

CHAPTER 5.0

Transportation and Circulation

Introduction

This chapter summarizes the current state of the transportation system in the Planning Area and the effects associated with implementation of the Proposed Project on the City's and region's transportation systems.

Environmental Setting

A brief description of the existing transportation and circulation conditions within the Planning Area is provided below.

Roadway System

Road Network

The City of Tulare is located in the western portion of Tulare County, California, which is adjacent to Kings County to the west, Kern County to the south, and Fresno County to the north. The City is located along State Route (SR) 99, approximately 10 miles south of the City of Visalia and approximately 60 miles north of the City of Bakersfield (Kern County), and falls under the jurisdiction of Caltrans District 6. SR 99 is the primary north-south State highway connecting the City with other parts of the Central Valley and the State. The primary roadways impacting the City are described below.

- **State Route 99** is a major state freeway facility that traverses north-south through Central and Northern California. SR 99 serves as the principal inter-regional auto and truck travel route that connects the Central Valley population centers represented by the Cities of Stockton, Modesto, Merced, Fresno, and Tulare with the Sacramento urban area to the north and the Bakersfield/Los Angeles urban basin to the south.

Within the City of Tulare, SR 99 serves as a major commuter route providing vital north-south circulation. Within the City limits, SR 99 is a general four-lane divided freeway with posted speed limits of 65 miles per hour (mph). Within the Tulare Planning Area, ingress and egress from SR 99 is provided by full-access interchanges at Avenue 184, Avenue 200, Paige Avenue, Bardsley Avenue, SR 137, Prosperity Avenue, Cartmill Avenue, Avenue 240, Avenue 248 and Avenue 264. K Street provides a northbound on-ramp; however, the southbound on-ramp to SR 99 has been closed due to structural concerns. Also, a new interchange is planned for Avenue 208/Commercial.

- **State Route 137**, also known as Inyo and Tulare Avenues, is a two- to four-lane arterial facility that runs in an east-west direction through the City. SR 137 connects to Kings County just west of the City's Planning Area to the City of Lindsay, which is approximately 10 miles to the east.
- **State Route 63 (Mooney Boulevard)** is a north-south, four-lane arterial that runs through the eastern side of the City and extends from Visalia on the north to Foster Drive in the City. This roadway is known as SR 63/Mooney Boulevard from Visalia to Tulare Avenue, where it changes to Mooney Boulevard. Mooney Boulevard primarily serves commercial and retail uses; however, scattered residential and agricultural uses exist along this corridor.
- **Paige Avenue** is an east-west roadway in the southern portion of the City. Within the Planning Area, Paige Avenue passes through intersections at K Street and Blackstone Street and extends eastward over SR 99. Paige Avenue continues east of SR 99 to Laspina Street then curves to the northeast as Foster Drive to an intersection with Turner Drive. Southbound freeway access between Paige Avenue and SR 99 is provided by hook ramps that connect to Blackstone Street north of Paige Avenue. Northbound freeway access is also provided by hook ramps located in the southeast quadrant of the interchange.
- **Laspina Street** is a major north-south roadway that runs parallel to and east of SR 99. Laspina Street provides access to the International Agri-Center site, Edison AgTAC, Tulare Golf Course, and Tulare Municipal Airport. North of Prosperity Avenue, Laspina Street primarily provides access to local residences.
- **Blackstone Street** is a north-south frontage road that runs east of and parallel to "K" Street and west of and parallel to SR 99 through the City of Tulare. This roadway extends from Paige Avenue in the south to Prosperity Avenue in the north.
- **K Street/Business 99** begins as a directional (i.e., northbound off and southbound on) ramp system at SR 99 in the vicinity of Tulare Municipal Airport. However, the K Street northbound off-ramp was closed in June 2003 due to a failure of the over crossing structure. Business 99/K Street runs north-south almost entirely parallel to the Union Pacific Railroad, into and through downtown Tulare. K Street forms an important local commute route to downtown Tulare and serves as an alternative to SR 99.
- **Prosperity Avenue** is a principal east-west travel corridor within the City's Planning Area. Prosperity Avenue is a major cross-town travel facility that is a four-lane arterial from J Street to Laspina Street then continues out of the City to the east and west as a two-lane arterial. Access to SR 99 is available at Prosperity Avenue.

- **Hillman Street** a north-south street that is used to travel between Tulare and Visalia. It is a two-lane major arterial, but widens to six-lanes between Leland Street and Prosperity Avenue. Hillman Street is used to access the Horizon Outlet Center and serves as a truck route through the City of Tulare.
- **West Street** is a major arterial in the City of Tulare Planning Area and runs in the north-south direction from Avenue 208 to the northern portion of the Planning Area. In addition, West Street is used as a bicycle route and truck route.

Levels of Service Criteria

Level of Service (LOS) is used to measure the operating conditions of an intersection or a roadway segment by considering many factors including traffic volume and capacity. 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 5-1 details the criteria defining the various Levels of Service by roadway type.

**TABLE 5-1.
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
2-Lane Rural Highway	2,400	4,800	7,900	13,500	22,900
6-lane Divided Expressway (with left-turn lanes)	35,500	42,200	46,200	55,800	60,000
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

Note:

1. Based on "Highway Capacity Manual", Transportation Research Board, 2000.
2. 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.

Existing and Future Traffic Conditions

Table 5-2 details the existing (2005) Levels of Service and the projected (2030) Levels of Service for the City’s major roadway segments (details on the modeling conducted can be found in Appendix D). As the table shows, all reviewed roadway segments are currently operating at Annual Average Daily Traffic (AADT)-based LOS ‘D’ conditions or better, which complies with current City criteria and the standard specified in the General Plan Update (Policy TC-2.3). The Proposed Project states that the City shall require that a LOS ‘D’ or better be maintained for both daily and peak hour conditions for most roadways and SR 99. For roadways in the downtown area, within ¼ mile for a freeway interchange, or adjacent to a regional commercial use, the City’s proposed policy recognizes that a LOS ‘E’ rating is acceptable in these areas due to the desired heavy use and physical constraints on roadway expansion.

Regional plans address the City’s roadways. The 2007 County RTP includes the widening of North Blackstone Street (Road 108) from two to four lanes as part of its Proposed 2007 Short-Range Capacity Increasing Projects. The County RTP Long-Range Projects list addresses additional improvements that will help the City’s future transit needs: expansion of SR 99 from four to six lanes and widening of SR 137 (Tulare Avenue/Avenue 232) from two to four lanes.

**TABLE 5-2
EXISTING AND FUTURE ROADWAY SEGMENT LEVELS-OF-SERVICE**

Roadway Segment	Limits	2005			2030		
		No. of Lanes	AADT	LOS	No. of Lanes	AADT	LOS
Avenue 184	Pratt to I Street	2	3,040	A	2	4,450	A
Avenue 184	I Street to Road 112	2	4,790	A	2	6,280	A
Avenue 184	Road 112 to Road 124	2	510	A	2	720	A
Avenue 196	Pratt Street to I Street	2	790	A	2	1,610	A
Avenue 200	I Street to Hosfield Drive	2	2,680	A	2	8,970	C
Hosfield Drive	Avenue 200 to Laspina Street	2	370	A	2	4,880	A
Avenue 200	Laspina Street to Spacer Drive	2	1,450	A	2	2,290	A
Avenue 200	Spacer Drive to Road 140	2	2,140	A	2	4,290	A
Agri-Center Drive	Pratt Street to I Street	-	-	-	-	17,080	A
Agri-Center Drive	I Street to K Street	-	-	-	-	27,890	C
Agri-Center Drive	K Street to Laspina Street	-	-	-	-	37,600	B
Agri-Center Drive	Laspina Street to Turner Drive	-	-	-	-	25,360	C
Agri-Center Drive	Turner Drive to Oakmore Street	-	-	-	-	10,940	A
Agri-Center Drive	Oakmore Street to Road 132	-	-	-	-	8,190	A
Paige Avenue	Road 76 to Enterprise St	2	350	A	2	2,690	A
Paige Avenue	Enterprise Street to West Street	2	1,960	A	2	6,590	A
Paige Avenue	West Street to Pratt Street	2	1,350	A	2	14,380	A
Paige Avenue	Pratt Street to I Street	2	1,260	A	2	15,920	A
Paige Avenue	I Street to Blackstone Street	2	7,460	A	2	21,820	A
Paige Avenue	Blackstone Street to Laspina Street	2	11,060	B	2	25,520	A
Paige Avenue/ Foster Drive	Laspina Street to Turner Drive	2	5,890	A	2	20,210	A
Bardsley Avenue	Enterprise Street to West Street	2	1,390	A	2	9,250	A
Bardsley Avenue	West Street to E Street	2	1,590	A	2	11,970	A

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EXISTING AND FUTURE ROADWAY SEGMENT LEVELS-OF-SERVICE**

Roadway Segment	Limits	No. of Lanes	2005		2030		
			AADT	LOS	No. of Lanes	AADT	LOS
Bardsley Avenue	E Street to K Street	2	8,060	A	2	17,850	A
Bardsley Avenue	K Street to Blackstone Street	4	12,410	A	4	20,600	A
Bardsley Avenue	Blackstone Street to Laspina Street	4	18,400	A	4	26,120	C
Bardsley Avenue	Laspina Street to Mooney Boulevard	4	12,350	A	4	21,370	A
Bardsley Avenue	Mooney Boulevard to Oakmore Street	2	7,610	A	2	20,040	A
Bardsley Avenue	Oakmore Street to Road 126	2	5,790	A	2	20,380	A
Bardsley Avenue	Road 126 to Road 132	2	3,870	A	2	5,620	A
Inyo Avenue (SR 137)	Road 68 to Enterprise Street	2	2,430	A	2	2,820	A
Inyo Avenue (SR 137)	Enterprise Street to West Street	4	5,700	A	4	10,250	A
Inyo Avenue (SR 137)	West Street to E Street	2	9,600	A	2	16,320	A
Inyo Avenue (SR 137)	E Street to J Street	2	11,400	A	2	18,180	B
Inyo Avenue (SR 137)	J Street to M Street	2	5,700	A	2	9,940	A
Inyo Avenue	M Street to O Street	4	4,080	A	4	3,020	A
Tulare Avenue	Cross Avenue to West Street	4	4,300	A	4	5,300	A
Tulare Avenue	West Street to E Street	4	1,220	A	4	1,550	A
Tulare Avenue	E Street to J Street	4	1,020	A	4	1,240	A
Tulare Avenue	J Street to M Street	4	8,050	A	4	15,270	A
Tulare Avenue (SR 137)	M Street to O Street	4	15,000	A	4	15,360	A
Tulare Avenue (SR 137)	O Street to Blackstone Street	4	19,300	B	4	23,500	C
Tulare Avenue (SR 137)	Blackstone Street to Laspina Street	4	21,100	A	4	32,360	D
Tulare Avenue (SR 137)	Laspina Street to Mooney Boulevard	4	16,100	A	4	24,310	B
Tulare Avenue (SR 137)	Mooney Boulevard to Oakmore Street	4	11,200	A	4	17,375	A
Tulare Avenue (SR 137)	Oakmore Street to Road 132	2	11,300	B	2	10,740	B
Tulare Avenue (SR 137)	Road 132 to Road 140	2	11,090	B	2	11,530	C
Cross Avenue	Enterprise Street to Tulare Avenue	2	2,180	A	2	14,980	A
Cross Avenue	Tulare Avenue to West Street	2	1,530	A	2	14,980	A
Cross Avenue	West Street to E Street	4	10,350	A	4	16,150	A
Cross Avenue	E Street to J Street	4	13,350	A	4	20,760	A
Cross Avenue	J Street to O Street	4	10,690	A	4	11,640	A
Cross Avenue	O Street to Blackstone Street	4	8,860	A	4	10,630	A
Cross Avenue	Blackstone Street to Laspina Street	2	8,640	A	2	14,240	C
Cross Avenue	Laspina Street to Mooney Boulevard	2	5,900	A	2	7,920	A
Prosperity Avenue	Road 68 to Enterprise Street	2	280	A	2	490	A
Prosperity Avenue	Enterprise Street to West Street	2	3,320	A	2	17,340	A
Prosperity Avenue	West Street to J Street	2	10,140	A	2	27,850	C
Prosperity Avenue	J Street to M Street	4	9,840	A	4	21,240	A

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EXISTING AND FUTURE ROADWAY SEGMENT LEVELS-OF-SERVICE**

Roadway Segment	Limits	No. of Lanes	2005		2030		
			AADT	LOS	No. of Lanes	AADT	LOS
Prosperity Avenue	M Street to Blackstone Street	4	13,110	A	4	24,670	B
Prosperity Avenue	Blackstone Street to Hillman Street	4	31,760	D	4	49,150	E
Prosperity Avenue	Hillman Street to Laspina Street	4	11,510	A	4	33,540	A
Prosperity Avenue	Laspina Street to Mooney Boulevard	2	8,210	A	2	36,600	B
Prosperity Avenue	Mooney Boulevard to Oakmore Street	2	5,360	A	2	9,463	A
Prosperity Avenue	Oakmore Street to Road 132	2	4,210	A	2	4,680	A
Avenue 248	Road 68 to Enterprise Street	2	400	A	2	6,180	A
Avenue 248	Enterprise Street to West Street	2	325	A	2	16,240	A
Avenue 248	West Street to J Street	2	1,090	A	2	27,870	A
Cartmill Avenue	J Street to M Street	2	10,030	A	2	45,750	D
Cartmill Avenue	M Street to Road 100	2	5,120	A	2	53,140	E
Cartmill Avenue	Road 100 to Retherford Street	2	5,450	A	2	28,450	A
Cartmill Avenue	Retherford Street to Hillman Street	2	3,720	A	2	27,860	A
Cartmill Avenue	Hillman Street to Laspina Street	2	3,860	A	2	24,570	B
Cartmill Avenue	Laspina Street to Mooney Boulevard	2	3,800	A	2	17,740	A
Avenue 248	Mooney Boulevard to Oakmore Street	2	1,580	A	2	18,370	A
Avenue 248	Oakmore Street to Road 132	2	990	A	2	18,360	A
Avenue 256	Enterprise Street to West Street	2	100	A	2	9,790	B
Avenue 256	West Street to J Street	-	-	-	-	8,840	A
Avenue 256	J Street to Road 100	-	-	-	-	10,060	A
Oakdale Avenue	Road 100 to Hillman Street	2	780	A	2	9,520	A
Oakdale Avenue	Hillman Street to Mooney Boulevard	2	2,340	A	2	10,230	A
Avenue 256	Mooney Boulevard to Oakmore Street	2	3,140	A	2	8,600	A
Avenue 256	Oakmore Street to Road 140	2	2,820	A	2	7,300	A
Avenue 264	SR 99 Freeway to Road 100	2	3,200	A	2	3,930	A
Avenue 264	Road 100 to Road 108	2	1,970	A	2	3,890	A
Avenue 264	Road 108 to Mooney Boulevard	2	1,400	A	2	6,180	A
Avenue 264	Mooney Boulevard to Road 124	2	3,200	A	2	950	A
State Route 99	Avenue 184 to Avenue 200	4	44,500	C	4	65,400	B
State Route 99	Avenue 200 and Bardsley Avenue	4	43,000	B	4	96,105	D
State Route 99	Bardsley Avenue and State Route 137	4	48,000	C	4	103,140	D
State Route 99	State Route 137 and Prosperity Avenue	4	49,500	C	4	102,310	D
State Route 99	Prosperity Avenue and Avenue 264	2	45,000	C	2	80,550	C
Enterprise Street	Paige Avenue to Bardsley Avenue	2	280	A	2	5,820	A
Enterprise Street	Bardsley Avenue to Inyo Avenue	2	590	A	2	8,110	A
Enterprise Street	Inyo Avenue to Cross Avenue	2	460	A	2	6,440	A
Enterprise Street	Cross Avenue to Prosperity Avenue	2	700	A	2	15,690	A
Enterprise Street	Prosperity Avenue to Avenue 248	2	250	A	2	16,070	A

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Roadway Segment	Limits	No. of Lanes	2005		2030		
			AA DT	LOS	No. of Lanes	AA DT	LOS
Enterprise Street	Avenue 248 to Avenue 256	2	160	A	2	7,610	C
West Street	Paige Avenue to Bardsley Avenue	2	1,110	A	2	16,390	A
West Street	Bardsley Avenue to Inyo Avenue	2	4,810	A	2	22,080	C
West Street	Inyo Avenue to Cross Avenue	2	6,740	A	2	17,850	A
West Street	Cross Avenue to Prosperity Avenue	2	4,540	A	2	17,660	A
West Street	Prosperity Avenue to Avenue 248	2	6,120	A	2	16,320	A
West Street	Avenue 248 to Avenue 256	2	4,640	A	2	7,430	A
Road 92	Avenue 256 to SR 99 Freeway	2	4,460	A	2	3,910	A
Pratt Street	Avenue 196 to Agri-Center Drive	2	3,120	A	2	12,540	A
Pratt Street	Agri-Center Drive to Paige Avenue	2	1,750	A	2	22,590	B
Pratt Street	Paige Avenue to Bardsley Avenue	2	1,570	A	2	13,120	A
Pratt Street	Bardsley Avenue to Inyo Avenue	2	630	A	2	8,570	A
I Street	Avenue 184 to Avenue 196	2	1,170	A	2	440	A
I Street	Avenue 196 to Agri-Center Drive	2	1,270	A	2	10,940	A
I Street	Agri-Center Drive to Paige Avenue	2	2,920	A	2	6,700	A
I Street	Paige Avenue to Bardsley Avenue	2	160	A	2	1,770	A
K Street	Avenue 200 to Agri-Center Drive	4	8,810	A	4	9,740	D
K Street	Agri-Center Drive to Paige Avenue	4	7,102	A	4	20,190	A
K Street	Paige Avenue to Bardsley Avenue	4	7,150	A	4	18,400	A
K Street / J Street	Bardsley Avenue to Inyo Avenue	4	10,750	A	4	20,640	A
J Street	Inyo Avenue to Tulare Avenue	4	9,120	A	4	25,230	C
J Street	Tulare Avenue to Cross Avenue	4	12,740	A	4	22,810	B
J Street	Cross Avenue to Prosperity Avenue	4	8,150	A	4	18,350	A
J Street	Prosperity Avenue to Cartmill Avenue	2	7,810	A	2	17,460	A
J Street	Cartmill Avenue to Avenue 256	2	6,310	A	2	12,290	A
M Street	Tulare Avenue to Cross Avenue	2	1,470	A	2	2,470	A
M Street	Cross Avenue to Prosperity Avenue	2	1,210	A	2	2,810	A
M Street	Prosperity Avenue to Oaks Street	2	1,830	A	2	3,100	A
M Street	Oaks Street to Cartmill Avenue	2	4,210	A	2	13,100	D
O Street	Continental Avenue to Bardsley Avenue	2	630	A	2	680	A
O Street	Bardsley Avenue to Inyo Avenue	4	3,120	A	4	9,760	A
O Street	Inyo Avenue to Tulare Avenue	4	9,560	A	4	12,270	A
O Street	Tulare Avenue to Cross Avenue	2	1,090	A	2	2,300	A
Retherford Street/Leland Avenue	Hillman Street to Cartmill Avenue	2	560	A	2	20,690	C
Blackstone Street	Paige Avenue to Bardsley Avenue	4	2,260	A	4	4,160	A
Blackstone Street	Bardsley Avenue to Tulare Avenue	4	4,540	A	4	5,570	A
Blackstone Street	Tulare Avenue to Cross Avenue	4	9,210	A	4	14,450	A

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Roadway Segment	Limits	No. of Lanes	2005		2030		
			AADT	LOS	No. of Lanes	AADT	LOS
Blackstone Street	Cross Avenue to Prosperity Avenue (S)	4	13,160	A	4	27,830	C
Blackstone Street	Prosperity Avenue (S) to Prosperity Avenue (N)	4	15,910	A	4	20,110	A
Hillman Street	Prosperity Avenue to Leland Avenue	6	22,800	A	6	50,790	E
Hillman Street	Leland Avenue to Cartmill Avenue	2	8,790	A	2	33,670	B
Hillman Street	Cartmill Avenue to Oakdale Avenue	2	8,950	A	2	25,460	C
Road 108	Oakdale Avenue to Avenue 264	2	6,800	A	2	21,190	A
Tex Drive	Avenue 200 / Hosfield Drive to Laspina Street	2	1,430	A	2	40	A
Laspina Street	Avenue 184 to Hosfield Drive / Avenue 200	2	1,100	A	2	1,120	A
Laspina Street	Avenue 200 / Hosfield Drive to Agri-Center Drive	4	4,810	A	4	11,210	A
Laspina Street	Agri-Center Drive to Paige Avenue	4	6,650	A	4	27,840	A
Laspina Street	Paige Avenue to Bardsley Avenue	4	9,170	A	4	9,700	A
Laspina Street	Bardsley Avenue to Tulare Avenue	2	5,420	A	2	8,050	A
Laspina Street	Tulare Avenue to Prosperity Avenue	2	7,300	A	2	18,370	A
Laspina Street	Prosperity Avenue to Paseo Del Lago (S)	2	3,060	A	2	17,570	A
Turner Drive/Spacer Drive	Avenue 200 to Avenue 208	2	4,240	A	2	11,400	A
Turner Drive	Avenue 208 to Agri-Center Drive	2	4,250	A	2	11,330	A
Turner Drive	Agri-Center Drive to Foster Drive	2	4,170	A	2	25,560	D
Mooney Boulevard	Foster Drive to Bardsley Avenue	2	5,010	A	2	35,380	B
Mooney Boulevard	Bardsley Avenue to Tulare Avenue	4	8,060	A	4	37,040	B
Mooney Boulevard	Tulare Avenue to Prosperity Avenue	4	16,200	A	4	45,920	D
Mooney Boulevard	Prosperity Avenue to Cartmill Avenue	4	15,610	A	4	44,030	D
Mooney Boulevard	Cartmill Avenue to Oakdale Avenue	4	19,680	A	4	46,070	D
Mooney Boulevard	Oakdale Avenue to Avenue 264	4	21,030	A	4	40,180	C
Oakmore Street	Agri-Center Drive to Avenue 224	2	1,490	A	2	6,990	A
Oakmore Street	Avenue 224 to Avenue 232	2	1,120	A	2	6,000	A
Oakmore Street	Avenue 232 to Prosperity Avenue	-	-	-	-	5,230	A
Oakmore Street	Prosperity Avenue to Avenue 248	2	160	A	2	2,130	A
Oakmore Street	Avenue 248 to Avenue 256	2	380	A	2	1,950	A
Oakmore Street	Avenue 256 to Avenue 264	2	1,300	A	2	2,020	A

Source: OmniMeans November 2007.

Transit

Transit opportunities within the City of Tulare include a variety of public and private service providers. Where service is available, public transit is utilized primarily by a transit-dependent population: the elderly, students, low-income residents and the physically handicapped. Local public transit is provided by Tulare Transit Express, which offers both a fixed route schedule and a demand response Dial-A-Ride service. Annual ridership is 312,099 for the fixed route system and 42,579 for the Dial-A-Ride service.

Transit service connecting the City of Tulare to other Tulare County communities is run by Tulare County Area Transit (TCaT). TCaT provides reliable and convenient public transit service between cities and in-city transit services for many small communities throughout Tulare County. Fixed route and demand-response Dial-A-Ride services are offered Monday through Friday. All ages are welcome to ride either service. Riders with special needs may request a route deviation by calling at least one day in advance of service. Riders may connect with other transit services by riding TCaT to stops in the cities of Porterville, Tulare, Dinuba, Visalia, and Woodlake. Separate fares are required to board those systems. Finally, TCaT coordinates its schedule and transfer times with city transit agencies for ease of service.

In addition to the public transit opportunities described, private common carriers include Greyhound Bus Lines and Orange Belt Stages. Greyhound offers frequent passenger and package. Greyhound arrives/departs from the community of Goshen, located west of Visalia. Orange Belt Stages provides transportation to communities throughout the Valley and California's Central Coast, as well as Las Vegas.

Non-Vehicular Transportation

Non-vehicular transportation is a key part to any city and remains at the core of the City of Tulare's 'compact' urban fabric. Through bicycle trails, safe school routes, and pedestrian friendly retail, the City of Tulare lessens its dependence on foreign energy and strengthens its sense of community.

Existing non-vehicular circulation routes include pedestrian school routes and bicycle paths. These are described as follows.

Safe Routes to Schools

Safe Routes to Schools (SR2S) projects encourage and enable children to walk and cycle to school through a combined package of practical and educational measures.

The SR2S projects also:

- Improve road safety and reduce child casualties;
- Improve children's health and development; and
- Reduce traffic congestion and pollution.

SR2S projects involve:

- The whole school community;
- Local residents;
- Local authorities;
- Health and education workers; and
- Police.

Successful SR2S projects are child-centered, build on small steps to raise awareness and change travel behavior, and benefit the whole local community by helping to create safer, healthier environments.

Active & Safe Routes to School is a national program encouraging the use of active modes of transportation to and from school. The benefits include:

- Increased physical activity for children and youth;
- A healthier lifestyle for the whole family;
- Less traffic congestion around schools;
- Safer, calmer streets and neighborhoods; and
- Improved air quality and a cleaner environment.

The City of Tulare is eligible to apply for SR2S funding through Tulare County.

Bicycle Paths

With the onset of air quality attainment strategies and congestion management concerns, bicycling is considered an effective alternative mode of transportation. Bicycling can help improve air quality and reduce the number of vehicles traveling along congested facilities within cities and communities. The City of Tulare offers a relatively level topography that allows for the opportunity to utilize bicycles.

The Rails to Trails program has been effective in turning abandoned railroad tracks into pedestrian/bicycling thruways. The Tulare Santa Fe Trail was formally a spur line utilized by the Southern Pacific and the Burlington Northern/Santa Fe Railroads until 1989. The City of Tulare acquired the property, which extends 4 miles, from Prosperity Avenue on the east across town to Inyo Avenue on the west.

The trail system travels through visually diverse areas including the more rural sections at the western and eastern edges of the City, residential areas, downtown and the redevelopment area. The trail also links directly with existing bicycle paths and facilitates bicycle and pedestrian travel from residential areas to the downtown area, commercial/retail shopping areas, and schools. An equestrian trail is also included. The trail's lighting is used until 10:00 p.m. daily.

Trucking

Heavy-duty trucks account for the majority of goods movement in the City of Tulare with rail providing the regional shipment mode.

Agricultural and industrial land uses are the principal generators of heavy-duty truck traffic in the City. Since agriculture is a relatively mature industry in the City, overall truck traffic generated by agricultural uses should remain stable in the future. However, relocation and replacement of individual agricultural processing plants and other new industries can significantly alter both regional and localized patterns and concentrations of truck traffic within the City and surrounding communities that have an effect on the City's circulation. As continued industrial growth is expected to increase within the City, the scale of industrial-related truck traffic will continue to increase.

Several state highway facilities in Tulare County are designated Surface Transportation Assistance Act (STAA) routes or terminal access routes including SR 99, which is also included in the state truck network. STAA routes permit a single trailer with a 48-foot maximum length or double trailers with a maximum length of 28.5 feet for each trailer.

According to Caltrans, the percentage of heavy-duty trucks on State highways ranges by location. The vehicle composition on State Route 99 contains 28 percent heavy-duty trucks. Studies indicate that many of the truck trips on SR 99 do not originate or terminate within the City of Tulare; rather, truck traffic is inter-regional with origins and destinations generally north and south of Tulare County.

Aviation

Mefford Field is a general aviation facility actively used by both local and transient aircraft with an estimated 30,000 annual operations. It provides a fixed base of operations for the Tulare Mosquito Abatement District and seven aviation related commercial enterprises. Included within the 180 acre facility are six conventional hangar buildings, two 10-unit T-hangars and twelve single engine individual hangar units. The objectives of the City are to implement provisions of the Airport Master plan.

The Tulare Aviation Commission, a five member advisory board appointed by the City Council, is charged with the responsibility of recommendation to the City Council in all areas related to airport use, improvements, and development. At the present time, Valley Aircraft holds a concessionaire agreement with the City for physical operation of the facility.

Regionally the only passenger air service within the County is provided at the Visalia Municipal Airport (VIS). This service is a daily circuit from Visalia to Fresno/Yosemite International Airport (FAT) and Los Angeles International Airport (LAX) with connections to other destinations.

Rail

The railroad provides for regional shipment of goods and services while trucking accounts for the majority of intra-city shipments. The Union Pacific Railroad provides freight service to the City of Tulare, connecting the City with major markets within California (Oakland/San Francisco/San Jose, Sacramento, and Los Angeles) and to other destinations north and east. Freight terminals and service to specific industries are located throughout the county. Though the railroads are reluctant to provide information on the amount of freight originating in the City, it is likely that the predominant mode for freight movements in the City will continue to be by truck in the foreseeable future. This is certainly the trend expected for raw agricultural commodities moving to packing and process facilities.

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 in Kings County. AMTRAK provides bus connections to and from the City of Tulare to the Hanford station on a daily basis. Either Orange Belt Stages or Greyhound provides services for AMTRAK, which provide for two daily trips into Hanford.

Regulatory Setting

Federal Regulations

Transportation Equity Act for the 21st Century (TEA-21)

On June 9, 1998, the Clinton Administration signed into law PL 105-178 authorizing highway, highway safety, transit, and other surface transportation programs for the next six years. TEA-21 builds on the initiatives established in the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991, which was the previous major authorizing legislation for surface transportation. Re-authorization of this bill with a focus on funding safety improvements is anticipated in fall of 2004.

Safe, Accountable, Flexible and Efficient Transportation Equity Act of 2003 (SAFETEA)

The Bush Administration's SAFETEA bill offers proposals to make our highways safer. Enactment of this bill would be an important step in reducing highway fatalities and injuries, and providing greater flexibility to State and local governments to use these funds consistent with a comprehensive strategic highway safety plan. The President's proposal would provide funding for highway and safety programs and for public transportation programs from fiscal year 2004 through fiscal year 2009.

State Regulations

Government Code Section 65302(b)

The General Plan shall include a Circulation Element consisting of the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and other local public utilities and facilities, all correlated with the Land Use Element of the plan.

Government Code Section 65303

The General Plan may address any other subjects which, in the judgment of the legislative body, relate to the physical development of the county or city.

Federal Clean Air Act

The Federal Clean Air Act, coupled with TEA 21, and foreseeable legislation, requires that the RTP integrate transportation and air quality during the planning process. The 1990 California Clean Air Act (CAA) Amendment requires the following stipulations in order to receive federal funding:

- Establish a permitting program that achieves no net increase in stationary source emissions;
- Develop a strategy to reduce vehicle trips, use and miles traveled;
- Increase average vehicle ridership to 1.5 persons per vehicle during commute hours;
- Establish Best Available Retrofit Control Technology (BARCT) requirements for all permitted sources; and
- Development of indirect and area source programs.

Failure to meet Federal and State requirements of the CAAA may result in the following disciplinary actions:

- Limitations on the use of federal funds for highway construction;
- Cut off of federal grants for construction of sewage treatment plants; and
- Prohibition of development of new stationary sources of air pollution.

Local Regulations

Tulare County General Plan

In accordance with Government Code Sections 65302 (b) and 65303, the County of Tulare has a General Plan Element titled Transportation and Circulation. The General Plan outlines goals and

policies that all the cities and developments within the County of Tulare must adhere to. The County of Tulare General Plan has five goals that address bike and trail, public transportation, rail transportation, aviation, and roadways and highways. Currently, the General Plan is in its review stages before it is officially adopted by the county.

The City of Tulare General Plan

In accordance with Government Code Sections 65302 (b) and 65303, and the County of Tulare, the City of Tulare has a Transportation and Circulation Element within its General Plan. There are a total of 10 goals that address a range of transportation and circulation issues, such as but not limited to, rail, aviation, the movement of goods, parking, and non-vehicular circulation. All existing and new projects must be consistent with the criteria and standards outline within the 10 goals and their respective policies.

The City of Tulare Code of Ordinances

Title 9 of the City of Tulare Code of Ordinances addresses the specific issues for existing and new projects. Some of the issues addressed are, but not limited to, through and stop streets (9.28), truck routes (9.32), trains (9.40), and transportation demand management plan (9.64).

Methodology

Traffic Model Based on Land Use

The City of Tulare roadway volume model for the Proposed Project estimates that the base-year (2005) land uses generate 222,400 daily trips and attract 191,600 daily trips. Trips are generated primarily by households and attracted by non-residential uses for the purposes of work, shopping, school, etc. The 30,800 trip imbalance (13 percent) indicates that some City residents leave the City to satisfy their employment and shopping needs. Under ideal conditions, a City's productions and attractions should be equal.

The build-out roadway volume model for the Proposed Project, based on the General Plan Land Use Diagram, generated 619,100 trips and attracted 788,900 trips, resulting in a 169,800 trip imbalance (22 percent). For existing conditions, the imbalance was on the side attractions. At 2030, this has changed, and the City will attract more inbound trips than outbound trips.

As Table 5-2 illustrates, there are a total of 154 roadway segments evaluated for 2005 LOS ratings, while 163 roadway segments were evaluated for projected 2030 LOS ratings. For roadway segments with both a 2005 and 2030 evaluation, the LOS ratings of 39 road segments are projected to worsen from their 2005 LOS rating, and one segment is projected to improve its LOS rating. Of the 39 segments negatively impacted by the Proposed Project, 11 are projected to be reduced to a LOS 'D' by 2030, and less than 2 percent (three segments) of the total evaluated roadway segments are anticipated to be rated at a LOS "E." Two of the three impacted segments move from a LOS "A" to a LOS 'E' while the third segment moves from a LOS 'D' to a LOS "E."

As presented in the Proposed Project, the City build-out population assumes a residential density nearly the same as existing conditions. However, the build-out land use assumes an increase in number of workers per household. Based on existing employment density (one employed person per household), the City would have an excess of jobs, which would need to be filled either by another employed person per household or by workers from outside the City.

Based on the LOS analysis and model imbalance, the model network was refined to more reasonably and practically distribute traffic. The specific model adjustments are listed below:

- Cartmill Avenue ultimate build-out of a six lane divided roadway from Oakmore Street to West Street;
- A two lane roadway connection from Cartmill Avenue to Oakmore Street;
- Diamond interchange at Oakdale Avenue / State Route 99;
- Network speed adjustments based upon speed survey data; and
- Centroid adjustments, roadway capacity class adjustments and networks corrections, as needed.

Standards of Significance

The significance criteria for this analysis were developed from criteria presented in Appendix G, “Environmental Checklist Form”, of the CEQA Guidelines and based on the professional judgment of the City of Tulare and its consultants. The project (or the project alternatives) would result in a significant impact if it would:

- Cause, in the Project Area, the operations at one or more roadway segments to deteriorate to levels below a LOS D/E standard, as described earlier.
- Result in planned transit services that would not meet the additional transit demand generated by the Proposed Project and result in unmet transit needs; or
- Result in bicycle facilities that would not provide adequate capacity for the additional bicycle trips generated by the Proposed Project.

Impacts and Mitigation Measures

Impact TC-1: The Proposed Project would result in a substantial increase in vehicular traffic on roadways in the Project Area.

Impact Summary

Level of Significance Before Mitigation: <i>Significant</i>
Required Mitigation Measures: <i>No additional feasible mitigation measures are currently available to reduce this impact to a less-than-significant level.</i>
Level of Significance After Mitigation: <i>Significant and Unavoidable</i>

Impact Analysis

The City of Tulare model estimates that the base-year land uses generates 222,400 daily trips and attracts 191,600 daily trips. Trips are generated primarily by households and attracted by non-residential uses for the purposes of work, shopping, school, etc. The 30,800 trip imbalance (13 percent) indicates that some City residents leave the City to satisfy their employment and shopping needs. Under ideal conditions, a City’s productions and attractions should be equal. The more unbalanced a City’s productions and attractions, the less sustainable the land use mix.

The build-out model, based on the currently proposed land use assumptions, generated 619,100 trips and attracted 788,900 trips, resulting in a 169,800 trip imbalance (22 percent). The build-out year trip imbalance is a five-fold increase over existing General Plan assumptions.

However, the build-out land use assumes an increase in number of workers per household. Based on existing employment density (one employed person per household), the City would have an excess of jobs. If the employment density doubled to two employed persons per household, the City would still have an excess of jobs. Workers from outside the City would need to fill these jobs and utilize the businesses services for the build-out land use to be sustainable.

Further, analysis of future traffic volume indicates that forecasted vehicular congestion and negative impacts to the City’s roadway Levels of Service are primarily impacted by non-residential development (i.e., commercial and industrial land uses).

Table 5-2 above identifies the existing LOS for the City based on 154 key roadway segments. Table 5-2 also contains the projected roadway volume associated with the Proposed Project; however, this analysis is provided for 163 roadway segments. As of 2005, the Project Area’s existing roadway network has only one segment with a LOS of ‘D’. The other 153 evaluated roadway segments are classified as supporting stable vehicular flow with a LOS of ‘A’, ‘B’, or ‘C’. No LOS ‘E’ or ‘F’ roadway segments exist under current conditions.

The initial analysis of the traffic volumes associated with the Proposed Project indicated that there were a number of segments that would be significantly impacted. As part of the development of the Circulation Diagram, adjustments (physical improvements needed) were included in the General Plan Update to reduce these impacts. As a result of these adjustments, only three of the 163 roadway segments (< 2 percent) evaluated for 2030 had a LOS of ‘E’. Of these three roadway segments, only one falls outside the areas defined as acceptable for having a

LOS of ‘E’ (downtown, within ¼ mile of a highway interchange, or adjacent to a regional commercial designation). The roadway segments with a projected 2030 LOS of ‘E’ are listed in Table 5-3 below.

**TABLE 5-3
PROJECTED LOS IMPACT TO PROJECT AREA ROADWAYS**

Roadway Segment	Limits	Projected Number of Lanes	Projected AADT	Project LOS	Significant Impact
Prosperity Avenue	Blackstone Street to Hillman Street	6	49,150	E	No
Cartmill Avenue	M Street to Road 100	6	53,140	E	No
Hillman Street	Prosperity Avenue to Leland Avenue	6	50,790	E	Yes

The Proposed Project contains numerous policies and implementation measures designed to address a variety of transportation impacts.

Policy TC-1.1 focuses on providing and maintaining a safe multi-modal transportation system. Policy TC-2.3 requires a LOS ‘D’ or better be maintained for both daily and peak hour conditions for most roadways and SR 99. For roadways in the downtown area, within ¼ mile for a freeway interchange, or adjacent to a regional commercial use, the City’s proposed policy recognizes that a LOS ‘E’ rating is acceptable in these areas due to the desired heavy use and physical constraints on roadway expansion. Policy TC-2.9 addresses improving existing roadway links and intersections that are identified as operating below Level of Service ‘D’ or ‘E’ (as applicable). Implementation Measure TC-2 supports policy TC-2.3 by stating that Tulare shall identify economic, design, and planning solutions to improve existing levels-of-service currently below LOS ‘D’ or ‘E’ (as applicable). TC-2.25 seeks to adequately manage vehicular traffic flows by encouraging residential subdivisions to provide access from collector streets and discourage the use of local streets as alternatives (a bypass) to congested arterials. The Proposed Project also contains policies focused on vehicular traffic moving into and out of the Project Area. Policies LU-2.11 and LU-14.4 focus on regional planning and coordination. Even with the implementation of the policies and measures listed below, this impact is still considered significant due to the LOS ‘E’ rating of the roadway segment on Hillman Street between Prosperity Avenue and Leland Avenue.

In reviewing the City’s LOS criteria in the Proposed Project, the Horizon Outlet Mall is designated as Community Commercial. This location, given its use, should be designated as Regional Commercial in order to reflect its current use. If this is modified to Regional Commercial during the hearing process, the roadway segment on Hillman Street between Prosperity Avenue and Leland Avenue would not be considered a significant impact.

Policies designed to minimize this impact through the development of integrated, efficient, and safe roadway systems include the following:	
TC-1.1 Integrated Transportation System	TC-3.4 Developer Dedication
TC-1.2 Road Improvements	TC-3.5 Other Funding Sources
TC-2.1 Circulation Diagram	TC-4.1 Transit Use Promotion
TC-2.2 Roadway Standards	TC-7.1 TSM/TDM
TC-2.3 Level of Service Standard	TC-7.2 TSM/TDM Strategy
TC-2.7 Tulare Loop Roadway	TC-7.3 Demand Reduction and Capacity Extension
TC-2.8 Traffic Signal Spacing	TC-8.1 Truck Route System
TC-2.9 Roadway Improvements	TC-8.2 Access to Transportation

TC-2.10 Local Street Traffic TC-2.11 Arterial Mobility TC-2.12 Collector Road Design TC-2.21 Master Planned Commercial Development TC-2.25 Limiting Local Street Use TC-2.28 Traffic Signal Management TC-2.30 Commercial Area Access TC-3.2 Fair Share Improvements TC-3.3 Roadway Improvement Funding Sources	TC-8.3 Regional Coordination Implementation Measure TC-1 Implementation Measure TC-2 Implementation Measure TC-3 Implementation Measure TC-9 Implementation Measure TC-10 Implementation Measure TC-11 Implementation Measure TC-12
Policies designed to minimize this impact through the development of properly-planned roadway systems include the following:	
LU-2.9 Regional Cooperation LU-2.11 Regional Planning LU-3.7 Neighborhood Noise Abatement LU-4.14 Incorporation of Alternative Transportation	LU-5.5 Special Trip Commercial Uses LU-6.7 Industrial Transportation Access LU-8.7 Roads Support Adjacent Land Use LU-14.4 Regional Coordination

Required Mitigation Measures

During development of the General Plan Update’s Circulation Diagram and traffic model, additional physical changes to the roadway system were determined to be necessary to mitigate potential impacts. These modifications were added to the Proposed Project and were assumed to occur as part of the City’s development.

Given physical limitations, no additional feasible mitigation is currently available to reduce this impact to a less-than-significant level.

Significance after Implementation of Mitigation for Impact TC-1

Measures designed to mitigate the negative impacts of the Proposed Project on the one identified roadway segment in Table 5-4 may be included in specific roadway / transportation improvement projects at a later date; however, those are unspecified at this time. No additional feasible mitigation measures are currently available to reduce this impact to a less-than-significant level; therefore, this impact is considered *significant and unavoidable*.

Impact TC-2: The Proposed Project would result in a substantial increase in vehicular traffic on State highways.

Impact Summary

Level of Significance Before Mitigation: <i>Less-than-Significant</i>
Required Mitigation Measures: <i>No mitigation measures are required</i>
Level of Significance After Mitigation: <i>Less-than-Significant</i>

Impact Analysis

Table 5-2 above identifies the existing LOS for the City based on 154 key roadway segments. Table 5-2 also contains the projected roadway volume associated with the Proposed Project;

however, this analysis is provided for 163 roadway segments. As of 2005, the existing State highway roadway network in and around the City has no segments with a LOS below a 'C', which indicates all segments have stable vehicular flows.

The analysis of the traffic volumes associated with the Proposed Project indicates that the State highway roadway segments evaluated in the Planning Area would have increased traffic volumes, but all segments would have an LOS 'D' or better.

The Proposed Project contains numerous policies and implementation measures designed to address a variety of vehicular traffic impacts. Some of the key policies are described below.

Policy TC-1.1 focuses on providing and maintaining a safe multi-modal transportation system. Policy TC-2.3 establishes LOS 'D' as the minimum desirable service level at which freeways should operate, while Policy TC-2.9 addresses improving existing roadway links and intersections that are identified as operating below Level of Service 'D'. Implementation Measure TC-2 supports policy TC-2.3 by stating that Tulare shall identify economic, design, and planning solutions to improve existing levels-of-service currently below LOS 'D'. TC-2.25 seeks to adequately manage vehicular traffic flows by encouraging residential subdivisions to provide access from collector streets and discourage the use of local streets as alternatives (a bypass) to congested arterials. The Proposed Project also contains policies focused on vehicular traffic moving into and out of the Project Area. Policies LU-2.11 and LU-14.4 focus on regional planning and coordination.

This impact is considered to be *less-than-significant* since none of the highway segments in the Planning Area would be reduced to a LOS below a 'D' rating (see Table 5-4 below).

**TABLE 5-4
PROJECTED LOS IMPACT TO STATE HIGHWAYS**

Roadway Segment	Limits	2005 AADT	2005 LOS	Projected AADT	Projected LOS
Inyo Avenue (SR 137)	E Street to J Street	11,400	A	18,180	B
State Route 99	Avenue 200 and Bardsley Avenue	43,000	B	96,105	D
State Route 99	Bardsley Avenue and State Route 137	48,000	C	103,140	D
State Route 99	State Route 137 and Prosperity Avenue	49,500	C	102,310	D
Tulare Avenue (SR 137)	Blackstone Street to Laspina Street	21,100	A	32,360	D
Tulare Avenue (SR 137)	O Street to Blackstone Street	19,300	B	23,500	C
Tulare Avenue (SR 137)	Road 132 to Road 140	11,090	B	11,530	C
Tulare Avenue (SR 137)	Laspina Street to Mooney Boulevard	16,100	A	24,310	B

The build-out roadway volume model for the Proposed Project, based on the General Plan Land Use Diagram, generated 619,100 trips and attracted 788,900 trips, resulting in a 169,800 trip imbalance (22 percent). For existing conditions, the imbalance was on the side attractions. At 2030, this has changed, and the City will attract more inbound trips than outbound trips. The build-out year trip imbalance is a five-fold increase over existing General Plan assumptions. The City build-out population assumes a residential density nearly the same as existing conditions. However, the build-out land use assumes an increase in number of workers per household. Based

on existing employment density (one employed person per household), the City would have an excess of jobs. If the employment density doubled to two employed persons per household, the City would still have an excess of jobs. Workers from outside the City would need to fill these jobs and utilize the businesses services for the build-out land use to be sustainable.

Further, analysis of future traffic volume indicates that forecasted vehicular congestion and negative impacts to the City’s roadway LOS are primarily impacted by non-residential development (i.e., commercial and industrial land uses). Policies included as part of the Proposed Project that would address the demand for additional and expanded transportation and circulation infrastructure are summarized below.

Policies designed to minimize this impact through the development of integrated, efficient, and safe roadway systems include the following:	
TC-1.1 Integrated Transportation System TC-1.2 Road Improvements TC-2.1 Circulation Diagram TC-2.2 Roadway Standards TC-2.3 Level of Service Standard TC-2.7 Tulare Loop Roadway TC-2.8 Traffic Signal Spacing TC-2.9 Roadway Improvements TC-2.10 Local Street Traffic TC-2.11 Arterial Mobility TC-2.12 Collector Road Design TC-2.21 Master Planned Commercial Development TC-2.25 Limiting Local Street Use TC-2.28 Traffic Signal Management TC-2.30 Commercial Area Access TC-3.2 Fair Share Improvements TC-3.3 Roadway Improvement Funding Sources	TC-3.4 Developer Dedication TC-3.5 Other Funding Sources TC-4.1 Transit Use Promotion TC-4.6 Regional Public Transportation Service TC-7.1 TSM/TDM TC-7.2 TSM/TDM Strategy TC-7.3 Demand Reduction and Capacity Expansion TC-8.1 Truck Route System TC-8.2 Access to Transportation TC-8.3 Regional Coordination Implementation Measure TC-1 Implementation Measure TC-2 Implementation Measure TC-3 Implementation Measure TC-9 Implementation Measure TC-10 Implementation Measure TC-11 Implementation Measure TC-12
Policies designed to minimize this impact through the development of properly-planned roadway systems include the following:	
LU-2.9 Regional Cooperation LU-2.11 Regional Planning LU-3.7 Neighborhood Noise Abatement LU-4.14 Incorporation of Alternative Transportation LU-5.5 Special Trip Commercial Uses	LU-6.7 Industrial Transportation Access LU-8.7 Roads Support Adjacent Land Use LU-14.4 Regional Coordination

Implementation of these policies necessary to address the demand for transportation and circulation infrastructure would result in a *less-than-significant* impact.

Required Mitigation Measures

This impact is considered *less-than-significant*. No additional mitigation measures are required.

Impact TC-3: The Proposed Project would generate a demand for transit services and may result in unmet transit needs.

Impact Summary

Level of Significance Before Mitigation: <i>Less-than-Significant</i>
Required Mitigation Measures: <i>No mitigation measures are required</i>
Level of Significance After Mitigation: <i>Less-than-Significant</i>

Impact Analysis

At buildout, the Proposed Project is projected to result in nearly 79,000 new residents in the City. Both residential and non-residential development resulting from the Proposed Project would generate a significant demand for new transit services. If a significant increase in transit services is not provided in the plan area, “unmet transit needs” would likely be identified prior to buildout of the Proposed Project. As noted in the 2007 Tulare County Regional Transportation Plan (RTP), Tulare County Association of Governments (TCAG) holds an annual "unmet transit needs" hearing as required by the California Transportation Development Act (TDA). If any "unmet transit needs" are found to be reasonable to meet by the Social Service Transportation Advisory Council (SSTAC) they must be addressed before Local Transportation Fund (LTF) money can be used for streets and roads improvements. If an "unmet transit need" is found to be unreasonable to meet, it is noted and documented for possible future consideration.

The General Plan Update Land Use Diagram identifies two new transit center locations to help reduce the impact of projected population increases and related development. The north east transit center is located near the intersection of Pacific Avenue and Mooney Boulevard to serve future residential development, as well as commercial land uses. The easternmost transit center is located near the intersection of Oakmore Street and Avenue 224 to also serve residential (current and future) and commercial land uses.

The Proposed Project contains numerous policies and implementation measures designed to address a variety of transit service and impacts. Some of the key policies are described below.

Policy TC-1.1 focuses on providing and maintaining a safe multi-modal transportation system. Policy TC-4.2 calls for the evaluation of new development proposals to ensure adequate public transportation facilities (i.e., a continuous parking lane with bus stops, special bus turn-outs, etc.) are incorporated. Provision of adequate public transportation links with other communities in Tulare County and adjacent counties is addressed by Policy LU-4.5 while LU-4.6 focuses on bringing regional public transportation service to Tulare. Policy LU-4.8 seeks to reduce stress on roadways and encourage transit use by clustering of land uses that generate high trip volumes and other transit-oriented designs to foster the demand needed to support transit activity. Connectivity associated with the development of Villages in the Proposed Project is addressed through Policy LU-8.5, which calls for roadways, transit connections, and bicycle and pedestrian linkages to the developed portions of the City be incorporated in Villages. Policies LU-2.9 and LU-2.11 focus on regional planning and coordination.

Policies and implementation measures that would address local and regional transit demand issues are noted below.

Policies designed to minimize this impact through the provision of adequate transit facilities and services include the following:	
TC-2.1 Circulation Diagram TC-3.5 Other Funding Sources TC-4.1 Transit Use Promotion TC-4.3 Pedestrian Access to Transit TC-4.4 Bus Stop Amenities TC-4.7 Railroad ROW Conversion	LU-2.2 Compact Development LU-4.14 Incorporation of Alternative Transportation LU-7.1 Mixed Use Development LU-8.2 Village Components

TC-6.10 Coordination with Transit Facilities Implementation Measure TC-1 Implementation Measure TC-12	
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With the policies, implementation measures, and planned transit improvements noted above, this impact is considered *less-than-significant*.

Required Mitigation Measures

This impact is considered *less-than-significant*. No additional mitigation measures are required.

Impact TC-4: The Proposed Project would increase the demand for recreational and transportation related bicycle facilities.

Impact Summary

Level of Significance Before Mitigation: <i>Less-than-Significant</i>
Required Mitigation Measures: <i>No mitigation measures are required</i>
Level of Significance After Mitigation: <i>Less-than-Significant</i>

Impact Analysis

The Proposed Project, with its increase in residential units, would generate a substantial demand for safe and convenient bicycle facilities, especially for recreational experiences.

The City of Tulare prepared a Bicycle Plan in 2005, which set the City in motion to improve local bicycle circulation. After 1994, the City became home to over 14-miles of bikeways and including a major Class I bikeway, the Tulare Santa Fe Trail. The Santa Fe Trail utilizes an abandoned spur formerly supporting operations for the Southern Pacific and BNSF railroads. The 5-mile corridor extends from Prosperity Avenue on the east to Inyo Avenue across town. The entire corridor is complete minus the lighting in two segments. Currently, the City has 42 bicycle corridors – 14 Class I and 28 Class II. Figure 5-1 shows the bicycle network proposed in the City’s Bicycle Plan.

TCAG also acts as a clearinghouse for projects requiring state or federal funding and can assist member agencies to secure funding for bicycle related projects such as bicycle paths, bicycle lanes, bike racks on buses and other bicycle related facilities. TCAG completed a Regional Bicycle Transportation Plan update in September 2007, which was developed to meet state and federal funding criteria and is designed to serve as a reference document for all bikeway improvement funding applications. The TCAG Plan opens funding opportunities for state Bicycle Transportation Account (BTA) funds. As a member jurisdiction, the City of Tulare will benefit from TCAG’s planning efforts. Contained in the TCAG Plan are 63 proposed projects within the City of Tulare (25 short-term, 20 medium-term, and 18 long-term). These projects

seek to maintain and improve bicycle facilities while ultimately improving safety and convenience for bicycle commuters.

The Draft General Plan Update includes policies and implementation measures that, along with the City’s Bicycle Plan and TCAG’s Regional Bicycle Transportation Plan, seek to address current and future bicycle needs.

Policies include LU-8.5, which requires that new villages provide connectivity to the developed portions of the city in the form of roadways, transit connections, and bicycle and pedestrian linkages. LU-4.14 encourages and promotes transit, pedestrian, and bicycle access in commercial facilities design. Policy TC-2.1 calls for the City to use and maintain the Circulation Diagram to designate the classification for all major roadways, designate significant transit facilities, and designate bicycle facilities. Enhanced connectivity through residential street patterns for pedestrians and bicycles is addressed by Policy TC-2.27. Policy TC-6.5 focuses on the City’s Bike Route System, which calls for the City to develop and maintain a comprehensive bike path, bike lane, and bike route system throughout the city, including those routes designated on the Land Use/Circulation Diagram. The coordination of bicycle and pedestrian facilities is addressed in Policy TC-6.10 to create a multi-modal environment in the Planning Area.

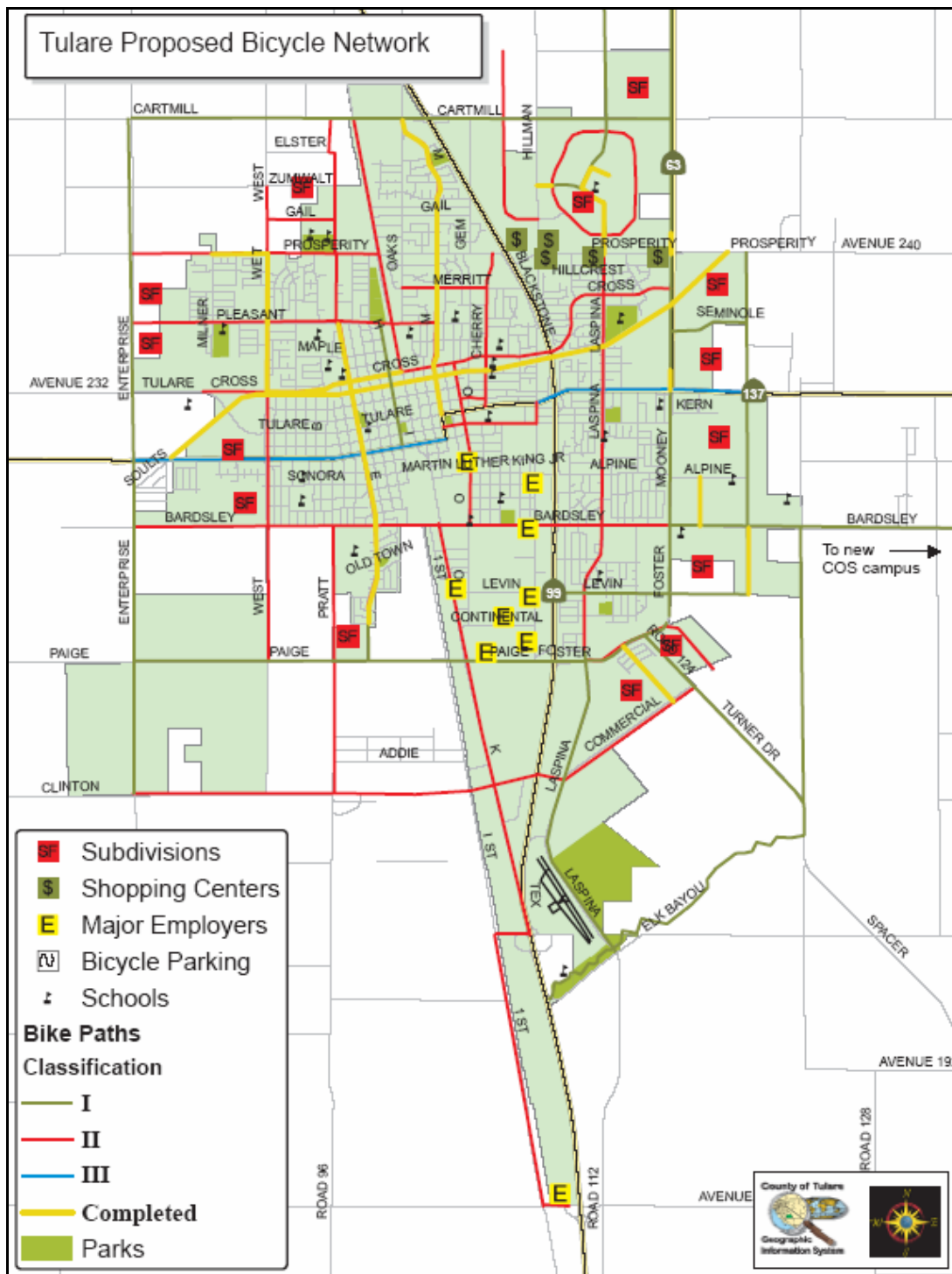
Policies included as part of the Proposed Project that would address the demand for additional and expanded bicycle facilities are summarized below.

Policies designed to minimize this impact through the provision of adequate bicycle-related facilities include the following:	
TC-2.1 Circulation Diagram TC-3.5 Other Funding Sources TC-6.4 Non-Vehicular Access TC-6.5 Bike Route System TC-6.6 Railroad ROW Conversion TC-6.8 Alternate Funding TC-6.9 Intergovernmental Coordination TC-6.10 Coordination with Transit Facilities TC-8.3 Regional Coordination Implementation Measure TC-1	LU-8.2 Village Components LU-8.4 Village Land Use Design LU-8.5 Connectivity LU-8.11 Open Space LU-8.12 Trail and Open Space Connections LU-14.4 Regional Coordination
COS-4.6 Fair Share Responsibilities COS-4.11 Community Parks COS-4.12 Regional Park COS-4.13 Santa Fe Trail COS-4.19 Incorporation of Open Space	

Implementation of these policies necessary to address the demand for additional bicycle facilities would result in a *less-than-significant* impact.

Required Mitigation Measures

This impact is considered *less-than-significant*. No additional mitigation measures are required.



Source: Tulare County Regional Bicycle Transportation Plan, September 2007

Figure 5-1 City of Tulare Bicycle Plan Proposed Network