Circulation Element

Introduction

The Circulation Element is second only to the Land Use Element in terms of importance to the community. It has a significant impact on the residents of Woodlake because it delineates the routes by which people will travel within and through Woodlake. Further, the Element identifies the different types of circulation routes in the community, such as roadways, bike paths and pedestrian trails.

Section 65302 (b) of the State Government Code indicates that the Circulation Element must disclose the general location, dimensions and physical characteristics of existing and proposed major thoroughfares, transportation routes and transportation-related facilities.

The Court has indicated that in addition to the finding that a roadway improvement must be consistent with the General Plan (Friends of "B" Street.et.al. v. City of Hayward, et. al., 106 Cal. App. 3d 988 {1980}, it has also indicated that there must be a correlation between the circulation and land use elements. Generally, correlation is achieved by using the same population and land use projections for each element.

The Woodlake Circulation Element is composed of seven sections. They are:

1) Existing conditions;

2) an evaluation of the existing circulation system;

3) traffic projections and evaluations;

4) circulation goals;

5) policies and action programs;

6) cross-section designs for circulation routes; and

7) circulation map.

Existing Conditions

In addition to the information contained in this chapter, circulation information is also provided in Part 4 of this document, the draft environmental impact report.

Early Circulation System

In 1905, the Visalia Electric Railroad was constructed. This railroad linked Woodlake and the Redbanks area with Visalia, the county seat, and other communities, including Lemon Cove, Exeter and Farmersville. The Visalia Electric ran east and west through Woodlake, paralleling State Route 216. West of Woodlake, the railroad turned north and terminated at Redbanks, an early farming company specializing in citrus and tree fruits.

The Visalia Electric was abandoned in the 1990s and the track and ties were removed. Portions of the right-of-way have been developed as open space (Bravo Lake Botanical Garden) while other segments remain vacant.

In 1912, the Sante Fe Railway extended a spur into the City at the request of an earlier developer of Woodlake, Gilbert F. Stevenson. Stevenson also was instrumental in constructing the bridge over the St.Johns River, which connected Woodlake with communities to the south and west.

The townsite of Woodlake was formed in 1912. Streets were laid out as well as the installation of sewer and water lines, the construction of sidewalks, schools, churches, and retail stores. Citrus, olives and fruit trees were the main agricultural commodities grown in the area. The two largest ranches in the region were Sentinel Butte Ranch and the Redbanks Ranch.

Present Circulation System

Since the early 1900s, Woodlake has grown from a population of 300 in 1914 to its present day population of 7,525 (2008). A system of circulation improvements has been installed to serve this population, including state highways (serving as arterials), collectors, local roadways, alleys, bikepaths and pedestrian trails. These improvements are discussed below:

Arterials

Two state highways traverse the City of Woodlake - State Route 245 and State Route 216. SR 245 connects Woodlake with State Route 198 to the south and State Route 180 to the north; SR 216, which runs east and west, connects Woodlake with Visalia, located south and west on Woodlake.

State Highway 245 (Valencia Blvd.) runs north/south through Woodlake.

These highways provide for through traffic movement on continuous routes through Woodlake. In Woodlake, these routes are two-lane, undivided roadways that have rights-of-way widths that range from 60 to 80 feet. Parking is generally provided on both sides of the highway. In Woodlake, the two state highways are also classified as

truck routes. Most of the trucks operating on these routes are transporting agricultural goods (citrus, olives, tree fruit) or live stock (cattle).

In 2004, State Route 216 had an average annual daily (AADT) traffic volume of 4,550 vehicles per day while State Route 245 carried 3,250 vehicles per day. The Level of Service (LOS) rating for these routes were C and B, respectively.

Road 196, located on the western fringe of the community, is also a designated arterial roadway. This roadway links State Route 216 with State Highway 198. It is also a designated truck route. In 2004, Road 196 carried 3,970 vehicles per day; operating at a LOS of B.

Collectors

Collectors provide traffic movement around and through Woodlake. They provide traffic movement through neighborhoods and link these neighborhoods with Woodlake's arterial roadway system. Collectors generally contain two travel lanes, two parking lanes, and curbs, gutters and sidewalks. These improvements are contained within rights-of-way that range from 50 to 60 feet wide. Roadways that are currently designated as collectors are as follows:

North/South Collectors

Roadway	Connections	Length	Width
Road 204	State Route 216 ot W. Ropes Avenue	1,400 feet	50 to 60 feet
Cypress Road	State Route 216 to W. Cajon Avenue	5,400 feet	50 feet
Castle Rock Rd.	State Route 216 to Wutchumna Avenue	4,000 feet	50 to 60 feet

East/West Collectors

Roadway	Connections	Length	Width
E.Riverside Ave.	State Route 245 to eastern city limits	1,000 feet	40 to 50 feet
W. Ropes Ave.	State Route 245 to Road 204	5,300 feet	40 to 50 feet
Lakeview Avenue	Cypress St. to eastern city limits	4,600 feet	50 to 60 feet
W. Sierra Ave.	State Route 245 to Castle Rock Road	2,650 feet	50 to 60 feet
W. Sequoia Ave.	State Route 245 to Castle Rock Road	2,650 feet	60 feet
W. Cajon Ave.	State Route 245 to western city limits	2,650 feet	60 feet

Local Roadways

Local roadways provide for internal traffic movement within residential neighborhoods. Adjacent property has direct access to these types of roadways. Local roadways contain two travel lanes and two parking lanes. These roadways are paved and generally contain curbs, gutters and sidewalks. They have rights-of-way widths that range from 52 to 60 feet.

Kaweah Avenue, a local roadway, connects neighborhoods and schools to Woodlake's collector and arterial roadway system.

Olive Lane

Olive Lane is essentially an alley that runs north and south from Miller-Brown Park to East Sierra Avenue. Approximately seven parcels front only onto this lane. In other words, this narrow lane, which is 20 feet wide, serves as a street for the residents of these parcels.

Bike and Pedestrian Paths

Woodlake has a Class I bike path that extends 6,000 feet from Magnolia Street to St. Johns Street through the Bravo Lake Botanical Garden, which was established in the abandoned Visalia Electric Railroad right-of-way. In addition, there exists a Class I bike path on top of the bank that surrounds Bravo Lake. This pathway runs around the northwest corner of the lake from State Route 245 to Pomegranate Street, a distance of 5,000 feet.

The Bravo Lake bike path links Magnolia Street with St. Johns Road and covers a distance of one mile.

Both bike paths are 10 feet wide and composed of asphalt. The two systems are linked at the Bravo Lake Botanical Garden, which fronts onto State Route 216. These bike paths also serves as a pedestrian pathway, especially for persons walking through the Bravo Lake Botanical Garden.

Alleys

Alleys provide rear access to residential dwellings in older neighborhoods and to commercial buildings in the downtown. Typically, many alleys contain above-(electricity and CATV) and below-ground utilities (sewer and water lines). They also serve as a route for trash pickup.

Woodlake has an extensive alley system. Most of the alleys are 20 feet wide and are unpaved. There are some alleys that could be vacated (abandoned) because they are not being used for solid waste pickup nor are they being used for access by adjacent residents. An example of an alley that could be vacated is located between Whitney and Sierra Avenues, just east of Pomegranate Street.

Public Transportation

Two public transportation systems are available to residents of Woodlake. The City's Dial-A-Ride system provides a 17-passenger bus that transports people to destinations within the city limits, including doctor's offices, school and shopping centers. The system operates between the hours of 8:30 am and 4:30 pm, Monday through Friday.

The Tulare County Transit System operates Monday through Friday and provides bus service to surrounding cities, including Lindsay, Exeter, Porterville, Tulare and Visalia. The present schedule provides two locations in Woodlake where persons can connect with the county bus system. Pick-up and drop-off are available five times daily.

Air Service

Woodlake is served by the Woodlake Airport, which is a small airport that attracts small, private plane traffic. It contains a single asphaltic concrete paved runway that is 3,320 feet long and 50 feet wide. Hangers line both sides of the runway. Aviation fuel is available at the airport as well as a restaurant facilities, which is currently vacant.

During the winter months, when fog has prevented flights from landing at the Visalia Airport, small transport planes (FEDEX) off-load their cargo in Woodlake and then drive the cargo to Visalia.

In 2005, 25 single engine and one multi-engine planes were based at the airport. The airport receives approximately 17,700 landings per year, 17,000 single engine and 700 multi-engine landings.

Evaluation of Existing Circulation System

Capacity Evaluation

The ability of a roadway to carry traffic is a function of many factors, including street width, the number of travel lanes, the number of intersecting streets, the presence of signals, and the existence of medians. A roadway's traffic volume increases during "peak-hours" - 7:00 to 8:30 a.m., 12:00 to 1:00 p.m., and 4:30 to 6:00 p.m.. To measure the traffic capacity of a roadway, a Level of Service (LOS) rating system is used. An LOS of "A" signifies a roadway that has traffic that is free flowing while a roadway with a LOS of "F" is very congested. Table No. 1 provides an interpretation of the various LOS ratings and Table No. 2 provides traffic counts for various types of roadways that are operating at a LOS of "E" - a roadway that is experiencing extreme congestion (gridlock).

Table No. 1
Level of Service Interpretation

LOS	DESCRIPTION	VOLUME/CAPACITY
A	Free flow, low volume, high operating speed, high maneuverability.	0.00-0.59
B	Stable flow, moderate volume, speed somewhat restricted by traffic conditions, high maneuverability.	0.60-0.69
C	Stable flow, high volume, speed and maneuverability determined by traffic conditions.	0.70-0.79
D	Unstable flow, high volumes, tolerable but fluctuating operating speed and maneuverability.	0.80-0.89
E	Unstable flow, high volumes approaching roadway capacity, limited speed, intermittent vehicle queuing.	0.90-0.99
F	Forced flow, volumes lower than capacity due to very low speeds; heavy queuing of vehicles, frequent stoppages.	above 1.0

Source: 1985 Highway Capacity Manual

Table No. 2
Daily Capacities for Types of Roadways

ROADWAY	LEVEL "E" CAPACITIES
4 Lane Freeway	80,000 vehicles per day
4 Lane Divided Arterial	27,000
2 Lane Divided Arterial	15,000
4 Lane Undivided Arterial	24,000
2 Lane Undivided Arterial	12,000
4 Lane Divided Collector	20,000
2 Lane Divided Collector	10,000
4 Lane Undivided Collector	18,000
2 Lane Undivided Collector	9,000

Source: 1985 Highway Capacity Manual

Table No. 3 shows average daily traffic volumes for selected roadways in Woodlake and it provides a calculated Level of Service (LOS) rating for segments of each roadway.

Table No. 3
Existing Traffic Volumes

Roadway	Roadway Type	Segment	Daily Traffic Vol	LOS
SR 245	N/S arterial	SR 198 to SR 216	6,600 peak month	A
SR 245	N/S arterial	SR 216 to Cajon	9,200	C
SR 245	N/S arterial	Cajon to A. 360	2,300	A
SR 216	E/W arterial	Road 196 to St. Johns	3,250	A
Road 196	N/S arterial	SR 216 to SR 198	3,970	A

Intersections

Based on projected traffic counts and roadway types, the Circulation Element identifies which intersections would require signalization or an upgrade of an existing signal. These intersections are Valencia Boulevard (State Route 216) and Naranjo Boulevard (State Route 245); and Valencia Boulevard (State Route 216) and Whitney Avenue. An LOS analysis, using afternoon peak-hour counts, was conducted at these intersections by OMNI-MEANS, Inc. in 2004. The analysis concluded that the two Valencia Boulevard intersections were operating at an LOS of B and did not warrant a signal at the time.

Connectivity

There are various neighborhoods in Woodlake that would benefit from the extension of a particular roadway. Persons living in these neighborhoods would be able to travel to other parts of Woodlake using a more direct route. By enhancing roadway connectivity in Woodlake, emergency and service vehicles are better able to access certain neighborhoods. This enhanced connectivity insures a more effective service delivery system and a circulation pattern that affords as faster response time by public safety vehicles.

Connectivity also mitigates air quality impacts that are associated with lengthy travel trips. In other words, the shorter the travel distance, the less air pollution generated. There are a number of roadways in Woodlake that could be extended to enhance roadway connectivity. They include: N. Mulberry Street between N. Cajon and W. Kaweah Avenues; N. Mulberry Street between W. Sequoia and W. Sierra Avenues; and Parkwood Drive between E. Wutchumna and E. Sierra Avenues.

New Roadways

New roadways will serve to open up lands adjacent to the city limits for new development. These roadways would be constructed by the developer consistent with the roadway development standards detailed in the Circulation Element. These new roadways, which run east/west, include: West Bravo Avenue extension from South Acacia Street to the Mulberry Street alignment; West Deltha Avenue westward from South Acacia Street to the South Mulberry Street alignment; West Bravo Avenue extension from the Bradford Steel property westward to Road 196; Lakeview Avenue extension eastward to St.Johns Street; East Sierra Avenue extension eastward from Castle Rock Road eastward to the St. Johns Street alignment, and East Cajon Avenue extension from State Route 216 to the Castle Rock Street alignment.

The future development of parcels of land between Cajon Avenue and Naranjo Boulevard (SR 216) west of the city limits will require the westerly extension of many of Woodlake's existing roadways, such as Antelope, Lakeview, Whitney, Sierra, Wutchumna and Kaweah Avenues.

New north/south roadways include: Road 200 extension from State Route 245 to the West Bravo Avenue alignment; Mulberry Street extension from West Kaweah Street to West Cajon Avenue; Parkwood Drive extension from East Sierra Avenue to East Wutchumna Avenue.

Roadway Upgrades

There are roadways in the Woodlake area that should be reconstructed or widened so that better roadway access can be provided to existing and future land uses fronting onto these roadways. The reconstruction of these roadways will improve traffic safety, reduce noise associated with rough roadways, and will make the fronting properties more marketable, especially if the parcels are to be marketed to industrial users.

A roadway system that is safe and efficient - free of congestion - is a primary circulation goal of all cities. This goal also promotes a roadway system that is safe for pedestrians and bicyclists, especially younger children.

The most potentially hazardous roadways in terms of traffic safety in Woodlake are the two state highways. Driving, riding or walking along these roadways is hazardous because of one or more of the following characteristics - volume and speed of traffic, the width of the roadway, the number of trucks or the number of pedestrians/bicyclists traveling along the roadway, and the lack of shoulder improvements, including curb and gutter, sidewalks and a paved shoulder.

An interesting roadway upgrade doesn't involve a roadway but an alley, actually Olive Lane, which is a 20-foot wide alley. There is the unique potential to widen this lane to promote additional development along its route, which extends from Antelope to Sierra Avenue. There are large parcels that front onto this lane that could be developed more intensively if this land was reconstructed.

Roadways that could benefit from reconstruction include:

East/west roadways include: Ropes Avenue from Acacia Street to Road 204, and State Route 216 from Road 196 to St. Johns Street.

North/south roadways include: State Route 245 from the St. Johns River to Wutchumna Ditch, and State Route 245 from East Sierra to Cajon Avenue.

Traffic Projections and Evaluation

The Consultant has projected traffic volumes for both roadway segments and certain intersections in the Woodlake area. These projections are based on the following assumptions:

1. Traffic volumes on local and State roadway systems will generally increase at a rate similar to population growth rates within the planning area.

2. Persons in Woodlake will continue to use cars as their primary mode of transportation.

3. Uses that generate abnormally high volumes of traffic, such as shopping centers, major manufacturing companies or an office complex, will not locate in the planning area during the planning period.

4. Current traffic flow patterns in the planning area will not change significantly.

Projections

Increases in traffic volumes over the planning period for local and State roadways is going to be generated by the development of the land uses in the Woodlake area and by increases in population and development in surrounding communities, Elderwood, Ivanhoe and Lemon Cove

Projected average daily traffic (ADT) volumes for the Year 2028 for selected roadways in Woodlake are detailed in Table No. 4 below. These traffic projections are based on Woodlake's population growth rates, which has ranged from 1.5 to 3 percent per year since 1970. For purposes of these traffic projections, a 2 percent annual growth rate will be used.

Table No. 4
Projected Traffic Volumes, 2028

Roadway Segment	Existing Average Daily Traffic Volumes*	Projected ADT Volumes**	Proj. LOS
East/West			
SR 216, e/o of SR 245	5,100	7,729	B
SR 216, w/o SR 245	7,100	10,976	D
North/South			
SR 245, SR 198 to SR 216	5,500	8,502	B
SR 245, SR 216 to Cajon	7,400	11,440	C
SR 245, Cajon to A. 360	2,300	3,555	A
Road 196, SR 216 to SR 198	3,970	6,137	A

* 2004 TCAG traffic counts
** Projected traffic counts are based on an annual increase of 2 percent.

Circulation Issues and Goals

Circulation goals express general community values as they relate to travel, traffic safety, mobility and funding for maintenance, construction and reconstruction.

Traffic

Even if a roadway is operating at a Level of Service (LOS) A, which means that traffic flows freely along the street with little or no congestion, people still complain that there is too much traffic on the street especially if its their neighborhood street. While it is difficult to improve on a roadway that has a LOS of A, cities can embrace goals that will minimize traffic impacts on the community.

- Insure that streets in Woodlake are not congested.
- Insure that traffic on Woodlake's streets operates in an efficient and safe manner.
- Provide for long-term financing for street construction and maintenance.
- Maximize roadway connectivity throughout the community.

Arterials

Arterial roadways carry the largest volumes of traffic in Woodlake. In addition, arterials tend to carry higher volumes of truck traffic than collectors and local roadways. On the fringe of the community, traffic traveling along arterials will reach higher speeds. Because of these roadway characteristics, the design, location and types of land uses developed adjacent to these roadways must be carefully planned.

Most persons in Woodlake will travel on an arterial at least once a day. Travel efficiency on these roadways is important for three reasons: (1) congested traffic prevents the traveler from reaching their destination in a timely manner, (2) traffic congestion can create unsafe traffic conditions, and (3) congestion creates greater amounts of air pollution, already a significant environmental problem in the Valley. Traffic that moves smoothly and efficiently along an arterial minimizes these three problems.

Arterials

East/West Arterials	ROW width	Paved width	Planned Features
State Route 216	84 feet	64 feet	5-foot parkway with street trees
North/South Arterials	**ROW width**	**Paved width**	**Planned Features**
State Route 245	80 feet	60 feet	10 to 12-foot sidewalk or 5-foot parkways planted with street trees
Road 196	80 feet	40 feet	Graded shoulder

- Arterial roadways shall be constructed to include two travel lanes with left-and right-hand turn pockets, sidewalks, on-street parking and tree-lined parkways or tree wells.
- Woodlake shall encourage the full build-out of State Highways 216 and 245

Collectors

Aside from arterials, collectors carry the greatest amount of traffic in a city. Unlike arterials, collectors traverse residential neighborhoods. It is this type of roadway that drains traffic from a neighborhood and conveys it towards other collector or arterial roadways. Because collectors pass through neighborhoods, their effectiveness to channel traffic can be diminished by the design of land uses adjacent to the roadway. If these uses are designed so that they haphazardly funnel traffic onto the collector, the efficiency of the collector is reduced.

Collectors, due to their location, can impact a residential neighborhood. The volume of traffic, the level of noise and a collector's appearance can influence adjacent neighborhoods. It is important to properly plan and design these roadways so that they are an asset to the community and not a detraction. These roadways will have

rights-of-ways of 60 feet and a curb to curb width of 40 feet. New collectors will contain tree-lined parkways and a 5-foot sidewalk.

Collectors

East/West Collectors		ROW	Paved width
Riverside Avenue	State Route 245 to St. Johns Road	60 feet	40 feet
Ropes Avenue	State Route 245 to Road 204	60 feet	40 feet
Lakeview Avenue	Cypress St. to Castle Rock Road	60 feet	40 feet
Sierra Avenue	State Route 245 to Castle Rock Road	60 feet	40 feet
Wutchumna Ave.	State Route 245 to Castle Rock Road	60 feet	40 feet
Cajon Avenue	State Route 245 to Millwood Drive	60 feet	40 feet
North/South Collectors			
Road 204	Ropes Avenue to Cajon Avenue	60 feet	40 feet
Cypress Road	State Route 216 to Cajon Avenue	60 feet	40 feet
Castle Rock Rd.	SR 216 to Wutchumna Avenue	60 feet	40 feet

- New collector roadways shall be constructed to include two travel lanes, sidewalks, on-street parking and tree-lined parkways.
- Woodlake shall utilize redevelopment funds, or Measure R or gas tax funds to install curbs, gutters or sidewalks, where lacking.

Local Roadways

Local roadways provide for internal traffic movement within residential neighborhoods. Adjacent property has direct access to these types of roadways. Local roadways contain two travel lanes and two parking lanes. They have rights-of-way widths that range from 52 to 60 feet, and a curb to curb width of 32 to 40 feet.

- Local roadways shall be constructed to include two travel lanes, sidewalks, on-street parking and tree-lined parkways.
- Woodlake shall utilize redevelopment funds, or Measure R or gas tax funds to install curbs, gutters or sidewalks, where lacking.

Olive Lane

Olive lane, which runs north and south and is located in the northeast quadrant on Woodlake, serves as a street for many residents that live in this quadrant of the community. Olive lane is narrow, 20 feet, is not developed to city street standards. For this reason, this lane should be reconstructed.

- Woodlake should finance the construction of Olive Lane using redevelopment and transportation funds.

Alleys

Alleys provide rear access to residential dwellings in older neighborhoods and to commercial buildings in the downtown. Typically, many alleys contain above- (electricity and CATV) and below-ground utilities (sewer and water lines). They also serve as a route for trash pickup. Woodlake has an extensive alley system. Most of the alleys are 20 feet wide and are unpaved.

- Woodlake shall develop a 5-year capital improvement program that provides funds to improve those alleys that receive significant traffic.

Parking

The success of commercial businesses is often dependent upon parking. The parking must be in close proximity to the business, it must be safe, and if possible, it should well designed - good lighting, wide stalls, shaded, and easy access.

For other uses, such as public facilities, churches, apartments and industries, adequate on-site parking is important so as to insure that surrounding land uses are not adversely impacted by persons parking their vehicles in front of other establishments or residences.

- Woodlake shall continue to take advantage of providing public parking in the downtown.

- The construction of new parking lots shall be designed to be attractive, cool and offer effective circulation patterns.

School Routes

School-aged children walking or riding to school should be provided with a safe route to school. There are a number of roadways in Woodlake that are used extensively by children traveling to and from school. Sidewalks should be constructed along both sides of roadways leading to schools in Woodlake. Recently, Woodlake utilized Safe-Routes-to-School funds to install sidewalks along West Sequoia Avenue, which runs between Woodlake High School and Franchise J. White Elementary School.

- Woodlake shall continue to utilize Safe-Route-To-Schools funds to improve the travel routes of school-aged children, including the installation of sidewalks, and street crossings upgrades, which include blinking lights, painted crosswalks or flashing lights mounted on the surface of the street.

Street Design

The primary purpose of a street is to carry traffic from one point to another. Streets, however, do not have to be a sterile public improvement that adversely impacts adjacent land uses. In fact, streets can be designed so that they can enrich the adjacent land use, using features like trees, decorative lighting, public art, and well designed signage.

- Develop streets that are well designed and visually attractive.
- Provide an adequate source of funding for the construction of streets.
- Apply for state and federal grants to upgrade streets in Woodlake.

Intersections

Busy roadway intersections are signalized in order to insure that traffic can safely and effectively maneuver through the intersection. At busy intersections where signalization is lacking, accidents can occur, some of them serious. For existing and future intersections in Woodlake, signalization or an upgrade to an existing signal system may be necessary. Signalization can be very expensive. It is important that a city have a means of financing this improvement prior to the improvement being required.

- Insure that busy intersections are properly signalized thereby insuring safe and effective traffic maneuvers.

- Seek innovative methods of controlling traffic at busy intersections within the Woodlake planning area.

Alternative Modes of Transportation

Alternative modes of transportation are important to different groups of people for different reasons. For low-income, handicapped or non-driving age persons, public transit may be the only means of travel. For a person who is concerned about polluting the air, riding a bus or bike may be their way of minimizing an impact on the environment.

For recreational and health reasons, people may wish to walk or bike around town. Pedestrian and bike paths are necessary for this type of travel. They should be designed and located so that conflicts with car and truck traffic is minimized.

- Promote alternative modes of transportation, including bicycles, buses, and walking.

- Insure that bike and pedestrian pathways are properly located, safe and well-designed.

- Increase the opportunities for persons in Woodlake to utilize public transportation.

Truck Traffic

Truck traffic can adversely affect a community and specifically residential neighborhoods because of the noise and vibrations they generate. Further, heavy trucks can damage local roadways because of their weight. However, trucks are an essential ingredient for the local economy in terms of employment and movement of goods and products. In Woodlake, the local economy would collapse if packing houses, cold storage plants and other non-agricultural industries could not receive trucks at their locations.

Currently, the two truck routes that traverse Woodlake are located on the two state highways, State Routes 216 and 245.

- Establish truck routes through Woodlake that are safe and not disruptive to residential neighborhoods, schools and businesses.

Bikepaths and Pedestrian Pathways

Woodlake Pride, a non-profit organization, has constructed the Bravo Lake Botanical Garden, using state and federal funds, local monies and in-kind donations from a variety of private and public entities. The botanical garden encompasses a 10-foot wide asphalt pathway that is used by pedestrians and bicyclists to wind their way through the Garden. The pathway is 6,000 feet in length and stretches from Magnolia Street to the St.Johns Street.

Linked to the Garden's pathway is a 10-foot wide asphalt pathway that was installed on the top of the berm that surrounds Bravo Lake. This pathway, which connects to the Garden's pathway near the Garden's parking lot, extends west and south around the Lake to staging point adjacent to State Route 245.

By encouraging persons to walk or ride a bike in Woodlake, personal contact is promoted. This interaction makes for a more close-knit community in addition to promoting a more healthy lifestyle.

- Encourage persons to ride bikes for health reasons as well as for environmental reasons.

- Design a bike path system that encourages persons from other communities to bike to Woodlake.

- Insure that Woodlake's bike path system is consistent with the Tulare County Bicycle Transportation Plan.

- Promote persons to walk in Woodlake.

Landscaped Medians and Street Trees

Some of the great streets in the world contain landscaped medians or a boulevard of street trees. These features "soften" the appearance of the street, provide shade for the pedestrians and provide a positive image.

- Require new development to install street trees to create a more visually pleasing streetscape.

Circulation Policies and Actions

Policies and actions serve as the instructions for the Circulation Element blueprint. Without these instructions, implementation of the element could not occur. For each circulation-related topic, this section of the element will provide a list of policies and actions that will facilitate implementation of the goals.

Traffic

- **Insure that streets in Woodlake are not congested.**

1. A level of service C will be the desirable minimum service level in Woodlake at which highway, arterial and collector segments will operate. A level of service of B will be the desirable minimum service level in Woodlake at which intersections will operate.

a. The City will program into its 5-year capital budget, street improvements that will insure the specified LOS is not exceeded in the city limits. Funds for these street improvement projects will come from gas tax and transportation funds.

b. The City shall develop a traffic impact fee for new development in Woodlake. Said fee shall be consistent with the requirements of AB 1600.

c. The City, working with Caltrans, will periodically check traffic warrants at the intersection of State Route 216 and State Route 245.

- **Insure that traffic on Woodlake's streets operates in an efficient and safe manner.**

2. Substandard streets and streets that are not fully built-out or lack proper connection to adjacent streets shall be upgraded.

a. The City will program into its 5-year capital budget, street improvements that will implement the above goal.

b. The City shall develop a traffic impact fee for new development in Woodlake. Said fee shall be consistent with the requirements of AB 1600.

c. The City shall purchase the necessary right-of-way either along or adjacent to

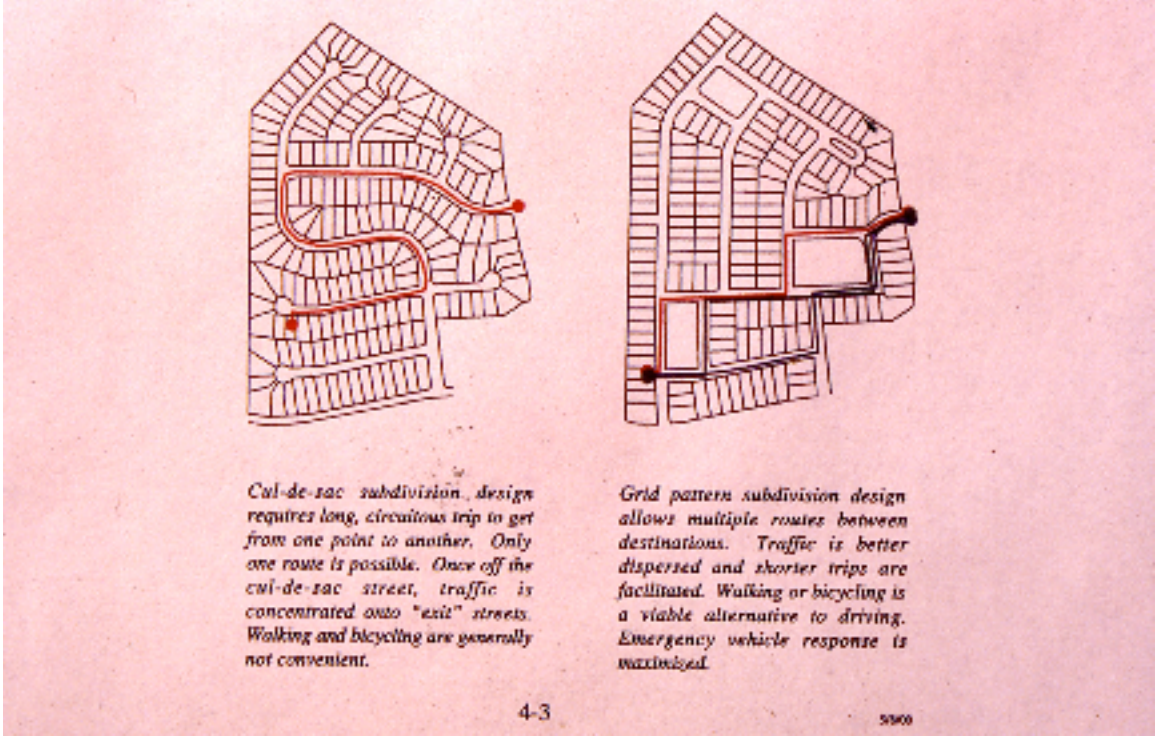
substandard roadways to allow for the upgrade or extension of the roadway.

- **Provide for long-term financing for street construction and maintenance, signal installation and upgrades of streets that crossed the abandoned Visalia Electric Railroad.**

1. The City shall amend its development impact fee schedule to generate funds for upgrading railroad crossings and signalizing certain intersections that warrant the installation of signals.

- **Maximize roadway connectivity throughout the community.**

1. The Circulation Element map shall delineate new roadways that enhance connectivity throughout the community.



Arterials

- **Arterial roadways shall be constructed to include two travel lanes with left- and right-hand turn pockets, sidewalks, on-street parking and tree-lined parkways or tree wells.**

1. Driveways that intersect with arterials should be kept to a minimum and, if possible, eliminated when redevelopment occurs along an arterial roadway.

a. Through the site plan review process, the Planning and Engineering Departments will discourage development designs that create this condition.

2. Left turn lanes shall be constructed on arterials where they intersect with other arterials or collectors.

a. The Public Works Department will coordinate with Caltrans to insure that left turn lanes are constructed along State Highways 216 and 245.

- **Woodlake shall encourage the full build-out of State Highways 216 and 245**

1. Study redesigning State Highways 216 and 245 to install curb and gutter, sidewalks, street trees and lighting.

a. The City should contract with a traffic consultant to prepare a preliminary road design for these two roadways.

b. The City should seek state or federal funds to construct improvements along these roadways, including sidewalks, signalization and left-turn pockets.

c. Arterial roadways will be constructed consistent, where possible, with street cross-section illustrations contained in Appendix A of the Circulation Element.

2. New driveways constructed onto State Highways 216 and 245 shall meet Caltran's construction specifications.

a. Through Woodlake's site plan review process, Caltrans will review all new construction projects along State Highways 216 and 245.

3. Curbing at the intersections of arterial and collector streets should be painted red at least 50 feet in all directions from the corner curb radius in order to provide sufficient sight-line for traffic pulling into the intersection.

a. The Public Works Department will coordinate with Caltrans to identify which curbs at the aforementioned intersections should be red-curbed.

Collectors

- **New collector roadways shall be constructed to include two travel lanes, sidewalks, on-street parking and tree-lined parkways.**

1. Collector roadways should contain sufficient right-of-way for two travel lanes, sidewalks and parkways, and two parking lanes.

a. Collector roadways will be constructed consistent with street cross-section illustrations contained in Appendix A of the Circulation Element.

- **Woodlake shall utilize redevelopment funds, or Measure R or gas tax funds to install curbs, gutters or sidewalks, where lacking.**

1. Collector roadways that are substandard or require extension to provide better connectivity shall be listed in Woodlake's 5-Year Capital Improvement Program.

a. The Public Works Department will compile a list of collector roadway projects that will implement the above policy.

2. The City of Woodlake shall adopt a circulation impact fee, consistent with AB 1600, to pay for some of costs associated with the construction of collector roadways in Woodlake.

a. Staff shall prepare a AB 1600 Report detailing the formulation of circulation impact fees. This Report will be required to establish a nexus between the circulation impact fee and the cost of arterial and collector circulation costs.

Local Roadways

- **Local roadways shall be constructed to include two travel lanes, sidewalks, on-street parking and tree-lined parkways.**

1. Local roadways shall be constructed to insure proper connection with surrounding roadways as well as promoting safe and efficient vehicular movement within a new development.

a. Woodlake's Subdivision Design Committee will insure that the above policy is implemented.

- **Woodlake shall utilize redevelopment funds, or Measure R or gas tax funds to install curbs, gutters or sidewalks, where lacking.**

1. Where lacking, curbs, gutters and sidewalks shall be installed along local roadways.

a. The Public Works Department shall prepare a list of roadways that require curbs, gutters or sidewalks. The City will incorporate this list of roadway improvements into its 5-Year Capital Improvement Program.

b. Where possible, the City will utilize CDBG Program Income funds to pay for these improvements.

- **Where possible, dead-end local roadways shall be extended to connect with nearby roadways.**

1. Dead-end local roadways shall be connected with adjacent roadways using either redevelopment funds, Measure R funds or gasoline tax monies.

a. The Public Works Department shall prepare a list of roadways that require extension. The Department will facilitate the completion of these roadway extensions by securing the necessary right-of-way, preparing plans and bidding the project.

2. The Circulation Element map shall delineate new roadways that enhance connectivity throughout the community.

Olive Lane

- **Woodlake should finance the construction of Olive Lane using redevelopment and transportation funds.**

1. The Woodlake Redevelopment Agency should prepare construction plans for Olive Lane. Said plans should provide for the widening of this roadway as well as the installation of curbs and gutters. Parking shall not be allowed along this roadway.

2. The City of Woodlake will apply for state grants to reconstruct Olive Way, including Proposition 1C funds.

Alleys

- **Woodlake shall develop a 5-year capital improvement program that provides funds to improve those alleys that receive significant traffic.**

1. Alleys in the Downtown should be paved and provided with proper drainage while alleys in residential districts should be upgraded with decomposed granite.

   a. The Public Works Department shall prepare a list of alleys that require upgrade, which could include grading, paving or an overlay with decomposed granite.

   b. The list of alley upgrades shall be incorporated into Woodlake's 5-year capital improvement program.

Parking

- **Woodlake shall continue to take advantage of providing public parking in the downtown.**

1. Off-street parking in the downtown shall be located on the side or at the rear of the building(s).

2. New parking lots along State Highways 216 and 245 should be designed so that the parking lot does not occupy the entire frontage of the site.

a. Through the site plan review process, the Planning Department will insure that the design of new parking lots will be consistent with this policy.

3. The City and/or the Woodlake Redevelopment Agency may consider the purchase of land in the downtown for use as a public parking lot.

- **The construction of new parking lots shall be designed to be attractive, cool and offer effective circulation patterns.**

1. Parking lots for new uses shall contain landscaping, proper lighting and shall be properly designed to insure maneuverability of vehicles and pedestrians.

a. Through the site plan review process, the Planning and Engineering Departments will insure that the design of new parking lots shall contain landscaping, lighting and shall meet the proper design standards detailed in this Element.

b. The Zoning Ordinance shall be amended to include parking lot design standards, including a requirement for 50 percent shading within a ten-year time frame. Rows of parking stalls shall be interrupted with a tree-containing planter.

c. Pedestrian pathways through parking lots shall be clearly delineated using improvements such as landscaping, lighting and pavement material.

2. Parking lots located adjacent to residentially designated land shall be separated by a 6-foot block wall, which is landscaped with vines, shrubs or trees. Parking lots adjacent to streets shall be separated by a low wall, which is landscaped on both sides.

School Routes

- **Woodlake shall continue to utilize Safe-Route-To-Schools funds to improve the travel routes of school-aged children, including the installation of sidewalks, and street crossings upgrades, which include blinking lights, painted crosswalks or flashing lights mounted on the surface of the street.**

1. Working with Woodlake's two school districts, Woodlake should identify streetscape

projects that will improve safety conditions for school-aged children walking or riding to school.

a. The City should budget funds from its transportation, gas tax, Measure R, and state Safe-Route-To-Schools grants to install streetscape improvements identified by the three agencies.

Street Design

- **Develop streets that are well designed and visually attractive.**

1. Single family residential subdivisions may have local streets that have a minimum right-of-way width of 56 feet, 32 feet paved width. Tree-line parkways shall be installed in this right-of-way. The parkway shall have a width of 7 feet; the sidewalk 5 feet.

2. Single family residential subdivisions may have cul-de-sac streets that have a minimum right-of-way width of 52 feet, 28 feet paved width. Tree-line parkways shall be installed in this right-of-way. The parkway shall have a width of 7 feet; the sidewalk 5 feet. All cul-de-sac streets shall provide for a pedestrian opening at the end of the street.

3. Alleys are permitted within residential subdivisions. Alleys shall have a rights-of-way of 24 feet and a paved width of 20 feet. A concrete vee gutter is required in the middle of the alley. The non-paved portion of the right-of-way shall be landscaped and provided with irrigation. Garbage pickup shall not be permitted in the alleys.

- **Provide an adequate source of funding for the construction of streets.**

1. The City of Woodlake shall adopt a circulation impact fee, consistent with AB 1600, to pay for some of costs associated with the construction of roadways in Woodlake.

a. Staff shall prepare a AB 1600 Report detailing the formulation of circulation impact fees. This Report will be required to establish a nexus between the circulation impact fee and the cost of circulation costs.

- **Apply for state and federal grants to upgrade streets in Woodlake.**

1. The City shall have prepared a streetscape design plan that will establish a 5-year capital improvement program for the construction of specific roadways in Woodlake. This Plan should include details for lighting, landscaping, signing and road widening.

    a. The Engineering and Planning Departments will prepare the streetscape design plan. Funds will come from tax increment, gas tax, transportation funds and the state grant programs.

    b. The City shall apply for urban forestry grants to assist in the funding of installing street trees.

Intersections

- **Insure that busy intersections are properly signalized thereby insuring safe and effective traffic maneuvers.**

1. The City shall adopt a development impact fee that finances the signalization of intersections. This fee shall be incorporated into Woodlake's Circulation Impact fee.

    a. The City will periodically review the levels of service ratings at major intersections in Woodlake to determine if signals should be installed.

    b. The City will calculate and implement development impact fees for signalization that are consistent with the Circulation Element map and Assembly Bill 1600 (legislation that requires a nexus, or connection, between the fee being required and the improvement to be installed).

- **Seek innovative methods of controlling traffic at busy intersections within the Woodlake planning area.**

1. The City's public works department shall periodically review major intersections in Woodlake to determine signalization or stop signs are warranted at any of the corners.

2. The public works department shall review intersections in the downtown to determine if opportunities exist to install traffic calming improvements.

Transit

- **Promote alternative modes of transportation, including bicycles, buses, and walking.**

2. Woodlake shall adopt the Tulare County Regional Bike Plan.

    a. Adoption of the Bike path Plan will allow Woodlake to apply for monies to construct bike paths.

- **Reduce automobile use by improving transit service and encouraging transit use.**

Woodlake's earliest form of public transportation was the Visalia Electric Railroad, which connected Woodlake with Exeter and Visalia.

1. Facilitate the provision of convenient, frequent, dependable and efficient scheduled transit for Woodlake residents.

a. The City of Woodlake could explore contracting with Visalia City Coach to provide twice a day transit service between the two communities.

b. All arterial streets shall be designed to accommodate buses and bus loading zones.

Truck Traffic

- **Establish truck routes through Woodlake that are safe and not disruptive to residential neighborhoods, schools and businesses.**

1. Prohibit through truck traffic on streets that are not identified as truck routes.

    a. Direct truck traffic away from residential areas and other sensitive land uses.

    b. The Public Works Department shall install truck route signage.

    c. Consider using county roads to divert truck traffic through or around Woodlake to avoid sensitive land uses.

- **Facilitate the movement of truck traffic through and around Woodlake.**

1. Identify truck routes on the Woodlake Circulation Element map.

Bike and Pedestrian Pathways

- **Encourage persons to ride bikes for health reasons as well as for environmental reasons.**

A well designed bikepath that is separated from vehicular traffic will encourage people to ride bikes.

1. Develop a bike path plan that is a part of the Circulation Element.

    a. Design the Plan so that some of the bike path segments are not along surface streets but are along railroad rights-of-way, parks and ditch easements.

    b. Apply for state and federal funds to finance the construction of the bike path system.

    c. Insure that subdivisions are designed so that persons riding bikes can access adjacent properties from the neighborhood.

    d. Work with the county of Tulare to insure that Woodlake's Plan is linked to the County's Bike path Plan.

    e. Consider implementing traffic calming designs where bike paths cross

surface streets.

f. Bike paths will be constructed consistent with the bike path cross-section illustrated in Appendix A of the Circulation Element.

- **Design a bike path system that encourages persons from other communities to bike to Woodlake.**

1. The Circulation Element map will delineate the location of existing and future bikepaths in Woodlake. The county's bikepath plan shows a bikepath running north and south along Road 196. A proposed bikepath will connect Woodlake's system with the county's path on Road 196.

- **Insure that Woodlake's bike path system is consistent with the Tulare County Bicycle Transportation Plan.**

1. The Circulation Element map will delineate the location of existing and future bikepaths in Woodlake and surrounding environs that are consistent with the county's plan.

- **Promote persons to walk in Woodlake.**

1. Attempt to provide safe and convenient pedestrian access to all areas of the city, including between neighborhoods.

a. Maintain and repair sidewalks to make them safe for pedestrians.

b. Plant existing parkways that are devoid of trees so make the walking experience more enjoyable.

A shady sidewalk will encourage persons to walk, especially during warmer weather.

c. Provide signage for walking paths.

d. Investigate the use of ditch easements and railroad rights-of-way for walking paths.

Landscaped Medians and Street Trees

- **Overly wide streets in Woodlake should be considered for a tree-lined median or tree-lined parkway.**

1. Existing parkways that do not contain trees should be planted with trees.

   a. The City should apply for an urban forestry grant to pay for the cost of installing street trees.

2. Parkways that contain trees that have broken or lifted adjacent sidewalk shall be removed and replaced with more appropriate street trees.

3. Parkways that have been filled with pavement shall be opened up and planted with appropriate street trees.

- **The downtown area should be planted with street trees that provide shade, color and interest.**

1. Streets in the downtown that are without trees should be planted with appropriate tree species and should be provided with a reliable source of water.

    a. The City should apply for an urban forestry grant to pay for the cost of installing street trees.

Downtown Claremont has provided a shady and cool environment for persons shopping in its downtown by planning numerous street trees.

Cross-Section Designs for Circulation System

Circulation Map

Exhibit No. 2 delineates the different types of roadway types and routes of other types of transportation.