
SECTION 8 - TRANSPORTATION / CIRCULATION

IMPLEMENTATION:

Freeways or expressways on state highways form the spine of the county's circulation system, connecting all but one of the county's eight cities and providing vital inter-county connections in the state freeway-expressway system. County primary highways provide for the movement of people and goods among all cities, rural service centers and major areas of agricultural production and employment. The primaries also link urban and rural areas with major recreation areas, public facilities of area wide importance and important highways in adjacent counties. A limited access designation has been given those primaries in the County Road and State Highway Systems where, high speed movement of traffic volume is critical to their function. Where primary highways extend into or through major urban areas of the county, they are noted on the General Plan diagram as county-city primaries and should be considered as major city streets. Scenic route treatment is proposed for those county roads and state highways, which traverse areas of significant scenic quality, which can be enjoyed and observed by the traveling motorist. The freeway expressway and primary highway proposals must be given the highest priority in the allocation of highway construction funds if the most basic transportation requirements of the county are to be met.

Goal 8.A. Transportation: Promote an efficient transportation system for the movement of people and goods, which enhances the physical, economic and social environment.

Goal 8.B. To provide for the establishment and maintenance of an integrated regional transportation system, which enhances the local economic base, is responsive to the social needs of the citizenry, and protects the quality of the Tulare County environment and its resources.

Policies:

- 8.B.1. Priority will be given to the maintenance of the existing system.
- 8.B.2. Support coordinated transportation planning and programming.
- 8.B.3. The transit system, whenever possible, should interconnect with other modes of transportation.
- 8.B.4. Encourage the interaction of truck, rail, and air-freight movements.

Freeways/Expressways

- 8.B.5. Special consideration should be given to transportation programs, which improve the operational efficiency of goods movement, especially truck movements.
- 8.B.6. Support the completion of critical segments of the State Highway System.

Primary Highways

- 8.B.7. The freeway expressway and primary highway proposals must be given the highest priority in the allocation of highway construction funds if the most basic transportation requirements of the county are to be met.

State highways proposed for freeway-expressway development are:

Route 10* - from Kings County line to Lemon Cove

Route 134 - Tulare-Lindsay

Route 135 - Central Valley

Route 129 - from Kern County line to the General's Highway

Route 132 - Tulare-Visalia-Orange Cove

Route 4 - Highway 99 through the County

Route 249 - from Elderwood to vicinity of Orange Cove (Eastside Freeway)

*California State Legislative Route Numbers

Route 132 is proposed to be relocated along its entire length. Construction of the section north of Visalia will probably not be warranted until completion of the Eastside Freeway, at which time Route 132 will become a vital intertie between the Eastside Freeway and U.S. 99. Construction of the Tulare-Visalia section should be given first priority because of strong inter-city traffic movement. This section is generally shown along the alignment of Blackstone Avenue (Road 108), with Blackstone serving as a frontage road to permit minimum disturbance of rural road service to agricultural properties. Relocation must recognize the importance of relieving traffic load along Mooney Boulevard, service to and between Visalia and Tulare, and connection with U.S. Highway 99 and the Tulare-Lindsay Highway. Relocation further west would ignore four of these five basic relationships. The complications that arise in making connection with Highway 99 and Route 134 and in serving the City of Tulare are discussed in Section 5 of Part I.

- 8.B.8 Final alignment of route 249 should be determined in consideration of urban and recreation traffic service, construction costs, user costs, effects on agricultural and irrigation operations, agricultural economic impact, county road patterns and scenic quality. A collective study and recommendation of the counties involved will be necessary.
- 8.B.9. It is anticipated that all freeway-expressway routes (excepting Route 4) will be developed primarily as expressways through rural areas with freeway treatment confined largely to urban sections and where freeways connect with each other and with primary highways. The ultimate provision of interchanges at such connections will limit opportunities for highway commercial development in urban and rural areas to interchange locations. The Plan encourages highway commercial development where interchange design and acquisition of access rights permits the feasibility of such development.

8.B.10 County and State, highways proposed for development as limited access primaries are:

- Avenue 416 (E1 Monte) from Fresno County line to State Route 132 west of Orosi
- Avenue 384 from U.S. 99 to State Routes 249 and 129 at Elderwood
- State Route 131 from Woodlake to State Route 10 at Lemon Cove
- State Route 133 from Woodlake to Ivanhoe and connecting with the proposed relocation of State Route 132 north of Visalia by a new diagonal and extension along Riggins Avenue
- Avenue 304 (Goshen Avenue) from Road 80 to State Route 132
- Avenue 280 from Kings County line to Exeter
- State Route 10 on both sides of Lake Kaweah from Lemon Cove to Three Rivers, and continuing to Ash Mountain
- Avenue 232 from Kings County line to Tulare
- State Route 134 from Kings County line to U.S. 99 at Tulare, relocated along Avenue 216 and a diagonal generally parallel to the A.T. & S.F. Railroad
- Avenue 196 and its extension as the Frazier Valley Highway from Road 196 to State Route 127 east of Lake Success
- Avenue 152 from U.S. 99 at Tipton to State Route 129 at Porterville
- State Route 127 from State Route 129 at Porterville to Springville
- Success Drive from Porterville to Bartlett Park below Success Dam
- Avenue 96 from U.S. 99 at Pixley to State Route 129 at Terra Bella
- Avenue 56 from U.S. 99 at Earlimart to State Route 129 at Ducor
- Road 80 from State Route 10 at Visalia Airport to Fresno County line
- Road 116 (Mooney Boulevard) from State Route 10 to U.S. 99 south of Tulare via Avenue 216
- Road 120 (Hills Valley Road) from Fresno County line to State Route 249 (Eastside Freeway)
- Road 140 (Lovers Lane) from State Route 134 to Riggins Avenue northeast of Visalia
- A combination of Roads 192 and 196 from Kern County line to State Route 134
- A circumferential route along Road 252 (Grevilla Street) and Avenue 169 from State Route 127 to State Route 129 east and north of Porterville
- A new highway extending east from Porterville in the vicinity of Cypress Street and connecting via a diagonal with the Frazier Valley Highway north of Lake Success

8.B.11. County and State highways proposed as primaries without limit of access are:

- State Route 131 (Avenue 400) from Kingsburg to Cutler
- Avenue 328 from State Route 133 east of Ivanhoe to U.S. 99 and beyond, connecting via a diagonal with Excelsior Avenue in Kings County
- Existing State Route 133 between Visalia and Ivanhoe
- Avenue 304 (Goshen Avenue) from Road 80 to Goshen
- Avenue 264 from Road 68 to Mooney Boulevard
- Avenue 256 from Mooney Boulevard to State Route 129 south of Exeter
- A circumferential route along Avenue 240 and Road 84 from U.S. Business 99 to Avenue 216 north and west of Tulare
- A combination of Avenue 192 and F.A.S. 1134 from Mooney Boulevard southeast of Tulare to Road 192 near Plainview
- A combination of Avenue 184 and Road 140, connected by a new diagonal, from U.S. 99 to

- State Route 134
- A combination of Avenues 168 and 170 from Road 152 west of Woodville to State Route 129 north of Porterville
 - Avenue 144 from Kings County line to State Route 129 at Porterville
 - A circumferential route along Road 224, Avenue 120 and Road 284 (extended) from Avenue 152 west of Porterville to Success Drive and Bartlett Park east of Porterville
 - Avenue 96 from Terra Bella east to F.A.S. 1127
 - Avenue 56 from Ducor east to F.A.S. 1127 at Fountain Springs and extended to California Hot Springs
 - A combination of Avenues 56 and 54 from Earlimart through Alpaugh to the Kings County line
 - County Line Avenue from U.S. 99 at Delano to State Route 129
 - Road 56 from Fresno County line (Reedley) to Avenue 384 and extended on a diagonal to U.S. 99 at Traver
 - Road 36 from Traver south to Excelsior Avenue in Kings County
 - Road 40 from Kern County line to State Route 135
 - Road 68 from Avenue 216 to Goshen
 - Existing State Route 132 from Visalia to Orosi
 - Road 136 from Kern County line to U.S. 99 south of Earlimart
 - Road 152 from Kern County line to State Route 134
 - Road 156 from Ivanhoe to Seville
 - Road 164 (Farmersville Boulevard) from State Route 10 to State Route 134
 - Existing State Route 129 (Road 196) from State Route 134 at Cairn’s Corners to State Route 10 north of Exeter
 - Existing State Route 129 (Road 212) both north and south of Woodlake to its proposed intersections with State Route 129 relocated as a freeway-expressway
 - State Route 136 from Kern County line at Richgrove to State Route 129 south of Ducor
 - A combination of Road 252 and F.A.S. 1127 from State Route 127 in Porterville to Avenue 56 at Fountain Springs
 - State Route 127 from Springville east to Quaking Aspen and extended as a Trans-Sierra Highway to the Inyo County line and Highway 395
 - A new road around the proposed Hungry Hollow Reservoir (alignment shown diagrammatically on General Plan diagram for lack of precise engineering plans for the reservoir)
 - A Sierra Scenic Way, from Three Rivers to State Route 127 near the north and south forks of the Tule River, and from Quaking Aspen south to Johnsondale and continuing along the Kern River to Kernville
 - Mineral King Highway from State Route 10 near Three Rivers to Mineral King
 - State Route 10 (Ash Mountain Road) from Sequoia National Park entrance at Ash Mountain to the General’s Highway at Giant Forest
 - A new additional highway to Giant Forest from State Route 10 along the south side of the Middle Fork of the Kaweah River and approaching Giant Forest from the east

Scenic Highways and Roads

- 8.B.12. The County must preserve and enhance the “scenic corridor”, which is that band of land of varying width outside the right-of-way within which it is necessary to

maintain effective control of the scenic appearance of the landscape as viewed by the passing motorist. Highways proposed for inclusion within a county system are:

- Dry Creek Drive from State Route 131 near Lemon Cove north to Highway 65 near Badger
- Hog Back Road from Badger north to State Highway 190
- Yokohl Drive from Highway 198 to Milo, Balch Park and Springville
- Rocky Hill Road east of Exeter to Yokohl Drive and from Yokohl Drive to Lindsay via Road 216
- Frazier Valley Highway from Strathmore east to Success
- A combination of Avenue 56 and F.A.S. 1127 from Ducor east to Fountain Springs and northwesterly past the proposed Hungry Hollow Reservoir to State Highway 190 at Porterville
- Western Divide Highway from the Kern County line in the vicinity of Balance Rock north to Quaking Aspen
- A combination of Avenue 56, Road 192 and Avenue 128 from Earlimart and Ducor to Plainview and to Highway 65 south of Porterville
- A combination of Road 152 and Avenues 192 and 196 from the Tulare-Lindsay Highway to Strathmore
- Avenue 256 from Highway 99 east to the adopted realignment of Highway 65 south of Exeter
- Avenue 280 from the Kings County line east to Mooney Boulevard
- State Route 133 from Visalia to Ivanhoe to Woodlake
- State Highway 131 from Woodlake to Lemon Cove
- The road along the north side of the Saint John's River from State Route 133 north of Cutler Park east and north past Charter Oak to State Route 133 near Woodlake Junction
- Road 156 from Ivanhoe north to Seville
- Avenue 384 from the Dinuba Airport Road (Road 80) east to the Eastside Freeway
- Road 80 from Goshen Avenue north to Dinuba
- Avenue 416 from Dinuba west to the Fresno County line

The Plan also proposes two additional highways for eventual inclusion in the State System of Scenic Highways. They are Highway 65 from Porterville to State Highway 190 north of Badger, and the proposed Eastside Freeway (Route 249) from Elderwood northwest to the Fresno County line. The scenic corridors along these highways should be preserved as part of the County System in the event they are not included in the State System.

Airports and Railroads

- 8.B.13. Visalia, Porterville and Tulare, airports should be protected from encroachment by incompatible urban land use. These airports will be particular assets because of their relation to large industrial employment areas proposed by the Plan. The Plan also emphasizes the continued role of rail facilities in serving agriculture and agricultural industry, and their number and location afford considerable flexibility in serving large industrial areas shown on the Plan diagram.

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- 8.B.14. Support the development of a multi-modal terminal facility to be located at the Visalia Municipal Airport.
- 8.B.15. Maintenance and enhancement of the countywide airport system is regarded as a substantial public interest, meriting continued County and city participation.
- 8.B.16. The public airport system development, operation and maintenance should be directed toward servicing as much of forecasted aviation demand as possible with in reasonable fiscal constraints.
- 8.B.17. The development and maintenance of the existing privately-owned and operated airport facilities in Tulare County should be considered desirable.
- 8.B.18. California Transportation Commission should replace the current process for funding aviation projects with the following:
- a. A regional minimum allocation fund, which can be distributed by the RTPA. This will replace the \$5,000 allocation to each airport and will allow a project to be built every year instead of the current stockpiling of funds.
 - b. A state discretionary aviation fund similar to the existing program, placing emphasis on regional needs vs. fixed base aircraft.
- 8.B.19. Maintenance and enhancement of the County-wide airport system is regarded to be a substantial public interest, meriting continued County and city participation.
- 8.B.20. County-wide public airport system development, operation and maintenance should be directed toward servicing as much of forecasted aviation demand as possible within reasonable fiscal constraints. Publicly-owned and operated airports, however, shall not be expected to satisfy all anticipated demand for aviation facilities and related services in the County.
- 8.B.21. Development of the County's public airports by the appropriate and responsible public agencies, in conformance with the County Aviation Element and Airport System Plan, shall be encouraged and, in whatever reasonable means possible, facilitated.
- 8.B.22. Public agency ownership and operation of airport facilities should be confined solely to facilities judged to provide wide public benefit as set forth in the County Airport System Plan.
- 8.B.23. The development and maintenance of privately-owned and operated airport facilities in Tulare County shall be considered desirable as an alternative to public sector satisfaction of all forecasted aviation demand, so long as such development and operation does not conflict with established land use or other public policies
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and does not result in adverse impacts on the operation, maintenance and long-term viability of the airport facilities designated in the Plan for continued public ownership and/or operation.

- 8.B.24. Support the extension of rail passenger service to Los Angeles and Sacramento.
- 8.B.25. Encourage AMTRAK to reroute passenger rail service to the Southern Pacific track, thereby serving a larger population than the existing route.
- 8.B.26. At such time that AMTRAK does shift rail service to the Southern Pacific track, TPA will support the development of a station in conjunction with the multi-modal facility envisioned at the Visalia Municipal Airport.

Implementation Programs:

Precise Thoroughfare Plans and Building Line Setbacks

- 8.BI.1. With the exception of welfare and education, no other function of government in Tulare County costs as much as providing good streets and highways. In view of existing deficiencies and the lack of adequate funds to cope with them, it is essential that cooperative city-county-state efforts be made to protect existing and future alignments of major streets and highways from encroachment. The General Plan identifies major city, county and state highway needs. The task now is to establish aggressively precise alignments for widening existing highways and for building new highways. Precise planning and engineering as far in advance of construction as possible is necessary. Two legal devices may be used to protect future highway alignments:
 - (1) The precise thoroughfare plan (Official Plan Lines) which can be used either for entirely new sections of highway or to protect areas required for the widening of existing highways; and
 - (2) Building line setbacks along existing highways.
- 8.BI.2. During the past 12 to 15 years, Tulare County has established an impressive record in protecting future highway alignments, particularly in reference to freeways. There can be no doubt that this one function, made possible by the joint cooperation of the Division of Highways, County Road and Planning Departments, has saved the taxpayers many times the amount spent in the entire planning budgets of these agencies during this period. The County also has enforced a building line setback ordinance on all county roads for years with equally rewarding results. The setback ordinance (Ordinance No. 391) now should be amended to apply only to county primary and secondary highways, which now serve or will serve important functions. Even though the county has been a leader in terms of past performance the task ahead is even more demanding, requiring cooperation of the cities to assure the saving of additional millions of dollars in coming years. The cities must also

be aggressive. While involving the least mileage, streets shown on community portions of the General Plan must be protected. The cost of acquiring developed urban real estate can be so high that cities maybe unable to build an essential facility. This, in turn, will create unsolvable problems of traffic movement and block development of desirable growth patterns.

Circulation Plan (1964 plan map) and Amendments