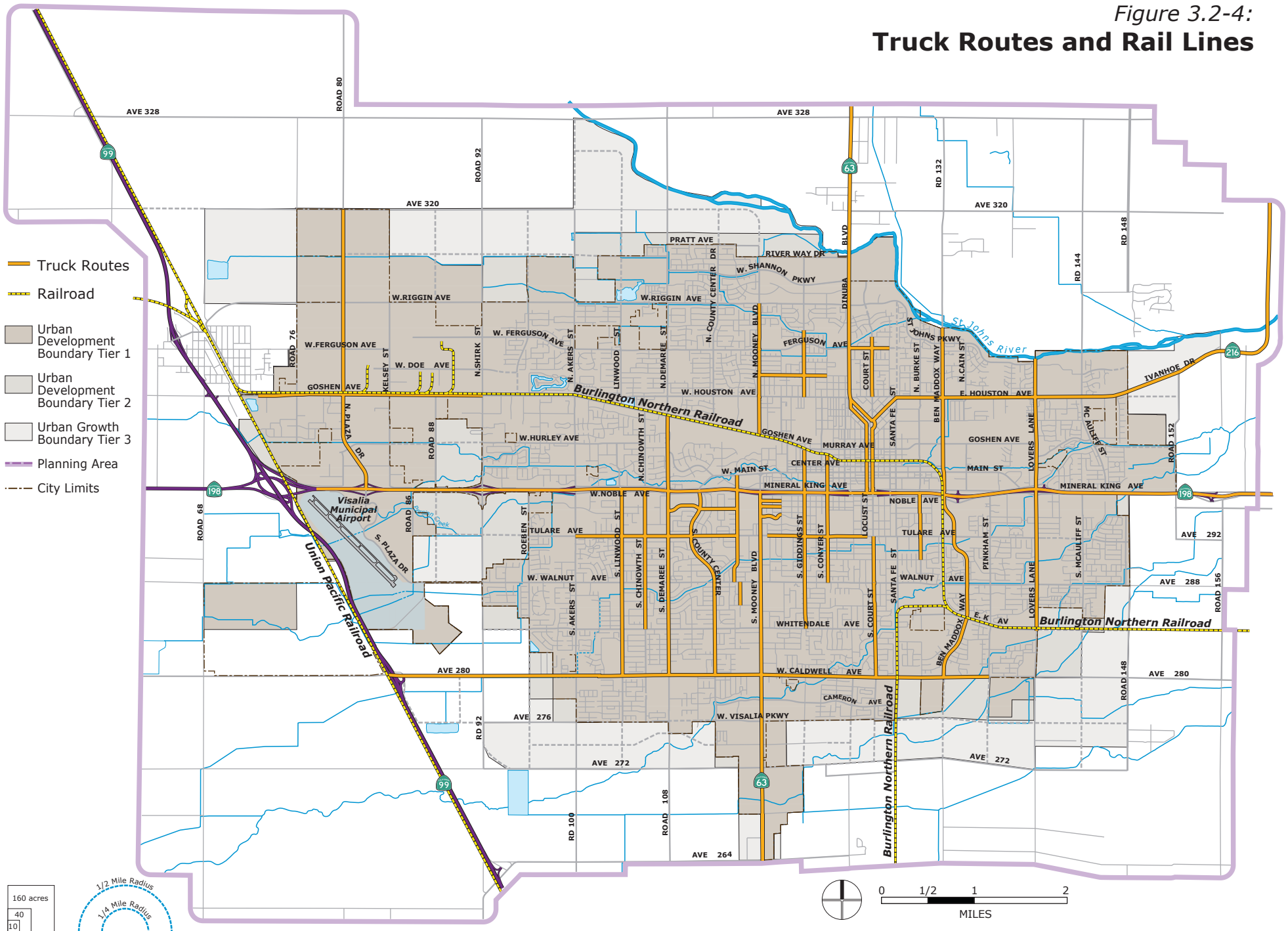
The California High Speed Rail Authority is currently in the process of developing a high-speed rail system that would provide passenger transportation and goods movement services throughout much of California. The purpose of the high speed rail system is to provide a reliable mode of travel that links the major metropolitan areas of the state and delivers predictable and consistent travel times. According to the Authority, high-speed rail is projected to carry as many as 117 million passengers annually by 2030 with estimated revenue of \$3.9 billion.

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Through the EIR process, the preferred alignment and general station locations have been identified in Kings County. Although the alignment travels along the State Route 43 corridor, the nearest station is expected to be located near Hanford. A high speed rail maintenance facility is also planned for either Tulare or Kings Counties.

Figure 3.2-4:
Truck Routes and Rail Lines



REGULATORY SETTING

Federal Statutes

Moving Ahead for Progress in the 21st Century (MAP-21)

The Moving Ahead for Progress in the 21st Century Act (MAP-21) was signed into law in July 2012 and reauthorized the federal highway and public transportation programs for fiscal years 2013 and 2014 for a total of \$105 billion, holding funding flat relative to prior years. However, the bill marks a notable departure from prior surface transportation acts in several respects, most notably its short duration, elimination of earmarks, consolidation of programs, and introduction of performance measures into the federal transportation policy framework. While the bill retains many of the larger highway and transit programs of its predecessor—the Safe Accountable, Flexible, Efficient Transportation Equity Act, known as SAFETEA—it eliminates almost 100 smaller programs and distributes a much larger share of funds by formula (93 percent compared to 83 percent under SAFETEA).

National Environmental Policy Act

The National Environment Policy Act of 1969 (NEPA) requires federal agencies to assess the possible environmental consequences of projects that they propose to undertake, fund, or approve. While the General Plan Update is not subject to NEPA, individual federally funded transportation projects requiring federal approval would be subject to a NEPA evaluation.

State Regulations

Caltrans

The California Department of Transportation (Caltrans) is responsible for planning, design, construction, and maintenance of all State highways. Caltrans' jurisdictional interest extends to improvements to these roadways at the interchange ramps serving area freeways. Any federally funded transportation improvements are subject to review by Caltrans staff and the California Transportation Commission.

Caltrans does not have regulations regarding traffic LOS on state highway facilities. The agency does have guidelines for traffic operations on State Highway facilities. Caltrans recommends a target LOS at the threshold between LOS C and LOS D. If the location under existing conditions operates worse than the appropriate target LOS, then the existing LOS should be maintained. On State Route (SR) 198 within the Planning Area, the Caltrans concept LOS for the 20-year planning horizon (as identified in the 2012 District 6 SR 198 Corridor System Management Plan) is LOS "D". The concept facility identified to meet the year 2035 horizon concept LOS "D" for SR 198 within the Planning Area is four-lane freeway, with the ultimate design (beyond 2035) being a six-lane freeway.

For SR 99 within the Planning Area, the Caltrans concept LOS for the 20-year planning horizon (as identified in the 2003 District 6 SR 99 Transportation Concept Report) is LOS "D" ("C" north of Goshen). The concept facility identified to meet the year 2025 horizon concept LOS "D" and "C" for SR 99 within the Planning Area is six-lane freeway, with the ultimate design (beyond 2025) being an eight-lane freeway.

Regional Regulations

TCAG Regional Transportation Plan 2011

The 2011 Regional Transportation Plan (RTP) for Tulare County was adopted in 2010. The plan sets priorities for funding and implementation of transportation-related projects throughout the County. This 2011 RTP update was prepared by Tulare County Association of Governments (TCAG) with the assistance of its member jurisdictions. The RTP identifies performance measures and indicators for transportation projects and improvements, including transit trips, peak hour travel speed, cost of deferred street maintenance, and vehicle miles traveled (VMT).

The 2011 RTP identifies financially constrained projects, which are short- and long-range projects fully fundable from anticipated revenue sources. They will likely be programmed during the time horizon of the RTP (25 years). Financially unconstrained projects do not have identified funding sources, but are included as desired long-term projects for the region for informational purposes. Both tiers of projects include roadway, pedestrian, bicycle, transit, and aviation modes. Locally funded roadway projects in Visalia for which funding has been identified amount to \$275,975,000 in improvements and include widening of existing roadways, creation of new roadways in growth areas, and installation of new traffic signals. Major RTIP/Measure R funded projects to be undertaken by Caltrans in the Planning Area include widening of SR 99 from four to six lanes, interchange improvements along SR 99 and SR 198, and building/improving bridges over SR 198 at McAuliff and Ben Maddox.

Local Regulations

Current Visalia General Plan Circulation Element

The Circulation Element of Visalia's existing General Plan outlines the City's standards for roadway design, improvements, and levels of service. The Circulation Element also calls for consistency and coordination of local transportation actions with State and County agencies and plans. It also considers other modes of travel and includes policies pertaining to aviation, rail, transit, and non-motorized transportation (bicycle and pedestrian).

Impact Analysis

SIGNIFICANCE CRITERIA

Implementation of the proposed General Plan Update would have a potentially significant adverse impact if it would:

- Criterion 1:** Conflict with policies in the General Plan establishing level of service (LOS) standards; specifically if the proposed Plan would cause local roadways or major intersections to operate below LOS D during peak periods.
- Criterion 2:** Conflict with the applicable Route Concept Reports for State highways, including but not limited to level of service standards.

Criterion 3: Conflict with adopted policies, plans, or programs regarding public transit, bikeways, or pedestrian facilities, emergency access, or otherwise substantially decrease the performance or safety of such facilities.

Given the nature of the General Plan Update and the nature of the flight services provided at the Visalia Municipal Airport, the proposed General Plan Update is not expected to result in any change to air traffic patterns or safety. No criterion for this issue is proposed, and transportation-related impacts of the airport are analyzed no further in this EIR. Land use compatibility as it pertains to the airport and its environs is analyzed in Section 3.1, Land Use.

METHODOLOGY AND ASSUMPTIONS

The transportation impact analysis is focused on potential level of service impacts on freeways, roadways, and intersections that would occur from increased travel demand associated with new land development and roadway network modifications under the proposed General Plan. The assessment of these components of the transportation systems was conducted quantitatively using the process outlined in the Analysis Methodology section below. For the transit, bicycle and pedestrian systems, the policies and implementation measures were evaluated qualitatively for conflicts with current adopted policies, plans, or programs.

Analysis Methodology

The TCAG Regional Travel Demand Forecast Model (RTDFM) was utilized to identify future traffic volumes along local, collector, arterial roads and freeways based upon a system of links, or streets, that load socioeconomic land uses – i.e., residential and non-residential uses, based upon each city’s and the county’s general plan. TCAG provided the transportation model forecasts for the proposed General Plan (preferred land use and circulation alternatives) developed through the General Plan Update process.

The following steps were taken in the analysis:

1. **Roadway Networks.** The latest available TCAG Model was reviewed to ensure that future regional roadway improvements are included as part of the future 2030 condition. For the proposed General Plan, specific local roadway improvements identified in the Circulation Element were also included.
2. **Land Use Data.** The TCAG model includes future development throughout the region. The 2030 forecasts are consistent with regional totals for growth projected by the TCAG as part of its regional transportation planning process. Therefore, the traffic forecasts reflect traffic from growth in Visalia as well as traffic in the region that may use the local and regional roadways in the Planning Area.

The land use data for the proposed General Plan Update were developed. The land use data was categorized into total households, single-family dwelling units, multi-family dwelling units, total employment, and employment by sector by traffic analysis zone (TAZ) for input to the model.

Model Forecasts. The model was used to produce traffic volume forecasts for both the 2030 No Project conditions and 2030 proposed General Plan conditions. The current validated TCAG model reflects the currently adopted general plan conditions and therefore was used in forecasting the "no project" scenario. The modifications completed to the network and land use as described previously were done to reflect the General Plan Update conditions and therefore the modeling run with those updates was utilized in the General Plan Update forecasts.

The future traffic volumes were forecasted utilizing the updated TCAG 2030 build-out year traffic model runs detailed above. Since TCAG does not have a validated peak hour model, the daily model was utilized for the development of the future peak-hour volumes and analysis. The peak-hour directional traffic volumes at each leg of the intersection were used to balance the turning movement volumes. The turning movement volumes were computed using techniques provided in NCHRP 255 through the use of TurnsW32 computer application. Based upon future trip “ins” and “outs” for each leg of the intersection, TurnsW32 runs several iterations to calculate future traffic volumes by turning movement. Following this process the forecasted turning movements were reviewed for reasonableness and adjustments made as necessary.

3. **Impact Analysis.** The performance measures described in the significance criteria were used to identify potential roadway network deficiencies.

Analysis Results

Tables 3.2-6 and 3.2-7 present the buildout condition roadway and intersection levels of service, respectively. Figure 3.2-1 shows the buildout circulation network.

Table 3.2-6: Future Roadway LOS (2030)

<i>Roadway Segment</i>	<i>Limits</i>	<i>No. of Lanes</i>	<i>Facility Type</i>	<i>AADT</i>	<i>LOS</i>
Akers Street	Rialto – Caldwell Avenue	4	Arterial	15,540	A
Akers Street	Goshen Avenue – Ferguson Ave.	4	Arterial	32,550	D
Caldwell Avenue	Shirk Street - Aspen	4	Arterial	18,300	A
Caldwell Avenue	Ben Maddox Way – Pinkham Ave.	4	Arterial	21,200	B
Center Avenue	Floral Street – Court Street	2	Arterial	3,220	A
County Center	Beech Street – Walnut Avenue	2	Collector	6,110	B
Demaree Street	Damsen - Nicholas	4	Arterial	32,010	D
Demaree Street	Walnut Avenue – Tulare Avenue	4	Arterial	25,800	B
Goshen Avenue	Demaree Street – Chinowth Street	4	Arterial	35,250	D
Main Street	Floral Street – Court Street	2	Collector	3,710	A
Noble Avenue	Pinkham Street – Lovers Lane	2	Arterial	13,000	C
Riggin Avenue	Akers Street – Linwood Street	4	Arterial	19,800	B
Santa Fe Street	Center Avenue – School Street	4	Collector	12,310	B
Santa Fe Street	Walnut Avenue – Tulare Avenue	4	Collector	13,610	B
Shirk Avenue	Goshen Avenue – Doe Avenue	4	Arterial	20,660	A

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Table 3.2-6: Future Roadway LOS (2030)

<i>Roadway Segment</i>	<i>Limits</i>	<i>No. of Lanes</i>	<i>Facility Type</i>	<i>AADT</i>	<i>LOS</i>
Shirk Avenue	Walnut Avenue – State Route 198	4	Arterial	24,900	B
Walnut Avenue	Atwood – Linwood Street	4	Arterial	14,400	A
Walnut Avenue	Conyer Street – Court Street	4	Arterial	17,660	A
Walnut Avenue	Yale – Mall Entrance	4	Arterial	13,040	A
Whitendale Avenue	Crenshaw – Linwood Street	2	Collector	6,940	B
Whitendale Avenue	West Street – Court Street	2	Collector	7,060	B
State Route 63	Caldwell Avenue – Walnut Avenue	6	State Route	29,730	A
State Route 63	Walnut Avenue – Tulare Avenue	6	State Route	31,900	A
State Route 63	School Avenue – Murray Avenue	4	State Route	26,630	C
State Route 99	Caldwell Avenue – State Route 198	6	State Route	97,200	C
State Route 99	State Route 198 – Avenue 304	6	State Route	84,420	B
State Route 99	Avenue 304 – Betty Drive	6	State Route	84,420	B
State Route 198	State Route 99 – Akers Street	4	State Route	76,020	E
State Route 198	Akers Street – Mooney Boulevard	4	State Route	89,890	F
State Route 198	Mooney Boulevard – Lovers Lane	4	State Route	84,400	F
State Route 198	Lovers Lane – Road 156	4	State Route	42,810	A
State Route 216	Mill Creek Parkway – Douglas Ave.	4	State Route	24,540	B
State Route 216	Lovers Lane – McAuliff Street	2	State Route	15,840	C

Source: TCAG Regional Travel Demand Forecast Model; Omni-Means, 2013

Table 3.2-7: Future Intersection LOS (2030)

<i>No.</i>	<i>Intersection</i>	<i>Control Type</i>	<i>AM Peak Hour</i>		<i>PM Peak Hour</i>	
			<i>Delay</i>	<i>LOS</i>	<i>Delay</i>	<i>LOS</i>
1	Riggin Avenue/Shirk Road	Signal	25.7	C	31.9	C
2	Riggin Avenue/Demaree Street	Signal	22.3	C	26.9	C
3	Riggin Avenue/Giddings Street	Signal	14.8	B	16.6	B
4	Riggin Avenue/Dinuba Boulevard	Signal	29.3	C	37.6	D
5	Ferguson Avenue/Linwood Street	AWSC	18.7	C	12.2	B
6	Goshen Avenue/Plaza Drive	Signal	25.3	C	25.7	C
7	Houston Avenue/Demaree Street	Signal	42.0	D	31.8	C
8	Houston Avenue/Ben Maddox way	Signal	22.6	C	41.0	D
9	Houston Avenue/McAuliff Street	Signal	27.9	C	16.9	B
10	Hurley Street/Plaza Drive	Signal	24.9	C	38.2	D
11	Hillsdale Avenue/Akers Street	Signal	25.6	C	34.2	C

Table 3.2-7: Future Intersection LOS (2030)

No.	Intersection	Control Type	AM Peak Hour		PM Peak Hour	
			Delay	LOS	Delay	LOS
12	Mineral King Avenue/Akers Street	Signal	34.0	C	31.2	C
13	Noble Avenue/Akers Street	Signal	48.3	D	45.5	D
14	Cypress Avenue/Akers Street	Signal	20.0	C	30.5	C
15	Main Street/West Street	Signal	6.3	A	7.7	A
16	Noble Avenue/Watson Street	Signal	13.7	B	11.5	B
17	Tulare Avenue/Santa Fe Street	Signal	27.8	C	33.9	C
18	Walnut Avenue/Shirk Road	Signal	30.3	C	25.2	C
19	Whitendale Avenue/Demaree Street	Signal	14.5	B	16.6	B
20	Whitendale Avenue/Woodland Drive	Signal	8.8	A	9.7	A
21	K Avenue/Ben Maddox Way	AWSC	18.8	C	34.1	D
22	K Avenue/Lovers Lane	Signal	14.3	B	14.7	B
23	Caldwell Avenue/Burke Street	Signal	12.1	B	13.3	B
24	Caldwell Avenue/Lovers Lane	Signal	25.5	C	54.5	D
25	Visalia Parkway/Akers Street	Signal	18.0	B	17.4	B

AWSC = All-Way-Stop Control

For Signalized Intersections Average Delay = Average Intersection Delay; For Signalized Intersections LOS = Average Intersection Level-of-Service; AWSC Intersections Average Delay = Worst-Case Intersection Movement Delay; For AWSC Intersections LOS = Worst-Case Movement's Level-of-Service

Source: Omni-Means, 2013

IMPACT SUMMARY

Implementation of the proposed General Plan, in conjunction with regional growth and development and intersection reconfigurations by Caltrans, could increase traffic volumes on local streets and on freeways by 2030 and affect intersection operations. However, with the improvements to City streets in the proposed General Plan, including new arterial roads and collector and residential streets, as shown in **Table 3.2-5**, all City roadway segments analyzed would operate at an acceptable level of service at buildout (**Table 3.2-6**). **Table 3.2-7** identifies 2030 forecast AM and PM peak hour traffic intersection LOS. With implementation of the improvements identified in the proposed General Plan, all study intersections are projected to operate at acceptable LOS D or above conditions in 2030, resulting in a less than significant impact.

With the current construction expanding SR 99 from four to six lanes, the proposed General Plan would meet LOS standards of the SR 99 Route Concept Report. The ultimate design of SR 198 identified in Route Concept Report is an expansion from four to six lanes from State Route 99 to Lovers Lane beyond the year 2035. This expansion, however, would take place following proposed General Plan buildout in 2030. Therefore, SR 198 would operate at an unacceptable LOS in the following segments:

- State Route 99 to Akers Street (LOS E)

- Akers Street to Mooney Boulevard (LOS F)
- Mooney Boulevard to Lovers Lane (LOS F)

As these are below the threshold of LOS D, this impact is significant and unavoidable.

Finally, proposed General Plan land uses, policies, and bicycle linkages and alignments do not ultimately conflict with adopted policies, plans, or programs regarding public transit, bikeways, or pedestrian facilities, or otherwise substantially decrease the performance or safety of such facilities. In particular, Plan policies ensure that potential conflicts associated with countywide bicycle planning and impacts to rail safety are less than significant.

<i>Proposed Project Impact</i>	<i>Mitigation Measure</i>	<i>Significance after Mitigation</i>
Implementation of the proposed Visalia General Plan could conflict with policies in the General Plan establishing level of service (LOS) standards; specifically if the proposed Plan would cause local roadways or major intersections to operate below LOS D during peak periods	None required	Less than significant
Implementation of the proposed Visalia General Plan could conflict with the applicable Route Concept Reports for State highways, including but not limited to level of service standards.	None Available	Significant and unavoidable
Implementation of the proposed Visalia General Plan could conflict with adopted policies, plans, or programs regarding public transit, bikeways, or pedestrian facilities, emergency access, or otherwise substantially decrease the performance or safety of such facilities.	None required	Less than significant

IMPACTS AND MITIGATION MEASURES

Impact

3.2-1 Implementation of the proposed Visalia General Plan could conflict with policies in the General Plan establishing level of service (LOS) standards; specifically if the proposed Plan would cause local roadways or major intersections to operate below LOS D during peak periods. (*Less than Significant*)

In order to provide future transportation corridor carrying capacity, the proposed General Plan includes major street improvements, as listed above in **Table 3.2-5**. These improvements include widening portions of major arterials, new bridge crossings, interchange improvements and grade separations. New traffic signals are also proposed for a number of intersections, and new arterial roads and collector and residential streets. The proposed General Plan sets LOS requirements based on vehicle delay for intersections (**Table 3.2-1**) and ADT for roadway segments (**Table 3.2-2**). As shown in **Table 3.2-6**, with implementation of the proposed General Plan improvements, all study roadway segments would meet or exceed LOS “D” standards during peak periods. Similarly, **Table 3.2-7** shows that future intersection LOS would meet or exceed LOS “D” standards during AM and PM peak hours. Therefore, this impact is less than significant.

Proposed General Plan Policies that Reduce the Impact

- T-P-3 Design and build future roadways that complement and enhance the existing network, as shown on the General Plan Circulation Diagram, to ensure that each new and existing roadway continues to function as intended.
- T-P-4 Where feasible, space traffic signals no closer than one-quarter mile along two-way arterials except in unusual circumstances. The intersections of arterial and collector streets and access driveways to major traffic generators that are signalized shall be located so as to maintain this spacing.
- T-P-5 Take advantage of opportunities to consolidate driveways, access points, and curb cuts along existing arterials when a change in development or a change in intensity occurs or when traffic operation or safety warrants.
- T-P-9 Maintain acceptable levels of service for all modes and facilities, as established in General Plan Tables 4-1, Intersection Level of Service Definitions and 4-2, Level of Service Criteria for Roadway Segments.
- T-P-10 Manage local residential streets to limit average daily vehicle volumes to 1,500 or less and maintain average vehicle speeds between 15 and 25 miles per hour.
- T-P-11 Update the City of Visalia Engineering and Street Design Standards to ensure that roadway and streetscape design specifications are in accordance with the Complete Streets concept and other policies in the General Plan.
Updated design standards must allow flexibility to accommodate retrofitting streets with limited right-of-way. In order to accommodate all travel modes, adjustments may be made to median, travel lane, and bike lane widths; alternate bikeway routes on parallel facilities may also be considered.
- T-P-12 Require or provide adequate traffic safety measures on all new and existing roadways.
These measures may include, but shall not be limited to: appropriate levels of maintenance, proper street design, traffic control devices, street lights, and coordination with school districts to provided school crossing signs and protection.
- T-P-22 Require all residential subdivisions to be designed to discourage use of local streets as a bypass to congested arterials, and when feasible, require access to residential development to be from collector streets.
Local streets should not serve as “cut-throughs” for through traffic; at the same time, the local street network should still emphasize connectivity and minimize dead-ends and cul-de-sacs, while also providing for neighborhood safety. A finer-grained street grid can provide for more neighborhood connectivity.
- T-P-23 Require that all new developments provide right-of-way, which may be dedicated or purchased, and improvements (including necessary grading, installation of curbs, gutters, sidewalks, parkway/landscape strips, bike and parking lanes) other city street design standards. Design standards will be updated following General Plan adoption.

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Developments must also dedicate or sell necessary rights-of-way when subdivision or development of property adjacent to Circulation Element streets is proposed.

T-P-24 Require that proposed developments make necessary off-site improvements if the location and traffic generation of a proposed development will result in congestion on major streets or failure to meet LOS D during peak periods or if it creates safety hazards.

Such improvements may be eligible for credit or reimbursement from traffic impact fees.

T-P-25 Require that where arterial streets are necessary through residential areas, residential development shall be oriented away (side-on or rear-on) from such streets and be properly buffered so that traffic carrying capacity of the street will be preserved and the residential environment will be protected from the adverse characteristics of the arterial street.

This policy also may apply to collector streets if circumstances warrant.

T-P-26 Require that future commercial developments or modifications to existing developments be designed with limited points of automobile ingress and egress, including shared access, onto major streets.

T-P-27 Work with Caltrans to modify the State Route 198 Route Concept Report to ensure that the facility is designated as a six-lane freeway from Downtown Visalia east to Lovers Lane.

T-P-28 Promote traffic safety by requiring that ingress and egress to shopping centers be carefully designed, with minimal use of left-turn movements into and out of these centers.

Existing points of automobile ingress and egress, including shared access, should be consolidated wherever possible. Left turn movements into commercial areas from divided arterials, must be justified by demonstrating substantial reduction in U-turns at arterial roadways or other benefits.

T-P-29 Require, where possible, that arterials and collectors form four-leg, right-angle intersections. Jogged, offset, and skewed intersections at major streets in near proximity shall be avoided, where possible.

Mitigation Measures

None required.

Impact

3.2-2 Implementation of the proposed Visalia General Plan could conflict with the applicable Route Concept Reports for State highways, including but not limited to level of service standards (*Significant and Unavoidable*).

Caltrans' SR 198 Route Concept Report and SR 99 Route Concept report both specify a target threshold of LOS "D" within the planning area. Construction is currently underway on SR 99 to widen the existing four-lane freeway to a six-lane freeway to accommodate future traffic volumes. **Table 3.2-6** shows future roadway LOS for both SR 99 and SR 198. For all roadway segments on SR 99 within the Planning Area, with implementation of the proposed Plan, future roadway LOS would be "C" or better. Under the current four lane configuration, SR 198 would operate at an unacceptable LOS on the following segments:

- State Route 99 to Akers Street (LOS E)
- Akers Street to Mooney Boulevard (LOS F)
- Mooney Boulevard to Lovers Lane (LOS F)

Caltrans' 2012 Transportation Concept Report for SR 198 identifies a four-lane freeway to meet the year 2035 LOS "D" within the Planning Area, with an ultimate design (beyond 2035) being a six-lane freeway. As a six-lane freeway, SR 198 would provide acceptable LOS on these roadway segments. However, per the current Transportation Concept Report, the ultimate design condition for SR 198 would be implemented beyond 2035, after General Plan buildout in 2030. The widening is feasible—the right of way will accommodate an additional travel lane in each direction—but the timing of the improvement may need to be reconsidered as Visalia grows under the proposed General Plan. Implementation of the improvements to SR 198 (a Caltrans facility) is the primary responsibility of Caltrans. The City will work with Caltrans to modify the SR 198 Transportation Concept Report to schedule needed improvements prior to General Plan buildout (Policy T-P-27), assuming that the forecasted growth and development in the Planning Area occurs and necessitates the widening within the planning period. However, because Caltrans has exclusive control over state route improvements, the City cannot guarantee that these improvements will be completed prior to General Plan buildout. Therefore, this impact is significant and unavoidable.

Proposed General Plan Policies that Reduce the Impact

T-P-27 Work with Caltrans to modify the State Route 198 Route Concept Report to ensure that the facility is designated as a six-lane freeway from Downtown Visalia east to Lovers Lane.

Mitigation Measures

None available.

Impact

3.2-3 Implementation of the proposed Visalia General Plan could conflict with adopted policies, plans, or programs regarding public transit, bikeways, or pedestrian facilities, emergency access, or otherwise substantially decrease the performance or safety of such facilities (Less than Significant).

The proposed General Plan has put forth the goal of optimizing travel by all modes, incorporating the concept of "Complete Streets," which are designed and operated to enable access for all users, including users of public transportation, bicyclists, and pedestrians. Proposed public transporta-

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tion improvements under the proposed General Plan include transit corridors along Goshen Avenue and Mooney Boulevard, with Downtown segments along Murray Avenue and Main Street. The proposed General Plan bikeway system is directly based on the 2011 City of Visalia Bikeway Plan. The Bikeway Plan provides a tool to support bicycling as an alternative mode of transportation. The required construction of minimum sidewalk widths, pedestrian “clear zones,” and pedestrian facilities accessible to persons with disabilities, as described in the General Plan, would improve pedestrian circulation. New and upgraded roadways under the proposed General Plan would be designed according to applicable federal, state, and local design standards, minimizing conflicts with emergency access. In addition, minimum street widths and cul de sac turning radii are supported under the proposed General Plan, which ensure adequate access for the City’s service vehicles. Given that the proposed General Plan is supportive of adopted regional policies, plans or programs regarding public transit, bikeways, pedestrian facilities, and emergency access and does not decrease the performance or safety of such facilities, this impact is less than significant.

Proposed General Plan Policies that Reduce the Impact

- T-P-9 Maintain acceptable levels of service for all modes and facilities, as established in General Plan Tables 4-1, Intersection Level of Service Definitions and 4-2, Level of Service Criteria for Roadway Segments.
- T-P-12 Require or provide adequate traffic safety measures on all new and existing roadways.
These measures may include, but shall not be limited to: appropriate levels of maintenance, proper street design, traffic control devices, street lights, and coordination with school districts to provided school crossing signs and protection.
- T-P-30 Give high priority to public transportation systems that are responsive to the needs of commuters, the elderly, persons with disabilities, the youth, and low income citizens. Continue to work with transit providers to expand services to these populations and to underserved areas of the City.
- T-P-31 Seek cooperation with Tulare County Association of Governments and Visalia City Coach to attain a balance of public transportation opportunities.
These efforts may include the establishment of criteria to implement transit improvements, development of short and long range transit service plans, evaluation and identification of needed corridor improvements, transit centers, and park-and-ride lots with amenities for bicyclists.
- T-P-32 Work with transit operators to ensure that adequate transit service facilities are provided, including bus turn-outs along arterials when needed, and bus stop amenities including, but not limited to, lighted shelters, benches and route information signs.
- T-P-33 Work with transit operators to establish transit stops adjacent to community and regional parks, senior housing facilities, areas with a high concentration of medical facilities, major employment centers, and major retail and commercial centers.

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- T-P-34 Develop design and development standards to improve transit service in the community, such as wider sidewalks to accommodate bus stops and bus shelters at intersections; bus pads with shelter and shading vegetation; widened rights-of-way for buses; dedicated bus lanes; on-site transit stops for commercial public, institutional and industrial facilities; and, bus facilities adjacent to day-care centers, schools, and major residential areas.
- T-P-35 Schedule public transportation improvement projects in the Capital Improvements Program.
- T-P-36 Participate in the planning process for a potential Cross Valley Rail Line, which could provide east-west light rail service from Visalia to Huron and potentially connect to a future High Speed Rail system.
- T-P-37 Evaluate the feasibility of a future local light rail system or bus rapid transit (BRT) system in Visalia, which could connect to Tulare to the south and points east and west.
- The City should preserve right of way to support the preliminary light rail corridor or BRT system along Goshen Avenue, K Street, Santa Fe Avenue, and other roadways, if either system is judged financially feasible.*
- T-P-38 Support regional high-speed inter-city rail development and service. Should California High Speed Rail develop a station in Hanford (or elsewhere in Kings or Tulare County), work with the California High Speed Rail Authority to develop local connections coordinated with the train schedule.
- T-P-39 Develop bikeways consistent with the Visalia Bikeway Plan and the General Plan's Circulation Element.
- Provide Class I bikeways (right-of-ways for bicyclists and pedestrians separated from vehicles) along the St. Johns River, Cameron Creek, Packwood Creek, Mill Creek, Modoc Ditch, the Santa Fe Railroad right-of-way and the San Joaquin Railroad right-of-way;
 - Provide Class II bikeways (striped bike lanes) along selected collector and arterial streets; and
 - Provide Class III bikeways (shared-use bike routes) along selected local, collector, and arterial streets.
 - New bikeway segments should be designed to fit together with existing bikeways to create a comprehensive, safe system including scenic routes for recreational use.
- T-P-40 Develop a community-wide trail system along selected planning area waterways, consistent with the Waterways and Trails Master Plan and General Plan diagrams.
- The system will feature greenway trail corridors along the St. John's River, Mill Creek, Packwood Creek, and Cameron Creek, as well as segments of Modoc and Persian creeks. The waterway corridors will provide recreational opportunities, new links between neighborhoods, parks, and Downtown, and a new way of*

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experiencing the City and understanding its natural setting. Waterway corridors will also provide enhanced habitat and storm drainage, as described in the Community Waterways section.

- T-P-41 Integrate the bicycle transportation system into new development and infill redevelopment. Development shall provide short term bicycle parking and long term bicycle storage facilities, such as bicycle racks, stocks, and rental bicycle lockers. Development also shall provide safe and convenient bicycle and pedestrian access to high activity land uses such as schools, parks, shopping, employment, and entertainment centers.
- T-P-42 Periodically update the City of Visalia Bikeway Plan, as needed.
- T-P-43 Develop and maintain an educational program to promote bicycle use and safety.
- T-P-44 Increase the safety of those traveling by bicycle by:
- Sweeping and repairing bicycle paths and lanes on a regular basis;
 - Ensuring that bikeways are signed and delineated according to Caltrans or City standards, and that lighting is provided as needed;
 - Providing bicycle paths and lanes on bridges and overpasses;
 - Ensuring that all new and improved streets have bicycle-safe drainage grates and are free of hazards such as uneven pavement or gravel;
 - Providing adequate signage and markings warning vehicular traffic of the existence of merging or crossing bicycle traffic where bike lanes and routes make transitions into or across roadways.
- T-P-45 Require that collector streets that are identified to function as links for the bicycle transportation system be provided with Class II bikeways (bike lanes) or signed as Class III bike route facilities.
- In such cases, the City may accommodate cyclists on these identified streets by widening the street or eliminating on-street parking if this will not significantly affect parking opportunities for local shoppers or by clearly indicating that bicycles may share travel lanes with automobiles.*
- T-P-46 Cooperate with other agencies to provide connection and continuation of bicycle corridors between Visalia and surrounding areas.
- T-P-47 Seek funding at the private, local, state, and federal levels for the expansion of the bicycle transportation system.
- T-P-48 Require construction of minimum sidewalk widths and pedestrian “clear zones” consistent with the Complete Streets cross-sections in this General Plan and with the City’s Engineering and Street Design Standards for each designated street type.
- T-P-49 *Work with the Visalia Unified School District, other school districts, and the County Superintendent of Education, to promote creation of school attendance

areas so as to minimize students' crossings of major arterial streets and facilitate students' safe travel to school on foot.

- T-P-50 *Provide pedestrian facilities that are accessible to persons with disabilities and ensure that roadway improvement projects address accessibility and use universal design concepts.
- T-P-51 Locate sidewalks, pedestrian paths, and appropriate crosswalks to facilitate access to all schools and other areas with significant pedestrian traffic. Whenever feasible, pedestrian paths shall be developed to allow for unobstructed pedestrian flow from within a neighborhood.
- T-P-52 Require, where security walls or fences are proposed for residential developments along arterial or collector streets, that pedestrian access be provided between the arterial or collector and the subdivision to allow access to transit vehicles operating on an arterial or collector street.
- T-P-67 Participate in the planning process for a potential Cross Valley Rail Line, which could provide east-west light rail service from Visalia to Huron and potentially connect to a future High Speed Rail system.
- T-P-68 Evaluate the feasibility of a future local light rail system or bus rapid transit (BRT) system in Visalia, which could connect to Tulare to the south and points east and west.
- The City should preserve right of way to support the preliminary light rail corridor or BRT system along Goshen Avenue, K Street, Santa Fe Street, and other roadways, as depicted on the Land Use diagram if either light rail or BRT is judged financially feasible.*
- T-P-69 Support regional high-speed inter-city rail development and service. Should California High Speed Rail develop a station in Hanford (or elsewhere in Kings or Tulare County), work with the California High Speed Rail Authority to develop local connections coordinated with the train schedule.
- T-P-71 Continue to participate in and advocate for collaborative efforts to improve railroad transportation facilities and reduce conflicts with the street system.

Mitigation Measures

None required.