



VISALIA
A BETTER WAY OF LIVING

SPECIAL PRESENTATION ON

CLASS IV BIKE LANES

FOR THE TULARE AVENUE MAJOR
ROAD REHABILITATION PROJECT



INTRODUCTIONS

- 01 DIRECTOR OF ENGINEERING & BUILDING**
Jason Huckleberry
- 02 CITY ENGINEER**
Chris Crawford
- 03 SENIOR CIVIL ENGINEER**
Diego Corvera
- 04 ASSOCIATE ENGINEER**
Jonathan Frausto



TIMELINE OF EVENTS

April 5th, 2021

- 1st Presentation on Class IV Concept

June 7th, 2021

- 2nd Presentation on Class IV Concept
- Public Feedback was shared

June 5th, 2023

- Designated \$400K in SB1

May 19th, 2025

- Staff Presentation to Council

Public Feedback

- Mailed Surveys
- Public Workshop
- Public Questions Received & Answered

July 18th, 2022

- Federal Funding Accepted & Approved

April 21st, 2025

- Project Construction Award



INDICATES COUNCIL ACTION

PROJECT BACKGROUND

REHABILITATION EFFORT

- Project identified in our Pavement Management Plan

FUNDING SOURCE

- Surface Transportation Block Grant Program (STBGP) - Federal
- Highway Infrastructure Program (HIP) – Federal
- Road Repair and Accountability Act (SB1) – State

FEDERAL FUNDING DEADLINES

- Construction Completion by January 30th, 2026
- All paperwork completed by April 1st, 2026



PROJECT BACKGROUND

PROJECT GOALS & OPPORTUNITIES

- Repair and upgrade Tulare Avenue
 - Pavement, ADA crossings, and signals
- Implementation of a Class IV (Protected) Bike Lane
 - Provides residents the opportunity to safely travel across town whether on car or bike
- Strengthen future grant competitiveness
 - Agencies tend to score higher where multimodal elements exist within City Limits (Santa Fe, County Center, Tulare)
- Strengthens the City of Visalia's approved goals, objectives, and policies set forth in our:
 - Active Transportation Plan (Goal 1, 2, and 4)
 - General Plan (T-O-3, T-P-1, and T-P-11)



PROJECT BACKGROUND

COMMUNITY BENEFIT

- Safety & Accessibility
 - Fewer conflict points for Cyclists
 - Encourages young riders to travel on Tulare Ave
- Mobility & Connectivity
 - Key East to West Corridor in Visalia
 - Links residents to key destinations
 - Schools, Parks, downtown, commercial centers, and Santa Fe Trail
 - Complete Streets Network
 - Future connectivity for any future Class I or Class IV travel ways



PROJECT STATUS

Phase 1: Tulare Avenue from Mooney Blvd to Watson St – Paved and Fully Striped pending signage

Phase 2: Tulare Avenue from Demaree St to Mooney Blvd – Paved Pending bike lane striping – Center lane striped

Phase 3: Tulare Avenue from Watson to Cotta – Paved but no striping has been installed

Construction currently paused to address concerns from residents.

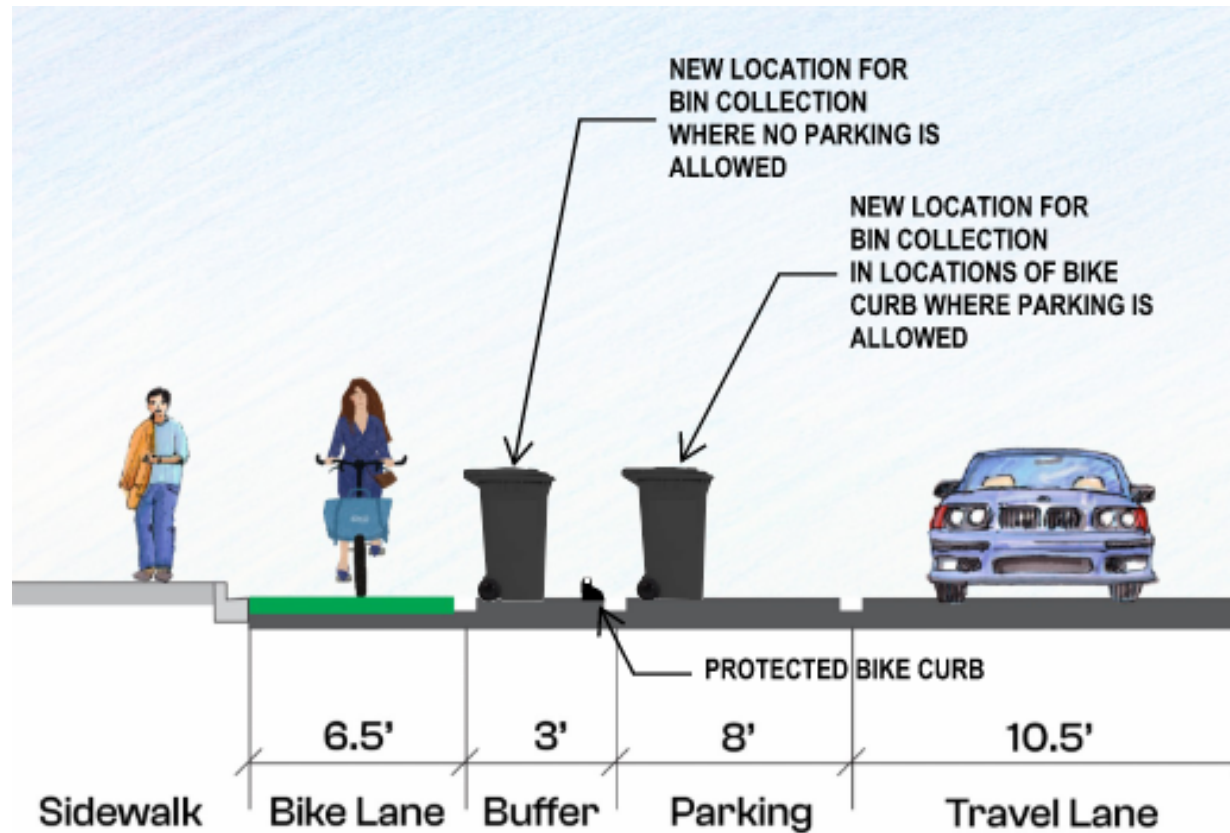


PROJECT OVERVIEW

- Project is designed to balance improved safety for people on bikes while still accommodating on street parking.
- The current parking protected Class IV bike lanes are arranged to provide traffic calming affect along the corridor enhancing the safety for residents, motorists and bicyclist alike.



OVERVIEW OF CROSS SECTION



PROJECT CHALLENGES

RESIDENT'S CONCERNS

- Parked cars being hit by traffic on Tulare Ave
- Concerns with ADA accessibility from on-street parking
- Loss of on-street parking spaces
- Trash Can Placement and solid waste trucks stopping in the travel lane
- Current vehicle speed through the corridor

PROJECT CHALLENGES

STAFF RESPONSE

- Parking Protected bike lane configurations have been utilized in many different jurisdictions across the nation in varying types of land use and roadway configurations and have been substantiated as safe configurations for all road users.
- On street parking will be lost, this was outlined when the project was originally proposed, staff has endeavored to keep as much on street parking as possible.
- Solid waste trucks collect refuse during off peak hours and will allow for motorist to pass if a large queue of vehicles builds up during trash pick up operations.

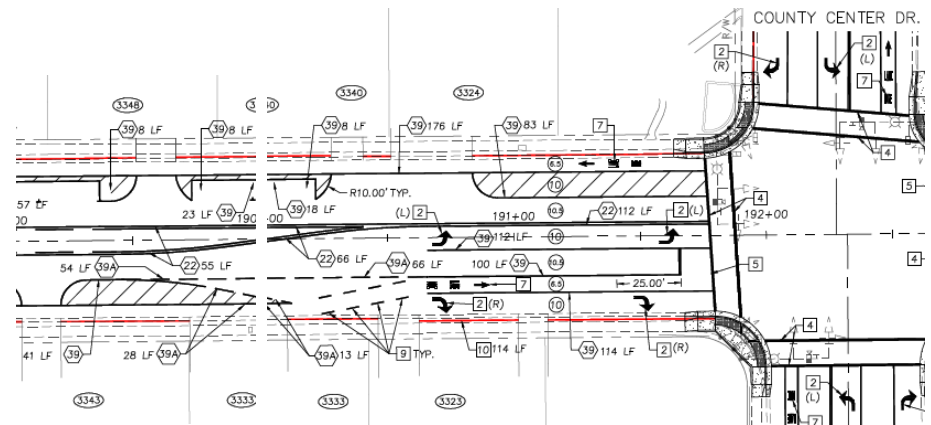
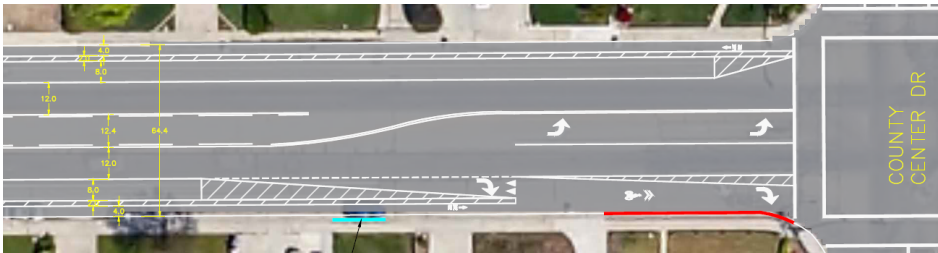


San Vicente Blvd – Los Angeles

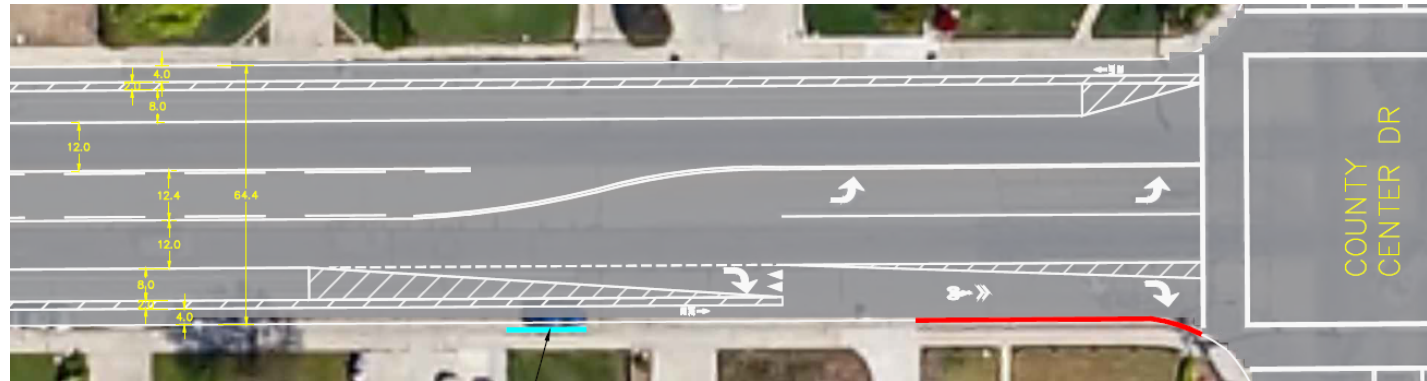
PROJECT DESIGN

CURRENT DESIGN COMPARED TO CONCEPT

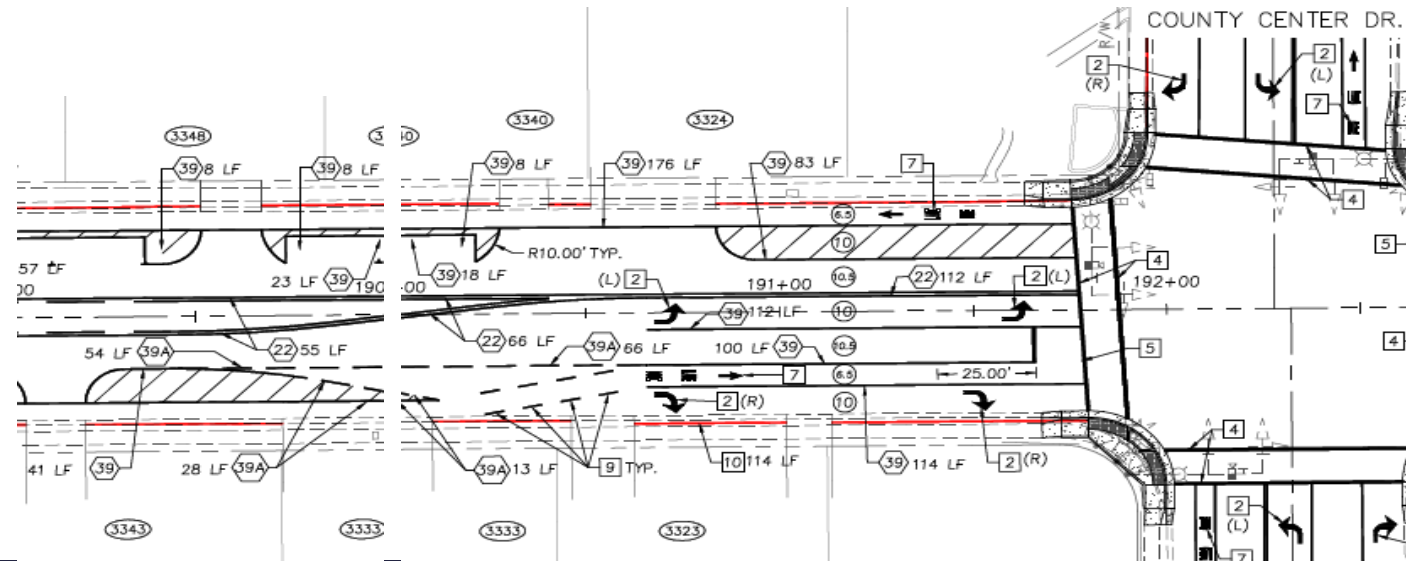
- Final design incorporated sight distance set back at driveways.
- Reduced parking near intersections for corridor operational safety considerations.
- Wider space for bike lanes for street sweeper maintenance and to meet current guidance.
- Red curb for bus stops



CONCEPT



CURRENT DESIGN

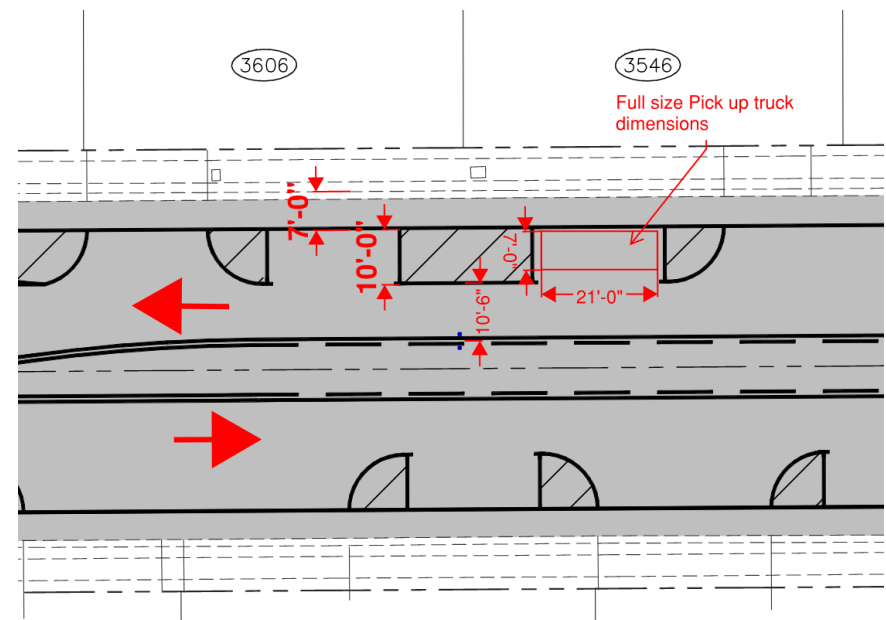


PROJECT ALTERNATIVES

ALTERNATIVE 1

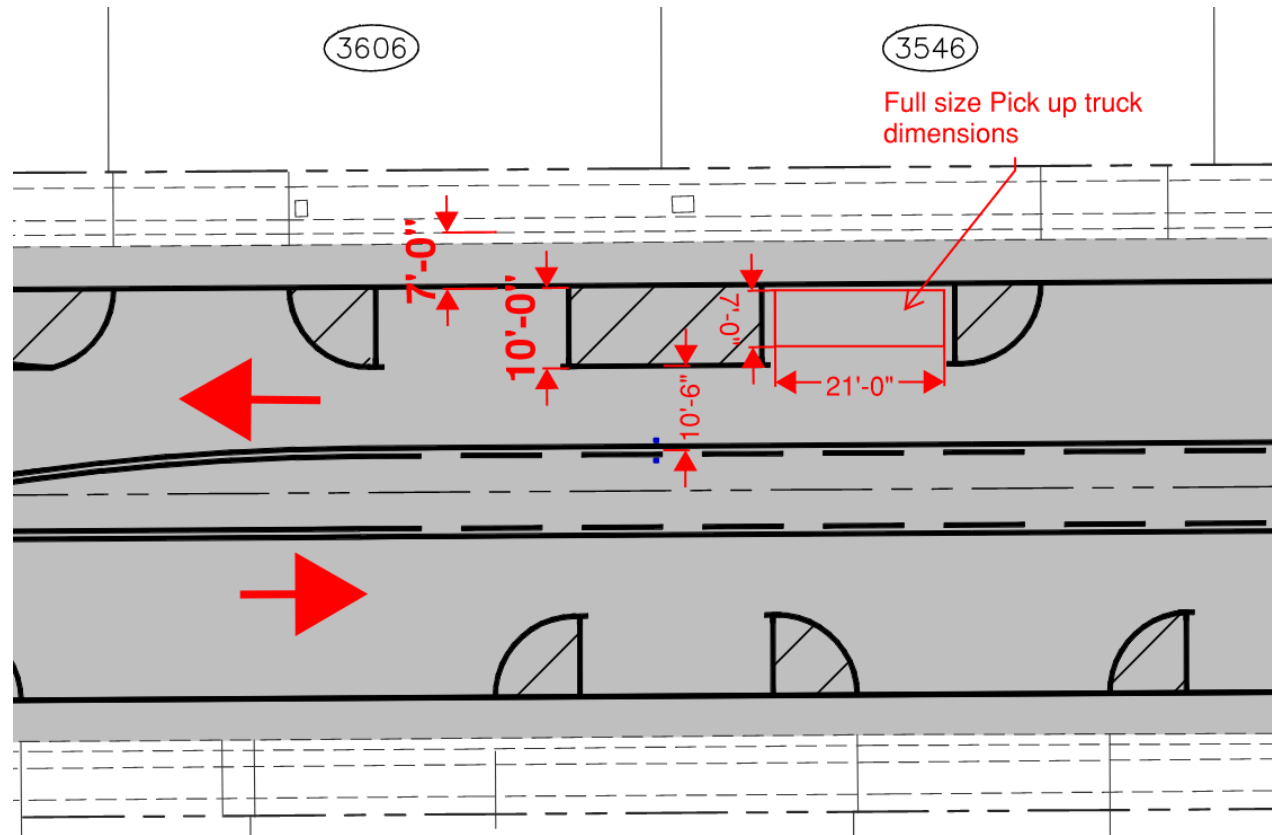
- Considering concerns received from council and the public, staff proposes the following modifications to current design:
 - Widen parking spaces to 10ft to push parking further away from the travel lane
 - Find areas where additional parking may be incorporated
 - Perform speed study following implementation of project striping to potentially lower the posted speed limit along the corridor.
 - Class IV Bike lanes will be installed per the original plans

Staff recommends Alternative 1



ALTERNATIVE 1 ENLARGED EXHIBIT

7ft for Bike Lane
10ft for Parking

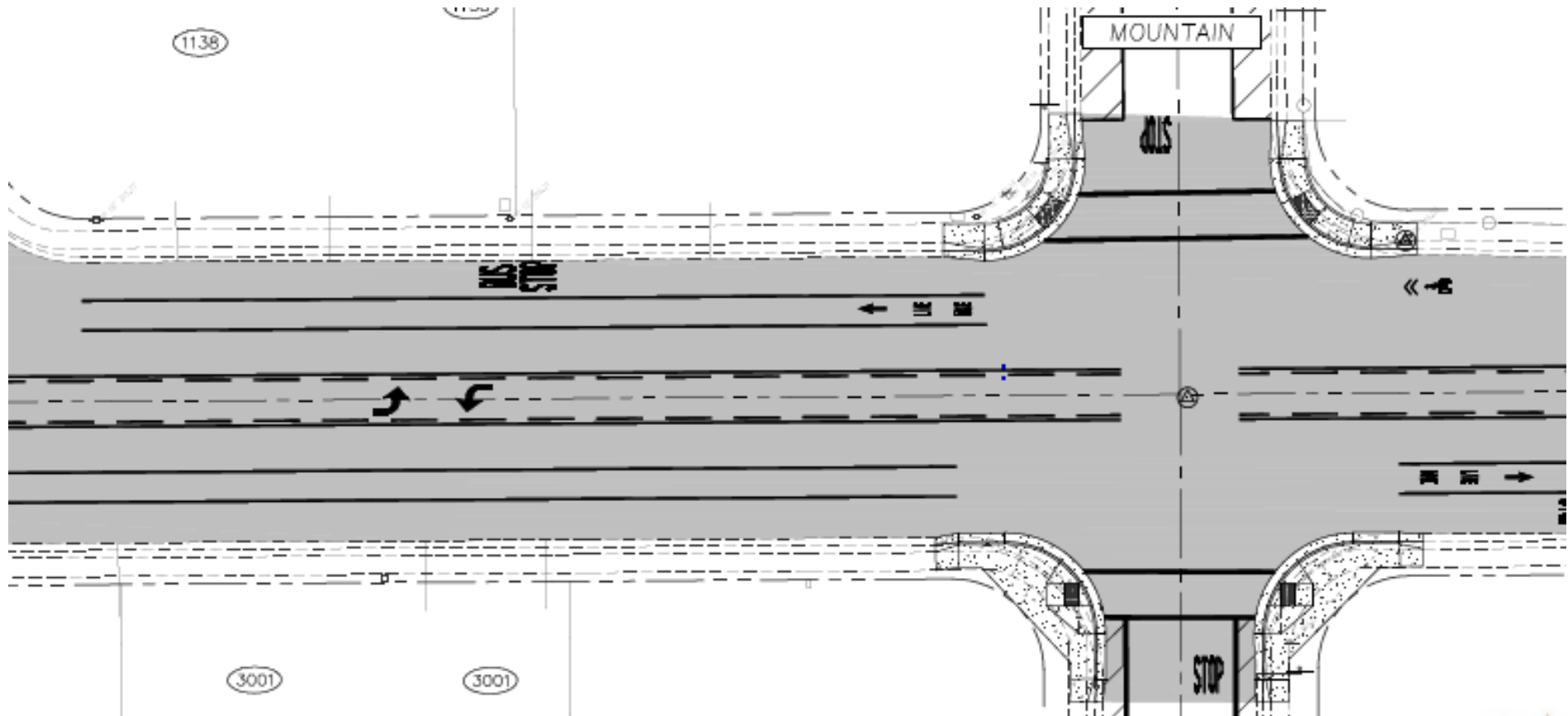


PROJECT ALTERNATIVES

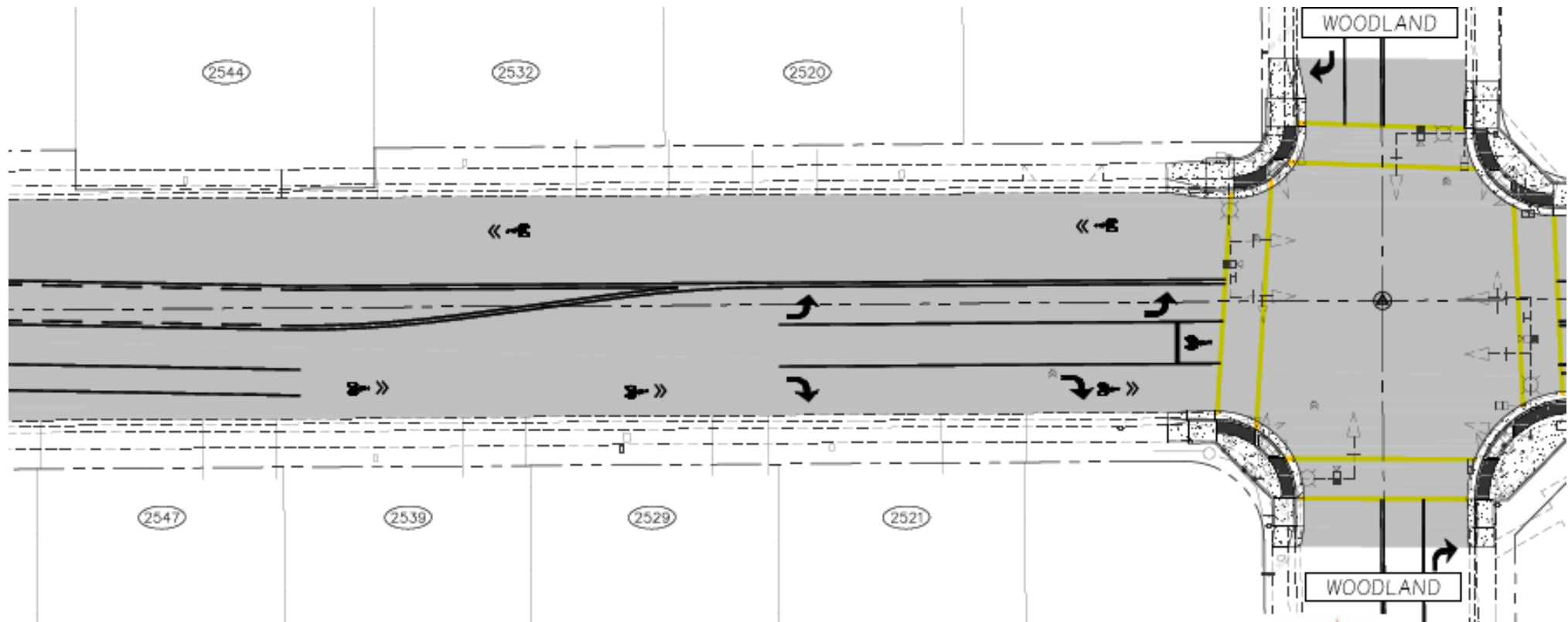
ALTERNATIVE 2

- Do not stripe parking protected bike lanes and stripe Tulare Avenue from Woodland St to Demaree St with a combination of Class 2 and Class 3 bikes lanes.
- From Demaree to Mountain Class 2 bike lanes will be installed on both sides of the road. Parking will remain up against the curb.
- From Mountain to Woodland there will be a Class 3 bike lane on the north side of the road and a Class 2 bike lane on the south side of the road transitioning to Class 3 near Woodland.
- From Woodland to Cotta (remainder of the project) Class IV bike lanes will be striped per the original plans.

ALTERNATIVE 2 – ENLARGED EXHIBIT



ALTERNATIVE 2 – ENLARGED EXHIBIT



PROJECT ALTERNATIVE COST IMPACTS

ALTERNATIVE 1

- Alternative 1 will not have any cost impact to the project budget as the current design is complete, and the construction budget is set. The proposed modifications are field adjustments that will be no cost adjustments.
- Project can be finished on time to still meet Federal deadlines.

ALTERNATIVE 2

- Alternative 2 is estimated to cost \$20,000 for staff to redesign the striping from Woodland St to Demaree St.
- Project can be finished on time to still meet Federal deadlines.



Thank you
for your time.

PRE-PROJECT EXISTING ROAD STRIPING

PROJECT IMPACTS

- Digouts in travel lanes will not align with pre-project road striping in some areas resulting in earlier road failure. This could occur from around Terri St. to Mooney Blvd. and from Giddings St. to Sowell St.
- New Striping in Phase 1 (Mooney Blvd to Watson) would need to be removed and replaced. If done correctly with removal and a slurry seal cost could be around \$150,000-\$300,000. Problem right now is that slurry seal isn't typically installed December-February because of temperatures so this work would create a timing problem with Federal Funding Deadlines. **Removed striping leaves permanent marks on the roadway and the striping corrections will be noticeable in time. This removed striping may pose a risk to the public when old removed striping becomes visible and conflict with new striping.**
- If City Council wants to remove striping in Phase 1 and is acceptable with ground linework visible after restriping the cost above would most likely be lower and work could be completed now.
- A portion of the newly striped centerlines from around Mountain to Mooney may need to be removed and re-installed.



PARKING COUNT

Tulare Avenue Parking Count				
			Prior to Project	Project
Demaree to County Center			62	27
County Center to Woodland			107	40
Woodland to Mountain			7	0
Mooney to Divisadero			12	4
Divisadero to Giddings			36	9
Giddings to Conyer			62	6
Conyer to Watson			71	27
Watson to Court			43	6
Court to Santa Fe			48	0
Santa Fe to Cotta			Exist. Parking Not Affected	