

Transportation and Circulation

This chapter summarizes the current transportation facilities and circulation system in the city. The roadway facilities are described in the context of a regional setting and existing traffic service levels, including daily and peak hour traffic volumes, are presented. Existing pedestrian facilities and bicycle routes are discussed, and Visalia's local transit facilities and linkages to regional transit routes are identified. Finally, this chapter will examine rail and air transportation access within and/or in the immediate vicinity.

6.1 Commute Trends

To set the context for the various transportation modes in Visalia, the following section highlights recent trends in commuting to work and travel times in Visalia. The Census Bureau's 2006-2008 American Community Survey, Census 2000, and 1990 Census provided the data shown in Table 6-1.

Table 6-1: Means of Transportation and Carpooling in Commuting to Work

Means of Transportation and Carpooling	2008		2000		1990	
	Number	Percent	Number	Percent	Number	Percent
Workers 16 and over:	48,047	100.0	21,764	100.0	17,456	100.0
Car, truck, or van	45,221	94.1	19,989	91.8	16,116	92.3
Drove alone	39,063	81.3	17,275	79.4	13,876	79.5
Carpooled	6,581	12.8	2,714	12.5	2,240	12.8
In 2-person carpool	4,174	8.7	1,903	8.7	NA	NA
In 3-person carpool	877	1.8	487	2.2	NA	NA
In 4-or-more person carpool	1,107	2.3	324	1.5	NA	NA
Public transportation	370	0.7	110	0.5	80	0.5
Taxicab, motorcycle, or other means	389	0.8	175	0.8	122	0.7
Bicycle	157	0.3	232	1.1	221	1.3
Walked	526	1.0	660	3.0	580	3.3
Worked at home	1,384	2.8	598	2.7	337	1.9

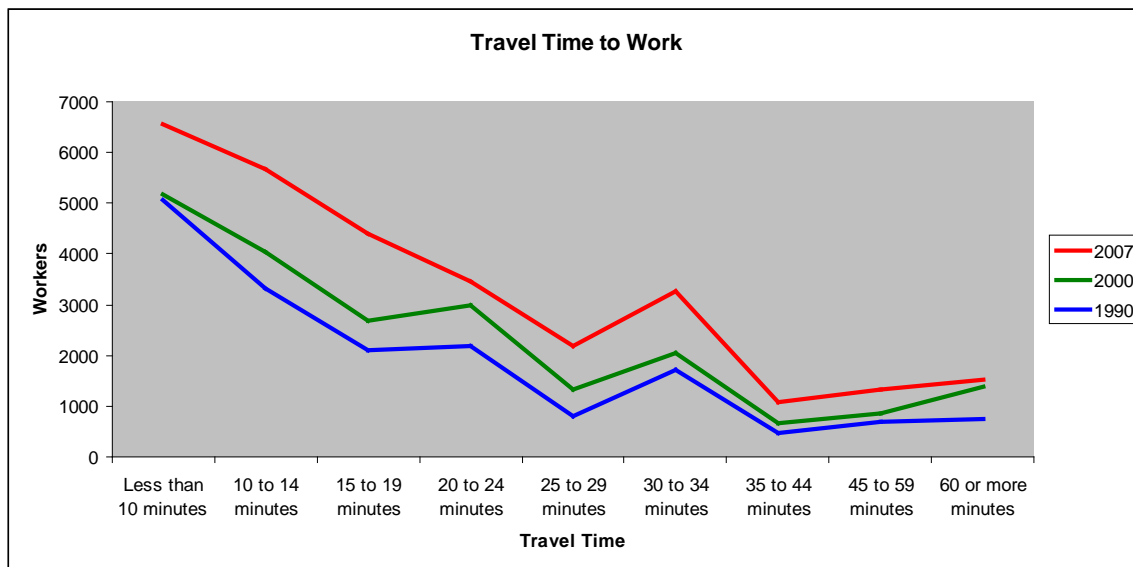
Sources: U.S. Census Bureau

Within the commuting segment of workers, the number of those commuters driving alone has increased every year, but proportionally decreased to the number of citywide workers. The number of workers commuting by public transportation increased from 2000 to 2008. From 1990 to 2000, these commuters increased in net numbers, although the proportion of workers choosing these travel modes is mixed and is showing signs of growth from 1990 to 2000 to 2008.

Table 6-2: Travel Time to Work						
<i>Travel Time to Work</i>	<i>2008</i>		<i>2000</i>		<i>1990</i>	
	<i>Number</i>	<i>Percent</i>	<i>Number</i>	<i>Percent</i>	<i>Number</i>	<i>Percent</i>
Workers who did not work at home:	54,904	100.0	21,166	100.0	17,119	100.0
Less than 10 minutes	9,664	17.6	5,176	24.5	5,065	29.6
10 to 14 minutes	12,682	23.3	4,040	19.1	3,317	19.4
15 to 19 minutes	12,563	22.8	2,682	12.7	2,102	12.3
20 to 24 minutes	6,872	12.5	2,975	14.1	2,184	12.8
25 to 29 minutes	1,288	2.3	1,333	6.3	806	4.7
30 to 34 minutes	3,858	7.0	2,040	9.6	1,717	10.0
35 to 44 minutes	2,644	4.8	671	3.2	478	2.8
45 to 59 minutes	3,001	5.5	862	4.1	701	4.1
60 or more minutes	2,332	4.2	1,387	6.6	749	4.4
Mean travel time to work (minutes)	21.2		22.2		19.0	

Sources: U.S. Census Bureau

Figure 6-1: Travel Time to Work



Sources: U.S. Census Bureau

Insert Figure 6-2 Travel Time to Work

Back of Figure 6-2

As presented in Table 6-2 and *Figure 6-1*, mean travel time to work increased by about three minutes from 1990 to 2000, but has since decreased about a minute from 2000 to 2008. The number of net workers traveling fewer than 10 minutes has increased since 1990, although from 2000 to 2008 this increase represented a slight decrease in proportion to the number of commuters. The number of workers commuting 25 to 59 minutes has generally increased since 1990 with few exceptions. The largest commute time increase is seen in the 15 to 19 minutes range, however, potentially indicating a larger proportion of commuters staying within or in close proximity to Visalia.

Table 6-3: City and State Commuter Statistics

Geographic Area	Workers 16 Years and Older			
	Percent in carpools	Percent using public transportation	Who did not work at home - Mean travel time to work (minutes)	Percent worked outside county of residence
California	14.5	5.1	27.7	17.1
Visalia, Tulare County	12.5	0.7	22.2	18.1

Source: U.S. Census Bureau

Visalia commuters chose to carpool slightly less, on average, than the State as a whole. Public transportation use, however, is significantly lower than the State average. Travel times for commuters are also shorter on average than the State of California.

6.2 Streets and Highways

The City of Visalia circulation system includes freeways, expressways, arterials, collectors, and local streets. The following section describes the street classifications found in Visalia and includes a list of citywide facilities included under each classification.

Street Classifications

A hierarchy of street designations has been established to provide design priorities for various types of roadways. Streets are designed to accommodate various and adjacent land uses. Design priorities include trips to and from residential, commercial, agricultural, and industrial uses throughout the city. A route's design, including number of lanes needed, is determined both by its classification and its projected traffic levels. *Figure 6-2* maps Visalia's roadways and their classifications.

The adopted street classification for Visalia is intended to divide its traffic functions into 5 categories that are listed below.

Freeways

Freeways provide intra- and inter-regional mobility. Freeway access is restricted to primary arterials via interchanges. State routes 99 and 198 are the only freeways within the City of Visalia.

State Route 99	State Route 99 is a 4/5 lane divided freeway with a landscaped median. The northbound segment between Betty Drive in Goshen to Avenue 384 south of Kingsburg (Fresno County) contains three travel lanes; the remainder of State Route 99 in Tulare County contains two northbound and two southbound travel lanes. With approximately 55,000 daily trips near State Route 198, State Route 99 is the second most traveled roadway in the county. In addition, it is estimated that nearly 30 percent of these trips are trucks.
State Route 198	State Route 198 is a major east-west corridor that begins at US 101 travels through the City of Visalia and terminates at the Sequoia National Park entrance. This roadway has several sections that contain two and four lane roadways. In Visalia this roadway operates as a four lane freeway. State Route 198 will be improved to a four lane expressway between State Route 43 and State Route 99. State Route 198 serves a mix of residential, commercial, industrial and agricultural land uses.

Arterials

Arterials collect and distribute traffic to/from freeways and expressways to/from collector streets. On arterials, the optimum distance between intersections is approximately ¼ mile. Driveways to major traffic generators may be permitted within the ¼ mile spacing. Other intersections closer than ¼ mile should be restricted to right turn access. Based upon the Visalia Improvement Standards (2008) 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 channelization. The following arterials are identified in the current General Plan’s circulation system.

Acequia Avenue	East/west arterial located south and parallel to Main Street. This road provides two-way travel eastbound from Conyer Street to Cotta Street. Acequia Avenue serves the Redwood High School, Visalia City Hall, Kaweah Delta Hospital, Post Office, financial institutions, Visalia Convention Center, automotive services and other commercial land uses. Acequia Avenue was recently converted from a one way street in the downtown area.
Akers Street	North/south aligned arterial consisting of both two and four-lane divided roadways. Akers Street (County Road 100) completely traverses the urban area, beginning at Rigin Avenue to the north and continuing southward toward the State Route 99/Cartmill Avenue interchange in the City of Tulare. In Visalia, Akers Street serves a mix of commercial, residential, professional, medical and educational land uses.
Ben Maddox Way	Generally a north/south aligned arterial in the eastern portion of Visalia. Ben Maddox Way is a two-lane, generally undivided roadway between St. Johns Parkway in the north and Houston Avenue and continues as a four-lane divided roadway between Houston Avenue and Caldwell Avenue. Ben Maddox Way serves residential, commercial and industrial land uses.
Betty Drive	East/west roadway between State Route 99 and Road 67 located north of the city limits and provides access to the Visalia Industrial Park and the Community of Goshen. Betty Drive is currently a two lane undivided roadway and is planned to be widened to a four-lane divided roadway with grade separation over the existing railroad.

Caldwell Avenue	Provides east/west circulation from State Route 99 eastward through Visalia. This facility is also known as Avenue 280 and extends from Kings County in the west to the City of Exeter to the east. In Visalia, Caldwell Avenue operates as a two and four-lane roadway, providing access for residential, commercial and medical land uses.
Center Street	East/west aligned undivided arterial from Hall Street to Ben Maddox Way. This facility consists of two lanes, increasing to three lanes between Bridge Street and Willis Street and one-way travel westbound from Hall Avenue to Ben Maddox Way. Center Street is located north of and parallel to Main Street and serves various commercial and residential land uses.
Court Street	North/south aligned roadway bisecting and serving the central business district of the City of Visalia. Court Street is currently constructed with two lanes (undivided) south of Tulare Avenue and provides one-way northbound travel north of Tulare Avenue to Northwest Third Avenue with two/three lanes. Court Street serves housing and commercial land uses throughout the corridor.
Demaree Street	North/south roadway providing circulation through the west central portion of Visalia to the City of Tulare approximately 10 miles to the south. It serves as the primary access to the newly constructed development in Northern Visalia. Demaree Street is planned to be widened from two to four lanes between Visalia and Tulare.
Dinuba Boulevard	North/south oriented arterial originating at Houston Avenue and proceeding northward to the St. John Rivers. It serves as the alignment for State Route 63 north of Visalia and provides access to the northern portion of Tulare County.
Goshen Avenue/ Murray Avenue	Classified as having both arterial and collector segments, with current construction as a two/four lane roadway. In Visalia, this facility is primarily oriented in an east/west direction; it turns southeasterly just east of Akers Road. The Goshen Avenue alignment changes to Murray Avenue in Central Visalia. Goshen Avenue travels to Hall Street and continues as Murray Avenue to Burke Street and continues east to Lovers Lane as Goshen Avenue. Goshen Avenue is also known as Avenue 304 in Tulare County.
Houston Avenue	East/west arterial starting near Demaree Street and terminating at Golden West High School and continues as State Route 216 east to the City of Woodlake. It generally consists of two lanes (undivided) along this route and serves as the alignment for State Route 216 east of Lovers Lane. Houston Avenue provides access to residential, commercial, educational and industrial land uses.
Ivanhoe Drive	East/west arterial continuing from the alignment of Houston Avenue to the eastern city urban area boundary. It continues to serve as the alignment for State Route 216 and consists of two lanes (undivided) that provides access to Ivanhoe and Woodlake. Ivanhoe Drive serves industrial, commercial and residential land uses.
Locust Street	One-way arterial oriented in a north/south alignment and serves as southbound State Route 63 between Northwest 2nd Avenue and Tulare Avenue. It carries southbound traffic and consists of two/three lanes between Houston Avenue and Oak Avenue. At Oak Avenue, Locust Street transitions to three lanes southward to State Route 198. South of State Route 198, it consists of two travel lanes.
Lovers Lane	North/south arterial from St. Johns Parkway to the southern Urban Area Boundary. It serves as State Route 216 from State Route 198 to Houston Avenue and provides access to a 160 acre school complex at the northeast corner of Lovers Lane and Houston Avenue. Lovers Lane is a four lane divided roadway, except for the segment north of Houston Avenue (State Route 216), where it transitions to a two lane undivided facility and serves residential, educational, commercial and industrial land uses.

Main Street	East/west roadway extending from Mineral King Avenue at the intersection with County Center Drive (west of the Tulare County Civic Center) to Mineral King Avenue just west of Lovers Lane. Main Street is classified as an arterial from County Center Drive to Stevenson Street and from Ben Maddox Way to Mineral King Avenue west of Lovers Lane. It provides one-way access (eastbound) from West Street to Garden Street. Main Street is in the heart of Downtown
McAuliff Street	North/south facility extending from the St. John River to Mineral King Avenue in northeast Visalia. It is planned to cross State Route 198 in the future to relieve congestion on the Lovers Lane corridor. The primary land uses served by this street include educational and residential uses.
Mineral King Avenue	East/west arterial just north of and parallel to State Route 198. This roadway acts as a frontage road to State Route 198 along most of its route from Akers Street to the UAB. The segment from Ben Maddox Way to the eastern urban boundary is a two lane undivided roadway. Three lanes of one-way travel westbound exist between Conyer Street and Ben Maddox Way, and two lanes of one-way travel westbound from Mooney Boulevard (State Route 63) to Conyer Street. A segment of four-lane roadway occurs east of Ben Maddox Way to Cain Street. Mineral King provides direct access to State Route 198 and commercial and residential land uses.
Mooney Boulevard	North/south roadway connecting the City of Visalia to the City of Tulare to the south. It is classified as a major arterial between Main Street and Avenue 272 and an arterial between Goshen Avenue and Riggins Avenue. Mooney Boulevard is the alignment for State Route 63 south of State Route 198. The roadway serves major commercial land uses.
Noble Avenue	East/west arterial frontage road located just south of and parallel to State Route 198. It is presently an eastbound multi-lane one-way frontage road from Akers Street to Ben Maddox Way and travels eastward to the eastern UAB. East of Ben Maddox Way, Noble Avenue provides two-way travel. Throughout the corridor, Noble Avenue provides direct access to commercial, educational and residential land uses.
NW 2nd Avenue	Northwest/southeast arterial, serving as State Route 63 between Locust Street and West Street. This two-lane facility primarily serves residential neighborhoods.
NW 3rd Avenue	Northwest/southeast arterial, serving as State Route 63 from Court Street to Houston Avenue. This northwest bound facility is a two-lane one-way roadway. NW 3rd Avenue primarily serves residential development.
Plaza Drive	Arterial roadway between Walnut Avenue and Avenue 320 with north/south orientation. It provides access between the Visalia Municipal Airport and the City of Dinuba to the north. It also provides access to industrial land use in the northwest portion of the community and this serves a high percentage of heavy vehicles. Plaza Drive provides access to State Route 198 via an interchange. Land use associated with the area includes heavy industrial, commercial and recreational.
Riggins Avenue	East/west arterial in the northern edge of Visalia. Riggins Avenue connects the northwest region of the Visalia urban area to State Route 63 (Dinuba Boulevard) in the north central region. It provides access to residential, commercial and industrial land uses.
Shirk Road	North/south orientation in western Visalia. This two-lane undivided roadway traverses completely through the urban area in the western part of Visalia providing north/south circulation. Significant Valley Oak trees exist along this alignment north and south of Highway 198. Shirk Road provides direct access to residential, industrial and commercial land uses.

St. Johns Parkway	Generally an east/west oriented roadway with some north/south portions. This roadway is discontinuous, with portions classified as an arterial and portions classified as a collector. The segment from Modoc Ditch east to Ben Maddox Way, currently classified as an arterial, is a two-lane divided roadway generally following the alignment of the St. Johns River to the south, and providing scenic vistas to St. Johns River Park from Goddard to Cain Street. The Parkway serves residential, educational and recreational land uses.
Walnut Avenue	East/west roadway. This facility provides access to Plaza Drive near the Visalia Municipal Airport to the west and traverses eastward to State Route 65 in the City of Exeter. Walnut Avenue provides four lanes of travel between Roeben Road and Ben Maddox Way. The remainder of the route consists of a two-lane undivided roadway. Walnut Avenue provides vehicular access to recreational, residential and commercial land uses.
Road 148	Located outside the Visalia City limits immediately to the southeast. This road lies near the eastern UAB line. Road 148 is classified as an arterial between Judy Lane and the southern urban boundary.
Road 152	North/south arterial, extending from Ivanhoe Drive (State Route 216) southward to State Route 198. It is a two-lane undivided roadway located in the northeast urban area, serving residential and commercial land uses.
Avenue 272	Two-lane undivided roadway, with an east/west orientation. It is classified as an arterial between Shirk Road and Road 122. Avenue 272 is the southernmost arterial in the planning area, providing access to agricultural, recreational and residential land uses.
Avenue 320	East/west roadway classified as an arterial between Plaza Drive and Road 148. It runs along the northern urban boundary connecting the northwest region east of State Route 99 to Road 108 and from State Route 216 to Road 148 in the northeast. Avenue 320 serves agricultural, industrial and residential land uses.

Collectors

Collectors serve as connectors between local and arterial streets and provide direct access to parcels. At major intersections, driveways on collector streets should be no closer than 50 feet to the intersection per the City of Visalia Improvement Standards. Non-residential driveways and/or intersecting streets or collector streets should be no closer than 300 to 400 feet apart. Major collectors carry four lanes of traffic within an 84 foot right-of-way and two bicycle lanes within an additional 10 feet of right-of-way. Collectors generally carry two lanes of traffic and are a minimum of 60 feet wide. The following are some of the critical collectors designated in the current City of Visalia's General Plan:

Bradley Street	Two-lane undivided facility aligned north/south and located east of Burke Street. It is probably too short to be classified as a true collector street.
Burke Street	North/south two-lane undivided roadway consisting of two discontinuous segments. The first segment commences in the north at Levee Drive just south of the St. Johns River and continues south to Houston Avenue. The second segment originates at Roosevelt Avenue (north of Goshen Avenue) and runs southward to Cambridge Street, where access to Walnut Avenue is provided via Cambridge Street to Bradley Street. Land uses along Burke Street consist of industrial, commercial and residential.
Cain Street	Discontinuous roadway classified as a collector in a north/south direction. The northern segment exists from St. Johns Parkway to Douglas Avenue (south of Houston Avenue) and the second segment is from Goshen Avenue to Mineral King Avenue. Cain Street provides access to commercial, industrial, governmental and residential land uses.

Cameron Avenue	Recently developed two-lane collector that travels in an east-west direction in southern Visalia. It is located approximately ½ mile south of Caldwell Avenue and provides travel between County Center Drive and Court Street. As a result of recent commercial growth south of Packwood Creek, this roadway provides access to commercial as well as residential land uses.
Camp Drive	Two-lane, undivided, north-south oriented roadway. This facility parallels the Southern Pacific Railroad east of State Route 99 between Betty Drive and State Route 198, terminating at Neeley Street. Camp Drive is a primary route within the Community of Goshen and serves industrial, commercial and residential land uses.
Chinowth Street	Two-lane undivided roadway that is located between and parallel to Linwood and Demaree Streets oriented in a north/south direction. Chinowth Street provides vehicular access to residential and commercial land uses. It crosses State Route 198 and provides access to local frontage roads.
Conyer Street	North/south aligned roadway joining Main Street to Walnut Avenue, and is located between School Street and Walnut Avenue. It is a two-lane undivided roadway and provides access to both Mount Whitney High School and Redwood High School.
County Center Drive	Two-lane undivided roadway linking Main Street at its northern end to Packwood Drive (south of Caldwell Avenue) at the southern end. It provides north/south access between the parallel roads of Demaree Street and Mooney Boulevard (State Route 63).
Court Street	North/south aligned roadway bisecting and serving the central business district of the City of Visalia. It is currently constructed with two lanes (undivided) south of Tulare Avenue and provides one-way northbound travel north of Tulare Avenue to Northwest Third Avenue. Court Street serves as State Route 63 from Dinuba Boulevard in the north via Northwest Third Avenue to State Route 198.
Divisadero Street	Short north/south segment connecting Houston Avenue to Goshen Avenue and is located east of Mooney Boulevard (State Route 63). It is a two-lane undivided collector, serving residential, educational and commercial needs.
Doe Avenue	Two-lane undivided facility between Kelsey Street and Shirk Road. It is primarily used for agricultural, industrial and associated land uses.
Ferguson Avenue	Two-lane divided/undivided roadway oriented in an east/west direction and is classified as a collector. This facility has four discontinuous segments along its existing route. One segment begins at Road 80 on the west end and terminates at Kelsey Street (Road 84) to the east. A second segment to the east begins its western terminus at Linwood Avenue and continues through to Demaree Street. Further east is a third segment aligned from Mooney Boulevard to Divisadero Street. Finally, the eastern-most segment extends from Dinuba Boulevard (State Route 63) to Bridge Street. Ferguson Avenue serves residential and commercial land uses.
Giddings Street	Consists of two separate segments, the first located north of State Route 198 and the second located primarily south of State Route 198. The northern segment connects Riggan Avenue to Houston Avenue and lies in a north/south direction between and parallel to Mooney Boulevard and Dinuba Boulevard (State Route 63). The second segment links Murray Avenue to Whitendale Avenue, traversing State Route 198 via an overcrossing along its route. This roadway also provides access to Redwood High School, Recreation Park (Visalia Rawhide - Minor League Baseball) and commercial land uses.

Goshen Avenue	Classified as having both arterial and collector segments, with current construction as a two lane undivided roadway. It is primarily oriented east/west, turns southeasterly just east of Akers Street, and then transitions to a four-lane, divided facility between the segments of Road 76 to Road 88 and Shirk Road to Divisadero Street. Goshen Avenue alignment changes to Murray Avenue at Divisadero Street. Goshen Avenue picks up at Switzer and continues east to Floral Street, where it is again discontinued, and picks up at Burke Street and continues east to Lovers Lane. West of Divisadero Street, it is classified as an arterial, and the segment of Burke Street to Lovers Lane is classified as a collector. Goshen Avenue is also known as Avenue 304.
Hall Street	Classified as a collector segment and provides a north/south link between Murray Avenue and Main Street just east of Mooney Boulevard (State Route 63). It serves residential and commercial land uses.
Hurley Avenue	East/west collector located between Shirk Road and Chinowth Street. It lies south of and parallel to Goshen Avenue and north of and adjacent to State Route 198. Land uses on this corridor include educational and residential.
Jacob Street	Connects Houston Avenue to Main Street. This two lane undivided roadway is located between and parallel to Divisadero and Willis Streets. This north/south roadway provides access to Redwood High School, Recreation Park, cemetery and residential land uses.
“K” Road	East/west segment of two-lane undivided roadway. The termini of this road are Santa Fe Avenue at its western end and Lovers Lane at the eastern end. This is a developing part of Visalia and the land uses served by this roadway include apartments, residential and commercial activities.
Kelsey Street	Two-lane undivided roadway providing access from the northwest portion of the Visalia urban boundary area at Doe Avenue southward to Mineral King Avenue. It is in the heart of the industrial park and provides access to commercial land uses.
Linwood Street	Classified as a north/south collector and consists of two separate segments. The first segment is from Riggan Avenue to Houston Avenue and the second from Hurley Avenue south to Caldwell Avenue. The segment south of State Route 198 is a divided roadway with a raised median and class II bike lanes. Linwood Street provides access to residential and commercial land uses.
Main Street	East/west roadway extending from Mineral King Avenue at the intersection
Mill Creek Parkway	Consists of two discontinuous segments in an east/west direction. The first segment exists from Demaree Street to West Main Street. This segment is actually known as “Mill Creek Drive.” A second segment is located in the eastern portion of the urban area north of Mineral King Avenue. This second segment is known as “Mill Creek Parkway” and extends from Lovers Lane to McAuliff Court. Mill Creek Parkway is a two-lane divided roadway that provides access to residential and educational land uses.
Murray Avenue	Two-lane undivided roadway providing continuous east/west circulation of traffic along the Goshen Avenue alignment between Divisadero Street and Burke Street. This two-lane collector roadway lies to the north of the parallel roadways of Main Street and Center Street. Murray Avenue provides access to commercial, residential and downtown land uses.
NW 3rd Avenue	Northwest/southeast arterial, serving as State Route 63 from Court Street to Houston Avenue. This northwest bound facility is a two-lane one-way roadway.
Pinkham Street	Two-lane, north/south oriented roadway in the eastern portion of the City of Visalia located between Noble Avenue and Caldwell Avenue to the south. Pinkham Street serves residential and educational land uses.

Pratt Road (Avenue 316)	East/west facility that extends from Demaree Street north of Avenue 316 to Road 116. Pratt Road continues east to State Route 63 with the name of River Way Drive. Pratt Road serves residential and educational land uses. (Recommend to remove)
River Way Drive	Two-lane undivided roadway. This is an east/west oriented facility extending from Road 116 (Pratt Road) to State Route 63. River Way Drive aids in the east/west linkage in this northern region in conjunction with the alignments of Avenue 316 and Pratt Road. Land adjacent to River Way Drive is currently undeveloped with housing planned for future use. (Recommend to remove)
Roeben Road	Two-lane undivided roadway. This facility has a north/south alignment extending from south of State Route 198 to its terminus at Whitendale Avenue in the west central vicinity of Visalia. Roeben Road serves primarily residential land uses.
Santa Fe Avenue	Two-lane undivided roadway commencing at Houston Avenue and continuing southward to Avenue 272 in the southern portion of the urban area boundary. Santa Fe Street terminates at Mineral King Avenue and commences again at Noble Avenue. A four-lane overcrossing at State Route 198 has recently been constructed to link the northern and southern roadway. Future plans include widening to four-lanes for a majority of the roadway. Land uses served include commercial, downtown, residential and educational.
Sunnyview Avenue	Short east/west aligned collector in the northwest portion of Visalia. This facility is a two-lane undivided roadway extending from Shirk Road to its terminus approximately one-half mile west. (Recommend to remove)
Tulare Avenue	Continuous segment of a two lane (undivided) roadway constructed from Roeben Road eastward to Lovers Lane. This east/west roadway traverses a significant portion of the urban area south of Noble Avenue and provides east/west circulation south of State Route 198. Tulare Avenue provides access to residential, commercial and educational land uses.
Visalia Parkway (Avenue 276)	Two-lane undivided facility located on the southern border of the city limits. It exists in an east/west direction between Akers Street and east of Mooney Boulevard (State Route 63) with a break at County Center Drive. Visalia Parkway provides access for major commercial, residential and agricultural land uses.
Whitendale Avenue	Continuous two-lane roadway extending in an east/west direction from Roeben Road to Court Street. Whitendale Avenue assists in providing east/west circulation in the southern vicinity of the City of Visalia. Whitendale Avenue services residential and commercial land uses.
Willis Street	Two-lane facility connecting Houston Avenue to Mineral King Avenue north to south, respectively. This roadway is located between and parallel to Jacob Street and Locust Street. Willis Street continues north from Houston but is not classified as a collector. Willis Street serves residential and commercial land uses in north-central Visalia.
Woodland Street	Two lane undivided roadway oriented in a north/south direction. This roadway is located between the parallel roadways of County Center Drive and Mooney Boulevard (State Route 63). It extends from Main Street to Walnut Avenue that provides access to the Tulare County Government Center, College of the Sequoias and residential land uses.
Road 72	Short north/south roadway existing between Ferguson Avenue (Avenue 308) and Rasmussen Avenue in the far northwest portion of the Visalia urban area boundary. Road 72 provides primary access to the Community of Goshen and residential land uses.
Road 76	Two-lane undivided collector in northwest Visalia, extending from Ferguson Avenue southward past Goshen Avenue and terminating approximately one-half mile further. Road 76 serves the industrial park and associated land uses.

Road 88	North/south roadway providing access between Goshen Avenue and State Route 198 west of Shirk Road. This facility is a two-lane undivided collector and provides access to industrial land uses.
Road 148	Located outside the city limits immediately to the southeast of town. It is classified as an arterial between Judy Lane and the southern urban boundary.
Road 152	North/south arterial, extending from Ivanhoe Drive (State Route 216) southward to State Route 198. It is a two-lane undivided roadway located in the northeast urban area and serves residential and commercial land uses.

Local Streets

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 (2008 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.

Existing 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. LOS was calculated for different intersection control types using the methods documented in the *Highway Capacity Manual 2000 (HCM 2000)*.

The *existing General Plan* establishes 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.

To determine whether “significance” should be associated with unsignalized intersection LOS, a supplemental traffic signal warrant analysis was also performed.

Table 6-4: Level Of Service Criteria for Intersections

Level of Service	Type of Flow	Delay	Maneuverability	Stopped Delay/Vehicle (sec)		
				Signalized	Unsignalized	All-Way Stop
A	Stable Flow	Very slight delay. Progression is very favorable, with most vehicles arriving during the green phase not stopping at all.	Turning movements are easily made, and nearly all drivers find freedom of operation.	≤ 10.0	≤ 10.0	≤ 10.0
B	Stable Flow	Good progression and/or short cycle lengths. More vehicles stop than for LOS A, causing higher levels of average delay.	Vehicle platoons are formed. Many drivers begin to feel somewhat restricted within groups of vehicles.	>10 and ≤20.0	>10 and ≤15.0	>10 and ≤15.0
C	Stable Flow	Higher delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant, although many still pass through the intersection without stopping.	Back-ups may develop behind turning vehicles. Most drivers feel somewhat restricted	>20 and ≤35.0	>15 and ≤25.0	>15 and ≤25.0
D	Approaching Unstable Flow	The influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high volume-to-capacity ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.	Maneuverability is severely limited during short periods due to temporary back-ups.	>35 and ≤55.0	>25 and ≤35.0	>25 and ≤35.0
E	Unstable Flow	Generally considered to be the limit of acceptable delay. Indicative of poor progression, long cycle lengths, and high volume-to-capacity ratios. Individual cycle failures are frequent occurrences.	There are typically long queues of vehicles waiting upstream of the intersection.	>55 and ≤80.0	>35 and ≤50.0	>35 and ≤50.0
F	Forced Flow	Generally considered to be unacceptable to most drivers. Often occurs with over saturation. May also occur at high volume-to-capacity ratios. There are many individual cycle failures. Poor progression and long cycle lengths may also be major contributing factors.	Jammed conditions. Back-ups from other locations restrict or prevent movement. Volumes may vary widely, depending principally on the downstream back-up conditions.	> 80.0	> 50.0	> 50.0

Source: Highway Capacity Manual, 2000

Table 6-5: Level of Service Threshold Volumes

Roadway Type	Total Daily Vehicles In Both Directions (ADT)				
	Level of Service A	Level of Service B	Level of Service C	Level of Service D	Level of Service E
Six Lane Freeway	36,900	61,100	85,300	103,600	115,300
Four Lane Freeway	23,800	39,600	55,200	67,100	74,600
Six Lane Arterial	7,300	44,700	52,100	53,500	----
Four Lane Arterial	4,800	29,300	34,700	35,700	----
Two Lane Arterial /Collector	----	4,200	13,800	16,400	16,900

Note: ADT = Average Daily Traffic

Source: Omni-Means, 2010

Existing Intersection – Level of Service

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. **Figure 6-3** shows the peak hour traffic turning movement volumes and **Figure 6-4** shows lane geometrics/controls. Table 6-6 summarizes the intersection LOS and seconds of delay for the AM and PM peak hours.

This page intentionally left blank.

Insert Figure 6-3

Back of Figure 6-3

Insert Figure 6-4

Back of Figure 6-4

Table 6-6: Existing Intersection LOS (2010)

No.	Intersection	Control Type	AM Peak Hour		PM Peak Hour	
			Delay	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

As shown in Table 6-6, these intersections operate acceptably based upon data collected and the City's LOS standard

Table 6-7: 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>
Akers Street	Rialto – Caldwell Avenue	4	Arterial	7,100	B
Akers Street	Goshen Avenue – Ferguson Ave.	4	Arterial	10,400	B
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	B
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
Goshen Avenue	Demaree Street – Chinowth Street	4	Arterial	18,800	B
Main Street	Floral Street – Court Street	2	Collector	7,100	C
Noble Avenue	Pinkham Street – Lovers Lane	2	Arterial	9,000	B
Riggin Avenue	Akers Street – Linwood Street	2/4	Arterial	7,800	C
Santa Fe Street	Center Avenue – School Street	2	Collector	2,600	B
Santa Fe Street	Walnut Avenue – Tulare Avenue	2	Collector	5,300	C
Shirk Avenue	Goshen Avenue – Doe Avenue	2	Arterial	7,600	C
Shirk Avenue	Walnut Avenue – State Route 198	2	Arterial	6,800	C
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	C
Whitendale Avenue	West Street – Court Street	2	Collector	6,100	C

Source: *Omni-Means, 2010*

Existing Roadway LOS

Existing roadway LOS was determined on a daily basis with 24-hour volume counts taken in 2008. Table 6-8 presents the roadway location, description, number of lanes, facility type, and LOS results.

<i>Roadway Segment</i>	<i>Limits</i>	<i>No. of Lanes</i>	<i>Facility Type</i>	<i>AADT</i>	<i>LOS</i>
Acequia Ave.	Conyer St. – West St.	2	Arterial	2,500	B
Acequia Ave.	West St. – Locust St.	2	Arterial	2,900	B
Acequia Ave.	Locust St. – Bridge St.	2	Arterial	3,200	B
Acequia Ave.	Bridge St. – Burke St.	2	Arterial	2,500	B
Acequia Ave.	Burke St. – Edison St.	2	Arterial	1,500	B
Airport Dr.	Hangar Dr. – Plaza Dr.	2	Local	4,000	B
Akers St.	Visalia Parkway – Caldwell Ave.	4	Arterial	7,000	B
Akers St.	Caldwell Ave. – Whitendale Ave.	4	Arterial	13,000	B
Akers St.	Whitendale Ave. – Walnut Ave.	4	Arterial	16,000	B
Akers St.	Walnut Ave. – Tulare Ave.	4	Arterial	21,000	B
Akers St.	Tulare Ave. – Cypress Ave.	4	Arterial	24,000	B
Akers St.	Cypress Ave. – Noble Ave.	4	Arterial	31,000	C
Akers St.	Noble Ave. – Hillsdale Ave.	4	Arterial	24,500	B
Akers St.	Hillsdale Ave. – Hurley Ave.	4	Arterial	19,500	B
Akers St.	Hurley Ave. – Goshen Ave.	4	Arterial	12,400	B
Akers St.	Goshen Ave. – Ferguson Ave.	4	Arterial	10,400	B
Akers St.	Ferguson Ave. – Riggin Ave.	2	Arterial	6,000	C
Ashland Ave.	Bollinger St. – Chinowth St.	2	Local	500	B
Ashland Ave.	County Center Dr. – Terrace St.	2	Local	2,500	B
Ashland Ave.	Mooney Blvd. – Divisadero St.	2	Local	1,250	B
Avenue 272	Demaree St. – Mooney Blvd.	2	Arterial	1,450	B
Avenue 272	Mooney Blvd. – Road 122	2	Arterial	900	B
Beech Ave.	Terrace St. – Sallee St.	2	Local	3,800	B
Beech Ave.	Sallee St. – Visalia Mall Parking	2	Local	6,100	C
Beech Ave.	Visalia Mall Parking – Mooney Blvd.	2	Local	8,300	C
Beech Ave.	Encina St. – Court St.	2	Local	1,100	B
Beech Ave.	Court St. – Garden St.	2	Local	510	B
Ben Maddox Way	Caldwell Ave. – K Ave.	4	Arterial	8,300	B
Ben Maddox Way	K Ave. – Walnut Ave.	4	Arterial	9,800	B
Ben Maddox Way	Walnut Ave. – Tulare Ave.	4	Arterial	12,000	B
Ben Maddox Way	Tulare Ave. – Noble Ave.	4	Arterial	17,500	B
Ben Maddox Way	Noble Ave. – Mineral King Ave.	4	Arterial	25,400	B

Table 6-8: Existing Roadway LOS Results (2008)

<i>Roadway Segment</i>	<i>Limits</i>	<i>No. of Lanes</i>	<i>Facility Type</i>	<i>AADT</i>	<i>LOS</i>
Ben Maddox Way	Mineral King Ave. – Main St.	4	Arterial	24,900	B
Ben Maddox Way	Main St. – Goshen Ave.	4	Arterial	22,100	B
Ben Maddox Way	Goshen Ave. – Houston Ave.	4	Arterial	18,500	B
Ben Maddox Way	Houston Ave. – St. Johns Parkway	4	Arterial	11,500	B
Bridge St.	Tulare Ave. – Noble Ave.	2	Local	4,000	B
Bridge St.	Noble Ave. – Mineral King Ave.	2	Local	6,900	C
Bridge St.	Mineral King Ave. – Main St.	2	Local	9,300	C
Bridge St.	Main St. – Murray St.	2	Local	3,000	B
Burke St.	Cambridge Ave. – Tulare Ave.	2	Collector	1,100	B
Burke St.	Tulare Ave. – Noble Ave.	2	Collector	2,500	B
Burke St.	Noble Ave. – Mineral King Ave.	2	Collector	3,300	B
Burke St.	Mineral King Ave. – Center St.	2	Collector	3,000	B
Burke St.	Center St. – Douglas Ave.	2	Collector	1,900	B
Cain St.	Mineral King Ave. – Main St.	2	Collector	3,600	B
Cain St.	Main St. – Goshen Ave.	2	Collector	2,800	B
Cain St.	Houston Ave. – St. Johns Parkway	2	Collector	1,700	B
Caldwell Ave.	Shirk St. – Akers St.	3	Arterial	9,500	C
Caldwell Ave.	Akers St. – Linwood St.	3	Arterial	14,300	C
Caldwell Ave.	Linwood St. – Demaree St.	4	Arterial	18,400	B
Caldwell Ave.	Demaree St. – County Center Dr.	4	Arterial	23,800	B
Caldwell Ave.	County Center Dr. – Mooney Blvd.	6	Arterial	23,000	B
Caldwell Ave.	Mooney Blvd. – Fairway St.	6	Arterial	22,200	B
Caldwell Ave.	Fairway St. – Court St.	4	Arterial	20,800	B
Caldwell Ave.	Court St. – Santa Fe St.	4	Arterial	19,900	B
Caldwell Ave.	Santa Fe St. – Ben Maddox Way	4	Arterial	19,600	B
Caldwell Ave.	Ben Maddox Way – Lovers Lane	4	Arterial	13,500	B
Cameron Ave.	County Center Dr. – Mooney Blvd.	2	Collector	7,600	C
Cameron Ave.	Mooney Blvd. – Oak View St.	2/3	Collector	14,000	C
Cameron Ave.	Oak View St. – West St.	2	Collector	12,200	C
Cameron Ave.	West St. – Court St.	2	Collector	9,500	C
Campus Dr.	Demaree St. – Woodland St.	2	Local	3,600	B
Center Ave.	Hall St. – Willis St.	2	Arterial	6,000	C
Center Ave.	Willis St. – Locust St.	2	Arterial	7,300	C
Center Ave.	Locust St. – Court St.	2	Arterial	8,500	C
Center Ave.	Court St. – Bridge St.	2	Arterial	7,000	C

Table 6-8: Existing Roadway LOS Results (2008)

<i>Roadway Segment</i>	<i>Limits</i>	<i>No. of Lanes</i>	<i>Facility Type</i>	<i>AADT</i>	<i>LOS</i>
Center Ave.	Bridge St. – Ben Maddox Way	2	Arterial	3,500	B
Central St.	Walnut Ave. – Princeton Ave.	2	Local	4,700	C
Central St.	Princeton Ave. – Tulare Ave.	2	Local	3,500	B
Chinowth St.	Caldwell Ave. – Whitendale Ave.	2	Collector	4,700	C
Chinowth St.	Whitendale Ave. – Walnut Ave.	2	Collector	5,000	C
Chinowth St.	Walnut Ave. – Tulare Ave.	2	Collector	6,200	C
Chinowth St.	Tulare Ave. – Noble Ave.	2	Collector	9,000	C
Chinowth St.	Noble Ave. – Mineral King Ave.	4	Collector	10,400	B
Chinowth St.	Mineral King Ave. – Goshen Ave.	2	Collector	7,700	C
Conyer St.	Walnut Ave. – Tulare Ave.	2	Collector	4,300	C
Conyer St.	Tulare Ave. – Noble Ave.	2	Collector	5,800	C
Conyer St.	Noble Ave. – Mineral King Ave.	4	Collector	6,700	B
Conyer St.	Mineral King Ave. – Main St.	2	Collector	5,200	C
Conyer St.	Main St. – School Ave.	2	Collector	2,000	B
County Center Dr.	Visalia Parkway – Cameron Ave.	2	Collector	5,400	C
County Center Dr.	Cameron Ave. – Caldwell Ave.	2	Collector	10,500	C
County Center Dr.	Caldwell Ave. – Walnut Ave.	2	Collector	9,600	C
County Center Dr.	Walnut Ave. – Campus Dr.	2	Collector	7,600	C
County Center Dr.	Campus Dr. – Noble Ave.	2	Collector	7,200	C
County Center Dr.	Houston Ave. – Shannon Parkway	2	Collector	2,900	B
County Center Dr.	Shannon Parkway – Pratt Ave.	2	Collector	500	B
Court St.	Cameron Ave. – Caldwell Ave.	2	Arterial	9,900	C
Court St.	Caldwell Ave. – Whitendale Ave.	2	Arterial	11,500	C
Court St.	Whitendale Ave. – Walnut Ave.	2	Arterial	15,000	D
Court St.	Walnut Ave. – Tulare Ave.	2	Arterial	13,500	B
Court St.	Tulare Ave. – Noble Ave.	2	Arterial	8,000	B
Court St.	Noble Ave. – NE Third Ave.	2/3	Arterial	15,700	C
Court St.	NE Third Ave. – Houston Ave.	2	Arterial	3,900	B
Court St.	Houston Ave. – Vine Ave.	2	Arterial	5,200	C
Court St.	Vine Ave. – Ferguson Ave.	2	Arterial	3,800	B
Court St.	Ferguson Ave. – Robin Ave.	2	Arterial	2,400	B
Cypress Ave.	West End – Akers St.	2	Local	8,600	C
Cypress Ave.	Akers St. – Atwood St.	2	Local	9,900	C
Cypress Ave.	Atwood St. – Linwood St.	2	Local	5,000	C
Demaree St.	Visalia Parkway – Caldwell Ave.	2	Arterial	12,000	C

Table 6-8: Existing Roadway LOS Results (2008)

<i>Roadway Segment</i>	<i>Limits</i>	<i>No. of Lanes</i>	<i>Facility Type</i>	<i>AADT</i>	<i>LOS</i>
Demaree St.	Caldwell Ave. – Tulare Ave.	4	Arterial	16,800	B
Demaree St.	Tulare Ave. – Mineral King Ave.	4	Arterial	19,000	B
Demaree St.	Mineral King Ave. – Mill Creek Dr.	4	Arterial	16,900	B
Demaree St.	Mill Creek Dr. – Goshen Ave.	4	Arterial	16,600	B
Demaree St.	Goshen Ave. – Houston Ave.	4	Arterial	15,800	B
Demaree St.	Houston Ave. – Ferguson Ave.	4	Arterial	11,800	B
Demaree St.	Ferguson Ave. – Riggin Ave.	4	Arterial	9,700	B
Demaree St.	Riggin Ave. – Shannon Parkway	4	Arterial	8,000	B
Demaree St.	Shannon Parkway – Pratt Ave.	4	Arterial	4,500	A
Divisadero St.	Whitendale Ave. – Ashland Ave.	2	Collector	1,750	B
Divisadero St.	Ashland Ave. – Walnut Ave.	2	Collector	2,550	B
Divisadero St.	Vassar Ave. – Cambridge Ave.	2	Collector	800	B
Divisadero St.	Cambridge Ave. – Tulare Ave.	2	Collector	1,550	B
Divisadero St.	Tulare Ave. – Meadow Ave.	2	Collector	1,650	B
Divisadero St.	Meadow Ave. – Myrtle Ave.	2	Collector	1,100	A
Divisadero St.	Myrtle Ave. – Noble Ave.	2	Collector	800	A
Divisadero St.	Goshen Ave. – Houston Ave.	2	Collector	5,300	B
Divisadero St.	Houston Ave. – Elowin Ave.	2	Collector	1,100	A
Doe Ave.	Kelsey St. – Clancy St.	2	Collector	2,200	A
Doe Ave.	Clancy St. – Shirk St.	2	Collector	4,500	B
Dorothea Ave.	Mooney Blvd. – Fairway St.	2	Local	1,000	B
Ferguson Ave.	Shirk St. – Roeben St.	2	Collector	2,400	B
Ferguson Ave.	Roeben St. – Akers St.	2	Collector	3,300	B
Ferguson Ave.	Akers St. – Mooney Blvd.	2	Collector	4,000	B
Ferguson Ave.	Giddings St. – Dinuba Blvd.	2	Collector	2,800	B
Ferguson Ave.	Dinuba Blvd. – Court St.	2	Collector	1,500	B
Garden St.	Center Ave. – Murray Ave.	2	Local	1,800	B
Garden St.	Main St. – Center Ave.	2	Local	2,800	B
Garden St.	Tulare Ave. – Noble Ave.	2	Local	800	B
Garden St.	Paradise Ave. – Tulare Ave.	2	Local	2,100	B
Garden St.	Walnut Ave. – Paradise Ave.	2	Local	1,550	B
Giddings St.	Whitendale Ave. – Evans Ave.	2	Collector	7,500	C
Giddings St.	Evans Ave. – Walnut Ave.	2	Collector	9,800	C
Giddings St.	Walnut Ave. – Cambridge Ave.	2	Collector	12,000	C
Giddings St.	Cambridge Ave. – Tulare Ave.	2	Collector	10,000	C

Table 6-8: Existing Roadway LOS Results (2008)

<i>Roadway Segment</i>	<i>Limits</i>	<i>No. of Lanes</i>	<i>Facility Type</i>	<i>AADT</i>	<i>LOS</i>
Giddings St.	Tulare Ave. – Myrtle Ave.	2	Collector	8,200	C
Giddings St.	Myrtle Ave. – Noble Ave.	2	Collector	10,800	C
Giddings St.	Noble Ave. – Mineral King Ave.	4	Collector	9,600	A
Giddings St.	Mineral King Ave. – Main St.	2	Collector	8,000	C
Giddings St.	Main St. – Murray St.	2	Collector	6,000	C
Giddings St.	Murray St. – Goshen Ave.	2	Collector	2,200	B
Giddings St.	Roosevelt Ave. – Houston Ave.	2	Collector	1,000	B
Giddings St.	Houston Ave. – Ferguson Ave.	2	Collector	6,100	C
Giddings St.	Ferguson Ave. – Robin Ave.	2	Collector	4,200	B
Giddings St.	Robin Ave. – Riggin Ave.	2	Collector	2,500	B
Giddings St.	Riggin Ave. – Shannon Parkway	2	Collector	600	B
Goshen Ave.	Camp Dr. – American St.	2	Arterial	6,300	C
Goshen Ave.	American St. – Plaza Dr.	4	Arterial	9,800	B
Goshen Ave.	Plaza Dr. – Shirk St.	4	Arterial	12,000	B
Goshen Ave.	Shirk St. – Akers St.	4	Arterial	11,600	B
Goshen Ave.	Akers St. – Chinowth St.	4	Arterial	17,200	B
Goshen Ave.	Chinowth St. – Demaree St.	4	Arterial	24,300	B
Goshen Ave.	Demaree St. – Mooney Blvd.	4	Arterial	14,600	B
Goshen Ave.	Mooney Blvd. – Hall St.	4	Arterial	16,300	B
Goshen Ave.	Hall St. – Giddings St.	4	Arterial	14,400	B
Goshen Ave.	Burke St. – Ben Maddox Way	2	Collector	8,100	C
Goshen Ave.	Ben Maddox Way – Lovers Lane	2	Arterial	4,000	B
Hall St.	Main St. – Murray St.	2	Collector	6,200	C
Hangars Way	Plaza Dr. – Airport Dr.	2	Local	1,050	B
Houston Ave.	Linwood St. – Demaree St.	2	Arterial	2,200	B
Houston Ave.	Demaree St. – Mooney Blvd.	4	Arterial	6,900	B
Houston Ave.	Mooney Blvd. – Divisadero St.	2	Arterial	8,900	C
Houston Ave.	Divisadero St. – Giddings St.	2	Arterial	11,000	C
Houston Ave.	Giddings St. – Jacob St.	2	Arterial	12,100	C
Houston Ave.	Jacob St. – Willis St.	2	Arterial	10,900	C
Houston Ave.	Willis St. – Dinuba Blvd.	2	Arterial	15,300	D
Houston Ave.	Dinuba Blvd. – Encina St.	2	Arterial	14,600	D
Houston Ave.	Encina St. – Court St.	2	Arterial	9,200	C
Houston Ave.	Court St. – Santa Fe St.	2	Arterial	9,800	C
Houston Ave.	Santa Fe St. – Ben Maddox Way	2	Arterial	15,000	D

Table 6-8: Existing Roadway LOS Results (2008)

<i>Roadway Segment</i>	<i>Limits</i>	<i>No. of Lanes</i>	<i>Facility Type</i>	<i>AADT</i>	<i>LOS</i>
Houston Ave.	Ben Maddox Way – Houston Ave.	2	Arterial	13,000	C
Hurley Ave.	Shirk St. – Akers St.	2	Collector	2,700	B
Hurley Ave.	Akers St. – Chinowth St.	2	Collector	2,750	B
Jacob St.	Goshen Ave. – Houston Ave.	2	Collector	5,300	C
Jacob St.	Murray Ave. – Goshen Ave.	2	Collector	5,900	C
Jacob St.	Main St. – Murray Ave.	2	Collector	4,000	B
K Road	Santa Fe Ave. – Ben Maddox Way	2	Collector	1,550	B
K Road	Ben Maddox Way – Santa Fe Ave.	2	Collector	1,100	B
Linwood St.	Visalia Parkway – Caldwell Ave.	2	Collector	3,700	B
Linwood St.	Caldwell Ave. – Walnut Ave.	2	Collector	7,100	C
Linwood St.	Walnut Ave. – Noble Ave.	2	Collector	6,900	C
Linwood St.	Noble Ave. – Mineral King Ave.	4	Collector	4,200	B
Linwood St.	Mineral King Ave. – Crowley Ave.	2	Collector	2,000	B
Linwood St.	Crowley Ave. – Hurley Ave.	2	Collector	1,050	B
Locust St.	Tulare Ave. – Noble Ave.	2	Arterial	6,600	C
Lovers Lane	Caldwell Ave. – Walnut Ave.	4	Arterial	12,500	B
Lovers Lane	Walnut Ave. – Tulare Ave.	4	Arterial	19,000	B
Lovers Lane	Tulare Ave. – Noble Ave.	4	Arterial	22,000	B
Lovers Lane	Houston Ave. – St. Johns Parkway	4	Arterial	5,800	B
Main St.	County Center Dr. – Mooney Blvd.	2	Arterial	6,300	C
Main St.	Mooney Blvd. – Hall St.	2/4	Arterial	18,600	C
Main St.	Hall St. – Giddings St.	2	Arterial	8,400	C
Main St.	Giddings St. – Conyer St.	3	Arterial	10,500	B
Main St.	Conyer St. – West St.	2	Collector	6,500	C
Main St.	West St. – Ben Maddox Way	2	Collector	8,600	C
Main St.	Ben Maddox Way – Cain St.	2	Collector	10,500	C
Main St.	Cain St. – Mineral King Ave.	2	Collector	8,500	C
McAuliff St.	Walnut Ave. – Tulare Ave.	2	Collector	2,500	B
McAuliff St.	Tulare Ave. – Noble Ave.	2	Collector	4,900	C
McAuliff St.	Houston Ave. – St. Johns Parkway	4	Arterial	10,100	B
Midvalley Ave.	Woodland St. – 500 ft. w/o Mooney	2	Local	1,000	B
Midvalley Ave.	500 ft. w/o Mooney – Mooney Blvd.	2	Local	1,700	B
Mill Creek Dr.	Main St. – Westfield Dr.	2	Collector	4,600	C
Mill Creek Dr.	Westfield Dr. – Demaree St.	2	Collector	4,100	B
Mill Creek Parkway	Lovers Lane – McAuliff St.	2	Local	7,700	C

Table 6-8: Existing Roadway LOS Results (2008)

<i>Roadway Segment</i>	<i>Limits</i>	<i>No. of Lanes</i>	<i>Facility Type</i>	<i>AADT</i>	<i>LOS</i>
Mineral King Ave.	Akers St. – Crenshaw St.	2	Arterial	6,200	C
Mineral King Ave.	Crenshaw St. – Demaree St.	2	Arterial	3,500	B
Mineral King Ave.	Demaree St. – County Center Dr.	2	Arterial	10,000	C
Mineral King Ave.	County Center Dr. – Mooney Blvd.	2	Arterial	3,000	B
Mineral King Ave.	Mooney Blvd. – West St.	2	Arterial	7,000	C
Mineral King Ave.	Court St. – Ben Maddox Way	3	Arterial	6,600	C
Mineral King Ave.	Ben Maddox Way – Cain St.	4	Arterial	12,000	B
Mineral King Ave.	Cain St. – Main St.	2	Arterial	8,200	C
Mineral King Ave.	Main St. – Lovers Lane	2	Arterial	16,600	E
Mineral King Ave.	Lovers Lane – McAuliff St.	2	Arterial	8,200	C
Monte Verde Ave.	Ben Maddox Way – Cain St.	2	Local	800	B
Monte Vista Ave.	Woodland St. – Mooney Blvd.	2	Local	850	B
Mooney Blvd.	Mineral King Ave. – Main St.	4	Arterial	15,500	B
Mooney Blvd.	Goshen Ave. – Houston Ave.	2	Arterial	6,700	C
Mooney Blvd.	Houston Ave. – Ferguson Ave.	3	Arterial	7,100	C
Mooney Blvd.	Ferguson Ave. – Riggan Ave.	2	Arterial	3,500	B
Murray Ave.	Divisadero St. – Giddings St.	4	Collector	11,000	B
Murray Ave.	Giddings St. – Court St.	2	Collector	12,400	C
Murray Ave.	Court St. – Santa Fe St.	2	Collector	8,900	C
Murray Ave.	Santa Fe St. – Burke St.	2	Collector	8,100	C
Noble Ave.	Akers St. – Linwood St.	2	Arterial	3,200	B
Noble Ave.	Linwood St. – Chinowth St.	2	Arterial	5,000	C
Noble Ave.	Chinowth St. – Demaree St.	2	Arterial	6,700	C
Noble Ave.	Demaree St. – Conyer St.	3	Arterial	4,500	C
Noble Ave.	Conyer St. – Watson St.	3	Arterial	6,200	C
Noble Ave.	Court St. – Ben Maddox Way	3	Arterial	7,000	C
Noble Ave.	Ben Maddox Way – Pinkham St.	2	Arterial	14,000	D
Noble Ave.	Pinkham St. – Lovers Lane	2	Arterial	8,000	C
Noble Ave.	Lovers Lane – Vista St.	2	Arterial	8,500	C
Orchard Ave.	Mooney Blvd. – Fairway St.	2	Local	2,800	B
Paradise Ave.	Giddings St. – Court St.	2	Local	1,800	B
Paradise Ave.	Santa Fe St. – Burke St.	2	Local	2,000	B
Pinkham St.	Tulare Ave. – Noble Ave.	2	Collector	4,700	C
Pinkham St.	Paradise Ave. – Tulare Ave.	2	Collector	4,200	C
Pinkham St.	Walnut Ave. – Paradise Ave.	2	Collector	2,800	B

Table 6-8: Existing Roadway LOS Results (2008)

<i>Roadway Segment</i>	<i>Limits</i>	<i>No. of Lanes</i>	<i>Facility Type</i>	<i>AADT</i>	<i>LOS</i>
Pinkham St.	Caldwell Ave. – Walnut Ave.	2	Collector	1,400	B
Plaza Dr.	Walnut Ave. – Hangar Dr.	2	Arterial	4,000	B
Plaza Dr.	Airport Dr. – State Route 198	2	Arterial	4,600	C
Plaza Dr.	State Route 198 – Goshen Ave.	2	Arterial	15,500	D
Plaza Dr.	Goshen Ave. – Ferguson Ave.	4	Arterial	14,000	B
Plaza Dr.	Ferguson Ave. – Riggin Ave.	4	Arterial	11,400	B
Plaza Dr.	Riggin Ave. – Avenue 320	4	Arterial	11,400	B
Prospect Ave.	Mooney Blvd. – Conyer St.	2	Local	1,850	B
Prospect Ave.	Conyer St. – Dinuba Blvd.	2	Local	2,300	B
Riggin Ave.	Plaza Dr. – Shirk St.	2	Arterial	4,300	C
Riggin Ave.	Shirk St. – Akers St.	2	Arterial	5,500	C
Riggin Ave.	Akers St. – Demaree St.	2	Arterial	7,200	C
Riggin Ave.	Demaree St. – Mooney Blvd.	4	Arterial	9,900	B
Riggin Ave.	Mooney Blvd. – Dinuba Blvd.	2	Arterial	11,300	C
Riggin Ave.	Dinuba Blvd. – Santa Fe St.	4	Arterial	6,000	B
Santa Fe St.	Caldwell Ave. – Walnut Ave.	2	Collector	5,700	C
Santa Fe St.	Walnut Ave. – Tulare Ave.	2	Collector	6,200	C
Santa Fe St.	Tulare Ave. – Noble Ave.	2	Collector	2,900	B
Santa Fe St.	Mineral King Ave. – Main St.	2	Collector	1,700	B
Santa Fe St.	Main St. – Center Ave.	2	Collector	1,950	B
Santa Fe St.	Center Ave. – Murray Ave.	2	Collector	2,400	B
Santa Fe St.	Murray Ave. – Houston Ave.	2	Collector	3,400	B
Shirk St.	Caldwell Ave. – Mineral King Ave.	2	Arterial	5,000	C
Shirk St.	Mineral King Ave. – Doe Ave.	2	Arterial	9,800	C
Shirk St.	Doe Ave. – Riggin Ave.	2	Arterial	4,200	C
St. Johns Parkway	Dinuba Blvd. – Burke St.	4	Arterial	6,200	B
St. Johns Parkway	Burke St. – Ben Maddox Way	4	Arterial	5,500	B
St. Johns Parkway	Ben Maddox Way – Buena Vista	2	Arterial	5,100	C
St. Johns Parkway	Buena Vista Ave. – Lovers Lane	2	Arterial	4,100	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	B
State Route 63	School Avenue – Murray Avenue	2	State Route	11,700	B
State Route 99	Caldwell Avenue – State Route 198	4	State Route	55,000	B
State Route 99	State Route 198 – Avenue 304	4	State Route	49,500	B
State Route 99	Avenue 304 – Betty Drive	4	State Route	49,000	B

Table 6-8: Existing Roadway LOS Results (2008)

<i>Roadway Segment</i>	<i>Limits</i>	<i>No. of Lanes</i>	<i>Facility Type</i>	<i>AADT</i>	<i>LOS</i>
State Route 198	Road 80 – Road 92	4	State Route	47,500	B
State Route 198	Mooney Boulevard – Giddings Ave.	4	State Route	61,000	B
State Route 198	Burke Street – Ben Maddox Way	4	State Route	48,500	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	C
Sunnyside Ave.	Sallee St. – Mooney Blvd.	2	Local	2,700	B
Sunnyside Ave.	Mooney Blvd. – Fairway St.	2	Local	3,200	B
Sunnyside Ave.	w/o Shirk St. – Shirk St.	2	Local	2,000	B
Tulare Ave.	Roeben St. – Akers St.	2	Collector	6,900	C
Tulare Ave.	Akers St. – Demaree St.	2	Collector	8,400	C
Tulare Ave.	Demaree St. – County Center Dr.	2	Collector	9,500	C
Tulare Ave.	County Center Dr. – Woodland St.	2	Collector	11,800	C
Tulare Ave.	Chinowth St. – Mooney Blvd.	2	Collector	12,500	C
Tulare Ave.	Mooney Blvd. – Central St.	2	Collector	14,500	D
Tulare Ave.	Central St. – Bridge St.	2	Collector	11,400	C
Tulare Ave.	Bridge St. – Santa Fe St.	2	Collector	10,000	C
Tulare Ave.	Santa Fe St. – Ben Maddox Way	2	Collector	9,000	C
Tulare Ave.	Ben Maddox Way – Lovers Lane	2	Collector	5,500	C
Vine Ave.	Dinuba Blvd. – Court St.	2	Local	1,700	B
Vine Ave.	Court St. – Bridge St.	2	Local	900	B
Visalia Parkway	Akers St. – Demaree St.	2	Local	1,000	B
Visalia Parkway	Demaree St. – Dans St.	2	Local	1,800	B
Visalia Parkway	County Center Dr. – Woodland St.	2	Local	3,000	B
Visalia Parkway	Woodland St. – Mooney Blvd.	2	Local	5,500	C
Visalia Parkway	Mooney Blvd. – Stonebrook St.	2	Local	6,300	C
Walnut Ave.	Aviation Dr. – Shirk St.	2	Arterial	3,200	B
Walnut Ave.	Shirk St. – Roeben St.	2	Arterial	6,300	C
Walnut Ave.	Roeben St. – Akers St.	4	Arterial	7,300	B
Walnut Ave.	Akers St. – Demaree St.	4	Arterial	14,200	B
Walnut Ave.	Demaree St. – Woodland St.	4	Arterial	15,700	B
Walnut Ave.	Woodland St. – Mooney Blvd.	4	Arterial	17,500	B
Walnut Ave.	Mooney Blvd. – Central St.	3	Arterial	20,000	B
Walnut Ave.	Central St. – Conyer St.	4	Arterial	17,200	B
Walnut Ave.	Conyer St. – Court St.	4	Arterial	16,100	B

Table 6-8: Existing Roadway LOS Results (2008)

<i>Roadway Segment</i>	<i>Limits</i>	<i>No. of Lanes</i>	<i>Facility Type</i>	<i>AADT</i>	<i>LOS</i>
Walnut Ave.	Court St. – Santa Fe St.	4	Arterial	15,100	B
Walnut Ave.	Santa Fe St. – Ben Maddox Way	4	Arterial	14,500	B
Walnut Ave.	Ben Maddox Way – Lovers Lane	4	Arterial	10,200	B
Walnut Ave.	Lovers Lane – McAuliff St.	2	Arterial	8,300	C
Watson St.	Paradise Ave. – Tulare Ave.	2	Local	2,500	B
Watson St.	Tulare Ave. – Noble Ave.	2	Local	4,300	C
West St.	Visalia Parkway – Cameron Ave.	2	Local	500	B
West St.	Cameron Ave. – Caldwell Ave.	2	Local	1,500	B
West St.	Caldwell Ave. – Whitendale Ave.	2	Local	3,650	B
West St.	Whitendale Ave. – Beech Ave.	2	Local	1,800	B
West St.	Noble Ave. – Acequia Ave.	2	Local	9,800	C
West St.	Acequia Ave. – Main St.	2	Local	5,500	C
West St.	Main St. – Center Ave.	2	Local	3,700	B
West St.	Center Ave. – Murray Ave.	2	Local	1,850	B
Whitendale Ave.	Roeben St. – Akers St.	2	Collector	5,500	C
Whitendale Ave.	Akers St. – Linwood St.	2	Collector	7,300	C
Whitendale Ave.	Linwood St. – Demaree St.	2	Collector	11,600	C
Whitendale Ave.	Demaree St. – Mooney Blvd.	2	Collector	13,600	C
Whitendale Ave.	Mooney Blvd. – Central St.	4	Collector	16,700	B
Whitendale Ave.	Central St. – Divisadero St.	2	Collector	13,500	C
Whitendale Ave.	Divisadero St. – Giddings St.	2	Collector	12,000	C
Whitendale Ave.	Giddings St. – West St.	2	Collector	8,000	C
Whitendale Ave.	West St. – Court St.	2	Collector	5,400	C
Willis St.	Mineral King Ave. – Acequia Ave.	2	Collector	2,550	B
Willis St.	Acequia Ave. – Main St.	2	Collector	2,950	B
Willis St.	Main St. – Center Ave.	2	Collector	4,100	B
Willis St.	Center Ave. – Murray Ave.	2	Collector	6,500	C
Willis St.	Murray Ave. – Grove Ave.	2	Collector	3,400	B
Willis St.	Grove Ave. – Houston Ave.	2	Collector	2,200	B
Woodland St.	Caldwell Ave. – Victor Ave.	2	Collector	1,200	B
Woodland St.	Walnut Ave. – Tulare Ave.	2	Collector	1,800	B
Woodland St.	Tulare Ave. – Noble Ave.	2	Collector	2,500	B
Woodland St.	Noble Ave. – Main St.	2	Collector	2,200	B

As shown in Table 6-8, only one roadway segment is currently operating at an unacceptable LOS “E” or worse condition:

- Mineral King Avenue from Main Street to Lovers Lane.

Figure 6-5 presents the daily roadway Average Daily Traffic (ADT) at key locations based upon 2010 count data conducted for the Circulation Element Update.

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 3012 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 6-6**:

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. All of State Route 198 within the city limits; and
10. Houston Avenue from Santa Fe to eastern city limits.

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.

Collisions

Accident data provided by the Police Department show the total number of collisions within the City has been decreasing (see Table 6-9).

Table 6-9: Collision Statistics from 2007- 09	
<i>Year</i>	<i>Total Accidents</i>
2007	2,523
2008	2,320
2009	2,281

Source: City of Visalia Police Department

In general, a majority of collisions occur at interchanges along the State Route 198 corridor and on Mooney Boulevard.

Figure 6-5: 2010 ADT Counts

Back of Figure 6-5

Figure 6-6: General Plan Truck Routes

Back of Figure 6-6

6.3 Bicycle and Pedestrian Circulation

Bicycle Information

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 6-7**). 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.

Pedestrian Information

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 legally defined as a person who walks from one place to another either by foot or using an assisted mobility device. Pedestrians include citizens of Visalia and visitors of all ages and abilities.

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 Americas with Disabilities Act (ADA) standards with new development and bringing non-standard ADA facilities into compliance.

Figure 6-7: 2006 General Plan Bikeways & Trails Map

Back of Figure 6-7

6.4 Public Transportation

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.

Local Systems

Visalia Transit

Visalia Transit (VT), formerly Visalia City Coach, 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 weekdays and Saturday between the hours of 6:00 a.m. and 10:00 p.m. and generally between 8:00 a.m. and 7:00 p.m. on Sundays. All fixed routes are shown in **Figure 6-8**. The VT fixed routes are summarized below:

- Route 1 – Recreation Park, Mooney Boulevard, College of Sequoias, Visalia Mall, Sequoia Mall;
- Route 2 – S. Locust Street/Court Street, Caldwell Avenue, Linwood Avenue, Whitendale Avenue, El Diamante School, S. Akers Street;
- Route 4 – Tulare Avenue, Mt. Whitney School, Divisadero School, Kmart Shopping Center, Visalia Medical Clinic;
- Route 5 – Houston Avenue, Valley oak School, Golden West School, DMV, Walmart;
- Route 6 – Goshen Avenue/Murray Avenue, Save-Mart Shopping Center, Industrial Part, San Joaquin Valley College, Goshen;
- Route 7A – Lincoln Oval, N. Court Street, W. Riggan Avenue, Demaree Street, W. Ferguson Avenue, W. Houston Avenue;
- Route 7B – 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 – Santa Fe Street/Tulare Avenue, Walmart, Lovers Lane/Mineral King Avenue, Valley Oak Middle School, Ben Maddox Way/Houston Avenue;
- Route 8B – Ben Maddox Way/Houston Avenue, Valley Oak Middle School, Lovers Lane/Mill Creek, Walmart, Santa Fe Street/Tulare Avenue;
- Route 9 – S. Ben Maddox Way, S. Lovers Lane, E. Walnut Avenue, Farmersville, Visalia Road, Exeter;
- Route 10 – W. Mineral King Avenue, Visalia Medical Center, Visalia Airport, Goshen;

- Route 11X – Visalia Transit Center, County Court House, Tulare Transit Center, College of Sequoias; and
- Route 12 – Exeter, Farmersville, Mooney Boulevard.

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, and Farmersville. 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. Fares range from \$1.75 to \$3.25 per passenger with limited service is provided on holidays.

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 peak periods the headway is 15 minutes and off-peak offers 30 minute headways. There is a \$0.25 service charge to rider and the service limits are bounded by Houston Avenue, Noble Avenue, Tulare County Courthouse and Santa Fe Street. Special services are provided for the Visalia Rawhide baseball games. All routes are shown in *Figure 6-8*.

Figure 6-8: Visalia Transit Map

Back of Figure 6-8

The Loop Route

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

- Wittman Center
- Anthony Community Center
- Boys & Girls Club
- Conyer Elementary
- Green Acres School
- Houston Elementary

This program is funded through the City general fund 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, Hampton Inn, Lamplighter Inn, Convention Center, and the Visalia Transit Center. The Sequoia Shuttle offers service between Memorial Day and Labor Day (in 2010, service was extended to September 20), charging \$15.00 per passenger and operating between 7:00 a.m. and 9:00 p.m.

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.

Regional Systems

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 10:00 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/cities.

Other services provided for regional travel through Visalia include Orange Belt Stages, Greyhound and Amtrak connections to Hanford (Kings County). Tulare County Area Transit (TCaT) and Kings County Area Regional Transit (KART) provide connections to Visalia Transit Center, local schools, medical centers and other necessities.

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 Tipton, Pixley, Earlimart, Delano, and Richgrove.
- Route 30 – serves eastern Tulare County with stops in Ivanhoe, Woodlake, Lemon Cove, and Three Rivers.
- Route 40 – serves central Tulare County with stops 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 Porterville.
- Route 70 – also serves southeast Tulare County will service to Terra Bella, Springville, and Porterville.
- Route 90 – serves Woodville, Poplar, and Porterville.

TCaT regional transit routes are shown in *Figure 6-8*.

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).

6.5 Railroads

Union Pacific (UP), Burlington Northern & Santa Fe (BN&SF), 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 6-9. 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 county, it is likely that the predominant mode for freight movements in the county will continue to be by truck in the foreseeable future.

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 and airport facilities are shown in *Figure 6-9*.

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. This plan has potentially profound benefits to the following:

- 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 Cross Valley Rail improvement project was completed in 2003. It cost approximately \$14 million for the 44-mile track improvement project between Huron and Visalia. 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.

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. Through the EIR process, the preferred alignment and stations 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. The board acknowledged that routing the rail through Hanford would save significantly on EIR's and noise issues. Having a stop in Hanford would add travel time to the trip but is needed to serve the central San Joaquin Valley. A high speed rail maintenance facility is also planned for either Tulare or Kings Counties.

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.

Figure 6-9: Existing Railroad and Airport Facilities

Back of Figure 6-9

6.6 Airport

Visalia Municipal Airport

Visalia owns and operates the Visalia Municipal Airport (VIS). Located at the intersection of State Routes 99 and 198, the VIS serves Visalia, Tulare County, and eastern Kings County. The airport provides commuter airline and general aviation services. The airport has four fixed base operators (FBO) that provide a variety of services including instruction, charter, maintenance and corporate transport. The airport is home to 162 based aircraft. Those aircraft, along with transient aircraft traffic, generate approximately 70,000 annual operations. The only passenger air service in the county is provided at the Visalia Municipal Airport. This service is a daily circuit from VIS to Ontario International Airport (ONT) with connections to other destinations. Airport facility locations are shown in *Figure 6-9*.

Currently, Great Lakes Airlines has two departures and arrivals daily flights between VIS and Ontario International Airport (ONT). Departure times from Visalia are at 6:27 a.m. and 2:04 p.m.; return flight times from Ontario are at 11:30 a.m. and 5:45 p.m.

Enplanements for calendar year 2007 totaled 4,637 boardings and 2008 totaled 1,696. The primary reason for the decrease was the change in commercial service from Las Vegas to Ontario airports and the dramatic decline in the number of airlines serving Ontario and the corresponding reduction in the connections available.

The current facility has one runway (6,559 feet) and is planned to be approximately 8,000 feet. The airport consists of two parallel taxiways, 17 enclosed hangars, 113 T-hangars, two terminals, aviation fueling station. There are 125 single-engine aircrafts, 29 multi-engine crafts, 7 jets and one glider. In addition to office spaces, free parking is provided at the terminal. Visalia offers two fixed based operators that offer full service maintenance and repair. Two charter service operators are also located in Visalia. A flight school (Western Air) and charter services are also available in Visalia.

6.7 Issues and Planning Implications

Visalia has a generally well-functioning circulation system, which moves people and vehicles quickly and efficiently through and around the city. The challenge for this General Plan Update will be to improve conditions for cross-town circulation as well as for pedestrians, cyclists, and transit, while still maintaining the functionality of the existing auto-oriented transportation system. While Visalia has made many positive strides towards improving pedestrian and bicycle facilities, especially Downtown, more can be done. The City must also consider how, in the long term, it wishes to create strong connections to regional locations (through light rail) and statewide transportation systems (such as high speed rail) and what might be done to make the airport a more viable regional facility.

Emerging Themes

The following themes, identified in the existing conditions research and through public participation, will guide the transportation component of the General Plan Update:

- Create “Complete Streets.” Complete streets are those that adequately serve and support all modes of transportation, from pedestrians and cyclists to automobiles and transit. Currently, a number of Visalia’s roads function well for cars to the detriment of other modes of travel. Especially in residential and small shopping areas, well-functioning complete streets can vastly improve all users’ experiences.
- Address deficiencies in citywide circulation. At the citywide scale, certain improvements can be made to fill in gaps, and provide better synchronization of traffic flow. These types of improvements are high priorities for residents, business owners, and the community leaders interviewed. Maintaining smooth and functional citywide circulation will be especially important as new growth areas are added to the city.
- Support regional links. A successful transportation system not only moves people locally, but regionally and beyond as well. Visalia has infrastructure and systems in place for robust regional transportation: the municipal airport, rail lines, regional transit links, and some additional available rights of way through town; the challenge will be to take advantage of these assets and prioritize expansion efforts. Strengthening regional transportation links will also support the city’s economic position, improving its ability to attract new employers and differentiating it from nearby communities.

Planning Implications

Transportation planning in the General Plan Update will take place at multiple scales: the neighborhood, the city, and the region. At the neighborhood and district scale, the emphasis will be on increasing mode share and improving facilities. “Pedestrian priority areas” can be identified for focusing efforts on improving the experience of those walking to destinations. Citywide, planning efforts will focus on improving connections north and south, maintaining traffic flow, and seamlessly integrating new growth areas. Regionally, Visalia has the opportunity to better serve residents and businesses by bolstering connections to more distant locations through a variety of modes: air, rail, and transit—but it must make use of the infrastructure that it has in place in order to do so.