



GOSHEN TRANSPORTATION & COMMUNITY PLAN

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Goshen Transportation and Community Plan



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Executive Summary

Introduction

The Tulare County Resource Management Agency (RMA) and Caltrans District 6 jointly funded the preparation of this Transportation and Community Plan (Plan) for the Goshen Community. The RMA initiated the planning process documented in the Plan by approaching Caltrans District 6 with the desire to address local land use and transportation concerns resulting in the application by the RMA for a grant from Caltrans' Environmental Justice Program. This program specifically "promotes the involvement of low-income and minority communities, and native American Tribal Governments in the planning for transportation projects to prevent or mitigate disproportionate, negative impacts while improving mobility, access, safety and opportunities for affordable housing and economic development.

Stakeholder and Community Involvement

Stakeholder and community involvement was initiated with formation of the Goshen Transportation and Community Plan Steering Committee. The Steering Committee was composed of four (4) members including one (1) resident/environmental justice representative and three (3) additional stakeholders with businesses in the Goshen Community. Following formation of the Steering Committee, five (5) Steering Committee meetings were held throughout the duration of the planning process to guide preparation of the Plan and to guide the content of six (6) public workshops. In addition to the Steering Committee meetings and public workshops, an extensive community survey was conducted by the Community Services Employment Training (CSET), and CSET and VRPA provided a discussion of the planning process during the "Step Up Goshen" special event held on March 7, 2013 in the Goshen Community. CSET provides families access to services ranging from nutrition to health and education as well as housing, utility assistance and employment training throughout Tulare County including the Goshen Community.



County RMA Staff Presenting at Workshop #1

The Goshen Transportation and Community Plan identifies options to:

- ✓ *Improve pedestrian and traffic safety*
- ✓ *Evaluate impacts of major transportation projects*
- ✓ *Determine appropriate land use patterns within the community*
- ✓ *Using a collaborative framework, the Plan:*
 - Defines potential enhancement solutions to address community concerns
 - Defines a multimodal transportation framework and street improvement package

Plan Overview

Goshen is experiencing significant growth in a range of motorized transportation infrastructure improvements along Riggan Avenue, Betty Drive, and the State Route (SR) 99/Betty Drive Interchange, but the community’s concern is that “the lack of pedestrian facilities” may pose “a safety hazard for the community.” This Plan documents the development of several land use and mobility alternatives for consideration through a planning and visioning process with local residents and businesses.

The Plan addresses transportation, pedestrian safety, and community concerns by identifying specific areas in need of improvement. During the planning process, the Goshen Community was engaged in a planning and visioning process that led to the development of four (4) growth alternatives that are intended to address the issues of transportation, infrastructure, land use, and economic development in the Goshen Community.

Extensive community involvement across a series of workshops and events generated a variety of recommendations, including: complete streets (streets that accommodate others modes including bike lanes and pedestrian facilities and amenities), additional street lighting, pedestrian signage, cross walks, stop signs, sidewalks, pavement, drainage, realignment of local roadways, traffic calming measures (narrower traffic lanes, curb extension or bulbouts, road

diets, allowing parking on one or both sides of a street to reduce driving lanes, pedestrian refuges, converting one-way streets into two-way streets, speed bumps, raised pedestrian crossings, chicanes, and median diverters) and more.



Review of Existing Transportation and Land Use Conditions

In addition to the major transportation issues, this Plan has also evaluated the potential to redefine Goshen as a community that embraces the traditions of the past, improves the quality of life in the present, and provides concepts and policy

guidelines that can direct the community’s growth towards a positive future. It is the intent of Tulare County’s RMA that the Plan consists of realistic and achievable goals.

It should be noted that the RMA is also conducting the *Goshen Revitalization Study* through a grant funded by the State Department of Housing & Community Development. That Study is focused on existing and future land use issues and plans for the Goshen Community. While both of these studies are being prepared separately, the discussion of street circulation and land use is integral to both. Following preparation of all three of the studies, the RMA will prepare an update to the *Goshen Community Plan*, adopted by the Tulare County Board of Supervisors on

September 5, 1978. The *Goshen Community Plan Update* will be accompanied by an environmental document that will likely consider alternative transportation and land use scenarios developed as part of this planning process.

Land Use and Transportation Framework Alternatives

The Plan comprises land use and transportation alternatives that will guide future development and address the Community's needs through the Year 2040. This includes:

- ✓ *Encouraging housing closer to employment and services*
- ✓ *Providing a mix of housing types*
- ✓ *Providing a mix of land uses to reduce travel distances*
- ✓ *Encouraging a walkable, bikeable & transit friendly land use plan*
- ✓ *Encouraging **smart growth** – According to Smart Growth America, “Smart growth means building urban, suburban and rural communities with housing and transportation choices near jobs, shops and schools. This approach supports local economies and protects the environment”*

Community Preferred Land Use and Transportation Framework Alternative

Based upon results of Workshops #4 and #5, the Goshen Community identified their preference for growth and development in the Study Area. The Community's preferred alternative (Alternative D), along with the other alternatives (Alternatives A through C), prepared during the planning development process will be considered as RMA staff completes the *Goshen Community Revitalization Study* (expected in December 2014) and when the County initiates preparation of the *Goshen Community Plan Update*, which is scheduled for completion in December 2014. The four (4) Alternatives are provided on the following pages (**Figures ES-1 through ES-4**).

Implementation Program

Based upon the transportation and land use alternatives described above, a number of improvements will be required to address mobility needs in the Goshen Community. These mobility needs have been analyzed in terms of technical need, as well as to address mobility options and traveler safety.

- ✓ *Improvement Projects*
When considering the implementation of improvements, it is important to consider opportunities for implementing a project in phases. For this purpose, the Short-, Medium-, and Long-Term Improvement Program listed in **Table ES-1** was prepared. It is understood that not all of the projects listed in each of the phases will be constructed during the phase identified due to the funding constraints. As a result, it may be appropriate to identify low-cost “early improvement opportunities”.

FIGURE ES-1 – ALTERNATIVE A

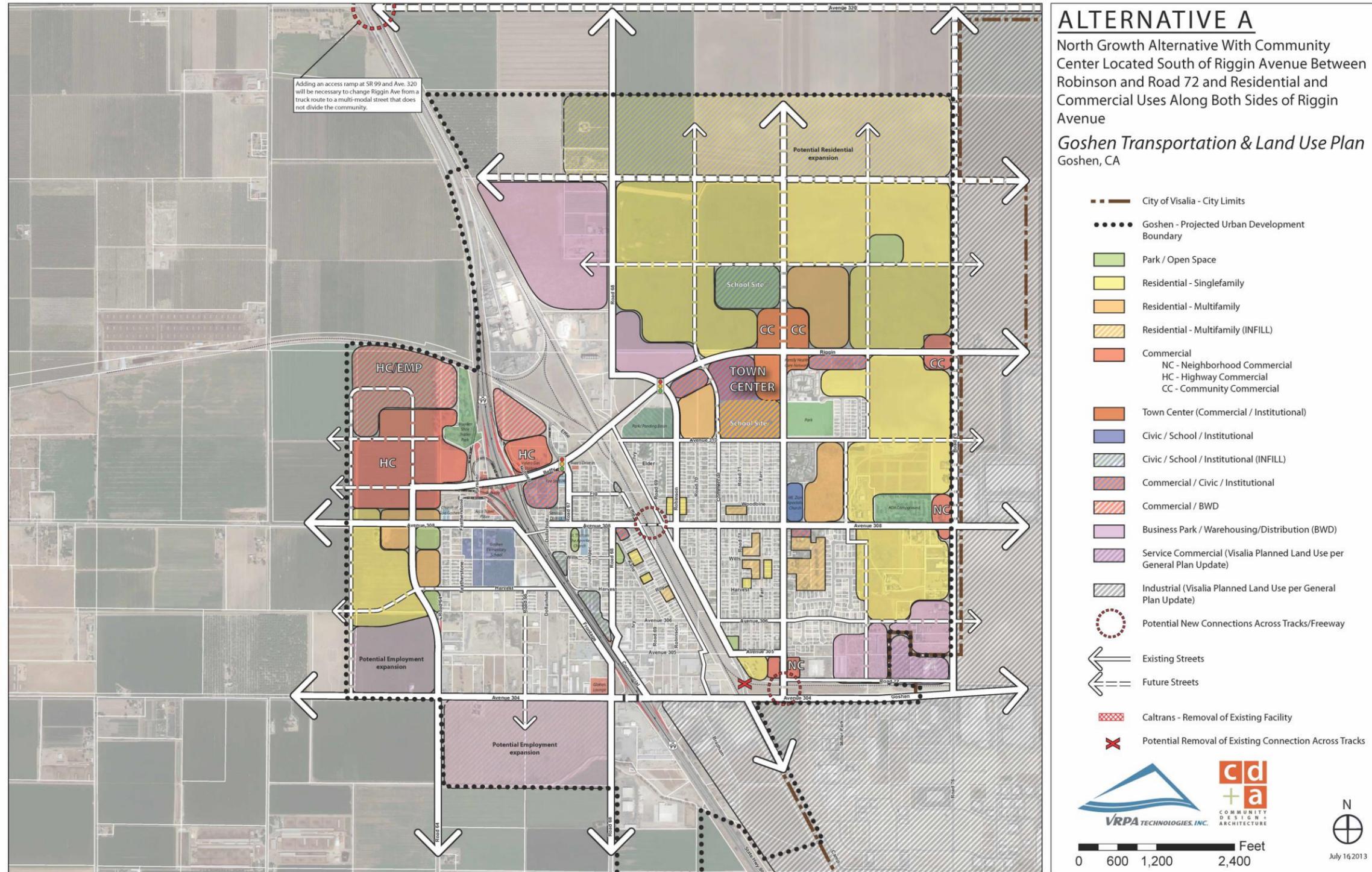


FIGURE ES-2 – ALTERNATIVE B

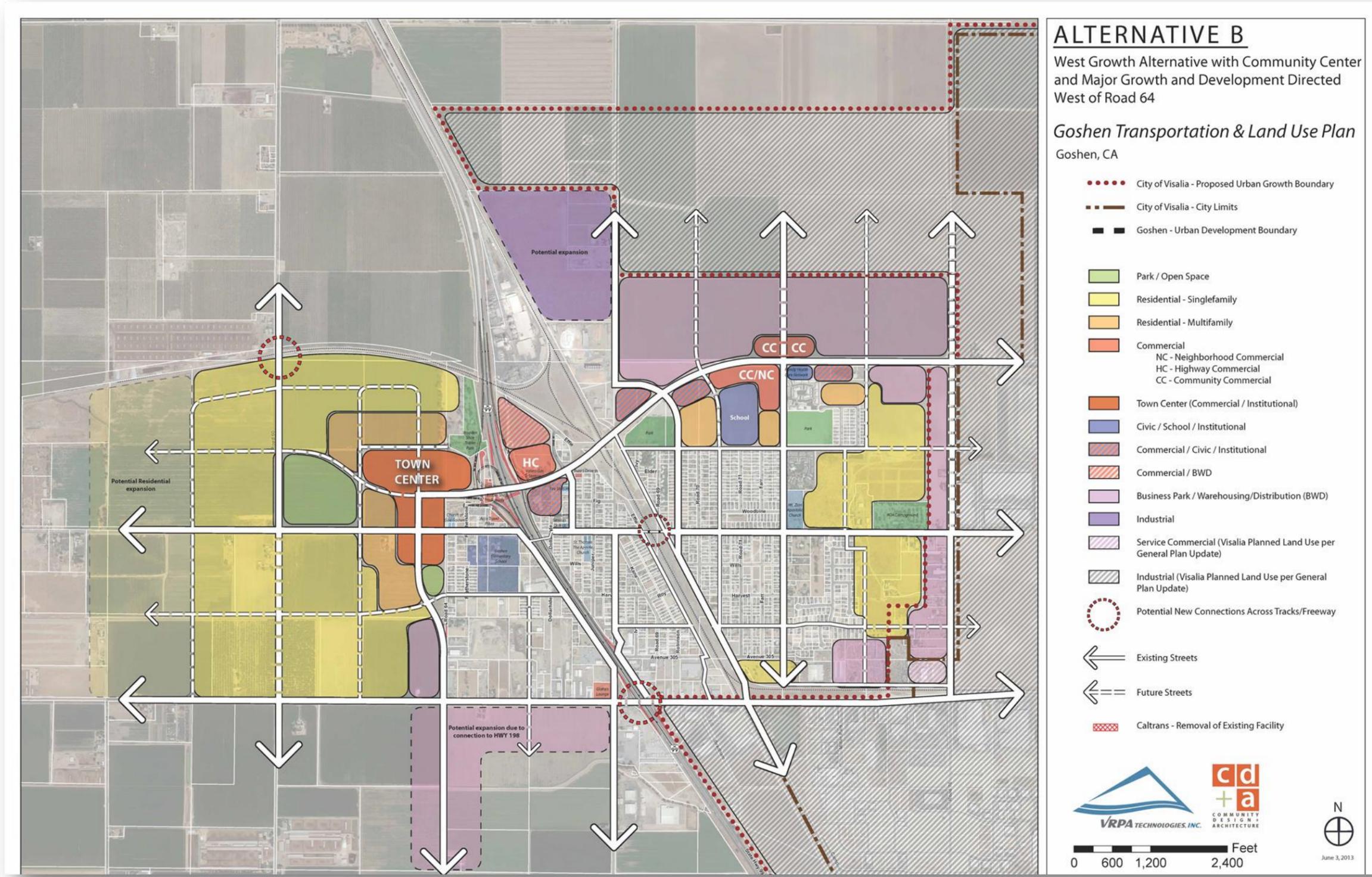


FIGURE ES-3 – ALTERNATIVE C

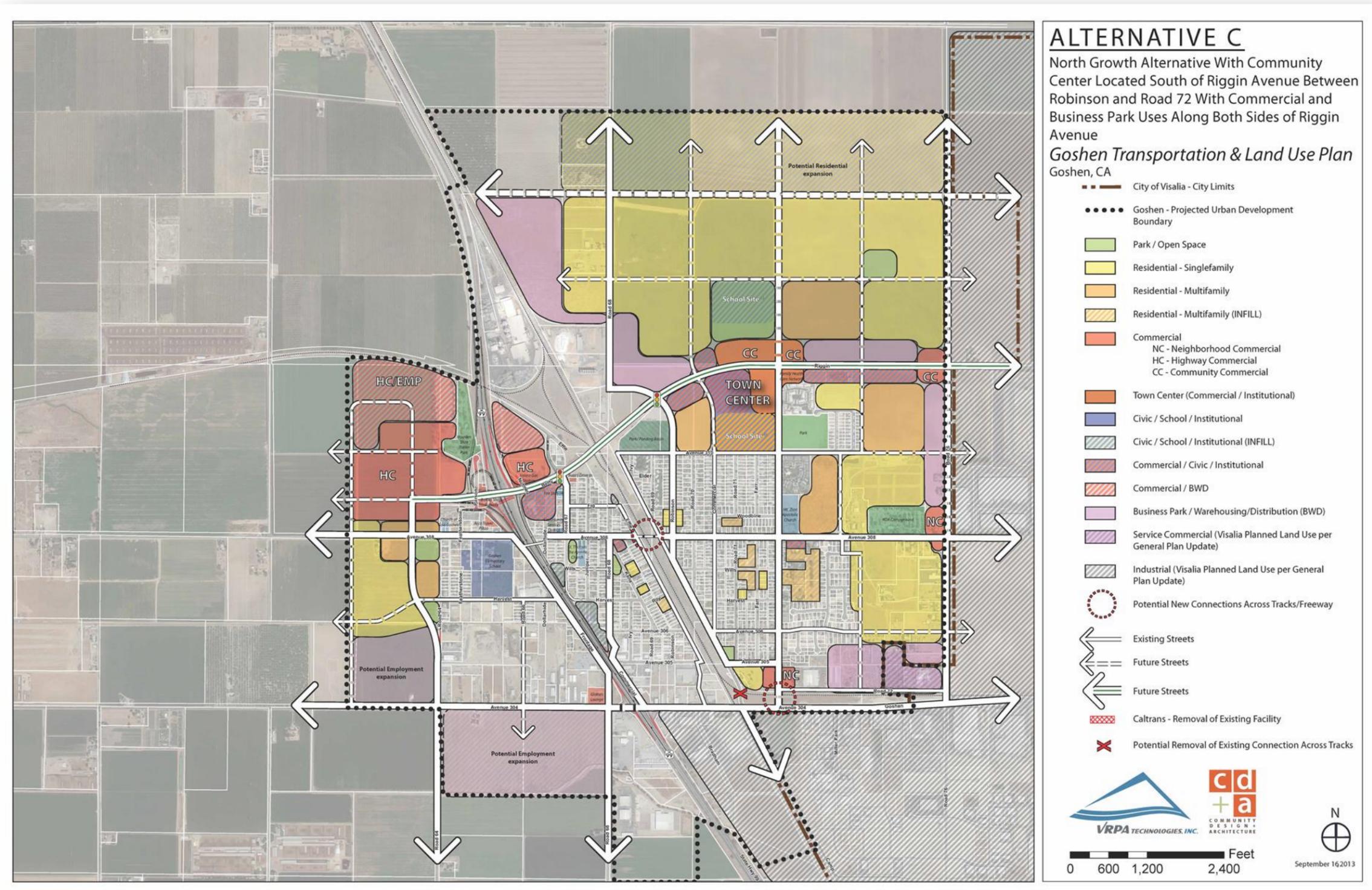
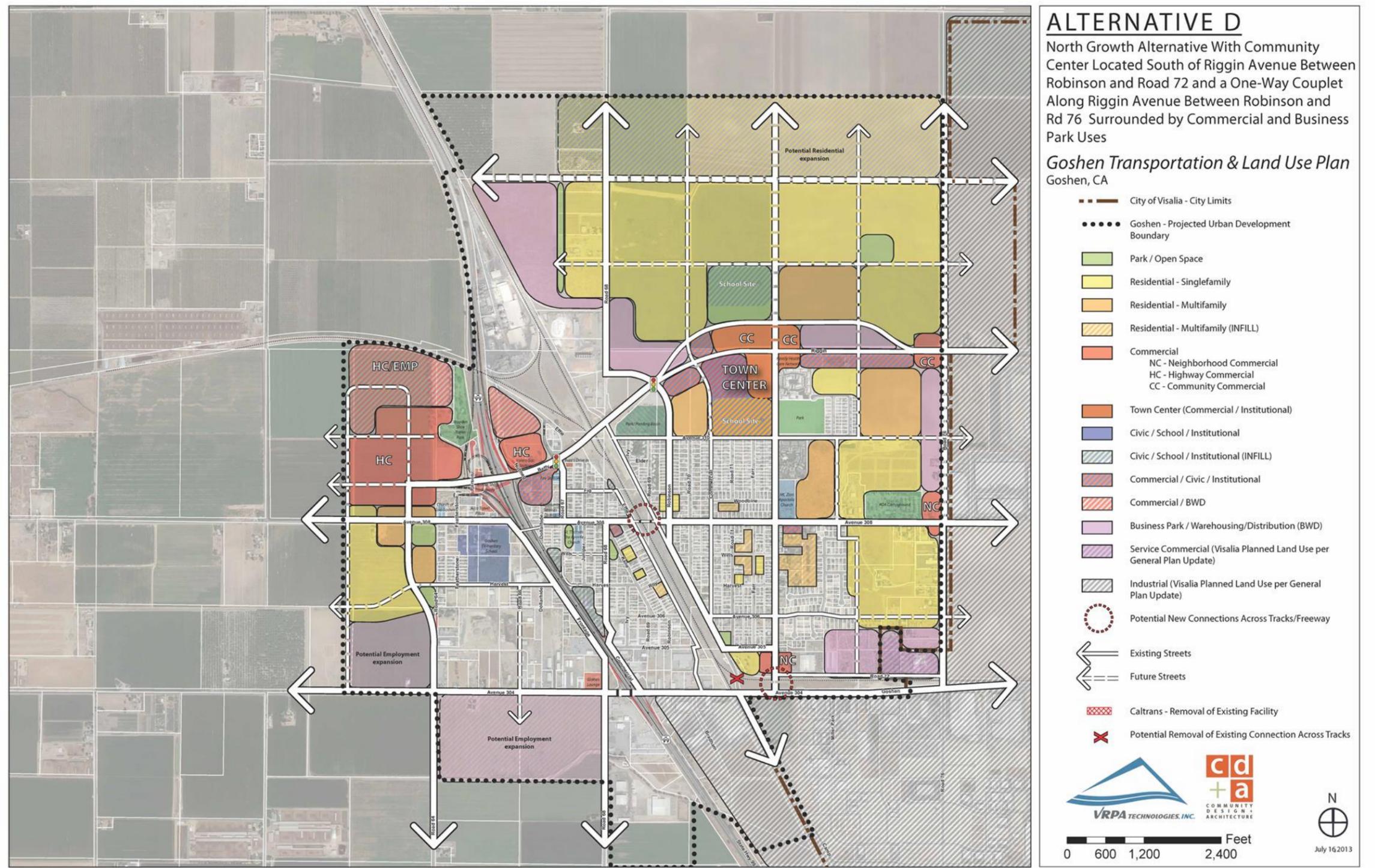


FIGURE ES-4 – ALTERNATIVE D



✓ *Funding Sources*

Several different “avenues” are available for the funding of the transportation improvements discussed in this Plan, including:

- Federal and State grant programs
- Tulare County Capital Improvement Program
- Local tax initiatives, such as Measure R funding
- TCAG – includes projects in the Regional Transportation Plan and in the Federal Transportation Improvement Plan

Next Steps

The land use and transportation planning recommendations provided by the community in the Goshen Transportation and Community Plan will be presented to the Board of Supervisors for consideration and approval, which can (in the future) be made a part of the *Goshen Community Plan* through the community plan amendment process, including preparation of appropriate environmental documents. In doing so, the Board will enable the recommendations of the community to become part of this Community’s essential planning document.

TABLE ES-1
Project Cost Summary

Short-Term Projects	Cost
Pedestrian Overcrossing at Avenue 308 and Railroad	\$5,184,000
*Pedestrian Undercrossing at Avenue 308 and Railroad	\$7,100,650
** Traffic Signal at Betty Drive and Road 64	\$0.00
Camp Drive Traffic Calming	\$375,913
Avenue 305 Traffic Calming	\$130,011
Avenue 308 Traffic Calming	\$313,332
*** Traffic Signal at Riggin Avenue and Road 72	\$581,345
Avenue 308 Bike Facilities - Road 64 to Frontage Road	\$133,692
Avenue 308 Bike Facilities - SR 99 to Road 76	\$544,953
Road 72 Bike Facilities - Betty Drive to Rasmussen Avenue	\$867,924
Camp Drive Bike Facilities and Eastside Sidewalk - Betty Dr. to Goshen Ave.	\$871,695
Kame Drive - Avenue 305 to Avenue 306	\$271,879
Robinson Road - Avenue 305 to Avenue 306	\$284,148
Curb, Gutter, and Drainage - Various Locations	\$650,000
Roadway Maintenance	\$1,800,000
Short Term Total	\$12,008,892
Medium-Term Projects	Cost
Road 76 Extension - Avenue 308 to Riggin Avenue	\$3,794,384
Robinson Road Extension - Fig Avenue to Avenue 308	\$576,914
*** Traffic Signal at Riggin Avenue and Road 76	\$ 870,005.00
*** Traffic Signal at Goshen Avenue and Road 76	\$ 870,005.00
Road 68 Bike Facilities - Avenue 308 to Commercial Road	\$517,390
Avenue 310 Bike Facilities - Camp Drive to Road 72	\$1,077,407
Road 67 Bike Facilities - Betty Drive to Avenue 308	\$513,549
Frontage Road Bike Facilities - Harvest Avenue to Avenue 304	\$303,590
Avenue 308 Sidewalk - Camp Drive to Road 72	\$770,369
Avenue 308 Sidewalk - Road 72 to Road 76	\$1,174,143
Avenue 308 Sidewalk - SR 99 to Effie Drive	\$585,705
Avenue 308 Sidewalk - Featherstone Road to Frontage Road	\$459,739
Road 72 Sidewalk - Riggin Avenue to Rasmussen Avenue	\$1,863,797
Wills Avenue - Road 71 to Road 72	\$567,796
Farr Road - Avenue 308 to Harvest Avenue	\$757,584
Curb, Gutter, and Drainage - Various Locations	\$1,410,000
Roadway Maintenance	\$1,800,000
Medium-Term Total	\$17,912,377

TABLE ES-1 (Cont.)
Project Cost Summary

Long-Term Projects	Cost
Road 72 Extension - Rasmussen Ave. to Goshen Ave. and Camp Dr. Closure	\$1,536,439
**** Riggin Avenue Couplet Alternative	\$12,103,583
Widen Betty Drive to 6 lanes - Road 64 to SR 99	\$1,810,803
Widen Betty Drive/Riggin Avenue to 6 lanes - SR 99 to Plaza Drive	\$18,548,294
Widen Goshen Avenue to 4 lanes - Road 72 to Road 76	\$2,520,738
Widen Goshen Avenue to 6 lanes - Road 76 to Plaza Drive	\$2,790,538
*** Traffic Signal at Goshen Avenue and Road 72	\$1,010,095
Avenue 306 Bike Facilities and Sidewalks - Road 68 to Effie Drive	\$469,552
Avenue 306 Bike Facilities and Sidewalks - Camp Dr. to Cottontail St.	\$366,319
Avenue 305 Bike Lane and Sidewalks - Camp Drive to Road 72	\$242,409
Commercial Road Bike Facilities and Sidewalks - Avenue 310 to Avenue 306	\$388,892
Wills Avenue - Juniper Street to Road 68	\$205,066
Camp Drive Westside Construction - Betty Drive to Avenue 305	\$1,128,300
Road 76 - Avenue 308 to Goshen Avenue	\$2,510,508
Curb, Gutter, and Drainage - Various Locations	\$650,000
Roadway Maintenance	\$1,800,000
***** Avenue 304 Overcrossing of UPRR and SR 99	\$30,000,000
Long-Term Total	\$65,977,952
TOTAL	\$95,899,221
<p>* Undercrossing cost not included in the total</p> <p>** The traffic signal is to be provided as part of the Betty Dr. / SR 99 Interchange Improvement Project</p> <p>*** Traffic Signals can be replaced with Roundabouts at a cost of approximately \$1.5 to \$3.0 million</p> <p>**** Couplet Alternative cost not included in the total</p> <p>***** Overcrossing to provide east-west alternative to relieve traffic demand along Betty/Riggin - Cost estimate based upon costs of other similar projects</p>	

Executive Report

Introduction

The Goshen Transportation and Community Plan identifies options to improve pedestrian and traffic safety, evaluate impacts of major transportation projects, and determine appropriate land use patterns within the community. Using a collaborative framework, the Plan defines potential enhancement solutions to address community concerns. Further, the Plan defines a multimodal transportation framework and street improvement package that addresses pedestrian and bicycle accommodations, traffic calming measures, safe routes to school, and context appropriate urban design transitions from the established and future residential neighborhoods to adjacent major transportation corridors.

As with other projects funded by Caltrans' Environmental Justice Grants, it is hoped that the results help stakeholders in leveraging funds from other program sources that will advance future project activities and contribute to positive local planning practices by integrating study recommendations into local and regional plans.

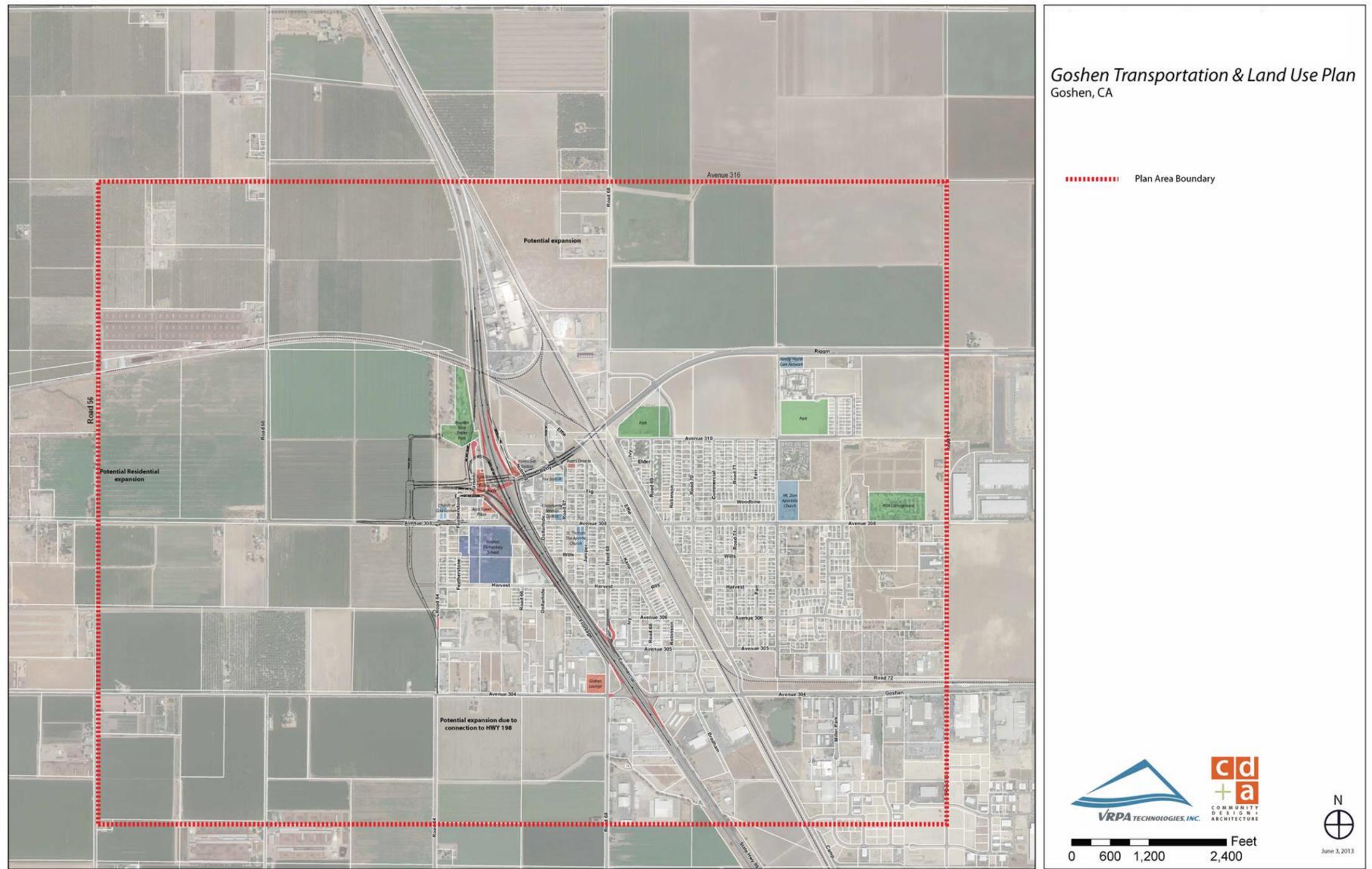
The land use and transportation planning recommendations provided by the community in the Goshen Transportation and Community Plan will be presented to the Board of Supervisors for consideration and approval, which can (in the future) be made a part of the *Goshen Community Plan* through the community plan amendment process, including preparation of appropriate environmental documents. In doing so, the Board will enable the recommendations of the community to become part of this Community's essential planning document.

Background

The Tulare County Resource Management Agency (RMA) and Caltrans District 6 jointly funded the preparation of this Transportation and Community Plan (Plan) for the Goshen Community. The existing Goshen Community Plan Urban Development Boundary (UDB) is generally bounded by Avenue 316 alignment to the north, Road 76 to the east, Goshen Avenue (Avenue 304) to the south, and Road 64 alignment to the west under the jurisdiction of the County of Tulare. The Goshen Transportation and Community Plan Study Area includes areas outside of the UDB as depicted in [Figure ER-1](#). In defining the Study Area, it was important to consider areas surrounding the existing Goshen Community that may impact or be impacted by future growth and development of the Goshen Community.

The RMA initiated the planning process documented in the Plan by approaching Caltrans District 6 with the desire to address pressing local land use and transportation concerns resulting in the application by the RMA for a grant from Caltrans' Environmental Justice Program. This program specifically "promotes the involvement of low-income and minority communities, and native American Tribal Governments in the planning for transportation projects to prevent or mitigate disproportionate, negative impacts while improving mobility, access, safety and opportunities for affordable housing and economic development. Proposed projects should have a clear focus on transportation and community development issues that address the issues of low-income, minority, Native American, and other under-represented communities.

FIGURE ER-1 – Study Area Boundary



Plan Overview

Goshen is experiencing significant growth in a range of motorized transportation infrastructure improvements along Riggin Avenue, Betty Drive, and the State Route (SR) 99/Betty Drive Interchange, but the community's concern is that "the lack of pedestrian facilities" may pose "a safety hazard for the community." This Plan documents the development of several land use and mobility alternatives for consideration through a planning and visioning process with local residents and businesses.



Lack of pedestrian and bicycle facilities inhibit mobility in Goshen

The Plan addresses transportation, pedestrian safety, and community concerns by identifying specific areas in need of improvement. During the planning process, the Goshen Community was engaged in a planning and visioning process that led to the development of four (4) growth alternatives that are intended to address the issues of transportation, infrastructure, land use, and economic development in the Goshen Community.

Extensive community involvement across a series of workshops and events generated a variety of recommendations, including: complete streets (streets that accommodate others modes including bike lanes and pedestrian facilities and amenities), additional street lighting, pedestrian signage, cross walks, stop signs, sidewalks, pavement, drainage, realignment of local roadways, traffic calming measures (narrower traffic lanes, curb extension or bulbouts, road diets, allowing parking on one or both sides of a street to reduce driving lanes, pedestrian refuges, converting one-way streets into two-way streets, speed bumps, raised pedestrian crossings, chicanes, and median diverters) and more.

In addition to the major transportation issues, this Plan has also evaluated the potential to redefine Goshen as a community that embraces the traditions of the past, improves the quality of life in the present, and provides concepts, policy guidelines that can direct the community's growth towards a positive future. It is the intent of Tulare County's RMA that the Plan consists of realistic and achievable goals.

It should be noted that the RMA is also conducting the *Goshen Revitalization Study* through a grant funded by the State Department of Housing & Community Development. That Study is focused on existing and future land use issues and plans for the Goshen Community. While both of these studies are being prepared separately, the discussion of street circulation and land use is integral to both. Following preparation of all three of the studies, the RMA will prepare an update to the *Goshen Community Plan as amended*, which was adopted by the Tulare County Board of Supervisors on September 5, 1978. The *Goshen Community Plan Update* will be accompanied by an

environmental document that will likely consider alternative transportation and land use scenarios developed as part of this planning process.

Stakeholder and Community Involvement

Stakeholder and community involvement was initiated with formation of the Goshen Transportation and Community Plan Steering Committee. The Steering Committee was composed of four (4) members including one (1) resident/environmental justice representative and three (3) additional stakeholders with businesses in the Goshen Community. Following formation of the Steering Committee, five (5) Steering Committee meetings were held throughout the duration of the planning process to guide preparation of the Plan and to guide the content of six (6) public workshops. In addition to the Steering Committee meetings and public workshops, an extensive community survey was conducted by the Community Services Employment Training (CSET), and CSET and VRPA provided a discussion of the planning process during the “Step Up Goshen” special event held on March 7, 2013 in the Goshen Community. CSET provides families access to services ranging from nutrition to health and education as well as housing, utility assistance and employment training throughout Tulare County including the Goshen Community.

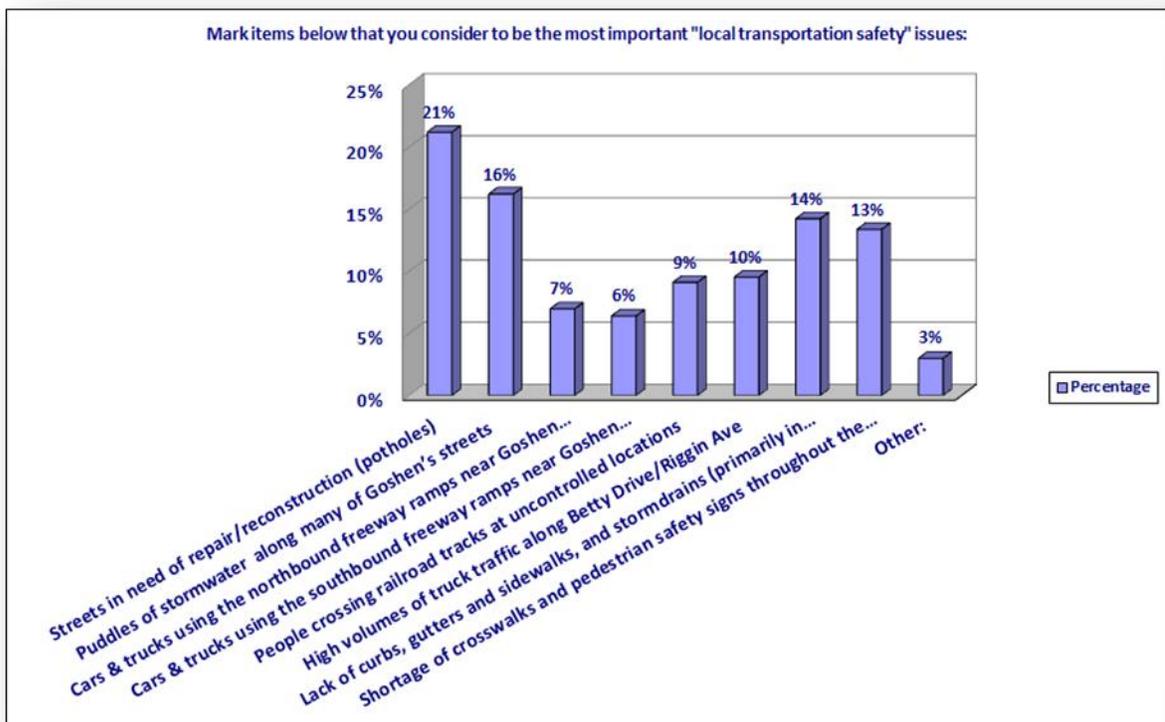
The overall goal of the outreach strategy was to conduct a comprehensive public engagement process that would effectively capture stakeholder and public input, and result in a shared understanding of Study components. The outreach strategy included a variety of public involvement methods that were utilized to keep the public informed of the Study development and to invite valuable input from stakeholders. The public outreach strategy involved a wide range of project stakeholders (residents, businesses, commuters, the general public, surrounding neighborhoods, affected public entities, and other stakeholders). Public involvement was a key component of the Study and strongly shaped the development of the recommendations documented in this report. CSET was responsible to seek out stakeholder input early on and throughout development of the Study to gather feedback on Study or subject related issues that needed addressing, draft work products, interpretation of public input, and suggestions for the refinements of Study recommendations.

- ✓ *Public Workshops* - At each of the six (6) workshops, attendees were asked to provide feedback about a draft vision statement for the study, existing transportation and land use needs, an array of transportation and land use best practices, land use and transportation alternatives, and the Draft Plan. This feedback was solicited through the use of wireless polling equipment or “clickers” that were distributed to all participants. The clickers were used by each individual to indicate agreement or disagreement with specified questions. The polling results provided the RMA, VRPA Technologies, and CSET with valuable insight into the public’s sentiments with respect to each of the items described above.
- ✓ *Transportation and Urban Design Survey* - A survey instrument was prepared by the RMA and VRPA Technologies and translated into Spanish, distributed in both English and Spanish, and conducted by CSET to seek opinions concerning circulation, urban design, and safety issues in the Study Area. The survey instrument was distributed between December 2012 and March 2013 and provided the Steering Committee and Project Team with feedback from the

Community. A total of 172 surveys were completed by Goshen residents and businesses. Some of the most important results are presented in **Figures ER-2 through ER-5** below.

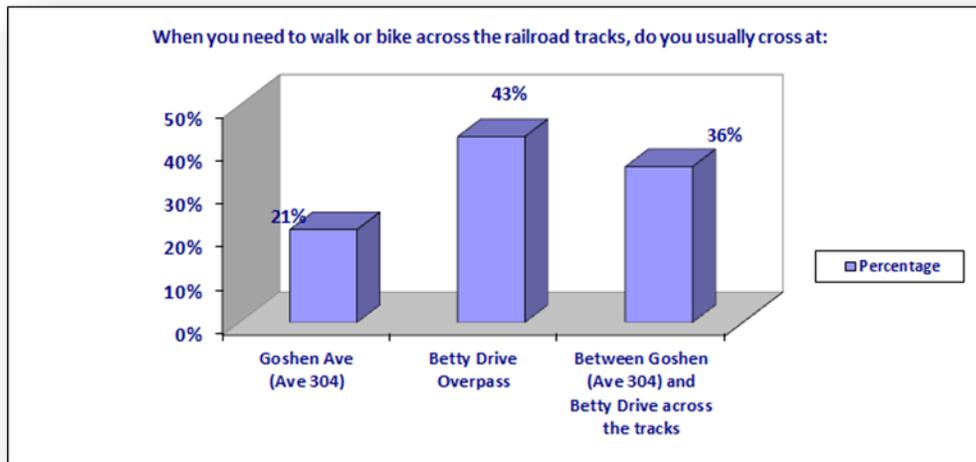
Survey results presented in **Figure ER-2** indicate streets in need of repair and reconstruction are the most important local transportation safety issue in Goshen followed by puddles of stormwater along Goshen streets (16%), and the lack of curbs, gutters, sidewalks, and storm drains (14%) in Goshen. These findings are consistent with results of discussions at many of the public workshops when attendees were polled or asked.

FIGURE ER-2
Goshen Community Survey Results – Question 8



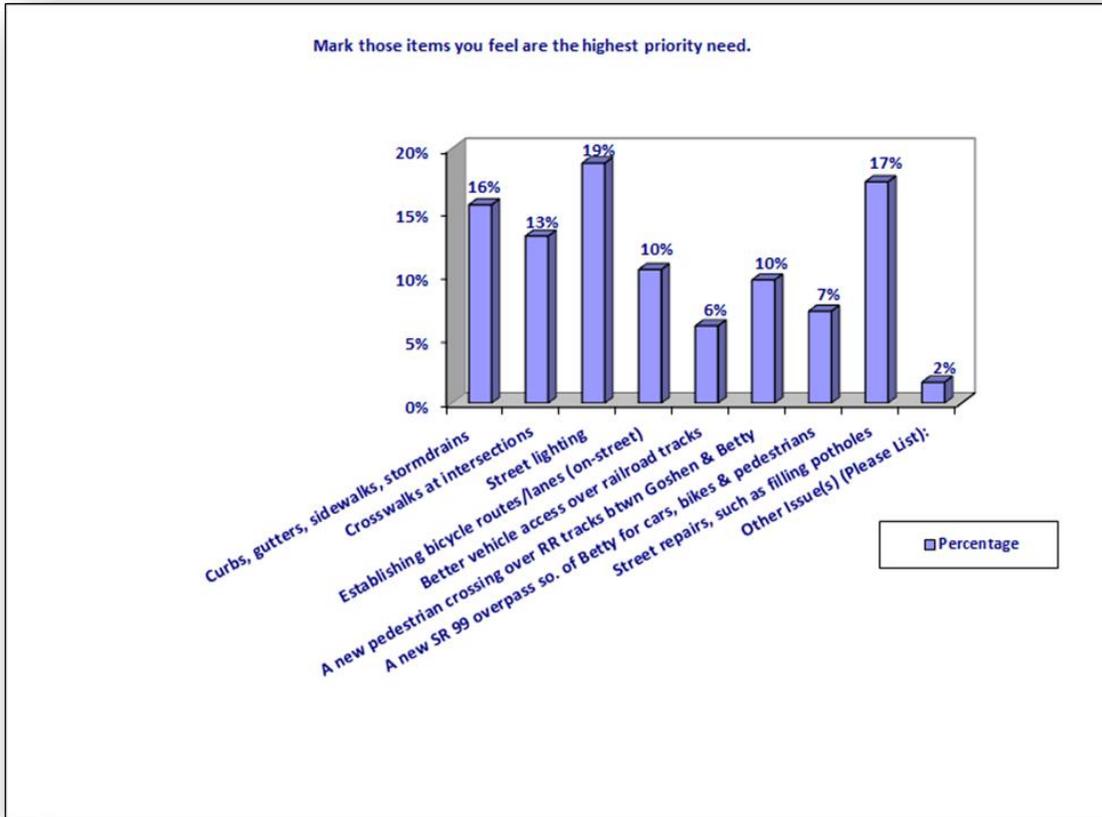
Based upon the results shown in **Figure ER-3**, 36% of the respondents indicated that they cross the UPRR tracks between Betty Drive/Riggin Avenue and Goshen Avenue (Avenue 304). This is a significant indicator of a potential safety issue; especially for residents residing east of Camp Drive and the UP tracks. The only other alternative routes (when walking or biking east or west of Camp Drive) would be to access north/south routes that lead to Betty/Riggin Avenue and Goshen Avenue (Avenue 304).

FIGURE ER-3
Goshen Community Survey Results – Question 10



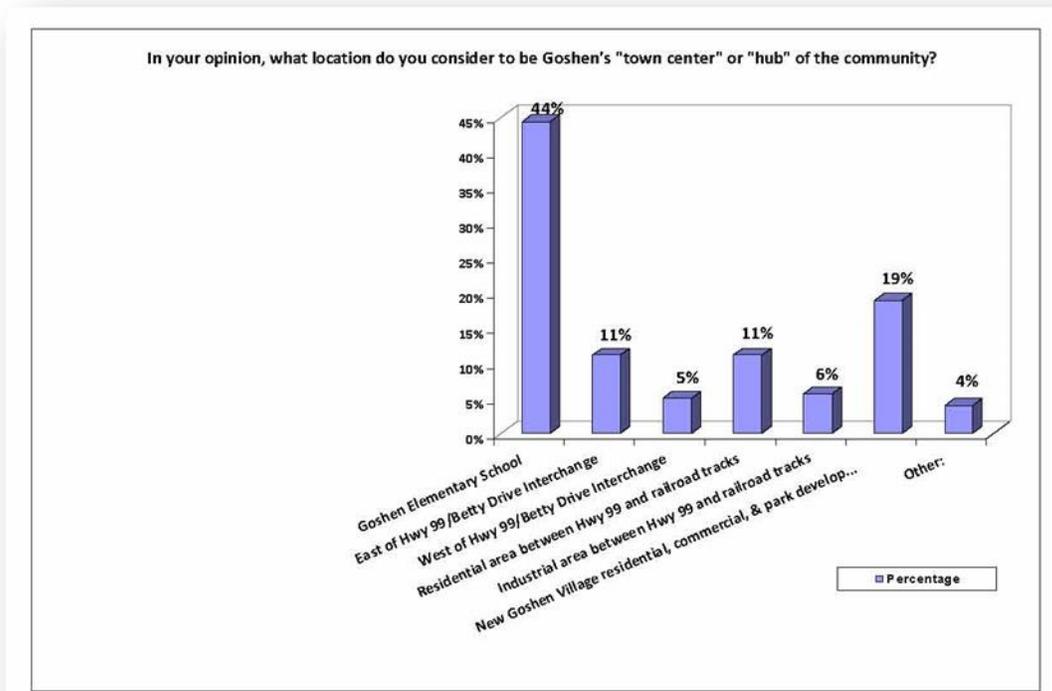
Referencing **Figure ER-4**, 19% of survey respondents indicated that street lighting was the highest priority need in Goshen. Another 17% of respondents indicated that street repairs, such as filling potholes, was their second highest priority need with curbs, gutters, sidewalks, storm drains as their third highest priority need at 16%.

FIGURE ER-4
Goshen Community Survey Results – Question 11



Considering results referenced in **Figure ER-5**, a large percentage of respondents indicated that the Goshen Elementary School is the current “town center” or “hub” of the Community. This speaks to the need for a town center or civic center that provides community services. An elementary school is not typically defined as a “town center” or “hub” in most incorporated or unincorporated communities.

FIGURE ER-5
Goshen Community Survey Results – Question 12



Existing Conditions Summary

Goshen is currently a segmented community with disparate characteristics and infrastructure conditions such as the following:

- ✓ *The community is divided* by significant impassable features including a major and active mainline railroad property and a semi depressed freeway
- ✓ *Residents of Goshen currently face travel safety issues* beyond those found in most communities



Pedestrian crossing the UPRR Tracks

The existing land use patterns require frequent movement between the three (3) distinct areas in Goshen. These trips are often long and circuitous for all residents, but especially for the large population of transit dependent and low income residents. Auto ownership improves these conditions but the segmentation still presents difficult and circuitous travel even for short distances within Goshen. The development of an existing conditions section of the Plan was critical to the understanding of current transportation and land use conditions in the Study Area. Without a thorough knowledge of these conditions, it would not be possible to fully understand transportation system deficiencies and issues or land use conflicts and constraints.

- ✓ *Existing Land Use* - The community is basically square in shape and is bisected in a northwest-southeasterly direction by SR 99 and again by the UPRR, which divides the community into three (3) distinct areas. Goshen is currently a highway-oriented service center surrounded on the north, west, and south by lands in agricultural production and on the east by Visalia's Industrial Park, commercial, agricultural and vacant land. Residential uses are found in each of the three (3) areas. Some industrial uses are also located south of Goshen Avenue (Avenue 304) and southwest of SR 99.
- ✓ *Street and Highway System* - The framework of the current roadway network in Goshen follows a basic grid pattern as part of the county road system as shown in the 1978 *Goshen Community Plan*. SR 99 and the UP Railroad properties bisect Goshen in a northwestern-southeastern diagonal pattern, which created some development issues that remain to this day. The county roads serve as the primary local roads carrying traffic throughout the community. Between the county roads, residential and industrial development created a local grid system to serve residential and industrial properties. Most of the residential properties are located in the central and eastern segments almost equally divided by the UP Railroad. The primary north-south county roads are Road 64 just west of SR 99, Road 68 at the western side of Goshen, Road 67 just east of the Betty Drive Interchange, Road 72 east of the UP Railroad property and Road 76 just east of Goshen's Urban Development Boundary (UDB).

There are four (4) east-west county roads that provide basic inter-neighborhood travel including Avenue 312, Avenue 310, Avenue 308, and Avenue 304 (Goshen Avenue). Perhaps the most important of these roadways may be Avenue 304 due to the critical at-grade crossing with the UPRR near the industrial activities. A new interchange and SR 99 overcrossing at Betty Drive is currently being designed. To the east of this interchange, Betty Drive/Riggin Avenue has been rebuilt as a railroad crossing bridge over the UPRR property connecting all three (3) segments of the community. The construction of the Betty Drive/Riggin Avenue railroad overcrossing required the closure of the at-grade crossing at Elder Street that previously connected the central and eastern segments of the community.

- ✓ **Pedestrian Traffic** - A review of facilities for pedestrian travel in Goshen presents a broad array of conditions in which pedestrians are accommodated. Sidewalks are present in a large portion of Goshen east of the UPRR property especially with the more recent developments. In the older areas typically south of Avenue 308 and west of Road 72 sidewalks are again rare. Some of the property owners have constructed their own curbs, gutters and sidewalks across the front of their lots abutting the paved roadway, but there is no viable community-wide system of pedestrian facilities. Goshen also has a pedestrian bridge that crosses over SR 99 providing safe pedestrian access to and from the elementary school.



Camp Drive missing sidewalks, curbs, and gutters

- ✓ **Bicycle Traffic** - The *Tulare County General Plan* includes a map of the *Regional Bicycle Transportation Plan* network. A bicycle transportation network does not currently exist within and throughout the community of Goshen. However, the *Tulare County General Plan* indicates a long-term planning bicycle corridor connecting the east side of Goshen and northwest side of Visalia to Dinuba. Therefore, it is anticipated that in the future, bicycle master plans may be developed that specifically identify bicycle facilities both within the Goshen Study Area and connecting Goshen to adjacent and nearby communities. These bicycle master plans will promote the establishment of a shared use roadway system, and require or encourage that newly developing areas include bicycle facilities along major roadways and off-road systems as part of their open space and recreation amenities.
- ✓ **Transit** - The major provider of public transportation within the Goshen Study Area is Visalia Transit. Visalia Transit's mission is to provide environmentally-friendly and convenient public transportation to/from/within the communities of Visalia, Goshen, Farmersville, and Exeter. Visalia Transit operates twelve (12) fixed routes, seven (7) days a week, operating from 6am until 9:30pm on weekdays and 8am until 6:30pm on weekends. In the Goshen Study Area, Route 6 currently connects Goshen with various destinations in Visalia. Its major stop in the

Community during weekdays is at Goshen Elementary School along Avenue 308 west of SR 99, with headways of approximately forty-five (45) minutes.

Opportunities and Constraints

This section of the Plan describes the resulting set of desired opportunities and constraints associated with the existing and future transportation system and existing and future land use needs. **Figure ER-6** provides an example of the mapping exercise conducted at Workshop #2 to identify transportation, land use and environmental issues and needs in the Goshen Community.

The identification of opportunities and constraints is based on information collected during the initial phases of the planning process. The opportunities and constraints referenced in the Plan are divided into six (6) categories including:

- ✓ *Streets and Highways*
- ✓ *Transportation and Community Safety*
- ✓ *Transportation and Community Access*
- ✓ *Transportation and Community Infrastructure*
- ✓ *Active Transportation including Safe Routes to School*
- ✓ *Public Transit*
- ✓ *Bicycle and Pedestrian Network*

The resulting opportunities and constraints were applied by the VRPA team to develop the vision and guiding principles, the transportation and land use alternative, and the list of short-, mid-, and long-term improvements.

Land Need Forecast

This section of the Plan provides a summary of estimated land need forecasted for the Community of Goshen anticipated by the year 2040. Land need estimates are used as a tool to forecast the number acres and appropriate mix of various types of land uses required to accommodate future growth in the community. These estimates are based in part on certain demographic projections provided to TCAG by the RMA during development of the 2040 traffic model socioeconomic data and various other sources. The land need estimates provided in this report will assist future planning efforts related to the delineation of a recommended Urban Development Boundary that will be included as part of the formal *Goshen Community Plan Update*.

Table ER-1 below summarizes the 2040 land need for various land uses based on the analysis and calculations presented in the Plan.

As can be seen in the table, the total land need for Goshen for 2040 is estimated to be 1,777 gross acres including a buffer factor for vacant land and market inefficiencies. Obviously these needs will phase in over the next 28 years and may be affected by changing circumstances during that period.

FIGURE ER-7
 Transportation, Land Use, and Environmental Icons



TABLE ER-1
ESTIMATED TOTAL LAND NEED IN GOSHEN
2040

	Gross Acres Plus 1.2 Buffer Factor (1)	Gross Acres
Residential	1,105	921
Parks	58	58
Schools	78	78
Retail-neighborhood	5	4
Retail-community	33	28
Retail- supercommunity (2)	33	28
Highway-hotel	9	8
Highway food service	2	2
Highway-gas station (3)	2	2
Highway RV Park	25	25
Office/Business Park	113	95
Industrial/Industrial Park	<u>313</u>	<u>261</u>
Total	1,777	1,508

(1) Includes a factor of 1.2 to account for vacant land and market inefficiencies

(2) Assumes land available near SR 99 and Goshen achieves retail parity with the surrounding area

(3) In addition to gas station need included in community retail

As can be seen in the table, the total land need for Goshen for 2040 is estimated to be 1,777 gross acres including a buffer factor for vacant land and market inefficiencies. Obviously these needs will phase in over the next 28 years and may be affected by changing circumstances during that period.

Vision and Guiding Principles

- ✓ *Vision Statement* - Development of the overall vision for the Goshen Transportation and Community Plan began with discussion with the Steering Committee, and through polling at Workshop #2. Workshop attendees reviewed and agreed with the following overall vision statement for the Community transportation and Land Use Study:

“The Goshen Community will have safe streets that connect with homes, schools and businesses. New development will create jobs and a better quality of life.”

- ✓ *Guiding Principles* - Guiding principles are goal-like statements developed early in the planning process. They can serve as effective reminders of what stakeholders initially set out to achieve at a time later in the planning process when tradeoffs between potentially competing principles and other factors need to be made. A set of guiding principles were initially developed by RMA and VRPA team staff based upon results of Workshops #1 (Existing Conditions) and Workshop #2 (Transportation, Land Use, and Environmental Needs/Issues). The set of Guiding Principles were then presented to the larger community during Workshop #3, where attendees indicated their level of support for each guiding principle in a polling exercise.

Section 2 of the Plan (Stakeholder and Community Involvement) provides a review of the polling results related to the Vision Statement and the Guiding Principles. Following is a list of those guiding principles that received a positive level of support (defined as the combination of “strongly support” and “support” outweighing responses indicating “strongly disagree” and “disagree”). The principles were subsequently used during the development of design options for transportation improvements and urban design recommendations. Following is a summary of those guiding principles that received support or strong support at Workshop #3.

- *Pedestrian and Bicycle Travel*
 - The Goshen Community is interested in improving conditions for bicyclists & pedestrians in the area while maintaining the semi-rural character of many of its streets.
 - Balance the transportation needs of those traveling with automobiles with the needs of those traveling on foot, by bicycle, and by transit, as well as those with disabilities.
 - Balance the transportation needs of those traveling locally with those passing through Goshen by:
 - Directing drivers to designated routes
 - Encouraging drivers to drive at safe speeds
 - Accommodating safe pedestrian travel along the entire length of streets used for through-travel
 - Identify a network of safe routes and facilities for pedestrians and bicyclists that connect Goshen’s residential neighborhoods.
 - Identify a network of safe routes and facilities for pedestrians and bicyclists that connect to schools and cultural and retail/service destinations.
- *Safe Routes to School*
 - Provide safe routes to school for school children, parents, and teachers by:
 - Identifying safe pedestrian and bicycle routes and roadway crossings to existing and future schools in Goshen
 - Making public streets around schools safe places to be
- *Wayfinding*
 - Use wayfinding signs and other design treatments to direct traffic to designated routes in order to avoid unnecessary motorized traffic on streets prioritized for local traffic, pedestrians, and bicyclists

- Traffic Calming
 - Consider traffic calming measures on streets where vehicle speeds endanger pedestrians and bicyclists
 - Consider traffic calming measures in locations where they can address concerns regarding cut-through traffic

- Transportation
 - Transit - *Improve safety and convenience of access to transit stops in Goshen*
 - Local Streets and Alleys
 - Consider design treatments along streets and alleys that increase personal safety (The RMA will address unpaved alleys as a part of other work activities)
 - Local Streets and Roads
 - Design recommended street improvements to stay within existing public rights-of-way and consider the acquisition of additional right-of-way only where additional space is needed to accomplish an improvement specifically desired by the Goshen Community
 - Recognize that design recommendations for potential street improvements can vary between different locations in the Goshen Community

Smart Growth Principles

Describing the smart growth framework applied during development of the Plan Alternatives is critical to understanding how the land use and transportation alternatives were developed.

Organizing the needs of the community has evolved with the consideration of environmental and economic sustainability or the lower cost of maintaining required infrastructure that helps the local economy grow. This includes:

- ✓ *Encouraging housing closer to employment and services*
- ✓ *Providing a mix of housing types*
- ✓ *Providing a mix of land uses to reduce travel distances*
- ✓ *Encouraging a walkable, bikeable & transit friendly land use plan*
- ✓ *Encouraging **smart growth** – According to Smart Growth America, “Smart growth means building urban, suburban and rural communities with housing and transportation choices near jobs, shops and schools. This approach supports local economies and protects the environment”*

Figure ER-8 provides an example of how to keep neighborhoods vibrant, maintain or improve easy access to amenities and services for all types of residents, and improve existing neighborhood values.

FIGURE ER-8

Strengthen & direct development to Existing Communities



Urban Advantage - Naples Park, Florida

As referenced In [Figure ER-9](#), it is desirable to prepare land use and development plans that create destinations, which are accessible by various modes of transportation including automobiles, pedestrians, bicyclists and transit riders.

FIGURE ER-9

Provide a variety of transportation choices



The smart growth principles described above set the stage for development of the transportation and land use alternatives described below. The Goshen Community was instrumental in the development of these alternatives; especially given their involvement in identifying the existing Opportunities and Constraints referenced in [Section 4](#), their review of the Economic Profile described in [Section 5](#), and their review and development of the Vision, Goals, and Objectives described in [Section 6](#) of the Plan.

The alternatives presented below provide for the following:

- ✓ *A more connected or contiguous community* with improved access and safety
- ✓ *A balance of land uses* that facilitates walking bicycling and public transit
- ✓ *More employment opportunities* that are closer to residential developments and that make walking and bicycling relevant for residents
- ✓ *A wider mix of housing types* that attracts new residents and encourages smart growth and stronger economic conditions
- ✓ *Additional capture of the highway commercial economy* enhancing Goshen's business and industry, and providing additional Community revenues from employment opportunities and revenue producing retail sales

Under this Plan, the Goshen Community can become a vibrant, viable and sustainable community.

[Land Use and Transportation Framework Alternatives](#)

This section of the Plan focuses on the land use and transportation framework and the resulting land use and transportation alternatives that will guide future development and address the Community's needs through the Year 2040.

The following potential land use/transportation framework alternatives were developed based on comments received from the Goshen Transportation and Community Plan Steering Committee (SC), input received from the public, which was collected during five (5) public workshops, results of the Goshen Transportation and Community Plan Survey (reference [Appendix K](#)), and based upon other technical information documented in this Plan. The Alternatives also considered existing land use and transportation conditions and issues, the current *Goshen Community Plan*, adopted on September 5, 1978 and the previously prepared *Draft Goshen Community Plan Update* prepared in 1987. With this information and the use of common planning considerations, four (4) potential land use/transportation options were developed.

The alternatives were considered in the context of how well they protect and maintain the general rural character of the Study Area, preserve, and in some specific instances improve the functionality of the transportation system, provide for economic development, and create a sustainable land use pattern consistent with the smart growth principles described earlier in this section. The land use alternatives provide for growth and development that is consistent with the general characteristics of the area. Updating the *Goshen Community Plan* to reflect the context of these alternatives will help to retain the general character of the area and minimize the public costs related to new development. The changes recommended will also promote more compact development and assist in preserving important open space areas and enhancing the existing character of the Goshen Community.

The following land use and transportation alternatives have been developed as part of this planning process [Figures ER-10 through ER-13](#):

- ✓ **Alternative A** - North Growth Alternative With Town Center South of Riggin Avenue Between Robinson and Road 72 and Residential and Commercial Uses Along Both Sides of Riggin Avenue/Betty Drive (reference [Figure ER-10](#)).
- ✓ **Alternative B** - West Growth Alternative with Town Center and Major Growth and Development Directed West of Road 64 (reference [Figure ER-11](#))
- ✓ **Alternative C** - North Growth Alternative With Town Center South of Riggin Avenue Between Robinson and Road 72 With Commercial, Civic Center, and Business Park Uses Along Both Sides of Riggin Avenue (reference [Figure ER-12](#))
- ✓ **Alternative D** - North Growth Alternative with a One-Way Couplet Along Riggin Avenue Between Robinson and Rd 76 Surrounded by Town Center, Civic, Commercial and Business Park Uses (reference [Figure ER-13](#))

Transportation Infrastructure Needs

The development of transportation initiatives for the Study Area emphasizes the roadway network but also includes recommendations for other transportation elements in the Study Area. At the present time, the roadway system dominates the transportation network in the Goshen Study Area. However, the land use and transportation alternatives were developed considering complete streets, safe routes to school, and traffic calming initiatives, as well as sustainability and environmental justice.

Recommendations for the future (Year 2040) transportation improvements are based on the capacity of the existing transportation network and the alternative land use plans. In determining the future transportation needs within the Study Area, the following geographic emphasis areas were considered:

- ✓ *East-West and North-South Improvements*
- ✓ *Town Center / Civic Center Area Planning*
- ✓ *Complete Streets / Safe Routes To School*
- ✓ *Local Area Improvements / Traffic Calming*

Review of the transportation system within the context of specific geographic emphasis areas allowed the project team to integrate transportation needs into the land planning process and vice versa. The following discussion expands on each emphasis area.

- ✓ **East-West and North-South Improvements** - For each of the alternatives, key east-west and north-south streets and roads are identified to address mobility needs of future growth and development. Major east-west corridors are shown in [Figures ER-10 through ER-13](#) and include Betty Drive/Riggin Avenue, Avenue 308, and Goshen Avenue (Avenue 304). Major north-south and diagonal (D) routes include Road 64, Frontage Road (D), Robinson Road, Camp Drive (D), Road 72, and Road 76. Each of these street and road facilities will play a key role in the multi-modal transportation system planned for the Goshen Community.

Based upon future year 2040 LOS segment and intersection analysis of major intersections and connecting segments along Betty Drive/Riggin Avenue, Avenue 308, Rasmussen Avenue, Avenue 304/Goshen Avenue, Road 64, Frontage Road (D), Robinson Avenue, Camp Drive (D), Road 72, and Road 76, there is the potential that two roadways/streets within the Goshen Community will reach their capacity without additional lanes and traffic signals. The two roadways/streets include Betty Drive/Riggin Avenue and Goshen Avenue (Avenue 304). Further analysis of the alternatives will be conducted as part of the *Goshen Community Plan Update* environmental review process.

For Alternatives A, C, and D, a new connection of Road 72 to Goshen Avenue across the San Joaquin Valley Railroad (SJVRR) tracks would be desirable since Road 72 is considered a major street providing access to the Town Center under each of those alternatives. This may require the potential elimination of the existing railroad crossing of Camp Drive at the SJVRR tracks located just north of Goshen Avenue (Avenue 304). For Alternative B, Road 72 would be downplayed since it would not connect to the Town Center. As a result, its connection to Goshen Avenue (Avenue 304) would not be necessary. However, a major improvement that would be necessary to provide adequate east-west connections between East and West Goshen would be a new bridge crossing of SR 99 along Goshen Avenue (Avenue 304).

- ✓ *Town Center / Civic Center Area Planning* - Town Centers are designed to serve as anchors to a Community's commercial corridors, and to accommodate major development activity. Town Centers are to be developed with an urban character that includes a mixture of office, commercial, and institutional uses, including mixed-use development, which provide shopping, business, cultural, education, recreation, entertainment, and housing opportunities.

Some Town Centers serve as major retail and employment centers locally and regionally, and should include development that promotes the Community as an activity center, while creating an environment conducive to business.

The Town Center included in each of the alternatives (reference [Figures ER-10 through ER-13](#)), provide for a new development type of land use for the Goshen Community. Currently, Goshen residents perceive their Community Center as being the elementary school, but the planned construction of the SR 99/Betty Drive interchange will eventually displace businesses located near the school, and interrupt current traffic patterns. However, planned improvements of the Betty Drive / SR 99 Interchange are intended to improve capacity of the interchange and to accommodate future traffic demand generated by land development within the Goshen Community and the surrounding region. The project involves widening a segment of Betty Drive and Road 64 to provide more efficient traffic flow surrounding the interchange. The project will also satisfy the regional and system transportation planning issues surrounding the interchange. The Town Center concept provides recommendations to relocate the displaced existing Central Business District CBD with a cohesive CBD built around Self Help and Family health Care network sites. Each of the alternatives provides an opportunity for residents and businesses in the Community to create a sense of place; a focal point for the Community that they can relate to and feel proud of.

FIGURE ER-10 – Alternative A

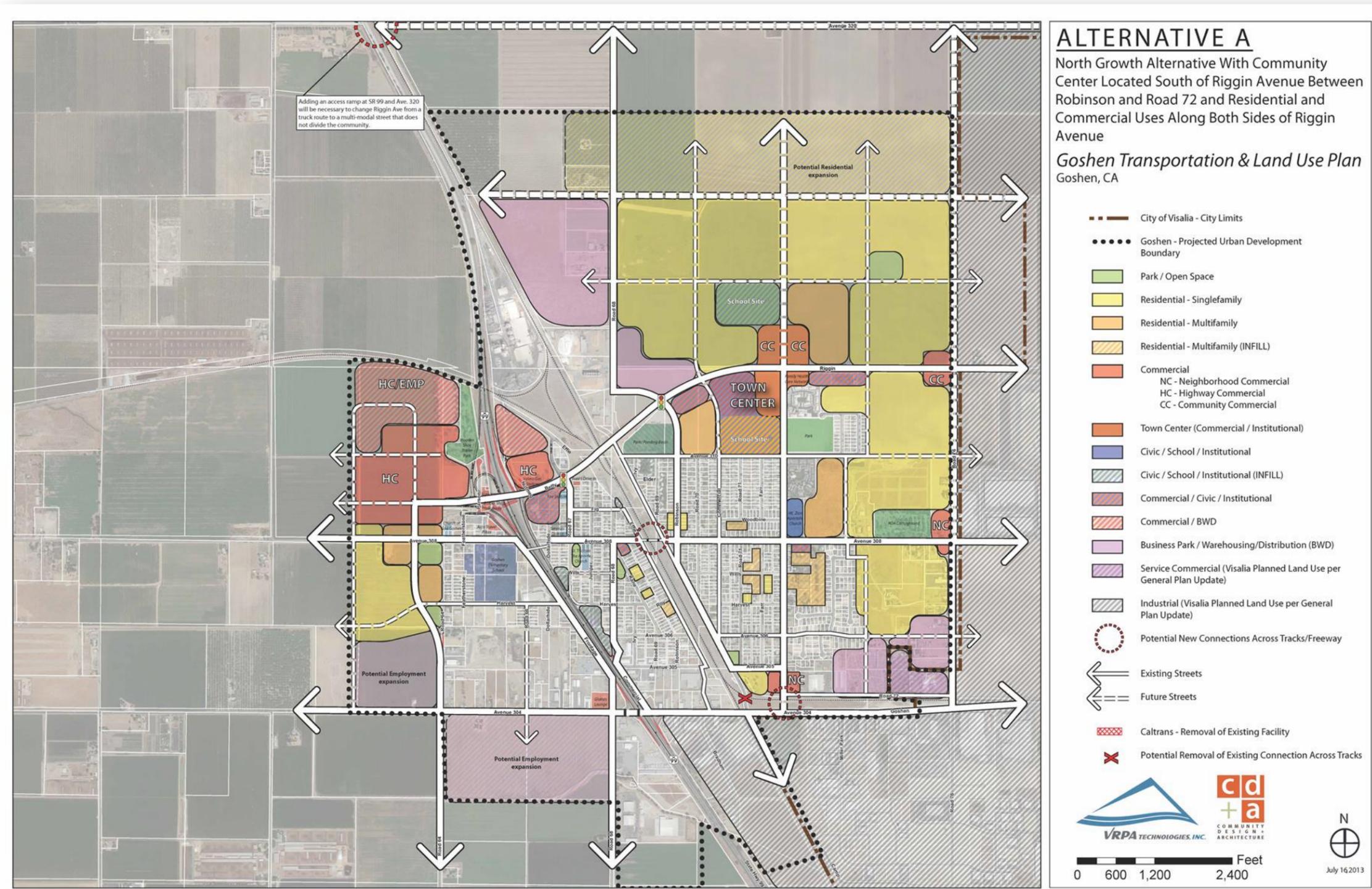


FIGURE ER-11 – Alternative B

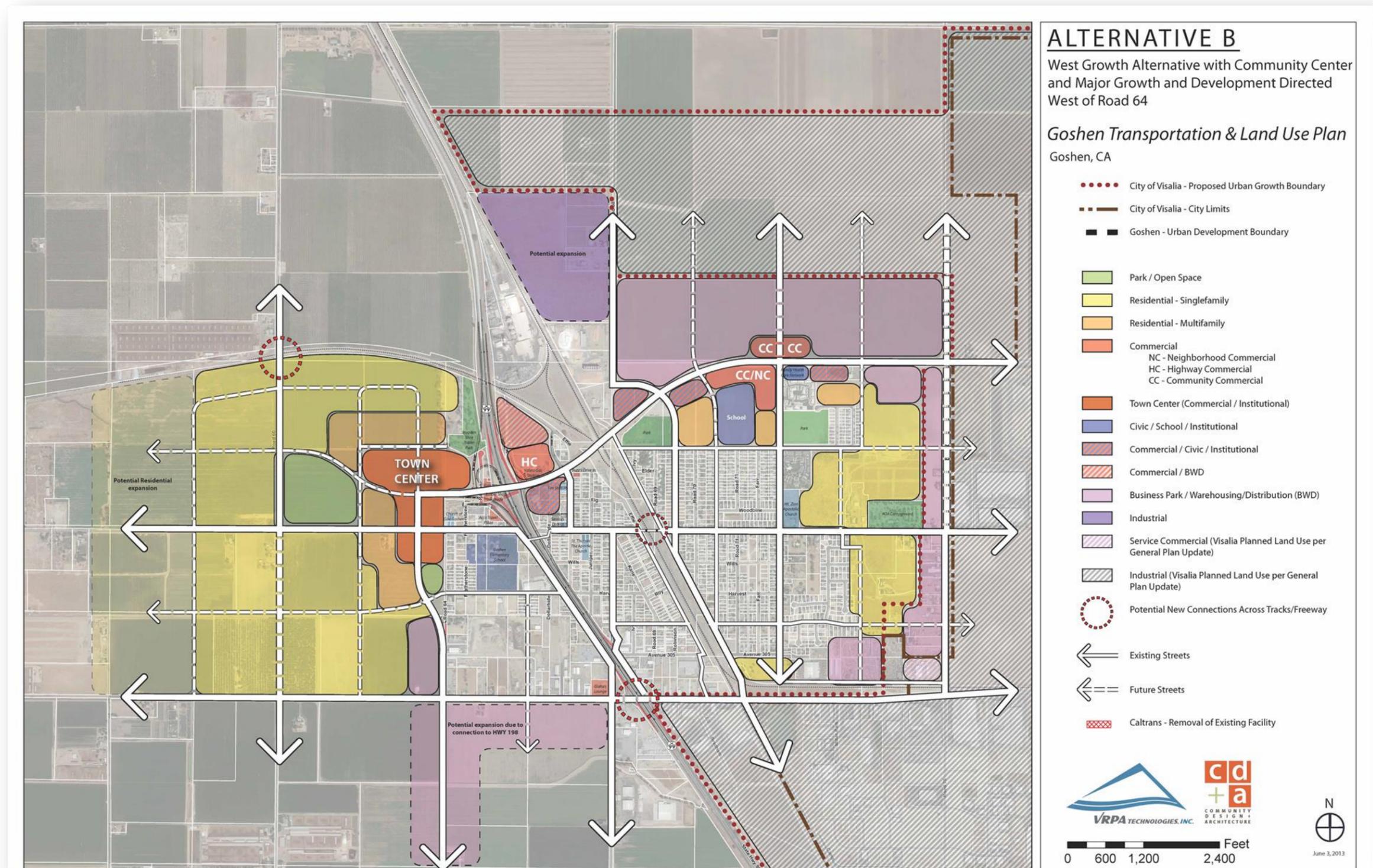


FIGURE ER-12 – Alternative C

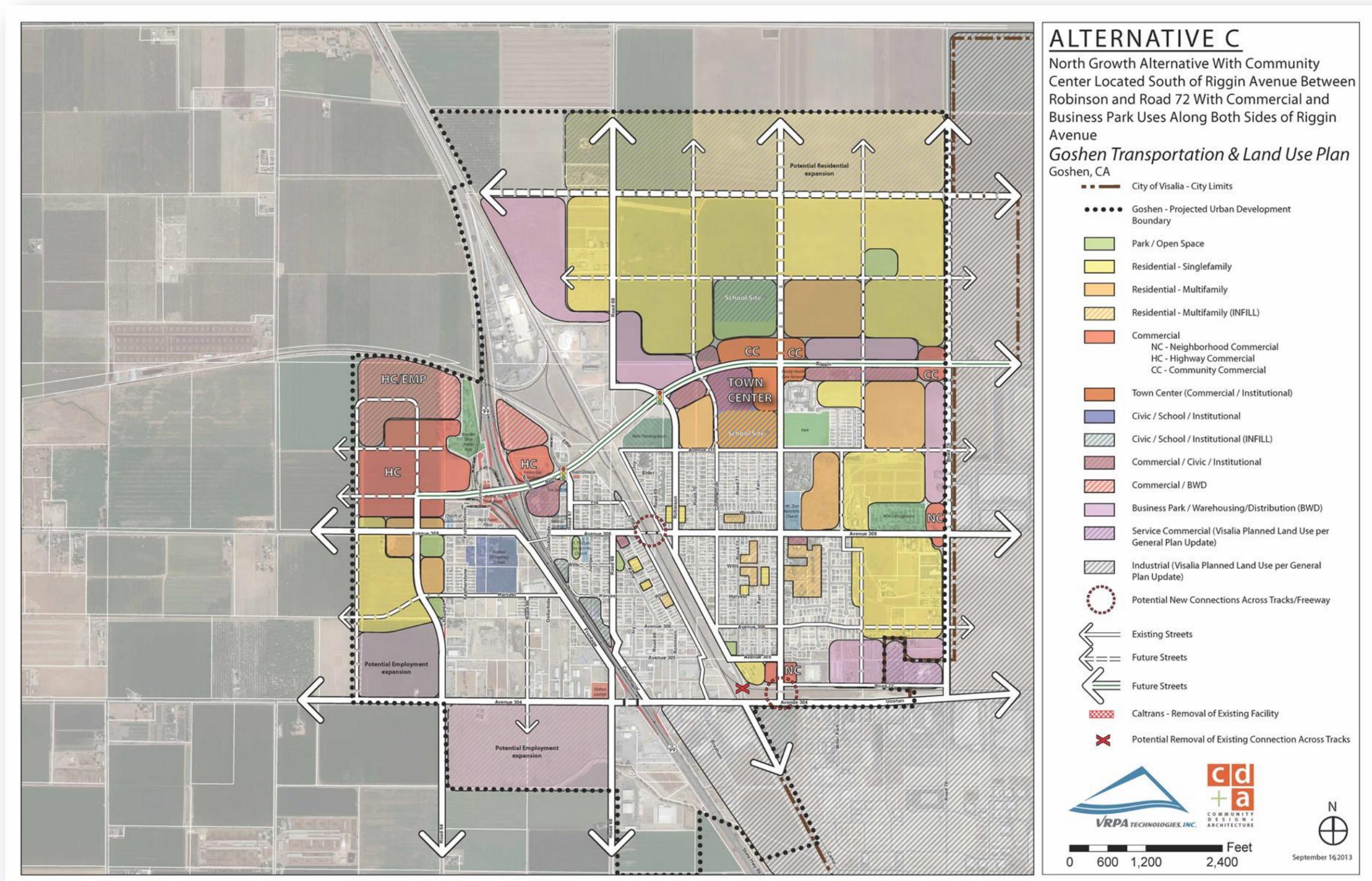
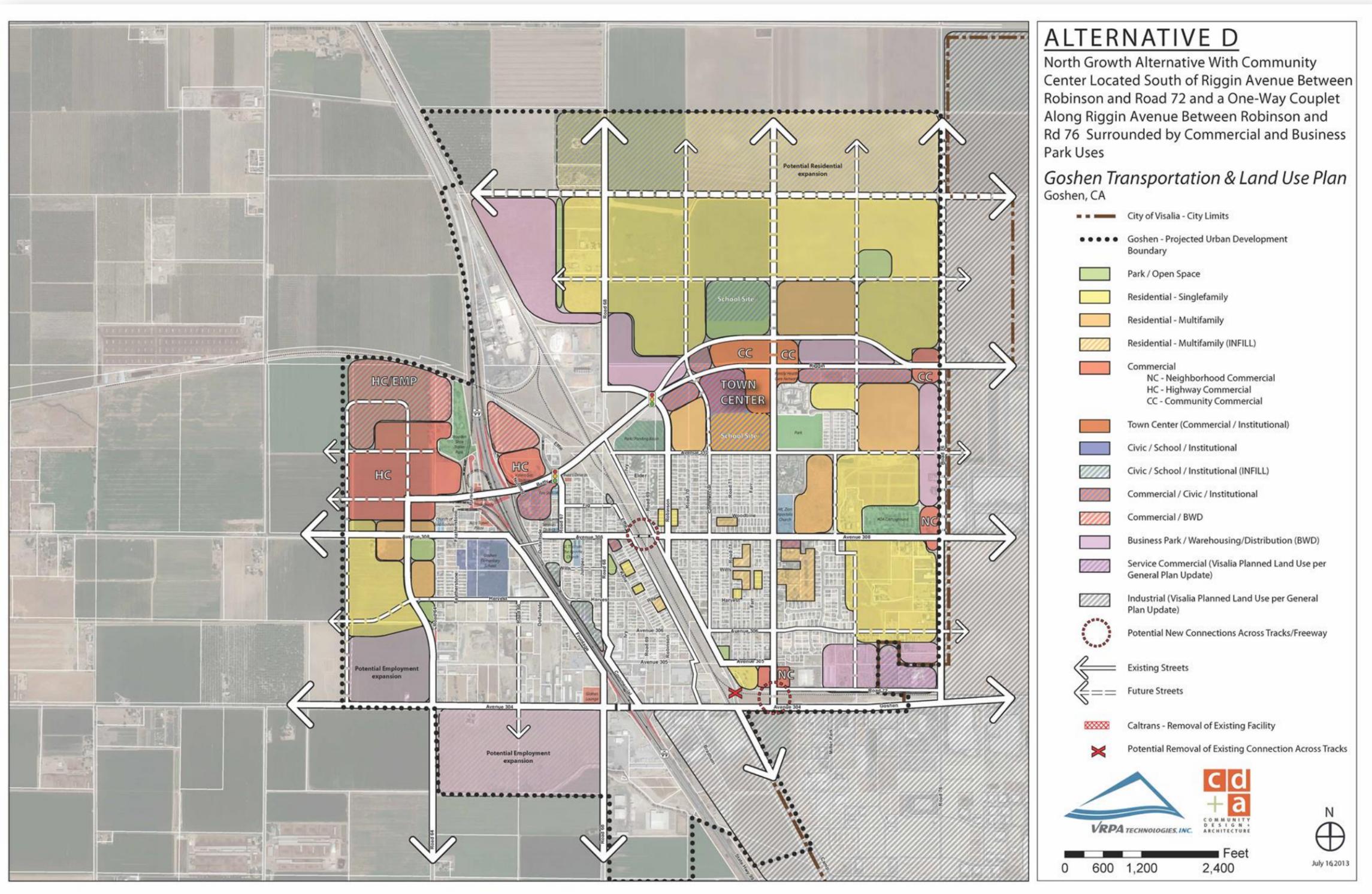


FIGURE ER-13 – Alternative D



- ✓ *Active Transportation including Complete Streets and Safe Routes to School* - The alternatives have considered new and existing streets and roads that can be designed to accommodate diverse or active modes, users and activities including walking, cycling, public transit, automobile, nearby businesses and residents. Such street design helps create more multi-modal transport systems and more livable communities. Complete streets can provide residents direct and indirect benefits including improved accessibility for non-drivers, user savings and affordability, energy conservation and emission reductions, improved community livability, improved public fitness and health, and support for strategic development objectives such as urban revitalization and reduced sprawl. Net benefits depend on the latent demand for alternative modes and more compact development, and the degree that complete street projects integrate with other planning reforms such as smart growth, sustainable land use and transportation planning, and transportation demand management (TDM).

Safe routes to school programs are designed to decrease traffic and pollution and increase the health and safety of children and the community. The programs promote walking and biking to school, using education and incentives to show how much fun it can be! The program also addresses parents' safety concerns by educating children and the public, partnering with traffic law enforcement, and developing plans to create safer streets. Safe routes to schools within Goshen would be designed to accommodate the safe travel of school children to and from the existing Goshen Elementary School located west of SR 99 and the planned school site referenced in each of the alternatives. One specific improvement project focused on during development of this Plan included the proposed connection of Featherstone Avenue between Betty Drive/Road 64 and Avenue 308 in front of the school. Another key and important project to the Goshen Community is the need for a pedestrian crossing over the UPRR tracks between Riggins Avenue and Goshen Avenue (Avenue 304). Currently, residents and students cross the UPRR tracks near the Avenue 308 alignment without any provision of safety or train warning equipment. Residents and school children are crossing the tracks near this location because of the circuitous movements they are required to make to access the existing pedestrian bridge located between the east side of Road 67 and the east side of the Goshen Elementary School. The circuitous route requires them to travel north and east to access Riggins Avenue, then travel west on Riggins Avenue to Road 67. Once at Road 67 they travel south to the existing pedestrian bridge.

Each of the alternatives is again dependent upon the timely provision of traffic safe routes to school that address critical existing and future pedestrian and bicycle safety needs.

- ✓ *Local Area Improvements / Traffic Calming* - The condition of existing street and roadway facilities in the Study Area ranges from good to poor condition. Through the opinion survey and through discussions at each of the six (6) public workshops held to develop this Plan, the Goshen Community residents emphasized the need to improve the street and road system including the provision of curbs and gutters, paving of existing unpaved roads, sidewalk and bicycle system improvements, and street and road maintenance. Each of the alternatives is dependent upon the timely provision of local area improvements that address existing and future Community needs.

Traffic calming programs are designed to make residential streets safer for drivers, pedestrians and bicyclists. The programs use several roadway engineering tools to “calm” vehicular traffic by making it slow down and move more safely. Such tools include:

- Street speed humps
- Curb bump-outs
- Roundabouts
- Cul-de-sacs

Various solutions are used to address specific traffic issues--there is no "one-size-fits-all" application of traffic-calming tools. Various types of tools are described in [Section 4](#) (Opportunities and Constraints) of this Plan.

During the workshops and based upon results of the Community Survey process, residents voiced their frustration with heavy-duty truck movements through their neighborhoods to access Riggins Avenue and head west to the Betty Drive / SR 99 interchange. During Public Workshop #3, a number of alternative traffic calming techniques were presented, which were well received by those in attendance. One priority location for the application of traffic calming would be to restrict through truck movements along Robinson between Camp Drive and Riggins Avenue with placement of bollards that restrict large vehicles but allow the safe movement and access for automobiles, reduced pavement width, etc. Another priority candidate for truck restriction techniques is at Avenue 308 and Road 76. Trucks are entering Goshen along Avenue 308 (Ferguson) from the east along a dirt road and traveling across Road 76 to access paved sections of Road 308 within the Goshen Community and travel through existing neighborhoods to travel north or south to access the existing industrial area south along or near Goshen Avenue or to the north to Riggins Avenue.

Each of the alternatives is dependent upon the timely provision of traffic calming techniques and applications that address existing and future traveler safety and neighborhood preservation needs.

✓ *Alternative Transportation Modes*

- [Pedestrian/Bicycle](#) - Sidewalk and biking facilities exist in certain areas of the Study Area, but there is a lack of connectivity between the facilities that do exist. Emphasis should be placed on providing sidewalks/bicycle facilities with all future roadway or development projects. In addition, building connections between adjacent but non-connected pedestrian destinations will enhance the safety and attractiveness of walking as an alternative mode of transportation. Bicycle facilities could be feasibly expanded by including provisions for bicycle paths or lanes with selected future roadway projects in the Study Area as referenced in [Figures ER-10 through ER-13](#).
- [Public Transit](#) - Public transportation opportunities exist within the Study Area through Route 6 planned and operated by Visalia Transit. Visalia Transit recently restructured the transit route system throughout its system including within Goshen. Route 6 has been recently updated and the Route has been extended from the Visalia Transit Center, along

Goshen Avenue (Avenue 304), Divisadero Street, to the Wal-Mart on Houston Avenue, Akers Avenue, to the Visalia Medical Clinic (VMC), Hurley Street and to the Community of Goshen. Visalia Transit is in the process of initiating development of the *Year 2040 Long Range Transit Plan* (LRTP) Update. That planning process will look at transit needs within the Visalia Transit service area (including Goshen) through to the Year 2040. A key stop in the Goshen Community to address future growth and development will include a future stop near the proposed Town Center to enhance mobility and reduce air pollution.

Community Preferred Land Use and Transportation Framework Alternative

Based upon results of Workshops #4 and #5, the Goshen Community identified their preference for growth and development in the Study Area. At Workshop #4, the Community strongly recommended the North Growth Alternative (reference Alternative A - **Figure ER-10**) as the preferred alternative for change in Goshen over the West Growth Alternative (reference Alternative B – **Figure ER-11**). At Workshop #5, attendees reviewed two other transportation and land use alternatives as described in **Section 7** of this Plan (reference Alternatives C and D – **Figures ER-12 and ER-13**). The alternatives primarily focused on differences in the land use pattern and the street system along Riggin Avenue between Robinson and Road 76.

With well over 50 Community members at the 4th Workshop, there was overwhelming support for the North Growth Alternative (reference **Figure ER-10**) coupled with a revised transportation system designation and land use pattern along Riggin Avenue (reference **Figure ER-13**, which was agreed to during Workshop #5. This alternative provides the basis for transportation infrastructure improvements listed in the following section of this summary.

The Community's preferred alternative (Alternative D), along with the other alternatives (Alternatives A through C), prepared during the planning development process will be considered as RMA staff completes the *Goshen Community Revitalization Study* (expected in December 2013) and when they initiate preparation of the *Goshen Community Plan Update*, which is scheduled for completion and review by the County Board of Supervisors in December 2014.

Infrastructure Program

Based upon the transportation infrastructure needs identified in the previous sections of this summary, a number of improvements will be required to address mobility needs in the Goshen Community. These mobility needs have been analyzed in terms of technical need, as well as to address mobility options and traveler safety.

Once adopted, the Plan can begin to inform and affect County policy, such as County Land Use, Transportation, and Capital Improvement Plans. It can also serve as a tool to coordinate planning, design, and funding activities. In this context it should be understood that funding for the implementation of any of the design concepts in this Plan is contingent upon:

- ✓ *The availability of funds* and competing priorities across the county
- ✓ *A match between a project's intent and the eligibility and scoring criteria* dictated by a given (grant) funding source

- ✓ *The Goshen Community and County engaging in joint grant application* work will be necessary and a key factor for success
- ✓ *Ongoing monitoring and advocacy by the Goshen Community* with respect to County budgets and spending priorities will be necessary and is encouraged
- ✓ *Maintaining a positive, ongoing relationship* between stakeholders from the Goshen Community and County staff and elected officials is strongly encouraged

Table ER-2 provides an overview of “next steps” to immediately follow the completion of the Goshen Transportation and Community Plan. It also outlines the continuing implementation process and actions required to keep the implementation process moving forward through 2013 and into 2014 and beyond.

When considering the implementation of improvements discussed in this Plan it is important to consider opportunities for implementing a project in phases. For this purpose, the Short-, Medium-, and Long-Term Improvement Program (reference **Table ER-3**) was prepared considering transportation infrastructure needs identified in the preferred alternative or Alternative D (reference **Figure ER-13**). It is understood that not all of the projects listed in each of the phases will be constructed during the phase identified due to the funding constraints. As a result, it may be appropriate to identify low-cost “early improvement opportunities”. These could be:

- ✓ *The implementation of “Striping first”* rather than the moving or installation of new curbs where this is feasible
- ✓ *The implementation of test or pilot projects* prior to the implementation of full improvements (this may build community support for the improvement)
- ✓ *The advancing of design plans* to a point in the project development process where they can be funneled into and “co-implemented” with other projects. An example of such projects might be roadway paving projects

Implementation Program

Several different “avenues” are available for the funding of the transportation improvements discussed in this Plan, including:

- ✓ *Federal and State grant programs*
- ✓ *Tulare County Capital Improvement Program*
- ✓ *Local tax initiatives*, such as Measure R funding
- ✓ *TCAG* – includes projects in the Regional Transportation Plan (RTP) and in the Federal Transportation Improvement Plan (FTIP)

Table ER-4 provides an overview of the funding sources currently available to fund the further design and construction of the improvements outlined in this Plan.

TABLE ER-2
Goshen Transportation and Community Plan – Next Steps

Timeline	Next Steps/Action Items
January 2014	<ul style="list-style-type: none"> ✓ Present Study to the Tulare County Board of Supervisors
2014	<ul style="list-style-type: none"> ✓ County to use Plan to complete the Goshen Revitalization Study and the Goshen Community Plan Update ✓ County and TCAG discuss regional circulation issues ✓ County and the Goshen Community collaborate in identifying potential funding sources ✓ County and the Goshen Community coordinate which projects can be funded locally and approved without a lengthy process (revised list of short-term projects) ✓ County to submit eligible projects to TCAG for inclusion in the Regional Transportation Plan and the Federal Transportation Improvement Program ✓ County and the Goshen Community collaborate in writing grant applications to programs that can fund projects on the Short-, Mid-, and Long-term project list
2014 and beyond	<ul style="list-style-type: none"> ✓ Conduct Design Development and Environmental Clearance for funded and programmed short-term projects ✓ County and the Goshen Community continue to collaborate in writing grant applications to capital grant programs ✓ Preparation of Construction Documents for projects that have been funded and programmed ✓ Construct funded projects

TABLE ER-3
Project Cost Summary

Short-Term Projects	Cost
Pedestrian Overcrossing at Avenue 308 and Railroad	\$5,184,000
*Pedestrian Undercrossing at Avenue 308 and Railroad	\$7,100,650
** Traffic Signal at Betty Drive and Road 64	\$0.00
Camp Drive Traffic Calming	\$375,913
Avenue 305 Traffic Calming	\$130,011
Avenue 308 Traffic Calming	\$313,332
*** Traffic Signal at Riggin Avenue and Road 72	\$581,345
Avenue 308 Bike Facilities - Road 64 to Frontage Road	\$133,692
Avenue 308 Bike Facilities - SR 99 to Road 76	\$544,953
Road 72 Bike Facilities - Betty Drive to Rasmussen Avenue	\$867,924
Camp Drive Bike Facilities and Eastside Sidewalk - Betty Dr. to Goshen Ave.	\$871,695
Kame Drive - Avenue 305 to Avenue 306	\$271,879
Robinson Road - Avenue 305 to Avenue 306	\$284,148
Curb, Gutter, and Drainage - Various Locations	\$650,000
Roadway Maintenance	\$1,800,000
Short Term Total	\$12,008,892
Medium-Term Projects	Cost
Road 76 Extension - Avenue 308 to Riggin Avenue	\$3,794,384
Robinson Road Extension - Fig Avenue to Avenue 308	\$576,914
*** Traffic Signal at Riggin Avenue and Road 76	\$ 870,005.00
*** Traffic Signal at Goshen Avenue and Road 76	\$ 870,005.00
Road 68 Bike Facilities - Avenue 308 to Commercial Road	\$517,390
Avenue 310 Bike Facilities - Camp Drive to Road 72	\$1,077,407
Road 67 Bike Facilities - Betty Drive to Avenue 308	\$513,549
Frontage Road Bike Facilities - Harvest Avenue to Avenue 304	\$303,590
Avenue 308 Sidewalk - Camp Drive to Road 72	\$770,369
Avenue 308 Sidewalk - Road 72 to Road 76	\$1,174,143
Avenue 308 Sidewalk - SR 99 to Effie Drive	\$585,705
Avenue 308 Sidewalk - Featherstone Road to Frontage Road	\$459,739
Road 72 Sidewalk - Riggin Avenue to Rasmussen Avenue	\$1,863,797
Wills Avenue - Road 71 to Road 72	\$567,796
Farr Road - Avenue 308 to Harvest Avenue	\$757,584
Curb, Gutter, and Drainage - Various Locations	\$1,410,000
Roadway Maintenance	\$1,800,000
Medium-Term Total	\$17,912,377

TABLE ER-3 (Cont.)
Project Cost Summary

Long-Term Projects	Cost
Road 72 Extension - Rasmussen Ave. to Goshen Ave. and Camp Dr. Closure	\$1,536,439
**** Riggin Avenue Couplet Alternative	\$12,103,583
Widen Betty Drive to 6 lanes - Road 64 to SR 99	\$1,810,803
Widen Betty Drive/Riggin Avenue to 6 lanes - SR 99 to Plaza Drive	\$18,548,294
Widen Goshen Avenue to 4 lanes - Road 72 to Road 76	\$2,520,738
Widen Goshen Avenue to 6 lanes - Road 76 to Plaza Drive	\$2,790,538
*** Traffic Signal at Goshen Avenue and Road 72	\$1,010,095
Avenue 306 Bike Facilities and Sidewalks - Road 68 to Effie Drive	\$469,552
Avenue 306 Bike Facilities and Sidewalks - Camp Dr. to Cottontail St.	\$366,319
Avenue 305 Bike Lane and Sidewalks - Camp Drive to Road 72	\$242,409
Commercial Road Bike Facilities and Sidewalks - Avenue 310 to Avenue 306	\$388,892
Wills Avenue - Juniper Street to Road 68	\$205,066
Camp Drive Westside Construction - Betty Drive to Avenue 305	\$1,128,300
Road 76 - Avenue 308 to Goshen Avenue	\$2,510,508
Curb, Gutter, and Drainage - Various Locations	\$650,000
Roadway Maintenance	\$1,800,000
***** Avenue 304 Overcrossing of UPRR and SR 99	\$30,000,000
Long-Term Total	\$65,977,952
TOTAL	\$95,899,221
<p>* Undercrossing cost not included in the total ** The traffic signal is to be provided as part of the Betty Dr. / SR 99 Interchange Improvement Project *** Traffic Signals can be replaced with Roundabouts at a cost of approximately \$1.5 to \$3.0 million **** Couplet Alternative cost not included in the total ***** Overcrossing to provide east-west alternative to relieve traffic demand along Betty/Riggin - Cost estimate based upon costs of other similar projects</p>	

TABLE ER-4
Goshen Improvement Project Funding Matrix

No.	Project	Est. Order of Mag. Costs	Timing (pending approved funding)			Potential Funding Sources												
			Short-Term (1 to 2 yrs.)	Mid-Term (2 to 5 yrs.)	Long-Term (> 5 yrs.)	CMAQ	MAP 21 Trans. Alts.	MAP 21 STP	Measure R Regional	Local Measure R (County)	County Measure R Bike/Transit/Envir.	State Active Trans. Program	State Trans. Devel. Act.	State Cap and Trade Funds	CDBG Grants	Devel. Impact Fees	Goshen Community	Other Privately Raised Funds
Bike Priority Streets																		
1	Avenue 308 Bike Facilities - Road 64 to Frontage Road	\$133,692	X			X	X	X			X	X	X	X				
2	Avenue 308 Bike Facilities - SR 99 to Road 76	\$544,953	X			X	X	X			X	X	X	X				
7	Road 72 Bike Facilities - Betty Drive to Rasmussen Avenue	\$867,924	X			X	X	X			X	X	X	X				
3	Road 68 Bike Facilities - Avenue 308 to Commercial Road	\$517,390		X		X	X	X			X	X	X	X				
4	Avenue 310 Bike Facilities - Camp Drive to Road 72	\$1,077,407		X		X	X	X			X	X	X	X				
5	Road 67 Bike Facilities - Betty Drive to Avenue 308	\$513,549		X		X	X	X			X	X	X	X				
6	Frontage Road Bike Facilities - Harvest Avenue to Avenue 304	\$303,590		X		X	X	X			X	X	X	X				
Pedestrian Priority Streets																		
1	Avenue 308 Sidewalk - Camp Drive to Road 72	\$770,369		X		X	X	X			X	X	X					
2	Avenue 308 Sidewalk - Road 72 to Road 76	\$1,174,143		X		X	X	X			X	X	X					
3	Avenue 308 Sidewalk - SR 99 to Effie Drive	\$585,705		X		X	X	X			X	X	X					
4	Avenue 308 Sidewalk - Featherstone Road to Frontage Road	\$459,739		X		X	X	X			X	X	X					
5	Road 72 Sidewalk - Riggin Avenue to Rasmussen Avenue	\$1,863,797		X		X	X	X			X	X	X					
6	Pedestrian Overcrossing at Avenue 308 and Railroad	\$5,184,000	X			X	X	X			X	X	X					
7	Pedestrian Undercrossing at Avenue 308 and Railroad	\$7,100,650	X			X	X	X			X	X	X					
Combined Pedestrian and Bicycle Priority Streets																		
1	Camp Drive Bike Facilities and Eastside Sidewalk - Betty Dr. to Goshen Ave	\$871,695	X			X	X	X			X	X	X	X				
2	Avenue 306 Bike Facilities and Sidewalks - Road 68 to Effie Drive	\$469,552			X	X	X	X			X	X	X	X				
3	Avenue 306 Bike Facilities and Sidewalks - Camp Dr. to Cottontail St	\$366,319			X	X	X	X			X	X	X	X				
4	Avenue 305 Bike Lane and Sidewalks - Camp Drive to Road 72	\$242,409			X	X	X	X			X	X	X	X				
5	Commercial Road Bike Facilities and Sidewalks - Avenue 310 to Ave	\$388,892			X	X	X	X			X	X	X	X				
Neighborhood Traffic Calming Treatments																		
1	Camp Drive Traffic Calming	\$249,554	X			X	X	X			X	X						
2	Avenue 305 Traffic Calming	\$89,660	X			X	X	X			X	X						
Traffic Signals																		
1	* Traffic Signal at Betty Drive and Road 64	\$0		X		X	X	X			X	X					X	
2	** Traffic Signal at Riggin Avenue and Road 76	\$870,005		X		X	X	X			X	X					X	
3	** Traffic Signal at Goshen Avenue and Road 76	\$870,005		X		X	X	X			X	X					X	
4	** Traffic Signal at Riggin Avenue and Road 72	\$581,345	X			X	X	X			X	X					X	
5	** Traffic Signal at Goshen Avenue and Road 72	\$1,010,095			X	X	X	X			X	X					X	
Curb, Gutter, & Drainage Facilities																		
1	Curb, Gutter, and Drainage - Various Locations	\$650,000	X			X	X	X			X	X				X	X	
2	Curb, Gutter, and Drainage - Various Locations	\$1,410,000		X		X	X	X			X	X			X	X		
3	Curb, Gutter, and Drainage - Various Locations	\$650,000			X	X	X	X			X	X			X	X		
Roadway Maintenance																		
1	Roadway Maintenance	\$1,800,000	X					X			X							
2	Roadway Maintenance	\$1,800,000		X				X			X							
3	Roadway Maintenance	\$1,800,000			X			X			X							
New Streets																		
1	Kame Drive - Avenue 305 to Avenue 306	\$271,879	X					X			X							
2	Robinson Road - Avenue 305 to Avenue 306	\$284,148	X					X			X							
3	Wills Avenue - Road 71 to Road 72	\$567,796		X				X			X							
4	Farr Road - Avenue 308 to Harvest Avenue	\$757,584		X				X			X							
5	Wills Avenue - Juniper Street to Road 68	\$205,066			X			X			X							
6	Camp Drive Westside Construction - Betty Drive to Avenue 305	\$1,128,300			X			X	X		X						X	
7	Road 76 - Avenue 308 to Goshen Avenue	\$2,510,508			X			X	X		X						X	
8	Road 76 Extension - Avenue 308 to Riggin Avenue	\$3,794,384		X				X	X		X						X	
9	Robinson Road Extension - Fig Avenue to Avenue 308	\$576,914		X				X			X							
10	Road 72 Extension - Rasmussen Ave. to Goshen Ave. & Camp Dr. Closure	\$1,536,439			X			X			X							
11	Avenue 304 Overcrossing of the UPRR and SR 99	\$30,000,000			X			X	X		X						X	
Lane Widening																		
1	Riggin Avenue Couplet Alternative	\$12,103,583			X			X	X		X				X	X		
2	Widen Betty Drive to 6 lanes - Road 64 to SR 99	\$1,810,803			X			X	X		X			X	X			
3	Widen Betty Drive/Riggin Avenue to 6 lanes - SR 99 to Plaza Drive	\$8,258,294			X			X	X		X						X	
4	Widen Goshen Avenue to 4 lanes - Road 72 to Road 76	\$2,520,738			X			X	X		X						X	
5	Widen Goshen Avenue to 6 lanes - Road 76 to Plaza Drive	\$2,790,538			X			X	X		X						X	

* The traffic signal is to be provided as part of the Betty Drive / SR 99 Interchange Improvement Project
 ** Traffic Signals can be replaced with Roundabouts at a cost of approximately \$1.5 to \$3.0 million

1. Introduction

1.1 Study Description

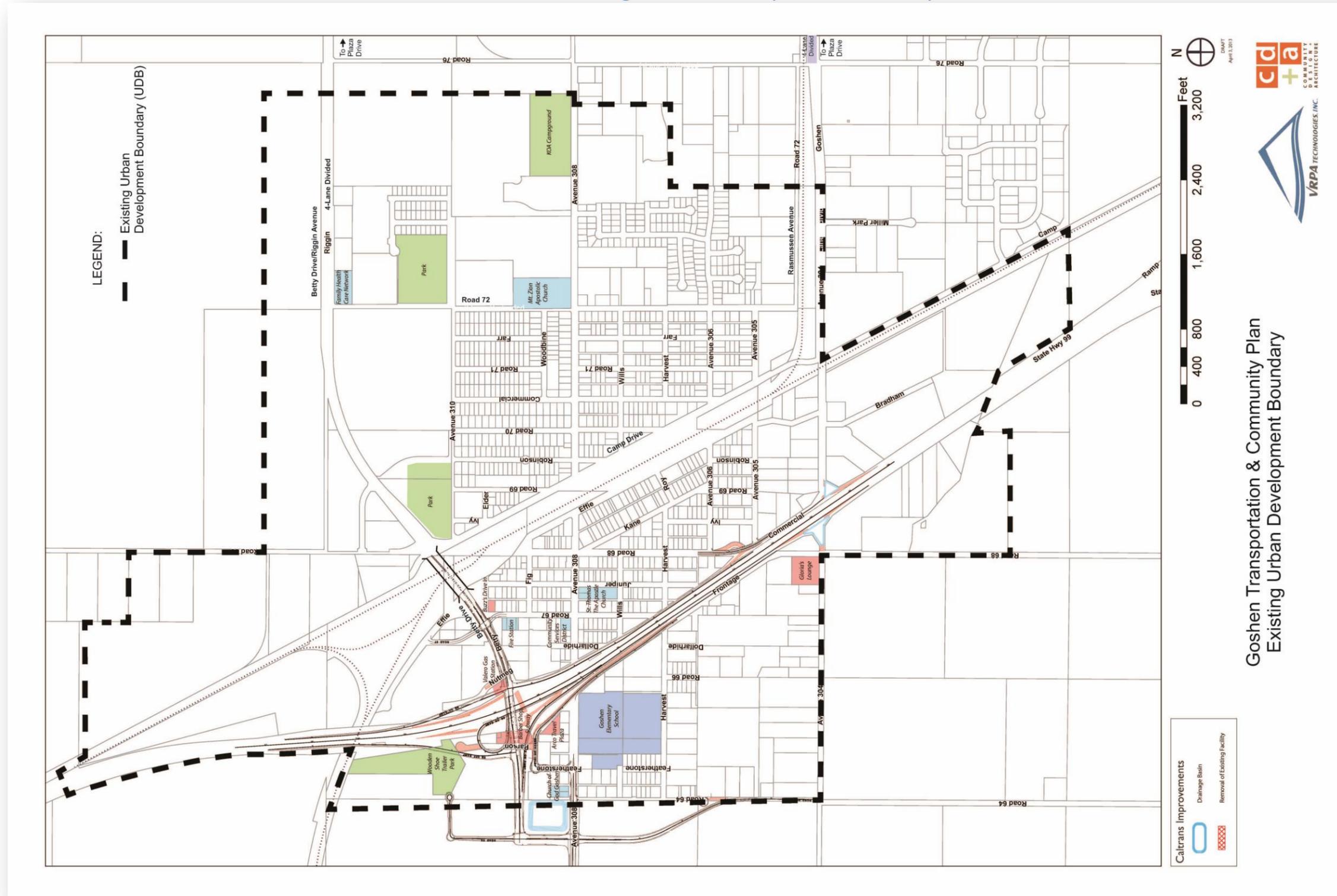
The Tulare County Resource Management Agency (RMA) and Caltrans District 6 jointly funded the preparation of this Transportation and Community Plan for the Goshen Community. The existing Goshen Community Urban Development Boundary (UDB) is generally bounded by Avenue 316 alignment to the north, Road 76 to the east, Goshen Avenue (Avenue 304) to the south, and Road 64 alignment to the west under the jurisdiction of the County of Tulare (reference [Figure 1-1](#)). The Study Area includes areas outside of the UDB as depicted in [Figure 1-2](#). In defining the Study Area, it was important to consider areas surrounding the existing Goshen Community that may impact or be impacted by future growth and development of the Goshen Community.

The RMA initiated the planning process documented in this report by approaching Caltrans District 6 with the desire to address pressing local land use and transportation concerns resulting in the application by the RMA for a grant from Caltrans' Environmental Justice Program. This program specifically "promotes the involvement of low-income and minority communities, and native American Tribal Governments in the planning for transportation projects to prevent or mitigate disproportionate, negative impacts while improving mobility, access, safety and opportunities for affordable housing and economic development." Proposed projects should have a clear focus on transportation and community development issues that address the issues of low-income, minority, Native American, and other under-represented communities. In the summer of 2011, Caltrans officially awarded the County of Tulare a grant of \$189,000 with the County in the role of grant administrator. The planning team involved with preparation of the Plan included the RMA, VRPA Technologies, Inc. and its subconsultants, and the Community Services Employment Training (CSET) organization responsible for community outreach.

The Goshen Transportation and Community Plan identifies options to improve pedestrian and traffic safety, evaluate impacts of major transportation projects, and determine appropriate land use patterns within the community. Using a collaborative framework, the Plan defines potential enhancement solutions to address community concerns. Further, the Plan defines a multimodal transportation framework and street improvement package that addresses pedestrian and bicycle accommodations, traffic calming measures, safe routes to school, and context appropriate urban design transitions from the established and future residential neighborhoods to adjacent major transportation corridors.

As with other projects funded by Caltrans' Environmental Justice Grants, it is hoped that the results help stakeholders in leveraging funds from other program sources that will advance future project activities and contribute to positive local planning practices by integrating study recommendations into local and regional plans.

FIGURE 1-1 – Existing Urban Development Boundary



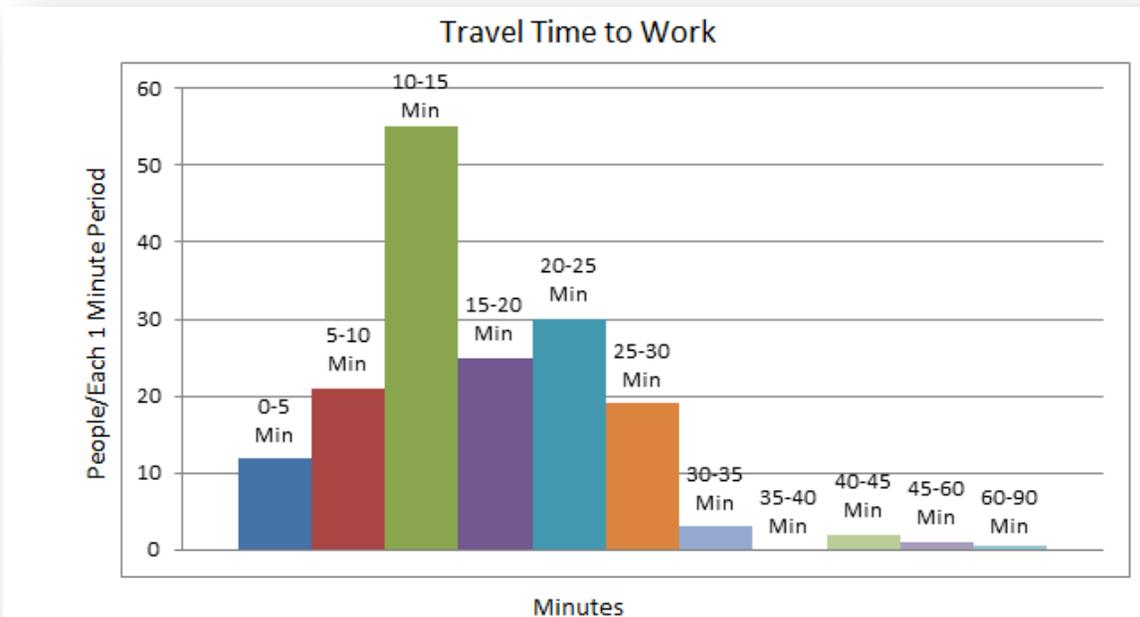
1.2 Background

Goshen is experiencing significant growth in a range of motorized transportation infrastructure improvements along Riggan Avenue, Betty Drive, and the State Route (SR) 99/Betty Drive Interchange, but the community’s concern is that “the lack of pedestrian facilities” may pose “a safety hazard for the community.” This Plan documents the development of several land use and mobility alternatives for consideration through a planning and visioning process with local residents and businesses.

Situated in the Central San Joaquin Valley along State Highway 99, Goshen is a predominantly rural agricultural community covering approximately 1.8 square miles, with a population of over 3,000 (2010). Residents of Goshen are primarily involved in agro-based industry employment throughout the surrounding farmlands and in food processing plants and some manufacturing. Goshen is primarily low-income and minority with over 50% of households speaking Spanish as their primary language and over 35% living below the poverty level.

In an effort to improve the safety and accessibility of non-motorized transportation modes, it is important to note Goshen’s unique position to make walking and cycling a key mode of transportation as residents live within close proximity to employment, community assets such as parks, schools and local businesses. **Figure 1-3** below presents the reported travel time to work for Goshen residents, which indicates that over 50% of workers travel between 10 and 20 minutes to their job sites (2010).

FIGURE 1-3



Source: <http://www.city-data.com/city/Goshen-California.html>

Facilitating safe walking and bicycling transportation to jobs and other community assets is especially important for low-income residents. Over 30% of Goshen's local residents live below the poverty level and would benefit greatly from enhanced facilities and access. Another indicator of the potential to increase non-motorized transportation is the average age for Goshen residents is 27.1 while the state average is 45.6 years. In spite of the rather young average age Goshen's population has an Adult Obesity Rate of 28.2%, which exceeds the state average of by more than 30%, therefore encouraging more physical activity with walking and cycling will affect the overall quality of life in the community.

Over time Goshen has experienced some physical and economic decline, which has contributed to the detriment of resident's health and economic security. It is clear that the RMA's efforts will contribute to a healthier life style for local residents. Improving the quality of life for residents will also encourage economic development and opportunities for prosperity.



Lack of pedestrian and bicycle facilities inhibit mobility in Goshen

The Goshen Community developed around county roads that are not all built to current standards, and as such, are not conducive for non-motorized transportation. The current condition of roadways and paths forces residents, including youth and seniors to walk and bike on unpaved roadway shoulders, which are often obstructed with parked automobiles, or exposed to the roadway in unprotected condition. Creating better and safer connections to these community assets is an important way to foster social interaction and encourage community development.

The Plan addresses these transportation, pedestrian safety, and community concerns by identifying specific areas in need of improvement. During the planning process, the Goshen Community was engaged in a planning and visioning process that lead to the development of several alternatives that are intended to address the issues of transportation, infrastructure, land use and economic development in the Goshen Community. Extensive community involvement across a series of workshops and events generated a variety of recommendations, including: complete streets (streets that accommodate others modes including bike lanes and pedestrian facilities and amenities), additional street lighting, pedestrian signage, cross walks, stop signs, sidewalks, pavement, drainage, realignment of local roadways, traffic calming measures and more. With widespread community participation, the Plan ultimately produced a

preferred alternative scenario with recommend strategies to improve pedestrian mobility, connectivity and safety through various traffic, infrastructure, and quality of life improvements.

To accomplish the vision, goals, and objectives referenced in [Section 6](#) of this Plan, the Plan has evaluated the potential impacts of major transportation projects such as the construction of the new highway interchange at Betty Drive and State Route (SR) 99, and the closure of access ramps on the east and west sides of SR 99 at Goshen Avenue (Avenue 304). As mentioned above, in addition to the major transportation issues, this Plan has also evaluated the potential to redefine Goshen as a community that embraces the traditions of the past, improves the quality of life in the present, and provides concepts, policies, and direction for a positive future. It is the intent of Tulare County's RMA that the Plan consists of realistic and achievable goals.

Transportation and community planning is a continuous process and to be effective requires periodic re-evaluation and revision to reflect changing needs and priorities. Thus, the Plan should be reviewed every five (5) years to insure consistency with a community's needs. However, unless unforeseen changes occur, the basic goals, objectives, and policies should not require major alterations but the specific proposals for improvements should be refined and revised as a part of the continuing planning process.

[1.3 Other Related Planning Efforts](#)

It should be noted that the RMA is also conducting the *Goshen Revitalization Study*, through a grant funded by the State Department of Housing & Community Development. That Study is focused on existing and future land use issues and plans for the Goshen Community. While both of these studies are being prepared separately, the discussion of street circulation and land use is integral to both. In addition to the two studies referenced above, the RMA is also currently preparing another related study or the *Sustainable Highway 99 Corridor Plan*. A Strategic Growth Council Grant was awarded to the County of Tulare for preparation of the *Sustainable Highway Corridor Plan*, which is being developed to address the 55 mile long Highway 99 corridor including the unincorporated communities of Traver, Goshen, Tipton, Pixley and Earlimart.

Following preparation of all three of the studies, the RMA will prepare an update to the *Goshen Community Plan*, adopted by the Tulare County Board of Supervisors on September 5, 1978. The *Goshen Community Plan Update* will be accompanied by an environmental document that will likely consider alternative transportation and land use scenarios developed as part of this planning process. The Tulare County Board of Supervisors is looking forward to review of this Plan as a guide to future development of the *Goshen Community Plan Update*. The Goshen Community falls within County Supervisorial Districts 3 and 4.

[1.4 Plan Document Contents](#)

The remainder of this Plan contains the following sections:

- Section 2 Stakeholder and Community Involvement
- Section 3 Existing Conditions Summary
- Section 4 Opportunities and Constraints

- Section 5 Land Need Forecast
- Section 6 Vision and Guiding Principles
- Section 7 Land Use and Transportation Framework Alternatives
- Section 8 Preferred Land Use and Transportation Framework Alternative
- Section 9 Infrastructure Program
- Section 10 Implementation Program
- Section 11 Acknowledgements



Workshop attendees taking part in a polling exercise

2. Stakeholder & Community Involvement

2.1 Introduction

Stakeholder and community involvement was initiated with formation of the Goshen Transportation and Community Plan Steering Committee. The Steering Committee was composed of four (4) members including one (1) resident/environmental justice representative and three (3) additional stakeholders with businesses in the Goshen Community. Following formation of the Steering Committee, five (5) Steering Committee meetings were held throughout the duration of the planning process to guide preparation of the Plan and to guide the content of six (6) public workshops. In addition to the Steering Committee meetings and public workshops, an extensive community survey was conducted by the CSET, and CSET and VRPA provided a discussion of the planning process during the “Step Up Goshen” special event held on March 7, 2013 in the Goshen Community. CSET provides families access to services ranging from nutrition to health and education as well as housing, utility assistance and employment training throughout Tulare County including the Goshen Community. Each of these important outreach efforts to engage stakeholders and the public is described below.

2.2 Steering Committee

The Goshen Transportation and Community Plan Steering Committee was essential in guiding the Plan through all stages of its development. Steering Committee members were instrumental in generating consensus with respect to the Plan’s recommendations. They ensured that the content of the Plan was guided by the input of an informed and active local constituency, providing input from the perspective of the stakeholders, agencies, and organizations they represented. For the Project Team, the Steering Committee provided vital input on project goals, ideas, and improvement concepts.

While the Steering Committee provided comments and input on questions related to existing conditions and issues, as well as the development of recommendations for solutions to the identified issues, the final decisions on the endorsement or approval of recommendations related to development standards, policies, and public improvement standards, will be the responsibility of the RMA and Tulare County Board of Supervisors.

Over the course of the project, a total of five (5) Steering Committee meetings were held covering the following major subjects:

- ✓ *Steering Committee #1* – November 16, 2012: Content included: Goshen Tour, Goshen Tour Highlights/Findings, Data Needs Listing, Schedule Review, Introduction Workshop Coordination, Initiate Existing Conditions Assessment, Initiate Existing Opportunities and Constraints Assessment
- ✓ *Steering Committee #2* - April 24, 2013: Content included: Project Status, Current Project Schedule, Results of Workshop #1 – Study Introduction & Current Plans and Policies, Results of Workshop #2 – Existing Land Use and Transportation Conditions, Polling Exercise (Demographics, Vision Statement, Identification of Issues and Level of Importance), Mapping Exercise – (Transportation Needs, Land Use Issues and Needs, Environmental

Constraints and Opportunities), Preparation for Workshop #3 (PowerPoint Presentation, Polling Exercise, & Mapping Exercise) covering Existing Transportation Constraints (all modes), Constraints Due to Betty Drive/SR 99 Improvements, Community Desires Considering Workshop #2, and Community Survey Results, Future Year (2040) Transportation Opportunities (all modes), and Next Steps

- ✓ *Steering Committee #3* – June 6, 2013: Content included: Project Status, Current Project Schedule, Results of Workshop #3, Preparation of Workshop #4, Existing Land Use Constraints, Constraints Due to Betty Drive/SR 99 Improvements, Community Desires Considering Workshop #2 & #3 and Community Survey Results, Base Line Market Analysis, Future year (2040) Land Use Opportunities (all modes), and Next Steps
- ✓ *Steering Committee #4* – September 11, 2013: Content included: Project Status, Current Project Schedule, Results of Workshop #4, Preparation of Workshop #5 including TCAG Traffic Modeling Results, Review of Preferred Land Use Scenario, Review of Preferred Transportation Scenario, Review of Potential Short-, Medium-, and Long-Term Improvements, Next Steps
- ✓ *Steering Committee #5* – October 24, 2013: Content included: Project Status, Project Schedule, Review of Workshop #5, Review of Draft Infrastructure Plan Reflective of the Preferred Land Use and Transportation Alternative, Review of the Administrative Draft Goshen Transportation and Community Plan Executive Summary and Executive Report Documents, Next Steps

2.3 Community Participation

Public Outreach Process

The overall goal of the outreach strategy was to conduct a comprehensive public engagement process that would effectively capture stakeholder and public input, and result in a shared understanding of Study components. The outreach strategy included a variety of public involvement methods that were utilized to keep the public informed of the Study development and to invite valuable input from stakeholders. The public outreach strategy involved a wide range of project stakeholders (residents, businesses, commuters, the general public, surrounding neighborhoods, affected public entities, and other stakeholders).

Public involvement was a key component of the Study and strongly shaped the development of the recommendations documented in this report. CSET was responsible to seek out stakeholder input early on and throughout development of the Study to gather feedback on Study or subject related issues that needed addressing, draft work products, interpretation of public input, and suggestions for the refinements of Study recommendations.

Outreach Strategies and Objectives

The following outreach strategies were implemented to achieve the outreach objectives:

- ✓ *Conveyed a consistent message* about the Study and its importance to addressing transportation, urban design, and land use issues in the Study Area raised by the community
- ✓ *Involved the public and stakeholders* in the process on a regular basis to foster understanding and agreement on issues related to the development of the Study
- ✓ *Used a variety of communication methods* to reach audiences including presentations (at workshops), stakeholder interviews, public workshops, special outreach event, written materials, and online and media communication

- ✓ *Coordinated outreach efforts* with State, regional, and local agency representatives to build awareness about how the Study was being developed through public workshops, written materials for posting, Web-based notification, and other outreach strategies
- ✓ *Provided the public with up-to-date information* about the planning process on a regular basis through presentations at workshops, the Website and online communications, written materials and media coordination
- ✓ *Documented public comments* received during the public engagement process
- ✓ *Provided information to the public* about opportunities for review of public documents and opportunities for comment
- ✓ *Provided information to affected agencies* regarding comments received throughout the public engagement process
- ✓ *Utilized traditional and new media* to convey Study information to a broad audience

Identification of Stakeholders

The focus of the outreach strategy was to engage the general public and stakeholders, which included the engagement of various public agencies. A description of the six (6) workshops conducted for the Plan is provided below.

✓ *Public Workshops and Workshop Notification Process*

Six (6) public workshops and one special outreach event were conducted jointly by CSET, the RMA, and VRPA Technologies throughout the Study's outreach process. The workshops utilized various public involvement techniques and strategies that together provided a set of hands-on workshop materials and activities and presentations that fostered learning and understanding of the proposed concepts and potential tradeoffs. The workshops also invited conversations about perceived issues and concerns as well as potential solutions and improvement concepts between Project Team members, agency representatives, and engaged community members.

In order to publicize each workshop, a variety of outreach methods were employed. The Project Team sent postcard invitations (in English and in Spanish), which were mailed out to every residence and business within the Study Area. CSET also posted fliers at businesses, distributed flyers throughout the Study Area, and contacted major stakeholders to spread the word about upcoming workshops. The first three (3) public workshops were held at the Goshen Elementary School in 2012 and 2013 between 6:00pm and 8:00 pm. The final three (3) workshops were held at the Goshen Village II Community Room. These workshops were conducted as follows:

- Workshop #1 – This workshop was held on December 6, 2012 for the purpose of providing the public with an overview of the Study, a review of existing transportation and urban design conditions in the Study Area, an outline of the Study process, the Plan schedule, and next steps. The workshop was well-attended (25 or more attendees). The RMA, VRPA, and CSET received input from the attendees regarding previous outreach efforts related to the SR 99/Betty Drive Interchange improvement project and Update of the *Goshen Community Plan*. Attendees also identified several key issues that should be addressed during Plan development including:
 - Safety concerns regarding the crossing of UP tracks between Riggin Avenue and Goshen Avenue (Avenue 304)
 - The lack of adequate retail establishments to purchase goods and services

- Concerns regarding the travel of heavy trucks through existing neighborhoods east of Camp Drive to access Riggan Avenue and travel westerly to the Betty Drive/SR 99 interchange; and the potential for these trips to increase once the northbound on-ramps at Goshen Avenue (Avenue 304 and SR 99 are closed)
- The poor condition and drainage of existing streets and roads within the Community
- Workshop #2 - This workshop was held on February 7, 2013 for the purpose of providing the public with an overview of the existing transportation system and planned land use in the Study Area. The workshop was well-attended (35 or more attendees). RMA staff provided a PowerPoint Presentation (reference [Appendix A](#)) showing a number of maps depicting the boundaries of the Community, the adopted Goshen General Plan or Community Plan Map, the adopted Circulation Map, general points of interest, the UPRR tracks, SR 99, and the Betty Drive Overpass, noise corridors, and bicycle, pedestrian and transit facilities. Attendees asked questions regarding the existing and proposed plans and policies; especially as they related to the location of future land uses. Following the existing conditions review by RMA staff, a series of polling questions (reference [Appendix B](#)) were asked regarding existing transportation and land use needs in the Goshen Community. Major findings included the following:
 - 71% had participated in planning activities in the past
 - 71% rated Goshen as a “fair” or “poor” place to live
 - 63% felt that Goshen was developing in a “positive” manner
 - 90% have the use of a car and 74% drive by themselves to work
 - 42% indicated that providing storm drainage & road repair improvements were most important as Goshen grows
 - 48% indicated that adding pedestrian, transit, & bike systems/facilities were second most important as Goshen grows
 - 88% felt that unsafe streets – (potholes, standing water, lack of lighting, lack of sidewalks & bicycle facilities, etc.) were the most significant threat to safety in Goshen
 - 63% said that they have issues with through traffic in their neighborhood
 - 56% indicated that they have trouble with walking and/or access to transit stops and services
 - 52% said that the transit stops/waiting areas were not adequate
 - 57% strongly supported development of an area-wide bike and trail system should be pursued as a community amenity
 - 81% indicated that they would ride a bicycle more often if there were more bike lanes and trails
 - When asked how we should spend our scarce transportation dollars, 79% indicated that funds should be spent to improve Goshen’s streets and roads. The second-highest priority was to spend funds on sidewalks
 - 73% of attendees strongly supported or supported additional major parkland acquisitions to extend and protect community amenities
 - 100% of the attendees live in single family homes with 4 or fewer bedrooms
 - 62% of respondents felt that single family homes on 6,000 square foot lots should be the main focus of future growth
 - 32% chose Parcel C (located along the north side of Betty Drive, west of the interchange) as a site for future commercial development

- 64% supported the following vision statement: ***The Goshen Community will have safe streets that connect with homes, schools and businesses. New development will create jobs and a better quality of life.***

Finally, a mapping or charrette exercise was conducted using magnetic icons representing various forms of transportation modes and facilities, land use development by type, and environmental impacts and considerations. Photo results of the mapping exercise are provided in [Appendix C](#).

- Workshop #3 – This workshop was held on May 2, 2013, was well-attended (30 or more attendees), and focused on transportation needs and improvement opportunities (reference [Appendix D](#) – PowerPoint Presentation) including the following:
 - Existing Goshen Transportation Network for Mobility and Access
 - Impact of Caltrans Improvements on the Existing Transportation Network for Mobility and Access
 - Goshen Community Desires (Workshop #2 Findings and Goshen CSET Survey Results)
 - Transportation Mobility and Access Improvement Opportunities
 - Charrette Exercise (Review and Comment of Transportation Needs Mapping). Major input received during the mapping or charrette exercise included the following:
 - Lack of safe pedestrian crossings over the Union Pacific (UP) Railroad Tracks
 - Truck traffic through neighborhoods to access Riggin Avenue and the Betty Drive/SR 99 Interchange
 - High speed of vehicular traffic on select streets
 - Lack of pedestrian and bicycling amenities on streets
 - Inadequate street lighting on streets and at key intersections
 - Poor pedestrian access to transit stops
 - Considerable potholes
 - Poor pavement conditions
 - Inadequate storm drainage facilities
 - Lack of a clear community focal point or center
 - Need for an alternate truck route along Road 76 with extension of that facility between Avenue 308 and Riggin Avenue
 - Open House (Review and Comment of Transportation Mapping)
 - Transportation Improvement Opportunities Polling Exercise (reference [Appendix E](#)). Major findings included the following:
 - 81% strongly support the guiding principle and goal to improve conditions for bicyclists & pedestrians in the area while maintaining the semi-rural character of many of its streets
 - 81% strongly support the guiding principle and goal to balance the transportation needs of those traveling with automobiles with the needs of those traveling on foot, by bicycle, and by transit, as well as those with disabilities
 - 88% strongly support the guiding principle and goal to balance the transportation needs of those traveling locally with those passing through Goshen

- 93% strongly support the guiding principle and goal to identify a network of safe routes and facilities for pedestrians and bicyclists that connect Goshen's residential neighborhoods
 - 100% strongly support the guiding principle and goal to identify a network of safe routes and facilities for pedestrians and bicyclists that connect to schools and cultural and retail/service destinations
 - 93% strongly support the guiding principle and goal to improve safety and convenience of access to transit stops in Goshen
 - 93% strongly support the guiding principle and goal to consider traffic calming measures on streets where vehicle speeds endanger pedestrians and bicyclists
 - 85% strongly support the guiding principle and goal to consider traffic calming measures in locations where they can address concerns regarding cut-through traffic
 - 86% strongly support the guiding principle and goal to consider design treatments along streets and alleys that increase personal safety
 - 57% strongly support the guiding principle and goal to design recommended street improvements to stay within existing public rights-of-way
 - 86% strongly support or support the guiding principle and goal to consider the acquisition of additional right-of-way only where additional space is needed to accomplish an improvement specifically desired by the Goshen Community
 - 71% strongly support the guiding principle and goal to recognize that design recommendations for potential street improvements can vary between different locations in the Goshen Community
 - 100% strongly support the guiding principle and goal to provide safe routes to school for school children, parents, and teachers
 - 93% strongly support the guiding principle and goal to use wayfinding signs and other design treatments to direct traffic to designated routes in order to avoid unnecessary motorized traffic on streets prioritized for local traffic, pedestrians, and bicyclists
- Based upon further polling, the following transportation improvement priorities were identified:
- Short-term priority plan to add curbs, gutters, sidewalks and bicycle facilities throughout neighborhoods and commercial areas
 - Completion of Road 76 between Riggin Avenue and Goshen Avenue to provide a reasonable alternative route for commercial truck traffic
 - Implementing Traffic Calming strategies to discourage commercial traffic through residential areas to access Betty Drive and SR 99
 - Wayfinding signage and roadway striping directing truck traffic away from local neighborhoods
 - Pedestrian bicycle bridge crossing over the UP Railroad tracks between Ave. 304 and Riggin Avenue/Betty Drive
 - Add bicycle lane striping to increase safety, use, and narrow wide streets
 - Safe access to transit stops and Increase transit service when warranted
 - Improve Betty Dr/Riggin Ave to be more pedestrian and bicycle friendly

- Provide improvements to residential neighborhood and commercial streets between SR 99 and the UP Railroad tracks and south of Betty Drive including filling of potholes or widespread resurfacing of existing streets
- Workshop #4 – This workshop was held on June 27, 2013 and focused on land use best practices and alternative land use scenarios including the following:
 - Results of Workshop #3
 - Best Practices – Land Use
 - Goshen Land Use Scenarios
 - Goshen Land Use – Developing West
 - Goshen Land Use – Developing North
 - Initial Land Use Scenario Preference
 - Land Use Scenarios - Mapping Exercise

The workshop was well-attended (50 or more attendees). Following the PowerPoint Presentation (reference [Appendix F](#)), attendees broke out into groups and placed land use icons on two alternative scenario maps – West Growth and North Growth Alternatives (reference [Appendix G](#)). Following the mapping or charrette exercise, attendees were asked which alternative growth scenario they preferred. Based upon those present, an overwhelming majority agreed that the preferred land use scenario was the North Growth Alternative. Based upon the charrette or mapping exercise, several suggested adjustments to the North Growth Alternative were identified.

- Workshop #5 – This workshop was held on September 17, 2013 and focused on the preferred transportation and land use scenario and the short-, medium-, and long-term transportation improvements. Specifically, the following items were addressed as part of the PowerPoint Presentation (reference [Appendix H](#)) at the workshop:
 - Introductions, Project Status, & Project Schedule
 - Results of Workshop #3
 - Results of Workshop #4
 - Future Year Traffic Volumes, Level of Service, & Needed Improvements
 - Resulting Land Use Alternatives
 - Preliminary Goshen Short-, Medium-, and Long-Term Improvement Programs
 - Next Steps

The workshop was not well-attended with less than 15 attendees from the Goshen Community. Following the PowerPoint presentation, attendees broke out into two groups to review two of the four land use and transportation scenarios:

- Alternative A: North Growth Scenario with 4-lanes along Betty Drive/Riggin Avenue. A deficient level of service (LOS) could potentially result without additional lanes along Riggin or a future interchange at Avenue 320
- Alternative B: West Growth Scenario with 4-lanes along Betty Drive/Riggin Avenue. A deficient level of service (LOS) could potentially result without additional lanes along Riggin or a future interchange at Avenue 320
- Alternative C: North Growth Scenario with 4-lanes along Betty Drive/Riggin Avenue and community and service commercial and business park land uses along both sides of Riggin Avenue between Robinson Avenue and Road 76 to buffer planned residential uses to the north and south of Riggin Avenue. A deficient level of service

(LOS) could potentially result without additional lanes along Riggin or a future interchange at Avenue 320

- Alternative D: North Growth Scenario with 4-lanes along Betty Drive/Riggin Avenue and community and service commercial and business park land uses in the center of a one-way couplet to buffer planned residential uses to the north and south of Riggin Avenue. The LOS with the one-way couplet (2-lanes in each direction) could potentially operate at Tulare County’s Minimum LOS standard of “D” or better. Additional lanes along Riggin Avenue between Robinson and Road 76 may not be required

Following the mapping or charrette exercise, the group was asked which alternative land use and transportation scenario they preferred. Based upon those present, an overwhelming majority agreed that the preferred land use scenario was Alternative D. In addition, based upon the charrette or mapping exercise, one suggested adjustment to Alternative D was identified, which involves a change from proposed residential to light industrial development along the west side of Road 68 north of Riggin Avenue.

- Workshop #6 – This workshop was held on October 24, 2013 and focused on further review of the Preferred Transportation and Land Use Alternative and the associated Short-, Medium-, and Long-Term Transportation Improvement Program. Specifically, the following items were addressed as part of the PowerPoint Presentation (reference [Appendix I](#)) at the workshop:
 - Introductions, Project Status, & Project Schedule
 - Overview of Workshops #1 through #4
 - Results of Workshop #5
 - Draft Executive Summary Contents
 - Draft Goshen Short-Medium- & Long-Term Improvement Projects & Costs
 - Next Steps
 - Effectiveness of the Outreach Process and Opinion Polling

Approximately twenty (20) attendees were present during the workshop. Following the PowerPoint presentation, attendees were asked to participate in a final polling exercise to evaluate the outreach process. Results are provided in [Appendix J](#).

[2.4 Techniques to Engage Workshop Attendees](#) [Polling Exercises](#)

At the workshops, attendees were asked to provide feedback about a draft vision statement for the study, existing transportation and land use needs, an array of transportation and land use best practices, and land use and transportation alternatives. This feedback was solicited through the use of wireless polling equipment or “clickers” that were distributed to all participants. The clickers were used by each individual to indicate agreement or disagreement with specified questions by selecting one of nine buttons. The polling results provided the RMA, VRPA Technologies, and CSET with valuable insight into the public’s sentiments with respect to each of the items described above. [Appendix J](#) provides an evaluation of the outreach process including how workshop participants felt about the effectiveness of polling exercises conducted throughout the Plan development process.

Spanish Translation

A Spanish language translator was available at all Workshops. Simultaneous translation was provided via personal wireless headsets during each meeting. All audio visual presentation materials, such as Power Point presentations, were duplicated and translated in Spanish and presented simultaneously through individual headsets.

Refreshments and Raffle Prizes

To encourage family participation during evening hours, meals and/or refreshments were served at each workshop. To maintain attendance throughout the presentations and activities, a raffle drawing for a variety of prizes, including household items, entertainment coupons, and retail and entertainment gift cards was held at the end of each workshop. In addition, comment cards were provided and contact information was collected from all attendees to ensure that they would receive future workshop invitations and Study materials.

Workshop Mapping or Charrette Exercises

At most of the six (6) workshops, mapping or charrette exercises were conducted to engage the workshop participants and gain from their perspective. A review of this engagement technique and the highlights of its application at workshops are presented below.

- ✓ *Workshop #2* – Attendees were asked to identify existing transportation, land use and environmental constraints using maps of the Community and magnetic icons provided in both English and Spanish. The icons represented land use types (residential, commercial, industrial, public/civic, open space and recreational, etc.), transportation facilities and modes (lane widening, enhanced maintenance, transit, bicycle, and pedestrian), and environmental issues (noise, biotic resources, cultural and historic resources, safety, aesthetics, etc.).

Attendees were split into four (4) groups to work together to identify constraints and needs and were then asked to report back to all in attendance, their findings. Photos of each group's mapping exercise are provided in [Appendix C](#). The results of this charrette exercise were invaluable and set the stage for further development of the Plan. It provided the opportunity to learn first-hand from the Community about day-to-day transportation, land use and environmental issues that affect residents, business owners, and employees in Goshen.

Major issues expressed at the workshop included the following:

- The wooden blockade at Ave 308 restricts westbound traffic coming from the east & making a right turn on Road 76 northbound to Riggins; however, trucks drive around the blockade & continue westbound on Ave 308 as through traffic bound for Highway 99
- Concerned about when Ave 304 ramps are closed trucks using Commercial or Camp Drive may use residential area streets to access Riggins & the Betty Dr / Highway 99 interchange
- Concerned about intersection safety at Road 67 & Avenue 308" & "Road 68 & Harvest." Suggest a stop sign at Road 308 & Avenue 67 & at Road 68 & Harvest (or a yield sign) & crosswalks
- Street lighting is needed in all residential areas
 - Concerned about road repair throughout the community

- Concerned about Caltrans' Betty/Highway 99 interchange improvements
 - Streetlights & sidewalks are essential
 - Another vehicle & pedestrian crossing over Highway 99 & the railroad is needed (as opposed to relying solely of Betty Drive) & should include bike paths
- Workshop #3 – Participants were asked to review and comment on transportation systems mapping as part of a break-out group exercise. Each group was asked to review the existing and proposed future year transportation system mapping and provide feedback to all in attendance. The exercise allowed participants the opportunity to identify their thoughts regarding the location of major street and highway, railroad crossing, public transit, pedestrian, bicycle, safety, and other improvement plans necessary to address existing and future needs. Results of this mapping exercise are presented in [Appendix E](#).
 - Workshop #4 – Participants were asked to review and comment on land use mapping as part of a break-out group exercise. Each group was asked to review the proposed two future year land use plan alternatives mapping (North Growth and West Growth Alternatives) and provide feedback to all in attendance. The exercise allowed participants the opportunity to identify their thoughts regarding the location of planned land uses including residential (single and multiple family), commercial (neighborhood, community, and highway), town center, civic, school, and institutional, service commercial, business park, and industrial. Results of this mapping exercise are presented in [Appendix G](#). Following the review and mapping exercise, participants were asked to identify their preferred alternative. Based upon the polling results, participants preferred the North Growth Alternative vs. the West Growth Alternative.
 - Workshop #5 – Participants were asked to review and comment on the four (4) land use and transportation alternatives referenced in [Figures 7-9 through 7-12](#) in [Section 7](#) of this Plan. As part of a break-out group exercise, each group was asked to review the proposed future year land use and transportation plan alternatives and to provide feedback to all in attendance. The exercise allowed participants to present the pros and cons associated with each alternative and to ultimately, through polling, identify the Community's preferred land use and transportation alternative. Results of the informal polling indicated that an overwhelming majority of workshop participants preferred Alternative D (reference [Figure 7-12](#)).

[2.5 Transportation and Urban Design Survey](#)

A survey instrument was prepared by the RMA and VRPA and translated into Spanish, distributed in both English and Spanish (reference [Appendix K](#)), and conducted by CSET to seek opinions concerning circulation, urban design, and safety issues in the Study Area. The survey instrument was distributed between December 2012 and March 2013 and provided the Steering Committee and Project Team with feedback from the Community. A total of 172 surveys were completed by Goshen residents and businesses and were available at the following locations from January to March 2013:

- ✓ [Goshen Community Services District](#)
- ✓ [Goshen Elementary School](#)

- ✓ Family HealthCare Network
- ✓ Goshen Healthy Start
- ✓ Goshen Village Apartments
- ✓ Mt. Zion Church
- ✓ Church of God of Goshen

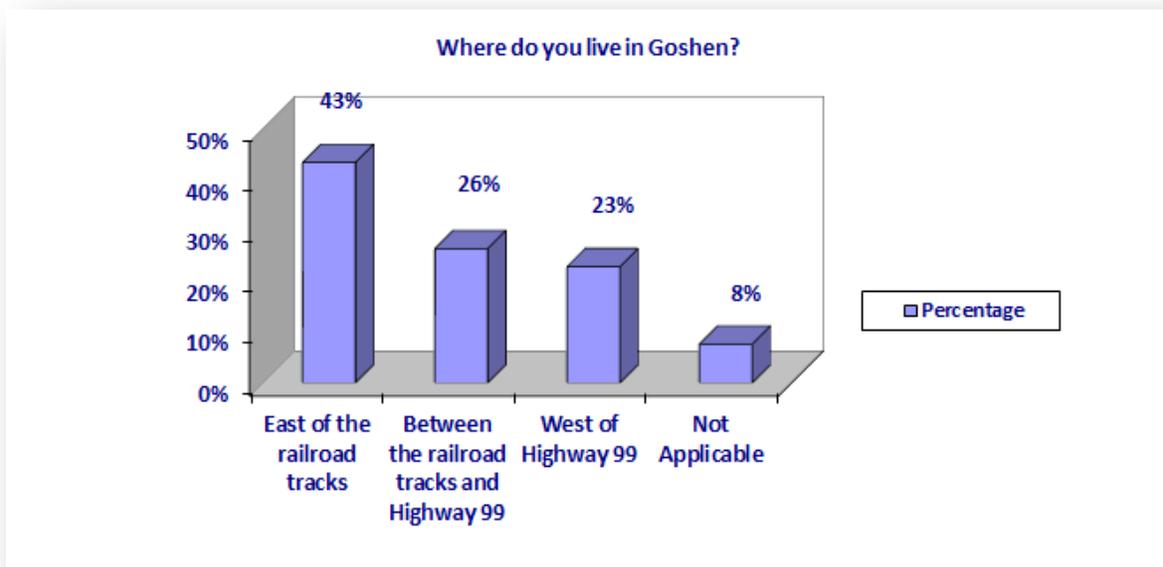
Surveys were administered at the following community events:

- ✓ Goshen Elementary PTA Meeting (2/7/2013)
- ✓ Goshen Transportation & Community Workshop (2/7/2013)
- ✓ Goshen Step Up (3/7/2013)
- ✓ Goshen Nutrition on the Go Event (3/10/2013)
- ✓ Goshen Food Distribution (3/13/2013)
- ✓ Family HealthCare Network Promotoras Door-to-Door Outreach (3/19/2013)
- ✓ Grand Opening of Peter Mulloch Park (3/26/2013)

Results of the survey are provided in **Figures 2-1** through **2-13** and findings are noted following each Figure.

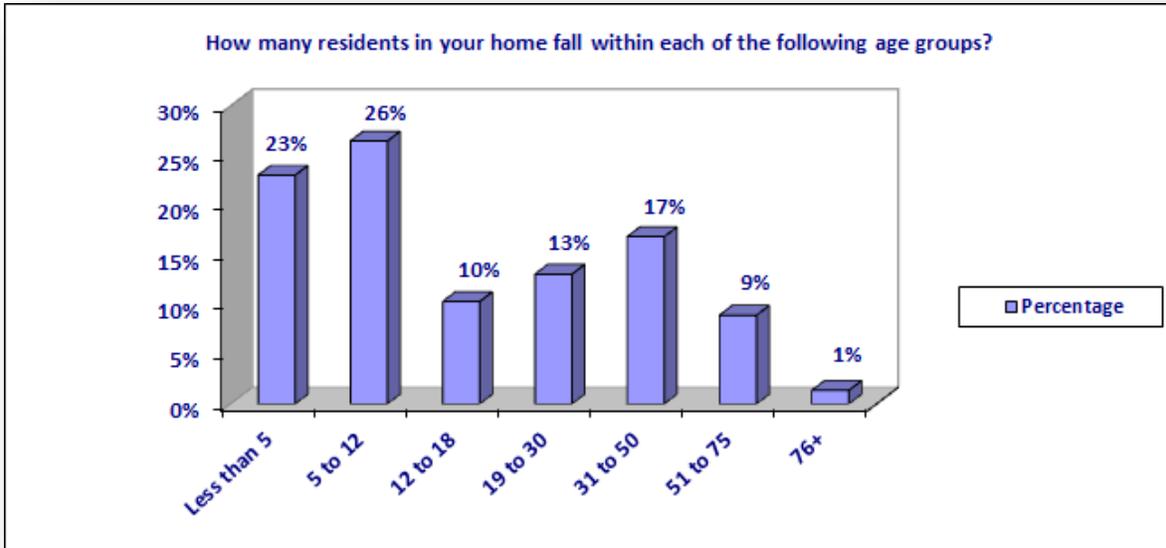
Based upon the survey results shown in **Figure 2-1**, a majority of survey respondents live east of the UP tracks. This is important, because referencing **Figure 2-10**, 36% of the respondents indicated that they cross the UP tracks between Betty Drive/Riggin Avenue and Goshen Avenue (Avenue 304). This is a significant indicator of a potential safety issue; especially for residents residing east of Camp Drive and the UP tracks.

FIGURE 2-1 – Survey Question 1



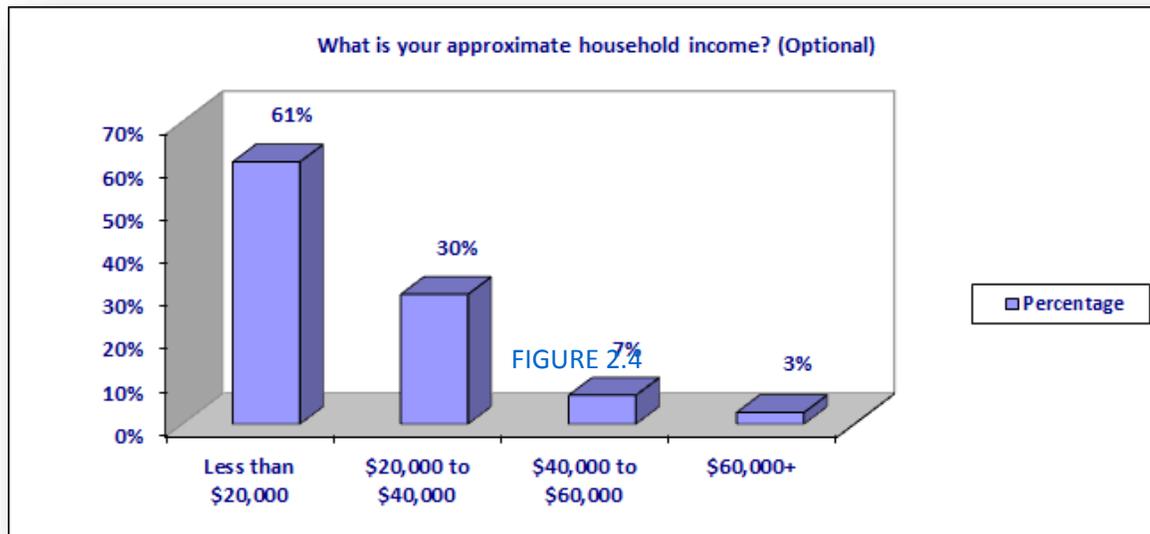
As shown in **Figure 2-2** respondents live in housing that is comprised of a large percentage of young children (49%) and adults less than the age of 50 (30%). Respondents indicated that only 10% of their households included person that were 51 years of age or older.

FIGURE 2-2 – Survey Question 2



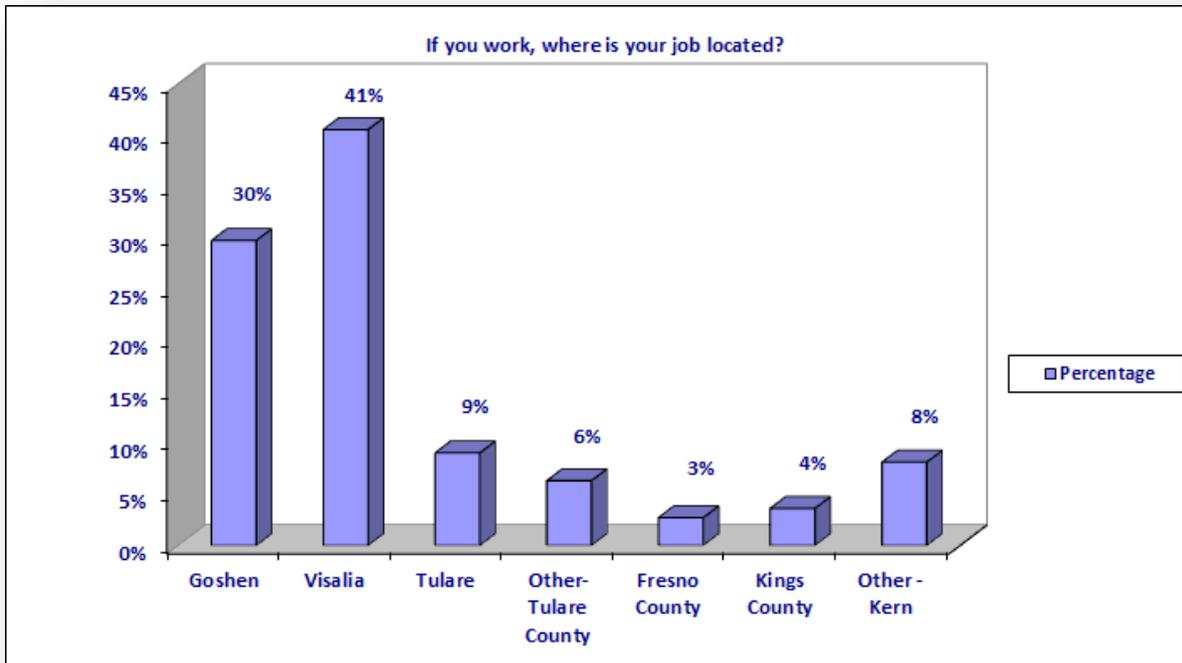
Referencing Figure 2-3, a large majority (61%) of respondents earn less than \$20,000, which is considered within the poverty level range for the United States (approximately \$23,000 in 2011). Another 30% of the respondents indicated that they earn between \$20,000 and \$40,000. Further, only 10% of the respondents indicated that they earn more than \$40,000 annually.

FIGURE 2-3 – Survey Question 3



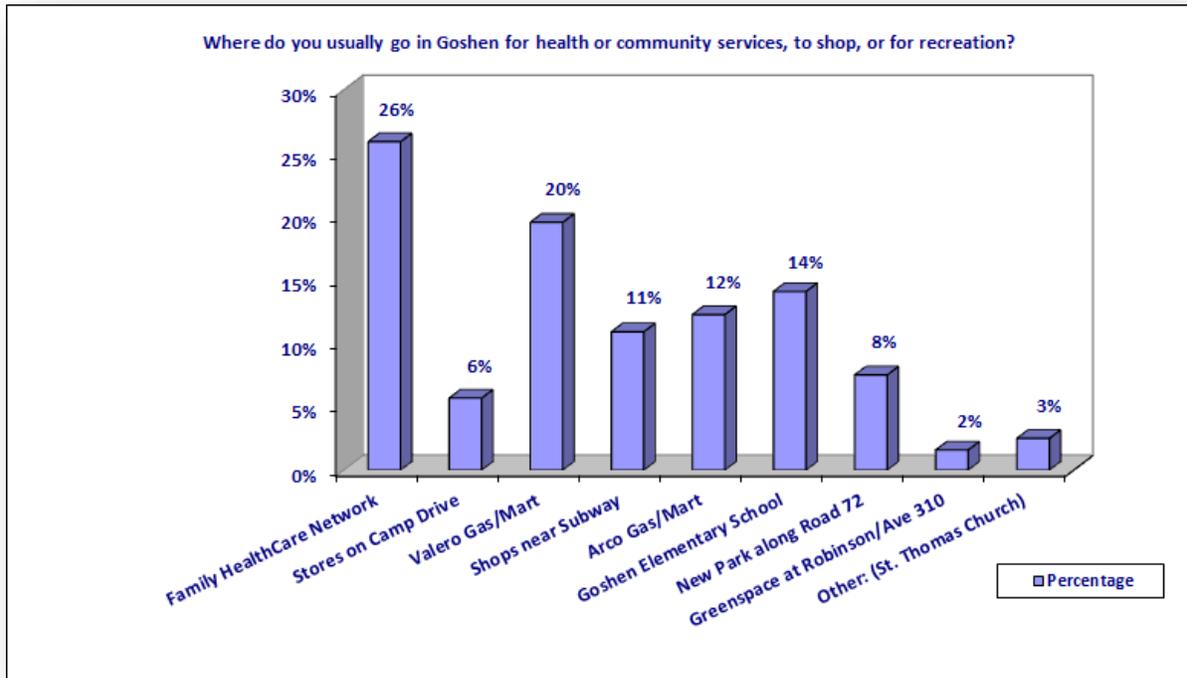
Referencing **Figure 2-4**, a majority of respondents work in Visalia (41%), with the large percentage also working in Goshen (30%). It should be noted that 15% of the respondents indicated that they work outside of Tulare County. Results of this question indicate that a majority of those that responded to the survey, need adequate transportation systems to access jobs beyond the Goshen Community Study Area.

FIGURE 2-4 – Survey Question 4



As shown in **Figure 2-5**, a majority of respondents (26%) indicated that they access the Family Health Care Network facility for services, and a combined 43% access retail establishments near the Betty Drive/SR 99 interchange. Only 6% of the respondents indicated that they access stores along Camp Drive for retail goods. This is important because some of the retail establishments (including the Subway and Valero Gas Mart) will be closed and/or relocated during improvement of the Betty Drive/SR 99 interchange construction project currently underway.

FIGURE 2-5 – Survey Question 5



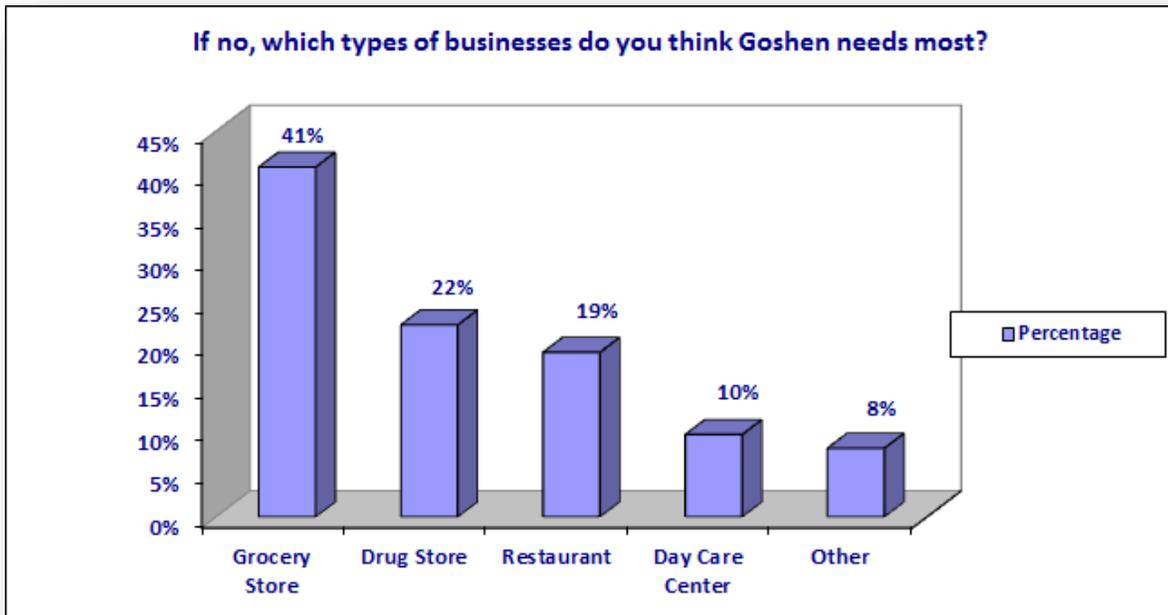
Referencing Figure 2-6.1, an overwhelming majority of respondents (91%) indicated that existing shops within Goshen do not provide the retail services and goods that they need. This means that they must go elsewhere (outside of Goshen) to shop for goods and services. This places further demand on the need for adequate transportation systems and identifies the need to provide land for retail and other services as the Plan is prepared.

FIGURE 2-6.1 – Survey Question 6



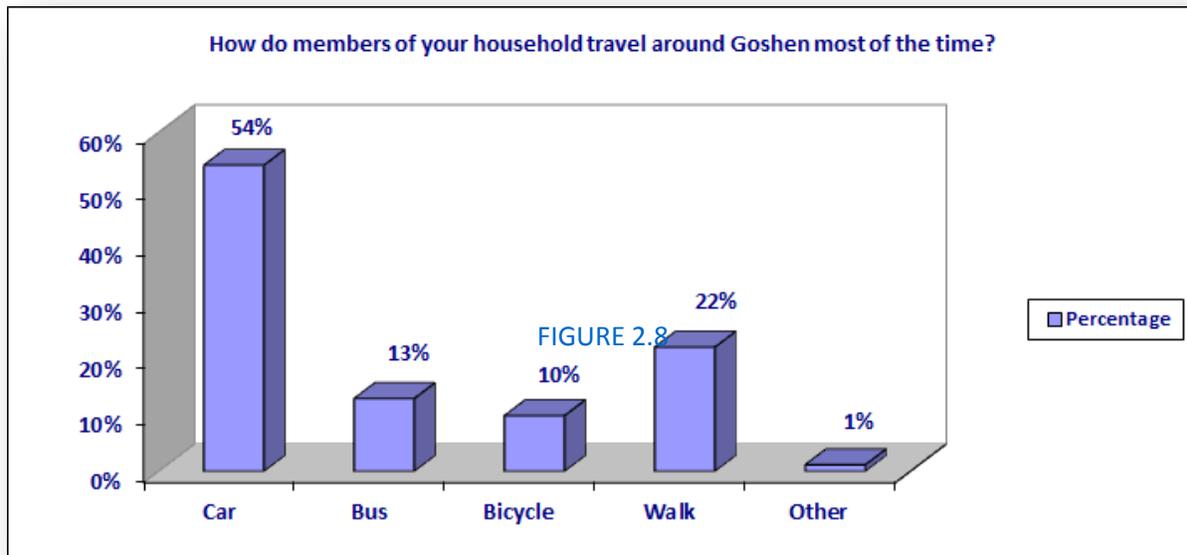
Referencing **Figure 2-6.2**, a large percentage of respondents (41%) indicated that Goshen needs a grocery store, with another 22% indicating the need for a drugstore. Finally, 19% indicated that there is a need for a restaurant in Goshen. These are important findings as the Plan as being prepared to reflect future land uses in the Study Area.

FIGURE 2-6.2 – Survey Question 6



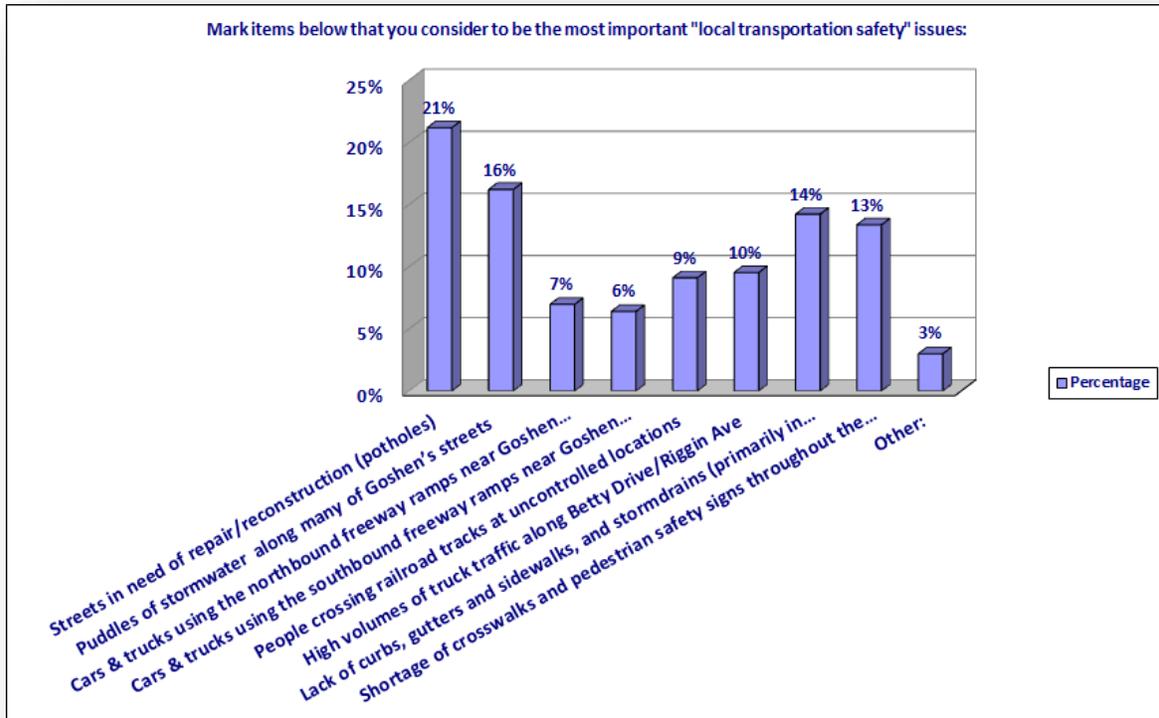
Considering survey results referenced in **Figure 2-7**, a majority of respondents (54%) indicated that they travel around Goshen by car most of the time. Another 22% walk, with 13% taking the bus and 10% using a bike. These results were important as the future transportation system was identified for the Goshen Community.

FIGURE 2-7 – Survey Question 7



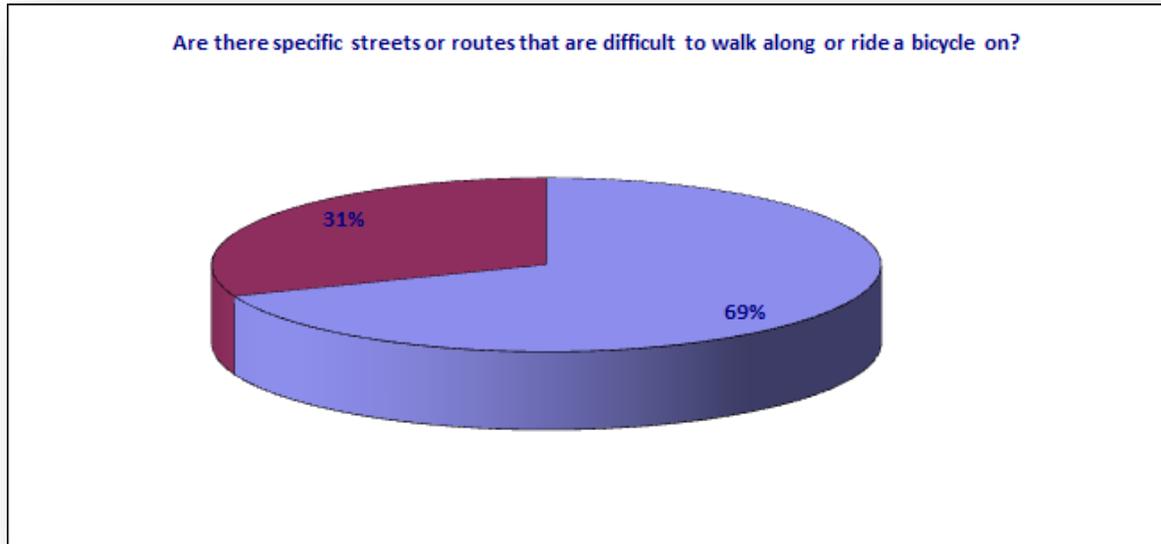
Survey results presented in **Figure 2-8** indicate streets in need of repair and reconstruction is the most important local transportation safety issue in Goshen followed by puddles of stormwater along Goshen streets (16%), and the lack of curbs, gutters, sidewalks, and storm drains (14%) in Goshen. These findings are consistent with results of discussions at many of the public workshops when attendees were polled or asked.

FIGURE 2-8 – Survey Question 8



Referencing **Figure 2-9**, a significant majority of respondents (69%) indicated that there are specific streets or routes that are difficult to walk along or bike on including Betty Drive, Goshen Avenue, Avenue 308, Avenue 310, and Camp Drive.

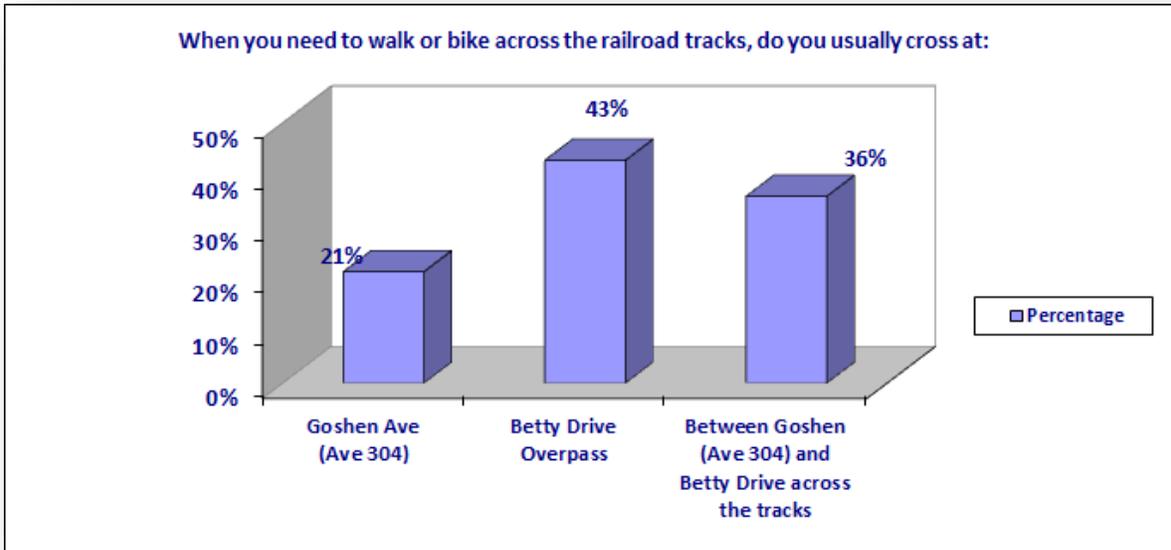
FIGURE 2-9 – Survey Question 9



Based upon the results shown in **Figure 2-10**, 36% of the respondents indicated that they cross the UP tracks between Betty Drive/Riggin Avenue and Goshen Avenue (Avenue 304).

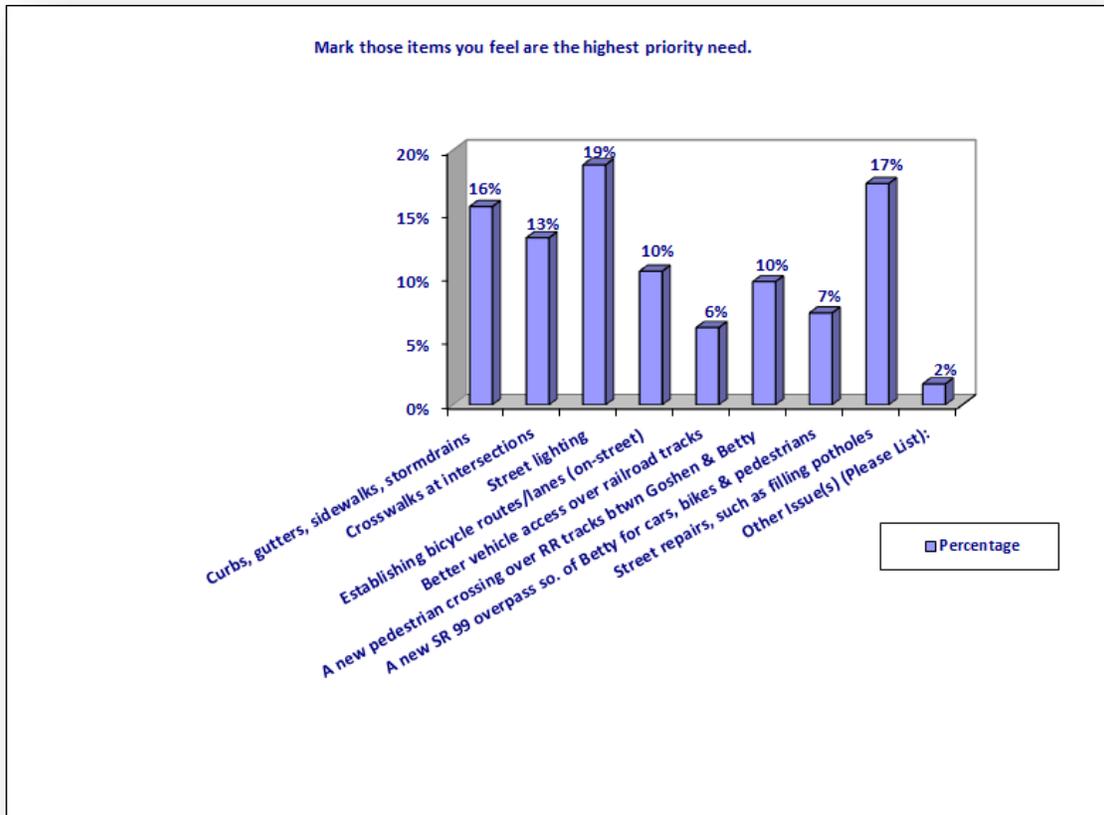
This is a significant indicator of a potential safety issue; especially for residents residing east of Camp Drive and the UP tracks. The only other alternative routes (when walking or biking east or west of Camp Drive) would be to access north/south routes that lead to Betty/Riggin Avenue and Goshen Avenue (Avenue 304).

FIGURE 2-10 – Survey Question 10



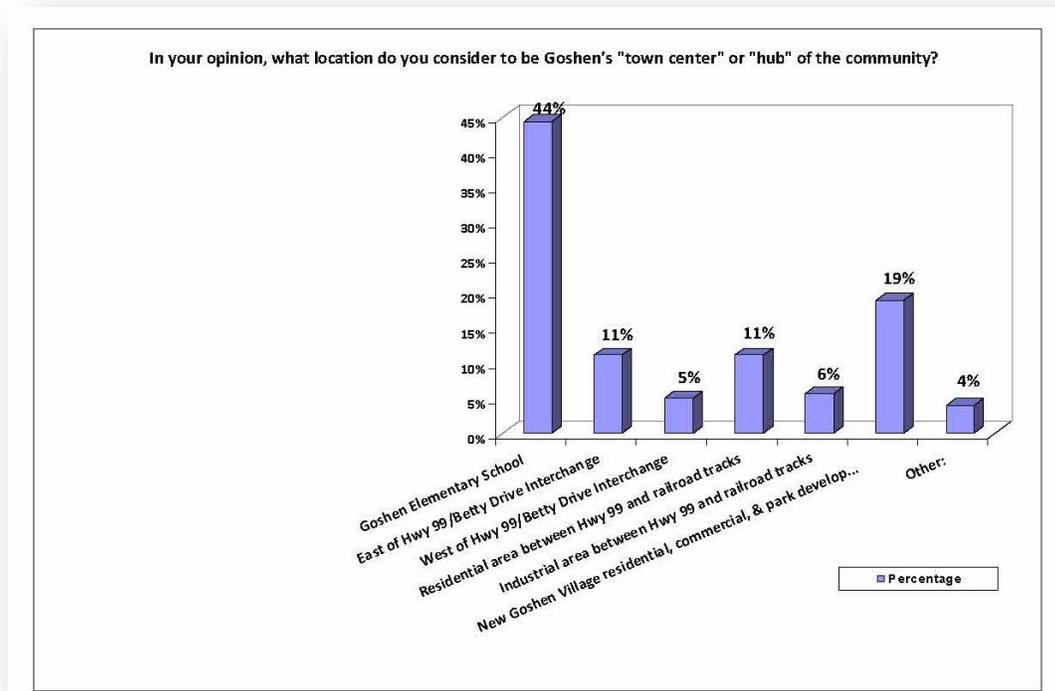
Referencing **Figure 2-11**, 19% of survey respondents indicated that street lighting was the highest priority need in Goshen. Another 17% of respondents indicated that street repairs, such as filling potholes, was their second highest priority need with curbs, gutters, sidewalks, storm drains as their third highest priority need at 16%. These responses confirm results found in **Figure 2.8**.

FIGURE 2-11 – Survey Question 11



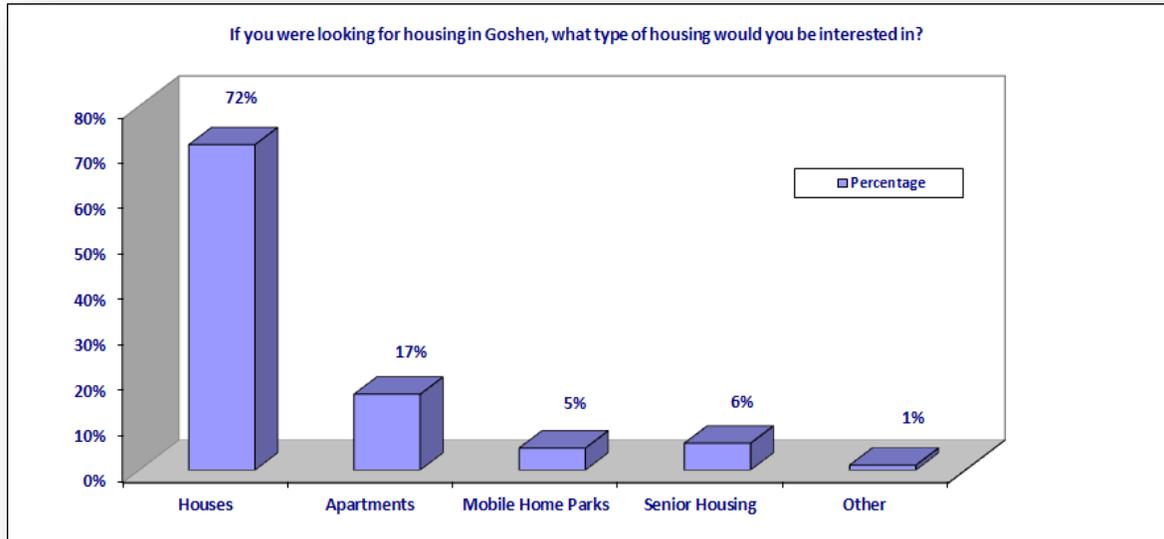
Considering results referenced in **Figure 2-12**, a large percentage of respondents indicated that the Goshen Elementary School is the current “town center” or “hub” of the Community. This speaks to the need for a town center or civic center that provides community services. An elementary school is not typically defined as a “town center” or “hub” in most incorporated or unincorporated communities.

FIGURE 2-12 – Survey Question 12



Based upon the results shown in **Figure 2-13**, an overwhelming percentage of respondents (72%) would be interested in single family homes if they were looking for housing in Goshen. This percentage was worth noting as the land use alternatives were developed during the planning process.

FIGURE 2-13 – Survey Question 13



Special Outreach Event

During conduct of the survey, CSET and VRPA staff attended a special event (Goshen Step Up) and other food distribution events in Goshen during the months of February and March 2013 to receive additional completed surveys and to discuss the on-going Plan development process with event attendees. These events proved valuable in retrieving completed surveys and additional opportunities to discuss transportation and land use issues with residents and business representatives that may not have attended the public workshops.

3. Existing Conditions Summary

3.1 Existing Conditions Process

The development of an existing conditions section of the Plan is critical to the understanding of current transportation and land use conditions in the Study Area. Without a thorough knowledge of these conditions, it would not be possible to fully understand transportation system deficiencies and issues or land use conflicts and constraints. This section outlines the current transportation systems and land use plans and conditions within the Study Area to understand the context within which the future systems and plans were developed.

3.2 Community Plan Context

California State law, Government Code Section 65300, requires every city and county to adopt a comprehensive, long-range general plan to guide its future physical, economic and social development. As the name implies, a general plan is not a detailed parcel by parcel statement of land uses and policies. It is a statement of generalized land use patterns, policies and recommendations, which together carry out the goals and objectives of the community.

Section 65302 of the Government Code of the State of California defines a general plan as "a statement of development policies" including diagrams and text setting forth objectives, principles, standards and plan proposals. The plan shall include the following elements: Land Use, Circulation, Housing, Conservation, Open Space, Noise, and Safety. Tulare County has chosen to fulfill this State planning requirement by preparing a comprehensive general plan for the County, and the preparation of a series of "community plans" for the larger unincorporated communities. The *Tulare County General Plan* was recently updated and adopted by the Board of Supervisors on August 28, 2012.

The next step will be for the RMA to update several Community Plans in the County includes Goshen's. Community plans allow the County to examine planning issues within a defined area and to tailor a planning program to fit the local conditions. These community plans will augment rather than supersede the *Tulare County General Plan* within these areas.

A community plan must respond to the problems and needs of the particular community and the content of the plan must be directed toward these problems and needs. As these problems are more often expressed in terms of physical development needs at the community level, in Tulare County a community plan concentrates, for the most part, upon land use and transportation systems. This does not imply that other general plan elements will not be addressed. Depending upon the community, a community plan will contain some or all of the so-called "mandated" elements, plus other elements which, in the judgment of the community, are important to the physical development of the community.

The land use and transportation planning recommendations provided by the community in the Goshen Transportation and Community Plan will be presented to the Board of Supervisors for consideration and approval, which can (in the future) be made a part of the *Goshen Community Plan* through the community plan amendment process, including preparation of appropriate

environmental documents. In doing so, the Board will enable the recommendations of the community to become part of this Community's essential planning document.

The Land Use Element is to consist of:

- ✓ *The proposed general distribution and general location and extent of the uses of the land* for housing, business, industry, open space, including agriculture, natural resources, recreation, and enjoyment of scenic beauty, education, public buildings and grounds, solid and liquid waste disposal facilities, and other categories of public and private uses of land
- ✓ *A statement of the standards of population density and building intensity* recommended for the various districts and other territory covered by the plan
- ✓ *Identify areas covered by the plan which are subject to flooding* and shall be reviewed annually with respect to those areas

The Circulation Element must contain:

- ✓ *The general location and extent of existing and proposed major thoroughfares*, transportation routes, terminals, and other local public utilities and facilities, all correlated with the land use element of the general plan

3.3 Existing Planning Area

Regional Setting

The County of Tulare is comprised of eight incorporated cities and more than thirty-five unincorporated rural communities ranging in size from a few hundred to several thousand residents. According to the 2010 Census, the estimated County population is 442,179 persons. A majority of the population resides on the San Joaquin Valley floor, where most municipalities and communities are located (reference **Figure 1-2** - Study Area Boundary).

The climate of the Greater Central San Joaquin Valley, including Goshen is classified as "Mediterranean Climate," characterized by hot dry summers and mild winters. Temperatures typically surpass one hundred degrees in the summer and occasionally drop below freezing during the winter. While these extremes do occur, most of the year the climate provides a largely dry with moderate temperatures that facilitates outdoor activities including, walking, bicycling, and enjoying other recreational activities.

Between November and April, the San Joaquin Valley experiences a season of occasional "Tule fog" events. Tule fog is a low ground fog that affects most of the San Joaquin Valley and can be treacherous for drivers by limiting driver's site distance of the highway along a wide range of severity. The fog layers low to the ground due to colder temperatures above preventing the warmer moist air from rising. On the other hand, Tule fog also prevents freezing temperatures surrounding various agricultural crops, thereby protecting some temperature sensitive agricultural commodities.

Historical Perspective

Goshen was established as Goshen Junction in 1872 as a result of the town site laid out by the San Joaquin Branch of the Central Pacific Railroad. In 1874, a branch line was built from Goshen to Visalia, inspiring the hope that Goshen would become a great railway center (Partial source: Visalia Times-Delta, January 8, 1994, Terry Ommen).

By 1880, a number of the town site lots had been sold to Goshen settlers (the first home was built for Jacob Kane) and the population increased enough to warrant construction of a post office. By 1883, Goshen Junction had become an important stop on the railroad's main line, with two small hotels and a railway passenger and freight depot.

By 1888, the community had grown to include a lumber yard, stockyard, blacksmith shops, restaurants, and saloons. The first Tulare County business directory listed 74 residents of Goshen Junction. The 1910 directory listed 65 persons, although it is presumed that both directories did not list all the residents and their children. According to the Goshen Improvement Council, the 1937 population was about 50.

In the 1960s improvements along SR 99 gave rise to highway commercial activities as an important economic opportunity for most of the adjacent settlements with direct highway access. As traffic volumes increased along the highway, land uses were intensified surrounding the Betty Drive/SR 99 and Goshen Avenue (Avenue 304)/SR 99 interchanges and residential development began moving eastward between the highway and the railroad tracks and even further eastward beyond the tracks. The structure of the community revealed economic and development conditions across the three geographic and time frame segments. Each segment provides a slightly unique structure and quality of life for its residents. Some destinations such as the elementary school, health clinic, and shops serve the larger community and require residents to travel between segments daily.

Location

The community of Goshen is located on the western edge of Tulare County, adjacent to SR 99 and one half mile north of the intersection of SR 99/State Route 198 (reference [Figure 1-1](#) - Goshen Urban Development Boundary and current land uses).

The community is one and one half (1 ½) miles north of the Visalia Municipal Airport and portions of the community are affected by the existing approach and departure traffic pattern zones of the airport. Goshen is adjacent to Visalia's city limits, six and one half (6 ½) miles from the downtown shopping area of Visalia, and immediately west of the Visalia Industrial Park area. The City of Visalia, with a 2011 population of about 126,000 residents serves as the County Seat of Tulare County.

Existing Land Use

The community is basically square in shape and is bisected in a northwest-southeasterly direction by SR 99 and the UPRR, which divides the community into three (3) distinct areas. Goshen is currently a highway-oriented service center surrounded on the north, west, and south by lands in agricultural production and on the east by Visalia's Industrial Park, commercial, agricultural and vacant land. Some industrial uses are also located south of Goshen Avenue (Avenue 304) and southwest of SR 99.

Figure 3-1 provides an aerial view of existing land use conditions in Goshen and the surrounding Study Area.

West of SR 99, the Study Area is not widely identified with a single visual characteristic, although there has been mention of the recognition of Goshen's Eucalyptus trees in the community's Northeastern segment. However, a significant number of these trees will be removed over the next two or three years to accommodate right-of-way for the current Betty Drive/SR 99 interchange project. Time will tell if the remaining Eucalyptus trees will be used to maintain a recognizable visual aspect even in fewer numbers.

The central segment, between SR 99 and the railroad property, has been built during the various periods of growth over many years as necessary to accommodate the needs of residents and the business community. The result has been a collection of small neighborhoods with a wide variety of structures and construction methods and materials. Nearly all of the residential blocks in this area are spotted with vacant lots, deteriorating housing and storage buildings with no overriding characteristics that serve to identify the community. Over a long period of time, the streets serving the houses were paved with a variety of materials and construction methods. Alley ways between the residential streets are present in this section of Goshen as was typical in suburban neighborhoods constructed prior to 1950. The alleyways were never paved and are seldom, if ever, used for vehicle traffic, but more likely by pedestrians. Residents have reported seeing criminal activity within these alleyways as well as uneven and/or muddy walking surfaces.

The residential developments east of the railroad property were built more recently and are significantly more standardized and most of the streets have been constructed to typical urban standards with many including curbs, gutters and sidewalks. This newer segment of Goshen has seen the most growth with recent housing developments and roadways constructed following the establishment of county building standards and codes. In addition, new housing developments, a Medical Clinic, and a local community park were constructed at Avenue 312 and Road 72 to serve the needs of Goshen's current and future residents. The recent growth in this segment may actually define Goshen's future and is expected to attract additional development to build upon these recent successes.

Planned Land Use

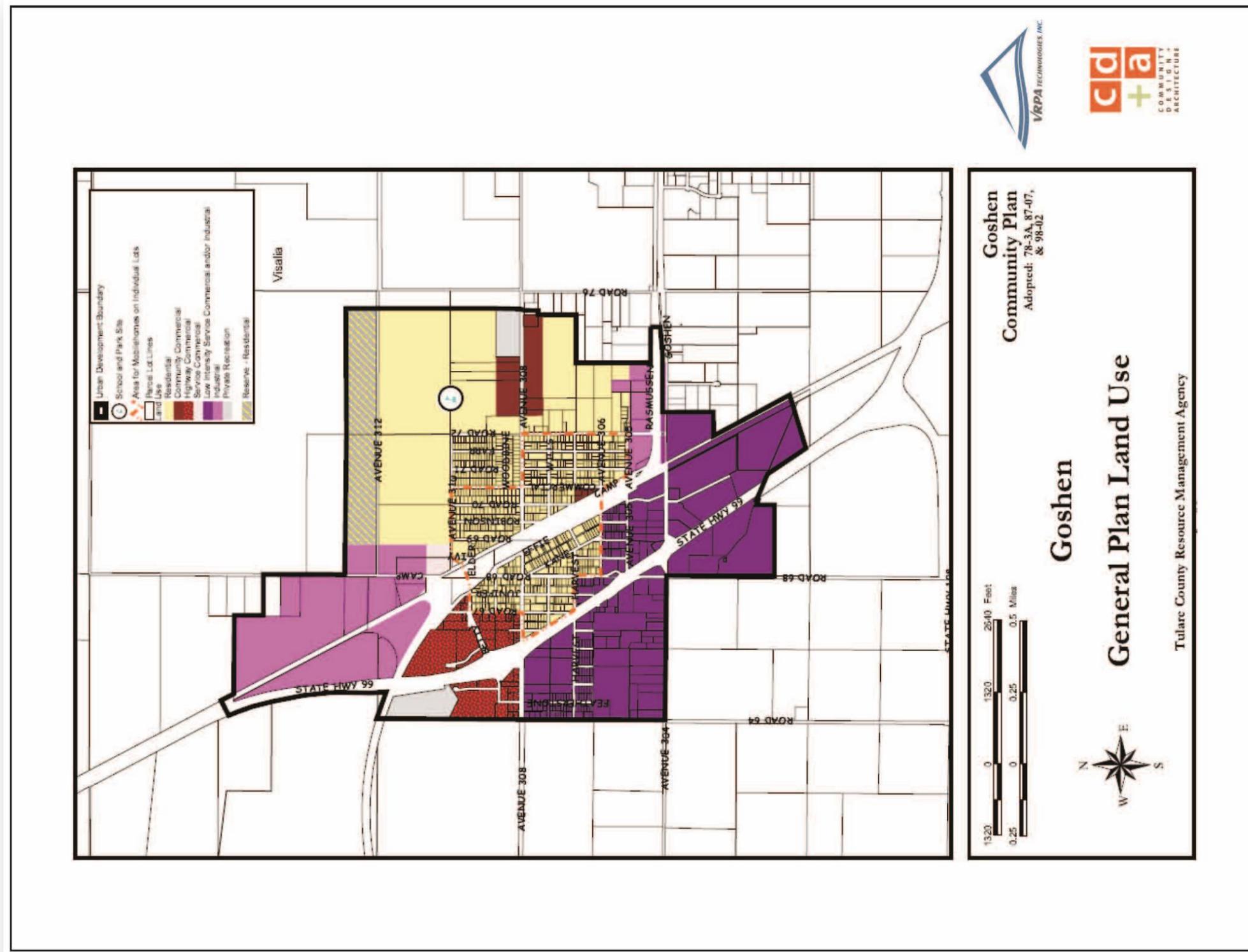
Figure 3-2 reflects the adopted General Plan Land Use Map adopted by the County Board of Supervisors in 1978. According to the 2030 Update of the *Tulare County General Plan*, the following land uses are currently being considered and may be adopted with the *Community Goshen Plan Update*:

- ✓ *Urban Reserve* – This designation establishes a holding zone whereby properties shall remain zoned for agriculture or open space use until such a time as conversion to urban uses is deemed appropriate
- ✓ *Low-Medium Density Residential* – This designation establishes areas suitable for single-family neighborhoods at relatively low densities on lots ranging from generally 5,000 to 12,500 square feet in urbanized areas. Uses typically allowed include detached single-family homes; secondary dwellings; and residential support uses such as churches, schools, parks, medical facilities, and other necessary public utility and safety facilities

FIGURE 3-1 – Aerial View of Existing Conditions



FIGURE 3-2 – Goshen Community Plan



- ✓ *Medium Density Residential* – This designation establishes areas for single-family and low-density multi-family dwellings. Uses typically allowed include single-family dwellings, second units, townhomes, duplexes, triplexes, and mobile home parks
- ✓ *General Commercial* – This designation establishes areas for small, localized retail, recreational, and service businesses that provide goods and services to the surrounding community. Uses typically allowed include: eating and drinking establishments; food and beverage retail sales; limited personal, medical, professional services; repair services; and retail sales. Such facilities may range from a single use to a cluster of uses such as a shopping center.
- ✓ *Highway Commercial* – This designation establishes areas for retail, recreational, and service-based businesses which provide goods and services to tourists and commuters along major highways. Uses typically allowed include: big box retail; eating and drinking establishments; food and beverage retail sales; limited repair services; lodging (hotels and motels); and retail sales. Such facilities may range from a single use to a cluster of uses located at a freeway off ramp or major highway intersection
- ✓ *Service Commercial* – This designation establishes areas for service commercial uses in urbanizing areas. Uses typically allowed include: automotive-related or heavy equipment sales and services; building maintenance services; construction sales and services; and warehousing
- ✓ *Commercial Recreation* – This designation establishes areas for a mix of commercial uses oriented toward tourists and other visitors. Uses typically allowed include: recreation activities (e.g., golf courses, archery ranges, theme parks); dining; entertainment services; destination-resort hotels; motels; dude ranches; wineries; spas; and on-site employee residential uses. Residential uses would only be allowed in conjunction with resort uses as onsite caretaker or employee housing
- ✓ *Mixed Use* – This designation establishes areas appropriate for the planned integration of some combination of retail; office; single and multi-family residential; hotel; recreation; limited industrial; public facilities or other compatible use
- ✓ *Light Industrial* – This designation establishes areas for a range of non-intensive business park, industrial park, and storage uses that do not have detrimental noise or odor impacts on surrounding urban uses. Uses typically allowed include: warehousing; welding and fabrication shops; manufacturing and processing; and business support services such as retail or eating establishments that serve adjacent light industrial uses and employees
- ✓ *Heavy Industrial* – This designation establishes areas for the full range of industrial uses, which may cause noise or odor impacts on surrounding urban uses. Uses typically allowed include: manufacturing; processing; fabrication; ethanol plants; warehouses; asphalt batch plants; mills; wood processing yards; and support uses such as retail or eating establishments that support adjacent heavy industrial uses and employees
- ✓ *Public/Quasi-Public* – This designation establishes areas for public and quasi-public services and facilities that are necessary to maintain the welfare of County residents and businesses. Uses typically allowed include: churches; schools; civic centers; hospitals; fire stations; sheriff stations; liquid and solid waste disposal sites; cemeteries; airports; and public utility and safety facilities.

Population

According to the 2010 Census Goshen is a community of 3,006 persons.

Projected Population

The TCAG travel demand model data/inputs indicate an expected population of 11,670 in Goshen by the year 2040.

Ethnicity and Age

The 2010 Census data indicates that the population in Goshen is composed primarily of minorities with 39.5% White, 2.5% African American, 3% Native American, 0.4% Asian, 49.8% from other races, and 4% from two (2) or more races. 82.6% of the population was Hispanic or Latino of any race. In 2010, 35.7% of the population in Goshen were under the age of 18, 10.9% were aged 18-24, 28.0% were aged 25-44, 18.5% were aged 45-64, and 6.8% were aged older than 65.

Housing

- ✓ *Housing Types* - The Housing Stock in Goshen includes a wide variety of residential structures including single family detached and attached, multi-family, and mobile homes. The 2010 Census reported a total of 840 housing units in Goshen. 81.9% of these units were considered family households and 18.1% were non-family households. The average household size was 3.89 and the average family size was 4.19. The 2007-2011 American Community Survey 5-Year Estimates (hereinafter referred to as "Survey") reported by the Census Bureau identifies slightly different data than the 2010 Census. The Survey identifies 825 total housing units; 774 (or 93.8%) dwelling units were single family detached, 23 (or 2.8%) were single family attached, 28 (or 3.4%) were multi-family with 2 units, 0 were multi-family with 3 or more units, and 0 were mobile homes.
- ✓ *Age of Structures* - Of the 825 housing units in Goshen, the Survey reports that 86 were recently built (2005 to 2010), 55 were built between 2000-2004, 82 were built in the 1990s, 81 were built in the 1980s, 139 in the 1970s, 132 in the 1960s, 149 in the 1950s, 20 in the 1940s, and 81 were built before 1940.
- ✓ *Tenure by Housing Types* - The Survey provides data related to the type and tenure of the Goshen Community. 477 (or 57.8%) were owner-occupied housing units. 348 (or 42.2%) were renter-occupied housing units. While the survey data shows that of the 825 housing units, none were vacant, the 2010 Census shows that of the 840 housing units, 773 were occupied and 67 (or 8%) were vacant.
- ✓ *Housing Condition* - For the Tulare County Housing Element, the exterior condition was inspected for a sample of residential structures. In Goshen, 46% were classified sound, meaning they appear new or well maintained and structurally intact. Four percent (4%) were classified minor deteriorated, meaning they show signs of deferred maintenance, or which needs only one (1) major component such as a roof. 28% were classified moderate deteriorated, meaning they are in need of one (1) or more major components and other repairs. 8% were classified substantial deteriorated, meaning they require replacement of several major systems and possibly other repairs. And 13% were classified as dilapidated, meaning they suffer from excessive neglect, where the building appears structurally unsound and maintenance is non-existent, not fit for human habitation, and may be considered for demolition. The Tulare County Housing Element reports findings from three (3) surveys conducted in 1992, 2003, and 2009. These surveys indicate the number of substandard housing units is rising in Goshen from 14% in 1992 to 54% in 2009.
- ✓ *Housing Affordability* - According to the survey, the median value of owner-occupied housing units in Goshen was \$154,200. The median rent for renter-occupied units was \$725 per month.

Distinguished Community

Goshen is identified as a Recycling Market Zone and a Business Incentive Zone. Goshen is also identified as one (1) of the eleven (11) Redevelopment Project Areas (RPA) of the County (Cutler-Orosi, Ducor, Earlimart, Goshen, Ivanhoe, Pixley, Poplar, Richgrove, Terra Bella, Tipton, and Traver. The State of California however, has shut down redevelopment agencies across the State effective February 1, 2012. Goshen is also recognized by the USDA as a Champion Community.

Economy

- ✓ **Employment** - According to the 2030 Update of the *Tulare County General Plan*, Tulare County's economy has historically been driven by agriculture and has had one of the largest agricultural outputs of any county in the US. The Survey reports that 5.2% of the employment in Goshen is agriculturally related. However, due to the presence of SR 99 and the railroad through the Goshen Study Area, it has also become a substantial packing/shipping operations point in the San Joaquin Valley (Betty Drive Interchange Studies). Despite this, the Tulare County unemployment rate has remained consistently higher than the State average, which can be largely attributed to the seasonal nature of agricultural production. The unemployment rate for the Goshen Study Area is 19.3% (Survey) which is consistent with the rate for Tulare County, but significantly higher than the unemployment rates for the State of California (over 9%), and the entire country (over 7%).
- ✓ **Income** - As of the 2010 Census and the American Community Survey, the median income for a household in the Goshen Study Area was \$33,750 and the median income for a family was \$32,905. The per capita income for the area was \$9,295. 35.5% of families in Goshen were below the poverty line, with 35.8% of the population below the poverty line. These values are lower than those for the entire County which had a median income for a household of \$41,167 and family of \$43,356. The per capita income for Tulare County was \$17,003 with 21.1% of families and 25.7% of the population below the poverty line. These values are significantly lower than those for the State and country.

Public Services

- ✓ **Police** - Police protection in the Goshen Study Area is provided by the Tulare County Sheriff's Department (patrol service only) which serves the unincorporated areas of Tulare County. Response time is approximately nine (9) to twelve (12) minutes. There is a community liaison office staffed part-time at the Goshen Community Service District Office.
- ✓ **Fire** - Fire protection in the Goshen Study Area is provided by Tulare County which provides countywide fire services and is run jointly by Tulare County and Cal Fire (CF). The Betty Drive Interchange Project studies identify one (1) fire station in Goshen on Road 67 which includes two (2) fire engines, one (1) full time fireman, and ten (10) volunteers. Response time is approximately five (5) minutes and is affected by the railroad, SR 99, and the roadway network.

Schools

The *Goshen Community Study Area* is within the Visalia Unified School District with one (1) school located within its boundaries, Goshen Elementary School (K-6). In 2009, there was a reported enrollment of 543 students according to the Betty Drive Interchange studies. Students in Junior High and High School are bused to schools in Visalia.

Infrastructure

- ✓ *Sewer* - The sanitary sewer service for the Goshen Study Area is provided by the Goshen Community Service District (CSD) with the City of Visalia as the contracted treatment agency.
- ✓ *Water* - Tulare County, including the *Goshen Community Study Area* is located within the Tulare Lake Basin. The County also has four (4) river watersheds providing water to the county. Goshen lies within the Kaweah Watershed and receives its local water supply primarily from the Kaweah River and operations of Terminus Reservoir/Lake Kaweah. The *Tulare County General Plan* states the groundwater quality is generally satisfactory for crop irrigation and urban uses. The domestic water service provider for the *Goshen Community Study Area* is Cal Water with the source being groundwater.
- ✓ *Drainage* - The entire County of Tulare is under the jurisdiction of the Tulare County Flood Control District which has the authority to address local drainage, flooding, and related issues. According to the *Tulare County General Plan Update*, localized drainage issues do occur throughout the County but they are generally in proximity to floodplains. There are two (2) levees built near Goshen, but the *Goshen Community Study Area* is not located within the levee districts.

Street and Highway System

The framework of the current roadway network in Goshen follows a basic grid pattern as part of the county road system as shown in the 1978 *Goshen Community Plan*. SR 99 and the UP Railroad properties bisect Goshen in a northwestern-southeastern diagonal pattern, which created some development issues that remain to this day. The county roads serve as the primary local roads carrying traffic throughout the community. Between the county roads, residential and industrial development created a local grid system to serve residential and industrial properties. Most of the residential properties are located in the central and eastern segments almost equally divided by the UP Railroad.

The primary north-south county roads are Road 64 just west of SR 99, Road 68 at the western side of Goshen, Road 67 just east of the Betty Drive Interchange, Road 72 east of the UP Railroad property and Road 76 just east of Goshen's Urban Development Boundary (UDB). There are three (3) major east-west county roads that provide basic inter-neighborhood travel including Betty/Riggin (Avenue 312), Avenue 308, and Avenue 304 (Goshen Avenue). Perhaps the most important of these roadways may be Betty/Riggin and Avenue 304 due to the critical at-grade crossings with the UP Railroad and interchanges with SR 99. In addition, the railroad crossing provides the only protected location for pedestrians and bicyclists to move between the central and eastern section of the community south of the Betty Drive overcrossing.

A new interchange and crossing over SR 99 at Betty Drive is currently being designed and will be under construction soon. To the east of this interchange, Betty Drive/Riggin Avenue has been rebuilt with a railroad grade crossing bridge connecting all three (3) segments of the community. The construction of the Betty Drive/Riggin Avenue railroad overcrossing required the closure of the at-grade crossing at Elder Street that previously connected the central and eastern segments of the community.

The existing street network is based upon the conditions present during various construction phases or timeframes. For some time roadways were built or reconditioned using the materials available

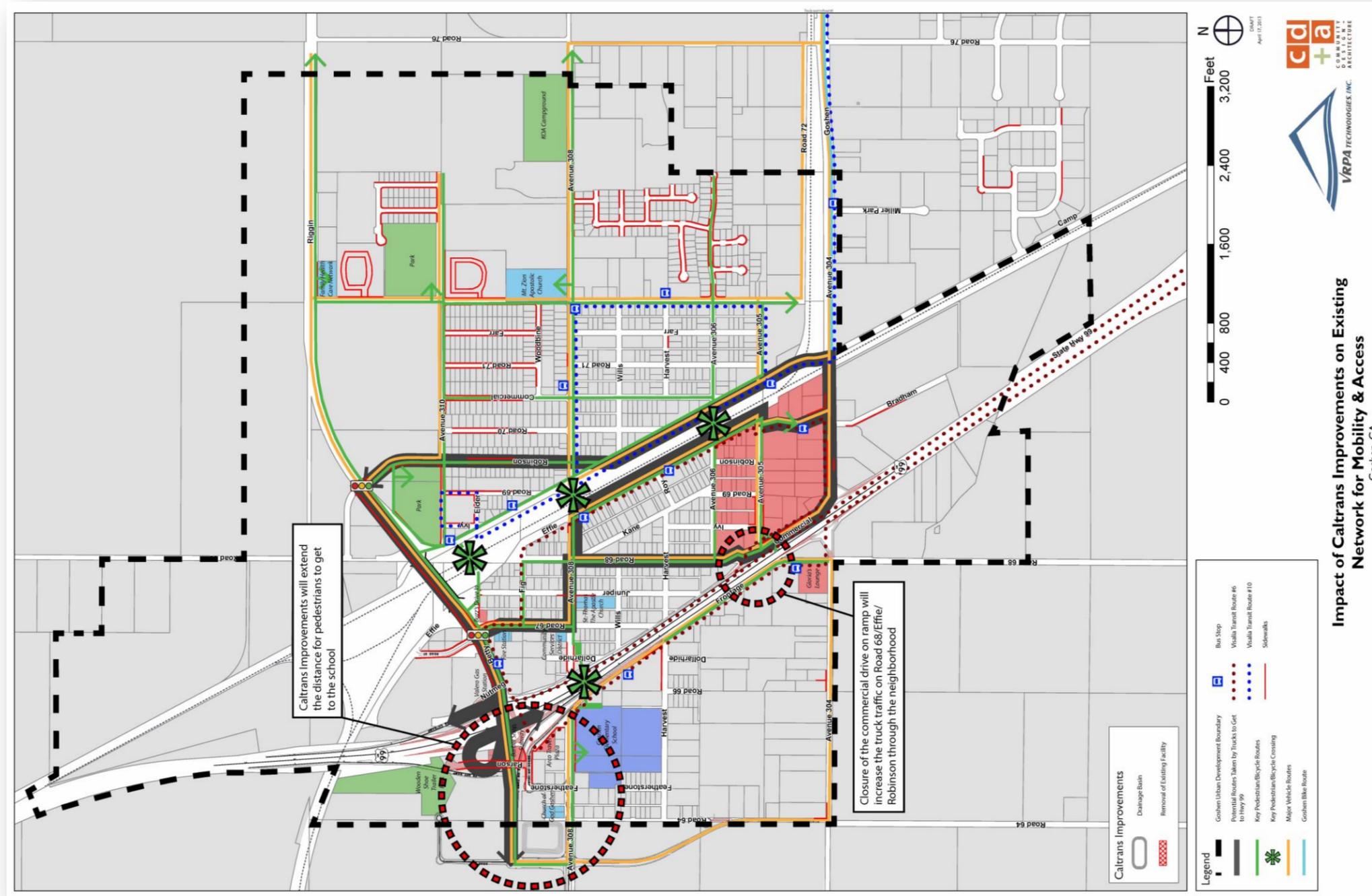
without standardization of roadway widths, curbs and gutters, or consistent material mixes. In the central segment between SR 99 and the UPRR property, much of the existing curbs and gutters were constructed by the individual property owner along their own lot abutting the roadway. Most of these roadways do not meet current county standards for local road classification. A review of the 1974 or 1987 *Goshen Community Plan* Land Use Map reveals the basic roadway network that exists today within the smaller UDB limits prior to 2010.

The western segment of Goshen will be most directly affected by the new interchange alignment, which will fundamentally change the land use and traffic patterns for that area. The new interchange will require closure of the northbound on and off ramps at Avenue 304 east of SR 99, and the southbound on and off ramps near Avenue 304 west of SR 99. **Figure 3-3** provides a graphical representation of the planned Betty Drive/SR 99 interchange and its potential effect on adjacent transportation systems.

As a result of closing the Goshen Avenue freeway ramps, Betty Drive will become the primary connector for northbound traffic departing Goshen as well as Visalia's Industrial Park and for southbound SR 99 traffic traveling to Goshen and the industrial park, and the Plaza Drive interchange with SR 198 will become the primary connection to eastbound, westbound and southbound traffic to and from industrial activities in the southern portion of Goshen and the Visalia Industrial Park.

- ✓ *Pattern of Blocks and Streets* - The prominent grid pattern of county roads provides efficient and direct collector routes that facilitate travel from place to place. In Goshen, the county roadway system grid is interrupted by SR 99 and the UPRR, both running diagonally in a northwest-southeast direction. Where county and local roads meet these diagonal sections, the result is lack of travel continuity in the industrial and residential areas immediately east of SR 99 and along the east and west sides of the railroad property and also requires vehicles follow a stair-step pattern for north-south movements through some of the residential neighborhoods.
- ✓ *Western Segment of Goshen (West of SR 99)* - The segment of Goshen lying west of SR 99 extends from the Wooden Shoe RV Park at the north to Avenue 304 to the south and SR 99 right-of-way on the east side and Road 64 on the west. With its mix of light industrial, highway commercial and local retail shops and services and the local elementary school, this area generates significant traffic volumes and is sometimes referred to as the "town center." Between Betty Drive and Avenue 308 the community is connected along the Frontage Road immediately west of SR 99 and Road 64 via Avenue 308. South of Avenue 308 and west of the elementary school, there is a limited neighborhood of homes between Avenue 308 and Harvest Street along Road 64 and Featherstone. For the most part, the balance of this western segment of Goshen is light industrial and commercial land uses on large lot sizes without easements necessary to complete the local street grid throughout the segment. Just east of the elementary school there is a pedestrian bridge crossing over SR 99 to the central segment at Avenue 308. This pedestrian and bicycle bridge is the only connection between this western segment and the central segment other than Betty Drive.

FIGURE 3-3 – Impact of Caltrans Improvements on Existing Network for Mobility & Access



- ✓ *Central Segment of Goshen (between SR 99 and UP Railroad)* - A review of Goshen's current street map reveals that most of the residential streets end at the south and west at the SR 99 right-of-way. The same is true of streets at the east side of the segment along the UP Railroad property, with the exception of a section of Kane and Effie Streets which parallel the railroad property for approximately two blocks. Traffic moving southward from the intersection of Betty Drive and Road 67 has to make a number of right and left turns as they travel southward toward Avenue 304 (Goshen Avenue). The same is true of the northbound traffic from Avenue 304 and Effie Street. From the south, Effie Street provides the single point of entry into the central segment's residential areas between SR 99 and the railroad property. Most auto and truck traffic moving into and out of the commercial / industrial activities along Avenue 304 currently enter the area from the SR 99 northbound off-ramp and exit the area on the SR 99 northbound on-ramps. At the same time, northbound automobile traffic with destinations in the central residential area or to access Betty Drive typically travel along Effie Street, Avenue 308 and Road 67.
- ✓ *Eastern Segment of Goshen (east of UP Railroad property)* - The eastern portion of Goshen better represents the future of Goshen in terms of housing types and construction methods and materials, and contains much more standardized roadways including the presence of curbs and gutters. Goshen's growth in population and housing units is occurring in this segment mostly east of Road 72 between Avenue 312 (Riggin Avenue) and Rasmussen Street. Traffic moves more easily through this largely residential segment with access provided at the north from Robinson Street and Road 72 and at the south along Camp Drive adjacent to the UP Railroad property and along Road 76 from Avenue 308. Access to and from the east is only available along Avenue 312 (Riggin Avenue) at the northern extent of built Goshen, and Avenue 304 via Camp or Road 76.

Existing Street and Highway Level of Service

Existing average daily traffic (ADT) volumes for the Goshen roadway network were obtained from the Tulare County Association of Governments (TCAG) regional travel demand model. Based upon the preliminary segment (Level of Service) LOS results, potential LOS deficiencies may exist for the facilities noted below:

- ✓ Avenue 304 between Camp Drive and Road 76
- ✓ Avenue 304 at Camp Drive
- ✓ Avenue 304 at Road 76

Pedestrian Traffic

A review of facilities for pedestrian travel in Goshen presents a broad array of conditions in which pedestrians are accommodated. Sidewalks are present in a large portion of Goshen east of the UPRR property especially with the more recent developments. In the older areas typically south of Avenue 308 and west of Road 72 sidewalks are again rare. Some of the property owners have constructed their own curbs, gutters and sidewalks across the front of their lots abutting the paved roadway, but there is no real community-wide system of pedestrian facilities.

Goshen also has a pedestrian bridge that crosses over SR 99 providing safe pedestrian access to and from the elementary school. [Figure 3-4](#) is a photo of the pedestrian bridge.

FIGURE 3-4
Existing Pedestrian Bridge



(Source: Google Maps Photos)

Bicycle Traffic

The *Tulare County General Plan* includes a map of the *Regional Bicycle Transportation Plan* network. A bicycle transportation network does not currently exist within and throughout the community of Goshen. However, the *Tulare County General Plan* indicates a long-term planning bicycle corridor connecting the east side of Goshen and northwest side of Visalia to Dinuba.

Therefore, it is anticipated that in the future, bicycle master plans may be developed that specifically identify bicycle facilities both within the Goshen Study Area and connecting Goshen to adjacent and nearby communities. These bicycle master plans will promote the establishment of a shared use roadway system, and require or encourage that newly developing areas include bicycle facilities along major roadways and off-road systems as part of their open space and recreation amenities.

The *Caltrans Highway Design Manual (HDM)*, which governs bicycle facility design in California, distinguishes three (3) different types of bicycle facilities as described below:

- ✓ *Class I (off-street) bikeways* are two-way facilities located in a completely separate right-of-way to be used by bicycles, pedestrians, and other non-motorized forms of travel
- ✓ *Class II bikeways* are one-way facilities that are located within paved street areas and are identified by striping
- ✓ *Class III bikeways* are on-street facilities that are designated by signs or permanent markings. This type of facility is shared with motorists and provides continuity to the bikeway system.

Transit

The major provider of public transportation within the Goshen Study Area is Visalia Transit. Visalia Transit's mission is to provide environmentally-friendly and convenient public transportation to/from/within the communities of Visalia, Goshen, Farmersville, and Exeter. Visalia Transit operates twelve (12) fixed routes, seven (7) days a week, operating from 6am until 9:30pm on weekdays and 8am until 6:30pm on weekends. In the Goshen Study Area, Route 6 currently connects Goshen with various destinations in Visalia (reference [Figure 3-5](#)).

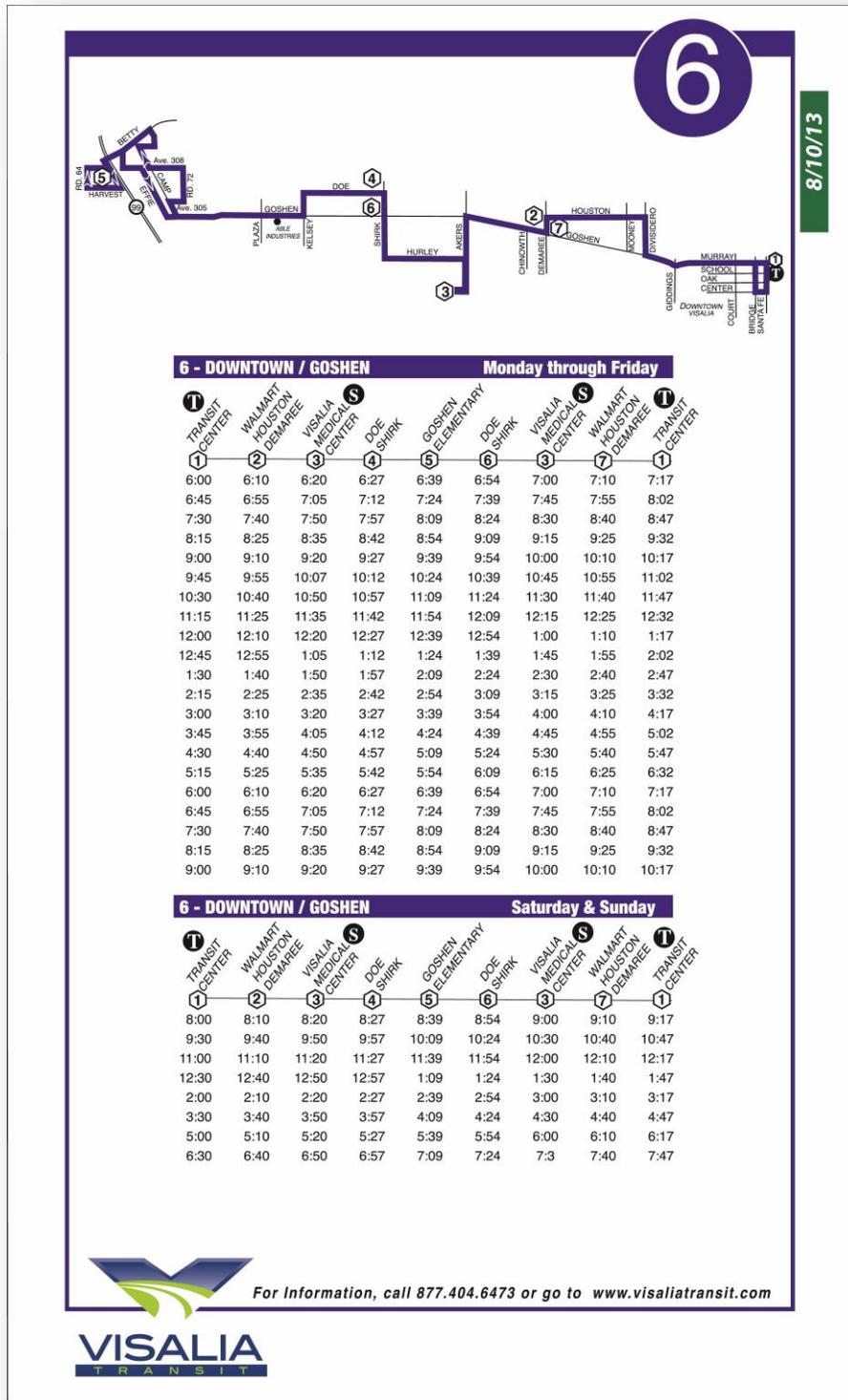
Route 6 runs through the Study Area as shown in [Figure 3-5](#). Its major stop in the Community during weekdays is at Goshen Elementary School along Avenue 308 east of SR 99, with headways of approximately forty-five (45) minutes.

Cultural and Natural Resources

- ✓ **Soils** - The Goshen Study Area is within the Valley portion of Tulare County, which is underlain by marine and non-marine sedimentary rocks according to the *Tulare County General Plan Update*.
- ✓ **Agriculture** - 366 acres of land are classified as agricultural in Goshen according to the *Betty Drive Interchange Project Initial Study (IS) with Mitigated Negative Declaration (MND)/Environmental Assessment (EA) with Finding of No Significant Impact (FONSI)*. As agriculture continues to decline in the area, land currently zoned agriculture will most likely be rezoned residential and commercial. According to the *Tulare County General Plan Update*, agricultural products are one of the County's most important resources. There is Prime Farmland and Farmland of Statewide Importance located within and adjacent to the Goshen Study Area. Prime Farmland is farmland with the best combination of physical and chemical features to sustain long-term agricultural production. Farmland of Statewide Importance is similar, but has minor shortcomings, such as greater slopes or a lesser ability to store soil moisture.
- ✓ **Air Quality** - The Goshen Study Area is within the San Joaquin Valley Air Basin (SJVAB) and under the jurisdiction of the San Joaquin Valley Air Pollution Control District (SJVAPCD). The SJVAB is classified non-attainment/severe for the State 1-hour standard, non-attainment for the State 8-hour standard, non-attainment for the State PM₁₀ standard, non-attainment for the federal and State PM_{2.5} standards, and attainment and/or unclassified for the remaining federal and State air quality standards. According to the *Tulare County General Plan*, the San Joaquin Valley has some of the worst air quality in the nation. The CO and NO_x emissions are typically generated by motor vehicles (mobile sources). The ROG emissions are generated by mobile sources and agriculture. Although emissions have been shown to be decreasing in recent years, the SJVAB continues to exceed state and federal air quality emission standards.

Executive Order S-3-05, issued by Governor Schwarzenegger in 2005, established targets for greenhouse gas (GHG) emissions for the State. The Global Warming Solutions Act of 2006 (or Assembly Bill (AB) 32) directed the California Air Resources Board (CARB) to develop and adopt statewide GHG emission limits in order to reduce emission levels to those experienced in 1990, by the year 2020. In order to achieve those targets, CARB adopted the *Climate Change Scoping Plan* in December 2008.

FIGURE 3-5
Transit Services



(Source: City of Visalia, Visalia Transit Website)

The Sustainable Communities and Climate Protection Act of 2008, also known as Senate Bill (SB) 375, builds upon AB 32 by requiring CARB to develop regional GHG emissions reduction targets for passenger vehicles. Then each Metropolitan Planning Organization (MPO) must prepare a Sustainable Communities Strategy (SCS) to demonstrate how the region will meet its targets. TCAG is currently preparing the SCS, which will be incorporated into the *2014 Regional Transportation Plan* (RTP). The SJVAPCD provides a list of potential air quality mitigation measures that are applicable to general plan updates and community plans:

- Adopt air quality element/general plan air quality policies/specific plan policies
 - Adopt the Local Air Quality Mitigation Fee Program
 - Fund the TCM program: transit, bicycle, pedestrian, traffic flow improvements, transportation system management, rideshare, telecommuting, video-conferencing, etc.
 - Adopt air quality enhancing design guidelines/standards
 - Designate pedestrian/transit oriented development areas on general plan/specific plan/planned development land use maps
 - Adopt ordinance limiting wood burning appliances/fireplace installations
 - Fugitive dust regulation enforcement coordinated with SJVUAPCD
 - Energy efficiency incentive programs
 - Local alternative fuels programs
 - Coordinate location of land uses to separate odor generators and sensitive receptors
- ✓ **Flooding** - Although some areas of Tulare County have experienced major flooding along its major rivers, the Goshen Study Area has not. There are portions of Goshen, however, that are within and adjacent to the Federal Emergency Management Agency (FEMA) 500- and 100-year flood zones. According to the *Tulare County General Plan Update*, substantial flooding could occur in Tulare County if the two (2) major dams were to experience failure. The inundation area below the Terminus Dam (on Lake Kaweah) does extend to portions of Goshen
- ✓ **Noise** - There are a variety of sources that produce noise in the Goshen Study Area and include traffic, railroad operations, airport operations, and agricultural operations. Traffic noise is the most dominant source of ambient noise in the County, according to the *Tulare County General Plan EIR*. SR 99 runs through the Goshen Study Area and would be the most significant source of traffic noise in the area due to the high volumes of traffic. Operations along the UPRR line are another dominant source of noise in Goshen. According to the *Tulare County General Plan EIR*, there are more than twenty (20) freight train operations per day along the UPRR line in Tulare County and may occur at any time of day or night. Noise levels are higher at-grade crossings due to the warning horn. Goshen is located within the safety zone of the Visalia Municipal Airport, which is classified as a “general transport” facility. According to the *Tulare County General Plan Update*, there are six (6) Fixed Base Operators (FBOs) and 142 based aircraft. Residents of Goshen may experience some noise related to aircraft operations from this airport, although it is not considered to be extreme.
- ✓ **Seismic/Geologic Hazards** - The *Tulare County General Plan* states there are no known active faults in Tulare County, with the San Andreas Fault being the nearest major fault line. Tulare County rarely feels the effects of earthquakes along this fault line
- ✓ **Historic Sites** - There are no County or State-designated historic sites in the Goshen Study Area

4. Opportunities and Constraints

4.1 Introduction

This section of the Plan describes the resulting set of desired opportunities and constraints associated with the existing and future transportation system and existing and future land use needs.

4.2 Identification of Opportunities and Constraints

The identification of opportunities and constraints is based on information collected during the initial phases of the planning process. Opportunities and constraints for purposes of this Plan are defined as follows:

- ✓ **Opportunities:** The existing strengths and opportunities, in the Goshen Community that will help meet transportation and land use needs and desires and environmental considerations
- ✓ **Constraints:** The barriers that inhibit identified transportation and land use needs and environmental issues

The opportunities and constraints were identified based upon the following:

- ✓ **Input received** at Public Workshops #1 and #2
- ✓ **Findings** resulting from the Goshen Transportation and Community Plan Opinion Survey
- ✓ **Steering Committee Meeting #1 and Field Review**

A description of each of these sources of information considered to develop the opportunities and constraints follows:

- ✓ **Input received at Public Workshops #1 and #2** - Attendees at the first two (2) public workshops were given opportunities to provide input regarding existing transportation, land use, and related environmental issues in Goshen. These opportunities included dialog with the RMA and consultant team staff, a polling exercise, and during a mapping or charrette exercise. A detailed description of each of these opportunities is provided in Section 2 of this Plan. **Figures 4-1 through 4-3** provide a sample of the input received during Workshop #2 resulting from the polling exercise (reference **Appendix B**) and mapping or charrette exercise. For the mapping process, attendees were given mapping instructions and magnetic icons (reference **Figure 4-4** and **Appendix C**) representing transportation system attributes, land use types, and environmental issues. They were asked to place the icons on the maps in places where they believed an improvement or opportunity for improved conditions should be considered during the planning process. Results of each break-out group are provided in **Appendix C**.
- ✓ **Findings resulting from the Goshen Transportation and Community Plan Opinion Survey** - The survey provided valuable insight into what Goshen residents, business owners, and employees believe Community needs, opportunities, and constraints are and what the priorities should be for the future. Detailed results of the Survey are provided in **Section 2** of this Plan.
- ✓ **Steering Committee Meeting #1 and Field Review and Tour** - One of the first efforts to understand first hand was to conduct a field review and tour of the Study Area. Initially, RMA and VRPA team staff toured the Study Area and identified key issues to highlight during the field review and tour. The field review and tour was conducted on November 16, 2012. Approximately fifteen (15) RMA and VRPA team staff and Steering Committee members

FIGURE 4-2
Transportation, Land Use, and Environmental Icons Placed By
Workshop Participants in the Area South of Betty Drive/Riggin
Avenue East of SR 99

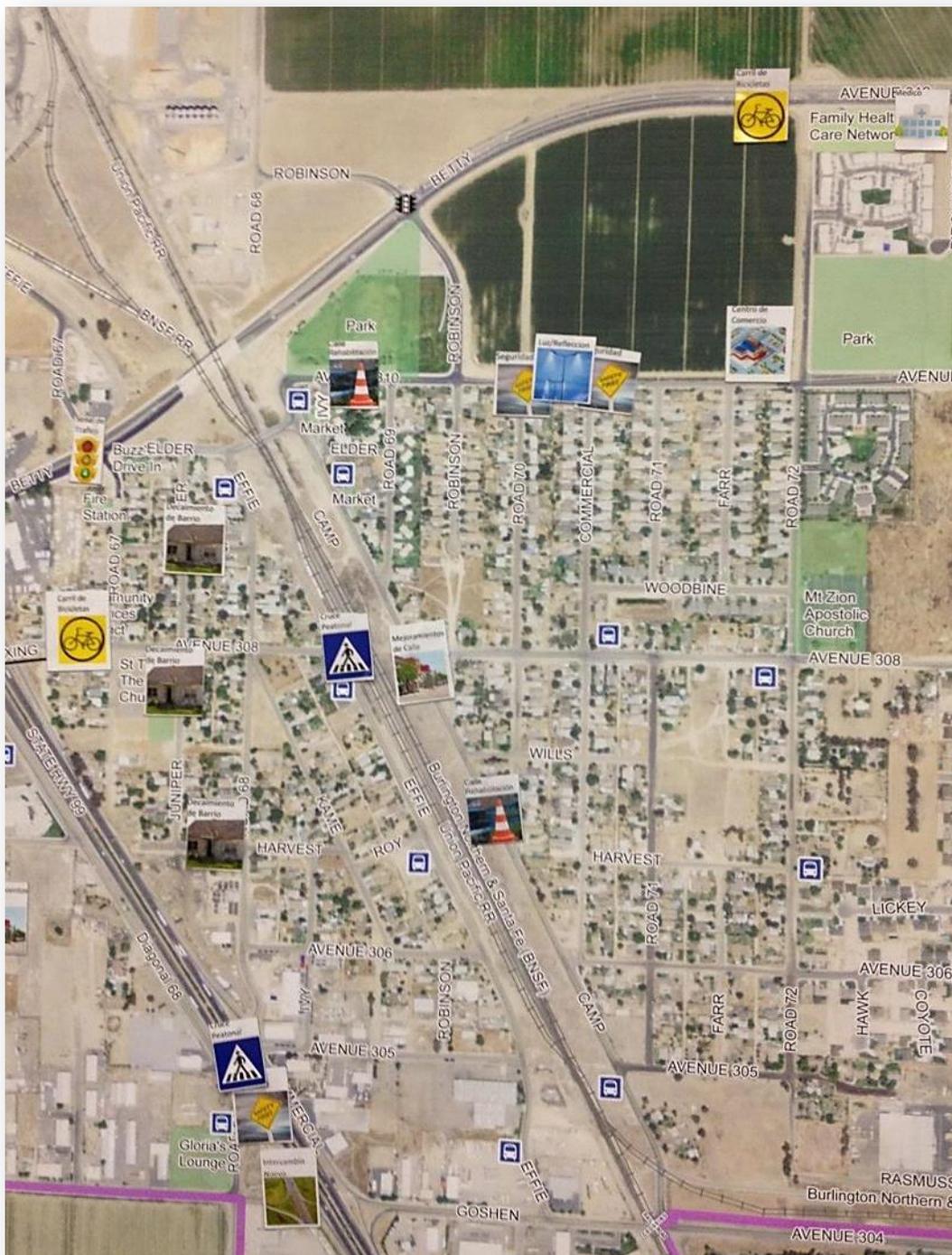
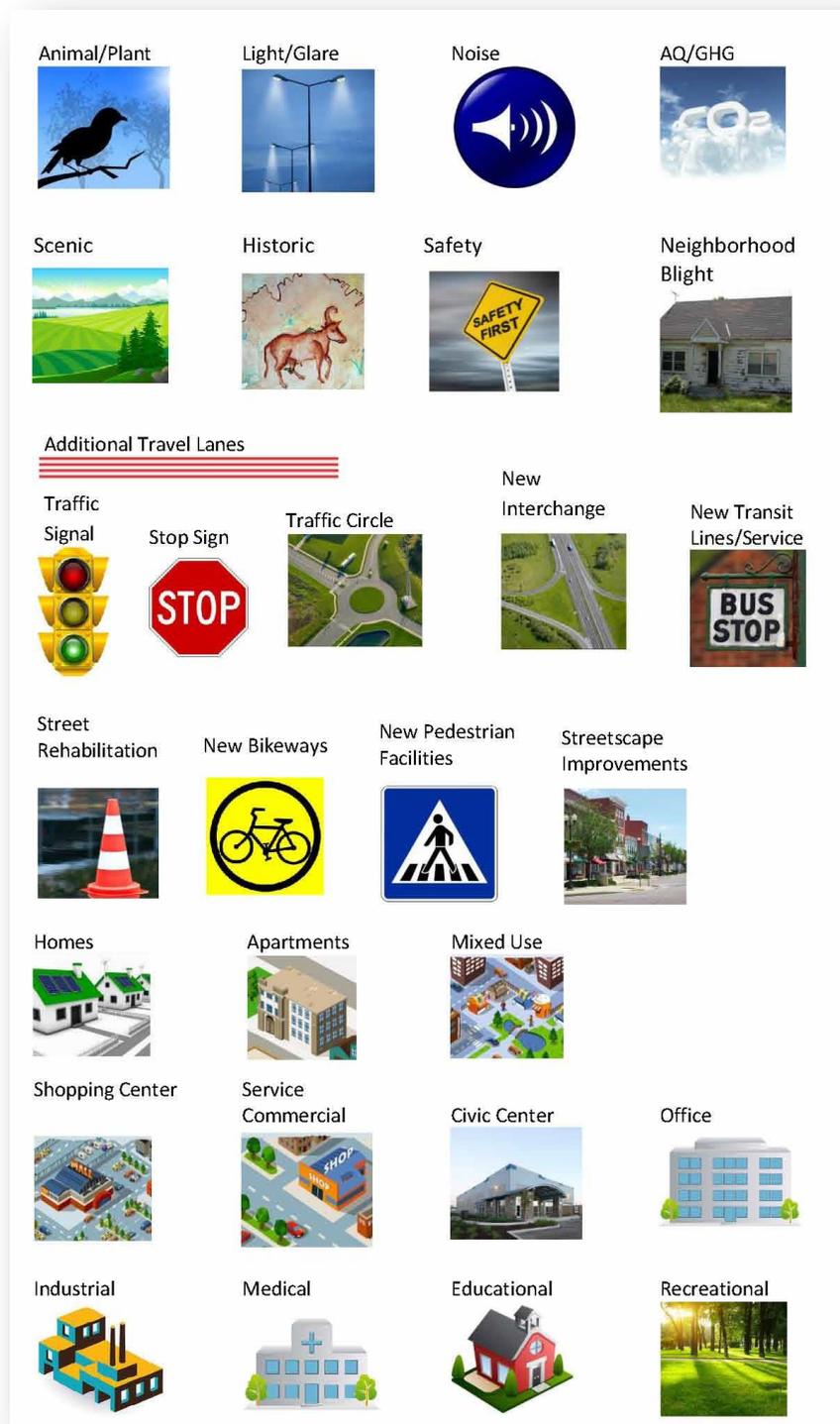


FIGURE 4-3
Transportation, Land Use, and Environmental Icons Placed By
Workshop Participants in the Area North and South of Riggin Avenue
East of the UPRR



FIGURE 4-4
 Transportation, Land Use, and Environmental Icons



Tables 4-1 through 4-7 identify the opportunities and constraints resulting from the three sources of information described above. The opportunities and constraints were divided into six (6) categories including:

- ✓ *Streets and Highways*
- ✓ *Transportation and Community Safety*
- ✓ *Transportation and Community Access*
- ✓ *Transportation and Community Infrastructure*
- ✓ *Active Transportation including Safe Routes to School*
- ✓ *Public Transit*
- ✓ *Bicycle and Pedestrian Network*

The opportunities and constraints resulting from the process described above were applied by the VRPA team to develop the vision, goals and objectives described in [Section 6](#) of this Plan, and the transportation and land use alternatives and infrastructure needs described in [Sections 7, 8, and 9](#), and the list of Short-, Medium-, and Long-Term improvements listed in [Section 10](#).



Workshop attendees identifying opportunities and constraints during a mapping exercise

TABLE 4-1
Opportunities and Constraints
Streets and Highways

Streets and Highways
CONSTRAINTS
The streets throughout Goshen lack consistent standard geometries and physical construction methods.
There are limited crossing amenities at intersections.
The new Betty Drive improvements are designed for vehicular traffic. The sidewalks are narrow, the intersections aren't appealing for pedestrians, and will be carrying a lot of truck traffic. This presents a challenge for pedestrians and bicyclists in Goshen.
OPPORTUNITIES
The Goshen Community may be eligible for funding that will study, design, and construct appropriate street and road facilities.
There appears to be adequate roadway capacity to handle existing and future traffic levels on key through roadways in the Study area.
The Study should identify how to balance the transportation needs of those traveling with automobiles with the needs of those traveling on foot, by bicycle, and by transit, as well as those with disabilities.
The Study should identify how to balance the transportation needs of those traveling locally with those passing through the area by:
Directing drivers to designated routes
Encouraging drivers to drive at safe speeds
Accommodating safe pedestrian travel along the entire length of streets used for through-travel
Increased pedestrian safety and comfort on Goshen area neighborhood streets
Reduction of automobile speeds on Goshen neighborhood streets
Moderation of the attractiveness of Riggins Avenue as a major thoroughfare for automobiles
Intersection improvements in certain locations
Address trucks entering Goshen
Develop a roadway system that supports alternative transportation modes
Noise from existing traffic and planned increases in traffic can be taken into account and mitigated to reduce or avoid impacting residential uses with high levels of traffic noise.
Truck routes and the location of truck loading areas or other outdoor loading activities (such as the flea market) should be considered and potentially regulated and/or buffered to avoid noise complaints from adjacent residential uses.

TABLE 4-2
 Opportunities and Constraints
 Transportation and Community Safety

Transportation and Community Safety
CONSTRAINTS
There is a lack of street lighting - making it feel unsafe in certain locations.
Potential conflicts exist between auto traffic, bicyclists, and pedestrians on many study area roadways, particularly County streets with no sidewalks or bicycle facilities
OPPORTUNITIES
The Study should address how travel behavior of automobiles on pedestrian and/or bicycle priority streets or multi-modal streets can be changed to provide adequate safety and comfort to all users of the street.



Example of street lighting along major thoroughfares

TABLE 4-3
Opportunities and Constraints
Transportation and Community Access

Transportation and Community Access
CONSTRAINTS
Access to the new Family Health Clinic’s location presents some challenges for transit dependent households in the central and west sections.
There is no safe connection between the central and east sections of Goshen between Betty Drive and the northern reach and the at-grade UPRR crossing at the southern reach at Goshen Avenue/Avenue 304.
With the construction of the Betty Drive overpass, motor vehicles, pedestrians and cyclists lost the at-grade crossing at Elder Avenue. Pedestrians and cyclist currently crossing between the central and east geographic sections have to travel a circuitous path adding significant distance to their desire to cross over the UPRR tracks.
The rail line tracks are the number 1 constraint to deal with in Goshen. With key destinations having to be on one side or the other, we have to figure a solution to either minimize informal crossing of the track, or propose a pedestrian/bike crossing between Betty and Ave 304.
OPPORTUNITIES
Construction of the Family Health Clinic/Center along with multiple high quality contemporary residential developments in the east section may provide a new community standard for the entire community.
Patient transport solutions are being considered to address the issue of access in the very near-term.
Family Health Clinic’s shuttle service and Visalia Transit could enhance both services with cooperative and coordinated service strategies.
Opportunities exist to identify methods of constructing an overpass or underpass for non-motorized travel between the east and central geographic sections of Goshen.
Opportunities exist to identify methods of constructing an overpass or underpass for non-motorized travel between the east and central geographic sections of Goshen.
The design of the wayfinding signage should be complementary to the character of the neighborhood streets and planned historical lighting.
Consider the installation of neighborhood gateway signage for collector streets that clearly notify drivers that they are entering a residential neighborhood.
For vehicular and bicyclist, develop a destination signage strategy that will guide visitors to their destination (such as schools, parks, clubs etc.) utilizing the vehicular and bicycle priority streets, rather than local residential streets.
Include destinations beyond the Study area, in the wayfinding signage, to help all modes of travelers get to them without utilizing local streets.
Provide wayfinding signage on pedestrian priority routes that are compliant with accessibility standards to transit stops.

TABLE 4-4
Opportunities and Constraints
Transportation and Community Infrastructure

Transportation and Community Infrastructure
CONSTRAINTS
The streets in residential neighborhoods west of SR 99 and between SR 99 and the UPRR tracks generally lack curbs, gutters and sidewalks forcing pedestrians and cyclists to use the travel lanes. This is especially problematic for pedestrians, bicyclists and students walking or riding to the elementary school west of SR 99.
Stormwater drainage is not present in some areas and largely inefficient and ineffective where it exists. This condition adds to the safety concerns for non-motorized travel.
OPPORTUNITIES
The Goshen Community may be eligible for Safe Routes to School funding that will study, design, and construct appropriate ADA compliant pedestrian and bicycle facilities to the existing and future school sites.
The Goshen Community may be eligible for funding that will study, design, and construct appropriate stormwater drainage facilities.
Existing drainage lines and structures should be upgraded and upsized to accommodate future needs considering funding available and other potential funding sources.
Enhancement of drainage channels, detention/retention basins can serve aesthetic purposes such as open space and bike trails.
The boundaries of Goshen CSD cover almost all of the community. A community services district has the legal power to provide a wide variety of public services, with LAFCo and citizen authorization.
The existing roadways are wide enough to accommodate pedestrian and bicycle facilities without acquiring additional right-of-way.
Goshen CSD's contract with the City of Visalia for sewer disposal at the Visalia wastewater treatment plant allows for additional sewer flows to be accommodated as the community grows.
The Study should (based upon the availability of appropriate funding) recommend undergrounding existing overhead electrical lines creating a more aesthetic project environment.

TABLE 4-5
 Opportunities and Constraints
 Active Transportation – Safe Routes to School

Active Transportation - Safe Routes To School
CONSTRAINTS
Goshen Elementary School is located in the least populated and most commercially-oriented geographic section of the community. This condition was partially addressed by the construction of a pedestrian overpass connecting the school site to the central geographic section's residential between SR 99 and the UPRR tracks. The area east of the tracks lacks access across the UPRR tracks with direct access to the pedestrian bridge.
OPPORTUNITIES
Sidewalks located near school areas should be provided.
Marked crosswalks located near school areas should be provided.
Traffic signals near schools should be considered as warranted.

TABLE 4-6
 Opportunities and Constraints
 Public Transit

Public Transit
CONSTRAINTS
The absence of curbs, gutters and sidewalks hinders pedestrian access to transit stops.
There is a need for transit stops near residential areas.
There is need for a "local" transit circulator providing connections between each section of Goshen (west, central and east).
OPPORTUNITIES
Review methods to provide safe and improved access to transit stops.
Visalia Transit should maintain an efficient, reliable and attractive public transit system for the region and the Goshen Community. Visalia Transit recently enhanced transit service within and between Goshen and Visalia.
Visalia Transit is increased transit operating headways to provide enhanced access to Visalia for services.

TABLE 4-7
 Opportunities and Constraints
 Bicycle and Pedestrian Network

Bicycle and Pedestrian Network	
CONSTRAINTS	
The pedestrian connectivity to schools, community amenities, and bus stops is significantly fragmented, making it unclear for vehicular and non-vehicular users, which streets to use.	
There is a general need for sidewalks and streetscape improvements.	
There is a lack of bikeway routes and ancillary system amenities.	
OPPORTUNITIES	
Promote the development of a safe and convenient bicycle and pedestrian network.	
Bicycle systems and transit stops are not only mutually compatible, but mutually encouraging. A master planned non-motorized system could encourage transit connections.	
On-street bicycle lane striping should be considered, is relatively inexpensive, and typically results in reduced motorized vehicle speeds because of the appearance that the street is narrower.	
Identify how pedestrians and bicyclists – or both – can be safely accommodated on streets designated in the framework as pedestrian and/or priority streets or multi-modal streets (streets that accommodate pedestrian, bicycle, and automobile).	



Disabled traveler in Goshen indicating need for pedestrian facilities

5. Land Need Forecast

5.1 Introduction

This section provides a summary of estimated land need forecasted for the Community of Goshen anticipated by the year 2040. Land need estimates are used as a tool to forecast the number acres and appropriate mix of various types of land uses required to accommodate future growth in the community. These estimates are based in part on certain demographic projections provided by TCAG and various other sources. The land need estimates provided in this report will assist future planning efforts related to the delineation of a recommended Urban Development Boundary that will be included as part of the formal *Goshen Community Plan Update*.

Goshen was established as Goshen Junction in 1872 as a result of the townsite laid out by the San Joaquin Branch of the Central Pacific Railroad. The Community has undergone many changes since its inception, including the construction of SR 99, expansion of rail facilities including improvements to the main line, development of short lines, spurs and sidings.

Recently, improvements have included the Betty Drive Overpass over the Union Pacific Railroad, a pedestrian bridge over SR 99, the addition of parks, a medical center, and many other physical changes. The Community will continue to change with the construction of the SR 99/Betty Drive Interchange. Although the Community has benefitted economically from these improvements, the railroad and highway system have fractured the Community into fragmented segments. This has created a disjointed local land use and transportation network that has limited the ability of the Community to realize its full socio-economic potential.

Methodology

This analysis necessarily relied on the data available at the date of this report. The purpose of this analysis is to provide planning estimates for land needs for the year-2040 based on planning and development standards and demographic projections for the area. The projections are population and employment-based but detailed market studies of each use, which would allow for more detailed definitions of uses, are not included. This evaluation utilizes Pacific Group's proprietary Land Need Model and is based on the following tasks:

- ✓ *Obtain and review demographic projections* from TCAG
- ✓ *Prepare an estimate of total land needs* for 2040 based on the TCAG demographic projections, and planning factors for densities, gross to net acres (to adjust for roads and other rights of way), Floor Area Ratio (FAR), etc.
- ✓ *Estimate of land need* for each of the categories used in the TCAG employment projections (these are general land use designations, not specific uses or projects)

The land need for each category was estimated on various bases as shown in [Table 5-1](#) below:

TABLE 5-1
Land Use Categories and Basis

Land Use	Basis
Residential	Households - TCAG
Schools	Student/population standard - Census
Parks	Acres/000 population standard
Retail	Sales per capita – BOE
Hotels	Hotel rooms (netted out of Service category)
Industrial	TCAG employment projections adjusted
Office/Business Park	TCAG employment projections adjusted

Note that all of the projections assume that Goshen will achieve the same standard of service as Tulare County as a whole by 2040. The standards used in this analysis may change over time as planning for Goshen proceeds. Projecting 30-years into the future is necessarily difficult to do. However making reasonable assumptions allows us to provide a range of estimates to guide planning for the future.

Limiting Conditions

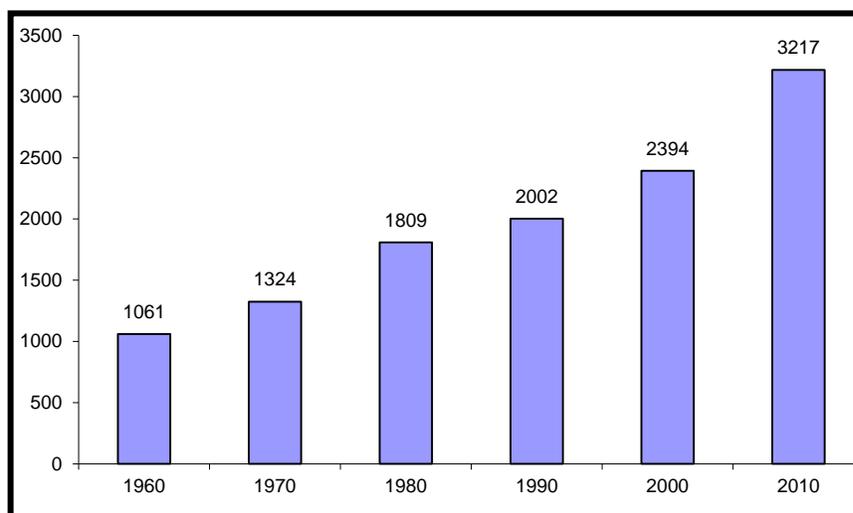
The analyses, opinions, and findings contained within this section are based on primary data provided by responsible parties, as well as additional research documents available as of the date of this report. Updates to information obtained for this section could change or invalidate the findings contained herein. The contents of this section are based, in part, on data from secondary sources. While it is believed that these sources are accurate, this is not guaranteed. The findings presented in this section are limited to the documentation necessary for aiding in planning decisions. This section should not be relied upon as the sole input for decision-making; it should be utilized strictly for the purposes of the scope and objectives of the Plan.

5.2 Demographic Projections

According to the 2010 Census, the Community has the following demographic attributes, 36% of the individuals live below the poverty level, the median household income is \$33, 750, high school and higher educational attainment is 53%, Hispanic, Latino, and African American residents account for approximately 87% of the total Community population. As a result, the Community is considered to be economically disadvantaged and is a prime candidate for environmental justice programs.

According to the 2010 Census, Goshen's population is approximately 3,217 persons (reference [Figure 5-1](#)). Historically, the Community has grown at a 2.24% cumulative growth rate since 1960. The 2000-2010 growth rate was also calculated showing a period of increased growth within the Community. The cumulative growth rate for 2000-2010 timeframe is 3.34%.

FIGURE 5-1
Estimated Population 1960 - 2010



Source: U.S Census Data 1960, 1970, 1980, 1990, 2000, and 2010

Selected demographic projections for Goshen were provided to Pacific Group by TCAG. These demographics included projections for the following:

- ✓ *Population*
- ✓ *Households* (by housing type)
- ✓ *Employment* in seven broad categories (these categories of employment projections needed to be converted into more specific land use types)

The population and household projections from TCAG are presented in [Table 5-2](#).

TABLE 5-2

POPULATION, AND HOUSEHOLDS IN GOSHEN
2012 TO 2040

	2012	2040	Change	
			Number	Annual Growth
Population	3,702	11,670	7,968	4.2%
Households				
In Single Family	759	2,414	1,655	4.2%
In Multifamily	186	1,154	968	6.7%
Total	945	3,568	2,623	4.9%

As can be seen in the table, based on TCAG projections, the population of Goshen is expected to increase to 11,670 by 2040. Based on a population per household of 3.27, TCAG projects that households will reach 3,568 by 2040.

Table 5-3 presents a summary of the employment projections for Goshen for 2040 which were provided by TCAG.

TABLE 5-3
EMPLOYMENT IN GOSHEN
2012 TO 2040

	2012	2040	Change	
			Number	Annual Growth
Retail	375	1,420	1,045	4.9%
Office	30	398	368	9.7%
Service	617	3,373	2,756	6.3%
Education	62	386	324	6.7%
Government	57	620	563	8.9%
Agriculture	62	47	(15)	-1.0%
Industrial	1,315	3,611	2,296	3.7%
Total	2,518	9,855	7,337	5.00%

In order to estimate land needs for Goshen, the TCAG employment projections by industry category needed to be converted into the corresponding land use categories. For example, Service employees do not use “service buildings” but are distributed among office, industrial and retail buildings. These estimated distributions are shown in Table 5-4.

The primary purpose of this table is to estimate employment for the office/business park and industrial categories; land needs for retail and highway commercial are not based on employment figures.

TABLE 5-4
EMPLOYMENT IN GOSHEN 2040-BY BUILDING TYPE

	Total (1) Employment	% Distribution			Employment Distribution			
		Office/BP	Industrial	Retail	Office	Industrial	Retail	Other (6)
Retail (2)	1,420	-	-	100%	-	-	1,420	-
Office (3)	398	100%	-	0%	398	-	-	-
Service (4)	3,173	50%	20%	30%	1,587	635	952	-
Lodging (5)	200	-	-	-	-	-	-	200
Education (7)	386	20%	-	-	77	-	-	309
Government (8)	620	70%	30%	-	434	186	-	-
Agriculture (9)	47	10%	0%	-	5	-	-	42
Industrial (10)	3,611	-	100%	-	-	3,611	-	-
Total	9,855				2,500	4,432	2,372	551

The TCAG employment projections were developed using general categories of Business Type not by land use types and required some reallocation. Thus these distributions of employment by building type are based not only on current data but also on experience in other communities, the consultant's judgment about possible future shifts in trends and the patterns of potential development visualized for the County in general and for Goshen in particular.

5.3 Land Need for Residential Use, Schools and Parks

Table 5-5 presents a summary of the calculation for land needs for residential uses as well as for parks and schools. The residential land needs are divided into single family and multifamily based on the projections for households provide by TCAG. Development densities for single family residences are defined at 4 units per acre; for multifamily units at 12 units per acre. Of course these are average densities—not maximums, and may vary in the future. These average densities provide a basis for future planning, but are not the sole source of factors that will influence future development. For example, future development densities will be influenced by the Regional Blueprint and SB 375 process, which provide for sustainable, mixed use and walkable community concepts, which promote more compact development patterns.

As can be seen in this table, the projected need for land for residential uses in Goshen in 2040 is 1,105 acres. When schools and parks are included, the total needed land in Goshen for these uses is 1,241 acres. By our definition, gross acres include local streets but not major highways, since this refers to large parcels and their internal street network, not the regional access system.

5.4 Land Need for Retail Uses

Land needs for retail uses are estimated based on projected sales per capital in Goshen, sales per square feet and development standards. Projected retail sales are based on current sales per capita in Tulare County (from Board of Equalization-BOE) with adjustments for services. The retail sales estimate assumes 2.7% real increase in sales per capita plus population growth and that Goshen can achieve parity with the rest of the County in terms of achieving a fair share of the County sales. The assumption is that the amount of expenditure outflow from Goshen residents shopping outside of Goshen will be offset by an equivalent amount of sales in Goshen from non-residents. This assumes that land is available along SR 99 and is developed into an appealing shopping area. The projected land need for retail uses are summarized in **Table 5-6**.

TABLE 5-5
ESTIMATED LAND NEED FOR RESIDENTIAL USES
PARKS AND SCHOOL
2040

Single Family	
Households-2040	2,414
Housing Units (5% vacancy)	2,541
Acres (@4 units/net acre)	635
Gross acres (=1.25 x net)	794
Factor for vacant land and market inefficiencie	1.20
Total Land needs (acres) Multifamily	953
Multifamily	
Households-2040	1,154
Housing Units (5% vacancy)	1,215
Acres (@12 units/net acre)	101
Gross acres (=1.25 x net)	127
Factor for vacant land and market inefficiencie	1.20
Total Land needs (acres) Multifamily	152
Total Residential	
Total Land Needs	1,105
Schools	
# of students-k-12 (1)	3,034
Net acres needed (900 sf per student)	63
Land Needs (gross acres =1.25 x net)	78
Neighborhood and Community Parks	
Land Needs -acres (5 ac/1000 residents)	58
Total Need for Residential, Schools and Parks	1,241

(1) 26% of the population, based on 2000 Census for the county

TABLE 5-6
ESTIMATED LAND NEED FOR
RETAIL, SERVICE AND RESTAURANT USE
2040

Retail/Restaurant	
Population	11,670
Sales per capita (1)	14,164
Sales from local residents	165,288,752
Retail sq ft need (\$300 per sq ft.) (3)	550,963
Retail Land Need-acres (FAR=0.25)	51
Gross Acres (net=.85 of gross)	60
Factor for vacant land	1.20
Total Land Needs (3)	71

- (1) Bases on 2010 taxable per capita retail sales in the County from BOE with adjustments for non-taxable sales, personal and business services 2.7% per annum real growth.
- (2) Based on industry standards such as ULI and consultant's judgement.
- (3) Includes vehicle sales and gas station needs for locals.

As shown in the table, the total land need for all types of retail development in Goshen by 2040 is estimated to be approximately 71 acres. Note that gas stations have higher sales per square foot but lower FARs, but these factors tend to be offsetting so land needs based on sales are still approximately in line with other retail stores. Additional gas station land need for visitors are estimated in the following section.

The actual mix of uses within the retail category may vary somewhat for Goshen, depending on local circumstances and market conditions over the next 28 years. Furthermore, it is difficult to predict how this land need will be distributed between neighborhood serving retail and community/regional need. There are various definitions for the types of shopping centers and they tend to overlap. This Plan applies the following definitions:

- ✓ *Neighborhood Center* - provides personal services and convenience goods, serving the immediate neighborhood. It may include a convenience store or a small grocery store. The size ranges from 25,000 to 60,000 square feet. Typical tenants include; food drugs, sundries, laundry, barber, shoe repair, limited food service, etc.
- ✓ *Community Center* - provides a wider range of products (apparel, hardware, appliances, etc.). It may include a supermarket, junior department store, variety store, super drug store, discount department store, or strong specialty store. The size ranges from 100,000 to 250,000 square feet

- ✓ *Super Community/Subregional Center* - are centers that fit the general profile of a community center but contain more than 250,000 square feet
- ✓ *Regional Center* - usually includes two full-line department stores. Ranges from 500,000 to 900,000 square feet

For purposes of this Plan, it is not actually necessary to assign a specific name or category to the projected retail development for Goshen (this may be done as part of the overall community planning effort). The actual configuration of the retail development over the next 28 years will depend on many factors including regional competition, available sites, community preferences and marketing efforts. However, the above definitions may help in the planning process to identify potential zones for various types of potential retail development in Goshen.

For planning purposes, this Plan considered projected expenditure patterns, community characteristics, types of retail centers, and retail trends to estimate an appropriate distribution of retail development. This evaluation was even further complicated by the fact that Goshen has the potential to capture significant development potential for highway related uses (discussed later in this section). Thus some of the space needed to meet future local demand could be physically combined with highway demand to assure a critical mass to support appropriate development.

Considering all of these factors, this Plan provides the following general guidelines (reference [Table 5-7](#)) for the allocation of land need for various types of retail development in Goshen by 2040:

TABLE 5-7

Retail Land Allocation

Neighborhood serving retail	5 acres
Community serving retail	33 acres
Super Community	<u>33 acres</u>
Total	71 acres

The community serving retail assumes that Goshen receives the equivalent of 50% of the sales of its residents (or 50% leakage). If Goshen receives the equivalent of 100% of the sales of its residents (0% leakage) then an additional 33 acres would be needed to create a Super Community Center. This assumes that appropriate land is available along SR 99 or at proximate locations along major arterials and that attractive shopping district can be developed. These land needs will be combined with the land need estimated for highway commercial in the next section of this report.

5.5 Land Need for Highway Commercial

The term highway commercial is used in various ways. A highway commercial zone or district can include many types of uses. In general, the purpose of such a district is to provide appropriate sites for the needs of recreation and business travelers. This district is intended to be applied to sites fronting on State Highways or along arterial roads that provide access to major recreation destinations. Highway Commercial areas should be designed so that all or most of the needs of the traveling public can be accommodated at one stop. This district is not intended to be applied to strip commercial development along highways or arterials.

In this study we use the term highway commercial in two ways:

- ✓ *Highway commercial uses* are uses that are dependent on travelers through the area and primarily serve them. This typically includes restaurants, gas stations and lodging. Since the demand for these uses is not directly related to the local population, the need for these uses is more difficult to predict. It depends largely on how the area is designed and aggressively marketed as an attractive stop-over for travelers and on the amount of non-resident traffic.
- ✓ *Highway commercial zone* is a planning decision and can incorporate various other uses such as vehicle sales. These uses depend on a wider region for their sales and thus benefit from proximity to a highway but are not directly depended on travelers. These types of uses have been evaluated elsewhere in this report (retail, office, industrial uses). During the planning process there will be opportunities to combine both “highway commercial uses” and other related uses into a specific “highway commercial zone”. Indeed, such a zone might even incorporate some uses (retail, restaurant) that draw largely from the local population base in order to create a critical mass of customers. But designating such a zone is not part of this land need assessment.

The Betty Drive and SR 99 Interchange project will impact existing Highway Commercial business creating the need for business relocation and alteration of existing traffic patterns. New highway commercial locations will need to be identified to create the opportunities for both new and displaced businesses.

Table 5-8 presents estimates of land needs for various highway commercial uses. Specifically the land uses that are considered highway commercial uses in this study are:

- ✓ *Hotel*
- ✓ *Food Service/Convenience store*
- ✓ *Gas station*
- ✓ *RV Park*

Land need for lodging is based on anticipated need for a hotel to serve the highway traffic and the anticipated enhanced attractiveness of the area with new well-planned development. In addition, allowance is made for food service and convenience retail to service the visitor traffic on SR 99. This demand and land need would be in addition to the projected land need to meet the demand of the local residents. While no detailed visitor market analysis was available, the estimates are based on assumptions about the additional demand that might be generated by visitors, estimated as a percent of the local/regional demand. Also, note that the highway food service does not need to be separated physically and some of the retail/restaurant space for local needs could be combined with the highway commercial in one location.

TABLE 5-8
ESTIMATED LAND NEED FOR
HIGHWAY COMMERCIAL USES
2040

Hotel & Lodging	
Rooms-assume	200
Building space (500 sq ft per room)	100,000
Net Acres (FAR=0.35)	7
Gross Acres (net=.85 of gross)	8
Factor for vacant land	1.2
Total Land Needs	9
Food Service/Convenience stores	
Sales from visitors (1)	4,611,556
Required sq ft need (\$300 per sq ft)	15,372
Land Need-acres-(FAR=0.25)	1.41
Gross Acres (net=.85 of gross)	1.66
Factor for vacant land	1.20
Total Land Needs	1.99
Gas Station	
Sales from visitors (1)	6,917,334
Required sq ft (\$1,200 per sq ft)(2)	5,764
Land Need Acres-(FAR=.10)	1.32
Factor for vacant land	1.20
Total Land Need	1.59
RV Park	
Land Need Acres (3)	25

(1) Estimated at 30% of the local/regional sales in each category.

(2) Gas station sales vary greatly. This estimate is based on data from Economic Census, and listings of gas stations for sale and the consultant's judgement. Typical stations range in sales from \$3-4 million and station sq ft ranges from 2,500-3,000.

(3) Includes existing RV park and room for expansion to reflect rising incomes and population

5.6 Land Need for Office and Industrial Uses

This section evaluates the future need for land in two (2) categories:

- ✓ Office/Business Park
- ✓ Industrial/Industrial Park

This evaluation relies on the employment projections provided by TCAG, but it makes adjustments to reflect the types of land use required for the employment in various categories (reference [Table 5-8](#) above). [Table 5-9](#) below presents these calculations of land need.

TABLE 5-9
ESTIMATED LAND NEED FOR
OFFICE AND INDUSTRIAL
2040

Office/Business Park	
Employment (1)	2,500
Building space (350 sq ft per emp)	875,140
Net Acres (FAR=0.25)	80
Gross Acres (net=.85 of gross)	95
Factor for vacant land	1.2
Total Land Needs	113
Industrial/Industrial Park	
Employment (1)	4,432
Net Acres (20 employees/acre)	222
Gross Acres (net=.85 of gross)	261
Factor for vacant land	1.2
Total Land Needs	313.00

(1) From Table 5.4

As shown in the table, total land need for office/business park use is 113 gross acres. Land need for industrial park use is estimated at 313 gross acres. If heavy industry is retained and allowed this would have a lower employee/acre ratio and the need for industrial land would increase somewhat.

5.7 Summary of Land Need in Goshen by 2040

Table 5-10 below summarizes the land need for various land uses based on the analysis and calculations presented above.

TABLE 5-10
ESTIMATED TOTAL LAND NEED IN GOSHEN
2040

	Gross Acres Plus 1.2 Buffer Factor (1)	Gross Acres
Residential	1,105	921
Parks	58	58
Schools	78	78
Retail-neighborhood	5	4
Retail-community	33	28
Retail- supercommunity (2)	33	28
Highway-hotel	9	8
Highway food service	2	2
Highway-gas station (3)	2	2
Highway RV Park	25	25
Office/Business Park	113	95
Industrial/Industrial Park	<u>313</u>	<u>261</u>
Total	1,777	1,508

(1) Includes a factor of 1.2 to account for vacant land and market inefficiencies

(2) Assumes land available near SR 99 and Goshen achieves retail parity with the surrounding area

(3) In addition to gas station need included in community retail

As can be seen in the table, the total land need for Goshen for 2040 is estimated to be 1,777 gross acres including a buffer factor for vacant land and market inefficiencies. Obviously these needs will phase in over the next 28 years and may be affected by changing circumstances during that period.

The above estimates for land needs are based on demographic and market factors to provide a realistic basis for planning. There are of course other considerations in determining the optimal mix of zoned land in the area. Additional land could be zoned and planned as a reserve for future needs or unanticipated specialized uses. All of the above estimates for land needs can be used in subsequent analyses as one of the inputs to mapping the potential location of key activity centers and traffic generators in Goshen.

6. Vision and Guiding Principles

6.1 Overall Vision

A Vision Statement is an essential ingredient in successful comprehensive transportation and community policy planning. Essentially, the statement should reaffirm time-tested policies or values that are generally held as positive "community trademarks" and identify others deemed relevant. In addition, a Vision Statement should be a reflection of community aspirations. Through periodic review and refinement, it should help to set parameters for future transportation and community planning and implementation activities.

Development of the overall vision for the Goshen Transportation and Community Plan began with discussion with the Steering Committee, and through polling at Workshop #2. Workshop attendees reviewed and agreed with the following overall vision statement for the Community transportation and Land Use Study:

***"The Goshen Community will have safe streets that connect with homes, schools and businesses.
New development will create jobs and a better quality of life."***

This Vision Statement will address the following three (3) purposes:

- ✓ *County Boards, Commissions and staff* will use the Vision Statement to help guide future planning processes including preparation of the Goshen Community Revitalization Study and the Goshen Community Plan Update
- ✓ *County departments and the Goshen Community Services District* will be guided in the provision of quality municipal services
- ✓ *Most importantly, the County Board of Supervisors, its advisory bodies and the community-as-a-whole* will proceed with a common understanding of the quality of life values or themes that will shape our community for years to come

6.2 Guiding Principles

Guiding principles are goal-like statements developed early in the planning process. They can serve as effective reminders of what stakeholders initially set out to achieve at a time later in the planning process when tradeoffs between potentially competing principles and other factors need to be made. A set of guiding principles were initially developed by RMA and VRPA Team staff based upon results of Workshops #1 (Existing Conditions) and Workshop #2 (Transportation, Land Use, and Environmental Needs/Issues). The set of Guiding Principles were then presented to the larger community during Workshop #3, where attendees indicated their level of support for each guiding principle in a polling exercise. **Section 2** of this Plan (Stakeholder and Community Involvement) provides a review of the polling results related to the Vision Statement and the Guiding Principles. Following is a list of those guiding principles that received a positive level of support (defined as the combination of "strongly support" and "support" outweighing responses indicating "strongly disagree" and "disagree"). A full overview of all guiding principles and polling results is included in **Appendix E**. The principles were subsequently used during the development of design options for transportation improvements and urban design recommendations.

Following is a summary of those guiding principles that received support or strong support at Workshop #3.

Pedestrian and Bicycle Travel

- *The Goshen Community is interested in improving conditions* for bicyclists & pedestrians in the area while maintaining the semi-rural character of many of its streets
- *Balance the transportation needs* of those traveling with automobiles with the needs of those traveling on foot, by bicycle, and by transit, as well as those with disabilities
- *Balance the transportation needs* of those traveling locally with those passing through Goshen by:
 - *Directing drivers to designated routes*
 - *Encouraging drivers to drive at safe speeds*
 - *Accommodating safe pedestrian travel along the entire length of streets used for through-travel*
- ✓ *Identify a network of safe routes* and facilities for pedestrians and bicyclists that connect Goshen's residential neighborhoods.
- ✓ *Identify a network of safe routes* and facilities for pedestrians and bicyclists that connect to schools and cultural and retail/service destinations.

Active Transportation Including Safe Routes to School

- ✓ Provide safe routes to school for school children, parents, and teachers by:
 - Identifying safe pedestrian and bicycle routes and roadway crossings to existing and future schools in Goshen
 - Making public streets around schools safe places to be

Wayfinding

- ✓ *Use wayfinding signs* and other design treatments to direct traffic to designated routes in order to avoid unnecessary motorized traffic on streets prioritized for local traffic, pedestrians, and bicyclists.

Traffic Calming

- ✓ *Consider traffic calming measures* on streets where vehicle speeds endanger pedestrians and bicyclists.
- ✓ *Consider traffic calming measures* in locations where they can address concerns regarding cut-through traffic.

Transportation

- ✓ *Transit*
 - *Improve safety and convenience of access to transit stops in Goshen.*
- ✓ *Local Streets and Alleys*
 - Consider design treatments along streets and alleys that increase personal safety.
- ✓ *Local Streets and Roads*
 - Design recommended street improvements to stay within existing public rights-of-way.
 - Consider the acquisition of additional right-of-way only where additional space is needed to accomplish an improvement specifically desired by the Goshen Community.

- Recognize that design recommendations for potential street improvements can vary between different locations in the Goshen Community.



Example of traffic calming to enhance traveler safety and enhance mobility

7. Land Use & Transportation Framework Alternatives

7.1 Overview

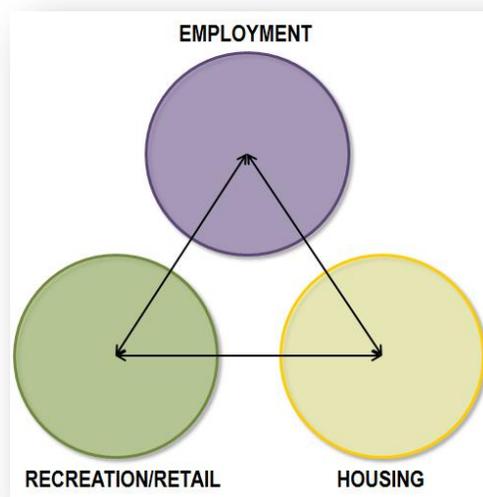
This section of the Plan focusses on the land use and transportation framework and the resulting land use and transportation alternatives that will guide future development and address the Community's needs through the Year 2040. Describing the framework is critical to understand how the land use and transportation alternatives were developed.

7.2 Planning Framework

Land use planning helps identify land uses required to accommodate future expansion needs of a community. The process attempts to achieve a balance between employment, housing and retail/recreation that maximizes the community's ability to remain vibrant and viable over time. Future transportation needs must accommodate the mobility needs resulting from balanced land use plans.

Figure 7-1 supports the integration of three (3) future land use needs to achieve a balanced plan. Land use plans will largely drive an assessment of a community's transportation needs over time.

FIGURE 7-1
Integration of Land Uses



Ultimately future land uses and transportation facilities/services come together to provide a basis for a community's sustainability. A land use and transportation plan requires the development of the following community needs:

- ✓ *Housing*
- ✓ *Employment*
- ✓ *Recreation/Retail*
- ✓ *Transportation*

Organizing the needs of the community has evolved with the consideration of environmental and economic sustainability or the lower cost of maintaining required infrastructure that helps the local economy grow. This includes:

- ✓ *Encouraging housing closer to employment and services*
- ✓ *Providing a mix of housing types*
- ✓ *Providing a mix of land uses to reduce travel distances*
- ✓ *Encouraging a walkable, bikeable & transit friendly land use plan*
- ✓ *Encouraging **smart growth** – According to Smart Growth America, “Smart growth means building urban, suburban and rural communities with housing and transportation choices near jobs, shops and schools. This approach supports local economies and protects the environment”*

Smart growth principles reflect compact design, housing choices, and communities that are accessed by more than just automobiles. Smart growth goals for small communities such as Goshen include those listed below. These goals help guide the community as new development is proposed and implemented over time.

- ✓ *Support the rural landscape*
- ✓ *Help existing places thrive* by taking care of downtowns, main streets and places that the community values
- ✓ *Create great new places* by building vibrant, enduring neighborhoods and communities that people (young people) don't want to leave

To accomplish these smart growth principles, development of this Plan considered the following objectives, which were supported by Community residents and businesses during discussions and polling at the public workshops:

- ✓ Take advantage of **compact design** (buildings/uses with smaller land consumption)
- ✓ Create a **range of housing opportunities** & choices
- ✓ Create **walkable communities**
- ✓ Strengthen & **direct development toward existing communities**
- ✓ Provide a variety of **transportation options**
- ✓ Encourage community & **stakeholder collaboration** in development decisions
- ✓ **Preserve open spaces**, farmland, and sensitive environmental areas

Referencing **Figure 7-2**, one of the most important aspects of smart growth is to provide more housing choices. The Community's ability to make a choice when it comes to housing types is critical considering the following:

- ✓ *Housing types must be available* for different age groups – Singles, Retirees, Families
- ✓ *Housing types must be available* consistent with the ability to pay for housing; this helps all income groups stay in a community

FIGURE 7-2 Smart Growth

SMART GROWTH:

More Housing Opportunities and Choices

Type: Standard Neighborhood Block
Gross Density: 6 to 16 d.u./ac.
Height Range: 1 to 3 stories



Type: Courtyard
Gross Density: 7 to 16 d.u./ac.
Height Range: 1 to 3 stories



Type: Duplex
Gross Density: 7 to 20 d.u./ac.
Height Range: 1 to 3 stories



As shown in **Figure 7-3**, it is important to plan and design land use and road networks to facilitate walking with community amenities within walkable distances from entire neighborhood.

FIGURE 7-3
Land Use and Roadway Design

Create Walkable Communities

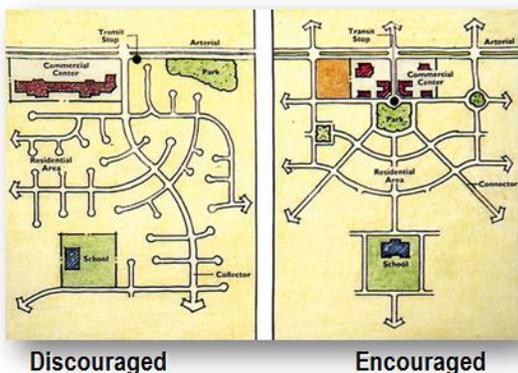


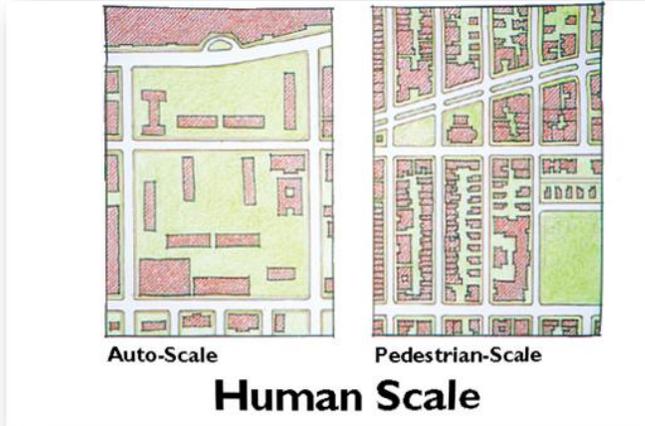
Figure 7-4 provides examples of “automobile” oriented residential and retail development, in context of the “human scale” instead of the “auto scale.” Figure 7-5 provides human scale examples.

FIGURE 7-4
Auto Scale Development



FIGURE 7-5
Pedestrian Oriented Development

Create Walkable Communities



Pedestrian-oriented residential



Pedestrian-oriented retail

Figure 7-6 provides an example of how to keep neighborhoods vibrant, maintain or improve easy access to amenities and services for all types of residents, and improve existing neighborhood values.

FIGURE 7-6 Vibrant Neighborhoods

Strengthen & direct development to Existing Communities



Urban Advantage - Naples Park, Florida

As referenced In **Figure 7-7**, it is desirable to prepare land use and development plans that create destinations, which are accessible by various modes of transportation including automobiles, pedestrians, bicyclists and transit riders.

FIGURE 7-7 Create Destinations

Provide a variety of transportation choices



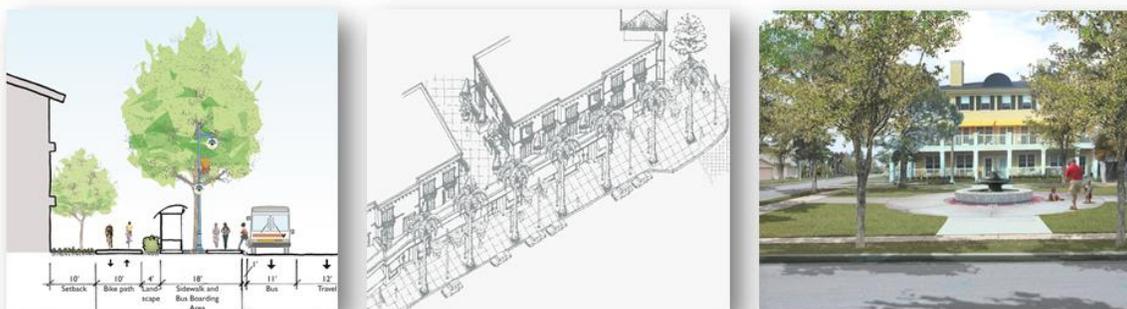
Referencing [Figure 7-8](#), it is also desirable to create a sense of place that is interconnected to enhance community identity through the use of urban design and design standards, building orientation, and existing community assets.

FIGURE 7-8 Sense of Community and Identity

Create an interconnected sense of community & identity –

Place Making that:

- Complements Land Use Plan with **urban design & street design guidelines** and standards
- Encourages pedestrian supportive uses & **building orientation** along streets
- **Utilizes community assets** to create a unique sense of place



The smart growth principles described above set the stage for development of the transportation and land use alternatives described below. The Goshen Community was instrumental in the development of these alternatives; especially given their involvement in identifying the existing Opportunities and Constraints referenced in [Section 4](#), their review of the Economic Profile described in [Section 5](#), and their review and development of the Vision, Goals, and Objectives described in [Section 6](#) of this Plan.

7.3 Transportation and Land Use Alternatives

The following potential land use/transportation framework alternatives were developed based on comments received from the Goshen Transportation and Community Plan Steering Committee (SC), input received from the public, which was collected during five (5) public workshops, results of the Goshen Transportation and Community Plan Survey (reference [Appendix K](#)), and based upon other technical information documented in this Plan. The Alternatives also considered existing land use and transportation conditions and issues, the current *Goshen Community Plan*, adopted on September 5, 1978 and the previously prepared *Draft Goshen Community Plan Update* prepared in

1987. With this information and the use of common planning considerations, four potential land use/transportation options were developed.

The alternatives were considered in the context of how well they protect and maintain the general rural character of the Study Area, preserve, and in some specific instances improve the functionality of the transportation system, provide for economic development, and create a sustainable land use pattern consistent with the smart growth principles described earlier in this section. The land use alternatives provide for growth and development that is consistent with the general characteristics of the area. Updating the *Goshen Community Plan* to reflect the context of these alternatives will help to retain the general character of the area and minimize the public costs related to new development. The changes recommended will also promote more compact development and assist in preserving important open space areas and enhancing the existing character of the Goshen Community.

The following land use and transportation alternatives have been developed as part of this planning process **Figures 7-9 through 7-12**:

- ✓ **Alternative A** - North Growth Alternative With Town Center South of Riggin Avenue Between Robinson and Road 72 and Residential and Commercial Uses Along Both Sides of Riggin Avenue/Betty Drive (reference **Figure 7-9**).
- ✓ **Alternative B** - West Growth Alternative with Town Center and Major Growth and Development Directed West of Road 64 (reference **Figure 7-10**)
- ✓ **Alternative C** - North Growth Alternative With Town Center South of Riggin Avenue Between Robinson and Road 72 With Commercial, Civic Center, and Business Park Uses Along Both Sides of Riggin Avenue (reference **Figure 7-11**)
- ✓ **Alternative D** - North Growth Alternative with a One-Way Couplet Along Riggin Avenue Between Robinson and Rd 76 Surrounded by Town Center, Civic, Commercial and Business Park Uses (reference **Figure 7-12**)

For ease of reference, **Tables 7-1 through 7-4** provide an overview of the land use designations associated with each of the alternatives, including the reasons for the designation. The tables provide information for each of the six (6) subareas (reference **Figure 7-13**) within Goshen including the following:

- ✓ **Subarea 1**: West of Road 64
- ✓ **Subarea 2**: Between Road 64 and SR 99
- ✓ **Subarea 3**: Between SR 99 and Union Pacific Railroad (UPRR)
- ✓ **Subarea 4**: Between UPRR and Road 72
- ✓ **Subarea 5**: Road 72 and Road 76
- ✓ **Subarea 6**: North of Riggin Avenue between Robinson and Road 76

In addition to the descriptions shown on **Tables 7-1 through 7-4**, it is important to identify the “pros and cons” of each of the four (4) alternatives in terms of the following issues:

- ✓ *Planning*
- ✓ *Environmental*
- ✓ *Engineering*
- ✓ *Community support*
- ✓ *Fiscal*

FIGURE 7-9 – Alternative A

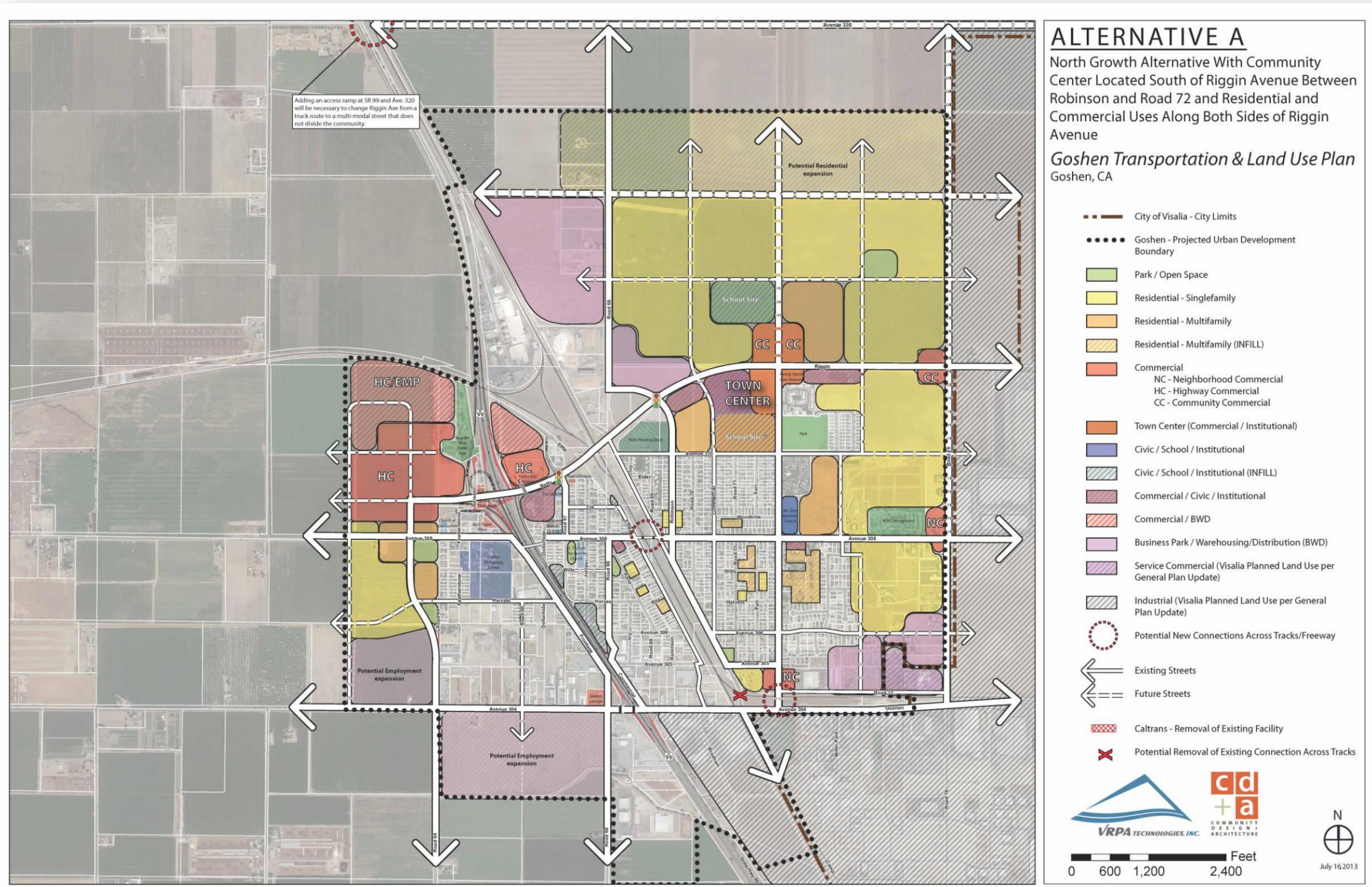


FIGURE 7-10 – Alternative B

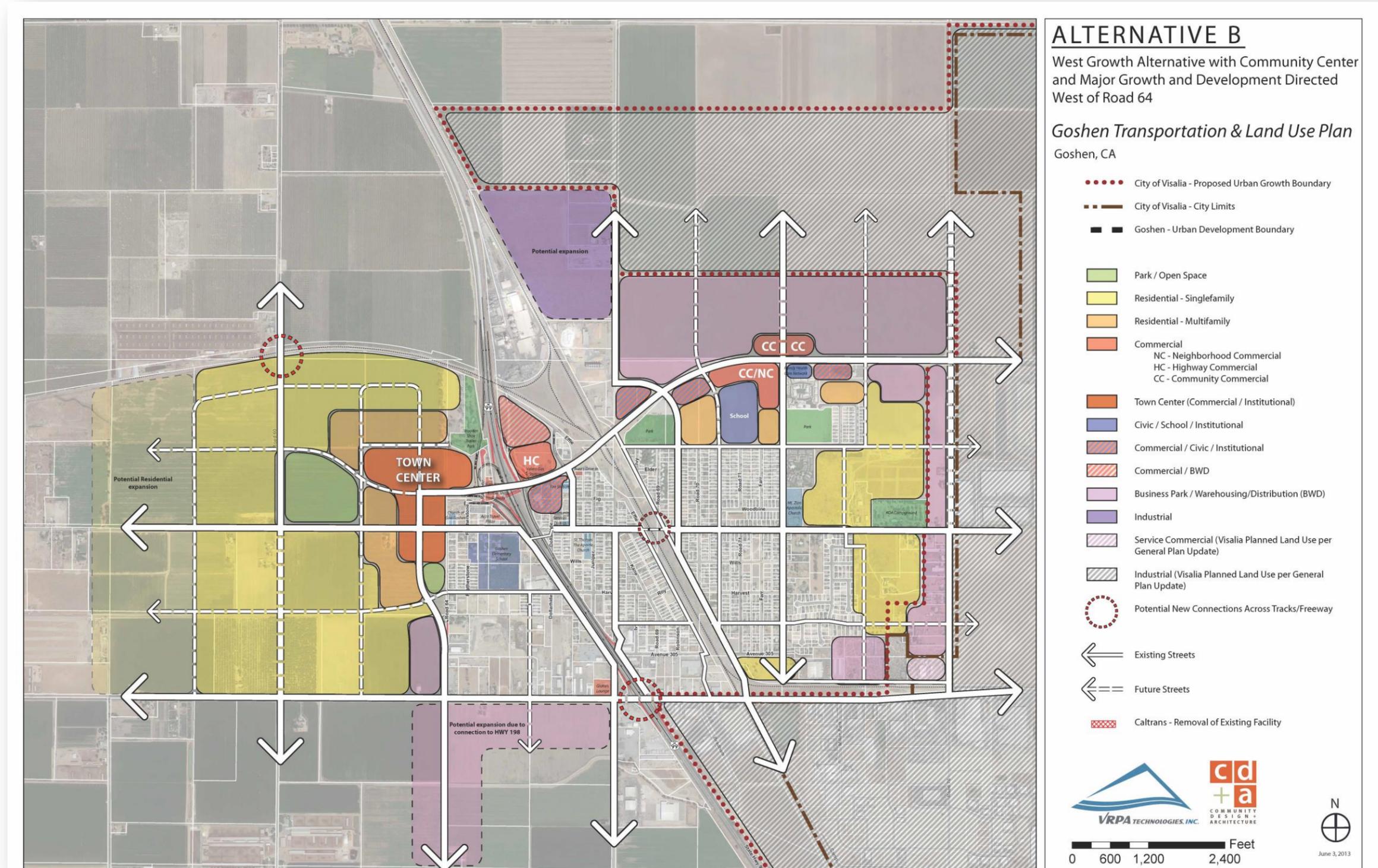


FIGURE 7-11 – Alternative C

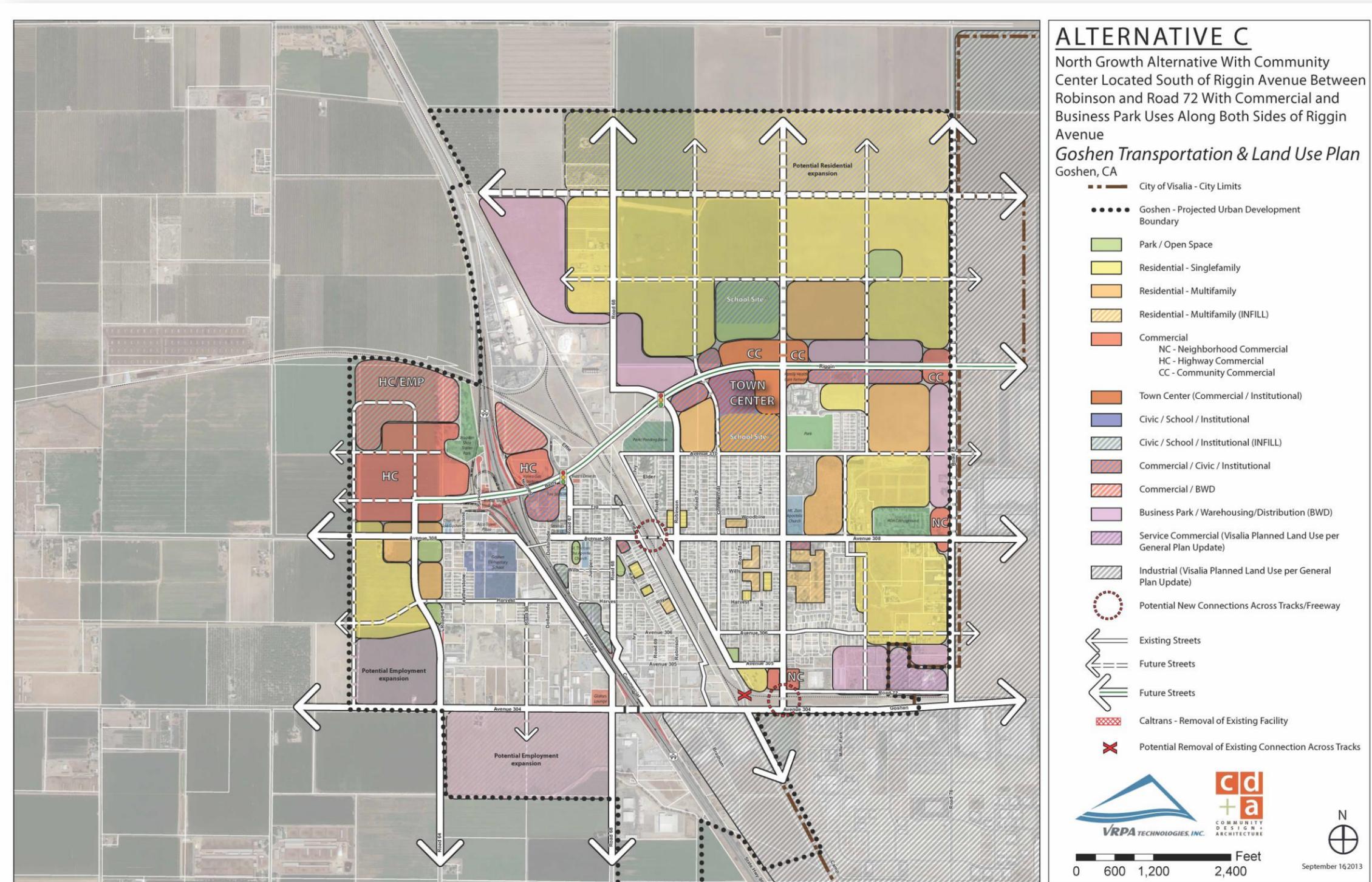


FIGURE 7-12 – Alternative D

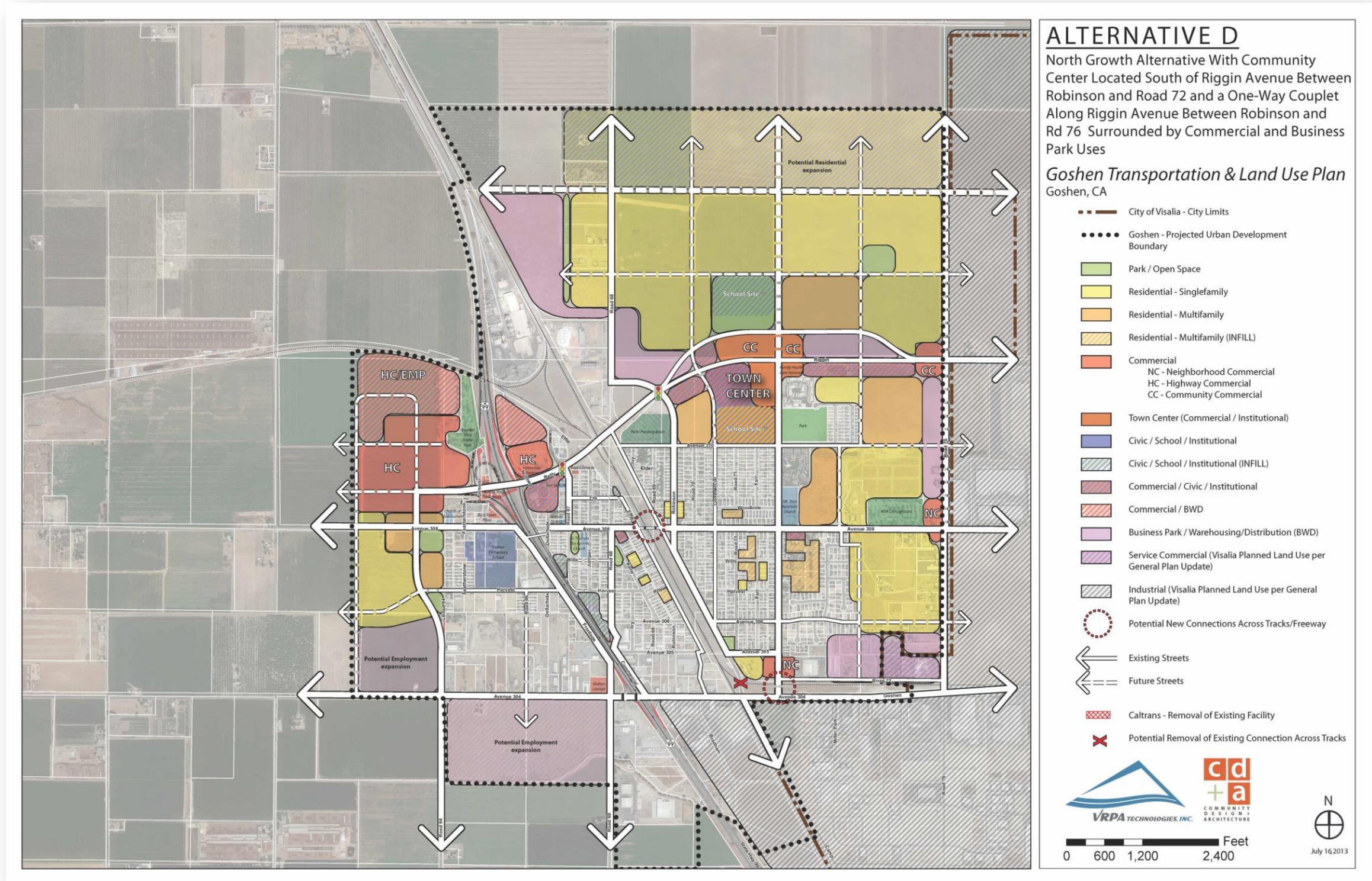


FIGURE 7-13 – Land Use Plan Sections

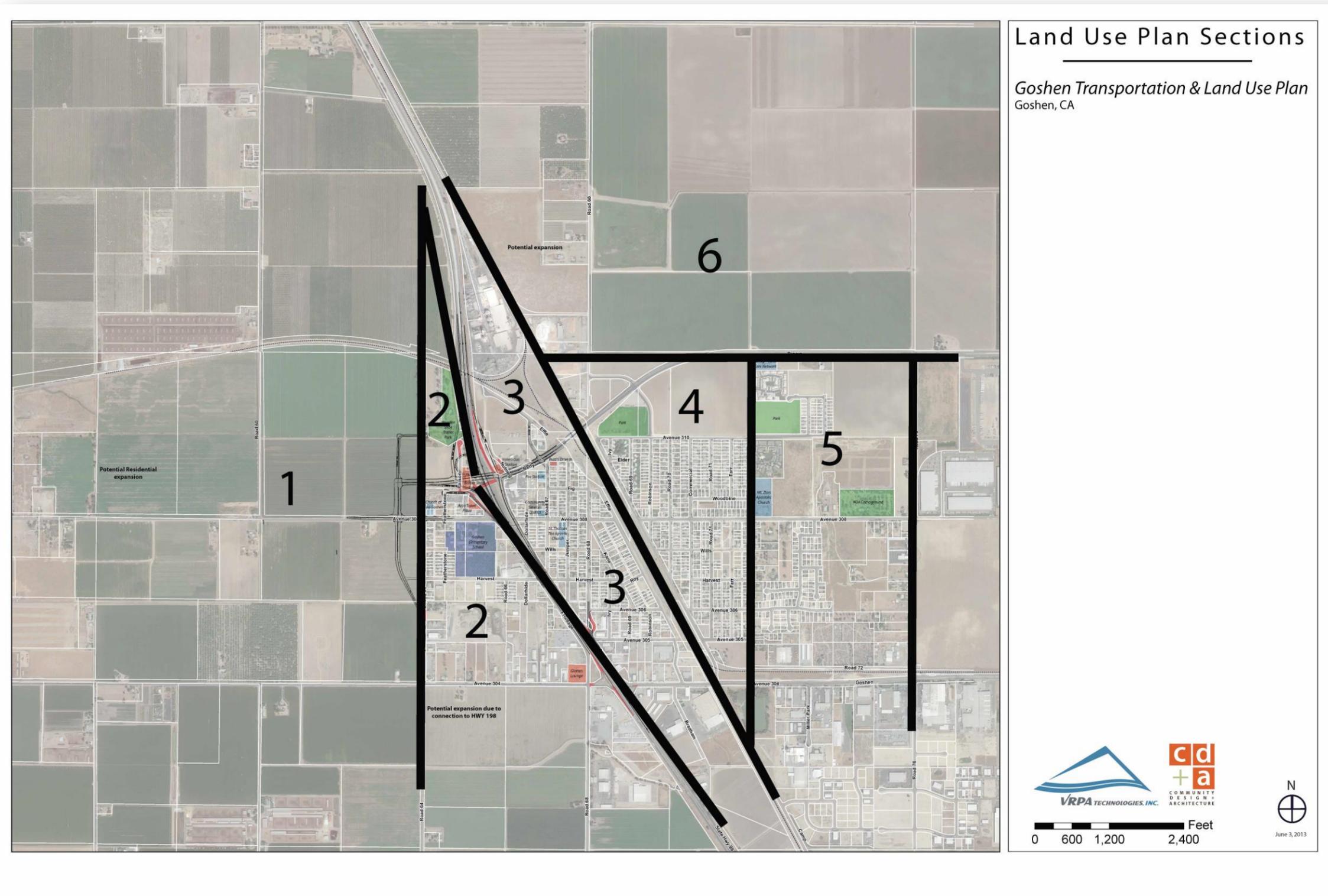


TABLE 7-1

GOSHEN TRANSPORTATION AND COMMUNITY PLAN
COMPARISON OF LAND USE AND TRANSPORTATION ALTERNATIVES
Alternative A

North Growth Alternative With Community Center Located South of Riggin Avenue Between Robinson and Road 72 and Residential and Commercial Uses Along Both Sides of Riggin Avenue

Land Use Designation	Subarea 1 West of Rd 64	Subarea 2 Rd 64 to SR 99	Section 3 SR 99 to UPRR	Section 4 UPRR to Rd 72	Section 5 RD 72 to Rd 76	Section 6 No. of Riggin Ave
Park / Open Space	Pocket Parks supportive of residential development	Existing RV Park	Pocket Parks supportive of residential development	New Community Park supportive of Town Center & Pocket Park supportive of residential development	Existing Park and HOA Campground	Park space adjacent to a school site to provide buffer from truck traffic and commercial uses along Riggin
Residential Single Family (SFR)	Provide new housing opportunities west of SR 99	N/A	Infill Development	Infill Development	Continued new SFR development including adjacent to south side of Riggin Ave.	Major growth area for SFR including adjacent to north side of Riggin Ave.
Residential Multiple Family (MFR)	Provide new housing opportunities west of SR 99	N/A	N/A	New MFR supportive of Town Center & buffering existing neighborhood	Major growth area for new MFR development	Major growth area for MFR adjacent to north side of Riggin Ave. & supportive of Town Center
Residential Multiple Family (Infill)	N/A	N/A	Infill development to utilize existing vacant parcels	Infill development to utilize existing vacant parcels	Infill development to utilize existing vacant parcels	N/A
Neighborhood Commercial (NC)	N/A	N/A	N/A	New NC to support retail needs of residential and industrial areas along Goshen Ave.	New NC to support retail needs of residential and industrial areas along Goshen Ave. & at Rd 76 & Ave. 308	N/A
Highway Commercial (HC)	Major HC development support by SR 99/Betty Dr. IC.	Major HC development support by SR 99/Betty Dr. IC.	Major HC development support by SR 99/Betty Dr. IC.	N/A	N/A	N/A
Community Commercial (CC)	N/A	N/A	N/A	Major new CC to support Town Center	Major new CC to support Town Center & new community gateway at Rd. 76 & Riggin Ave.	Major new CC to support Town Center
Town Center / Institutional	N/A	N/A	N/A	New TC to create focal point & sense of place & community identity	New TC to create focal point & sense of place & community identity	N/A
Civic/School/Institutional	N/A	N/A	N/A	New school to support growth & Town Center	N/A	New school to support major growth area
Civic/School/Institutional	N/A	Infill	Infill	N/A	N/A	N/A
Commercial/Civic/Institutional (CCI)	N/A	N/A	New CCI supportive buffering residential & supported by IC	Major CCI supportive of Town Center	New CCI buffering residential along south side of Riggin	N/A
Commercial / Business Warehouse Distribution (BWD)	Major C/BWD development support by SR 99/Betty Dr. Interchange (IC)	Major C/BWD development support by SR 99/Betty Dr. IC	Major C/BWD development support by SR 99/Betty Dr. IC	N/A	N/A	N/A
Business Park / Warehousing Distribution (BWD)	N/A	Expansion only beyond year 2040 needs	N/A	N/A	Growth area near existing industrial area	Major growth area adjacent to SR 99
Service Commercial (Visalia Planned Land Use per General Plan Update)	Expansion area only beyond Year 2040	N/A	N/A	N/A	Accommodate demand & consistent with Visalia GP Update	N/A
Industrial (Visalia Planned Land Use per General Plan Update)	N/A	N/A	Accommodate demand & consistent with Visalia GP Update	N/A	Accommodate demand & consistent with Visalia GP Update	N/A

TABLE 7-2

GOSHEN TRANSPORTATION AND COMMUNITY PLAN
COMPARISON OF LAND USE AND TRANSPORTATION ALTERNATIVES
Alternative B

West Growth Alternative with Community Center and Major Growth and Development Directed West of Road 64						
Land Use Designation	Subarea 1 West of Rd 64	Subarea 2 Rd 64 to SR 99	Section 3 SR 99 to UPRR	Section 4 UPRR to Rd 72	Section 5 RD 72 to Rd 76	Section 6 No. of Riggan Ave
Park / Open Space	Large park space for family recreation, sports and community events	Two parks near the school and to support multifamily uses	N/A	N/A	N/A	N/A
Residential Single Family	Primary land use designation to the west and north	N/A	N/A	N/A	Locates single family housing near job sites. Encourages walking and bicycling	N/A
Residential Multiple Family	Surrounding the Town Center to the north and southwest	Multifamily designated near school and park space	N/A	Located near commercial, civic, school and employment. Encourages non-motorized travel	Provides a balance of housing types facilitating walking and bicycling to school	N/A
Residential Multiple Family (Infill)	N/A	N/A	N/A	N/A	N/A	N/A
Neighborhood Commercial (NC)	N/A	N/A	N/A	Highly visible and accessible near multifamily, school and institutional uses	N/A	N/A
Highway Commercial (HC)	N/A	N/A	Serving local and highway traffic adjacent to SR 99/Betty Drive	N/A	N/A	N/A
Community Commercial (CC)	N/A	N/A	N/A	N/A	N/A	Satisfies the commercial needs of the adjacent industrial land use as well as the general community
Town Center / Institutional	Centered on Road 64 potential for sub-regional commercial and civic uses	Contains part of the Town Center in the northwest	N/A	N/A	N/A	N/A
Civic/School/Institutional	N/A	Goshen Elementary School	N/A	New school site	N/A	N/A
Civic/School/Institutional	N/A	N/A	N/A	N/A	N/A	N/A
Commercial/Civic/Institutional (CCI)	N/A	N/A	Highly visible and accessible space adjacent to the SR 99/Betty Drive interchange	Highly accessible along major arterial adjacent to commercial, school, and multifamily uses	Highly visible and accessible space adjacent to a principle arterial and residential development	N/A
Commercial / BWD	N/A	N/A	North of Betty Drive near interchange with SR 99	N/A	N/A	N/A
Business Park / Warehousing Distribution (BWD)	Extension of existing business and industrial area in the southwest	N/A	N/A	N/A	Buffers residential developments from Visalia's industrial park. Services both residential and industrial activities	Supported by adjacent industrial land use and maximizes exposure and access for arterial traffic
Service Commercial (Visalia Planned Land Use per General Industrial (Visalia Planned Land Use per General Plan Update)	N/A	N/A	N/A	N/A	N/A	N/A
	N/A	N/A	Existing use unchanged	N/A	N/A	N/A

TABLE 7-3

GOSHEN TRANSPORTATION AND COMMUNITY PLAN
COMPARISON OF LAND USE AND TRANSPORTATION ALTERNATIVES
Alternative C

North Growth Alternative With Community Center Located South of Riggin Avenue Between Robinson and Road 72 With Commercial and Business Park Uses Along Both Sides of Riggin Avenue

Land Use Designation	Subarea 1 West of Rd 64	Subarea 2 Rd 64 to SR 99	Section 3 SR 99 to UPRR	Section 4 UPRR to Rd 72	Section 5 RD 72 to Rd 76	Section 6 No. of Riggin Ave
Park / Open Space	Pocket Parks supportive of residential development	Existing RV Park	Pocket Parks supportive of residential development	New Community Park supportive of Town Center & Pocket Park supportive of residential development	Existing Park and HOA Campground	Park space adjacent to a school site to provide buffer from truck traffic and commercial uses along Riggin
Residential Single Family	Provide new housing opportunities west of SR 99	N/A	Infill Development	Infill Development	Continued new SFR development including adjacent to south side of Riggin Ave.	Major growth area for SFR including adjacent to north side of Riggin Ave.
Residential Multiple Family	Provide new housing opportunities west of SR 99	N/A	N/A	New MFR supportive of Town Center & buffering existing neighborhood	Major growth area for new MFR development	Major growth area for MFR north of Commercial and business parks along Riggin Ave near school.
Residential Multiple Family (Infill)	N/A	N/A	Infill development to utilize existing vacant parcels	Infill development to utilize existing vacant parcels	Infill development to utilize existing vacant parcels	N/A
Neighborhood Commercial (NC)	N/A	N/A	N/A	New NC to support retail needs of residential and industrial areas along Goshen Ave.	New NC to support retail needs of residential and industrial areas along Goshen Ave. & at Rd 76 & Ave. 308	N/A
Highway Commercial (HC)	Major HC development support by SR 99/Betty Dr. IC.	Major HC development support by SR 99/Betty Dr. IC.	Major HC development support by SR 99/Betty Dr. IC.	N/A	N/A	N/A
Community Commercial (CC)	N/A	N/A	N/A	Major new CC to support Town Center	Major new CC to support Town Center & new community gateway at Rd. 76 & Riggin Ave.	Major new CC to support Town Center
Town Center / Institutional	N/A	N/A	N/A	New TC to create focal point & sense of place & community identity	New TC to create focal point & sense of place & community identity	N/A
Civic/School/Institutional	N/A	N/A	N/A	New school to support growth & Town Center	N/A	New school to support major growth area
Civic/School/Institutional	N/A	Infill	Infill	N/A	N/A	N/A
Commercial/Civic/Institutional (CCI)	N/A	N/A	New CCI supportive buffering residential & supported by IC	Major CCI supportive of Town Center	New CCI buffering residential along south side of Riggin	New CCI buffering residential north of Riggin, supporting the Town Center
Commercial / BWD	Major C/BWD development support by SR 99/Betty Dr. IC.	Major C/BWD development support by SR 99/Betty Dr. IC.	Major C/BWD development support by SR 99/Betty Dr. IC.	N/A	N/A	N/A
Business Park / Warehousing Distribution (BWD)	N/A	Expansion only beyond year 2040 needs	N/A	N/A	Growth area buffering residential developments from Visalia's industrial park	Major growth area adjacent to SR 99 extending south across Road 68 to Riggin. Balances residential and employment.
Service Commercial (Visalia Planned Land Use per General Plan Update)	Expansion area only beyond Year 2040	N/A	N/A	N/A	Accommodate demand & consistent with Visalia GP Update	N/A
Industrial (Visalia Planned Land Use per General Plan Update)	N/A	N/A	Accommodate demand & consistent with Visalia GP Update	N/A	Accommodate demand & consistent with Visalia GP Update	N/A

TABLE 7-4

GOSHEN TRANSPORTATION AND COMMUNITY PLAN
COMPARISON OF LAND USE AND TRANSPORTATION ALTERNATIVES
Alternative D

North Growth Alternative With Community Center Located South of Riggin Avenue Between Robinson and Road 72 and a One-Way Couplet Along Riggin Avenue Between Robinson and Rd 76 Surrounded by Commercial and Business Park Uses

Land Use Designation	Subarea 1 West of Rd 64	Subarea 2 Rd 64 to SR 99	Section 3 SR 99 to UPRR	Section 4 UPRR to Rd 72	Section 5 RD 72 to Rd 76	Section 6 No. of Riggin Ave
Park / Open Space	Pocket Parks supportive of residential development	Existing RV Park	Pocket Parks supportive of residential development	New Community Park supportive of Town Center & Pocket Park supportive of residential development	Existing Park and HOA Campground	Community park serving multiple housing types and park space adjacent to school to provide buffer from truck traffic and commercial uses along Riggin
Residential Single Family	Provide new housing opportunities west of SR 99	N/A	Infill Development	Infill Development	Continued new SFR development including adjacent to south side of Riggin Ave.	Major growth area for SFR including adjacent to north side of Riggin Ave.
Residential Multiple Family	Provide new housing opportunities west of SR 99	N/A	N/A	New MFR supportive of Town Center & buffering existing neighborhood	Major growth area for new MFR development	Major growth area for MFR north of Commercial and business parks along Riggin Ave near school.
Residential Multiple Family (Infill)	N/A	N/A	Infill development to utilize existing vacant parcels	Infill development to utilize existing vacant parcels	Infill development to utilize existing vacant parcels	N/A
Neighborhood Commercial (NC)	N/A	N/A	N/A	New NC to support retail needs of residential and industrial areas along Goshen Ave.	New NC to support retail needs of residential and industrial areas along Goshen Ave. & at Rd 76 & Ave. 308	N/A
Highway Commercial (HC)	Major HC development support by SR 99/Betty Dr. IC.	Major HC development support by SR 99/Betty Dr. IC.	Major HC development support by SR 99/Betty Dr. IC.	N/A	N/A	N/A
Community Commercial (CC)	N/A	N/A	N/A	Major new CC to support Town Center	Major new CC to support Town Center & new community gateway at Rd. 76 & Riggin Ave.	Major new CC to support Town Center
Town Center / Institutional	N/A	N/A	N/A	New TC to create focal point & sense of place & community identity	New TC to create focal point & sense of place & community identity	N/A
Civic/School/Institutional	N/A	N/A	N/A	New school to support growth & Town Center	N/A	New school to support major growth area
Civic/School/Institutional	N/A	Infill	Infill	N/A	N/A	N/A
Commercial/Civic/Institutional (CCI)	N/A	N/A	New CCI supportive buffering residential & supported by IC	Major CCI supportive of Town Center	New CCI buffering residential along south side of Riggin	New CCI buffering residential north of Riggin, supporting the Town Center
Commercial / BWD	Major C/BWD development support by SR 99/Betty Dr. IC.	Major C/BWD development support by SR 99/Betty Dr. IC.	Major C/BWD development support by SR 99/Betty Dr. IC.	N/A	N/A	N/A
Business Park / Warehousing Distribution (BWD)	N/A	Expansion only beyond year 2040 needs	N/A	N/A	Growth area buffering residential developments from Visalia's industrial park	Major growth area adjacent to SR 99 extending south across Road 68 to Riggin. Balances residential and employment
Service Commercial (Visalia Planned Land Use per General Plan Update)	Expansion area only beyond Year 2040	N/A	N/A	N/A	Accommodate demand & consistent with Visalia GP Update	N/A
Industrial (Visalia Planned Land Use per General Plan Update)	N/A	N/A	Accommodate demand & consistent with Visalia GP Update	N/A	Accommodate demand & consistent with Visalia GP Update	N/A

- ✓ **Alternative A** - This alternative was developed to address a northerly pattern of new development as reflected in **Figure 7-9**. The alternative also includes infill development consistent with desires of the Goshen Community residents and business representatives attending the workshops. Residential and other uses are planned for areas to the north and south of Riggins Avenue
- Planning:
 - Pros:
 - Addresses a north growth focus advocated by the Community
 - Does not further divide, or segment, the Community but rather minimizes the existing segmentation by directing new community development north as a contiguous extension of the most recent and more standardized neighborhoods with a balance of land uses and improved access
 - Generally consistent with the adopted *Goshen Community Plan* to direct residential growth to the north of Riggins Avenue
 - Replaces the displaced existing Central Business District (CBD) with a cohesive CBD built around the Self Help Enterprises' apartment complex and the Family Health Care Network site
 - Cons:
 - Riggins Avenue between Robinson Road and Road 76 is expected to carry large volumes of truck traffic within the Community
 - Residential land uses along Riggins Avenue would be negatively impacted by high traffic and truck volumes
 - Places new residential development farther away from the existing elementary school
 - Environmental
 - Pros:
 - Directs residential growth away from the Visalia Municipal Airport traffic pattern and aircraft noise
 - Cons:
 - Ag land conversion on the north side of the Community
 - Possible residential use conflicts with the Visalia Industrial Park expansion
 - Engineering
 - Pros:
 - Development of a greenfield area with infrastructure master planning opportunities
 - Cons:
 - Sewer lift stations required for new development
 - May increase safe routes to school issues with residential development located further away from the existing elementary school
 - Community Support
 - Pros:
 - Addresses the north growth focus advocated by the Community
 - Does not divide the Community by directing new growth and development to the north of the existing Community vs. west of SR 99

- Cons:
 - Minimal comments expressed by the Community
- Fiscal
 - Pros:
 - Opportunity for the creation of an assessment district
 - Cons:
 - May require additional lanes along Riggin Avenue to accommodate expected Year 2040 traffic volumes
- ✓ **Alternative B** - This alternative was developed to address a westerly growth pattern of new development as reflected in **Figure 7-10**. The alternative also includes infill development consistent with desires of the Goshen Community residents and business representatives attending the workshops
 - Planning
 - Pros:
 - Growth and development would be located farther away from high traffic volumes along Riggin Avenue
 - Places new residential development closer to the existing elementary school; however, a new school site is planned east of SR 99
 - Industrial land use designations to the northwest are compatible with the Visalia Industrial Park expansion
 - Cons:
 - Is not supported by the Community
 - Divides the Community by directing new growth and development to the west of the existing Community vs. to the north of Riggin Avenue
 - The CBD would be located on the west side of the Community, which is directed away from a majority of the Goshen population located on the east side of SR 99
 - Environmental
 - Pros:
 - Residential land uses along Riggin Avenue will have lessened impacts created by high traffic volumes
 - Fewer conflicts with the Visalia Industrial Park expansion
 - Cons:
 - Directs residential growth toward the Visalia Municipal Airport traffic pattern and aircraft noise
 - Divides the Community by directing new growth and development to the west of the existing Community located primarily east of SR 99
 - Agricultural land conversion on the west side of the Community
 - Engineering
 - Pros:
 - Will minimize safe routes to school issues with residential development closer to the existing elementary school; however, a new school site is planned east of SR 99
 - Would not require the extension of Road 72 to Goshen Avenue (Avenue 304) or the railroad crossing since Road 72 would not be a major north-south route within Goshen

- Cons:
 - Would require a new bridge overcrossing of SR 99 along Goshen Avenue to accommodate enhanced east-west movement of trips between east and west Goshen
 - May require additional lanes along Betty/Riggin Ave within the Goshen Community
 - Sewer lift stations will be required for new development
- Community Support
 - Pros:
 - Minimal pros
 - Cons:
 - Not advocated by the Community
- Fiscal
 - Pros:
 - May delay additional lanes along Betty/Riggin within the Goshen Community
 - Cons:
 - May require additional lanes along Betty/Riggin within the Goshen Community
 - Sewer lift stations will be required for new development
- ✓ **Alternative C** - This alternative was developed to address a northerly growth pattern of new development as reflected in **Figure 7-11**. The alternative also includes infill development consistent with desires of the Goshen Community residents and business representatives attending the workshops. Finally, the alternative includes land uses (commercial, civic, town center, and business park) along Riggin Avenue necessary to buffer residential land uses planned along both sides of Riggin Avenue
 - Planning
 - Pros:
 - Does not divide the Community by directing new growth and development to the north of the existing Community vs. west of SR 99
 - Buffers residential land uses located along the north and south sides of Riggin with the placement of retail, service commercial, and business park development along Riggin
 - Replaces the displaced existing CBD with a cohesive CBD built around the Self Help Enterprises' apartment complex and the Family Health Care Network site
 - Generally consistent with the adopted *Goshen Community Plan* to direct residential growth to the north of Riggin Avenue
 - Cons:
 - May require additional lanes along Betty/Riggin within the Goshen Community
 - High volume truck traffic Riggin Avenue between Robinson and Rd. 76 may restrict the roadway from being a Complete Street or designed for alternative modes
 - Places new residential development farther away from the existing elementary school
 - Environmental
 - Pros:
 - Directs residential growth away from the Visalia Municipal Airport traffic pattern and aircraft noise

- Cons:
 - Residential land uses along the north side of Riggin could be negatively impacted by high traffic volumes
 - Possible residential land use conflicts with the Visalia Industrial Park expansion
- Engineering
 - Pros:
 - Infrastructure master planning opportunities
 - Would slow down traffic along Riggin Avenue to enhance walkability and biking
 - Cons:
 - Would potentially slow-down through traffic along Riggin Avenue
 - Riggin Ave between Robinson and Rd. 76 divides the Community in half and minimizes the roadway from being a Complete Street or designed for alternative modes
 - Sewer lift stations will be required for new development
 - May increase safe routes to school issues with residential development located further away from the existing elementary school; however, a new school site is planned east of SR 99
- Community Support
 - Pros:
 - Addresses the north growth focus advocated by the Community
 - Cons:
 - Minimal
- Fiscal
 - Pros:
 - Expands economic development and job creation
 - Cons:
 - Residential land uses along the north side of Riggin would be negatively impacted by high traffic volumes
- ✓ **Alternative D** - This alternative was developed to address a northerly growth pattern of new development as reflected in **Figure 7-12**. The alternative also includes infill development consistent with desires of the Goshen Community residents and business representatives attending the workshops. Finally, the alternative includes land uses (commercial, civic, town center, and business park) along a one-way couplet of Riggin Avenue between Robinson and Road 76 necessary to buffer residential land uses planned north and south of Riggin Avenue between Robinson and Road 76
 - Planning
 - Pros:
 - Addresses the north growth focus advocated by the Community
 - Buffers residential land uses located along the north and south sides of Riggin with the placement of retail, service commercial, and business park development between the one-way couplet
 - Supports the Complete Streets concept by allowing pedestrian, bike and transit access along and across Riggin Avenue

- Replaces the displaced CBD with a cohesive CBD built around the Self Help Enterprises' apartment complex and the Family Health Care Network site
- Generally consistent with the adopted *Goshen Community Plan* to direct residential growth to the north of Riggin Avenue
- Cons:
 - Places new residential development farther away from the existing elementary school; however, a new school site is planned east of SR 99
- Environmental
 - Pros:
 - Directs residential growth away from the Visalia Municipal Airport traffic pattern and aircraft noise
 - Cons:
 - Residential land uses along the north side of Riggin may be negatively impacted by high traffic volumes
 - Possible residential conflicts with the Visalia Industrial Park expansion
- Engineering
 - Pros:
 - Infrastructure master planning opportunities
 - Would slow down traffic along Riggin Avenue to enhance walkability and biking
 - Cons:
 - May have the potential to slow-down through traffic along Riggin, but the LOS would still be acceptable or meet the County's Minimum LOS "D" standard
 - Residential land uses along the north side of Riggin may be negatively impacted by high traffic volumes
 - Sewer lift stations will be required for new development
 - May increase safe routes to school issues with residential development located further away from the existing elementary school; however, a new school site is planned east of SR 99
- Community Support
 - Pros:
 - Addresses the north growth focus advocated by the Community
 - Cons:
 - Minimal
- Fiscal
 - Pros:
 - Creates assessment district opportunities
 - Optimizes economic development and job creation
 - Cons:
 - Financing improvements will require grant funding opportunities

8. Community Preferred Land Use & Transportation Framework Alternative

8.1 Introduction

Based upon results of Workshops #4 and #5, the Goshen Community identified their preference for growth and development in the Study Area. At Workshop #4, the Community strongly recommended the North Growth Alternative (reference Alternative A - [Figure 7-9](#)) as the preferred alternative for change in Goshen over the West Growth Alternative (reference Alternative B – [Figure 7-10](#)). At Workshop #5, attendees reviewed two other transportation and land use alternatives as described in [Section 7](#) of this Plan (reference Alternatives C and D – [Figures 7-11 and 7-12](#)). The alternatives primarily focused on differences in the land use pattern and the street system along Riggin Avenue between Robinson and Road 76.

8.2 Goshen Community Preferred Transportation and Land Use Alternative

With well over 50 Community members at the 4th Workshop, there was overwhelming support for the North Growth Alternative (reference [Figure 7-9](#)) coupled with a revised transportation system designation and land use pattern along Riggin Avenue (reference [Figure 7-12](#) in [Section 7](#) or [Figure 8-1](#) below), which was agreed to during Workshop #5. This alternative provides the basis for transportation infrastructure improvements listed in the following section of this summary.

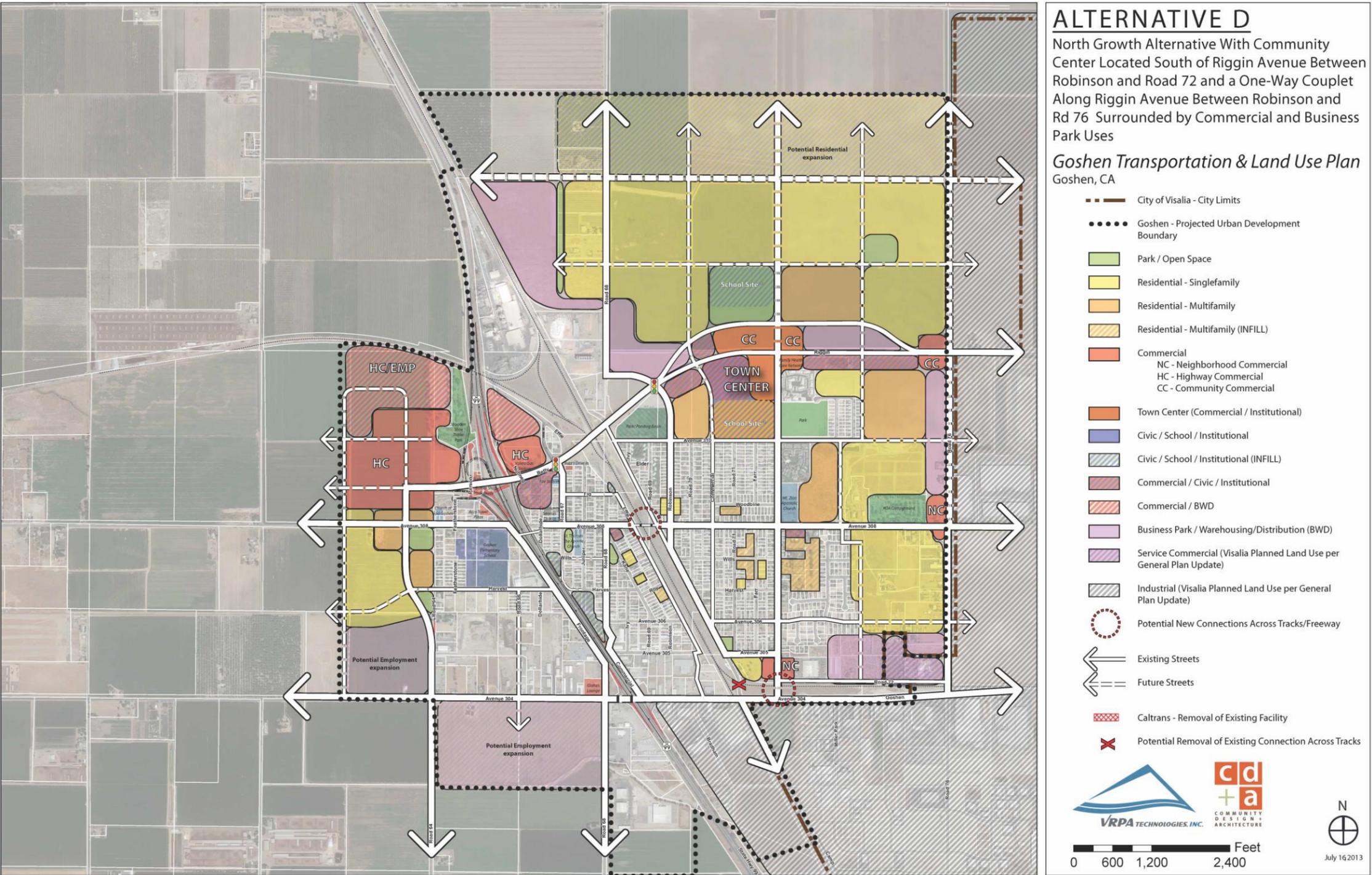
8.3 Use of Preferred Alternative

The Community's preferred alternative (Alternative D), along with the other alternatives (Alternatives A through C), prepared during the planning development process will be considered as RMA staff completes the *Goshen Community Revitalization Study* (expected in December 2014) and when they initiate preparation of the *Goshen Community Plan Update*, which is scheduled for adoption by the County Board of Supervisors in fall 2014.



Goshen residents participating during a mapping exercise at Workshop #4

FIGURE 8.1 – Alternative D (Preferred Alternative)



9. Infrastructure Program

9.1 Transportation Infrastructure Needs

The development of transportation initiatives for the Study Area emphasizes the roadway network but also includes recommendations for other transportation elements in the Study Area. At the present time, the roadway system dominates the transportation network in the Goshen Study Area. However, the land use and transportation alternatives were developed considering complete streets, safe routes to school, and traffic calming initiatives, as well as sustainability and environmental justice.

Recommendations for the future (Year 2040) transportation improvements are based on the capacity of the existing transportation network and the alternative land use plans. In determining the future transportation needs within the Study Area, the following geographic emphasis areas were considered:



Poor storm drainage presents challenges for pedestrians and bicyclists

- ✓ *East-West and North-South Improvements*
- ✓ *Town Center / Civic Center Area Planning*
- ✓ *Complete Streets / Safe Routes To School*
- ✓ *Local Area Improvements / Traffic Calming*

Review of the transportation system within the context of specific geographic emphasis areas allowed the project team to integrate transportation needs into the land planning process and vice versa. The following discussion expands on each emphasis area.

- ✓ *East-West and North-South Improvements* - For each of the alternatives, key east-west and north-south streets and roads are identified to address mobility needs of future growth and development. Major east-west corridors are shown in **Figures 7-9 through 7-12** and include Betty Drive/Riggin Avenue, Avenue 308, and Goshen Avenue (Avenue 304). Major north-south and diagonal (D) routes include Road 64, Frontage Road (D), Robinson Road, Camp Drive (D), Road 72, and Road 76. Each of these street and road facilities will play a key role in the multi-modal transportation system planned for the Goshen Community.

Based upon future year 2040 LOS segment and intersection analysis of major intersections and connecting segments along Betty Drive/Riggin Avenue, Avenue 308, Rasmussen Avenue, Avenue 304 (Goshen Avenue), Road 64, Frontage Road (D), Robinson Avenue, Camp Drive (D), Road 72, and Road 76, there is the potential that two roadways/streets within the Goshen Community will reach their capacity without additional lanes and traffic signals. The



Newly improved segment of Riggin Avenue in Goshen

two roadways/streets include Betty Drive/Riggin Avenue and Goshen Avenue (Avenue 304). Further analysis of the alternatives will be conducted as part of the *Goshen Community Plan Update* environmental review process.

For Alternatives A, C, and D, a new connection of Road 72 to Goshen Avenue across the San Joaquin Valley Railroad (SJVRR) tracks would be desirable since Road 72 is considered a major street providing access to the Town Center under each of those alternatives. This may require the potential elimination of the existing railroad crossing of Camp Drive at the SJVRR tracks located just north of Goshen Avenue (Avenue 304). For Alternative B, Road 72 would be downplayed since it would not connect to the Town Center. As a result, its connection to Goshen Avenue (Avenue 304) would not be necessary. However, a major improvement that would be necessary to provide adequate east-west connections between East and West Goshen would be a new bridge crossing of SR 99 along Goshen Avenue (Avenue 304).

- ✓ *Town Center / Civic Center Area Planning* - Town Centers are designed to serve as anchors to a Community's commercial corridors, and to accommodate major development activity. Town Centers are to be developed with an urban character that includes a mixture of office, commercial, and institutional uses, including mixed-use development, which provide shopping, business, cultural, education, recreation, entertainment, and housing opportunities.

Some Town Centers serve as major retail and employment centers locally and regionally, and should include development that promotes the Community as an activity center, while creating an environment conducive to business.

The Town Center included in each of the alternatives (reference [Figures 7-9 through 7-12](#)), provide for a new development type of land use for the Goshen Community. Currently, Goshen residents perceive their Community Center as being the elementary school, but the planned construction of the SR 99/Betty Drive interchange will eventually displace businesses located near the school, and interrupt current traffic patterns. However, planned improvements of the Betty Drive / SR 99 Interchange are intended to improve capacity of the interchange and to accommodate future traffic demand generated by land development within the Goshen Community and the surrounding region. The project involves widening a segment of Betty Drive and Road 64 to provide more efficient traffic flow surrounding the interchange. The project will also satisfy the regional and system transportation planning issues surrounding the interchange. The Town Center concept provides recommendations to relocate the displaced existing Central Business District CBD with a cohesive CBD built around Self Help and Family health Care network sites. Each of the alternatives provides an opportunity for residents and businesses in the Community to create a sense of place; a focal point for the Community that they can relate to and feel proud of.

- ✓ *Active Transportation including Complete Streets and Safe Routes to School* - The alternatives have considered new and existing streets and roads that can be designed to accommodate diverse or active modes, users and activities including walking, cycling, public transit, automobile, nearby businesses and residents. Such street design helps create more multi-modal transport systems and more livable communities.

Complete streets can provide residents direct and indirect benefits including improved accessibility for non-drivers, user savings and affordability, energy conservation and emission reductions, improved community livability, improved public fitness and health, and

support for strategic development objectives such as urban revitalization and reduced sprawl. Net benefits depend on the latent demand for alternative modes and more compact development, and the degree that complete street projects integrate with other planning reforms such as smart growth, sustainable land use and transportation planning, and transportation demand management (TDM).



Existing pedestrian bridge crossing State Route 99

Safe routes to school programs are designed to decrease traffic and pollution and increase the health and safety of children and the community. The programs promote walking and biking to school, using education and incentives to show how much fun it can be! The program also addresses parents' safety concerns by educating children and the public, partnering with traffic law enforcement, and developing plans to create safer streets. Safe routes to schools within Goshen would be designed to accommodate the safe travel of school children to and from the existing Goshen Elementary School located west of SR 99 and the planned school site referenced in each of the alternatives. One specific improvement project focused on during development of this Plan included the proposed connection of Featherstone Avenue between Betty Drive/Road 64 and Avenue 308 in front of the school. Another key and important project to the Goshen Community is the need for a



Warning signage in school zones

pedestrian crossing over the UPRR tracks between Riggan Avenue and Goshen Avenue (Avenue 304). Currently, residents and students cross the UPRR tracks near the Avenue 308 alignment without any provision of safety or train warning equipment. Residents and school children are crossing the tracks near this location because of the circuitous movements they are required to make to access the existing pedestrian bridge located between the east side of Road 67 and the east side of the Goshen Elementary School. The circuitous route requires them to travel north and east to access Riggan Avenue, then travel west on Riggan Avenue to Road 67. Once at Road 67 they travel south to the existing pedestrian bridge.

Each of the alternatives is again dependent upon the timely provision of traffic safe routes to school that address critical existing and future pedestrian and bicycle safety needs.

- ✓ *Local Area Improvements / Traffic Calming* - The condition of existing street and roadway facilities in the Study Area ranges from good to poor condition. Through the opinion survey and through discussions at each of the six (6) public workshops held to develop this Plan, the Goshen Community residents emphasized the need to improve the street and road



Traffic Calming application to restrict large trucks into neighborhoods

system including the provision of curbs and gutters, paving of existing unpaved roads, sidewalk and bicycle system improvements, and street and road maintenance. Each of the alternatives is dependent upon the timely provision of local area improvements that address existing and future Community needs.

Traffic calming programs are designed to make residential streets safer for drivers, pedestrians and bicyclists. The programs use several roadway engineering tools to “calm” vehicular traffic by making it slow down and move more safely. Such tools include:

- Street speed humps
- Curb bump-outs
- Roundabouts
- Cul-de-sacs

Various solutions are used to address specific traffic issues--there is no "one-size-fits-all" application of traffic-calming tools. Various types of tools are described in [Section 4](#) (Opportunities and Constraints) of this Plan.

During the workshops and based upon results of the Community Survey process, residents voiced their frustration with heavy-duty truck movements through their neighborhoods to access Riggins Avenue and head west to the Betty Drive / SR 99 interchange. During Public Workshop #3, a number of alternative traffic calming techniques were presented, which were well received by those in attendance. One priority location for the application of traffic calming would be to restrict through truck movements along Robinson between Camp Drive and Riggins Avenue with placement of bollards that restrict large vehicles but allow the safe movement and access for automobiles, reduced pavement width, etc. Another priority candidate for truck restriction techniques is at Avenue 308 and Road 76. Trucks are entering Goshen along Avenue 308 (Ferguson) from the east along a dirt road and traveling across Road 76 to access paved sections of Road 308 within the Goshen Community and travel through existing neighborhoods to travel north or south to access the existing industrial area south along or near Goshen Avenue or to the north to Riggins Avenue.



Traffic Calming application using chicanes to restrict large trucks into neighborhoods

Each of the alternatives is dependent upon the timely provision of traffic calming techniques and applications that address existing and future traveler safety and neighborhood preservation needs.

✓ *Alternative Transportation Modes*

- *Pedestrian/Bicycle* - Sidewalk and biking facilities exist in certain areas of the Study Area, but there is a lack of connectivity between the facilities that do exist. Emphasis should be placed on providing sidewalks/bicycle facilities with all future roadway or development projects. In addition, building connections between adjacent but non-connected pedestrian destinations will enhance the safety and attractiveness of walking as an alternative mode of transportation. Bicycle facilities could be feasibly expanded by including provisions for bicycle paths or lanes with selected future roadway projects in the Study Area as referenced in **Figures 7-9 through 7-12**.
- *Public Transit* - Public transportation opportunities exist within the Study Area through Route 6 planned and operated by Visalia Transit. Visalia Transit recently restructured the transit route system throughout its system including within Goshen. Route 6 has been recently updated and the Route has been extended from the Visalia Transit Center, along Goshen Avenue (Avenue 304), Divisadero Street, to the Wal-Mart on Houston Avenue, Akers Avenue, to the Visalia Medical Clinic (VMC), Hurley Street and to the Community of Goshen.

Visalia Transit is in the process of initiating development of the *Year 2040 Long Range Transit Plan* (LRTP) Update. That planning process will look at transit needs within the Visalia Transit service area (including Goshen) through to the Year 2040. A key stop in the Goshen Community to address future growth and development will include a future stop near the proposed Town Center to enhance mobility and reduce air pollution.

9.2 Conclusion

Goshen is currently a segmented community with disparate characteristics and infrastructure conditions such as the following:

- ✓ *Is divided by significant impassable features* including a major and active mainline railroad property and a semi depressed freeway
- ✓ *Residents of Goshen currently face travel safety issues* beyond those found in most communities. These safety issues are felt by the Community in each of the divided sections referenced in **Figure 7-13**
- ✓ *Land use patterns that require frequent movement* between the sections often requiring long trips that are difficult for all residents but especially transit dependent residents and employees represented by a large population of low income residents. Auto ownership improves these conditions but the segmentation still presents difficult and circuitous travel even for short distances within Goshen

9.3 What the Plan Contains

The Plan provides for the following:

- ✓ *A more connected or contiguous community* with improved access and safety
- ✓ *A balance of land uses* that facilitates walking bicycling and public transit
- ✓ *More employment opportunities* that are closer to residential developments and that make walking and bicycling relevant for residents
- ✓ *A wider mix of housing types* that attracts new residents and encourages smart growth and stronger economic conditions
- ✓ *Additional capture of the highway commercial economy* enhancing Goshen's business and industry, and providing additional Community revenues from employment opportunities and revenue producing retail sales

Under this integrated Transportation and Land Use Plan, the Goshen Community can become a vibrant, viable and sustainable community.



Example of streetscape enhancements for potential application in a Town Center or Central Business District Area

10. Implementation Program

10.1 Implementation Program

Based upon the transportation infrastructure needs identified in [Section 9](#) of this Plan, a number of improvements will be required to address mobility needs in the Goshen Community. These mobility needs have been analyzed in terms of technical need, as well as to address mobility options and traveler safety. In addition, implementation must be based upon realistic expectations of funding sources and budgetary considerations over the long term.

Once adopted, the Plan can begin to inform and affect County policy, such as County Land Use, Transportation, and Capital Improvement Plans. It can also serve as a tool to coordinate planning, design, and funding activities. In this context it should be understood that funding for the implementation of any of the design concepts in this Plan is contingent upon:

- ✓ *The availability of funds* and competing priorities across the county
- ✓ *A match between a project's intent and the eligibility and scoring criteria* dictated by a given (grant) funding source
- ✓ *The Goshen Community and County engaging in joint grant application* work will be necessary and a key factor for success
- ✓ *Ongoing monitoring and advocacy by the Goshen Community* with respect to County budgets and spending priorities will be necessary and is encouraged
- ✓ *Maintaining a positive, ongoing relationship* between stakeholders from the Goshen Community and County staff and elected officials is strongly encouraged

Table 10-1 provides an overview of “next steps” to immediately follow the completion of the Goshen Transportation and Community Plan. It also outlines the continuing implementation process and actions required to keep the implementation process moving forward through 2013 and into 2014 and beyond.

When considering the implementation of improvements discussed in this Plan it is important to consider opportunities for implementing a project in phases. For this purpose, the Short-, Medium-, and Long-Term Improvement Program (reference [Table 10-2](#)) was prepared considering transportation infrastructure needs identified in the preferred alternative or Alternative D (reference [Figures 7-12 or 8-1](#)). It is understood that not all of the projects listed in each of the phases will be constructed during the phase identified due to the funding constraints. As a result, it may be appropriate to identify low-cost “early improvement opportunities”. These could be:

- ✓ *The implementation of “Striping first”* rather than the moving or installation of new curbs where this is feasible
- ✓ *The implementation of test or pilot projects* prior to the implementation of full improvements (this may build community support for the improvement)
- ✓ *The advancing of design plans* to a point in the project development process where they can be funneled into and “co-implemented” with other projects. An example of such projects might be roadway paving projects

TABLE 10-1
Goshen Transportation and Community Plan – Next Steps

Timeline	Next Steps/Action Items
January 2014	✓ Present Study to the Tulare County Board of Supervisors
2014	<ul style="list-style-type: none"> ✓ County to use Plan to complete the Goshen Revitalization Study and the Goshen Community Plan Update ✓ County and TCAG discuss regional circulation issues ✓ County and the Goshen Community collaborate in identifying potential funding sources ✓ County and the Goshen Community coordinate which projects can be funded locally and approved without a lengthy process (revised list of short-term projects) ✓ County to submit eligible projects to TCAG for inclusion in the Regional Transportation Plan and the Federal Transportation Improvement Program ✓ County and the Goshen Community collaborate in writing grant applications to programs that can fund projects on the Short-, Medium-, and Long-Term project list
2014 and beyond	<ul style="list-style-type: none"> ✓ Conduct Design Development and Environmental Clearance for funded and programmed short-term projects ✓ County and the Goshen Community continue to collaborate in writing grant applications to capital grant programs ✓ Preparation of Construction Documents for projects that have been funded and programmed ✓ Construct funded projects

Several different “avenues” are available for the funding of the transportation improvements discussed in this Plan, including:

- ✓ *Federal and State grant programs*
- ✓ *Tulare County Capital Improvement Program*
- ✓ *Local tax initiatives*, such as Measure R funding
- ✓ *TCAG* – includes projects in the Regional Transportation Plan (RTP) and in the Federal Transportation Improvement Plan (FTIP)

Table 10-3 provides an overview of the funding sources currently available to fund the further design and construction of the improvements outlined in this Plan.

TABLE 10-2
Project Cost Summary

Short-Term Projects	Cost
Pedestrian Overcrossing at Avenue 308 and Railroad	\$5,184,000
*Pedestrian Undercrossing at Avenue 308 and Railroad	\$7,100,650
** Traffic Signal at Betty Drive and Road 64	\$0.00
Camp Drive Traffic Calming	\$375,913
Avenue 305 Traffic Calming	\$130,011
Avenue 308 Traffic Calming	\$313,332
*** Traffic Signal at Riggin Avenue and Road 72	\$581,345
Avenue 308 Bike Facilities - Road 64 to Frontage Road	\$133,692
Avenue 308 Bike Facilities - SR 99 to Road 76	\$544,953
Road 72 Bike Facilities - Betty Drive to Rasmussen Avenue	\$867,924
Camp Drive Bike Facilities and Eastside Sidewalk - Betty Dr. to Goshen Ave.	\$871,695
Kame Drive - Avenue 305 to Avenue 306	\$271,879
Robinson Road - Avenue 305 to Avenue 306	\$284,148
Curb, Gutter, and Drainage - Various Locations	\$650,000
Roadway Maintenance	\$1,800,000
Short Term Total	\$12,008,892
Medium-Term Projects	Cost
Road 76 Extension - Avenue 308 to Riggin Avenue	\$3,794,384
Robinson Road Extension - Fig Avenue to Avenue 308	\$576,914
*** Traffic Signal at Riggin Avenue and Road 76	\$ 870,005.00
*** Traffic Signal at Goshen Avenue and Road 76	\$ 870,005.00
Road 68 Bike Facilities - Avenue 308 to Commercial Road	\$517,390
Avenue 310 Bike Facilities - Camp Drive to Road 72	\$1,077,407
Road 67 Bike Facilities - Betty Drive to Avenue 308	\$513,549
Frontage Road Bike Facilities - Harvest Avenue to Avenue 304	\$303,590
Avenue 308 Sidewalk - Camp Drive to Road 72	\$770,369
Avenue 308 Sidewalk - Road 72 to Road 76	\$1,174,143
Avenue 308 Sidewalk - SR 99 to Effie Drive	\$585,705
Avenue 308 Sidewalk - Featherstone Road to Frontage Road	\$459,739
Road 72 Sidewalk - Riggin Avenue to Rasmussen Avenue	\$1,863,797
Wills Avenue - Road 71 to Road 72	\$567,796
Farr Road - Avenue 308 to Harvest Avenue	\$757,584
Curb, Gutter, and Drainage - Various Locations	\$1,410,000
Roadway Maintenance	\$1,800,000
Medium-Term Total	\$17,912,377

TABLE 10-2 (Cont.)
Project Cost Summary

Long-Term Projects	Cost
Road 72 Extension - Rasmussen Ave. to Goshen Ave. and Camp Dr. Closure	\$1,536,439
**** Riggin Avenue Couplet Alternative	\$12,103,583
Widen Betty Drive to 6 lanes - Road 64 to SR 99	\$1,810,803
Widen Betty Drive/Riggin Avenue to 6 lanes - SR 99 to Plaza Drive	\$18,548,294
Widen Goshen Avenue to 4 lanes - Road 72 to Road 76	\$2,520,738
Widen Goshen Avenue to 6 lanes - Road 76 to Plaza Drive	\$2,790,538
*** Traffic Signal at Goshen Avenue and Road 72	\$1,010,095
Avenue 306 Bike Facilities and Sidewalks - Road 68 to Effie Drive	\$469,552
Avenue 306 Bike Facilities and Sidewalks - Camp Dr. to Cottontail St.	\$366,319
Avenue 305 Bike Lane and Sidewalks - Camp Drive to Road 72	\$242,409
Commercial Road Bike Facilities and Sidewalks - Avenue 310 to Avenue 306	\$388,892
Wills Avenue - Juniper Street to Road 68	\$205,066
Camp Drive Westside Construction - Betty Drive to Avenue 305	\$1,128,300
Road 76 - Avenue 308 to Goshen Avenue	\$2,510,508
Curb, Gutter, and Drainage - Various Locations	\$650,000
Roadway Maintenance	\$1,800,000
***** Avenue 304 Overcrossing of UPRR and SR 99	\$30,000,000
Long-Term Total	\$65,977,952
TOTAL	\$95,899,221
<p>* Undercrossing cost not included in the total</p> <p>** The traffic signal is to be provided as part of the Betty Dr. / SR 99 Interchange Improvement Project</p> <p>*** Traffic Signals can be replaced with Roundabouts at a cost of approximately \$1.5 to \$3.0 million</p> <p>**** Couplet Alternative cost not included in the total</p> <p>***** Overcrossing to provide east-west alternative to relieve traffic demand along Betty/Riggin - Cost estimate based upon costs of other similar projects</p>	

TABLE 10-3
Goshen Improvement Project Funding Matrix

No.	Project	Est. Order of Mag. Costs	Timing (pending approved funding)			Potential Funding Sources												
			Short-Term (1 to 2 yrs.)	Mid-Term (2 to 5 yrs.)	Long-Term (> 5 yrs.)	CMAQ	MAP 21 Trans. Alts	MAP 21 STP	Measure R Regional	Local Measure R (County)	County Measure R Bike/Transit/Envir.	State Active Trans. Program	State Trans. Devel. Act	State Cap and Trade Funds	CDBG Grants	Devel. Impact Fees	Goshen Community	Other Privately Raised Funds
Bike Priority Streets																		
1	Avenue 308 Bike Facilities - Road 64 to Frontage Road	\$133,692	X			X	X	X			X	X	X	X				
2	Avenue 308 Bike Facilities - SR 99 to Road 76	\$544,953	X			X	X	X			X	X	X	X				
7	Road 72 Bike Facilities - Betty Drive to Rasmussen Avenue	\$867,924	X			X	X	X			X	X	X	X				
3	Road 68 Bike Facilities - Avenue 308 to Commercial Road	\$517,390		X		X	X	X			X	X	X	X				
4	Avenue 310 Bike Facilities - Camp Drive to Road 72	\$1,077,407		X		X	X	X			X	X	X	X				
5	Road 67 Bike Facilities - Betty Drive to Avenue 308	\$513,549		X		X	X	X			X	X	X	X				
6	Frontage Road Bike Facilities - Harvest Avenue to Avenue 304	\$303,590		X		X	X	X			X	X	X	X				
Pedestrian Priority Streets																		
1	Avenue 308 Sidewalk - Camp Drive to Road 72	\$770,369		X		X	X	X			X	X	X	X				
2	Avenue 308 Sidewalk - Road 72 to Road 76	\$1,174,143		X		X	X	X			X	X	X	X				
3	Avenue 308 Sidewalk - SR 99 to Effie Drive	\$585,705		X		X	X	X			X	X	X	X				
4	Avenue 308 Sidewalk - Featherstone Road to Frontage Road	\$459,739		X		X	X	X			X	X	X	X				
5	Road 72 Sidewalk - Riggins Avenue to Rasmussen Avenue	\$1,863,797		X		X	X	X			X	X	X	X				
6	Pedestrian Overcrossing at Avenue 308 and Railroad	\$5,184,000	X			X	X	X			X	X	X	X				
7	Pedestrian Undercrossing at Avenue 308 and Railroad	\$7,100,650	X			X	X	X			X	X	X	X				
Combined Pedestrian and Bicycle Priority Streets																		
1	Camp Drive Bike Facilities and Eastside Sidewalk - Betty Dr. to Goshen Ave	\$871,695	X			X	X	X			X	X	X	X				
2	Avenue 306 Bike Facilities and Sidewalks - Road 68 to Effie Drive	\$469,552			X	X	X	X			X	X	X	X				
3	Avenue 306 Bike Facilities and Sidewalks - Camp Dr. to Cottontail St	\$366,319			X	X	X	X			X	X	X	X				
4	Avenue 305 Bike Lane and Sidewalks - Camp Drive to Road 72	\$242,409			X	X	X	X			X	X	X	X				
5	Commercial Road Bike Facilities and Sidewalks - Avenue 310 to Ave	\$388,892			X	X	X	X			X	X	X	X				
Neighborhood Traffic Calming Treatments																		
1	Camp Drive Traffic Calming	\$249,554	X			X	X	X			X	X						
2	Avenue 305 Traffic Calming	\$89,660	X			X	X	X			X	X						
Traffic Signals																		
1	* Traffic Signal at Betty Drive and Road 64	\$0		X		X	X	X			X	X						X
2	** Traffic Signal at Riggins Avenue and Road 76	\$870,005		X		X	X	X			X	X						X
3	** Traffic Signal at Goshen Avenue and Road 76	\$870,005		X		X	X	X			X	X						X
4	** Traffic Signal at Riggins Avenue and Road 72	\$581,345	X			X	X	X			X	X						X
5	** Traffic Signal at Goshen Avenue and Road 72	\$1,010,095			X	X	X	X			X	X						X
Curb, Gutter, & Drainage Facilities																		
1	Curb, Gutter, and Drainage - Various Locations	\$650,000	X			X	X	X			X	X				X	X	
2	Curb, Gutter, and Drainage - Various Locations	\$1,410,000		X		X	X	X			X	X			X	X		
3	Curb, Gutter, and Drainage - Various Locations	\$650,000			X	X	X	X			X	X			X	X		
Roadway Maintenance																		
1	Roadway Maintenance	\$1,800,000	X					X			X							
2	Roadway Maintenance	\$1,800,000		X				X			X							
3	Roadway Maintenance	\$1,800,000			X			X			X							
New Streets																		
1	Kame Drive - Avenue 305 to Avenue 306	\$271,879	X					X			X							
2	Robinson Road - Avenue 305 to Avenue 306	\$284,148	X					X			X							
3	Wills Avenue - Road 71 to Road 72	\$567,796		X				X			X							
4	Farr Road - Avenue 308 to Harvest Avenue	\$757,584		X				X			X							
5	Wills Avenue - Juniper Street to Road 68	\$205,066			X			X			X							
6	Camp Drive Westside Construction - Betty Drive to Avenue 305	\$1,128,300			X			X	X		X							X
7	Road 76 - Avenue 308 to Goshen Avenue	\$2,510,508			X			X	X		X							X
8	Road 76 Extension - Avenue 308 to Riggins Avenue	\$3,794,384		X				X	X		X							X
9	Robinson Road Extension - Fig Avenue to Avenue 308	\$576,914		X				X			X							
10	Road 72 Extension - Rasmussen Ave. to Goshen Ave. & Camp Dr. Closure	\$1,536,439			X			X			X							
11	Avenue 304 Overcrossing of the UPRR and SR 99	\$30,000,000			X			X	X		X							X
Lane Widening																		
1	Riggins Avenue Couplet Alternative	\$12,103,583			X			X	X		X				X	X		
2	Widen Betty Drive to 6 lanes - Road 64 to SR 99	\$1,810,803			X			X	X		X			X	X			
3	Widen Betty Drive/Riggins Avenue to 6 lanes - SR 99 to Plaza Drive	\$8,258,294			X			X	X		X							X
4	Widen Goshen Avenue to 4 lanes - Road 72 to Road 76	\$2,520,738			X			X	X		X							X
5	Widen Goshen Avenue to 6 lanes - Road 76 to Plaza Drive	\$2,790,538			X			X	X		X							X

* The traffic signal is to be provided as part of the Betty Drive / SR 99 Interchange Improvement Project
 ** Traffic Signals can be replaced with Roundabouts at a cost of approximately \$1.5 to \$3.0 million

11. Acknowledgements

11.1 *Goshen Transportation and Community Plan Steering Committee*

- ✓ A. N. Rodriguez, Resident and Environmental Justice Representative
- ✓ Bob Berazynski, Western Milling
- ✓ Tom Collishaw, Vice President, Self Help Enterprises
- ✓ Kevin Kruse, CEO, Western Milling

11.2 *Other Agencies Consulted*

- ✓ Lorena Mendibles, Caltrans, District 6
- ✓ Marta Frausto, Caltrans, District 6
- ✓ Ted Smalley, Executive Director, TCAG
- ✓ Ben Kimball, Deputy Executive Director, TCAG
- ✓ Mark Hayes, Senior Regional Planner, TCAG
- ✓ Marvin Demmers, Regional Planner
- ✓ Marty Cox, Visalia Transit

11.3 *Tulare County Representatives*

- ✓ Jake Raper Jr., Director, RMA
- ✓ Michael Spata, Assistant Director, Planning, RMA
- ✓ Laurie Mercer, Grants Manager, RMA
- ✓ Fred Brusuelas, Chief Planner, Goshen Study Manager, RMA
- ✓ David Bryant, Special Projects Manager, RMA
- ✓ Charles Przybylski, Planner, RMA
- ✓ Kunabalan Muthusamy, Chief Engineer, RMA
- ✓ Reed Schenke, Engineer III – Design, RMA
- ✓ Peggy O’Connor, Grants Division, RMA
- ✓ Karen Haight, Health Officer, Tulare County Health Department
- ✓ Bruce Webber, P.E., Former Chief Engineer Transportation, RMA

11.4 *Goshen Transportation and Community Plan Consultant Team*

- ✓ VRPA Technologies, Inc. – Lead Consultant Firm:
 - Georgiena Vivian, President, VRPA Technologies, Inc., Project Manager
 - Erik Ruehr, P.E., Dir. of Traffic Engineering
 - Kerry Colvin, Ph.D., M.Ed., Transportation Engineer, Assistant Project Manager
 - Jason Ellard, Transportation Engineer
 - Erica Thompson-Myers, T.E., Traffic Engineer
 - Jeff Stine, Transportation Planner,
 - Dena Graham, Marketing/Research Specialist
 - Reyna Castellanos, Environmental Justice Specialist
- ✓ Community Design + Architecture – Subconsultant, Land Use Design
 - Thomas Kronemeyer, Associate Principle
 - Bharat Singh, Associate
- ✓ Quad Knopf, Inc. – Subconsultant, Infrastructure Program

- Lisa Wallace-Dutra, P.E., T.E., PTOE, Senior Traffic Engineer
- Steve Brandt, AICP, LEED AP, Principal Entitlement Specialist
- David Jacobs, P.E.
- ✓ Pacific Group – Subconsultant, Land Need Forecast
 - Thomas Finney, Principal

11.5 *Goshen Transportation and Community Plan Outreach Team*

- ✓ Community Services Employment Training, Inc. (CSET)
 - Raquel Gomez, *Director of Community Initiatives*
 - Frank Ruiz, *Assistant Director of Community Initiatives*
 - Albert Cendejas, *Business Counselor*



Example of traffic calming technique to enhance pedestrian safety and walkability



GOSHEN TRANSPORTATION & COMMUNITY PLAN APPENDICES

The Plan was funded through a Caltrans Environmental Justice Planning Grant
November 30, 2013

APPENDICES

APPENDIX A Workshop #2 - Tulare County RMA Presentation

Goshen Transportation & Community Plan Workshop #2

February 7, 2013

Existing Conditions Discussion



GOSHEN

Visions For Our Future

Presentation of Goshen's Existing Conditions

- Point of Interest Map
- General Plan Map
- Functional Street Classification Map
- Airport Safety Zones Map
- Transit Map
- Average Daily Traffic Map

Point of Interests

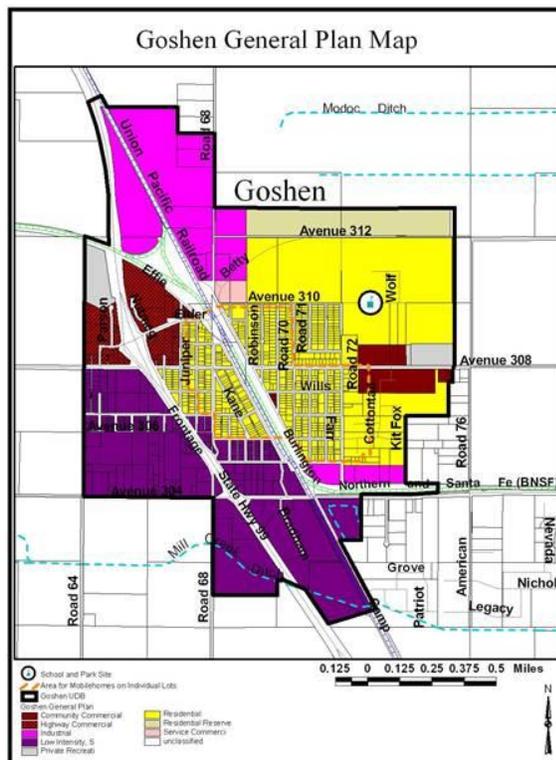
- Boundary of the Community
- Points of Interest marked in Green
- Shows Railroad, Betty Drive Overpass, State Route 99
- Noise Corridors (SR 99, UPRR, Airport, Betty Drive)
- Sidewalks constructed to ADA standards

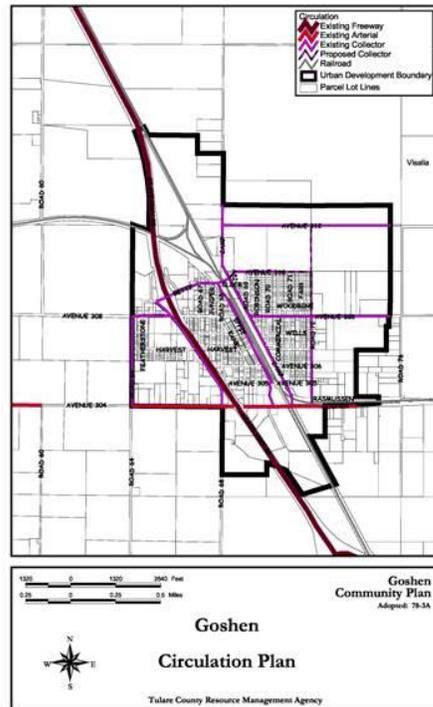
Points of Interest Map



General Plan Map

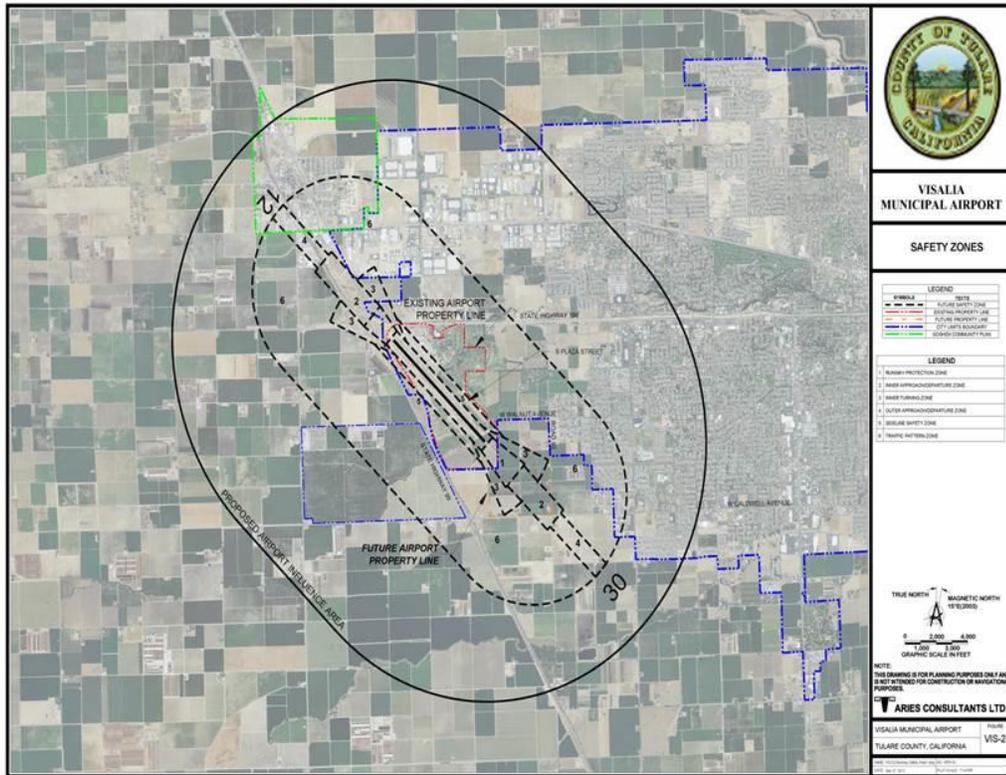
- Shows Community Boundary
- Shows Existing Adopted General Plan Map for the Community
- Adopted over 20 years ago.
- Second Map Shows planned streets





Airport Safety Zone

- New Airport Plan Adopted in December 2012
- New Airport Zones for the County
- Goshen is within Zones 4 and 6.
- Safety Zone 4, Outer Approach/Departure Zone
- Safety Zone 6, Traffic Pattern Zone
- Compatibility Table shown in the Airport Plan, restrictions may apply within these zones.



**Table 3-1
TULARE COUNTY AIRPORT LAND USE COMPATIBILITY¹**

Land Use Category ²	Safety Zone 1 ³	Safety Zone 2 ³	Safety Zone 3 ³	Safety Zone 4 ³	Safety Zone 5 ³	Safety Zone 6 ⁴	Remainder Areas within Airport Influence Area ^{5,6}
Agriculture & Animal Keeping							
Crop production including dry and irrigated farming	C ⁸	C ⁸	C	C	C ⁸	C	C
Truck Farming, Specialty Crops, Orchards, Vineyards, Landscape Nurseries, Greenhouses	P	C	C	C	P	C	C
Crop Processing and Packaging, Wineries	P	C	C	C	P	C	C
Pasture and Rangeland Grazing	P	C	C	C	C ⁸	C	C
Hogs, Dairies, Bee Keeping	P	C	C	C	P	C	C
Commercial Poultry	P	P	P	P	P	P	C
Fish Farms, Game Preserves	P	C ^{8,9}	C ^{8,9}	C ^{8,9}	P	C	C
Feed Lots, Stockyards, Sales Yards	P	C ^{8,9}	C ^{8,9}	C ^{8,9}	P	C	C
Animal Hospital, Veterinary Clinic, Kennels, Pet Boarding, Equestrian Facilities, Exotic Animals	P	C ^{8,9}	C ^{8,9}	C ^{8,9}	P	C	C
Roadside Stands, Farmers Markets	P	C	C	C	P	C	C
Residential¹⁰							
Single Family Residential	P	P	P	P	P	C ¹¹	C ¹¹
Multi-Family Residential, Mobile Home Parks	P	P	P	P	P	P	C ¹¹
Group Homes, Convalescent Facilities, Nursing Homes	P	P	P	P	P	P	C ¹¹
Granny Flat (1,200 s.f. or less)	P	P	P	P	P	P	C ¹¹
Caretaker Residence (1,200 s.f. or less)	P	C ¹¹					

C⁸ = Compatible
P⁸ = Prohibited

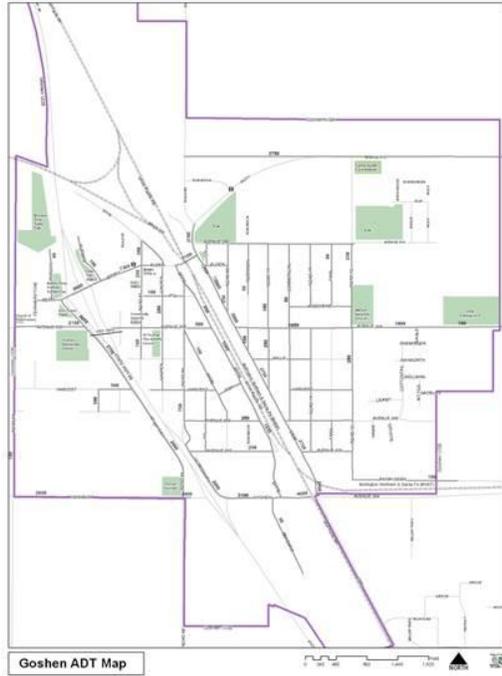
Transit, Bike and Pedestrian Facilities

- One unmarked Bike Route along Betty Drive
- No Pedestrian Trails.
- One Pedestrian Bridge over SR. 99
- Bus Transit Routes #6 and #10 daytime



ADT Traffic Counts

- Shows average daily traffic counts
- Shows counts prior to the Betty Drive overpass.



SR 99 / Betty Drive Interchange

- Caltrans has designed an Interchange at Betty Drive.
- Our Planning effort for the Goshen Transportation and Community Plan will address conditions associated with the interchange design and look for Land Use and Circulation Opportunities to Benefit the Community.
- The Goshen Transportation and Community Plan will be in place to guide all future projects and developments.
- Our Objective is to work together to develop a plan that will provide solutions for the existing and future Land Use and Traffic conditions of the Community.

Tulare County Comprehensive Airport Land Use Plan 3-3

Table 3-1 (continued)
TULARE COUNTY AIRPORT LAND USE COMPATIBILITY

Land Use Category	Safety Zone 1	Safety Zone 2	Safety Zone 3	Safety Zone 4	Safety Zone 5	Safety Zone 6	Remainder Areas within Airport Influence Area ¹
Institutional, Public and Quasi-Public							
Schools and Hospitals	p ¹⁸	C ¹⁹					
Libraries, Day Care Centers, Social Clubs/Lodges, Churches	P	P	P	P	P	P	C
Parks, Playgrounds, Picnic Areas	P	C ¹⁷					
Athletic Fields	P	C ¹⁷					
Cemeteries - People or Pets	P	C	C	C	C	C	C
Public Utility Facilities (except Electric Plants)	P	C ⁸	C ⁸	C ⁸	P	C	C
Electric Power Plants (including wind turbines and solar) and overhead transmission lines	P	P	P	P	P	C	C
Correctional Facilities	P	P	P	P	P	C	C
Communications							
Broadcast Studios	P	C	C	C	P	C	C
Transmission Stations, Towers, Antennas	P	P	P	P	P	C ¹⁶	C
Resource Extraction							
Mining - Sand, Gravel, Fill Dirt	P	P	P	P	P	C	C
Commercial Recreational							
Arcades, Bowling Alleys, Skating Rinks, Dance and Pool Halls, Card Rooms, Gaming Facilities, Gyms, Health Spas, Indoor Theaters and Auditoriums, Go-cart track, Dirt track	P	P	C ¹⁷	C ¹⁷	P	C ¹⁷	C

Tulare County Comprehensive Airport Land Use Plan 3-4

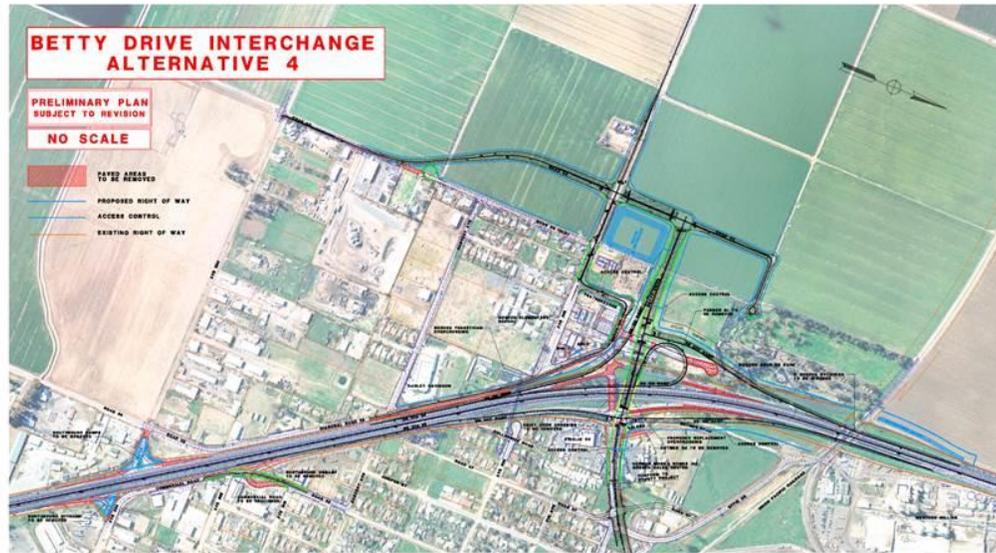
Table 3-1(continued)
TULARE COUNTY AIRPORT LAND USE COMPATIBILITY

Land Use Category	Safety Zone 1	Safety Zone 2	Safety Zone 3	Safety Zone 4	Safety Zone 5	Safety Zone 6	Remainder Areas within Airport Influence Area 5
Commercial Recreational (continued)							
Outdoor Theaters, Amusement Parks, Carnivals, Fairs	P	P	C ¹⁷	C ¹⁷	P	C ¹⁷	C
Golf Courses, Tennis Courts	P	C	C	C	C	C	C
Multi-Use Stadium/Motor Speedway	P	P	P	P	P	C ¹⁷	C
Swimming Pools, Water Slides	P	P	C ¹⁷	P	P	C	C
Retail Commercial							
Aircraft Fuel, Aircraft Sales and Aircraft Repairs, Flying Schools	P	P	P	P	C	P	C
Vehicles and Parts Sales, Building Materials, Food and Beverage Sales	P	C ¹¹	C ¹¹	C ¹¹	P	C ¹¹	C
Shopping Centers	P	P	P	P	P	C ¹¹	C
Banks	P	P	P	P	P	C ¹¹	C
Small Retail Commercial Center	P	P	C ¹¹	C ¹¹	P	C ¹¹	C
Gasoline Service Stations	P	P	C	C	P	C	C
Restaurant and Food Take-Out, General Retail Stores, Tasting Rooms	P	P	C ¹¹	C ¹¹	P	C ¹¹	C
Convention and Conference Centers	P	P	C ¹¹	P	P	C ¹¹	C
Fuel Dealers, Fuel Storage	P	C ¹³	C ¹³	C ¹³	P	C ¹³	C
Service Commercial							
Office Buildings, Public Buildings, Research Laboratories	P	C ¹¹	C ¹¹	C ¹¹	C ¹¹	C	C
Appliance and Equipment Repair, Car Wash	P	C	C	C	P	C	C

Tulare County Comprehensive Airport Land Use Plan 3-5

Table 3-1 (continued)
TULARE COUNTY AIRPORT LAND USE COMPATIBILITY

Land Use Category	Safety Zone 1	Safety Zone 2	Safety Zone 3	Safety Zone 4	Safety Zone 5	Safety Zone 6	Remainder Areas within Airport Influence Area ³
Service Commercial (continued)							
Personal Services, Health Clinics	P	C ¹¹	C ¹¹	C ¹¹	P	C ¹¹	C
Recycling	P	C ^{8,13}	C ^{8,13}	C ^{8,13}	P	C	C
Transient Lodgings							
Hotels and Motels, Bed and Breakfast	P	P	C ¹⁰	C ¹⁰	C ¹⁰	C ¹⁰	C
RV Parks	P	P	C ¹⁰	C ¹⁰	C ¹⁰	C ¹⁰	C
Wholesale & Storage							
Mini-Storage	P	P	P	P	C	C	C
Ammonium Nitrates	P	P	P	P	P	P	P
Warehouse, Wholesale and Distributing	P	C ⁷	C	C ⁷	C ⁵³	C	C
Landfills	P	P	P	P	P	P	P
Petroleum and Chemical Products – Bulk Storage	P	P	C ¹³	C ¹³	C	C	C
Manufacturing & Processing							
Indoor Processes	P	C ¹⁴	C ¹⁴	C ¹⁴	C ¹⁴	C ¹⁴	C
Industrial Manufacturing	P	C ¹⁴	C ¹⁴	C ¹⁴	C ¹⁴	C ¹⁴	C
Warehousing & Distribution	P	C ¹⁴	C ¹⁴	C ¹⁴	C ¹⁴	C ¹⁴	C
Transportation							
Vehicle Storage and Parking	C ⁷	C	C ⁷	C	C	C	C
Taxi Stands, Bus Stations/Terminals	P	C ¹²	C ¹²	C ¹²	C ¹²	C	C
Truck Terminals	P	C	C	C	C ⁵³	C	C



APPENDIX B
Workshop #2 -
Polling Exercise PowerPoint and Results

Goshen Transportation & Community Plan Workshop #2



February 7, 2013
Polling Exercise



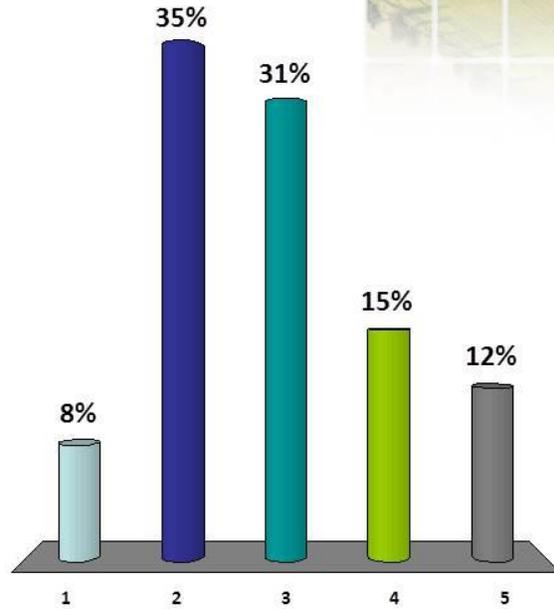
GOSHEN

Visions For Our Future

What is your age?



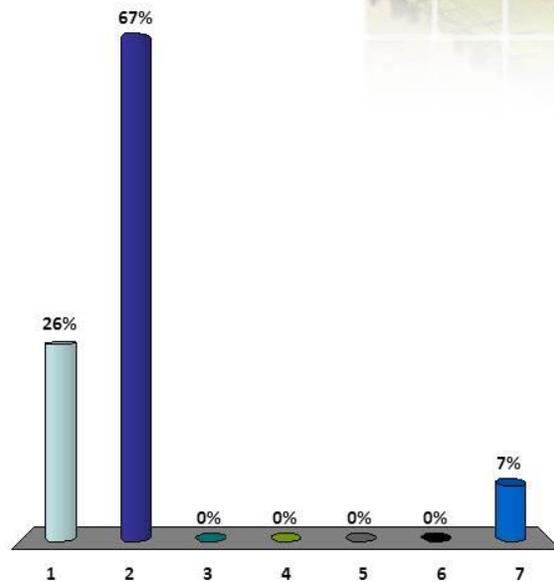
- 1. Less than 20
- 2. 21 – 35
- 3. 36 – 50
- 4. 51 – 65
- 5. Greater than 65



What is your racial or ethnic background?



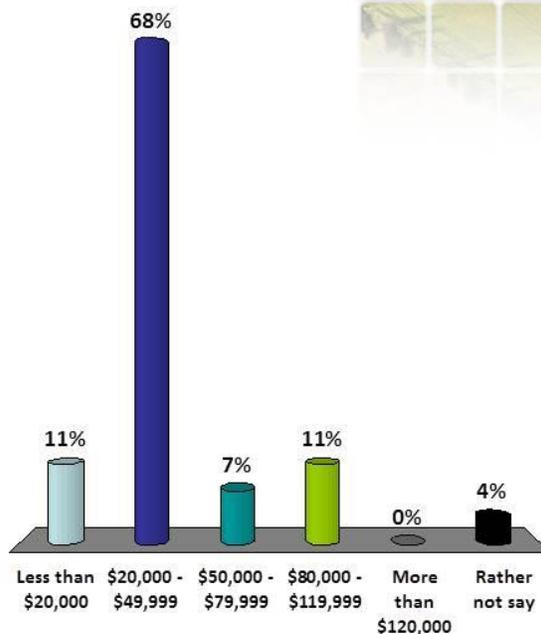
1. Anglo/White
2. Hispanic/Chicano/Latino
3. American Indian/Native American
4. African American/Black
5. Asian/Oriental/Pacific Islander
6. Other
7. Rather not answer



What is your Household Income?



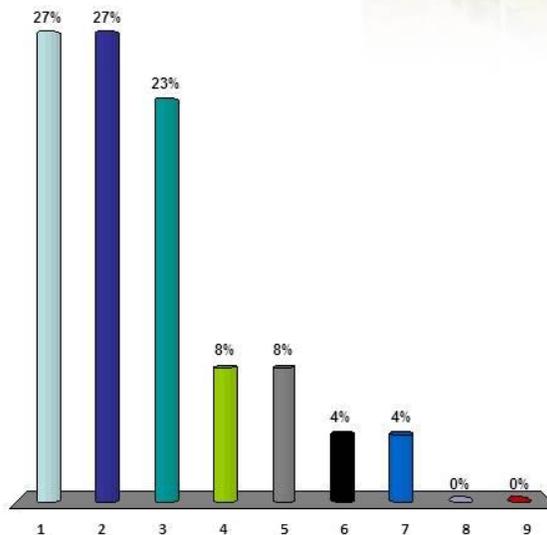
1. Less than \$20,000
2. \$20,000 - \$49,999
3. \$50,000 - \$79,999
4. \$80,000 - \$119,999
5. More than \$120,000
6. Rather not say



Where do you live?



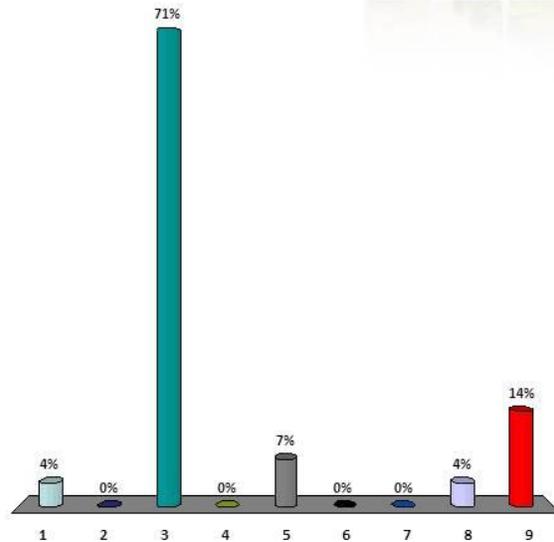
1. East of the Union Pacific Railroad Tracks
2. Between the UP Tracks & Highway 99
3. West of Highway 99
4. West Goshen
5. Rural Area surrounding Goshen
6. Visalia
7. Fresno County
8. Kings County
9. Other



Which of the following subgroups BEST describes you?



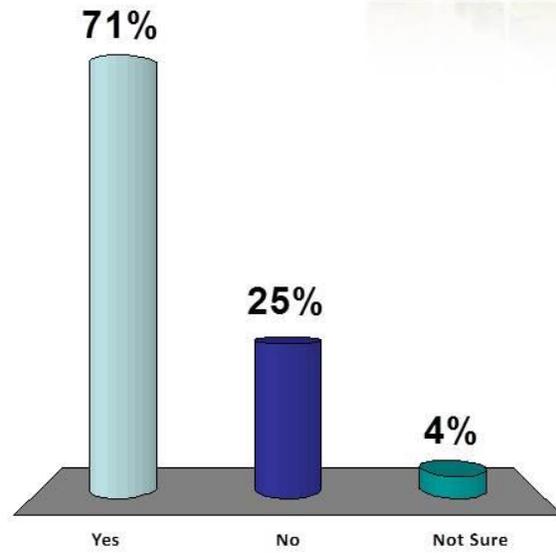
1. Elected Official
2. Appointed Official
3. Private Citizen
4. Public Agency Staff
5. Community Based Organization
6. Environmental Group Representative
7. Business Community
8. Development Industry
9. Other



Have you participated in previous Goshen planning activities in the past?



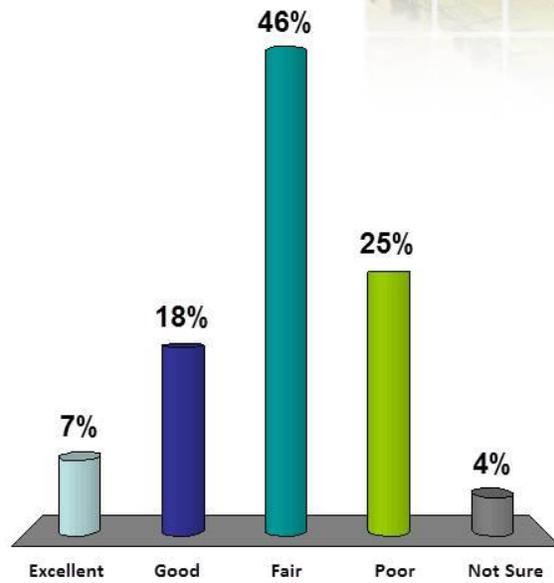
- 1. Yes
- 2. No
- 3. Not sure



How would you rate Goshen as a place to live?



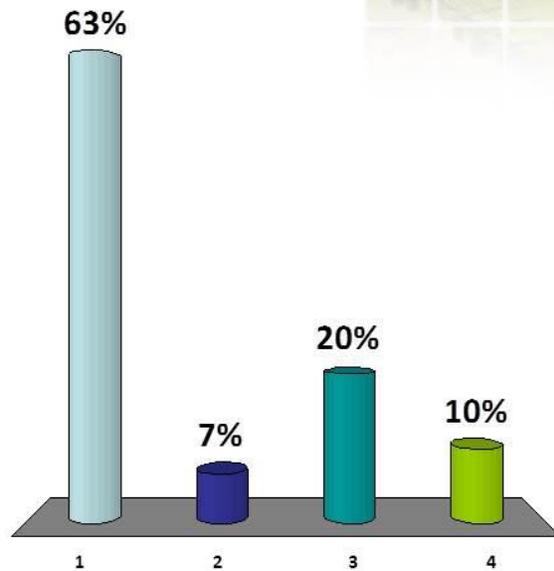
- 1. Excellent
- 2. Good
- 3. Fair
- 4. Poor
- 5. Not Sure



Do you think development is occurring in a way that makes Goshen a better or worse place to live, or does it not make a difference?



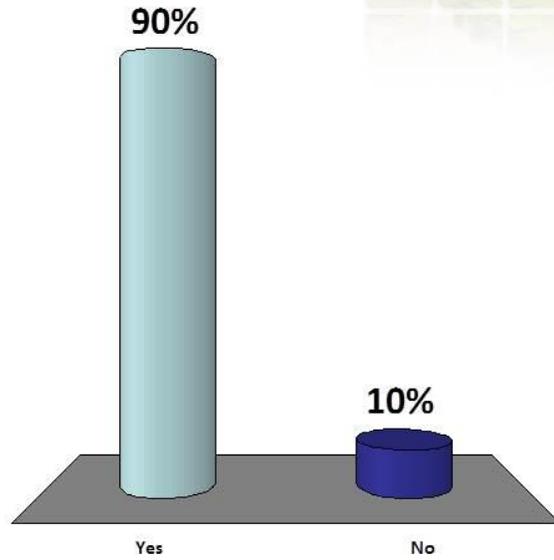
1. Better place to live
2. Worse place to live
3. No difference
4. Not sure



Do you have use of a car?



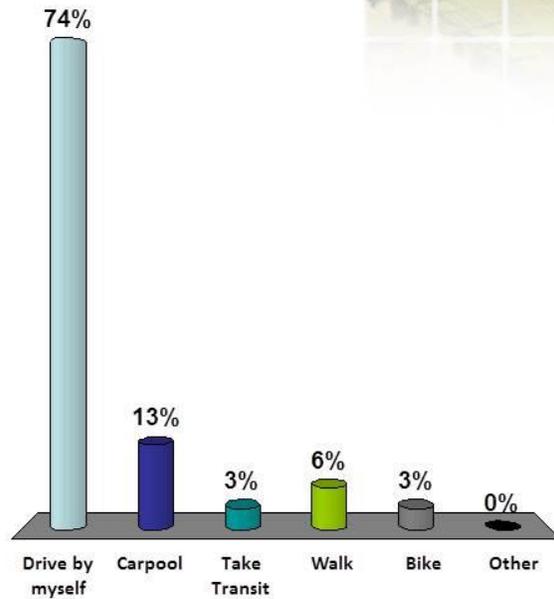
- 1. Yes
- 2. No



Which of the following modes do you primarily use on a daily basis?



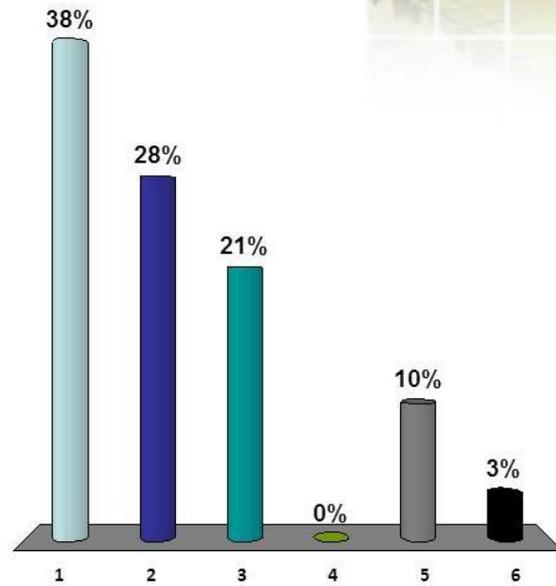
1. Drive by myself
2. Carpool with others
3. Take Public Transit
4. Walk
5. Bike
6. Other



Please choose which is the most common activity to which you travel?



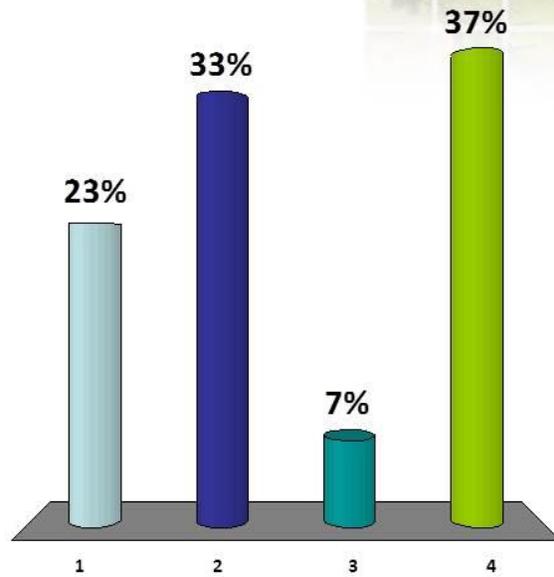
1. Commute to work
2. Take a child to school or recreation
3. Grocery shopping
4. Visiting
5. Health care
6. Other services



How much time do you spend each day commuting to your job?



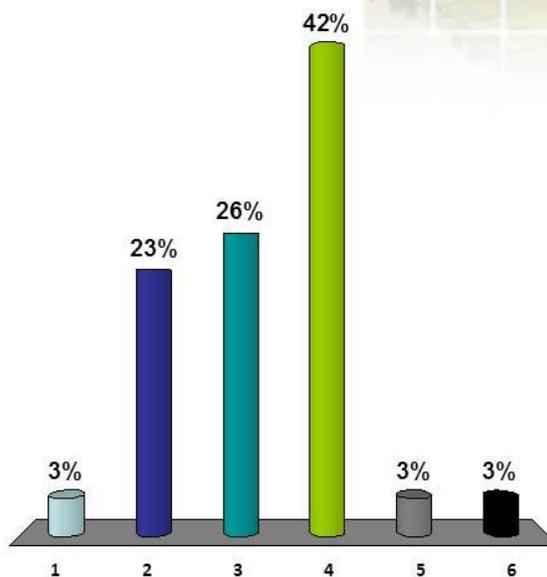
- 1. Less than 15 minutes
- 2. 15 to 45 minutes
- 3. More than 45 minutes
- 4. Not sure



As we grow in the future, what is most important to consider?



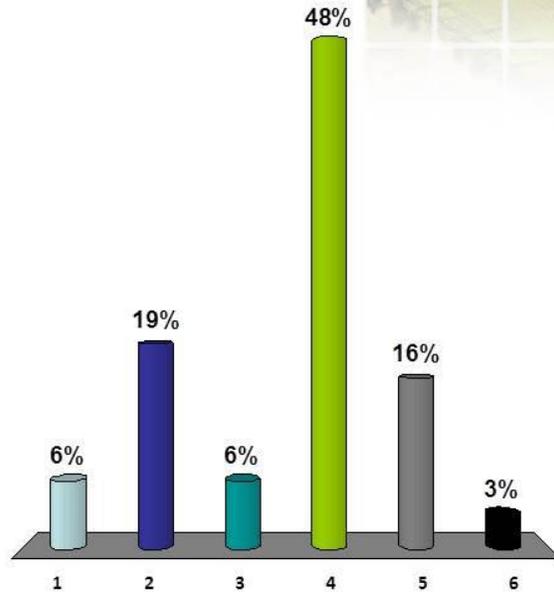
1. Preserve farmland by growing smarter
2. Reduce miles we travel by locating jobs & services closer to housing in Goshen
3. Redevelop Goshen with a central business district
4. Provide storm drainage & road repair
5. Add pedestrian, transit, & bike systems/facilities
6. Reduce air pollution & greenhouse gases



As we grow in the future, what is 2nd most important to consider?



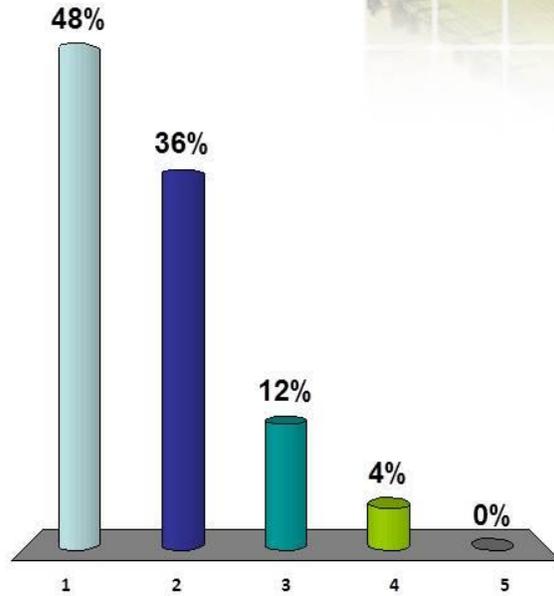
1. Preserve farmland by growing smarter
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3. Redevelop Goshen with a central business district
4. Provide storm drainage & road repair
5. Add pedestrian, transit, & bike systems/facilities
6. Reduce air pollution & greenhouse gases



Community gateways should be promoted as important community amenities



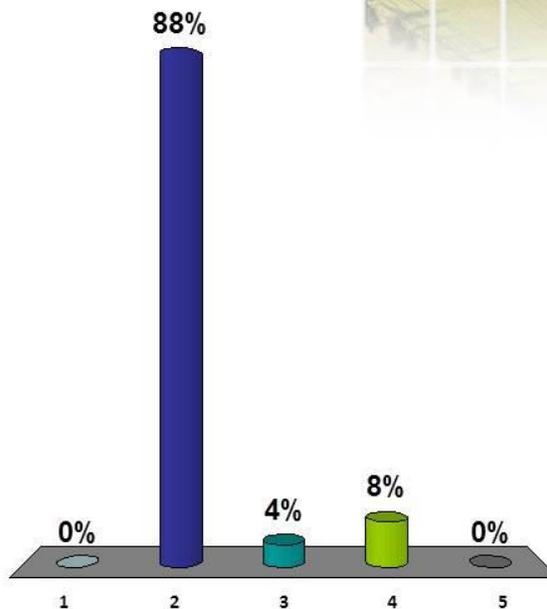
- 1. Strongly support
- 2. Support
- 3. Neutral
- 4. Oppose
- 5. Strongly oppose



Which of these is the greatest threat to safety?



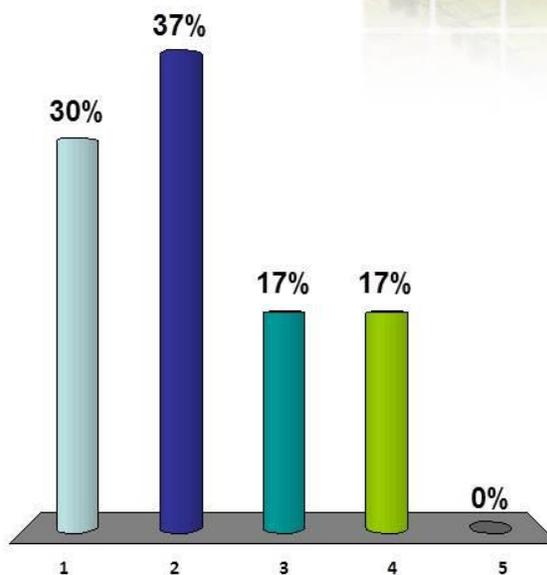
1. Railroad tracks
2. Unsafe streets – (potholes, standing water, lack of lighting, lack of sidewalks & bicycle facilities, etc.)
3. Highway 99 and ramps
4. Large trucks
5. Other



Which of these is the 2nd greatest threat to safety?



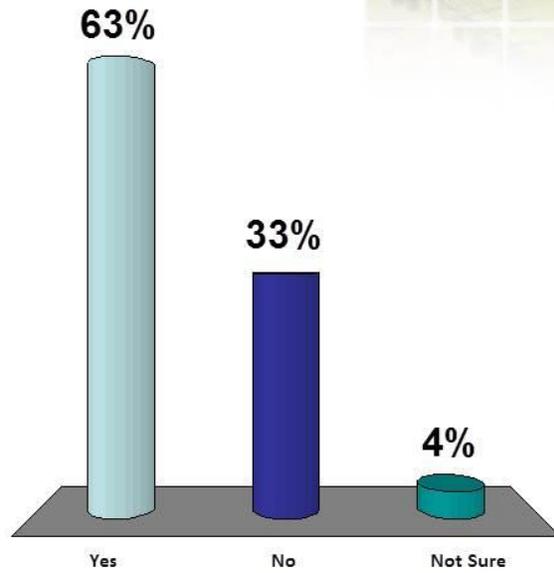
1. Railroad tracks
2. Unsafe streets – (potholes, standing water, lack of lighting, lack of sidewalks & bicycle facilities, etc.)
3. Highway 99 and ramps
4. Large trucks
5. Other



Do you experience any problems with through traffic in your neighborhood?



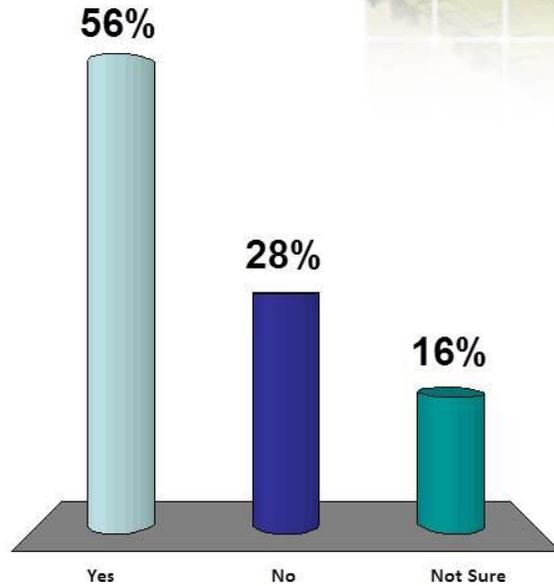
- 1. Yes
- 2. No
- 3. Not Sure



Do you experience any problems with walking to or gaining access to bus stops in Goshen?



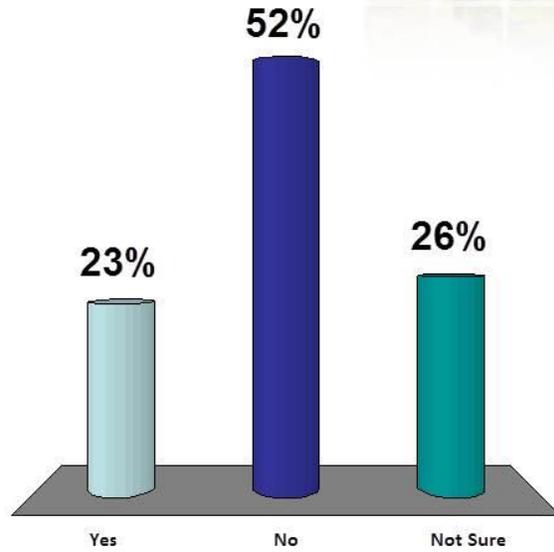
- 1. Yes
- 2. No
- 3. Not Sure



Are the bus stops/waiting areas adequate?



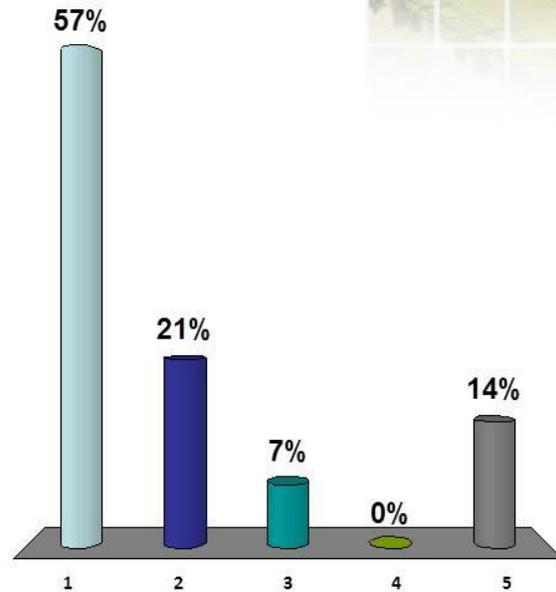
- 1. Yes
- 2. No
- 3. Not Sure



The development of an area-wide bike and trail system should be pursued as a community amenity.



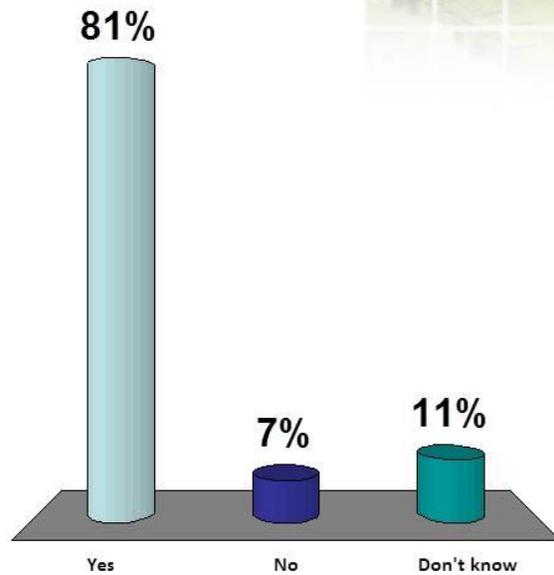
1. Strongly support
2. Support
3. Neutral
4. Oppose
5. Strongly oppose



Would you ride a bicycle more often if there were more bike lanes and trails?



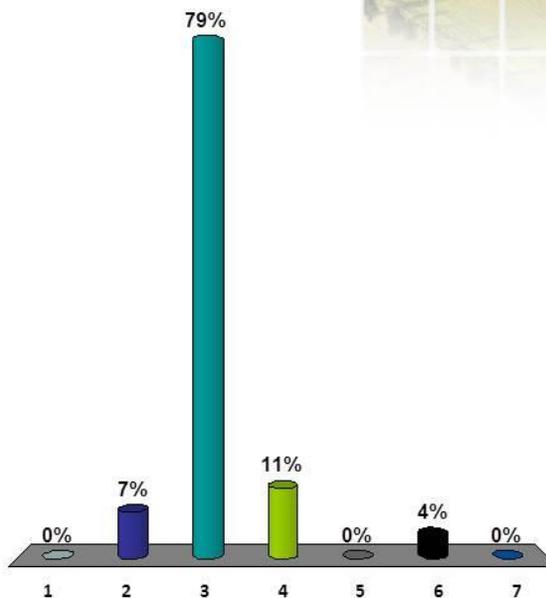
- 1. Yes
- 2. No
- 3. Don't know



How should we spend our scarce transportation dollars (#1 Priority)?



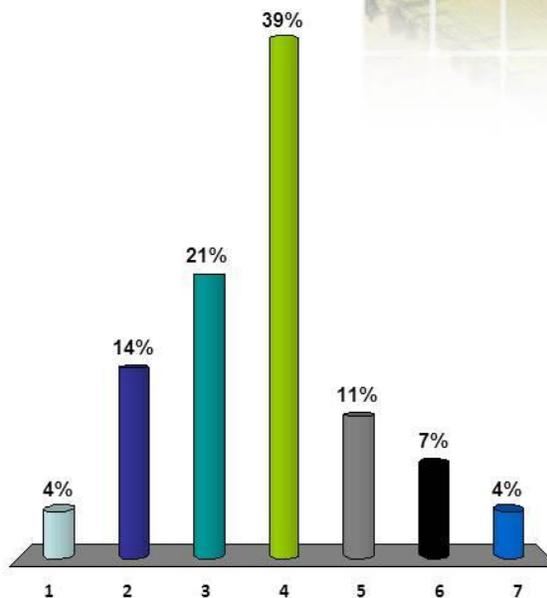
1. Improve connections to Highway 99
2. Provide a bicycle / pedestrian crossing over the UP tracks
3. Improve Goshen's streets & roads
4. Add sidewalks
5. Add bikeways
6. Improve bus service
7. Plant trees along sidewalks



How should we spend our scarce transportation dollars (#2 Priority)?



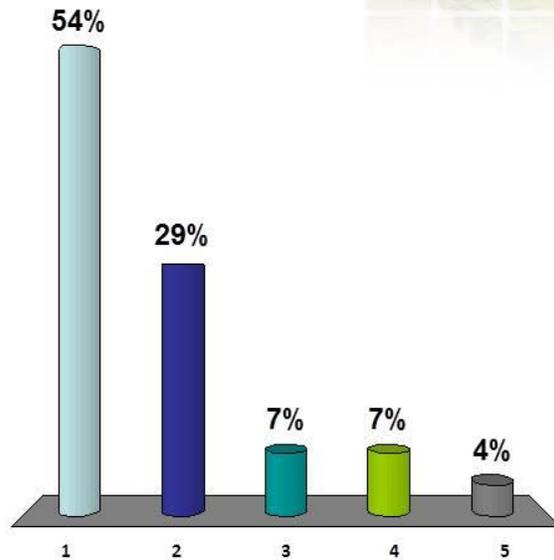
1. Improve connections to Highway 99
2. Provide a bicycle / pedestrian crossing over the UP tracks
3. Improve Goshen's streets & roads
4. Add sidewalks
5. Add bikeways
6. Improve bus service
7. Plant trees along sidewalks



Additional major parkland acquisitions should be pursued to extend and protect community amenities.



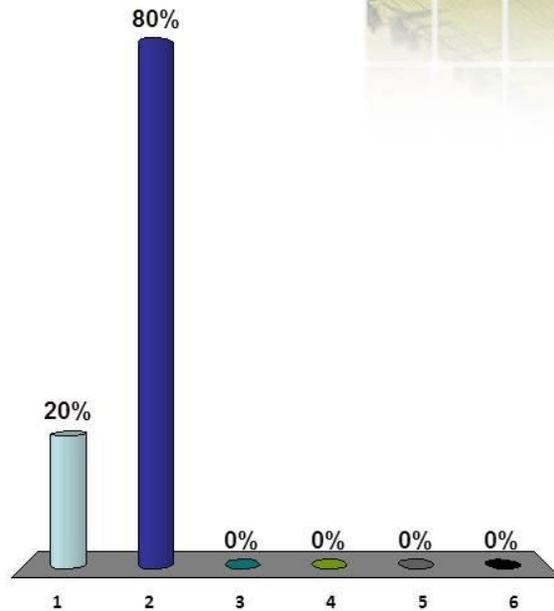
- 1. Strongly support
- 2. Support
- 3. Neutral
- 4. Oppose
- 5. Strongly oppose



What type of house do you live in?



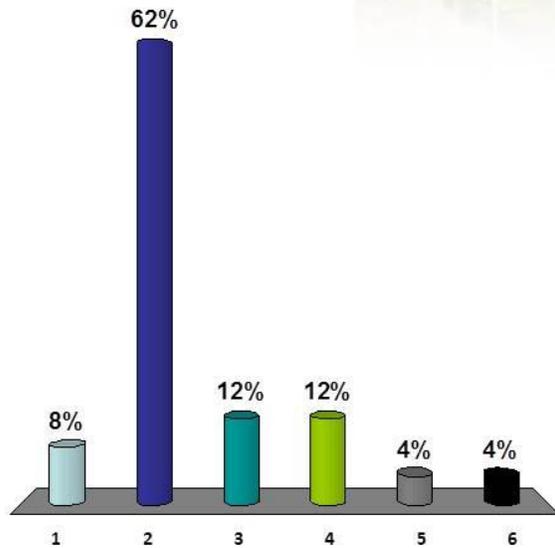
1. Single-family house with 4 bedrooms
2. Single-family house with less than 4 bedrooms
3. Two family house
4. Duplex
5. Apartment
6. Not Sure



What type of housing should be the main focus of future growth?



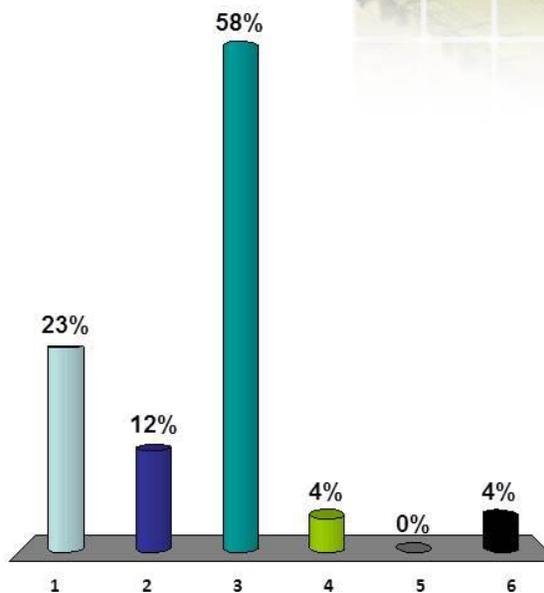
1. Mixed-Use Development (Mix of housing, retail, and/or office)
2. Single family homes – large lot (more than 6,000 Sq. Ft.)
3. Single family homes – small lot (less than 6,000 Sq. Ft.)
4. Townhouses and/or condominiums
5. Apartments – 2-10 units
6. Apartments – 11-40 units



What type of housing should be the 2nd focus of future growth?



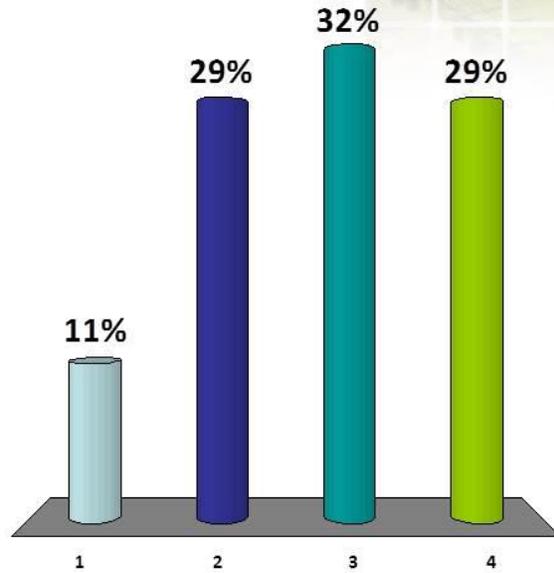
1. Mixed-Use Development (Mix of housing, retail, and/or office)
2. Single family homes – large lot (more than 6,000 Sq. Ft.)
3. Single family homes – small lot (less than 6,000 Sq. Ft.)
4. Townhouses and/or condominiums
5. Apartments – 2-10 units
6. Apartments – 11-40 units



Where do you believe new retail and service commercial development should be located in NW Goshen?



- 1. A
- 2. B
- 3. C
- 4. D

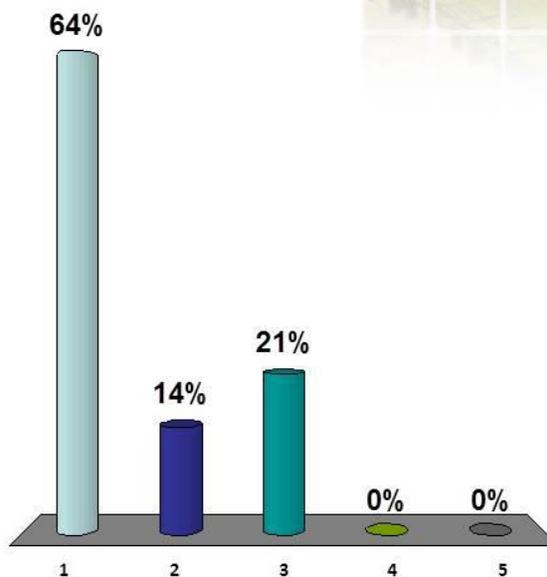


VISION STATEMENT



The Goshen Community will have safe streets that connect with homes, schools and businesses. New development will create jobs and a better quality of life.

- 1. Strongly support
- 2. Support
- 3. Neutral
- 4. Oppose
- 5. Strongly oppose



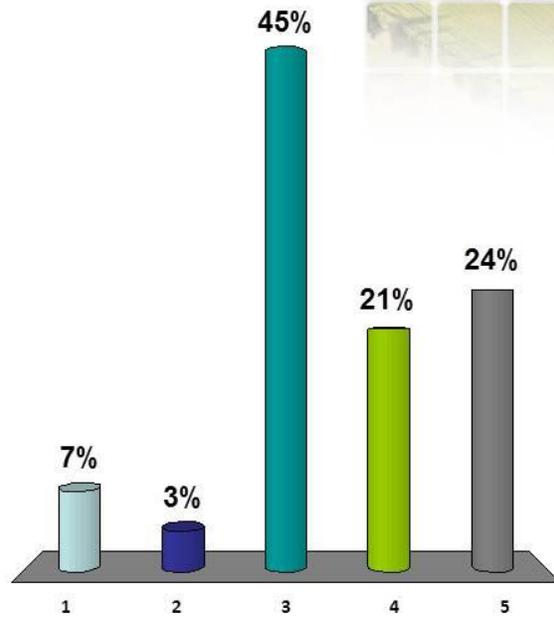


Meeting Evaluation

How effective has this meeting been so far to express your opinions?



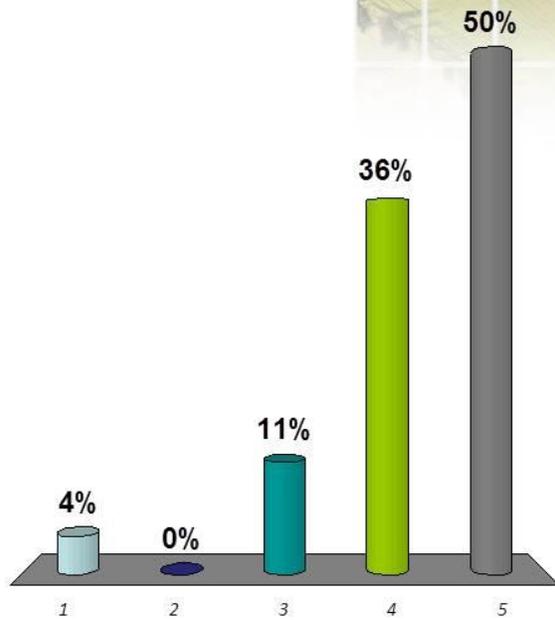
- 1. Not at all effective
- 2. Not very effective
- 3. Somewhat effective
- 4. Effective
- 5. Very effective



How useful was the interactive technology?



- 1. Not at all useful
- 2. Not very useful
- 3. Somewhat useful
- 4. Useful
- 5. Very useful



APPENDIX C
Workshop #2 -
Mapping Exercise Process and Results

Goshen Transportation and Community Plan Study

Public Workshop Mapping Exercise

February 7, 2013

Introduction

This mapping exercise is intended to help the Tulare County Resource Management Agency (RMA) identify what you believe the major environmental, transportation, and land use issues or needs in your community are. This information will be used to help the RMA and the consultant team develop the alternative scenarios that will be shared with you at the next series of workshops.

Working with others at your table or in your group, you will identify areas where the environmental conditions should be avoided or improved, where transportation improvements are needed, and the type of new development that should be planned for in the future to support the transportation system. Icon magnets have been provided at your table representing each of the three categories of needs (environmental considerations, transportation improvements, and supportive land use developments). These magnets will be placed on the map provided on the easel next to your table. You may also draw circles around areas you want to highlight, use a magnet piece placed on the border of the map, and then draw an arrow between the magnet piece and the circled area or just place the magnet within the circled area.

Mapping Exercise Steps

1. **Introduce yourselves**
2. **Review the magnet icons**

The magnet icons include:

ENVIRONMENTAL CONSIDERATIONS

- Animal and plant habitat
- Light and glare impacts
- Noise impacts
- Air quality (dust, fumes, etc.)/greenhouse gas emission impacts
- Scenic resources
- Historic or archeological resources
- Safety (safer transportation facilities and connections)
- Neighborhood (structure deficiencies, landscape deficiencies, etc.)

TRANSPORTATION IMPROVEMENTS

- Additional travel lanes
- New intersection improvements – roundabouts, traffic signals, stop signs, one-way streets
- New interchanges
- Rehabilitation of existing streets and roads (fix potholes, new curbs/gutters, etc.)
- New transit lines/services
- New bikeways
- New pedestrian facilities or improvements (new sidewalks, crosswalks, etc.)
- Streetscape improvements (designed landscape, walkway, bikeway, and street improvements)

SUPPORTIVE LAND USE DEVELOPMENTS

- New single family homes
- New apartments
- New mixed-use developments (housing, office or retail on the same lot or in very close proximity to each other)
- New shopping centers
- New or enhanced service commercial developments (auto repair, equipment rental, etc.)
- New civic center developments
- New office developments
- New or enhanced industrial developments
- New or enhanced medical facilities
- New or enhanced educational facilities
- New or enhanced recreational facilities (parks, sports complexes/fields, etc.)

3. Break-Out Group Consensus

Work with your break-out group and decide collectively where there may be environmental constraints or areas that need to be preserved, where transportation improvements are needed between now and the year 2040, and where new growth and development should be located to support the future transportation system.

Magnet Set:

The environmental enhancement, transportation improvement, and supportive land use development magnets shown below will be arranged by your group by placing them on the base map at your table. You will work with your group to identify the group's consensus regarding future transportation system needs, where there may be environmental constraints or need for improvements, and where supportive land use development should occur.

ENVIRONMENTAL ENHANCEMENT ICONS



TRANSPORTATION IMPROVEMENT ICONS:



LAND USE DEVELOPMENT ICONS

Homes



Apartments



Mixed Use



Shopping Center



Service Commercial



Civic Center



Office



Industrial



Medical



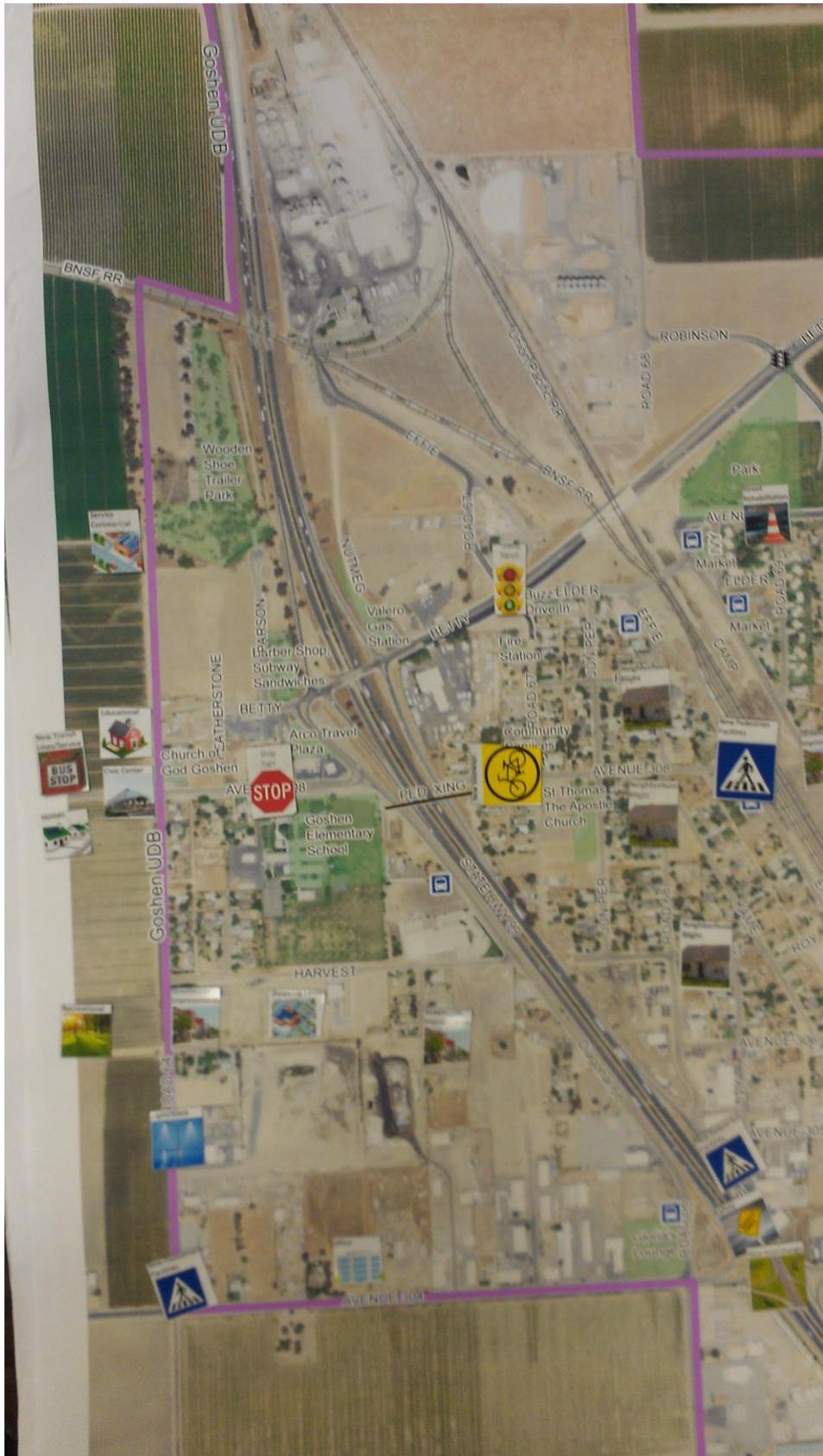
Educational



Recreational



BREAK-OUT GROUP #1 MAPPING



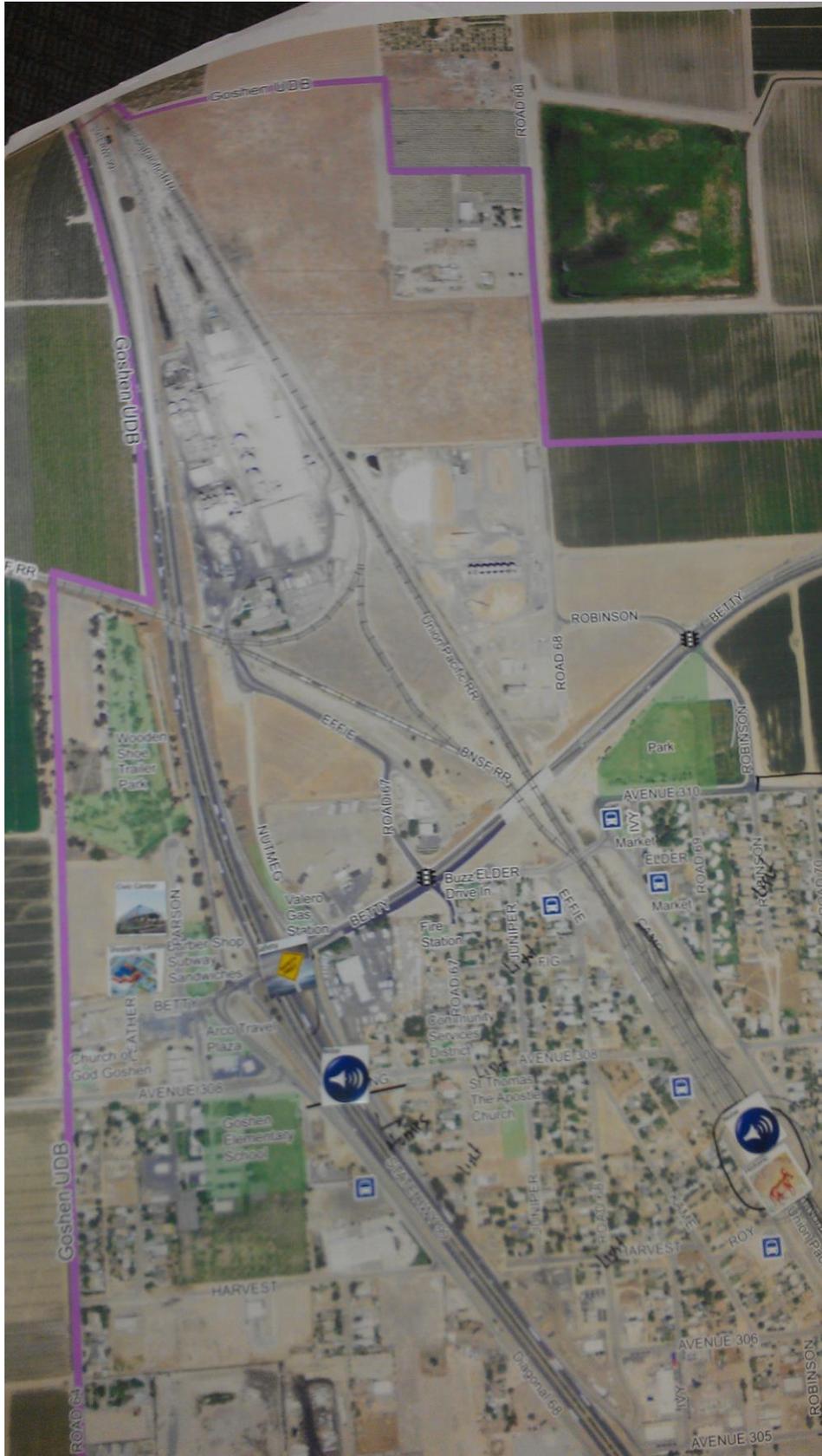






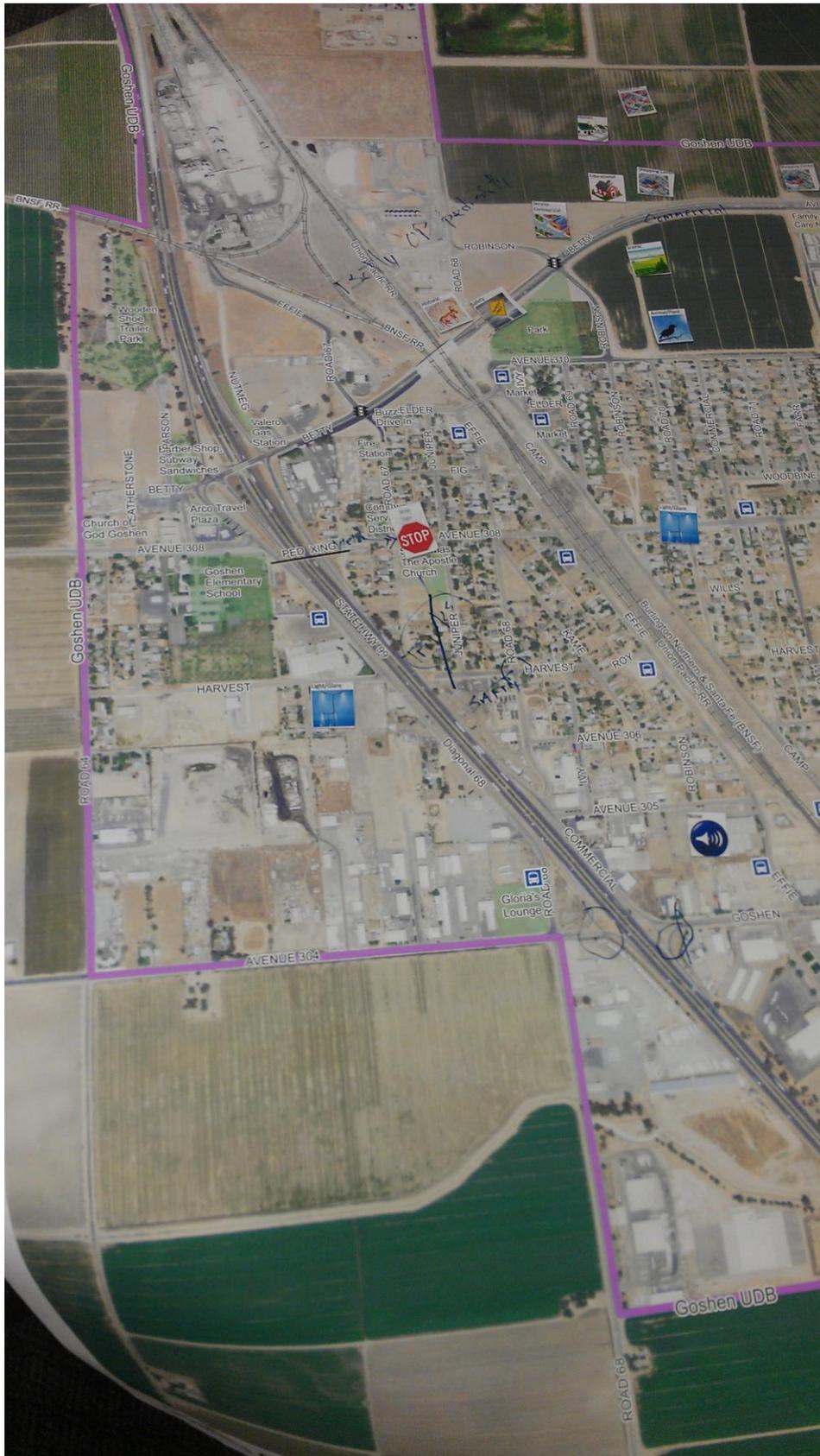
BREAK-OUT GROUP #2 MAPPING







BREAK-OUT GROUP #3 MAPPING





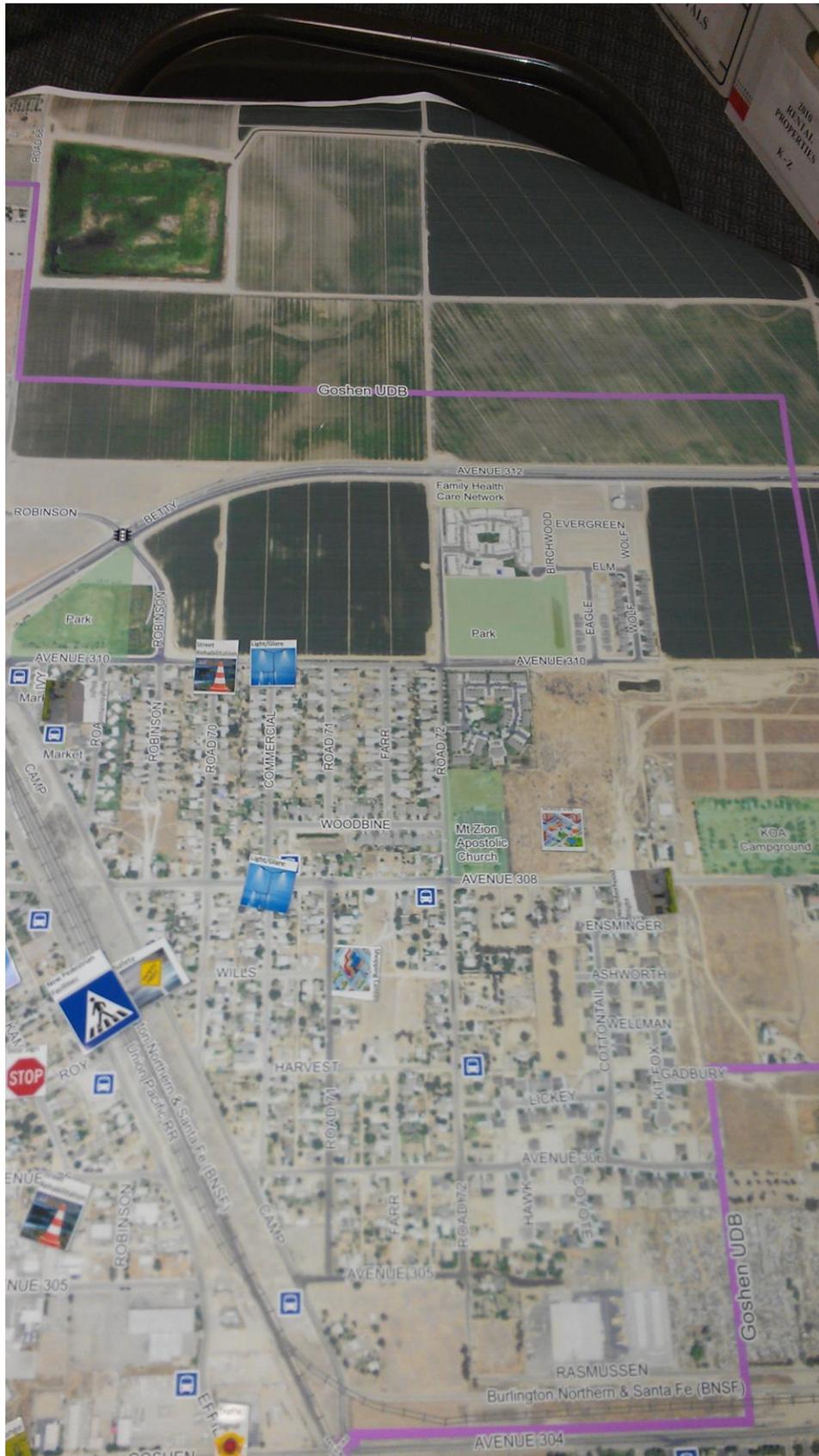




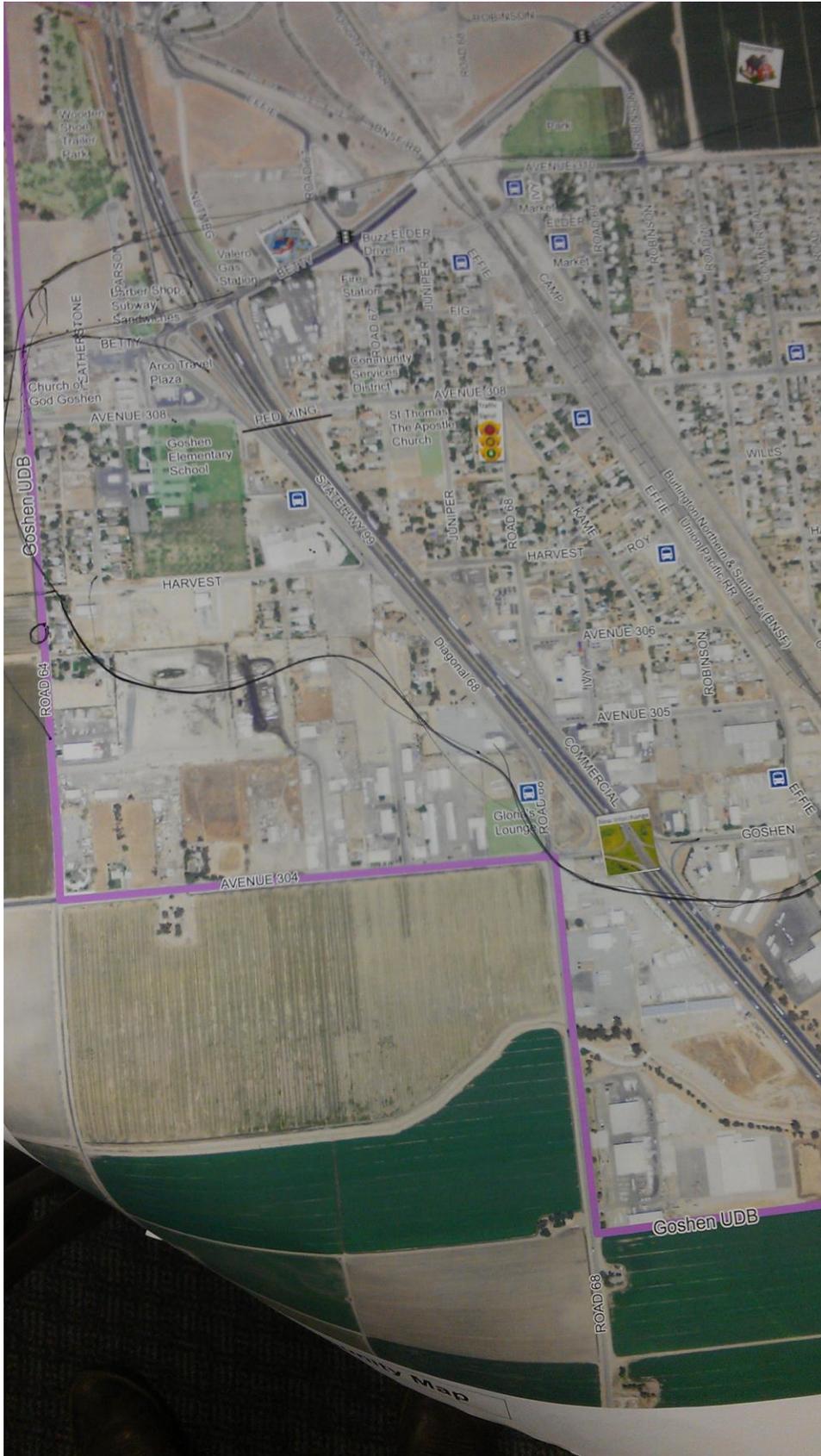
BREAK-OUT GROUP #4 MAPPING







BREAK-OUT GROUP #5 MAPPING













BREAK-OUT GROUP SYNOPSIS

Kerry Colvin - Maps – 3297, 3326, 3327, 3328, 3329, and 3330 (Set 2)

The icons did a pretty good job of capturing the comments in my group with a couple of specific exceptions.

- East of Goshen UDB, there is a wooden blockade at Avenue 308 restricting westbound traffic coming from the Visalia Industrial Park to a right turn on Road 76 northbound to Riggin. What I heard is the trucks drive around the blockade and continuing westbound on Avenue 308 as through traffic bound for SR 99. They want trucks to avoid Avenue 308 where there are residences and zoning and available parcels for more residential development.
- At Avenue 304 where trucks use an off-ramp to travel east toward industrial and commercial activities including the Visalia Industrial Park. I explained that when the off-ramp is closed that would largely work itself out. However they still worry about trucks using Commercial to access SR 99 which then drive through residential areas to get to Betty Drive. Perhaps some form of restrictive structures, traffic calming devices or “no trucks” policies may help here if they are enforced.
- They were concerned about intersection safety at the intersections of “Road 67 and Avenue 308” and “Road 68 and Harvest.” They felt that a stop sign at Road 308/Avenue 67 may be helpful and at Road 68 and Harvest a stop sign or even a yield sign and crosswalks would be enough in the near term.
- There was general opinion that street lighting is needed in all residential areas.
- The general consensus was that the area south of Riggin bounded by Avenue 310 on the south, Robinson to the west, and Road 72 on the east should be a mix of land uses with commercial along Riggin and mixed commercial and residential further south. Also, the area north of Riggin from Robinson on the west to Road 76 on the east should be mostly residential with a new school with commercial and mixed development.
- Some in the group were concerned about the old SP Station building if it qualifies as a historical structure.

Dave Bryant – Maps - 3305, 3306, 3307, 3308, 3309, and 3310 (Set 3)

- The group completed their recommendations with icons or notes, but a few clarifications may help in reviewing their map.
- The icons used for light and glare were used to identify a need for additional street lights.
- The icon used for additional lanes with the "Better Access to School" note was used to recommend a secondary access point (overcrossing of HWY 99) for cars and pedestrians to provide direct access to the school site (as opposed to relying solely of Betty Drive).
- I believe the rest of the icons are generally straightforward. Please contact me if you have any questions.

Georgiena Vivian – Maps –

- Comments were recorded by icons.

Chuck Przybylski - Maps - 3319, 3320, 3321, 3322, 3323, and 3324. (Set 4)

- Two couples lived along the street next to the school. They were more concerned about road repair throughout the community and the Caltrans interchange. All bus, school and commercial traffic, to the existing fueling stations, would be rerouted through Road 64 then onto Avenue 308 instead of down Road 68 (the frontage road). They placed commercial uses on the north or west side farther away from the school.
- The other persons lived between 99 and the UP track, they would like to see some type of grocery store or mini-mart in their area.

Josette Romero Guzman - Maps -

- I know the biggest concern with our map was all the roads that need fixing. But, they did discuss street light situation. I know they pointed out main intersections, and areas that they would like to have street lights. The town becomes rather dark and the streets become dangerous, once the sun goes down. Other than that, I pretty much think the icons provided allowed us to voice our ideas. It was neat exercise, almost like a wish list of changes we would like to see in town.
- Apart from the map exercise I did notice the shock from the crowd, when they started talking about having to take out the Valero, and Arco- in order to do the interchange. I think there is some confusion from the community, as far as what the interchange is going to look like and how it will effect, the surrounding areas. It may be useful to have some type of clarification or a better visual. I also heard and noticed that they weren't quite understanding some of the verbiage used in the presentation. I know it is never ones intention to insults another's intelligence, but I feel like some of the questions can be answered more accurately if the verbiage was stated in a more simpler and detailed way. Just some thoughts from, what I noticed around me. Hope this helps.

Roberto Garcia – Maps -

- Streetlights and sidewalks were two items that kept coming up as an essential community piece.

Albert Cendejas – Maps

- They would definitely like to see some improvements to the lighting, roads, and overall safety to the streets west of Goshen and West Goshen.
- They would like to see another civic/community center located in that area
- Rehabilitation of existing streets and roads throughout Goshen
- A shopping center west of the freeway and near the new clinic
- Another crossing over 99 and the railroads including bike paths
- New homes west of the freeway
- New school

APPENDIX D
Workshop #3 -
PowerPoint Presentation

Goshen Transportation & Community Plan Workshop #3



May 2, 2013

Transportation Needs & Potential Recommendations



GOSHEN

Visions For Our Future

Transportation Needs & Improvement Opportunities



- **Workshop Agenda**

- Introductions
- Transportation Needs & Improvement Opportunities Presentation:
 - Existing Goshen Transportation Network for Mobility & Access
 - Impact of Caltrans Improvements on the Existing Transportation Network for Mobility & Access
 - Goshen Community Desires (Workshop #2 Findings & Goshen CSET Survey Results)
 - Transportation Mobility & Access Improvement Opportunities
- Open House (Review & Comment of Transportation Mapping)
- Transportation Improvement Opportunities Polling Exercise

Transportation Needs & Improvement Opportunities

- Existing Goshen Transportation Network for Mobility & Access
 - Key Pedestrian & Bicycle Routes
 - Key Pedestrian & Bicycle Crossings
 - Major Vehicle Routes
 - Goshen Bike Routes
 - Bus Stops
 - Visalia Transit Routes #6 & 10
 - Sidewalks



Existing Network for Mobility & Access
Goshen, CA



Transportation Needs & Improvement Opportunities

- Existing Goshen Transportation Network for Mobility & Access
 - Segment Level of Service
 - Intersection Level of Service



Existing (2013) Segment & Intersection Level of Service



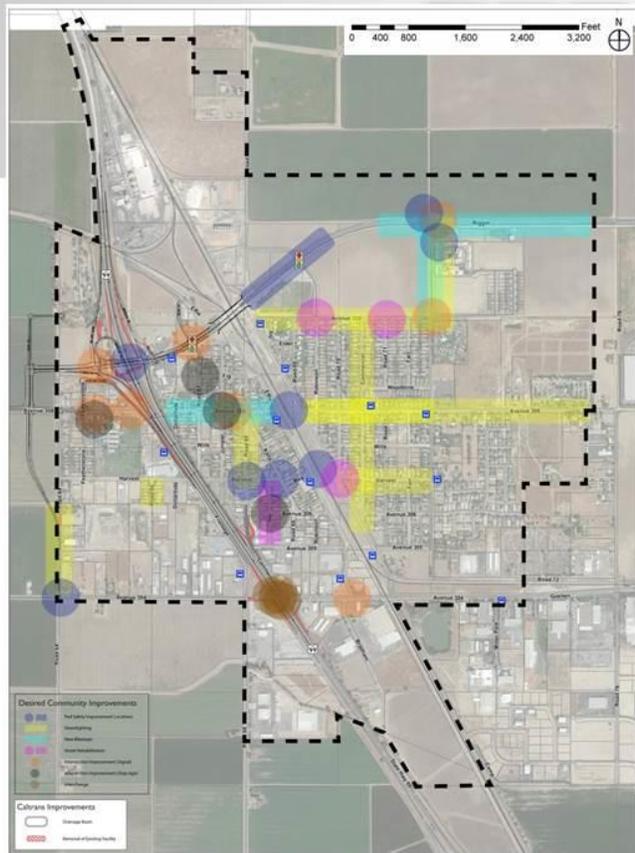
Transportation Needs & Improvement Opportunities

- Impact of Caltrans Improvements on the Goshen Existing Transportation Network for Mobility & Access
 - Potential routes used by trucks to access Hwy 99 through neighborhood streets.
 - Pedestrians using Betty Drive overpass to get to school will have a longer route along (1/4 mile longer) the Caltrans improved roads on the west side of Hwy 99.



Transportation Needs & Improvement Opportunities

- Goshen Community Desires (Workshop #2 Findings Map)
 - Indicates strong desire for improvements on Ave 308, 310, Riggin/Betty Dr. and Commercial Aves.
 - Indicates need for safe pedestrian crossing across tracks
 - Shows Ave 308 as spine of the community



Transportation Needs & Improvement Opportunities



- **Goshen Community Desires**
 - The wooden blockade at Ave 308 restricts westbound traffic coming from the east & making a right turn on Road 76 northbound to Riggins; however, trucks drive around the blockade & continue westbound on Ave 308 as through traffic bound for Highway 99
 - Concerned about when Ave 304 ramps are closed trucks using Commercial or Camp Drive may use residential area streets to access Riggins & the Betty Dr / Highway 99 interchange
 - Concerned about intersection safety at Road 67 & Avenue 308” & “Road 68 & Harvest.” Suggest a stop sign at Road 308 & Avenue 67 & at Road 68 & Harvest (or a yield sign) & crosswalks
 - Street lighting is needed in all residential areas
 - Concerned about road repair throughout the community
 - Concerned about Caltrans’ Betty/Highway 99 interchange improvements
 - Streetlights & sidewalks are essential
 - Another vehicle & pedestrian crossing over Highway 99 & the railroad is needed (as opposed to relying solely of Betty Drive) & should include bike paths

Transportation Needs & Improvement Opportunities



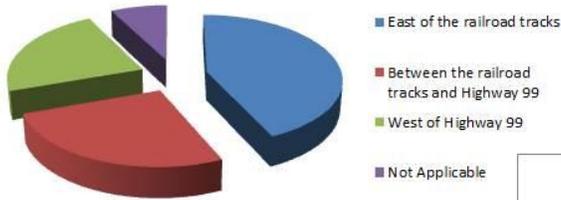
- **Goshen Community Survey Results**
 - Surveys were available at the following locations from January to March 2013:
 - Goshen Community Services District
 - Goshen Elementary School
 - Family HealthCare Network
 - Goshen Healthy Start
 - Goshen Village Apartments
 - Mt. Zion Church
 - Goshen Church of God
 - Surveys were administered at the following community events:
 - Goshen Elementary PTA Meeting (2/7/2013)
 - Goshen Transportation & Community Workshop (2/7/2013)
 - Goshen Step Up (3/7/2013)
 - Goshen Nutrition on the Go Event (3/10/2013)
 - Goshen Food Distribution (3/13/2013)
 - Family HealthCare Network Promotoras Door-to-Door Outreach (3/19/2013)
 - Grand Opening of Peter Mulloch Park (3/26/2013)

Transportation Needs & Improvement Opportunities

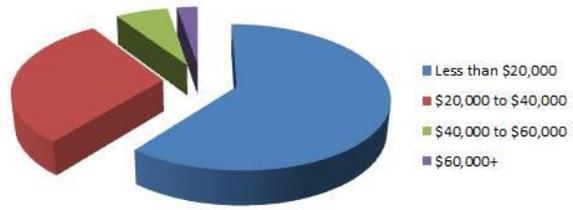


- Goshen Community Survey Results

1. Where do you live in Goshen?



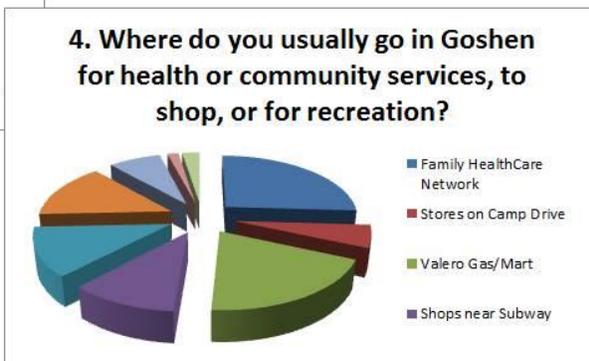
2. What is your approximate household income? (Optional)



Transportation Needs & Improvement Opportunities



- Goshen Community Survey Results

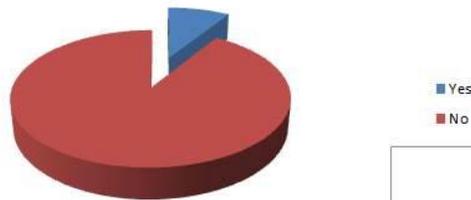


Transportation Needs & Improvement Opportunities

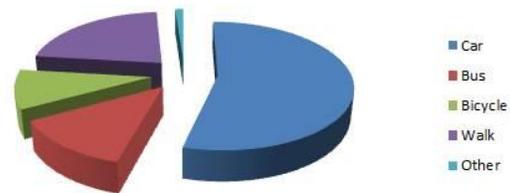


- Goshen Community Survey Results

5. Do the existing shops and businesses in Goshen address your needs for goods and services?



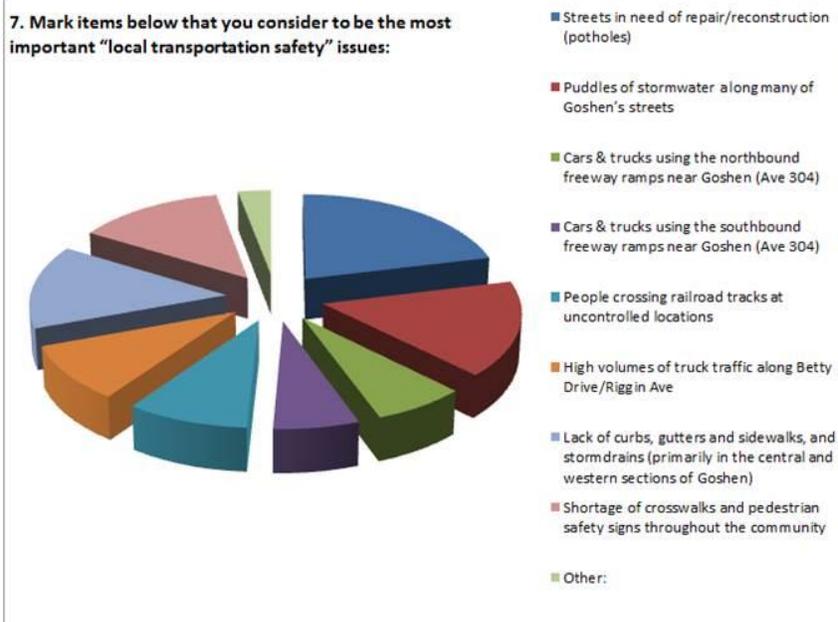
6. How do members of your household travel around Goshen most of the time?



Transportation Needs & Improvement Opportunities



- Goshen Community Survey Results

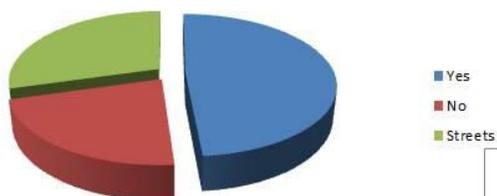


Transportation Needs & Improvement Opportunities

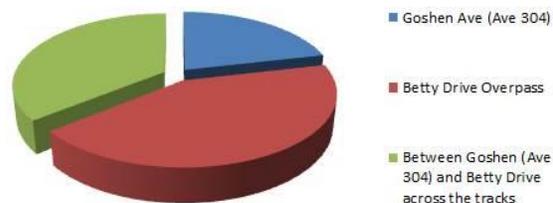


- Goshen Community Survey Results

8. Are there specific streets or routes that are difficult to walk along or ride a bicycle on?



9. When you need to walk or bike across the railroad tracks, do you usually cross at:

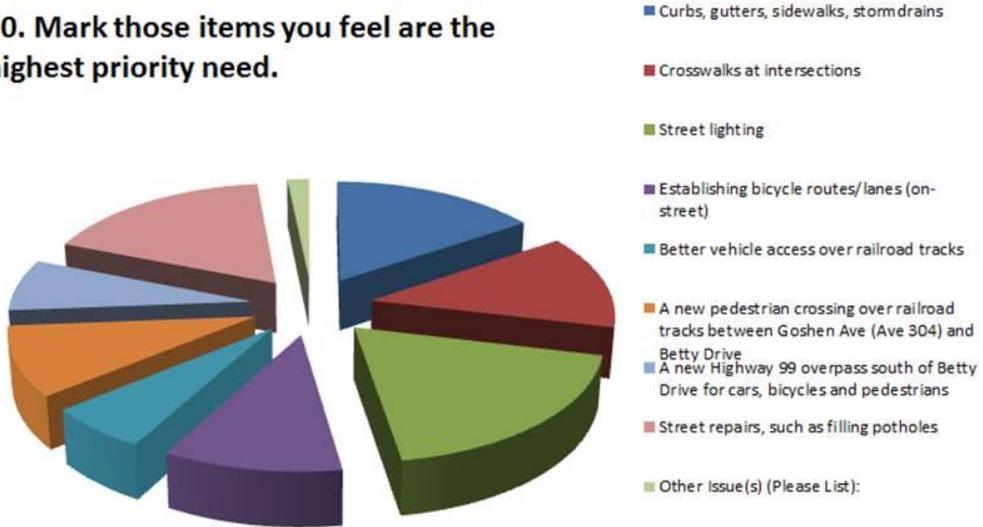


Transportation Needs & Improvement Opportunities



- Goshen Community Survey Results

10. Mark those items you feel are the highest priority need.

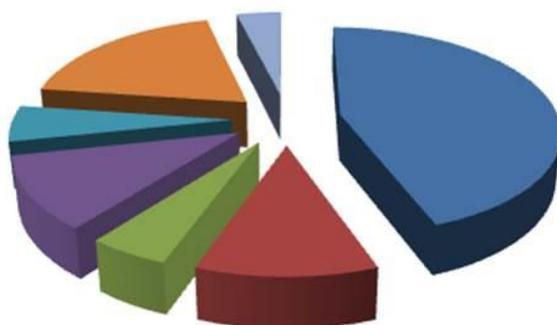


Transportation Needs & Improvement Opportunities



- Goshen Community Survey Results

11. In your opinion, what location do you consider to be Goshen's "town center," or "hub" of the community?



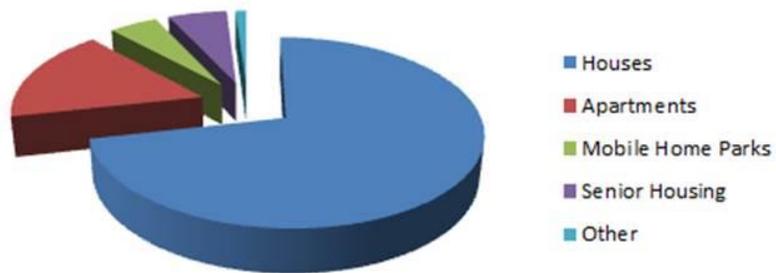
- Goshen Elementary School
- East of Hwy 99/Betty Drive Interchange
- West of Hwy 99/Betty Drive Interchange
- Residential area between Hwy 99 and railroad tracks
- Industrial area between Hwy 99 and railroad tracks
- New Goshen Village residential, commercial, & park development
- Other:

Transportation Needs & Improvement Opportunities



- Goshen Community Survey Results

12. If you were looking for housing in Goshen, what type of housing would you be interested in?



Transportation Needs & Improvement Opportunities

- Future Goshen Transportation Network for Mobility & Access
 - Segment Level of Service
 - Intersection Level of Service



Future Year 2040 Segment & Intersection Level of Service

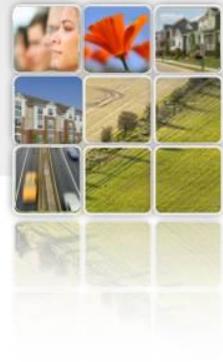


Transportation Needs & Improvement Opportunities

- Transportation Mobility & Access Improvement Opportunities Key Pedestrian & Bicycle Routes
 - Goshen Urban Development Boundary
 - Truck Route Specific Improvements
 - Multi Modal Streets
 - Key Pedestrian/Bike Routes
 - Pedestrian/Bike Crossing Over UP Tracks
 - Intersection Improvements
 - Pedestrian/Bike Facility Across UP Tracks
 - Pedestrian/Bike Connections
 - Bus Stops
 - Visalia Transit Routes #6 & #10



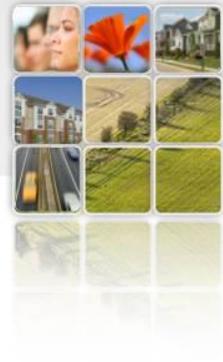
Transportation Needs & Improvement Opportunities



OPEN HOUSE

REVIEW & COMMENT OF TRANSPORTATION MAPPING

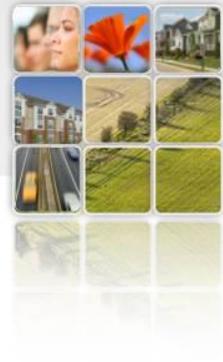
Transportation Needs & Improvement Opportunities



POLLING EXERCISE

GUIDING PRINCIPLES & IMPROVEMENT OPPORTUNITY PRIORITIES

Transportation Needs & Improvement
Opportunities



THANK YOU FOR ATTENDING!

RAFFLE

APPENDIX E
Workshop #3 -
Polling Exercise PowerPoint and Results

Goshen Transportation & Community Plan Workshop #3



May 2, 2013

Transportation – Guiding Principles & Goals

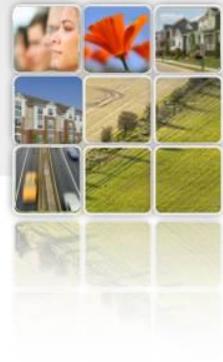
Polling Exercise



GOSHEN

Visions For Our Future

Transportation – Guiding Principles & Goals Polling Exercise



The following Guiding Principles address how residents in the Goshen Community will address the approved vision:

The Goshen Community will have safe streets that connect with homes, schools and businesses. New development will create jobs and a better quality of life.

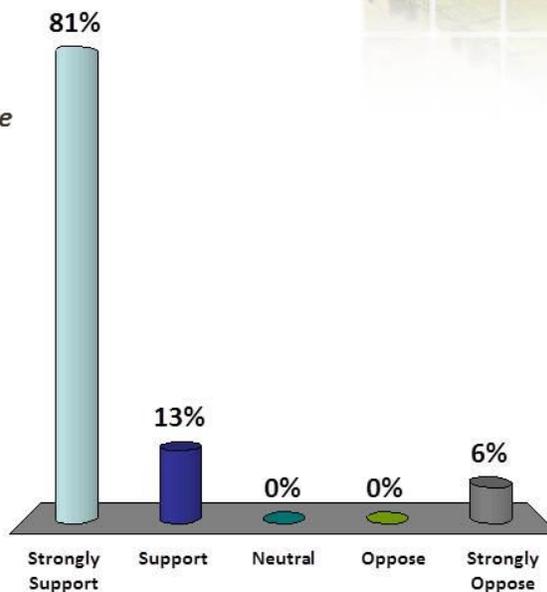
Transportation – Guiding Principles & Goals Polling Exercise



Pedestrian and Bicycle Travel

1. The Goshen Community is interested in improving conditions for bicyclists & pedestrians in the area while maintaining the semi-rural character of many of its streets.

- 1. Strongly Support
- 2. Support
- 3. Neutral
- 4. Oppose
- 5. Strongly Oppose



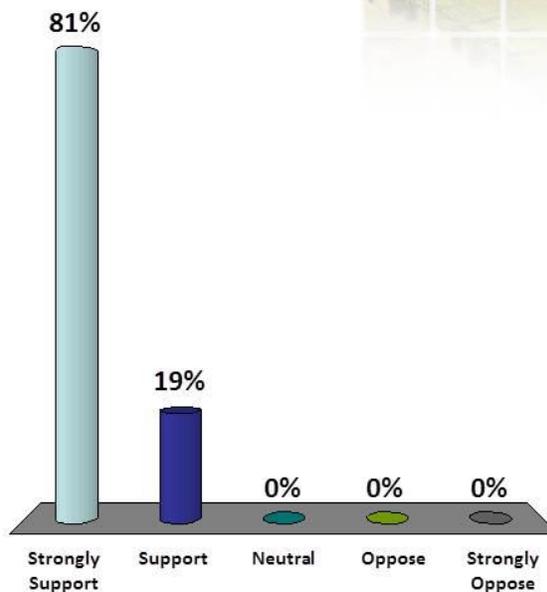
Transportation – Guiding Principles & Goals Polling Exercise



Pedestrian and Bicycle Travel

2. Balance the transportation needs of those traveling with automobiles with the needs of those traveling on foot, by bicycle, and by transit, as well as those with disabilities.

1. Strongly Support
2. Support
3. Neutral
4. Oppose
5. Strongly Oppose



Transportation – Guiding Principles & Goals Polling Exercise

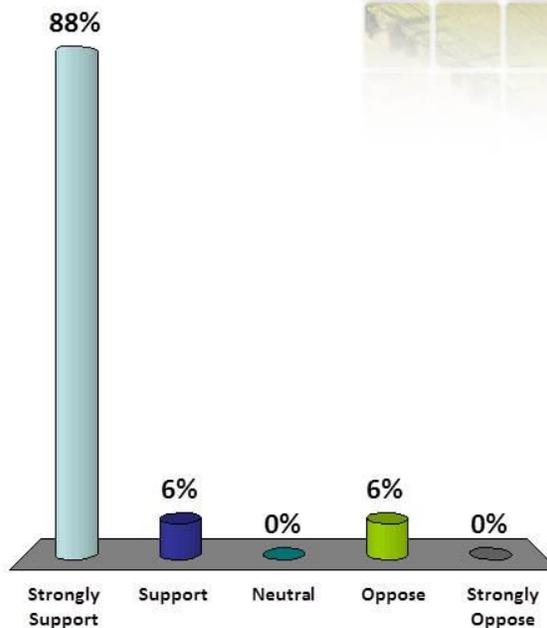


Pedestrian and Bicycle Travel

3. Balance the transportation needs of those traveling locally with those passing through Goshen by:

- ◆ *Directing drivers to designated routes*
- ◆ *Encouraging drivers to drive at safe speeds*
- ◆ *Accommodating safe pedestrian travel along the entire length of streets used for through-travel*

1. Strongly Support
2. Support
3. Neutral
4. Oppose
5. Strongly Oppose



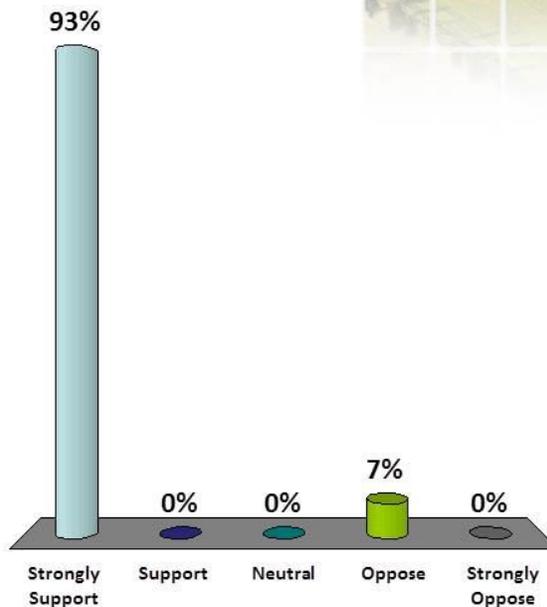
Transportation – Guiding Principles & Goals Polling Exercise



Pedestrian and Bicycle Travel

4. Identify a network of safe routes and facilities for pedestrians and bicyclists that connect Goshen’s residential neighborhoods.

- 1. Strongly Support
- 2. Support
- 3. Neutral
- 4. Oppose
- 5. Strongly Oppose



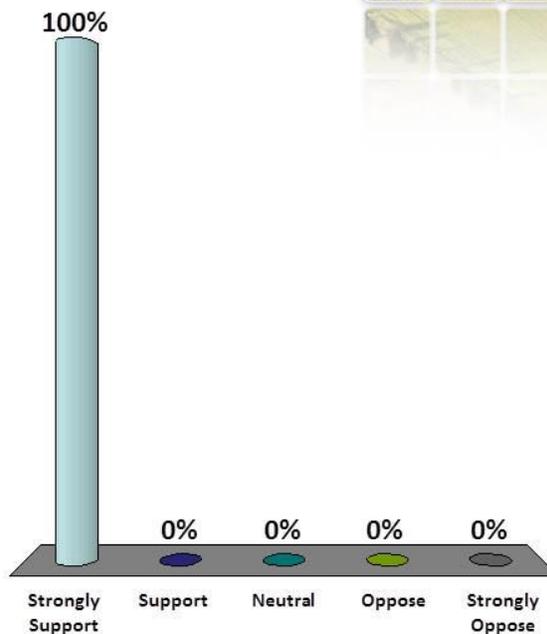
Transportation – Guiding Principles & Goals Polling Exercise



Pedestrian and Bicycle Travel

5. Identify a network of safe routes and facilities for pedestrians and bicyclists that connect to schools and cultural and retail/service destinations.

- 1. Strongly Support
- 2. Support
- 3. Neutral
- 4. Oppose
- 5. Strongly Oppose



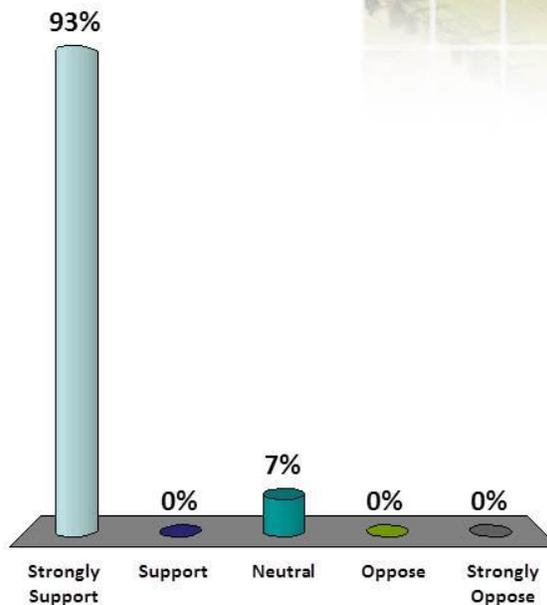
Transportation – Guiding Principles & Goals Polling Exercise



Public Transit

6. Improve safety and convenience of access to transit stops in Goshen.

- 1. Strongly Support
- 2. Support
- 3. Neutral
- 4. Oppose
- 5. Strongly Oppose



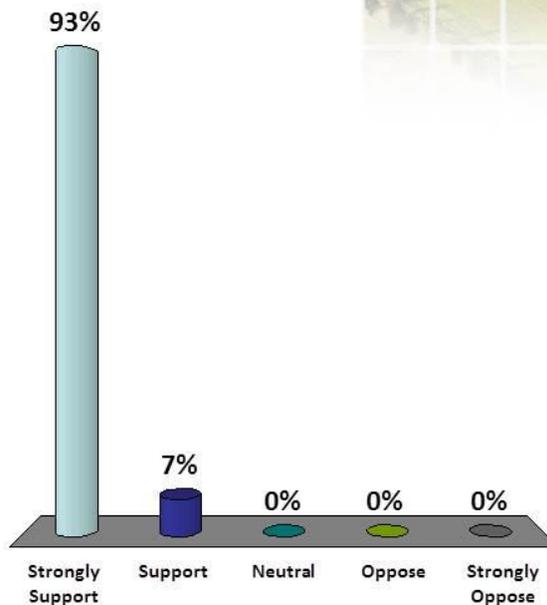
Transportation – Guiding Principles & Goals Polling Exercise



Traffic Calming

7. Consider traffic calming measures on streets where vehicle speeds endanger pedestrians and bicyclists.

- 1. Strongly Support
- 2. Support
- 3. Neutral
- 4. Oppose
- 5. Strongly Oppose



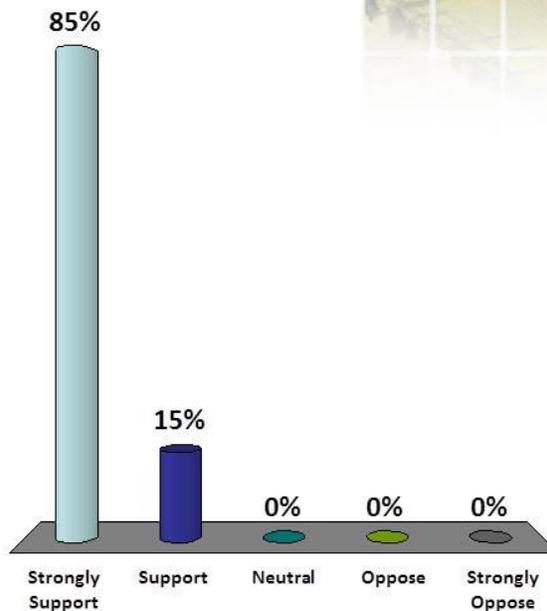
Transportation – Guiding Principles & Goals Polling Exercise



Traffic Calming

8. Consider traffic calming measures in locations where they can address concerns regarding cut-through traffic.

- 1. Strongly Support
- 2. Support
- 3. Neutral
- 4. Oppose
- 5. Strongly Oppose



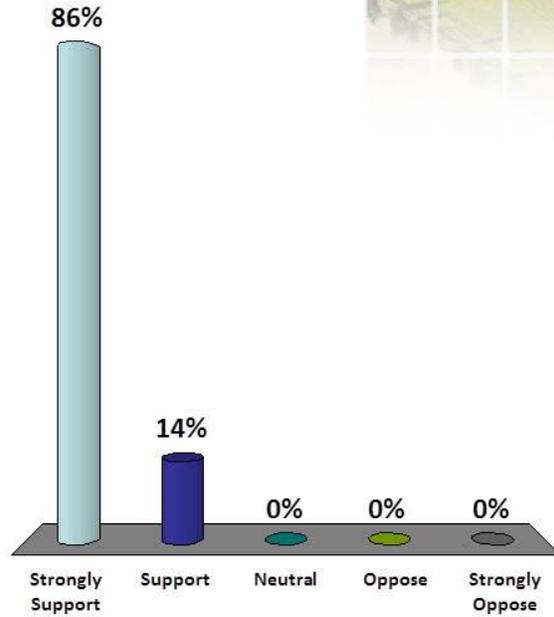
Transportation – Guiding Principles & Goals Polling Exercise



Local Streets and Alleys

9. Consider design treatments along streets and alleys that increase personal safety.

- 1. Strongly Support
- 2. Support
- 3. Neutral
- 4. Oppose
- 5. Strongly Oppose



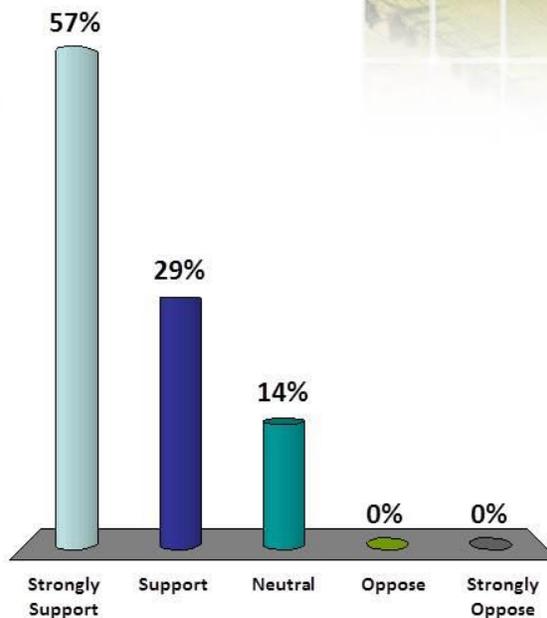
Transportation – Guiding Principles & Goals Polling Exercise



Local Streets and Roads

10. Design recommended street improvements to stay within existing public rights-of-way.

- 1. Strongly Support
- 2. Support
- 3. Neutral
- 4. Oppose
- 5. Strongly Oppose



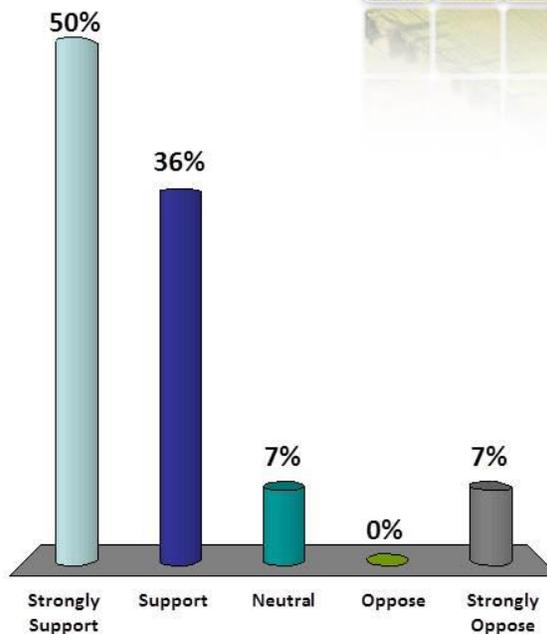
Transportation – Guiding Principles & Goals Polling Exercise



Local Streets and Roads

11. Consider the acquisition of additional right-of-way only where additional space is needed to accomplish an improvement specifically desired by the Goshen Community.

- 1. Strongly Support
- 2. Support
- 3. Neutral
- 4. Oppose
- 5. Strongly Oppose



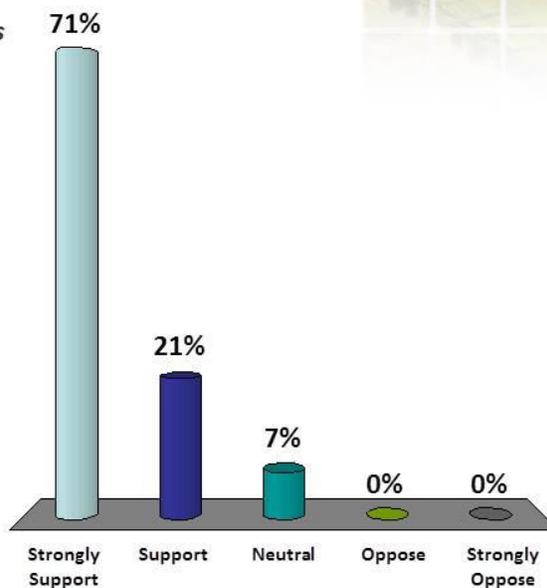
Transportation – Guiding Principles & Goals Polling Exercise



Local Streets and Roads

12. Recognize that design recommendations for potential street improvements can vary between different locations in the Goshen Community.

- 1. Strongly Support
- 2. Support
- 3. Neutral
- 4. Oppose
- 5. Strongly Oppose



Transportation – Guiding Principles & Goals Polling Exercise

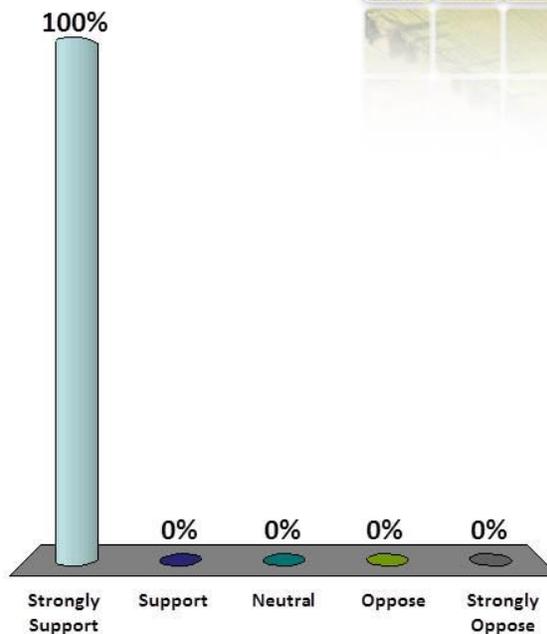


Safe Routes to School

13. Provide safe routes to school for school children, parents, and teachers by:

- ◆ Identifying safe pedestrian and bicycle routes and roadway crossings to existing and future schools in Goshen
- ◆ Making public streets around schools safe places to be

1. Strongly Support
2. Support
3. Neutral
4. Oppose
5. Strongly Oppose



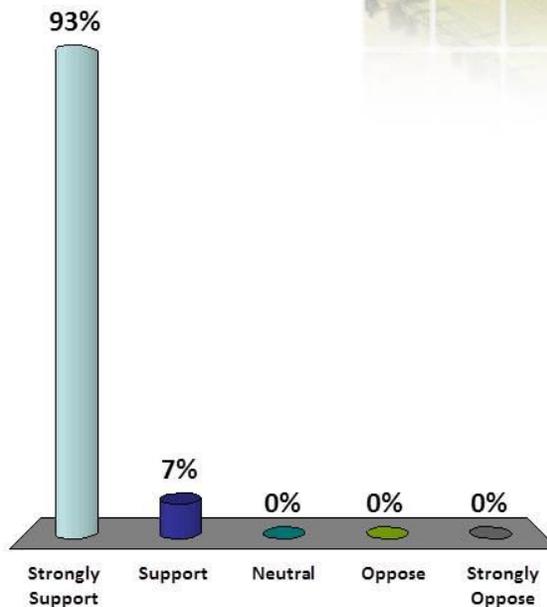
Transportation – Guiding Principles & Goals Polling Exercise



Wayfinding and Other Treatments

14. Use wayfinding signs and other design treatments to direct traffic to designated routes in order to avoid unnecessary motorized traffic on streets prioritized for local traffic, pedestrians, and bicyclists.

1. Strongly Support
2. Support
3. Neutral
4. Oppose
5. Strongly Oppose



Transportation – Guiding Principles & Goals Polling Exercise



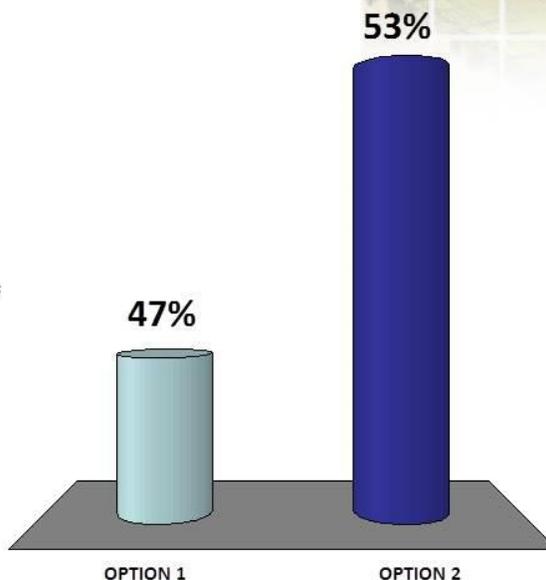
Transportation Improvement Priorities

1. *Construct sidewalks, crosswalks, & signals near schools*

-or-

2. *Short-term priority plan to add curbs, gutters, sidewalks & bicycle facilities throughout neighborhoods & commercial areas*

- 1. OPTION 1
- 2. OPTION 2



Transportation – Guiding Principles & Goals Polling Exercise



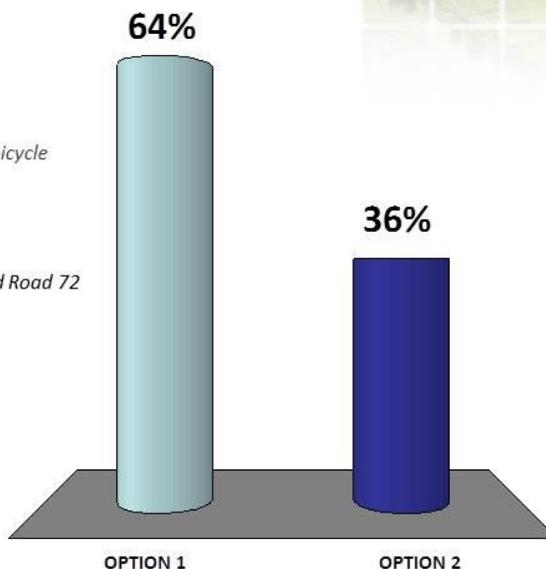
Transportation Improvement Priorities

1. *Short-term priority plan to add curbs, gutters, sidewalks & bicycle facilities throughout neighborhoods & commercial areas*

-or-

2. *Traffic signalization at the intersection of Riggin Avenue and Road 72*

- 1. OPTION 1
- 2. OPTION 2



Transportation – Guiding Principles & Goals Polling Exercise



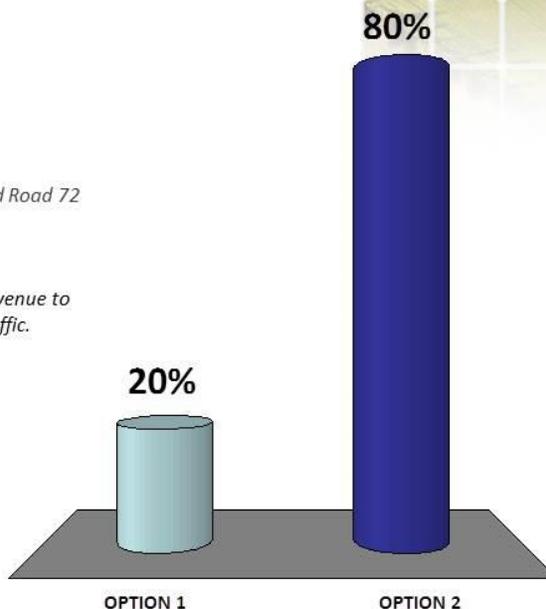
Transportation Improvement Priorities

1. *Traffic signalization at the intersection of Riggin Avenue and Road 72*

-or-

2. *Completion of Road 76 between Riggin Avenue & Goshen Avenue to provide a reasonable alternative route for commercial truck traffic.*

- 1. OPTION 1
- 2. OPTION 2



Transportation – Guiding Principles & Goals Polling Exercise



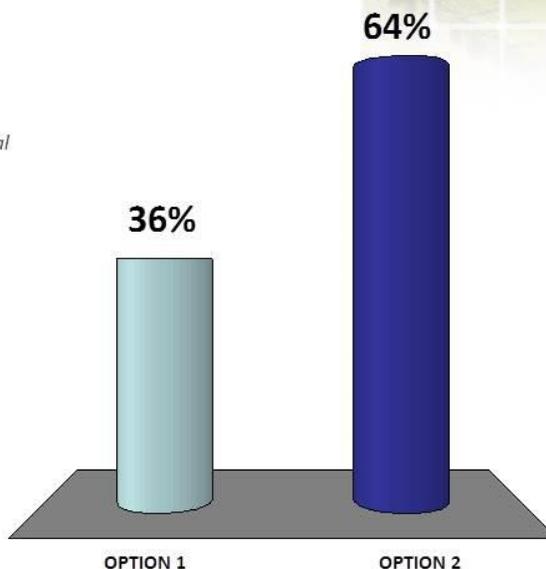
Transportation Improvement Priorities

1. *Completion of Road 76 between Riggin Avenue & Goshen Avenue to provide a reasonable alternative route for commercial truck traffic.*

-or-

2. *Implementing Traffic Calming strategies to discourage commercial traffic through residential areas to access Betty Drive and SR 99*

- 1. OPTION 1
- 2. OPTION 2



Transportation – Guiding Principles & Goals Polling Exercise



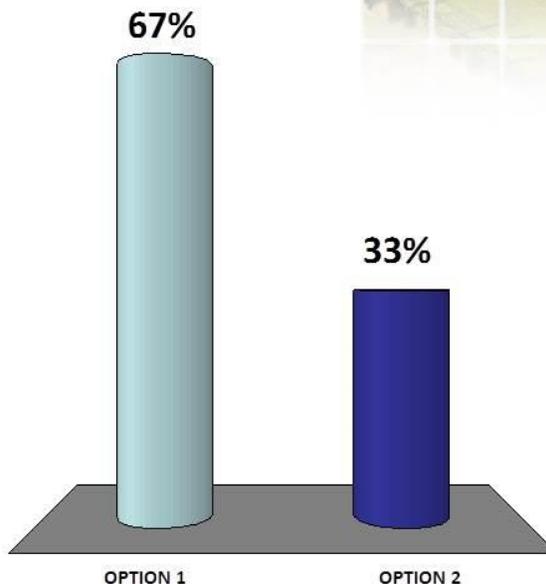
Transportation Improvement Priorities

1. *Implementing Traffic Calming strategies to discourage commercial traffic through residential areas to access Betty Drive and SR 99*

-or-

2. *A system of bicycle routes that provide local circulation & connection with Visalia Transit stops, local medical facilities & commercial outlets*

- 1. OPTION 1
- 2. OPTION 2



Transportation – Guiding Principles & Goals Polling Exercise



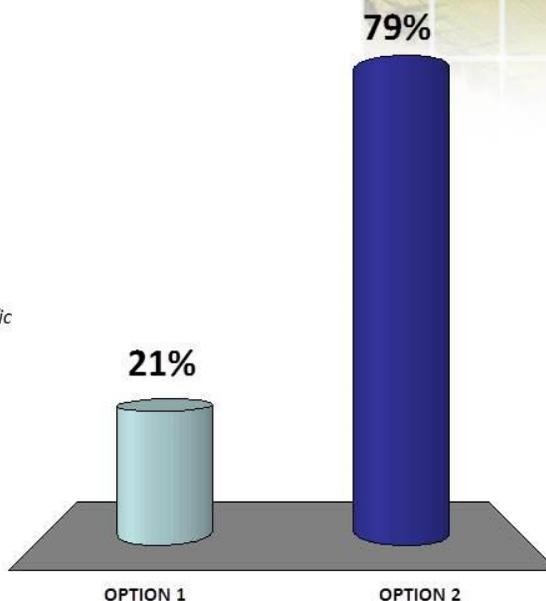
Transportation Improvement Priorities

1. A system of bicycle routes that provide local circulation & connection with Visalia Transit stops, local medical facilities & commercial outlets

-or-

2. Wayfinding signage & roadway striping directing truck traffic away from local neighborhoods

- 1. OPTION 1
- 2. OPTION 2



Transportation – Guiding Principles & Goals Polling Exercise



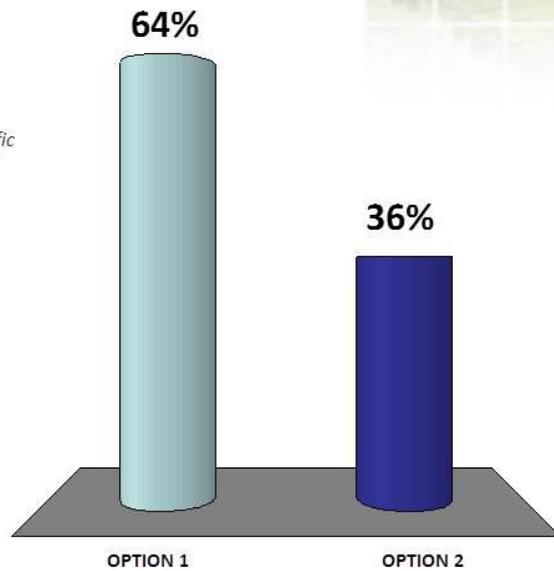
Transportation Improvement Priorities

1. *Wayfinding signage & roadway striping directing truck traffic away from local neighborhoods*

-or-

2. *Construct a sidewalk along Avenue 304 in Goshen from Commercial Road eastward*

- 1. OPTION 1
- 2. OPTION 2



Transportation – Guiding Principles & Goals Polling Exercise



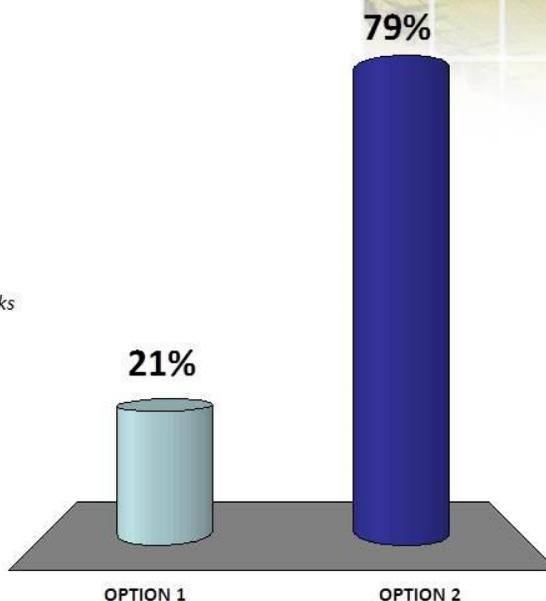
Transportation Improvement Priorities

1. Construct a sidewalk along Avenue 304 in Goshen from Commercial Road eastward

-or-

2. Pedestrian bicycle bridge crossing over the UP Railroad tracks between Avenue 304 and Riggan Ave/Betty Dr

- 1. OPTION 1
- 2. OPTION 2



Transportation – Guiding Principles & Goals Polling Exercise



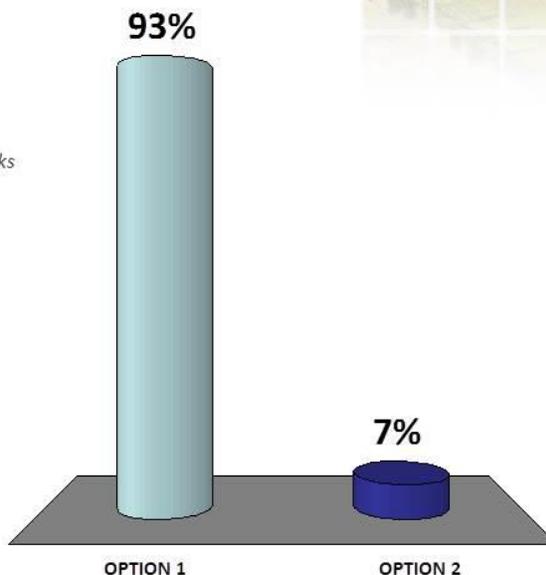
Transportation Improvement Priorities

1. *Pedestrian bicycle bridge crossing over the UP Railroad tracks between Ave. 304 and Riggan Ave/Betty Dr*

-or-

2. *Gateway signage*

- 1. OPTION 1
- 2. OPTION 2



Transportation – Guiding Principles & Goals Polling Exercise



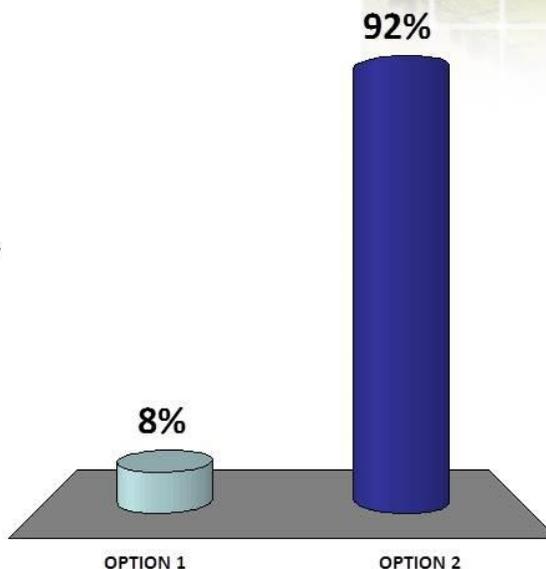
Transportation Improvement Priorities

1. *Gateway signage*

-or-

2. *Add bicycle lane striping to increase safety, use, and narrow wide streets*

- 1. OPTION 1
- 2. OPTION 2



Transportation – Guiding Principles & Goals Polling Exercise



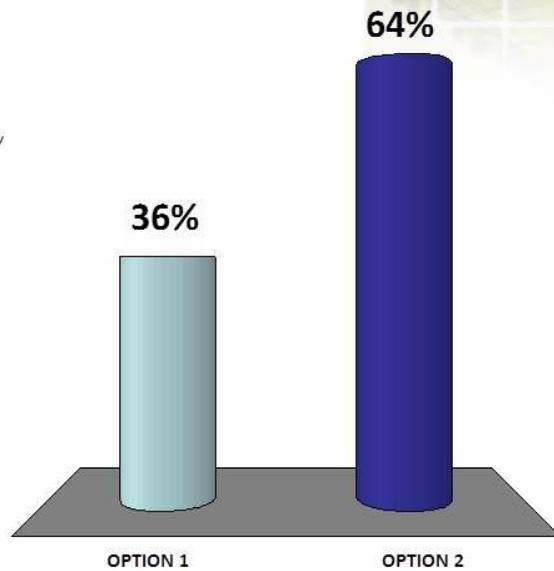
Transportation Improvement Priorities

1. *Add bicycle lane striping to increase safety, use, and narrow wide streets*

-or-

2. *Safe access to transit stops & Increase transit service when warranted*

- 1. OPTION 1
- 2. OPTION 2



Transportation – Guiding Principles & Goals Polling Exercise



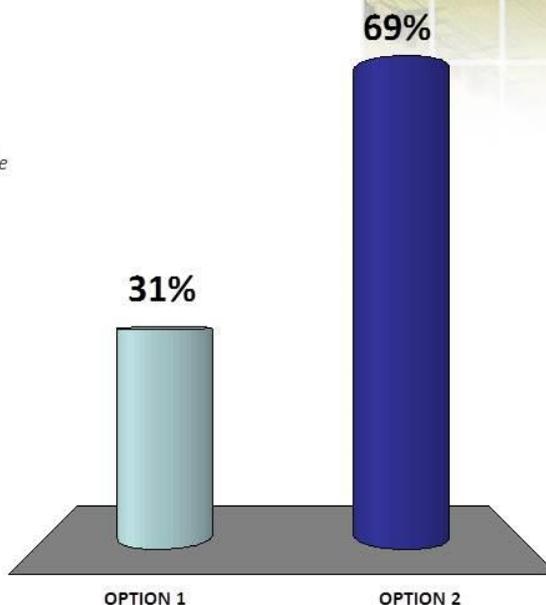
Transportation Improvement Priorities

1. *Improve Betty Dr/Riggin Ave to be more pedestrian & bicycle friendly*

-or-

2. *Provide improvements to residential neighborhood & commercial streets between SR 99 & the UP railroad tracks & south of Betty Drive including filling of potholes or widespread resurfacing of existing streets*

- 1. OPTION 1
- 2. OPTION 2



Transportation – Guiding Principles & Goals Polling Exercise



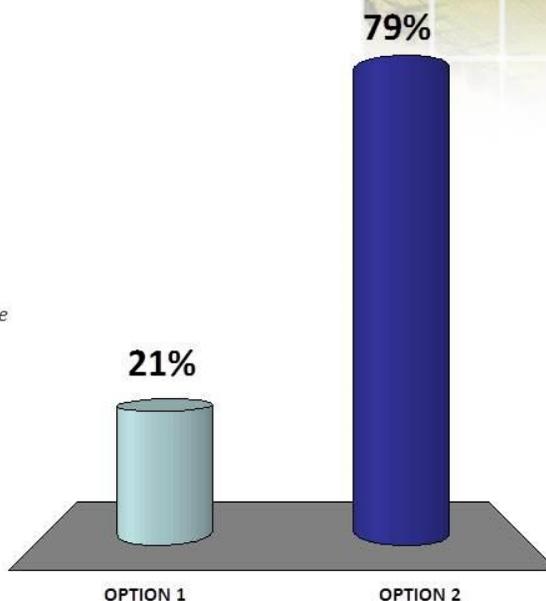
Transportation Improvement Priorities

1. *Safe access to transit stops & Increase transit service when warranted*

-or-

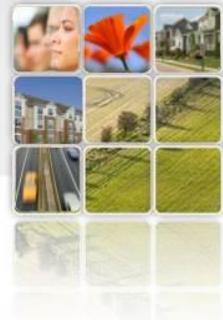
2. *Improve Betty Dr/Riggin Ave to be more pedestrian & bicycle friendly*

- 1. OPTION 1
- 2. OPTION 2



APPENDIX F
Workshop #4 -
PowerPoint Presentation

Goshen Transportation & Community Plan
Workshop #4



June 27, 2013
Land Use Scenarios &
Potential Recommendations

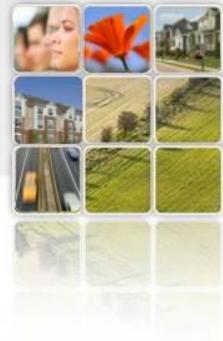


GOSHEN

Visions For Our Future



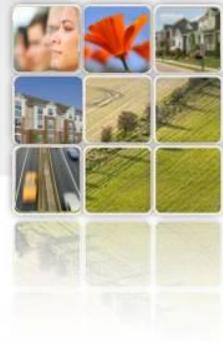
Best Practices – Land Use



- **Workshop Overview**

- Introductions
- Results of Workshop #3
- Best Practices – Land Use
- Goshen Land Use Scenarios
- Goshen Land Use – Developing West
- Goshen Land Use – Developing North
- Initial Land Use Scenario Preference
- Land Use Scenarios – Mapping Exercise



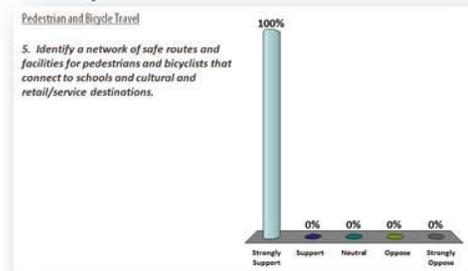


Workshop #3 Overview

Workshop #3 Overview



- Transportation Needs & Improvement Opportunities
 - Existing Goshen Transportation Network for Mobility & Access
 - Impact of Caltrans Improvements on the Existing Transportation Network for Mobility & Access
 - Goshen Community Desires (Workshop #2 Findings & Goshen CSET Survey Results)
 - Transportation Mobility & Access Improvement Opportunities
- Open House (Review & Comment of Transportation Mapping)
- Transportation Improvement Opportunities Polling Exercise





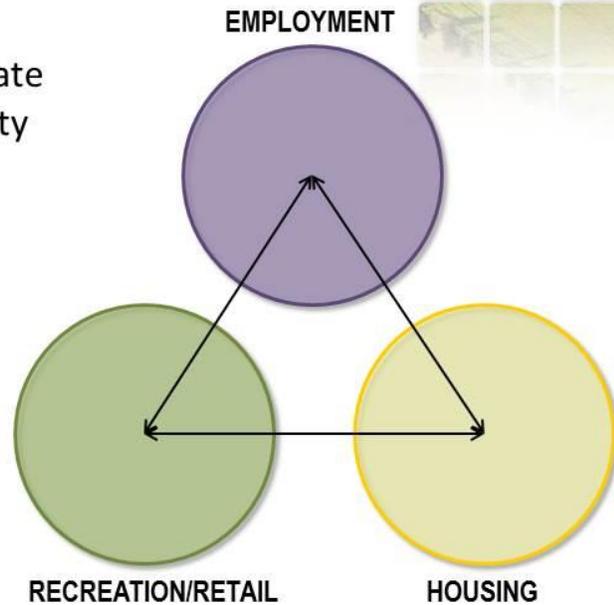
Best Practices - Land Use



Best Practices – Land Use



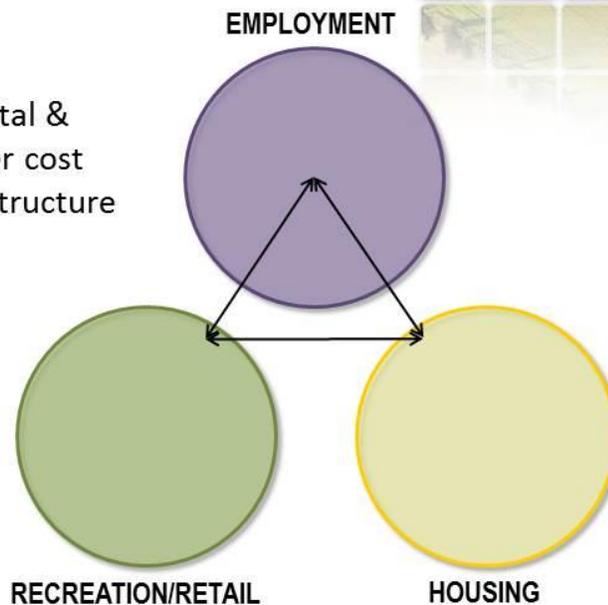
- Land Use Planning helps identify land to accommodate future needs of a community for:
 - Housing,
 - Employment,
 - Recreation/Retail, and
 - Transportation



Best Practices – Land Use



- Organizing the needs of the community has evolved with considerations to environmental & economic sustainability (Lower cost of maintaining required infrastructure helps local economy grow)
 - Encourage housing closer to employment & services
 - Mix of Housing Types
 - Mix of Land Uses to Reduce Travel Distances
 - Encourage a Walkable, Bikeable & Transit Friendly Land Use Plan
- Encourage **Smart Growth**

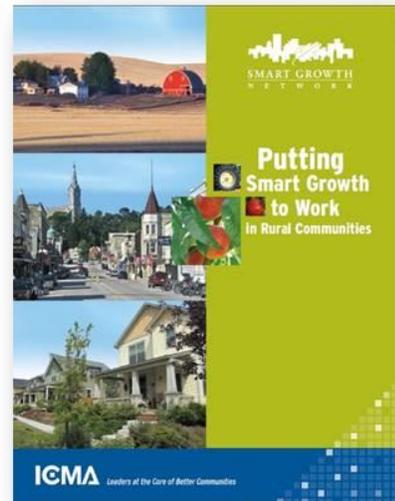


Best Practices – Land Use



- Land Use Planning & Smart Growth
 - *“Smart growth means building urban, suburban & rural communities with housing & transportation choices near jobs, shops & schools. This approach supports local economies & protects the environment”*

- Smart Growth Goals for Small Communities:
 - **Support the rural landscape**
 - **Help existing places thrive** by taking care of downtowns, main streets & places that the community values
 - **Create great new places** by building vibrant, enduring neighborhoods & communities that people (young people) don’t want to leave



Best Practices – Land Use



- Smart Growth Principles Applicable to Goshen:
 - Take advantage of **compact design** (buildings/uses with smaller land consumption)
 - Create a **range of housing opportunities** & choices
 - Create **walkable communities**
 - Strengthen & **direct development toward existing communities**
 - Provide a variety of **transportation options**
 - Encourage community & **stakeholder collaboration** in development decisions
 - **Preserve open spaces**, farmland, & sensitive environmental areas



Best Practices – Land Use



- Advantages of Compact Design



Exiting Condition



Sprawling Development



Compact Development

Best Practices – Land Use



- More Housing Opportunities & Choices

Type: Standard Neighborhood Block
Gross Density: 6 to 16 d.u./ac.
Height Range: 1 to 3 stories



Type: Courtyard
Gross Density: 7 to 16 d.u./ac.
Height Range: 1 to 3 stories



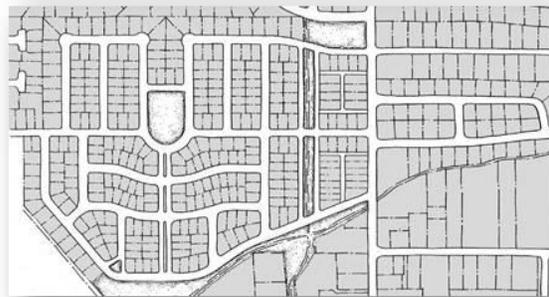
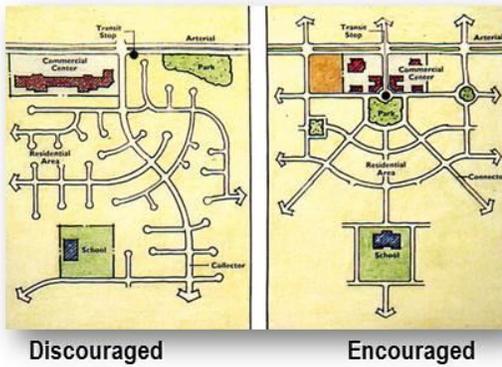
Type: Duplex
Gross Density: 7 to 20 d.u./ac.
Height Range: 1 to 3 stories



Best Practices – Land Use

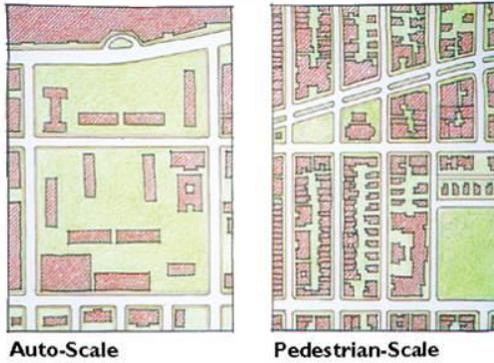


- Create Walkable Communities



Best Practices – Land Use

- Create Walkable Communities



Automobile-oriented residential



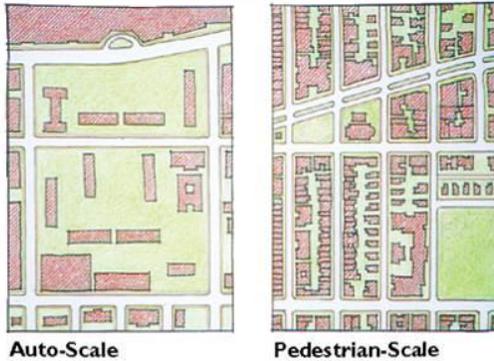
Automobile-oriented retail



Best Practices – Land Use



- Create Walkable Communities



Auto-Scale

Pedestrian-Scale

Human Scale



Pedestrian-oriented residential



Pedestrian-oriented retail

Best Practices – Land Use



- Strengthen & direct development to Existing Communities



Urban Advantage - Naples Park, Florida

Best Practices – Land Use



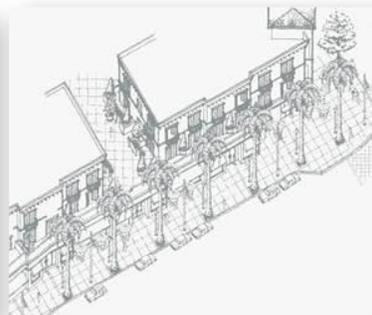
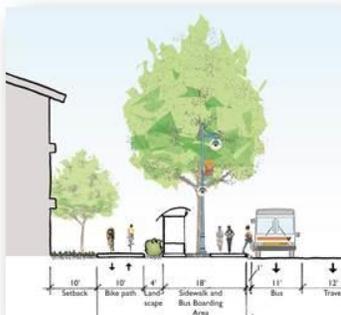
- Provide a variety of transportation choices



Best Practices – Land Use



- Create an interconnected sense of community & identity –
Place Making
 - Complement Land Use Plan with **urban design & street design guidelines** and standards
 - Encourage pedestrian supportive uses & **building orientation** along streets
 - **Utilize community assets** to create a unique sense of place





Goshen Land Use Scenarios

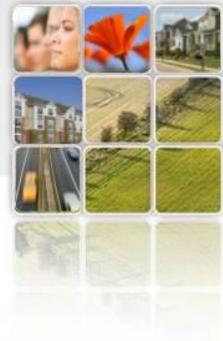
Goshen Land Use Scenarios



- Estimated Land Needed by Year 2040:
 - Utilized Pacific Group’s proprietary Land Need Model & is based on the following:
 - Obtained and reviewed demographic projections from TCAG
 - Prepared an estimate of total land needs for 2040 based on:
 - TCAG demographic projections
 - Planning factors for densities, gross to net acres (to adjust for roads and other rights of way), Floor Area Ratio (FAR), etc.
 - Estimated land need for each of the categories used in the TCAG employment projections (general land use designations, not specific uses or projects)



Goshen Land Use Scenarios



ESTIMATED TOTAL LAND NEED IN GOSHEN 2040

	Gross Acres plus 1.2 Buffer Factor (1)	Gross Acres
Residential	1,105	921
Parks	58	58
Schools	78	78
Retail-neighborhood	5	4
Retail-community	33	28
Retail-supercommunity (2)	33	28
Highway-hotel	9	8
Highway food service	2	2
Highway-gas station (3)	2	2
Highway RV Park	25	25
Office Business Park	113	95
Industrial/Industrial Park	313	261
Total	1,777	1,508

- (1) Includes a factor of 1.2 to account for vacant land and market inefficiencies.
- (2) Assumes land available near Highway 99 and Goshen achieves retail parity with surrounding area.
- (3) In addition to gas station need included in community retail.

Goshen Land Use Scenarios



- Present estimated growth* is assumed to be:
 - Housing 2040: 3,568 (945 at Present)
 - Employment 2040: 9,855 (2,518 at Present)
- Based on existing trends of growth it is estimated that Goshen will approximately have by 2040 :
 - 921 - 1,105 acres in housing
 - 356 - 426 acres in industrial employment
 - 72 – 84 acres in retail uses
 - 136 acres in Institutional/Parks uses
- Goshen at present has significant industrial land already designated to cover most of the projected growth & Development
- Goshen will require additional land for other uses – Residential, Parks, Institutional or Public and Retail

* TCAG Projections

Goshen Land Use Scenarios



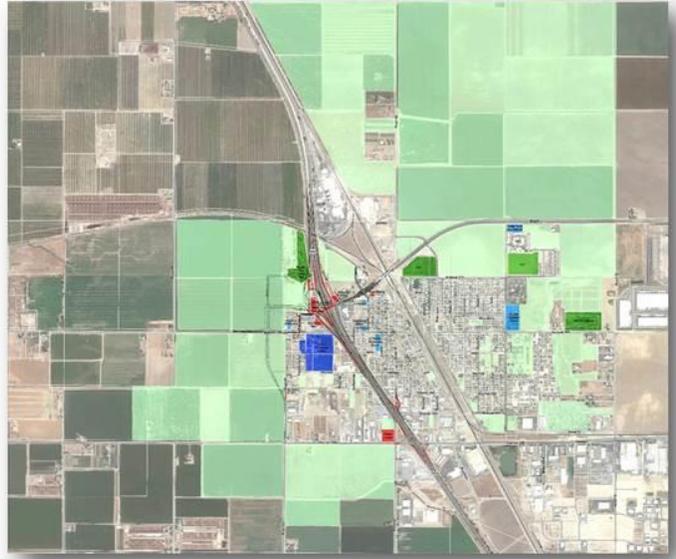
- Goshen has two areas primary available for future development:
 - West of SR 99



Goshen Land Use Scenarios



- Goshen has two areas primary available for future development:
 - West of SR 99
 - North of Riggin Avenue /Betty Drive



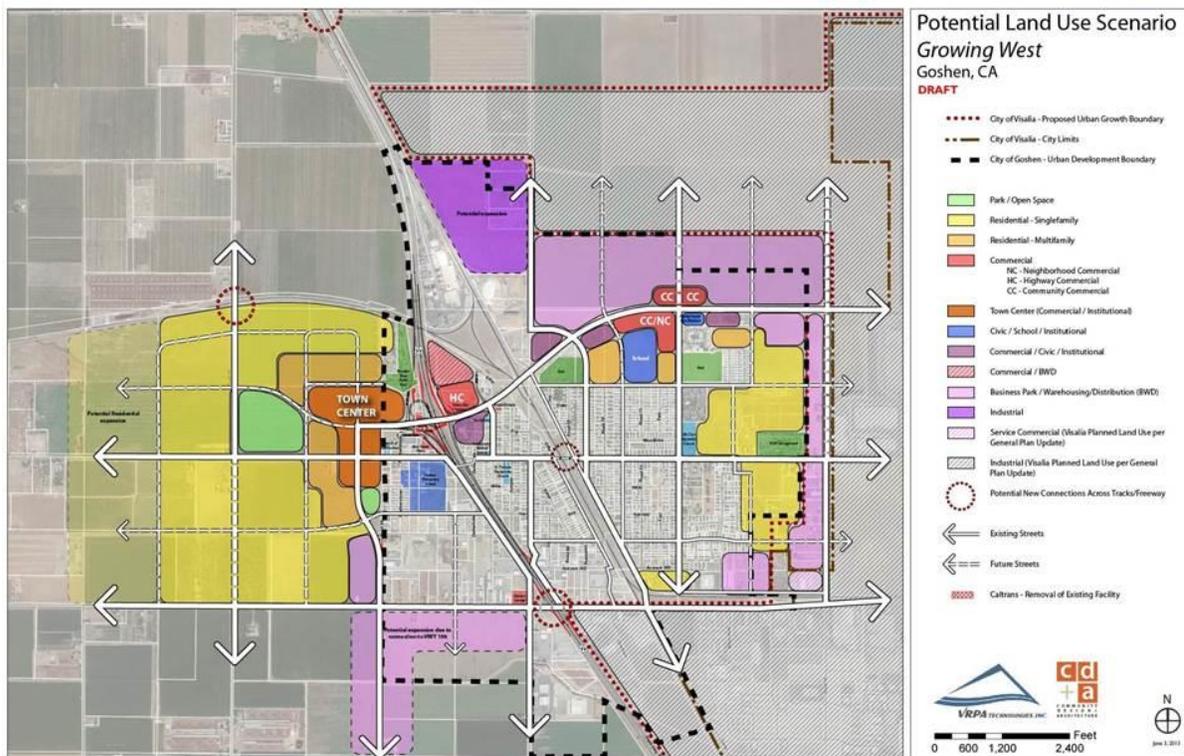
Goshen Land Use Scenarios



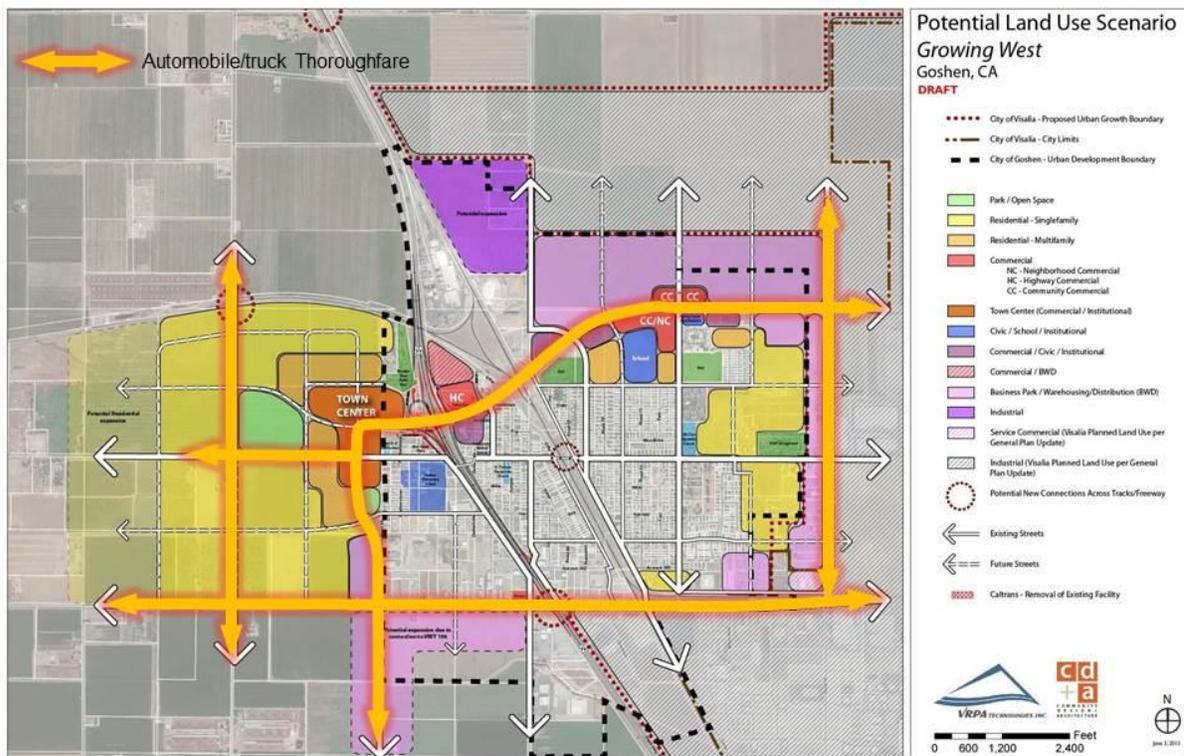
- Two Scenarios developed:
 - West of SR99 ***“Developing West”*** Scenario
 - North of Riggan/Betty Drive ***“Developing North”*** Scenario
- Scenarios are ends of a range of possible future development pattern



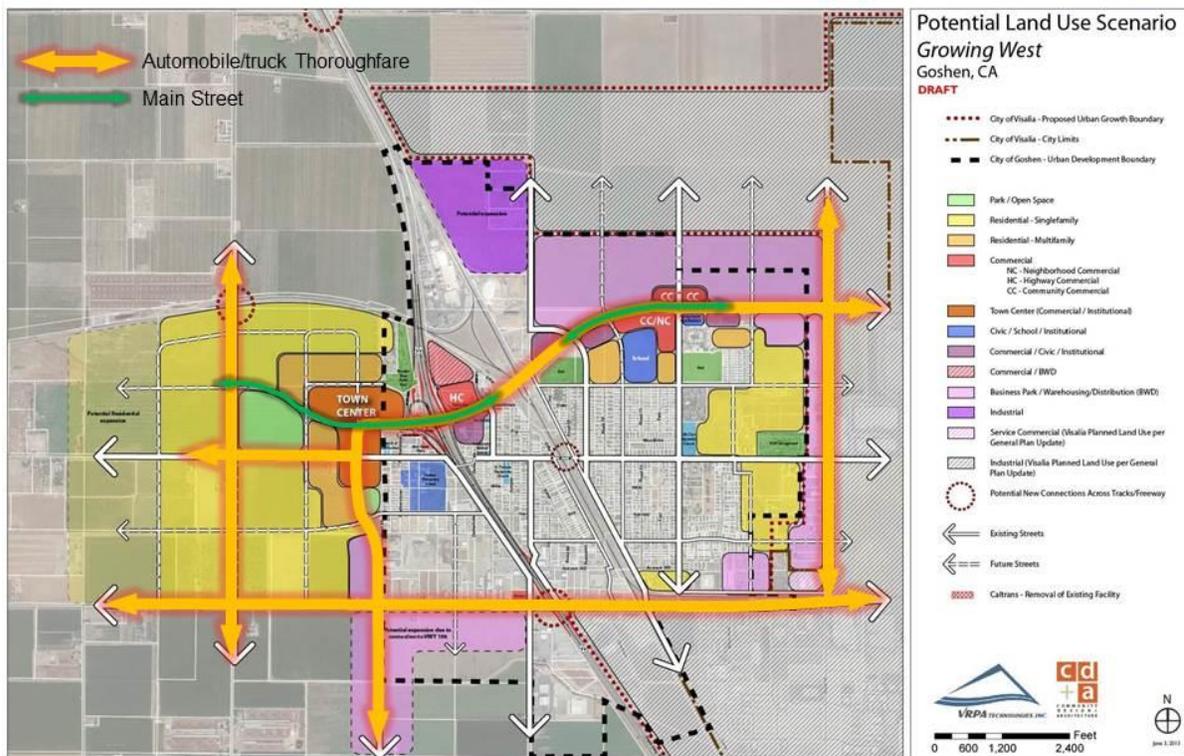
Goshen Land Use – *Developing West*



Goshen Land Use – *Developing West*



Goshen Land Use – *Developing West*

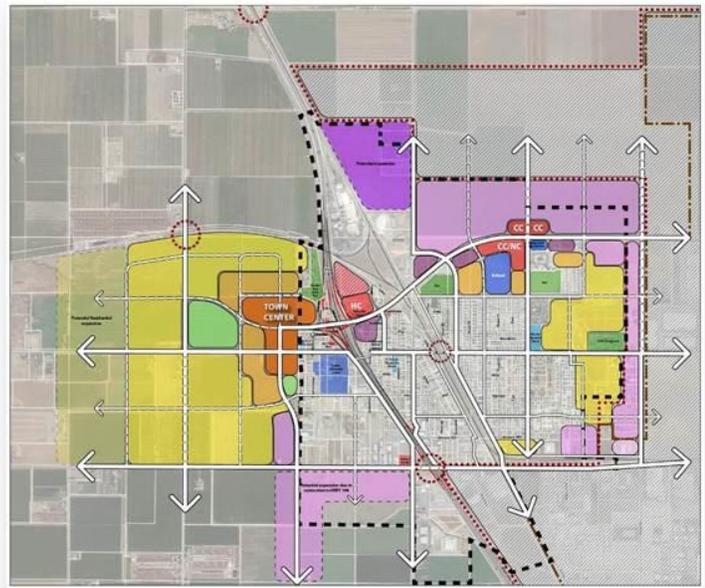


Goshen Land Use – *Developing West*



Key Characteristics

- Similar to existing Draft General Plan Concept
- Compatible with Visalia's proposed General Plan
- Does not significantly change Riggin Ave's character as truck route
- Easy for residential developers to expand west due to smaller parcels sizes

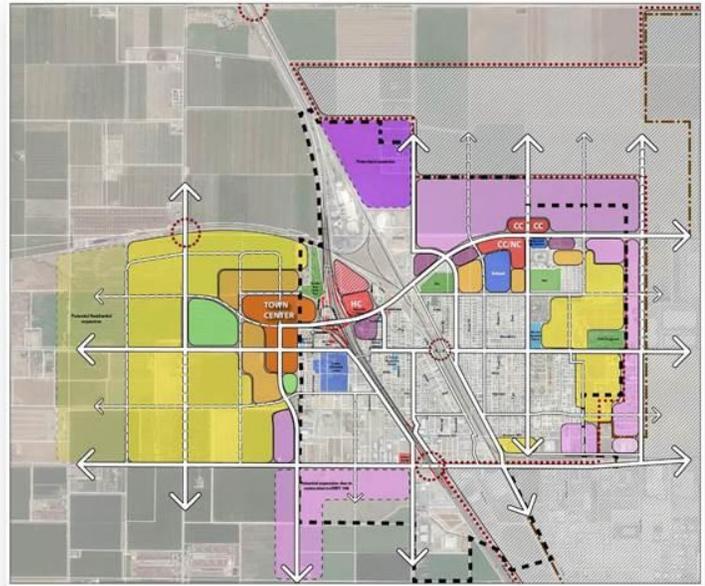


Goshen Land Use – *Developing West*

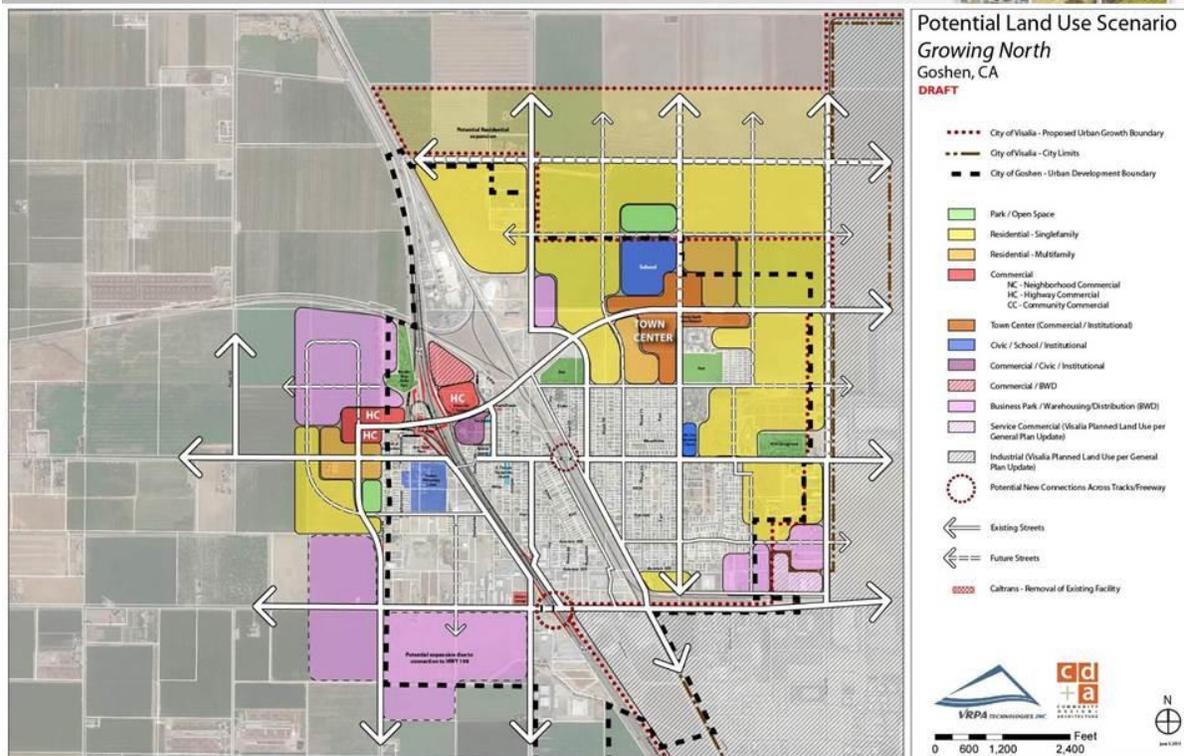


Key Limitations

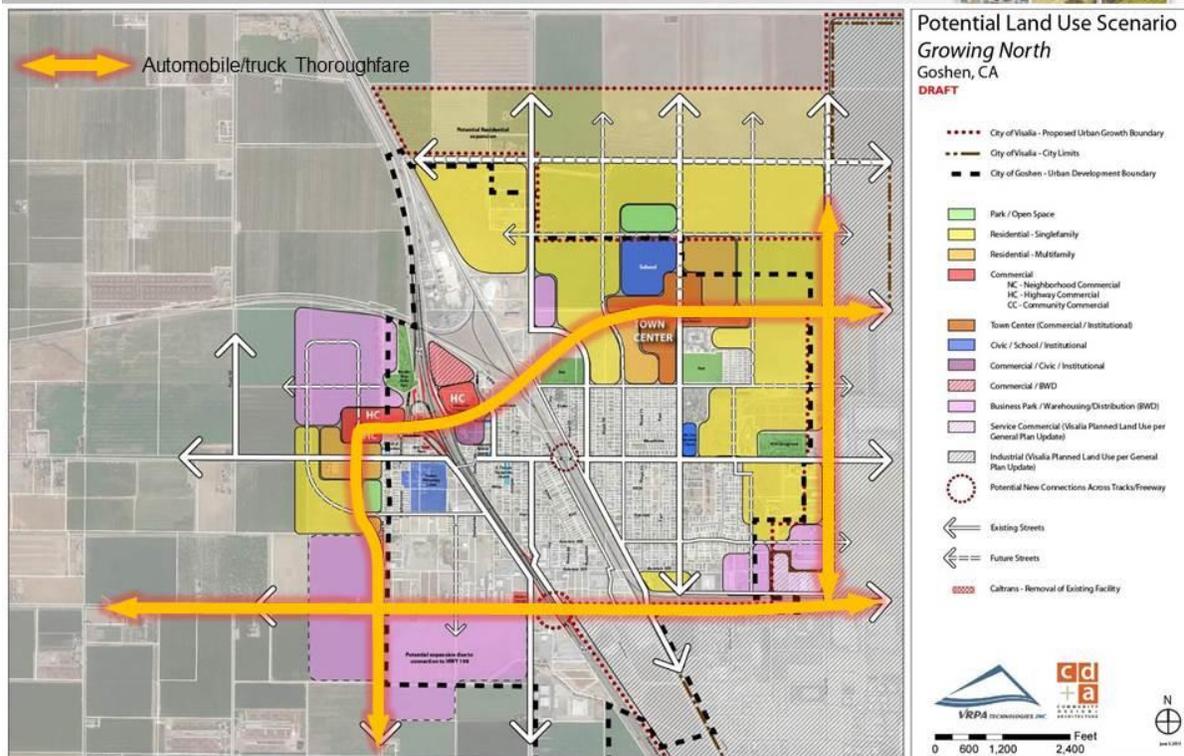
- Would surround existing residential neighborhoods with Industrial uses on three sides
- New west side residential development may break-up the community – *Old Goshen* and *New Goshen*
- With Town Center on the west – there may be increased risk of illegal crossing of railroad tracks
- Would add traffic along Road 64 & Road 60
- Would add east bound traffic to the Betty Drive/Highway 99 interchange overpass
- May potentially require a vehicular overpass at the 99 freeway at Ave 304 & the railroad tracks
- Conflict of vehicular thoroughfare & Main Street along Betty Drive



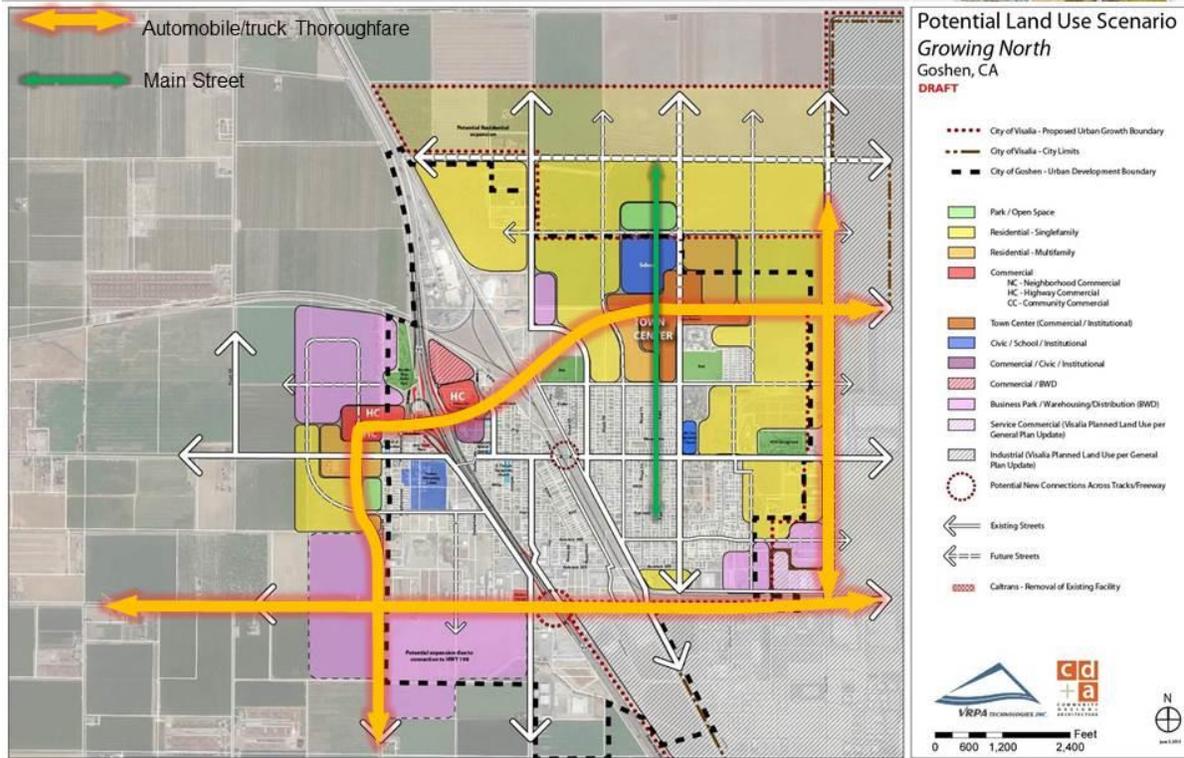
Goshen Land Use – *Developing North*



Goshen Land Use – *Developing North*



Goshen Land Use – Developing North

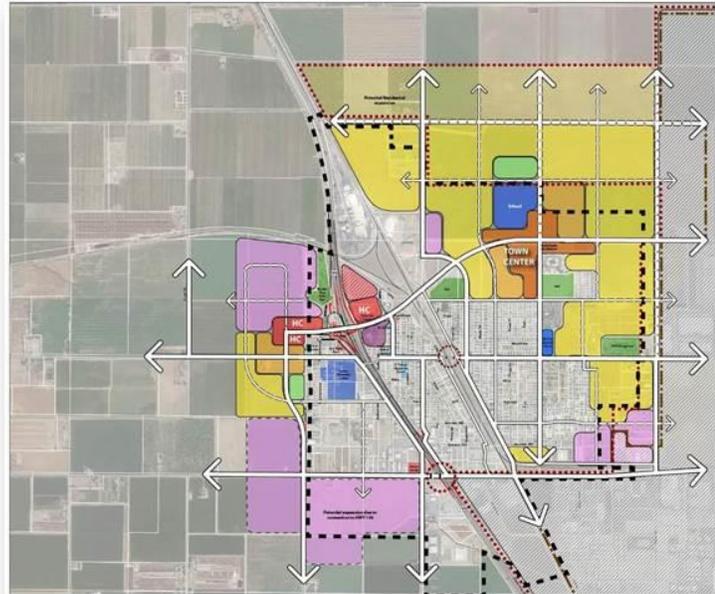


Goshen Land Use – *Developing North*



Key Characteristics

- More integrated community with Road 72 as the main street
- Future town center truly at the center of the community
- Would be able to reduce the impact of Highway 99 & the railroad as barriers in the community
- Would have lower impact on traffic at the Betty Drive interchange than developing west

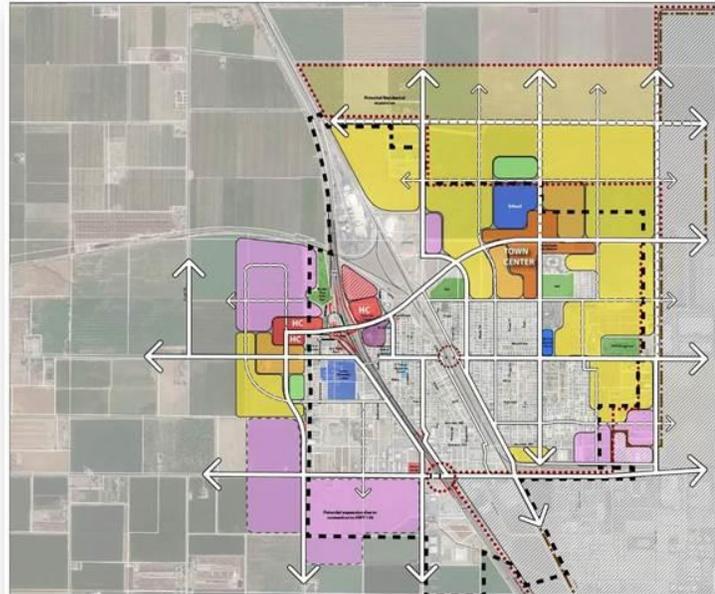


Goshen Land Use – *Developing North*



Key Limitations

- Not compatible with Visalia's proposed General Plan
- Would require negotiations with Visalia to coordinate development in & around the Road 76 area
- Significantly changes the existing Draft General Plan Land Use Concept for Goshen
- Developing north of Riggin may be difficult since it includes one large 550 acre parcel
- Riggin/Betty Drive would need significant improvements to make it safe to cross & walk/bike along

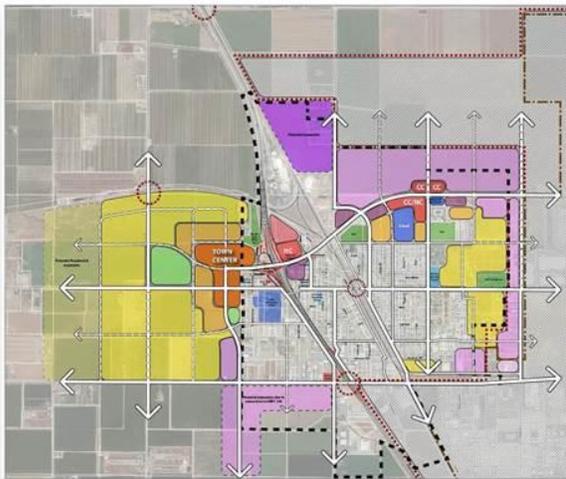


Goshen Land Use Scenarios - Preference

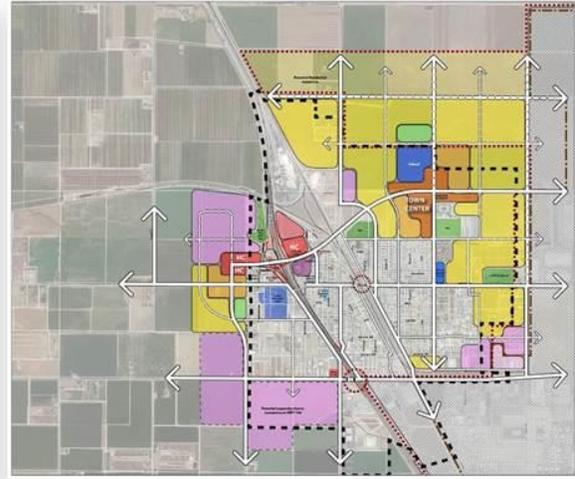


Participants Preference

- Please have a show of hands to indicate your initial preference for either of the scenarios
- The next activity would be building your own scenarios through a mapping exercise



Developing West Scenario



Developing North Scenario

APPENDIX G
Workshop #4 -
Mapping Exercise Process and Results



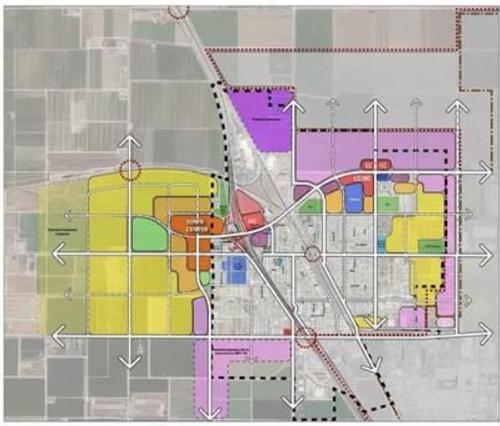
Land Use Scenarios - Mapping Exercise

Land Use Scenarios - Mapping Exercise

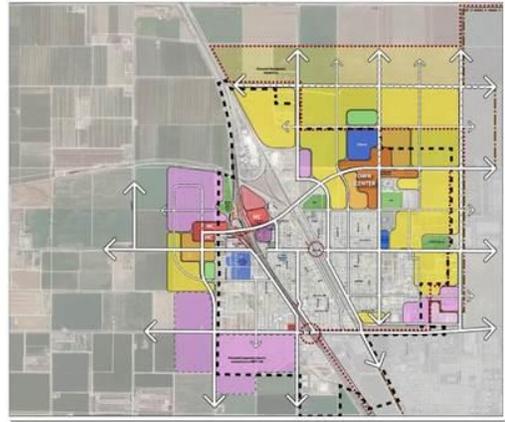


TODAY'S WORKSHOP EXERCISE – Build Your Vision of Goshen's Future

- Review the *Developing West* & *Developing North* key characteristics & limitations
- Prioritize the desired characteristics & limitations – list top three for each
- Develop your solution that addresses your selection of priorities by locating Housing, Employment, Retail, Institutions & Parks for New Development on the base map



Developing West Scenario



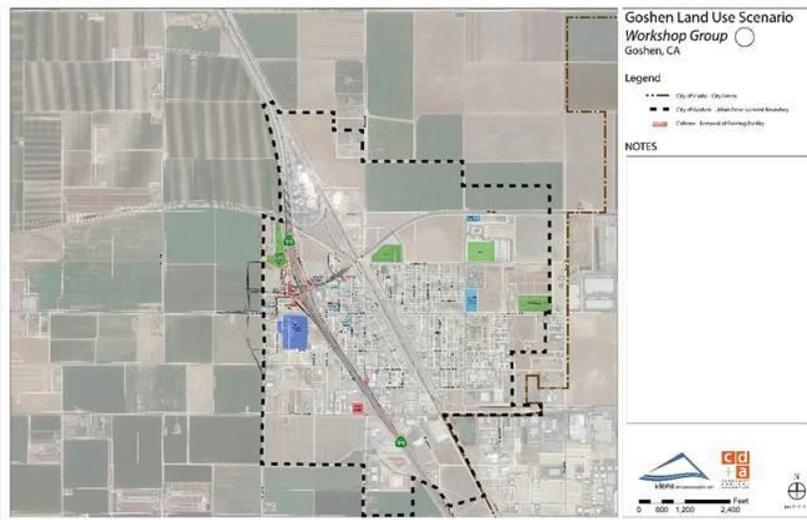
Developing North Scenario

Land Use Scenarios - Mapping Exercise



TODAY'S WORKSHOP EXERCISE – Build Your Vision of Goshen's Future

- Each Table has a Base Map of Goshen
- Map outlines the existing boundary of Goshen, Visalia City Limits, & key community destinations
- Map also displays planned Caltrans improvements



Land Use Scenarios - Mapping Exercise



TODAY'S WORKSHOP EXERCISE – Build Your Vision of Goshen's Future

- Each Table has a set of colored tiles representing different land uses or development:
 - Yellow – Residential
 - Purple – Industrial/Employment
 - Red – Retail Stores (Neighborhood/Highway)
 - Blue – Institutional/School
 - Green – Parks/Recreation
- These tiles represent new development in Goshen

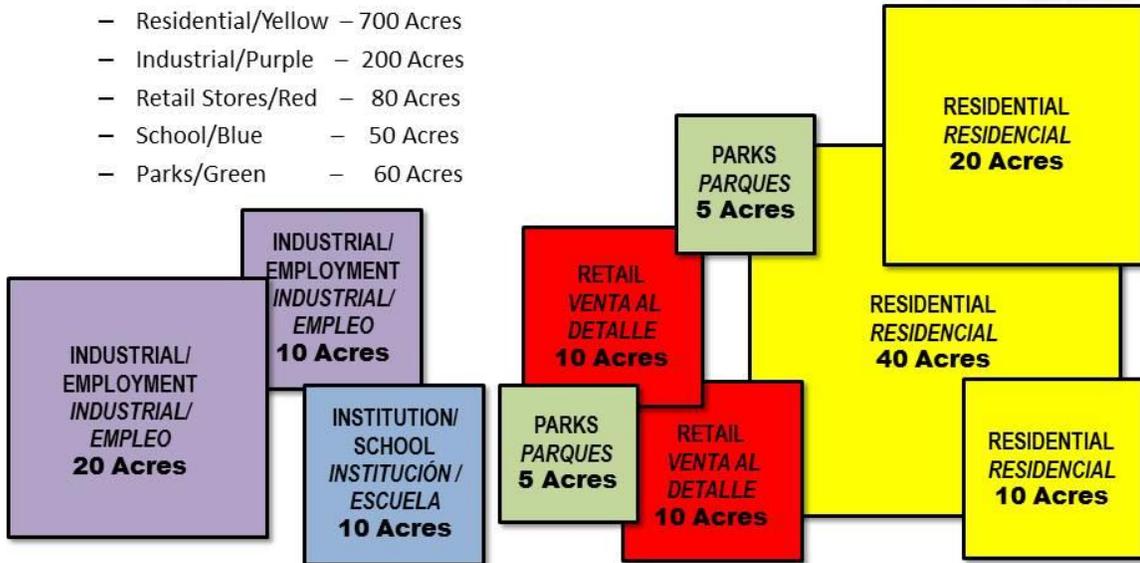
RESIDENCIAL RESIDENCIAL 10 Acres	INDUSTRIAL/ EMPLOYMENT INDUSTRIAL/ EMPLEO 10 Acres	RETAIL VENTA AL DETALLE 10 Acres	INSTITUTION/ SCHOOL INSTITUCIÓN / ESCUELA 10 Acres	PARKS PARQUES 10 Acres
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Land Use Scenarios - Mapping Exercise



TODAY'S WORKSHOP EXERCISE – Build Your Vision of Goshen's Future

- A set of chips of various sizes is provided for each type of land use. The chips for each use add up to the needed land identified in the land use needs assessment
 - Residential/Yellow – 700 Acres
 - Industrial/Purple – 200 Acres
 - Retail Stores/Red – 80 Acres
 - School/Blue – 50 Acres
 - Parks/Green – 60 Acres

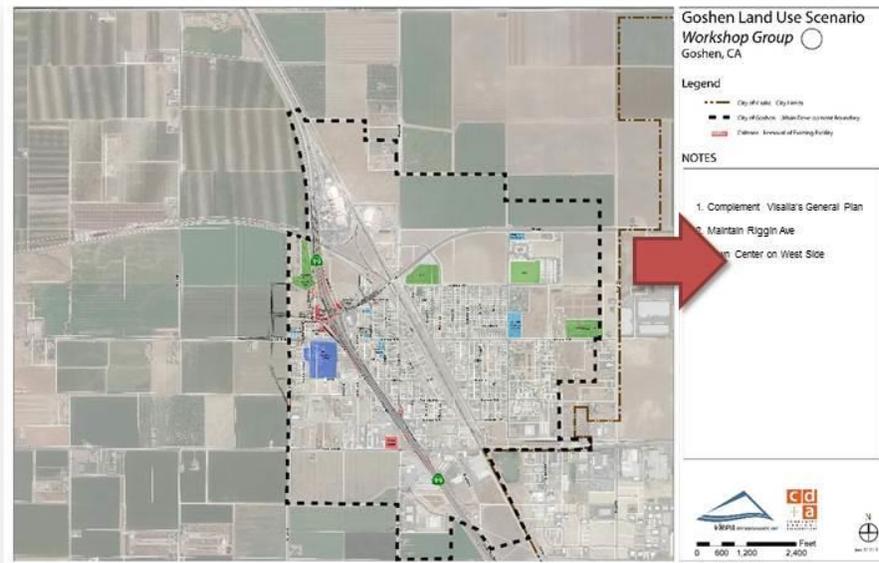


Land Use Scenarios - Mapping Exercise



TODAY'S WORKSHOP EXERCISE – Build Your Vision of Goshen's Future

- Discuss in your group & note group's top three desired characteristics & top three limitations in the note column

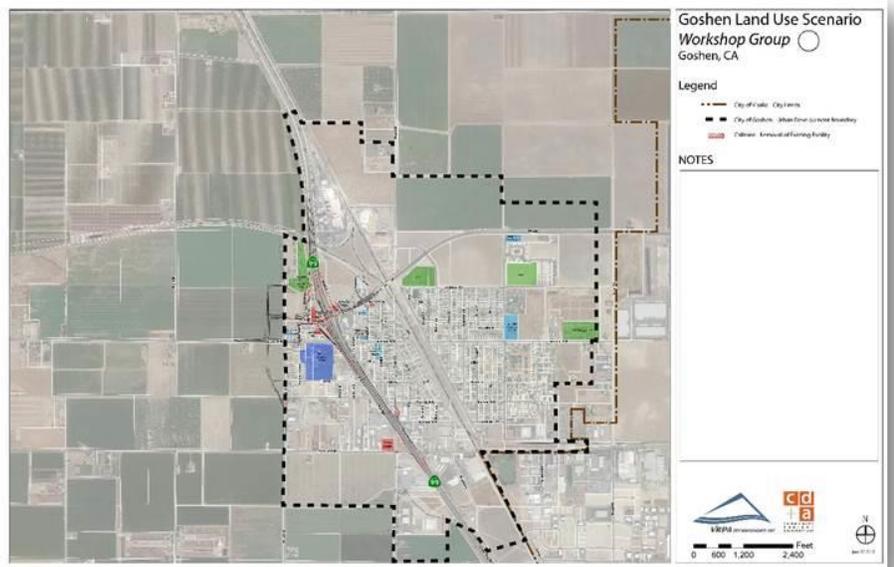
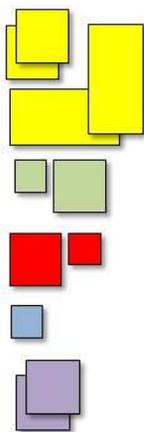


Land Use Scenarios - Mapping Exercise



TODAY'S WORKSHOP EXERCISE – Build Your Vision of Goshen's Future

- Based upon your top concerns & desired characteristics, place/stick tiles onto the map

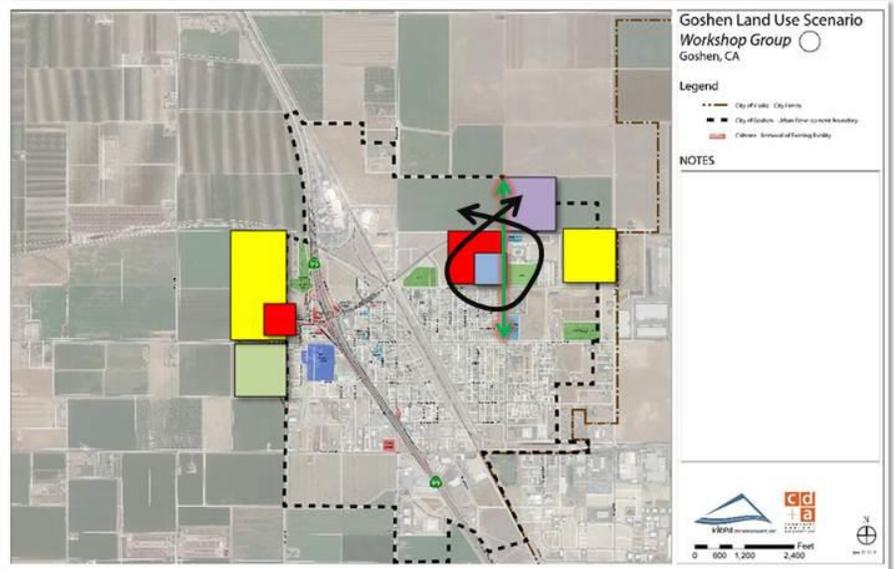


Land Use Scenarios - Mapping Exercise



TODAY'S WORKSHOP EXERCISE – Build Your Vision of Goshen's Future

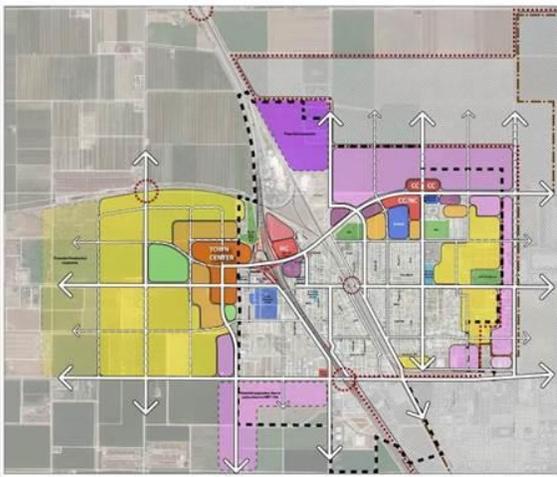
- Using markers to identify tile placement highlighting placing town center & main street
- Mark map with notes to identify type of land use such as multi-family or neighborhood/highway retail



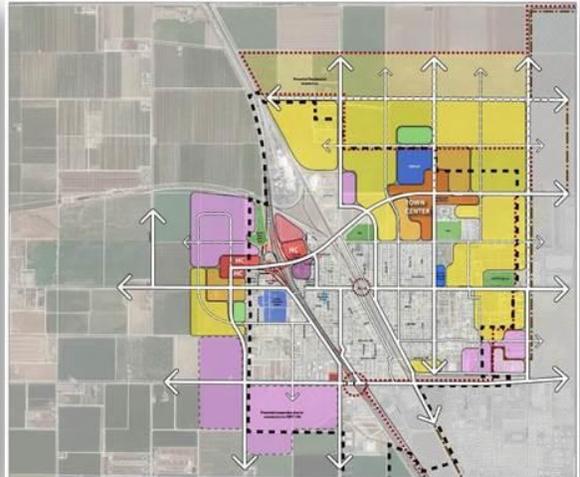
Land Use Scenarios - Mapping Exercise



LET'S GO TO WORK!
COMENZEMOS A TRABAJAR!



Developing West Scenario



Developing North Scenario

Workshop #4

Mapping Exercise Photos









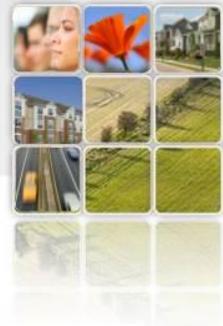






APPENDIX H
Workshop #5 -
PowerPoint Presentation

Goshen Transportation & Community Plan
Community Workshop #5



September 17, 2013

Preliminary

Growth Alternatives &
Improvement Program
Recommendations



GOSHEN

Visions For Our Future



Growth Alternatives & Improvement Program Recommendations



✓ Meeting Overview

- Introductions, Project Status, & Project Schedule
- Results of Workshop #3
- Results of Workshop #4
- Future Year Traffic Volumes, Level of Service, & Needed Improvements
- Resulting Land Use Alternatives
- Preliminary Goshen Short-Medium- & Long-Term Improvement Programs
- Next Steps



Growth Alternatives & Improvement Program Recommendations

✓ Results of Workshop #3

- Preferred Transportation Scenario

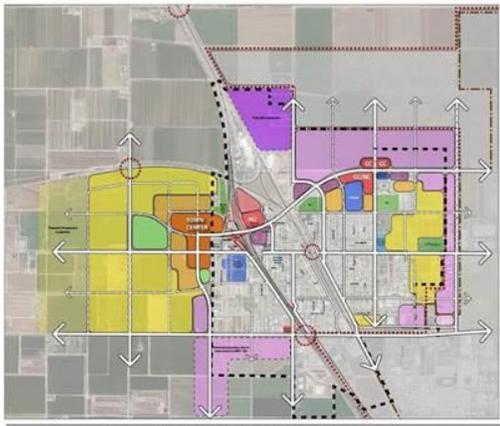


Growth Alternatives & Improvement Program Recommendations

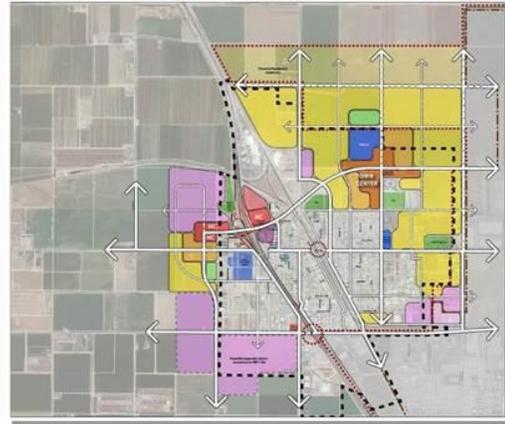


✓ Results of Workshop #4

- Alternative Land Use Scenarios



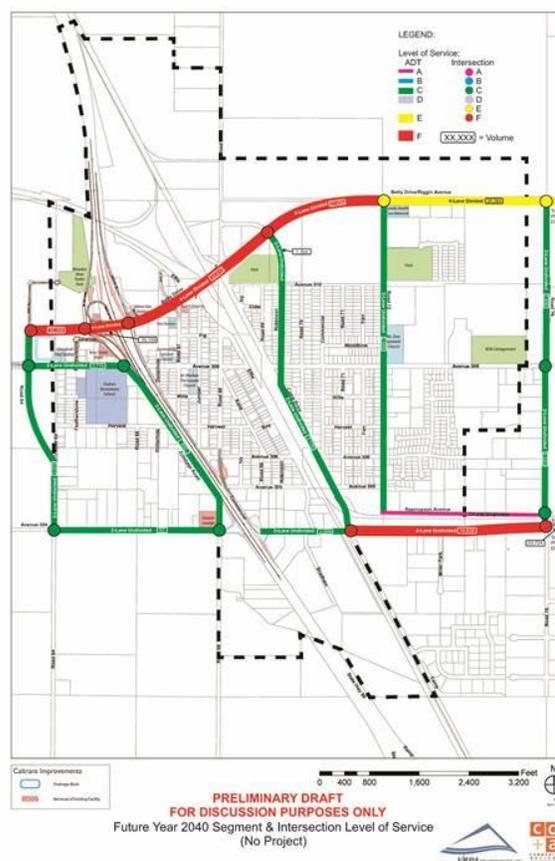
Developing West Scenario



Developing North Scenario

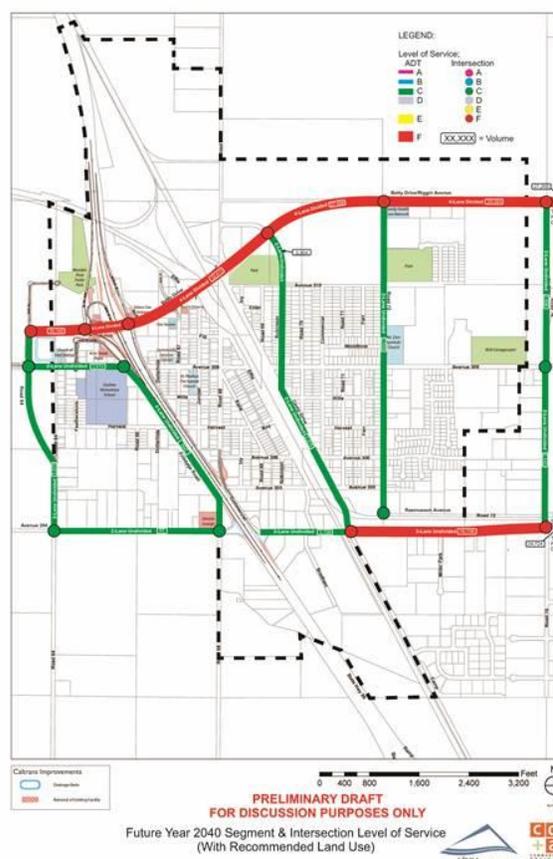
Growth Alternatives & Improvement Program Recommendations

- ✓ Resulting Future Year Traffic Volumes, Level of Service, & Needed Improvements
 - Year 2040 Without the Project



Growth Alternatives & Improvement Program Recommendations

- ✓ Resulting Future Year Traffic Volumes, Level of Service, & Needed Improvements
 - Year 2040 With the Project



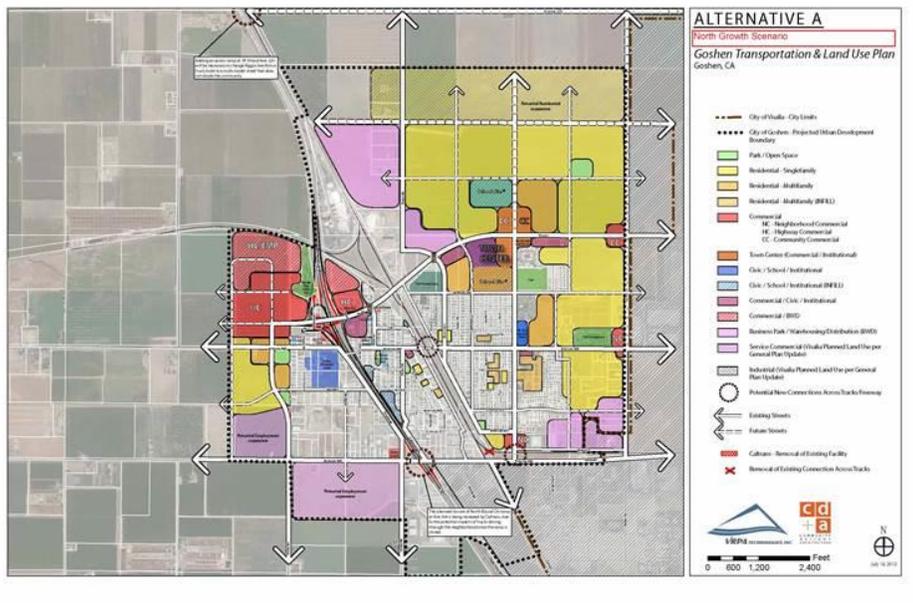
Growth Alternatives & Improvement Program Recommendations

✓ Resulting Future Year Traffic Volumes, Level of Service, & Needed Improvements

- Year 2040 With the Project & Goshen Avenue Bridge Over SR 99

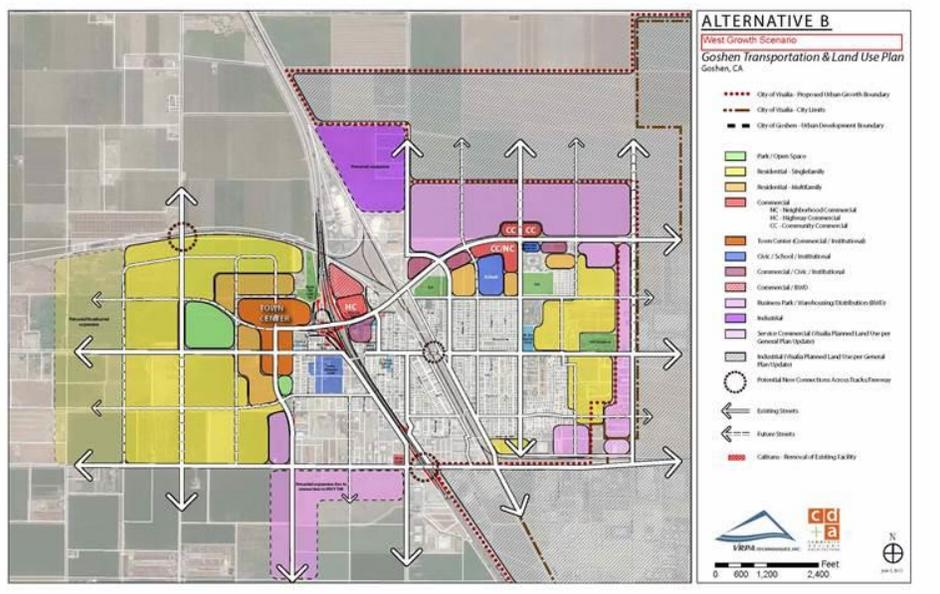


Growth Alternatives & Improvement Program Recommendations



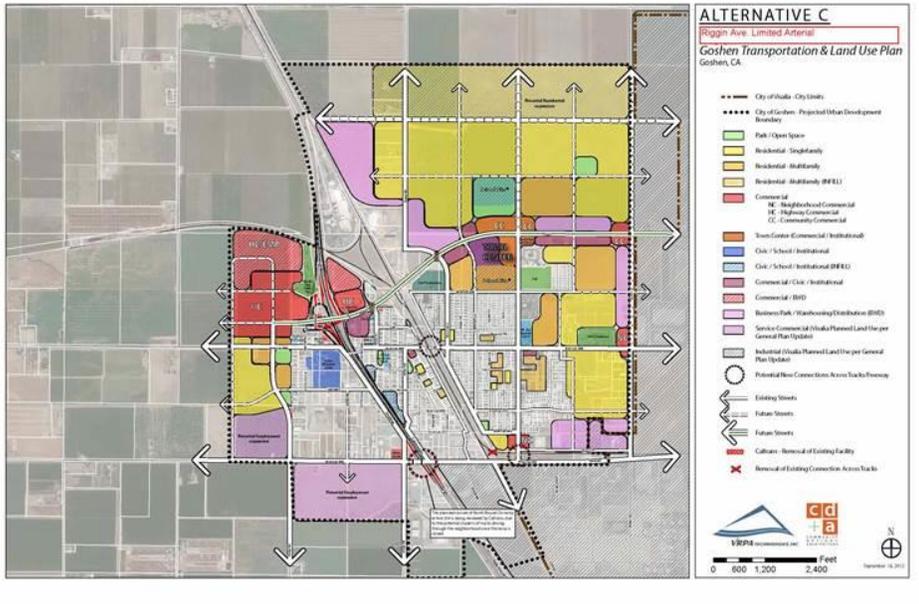
✓ Alternative A – North Growth Scenario

Growth Alternatives & Improvement Program Recommendations



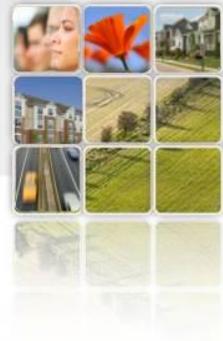
✓ Alternative B – West Growth Scenario

Growth Alternatives & Improvement Program Recommendations



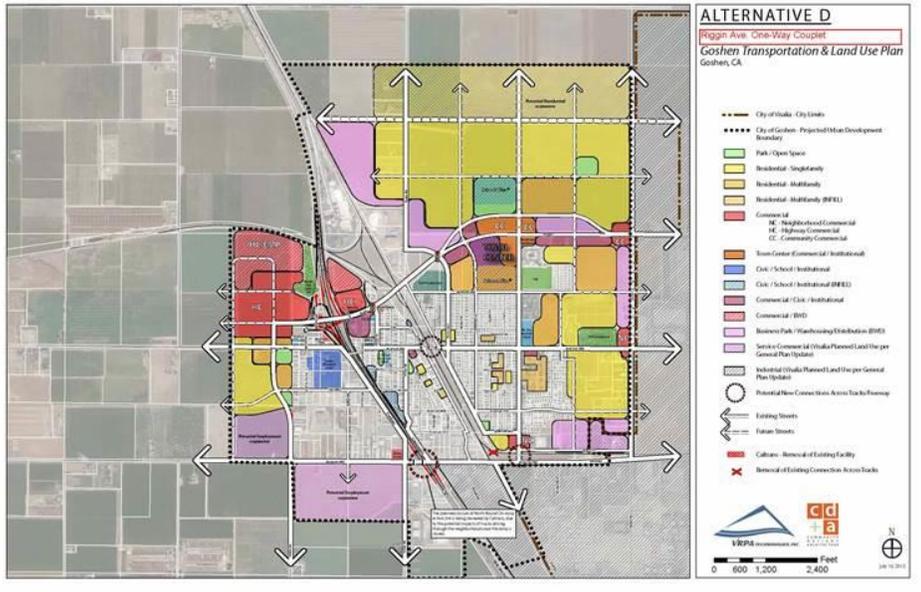
✓ Alternative C – Riggin Ave. Limited Arterial

Growth Alternatives &
Improvement Program
Recommendations



- Example of Limited 6-Lane Arterial from Google Earth

Growth Alternatives & Improvement Program Recommendations



✓ Alternative D – Riggin Ave. Two-Way Couplet

Growth Alternatives &
Improvement Program
Recommendations



- Example of Two-Way Couplet
(2-Lanes in Each Direction)
From Google Earth

Growth Alternatives & Improvement Program Recommendations

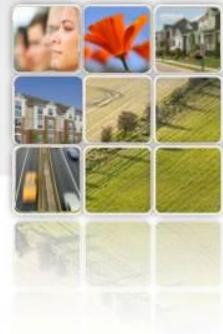


✓ Resulting Future Year Traffic Volumes, Levels of Service, & Needed Improvements

- Year 2040 Without the Project
- Year 2040 With the Preferred Land Use Scenario
- Year 2040 With the Preferred Land Use Scenario and the Goshen Avenue SR 99 Overcrossing
- Resulting Volumes
- Resulting LOS
- Needed Improvements to Address LOS Deficiencies



Growth Alternatives & Improvement Program Recommendations



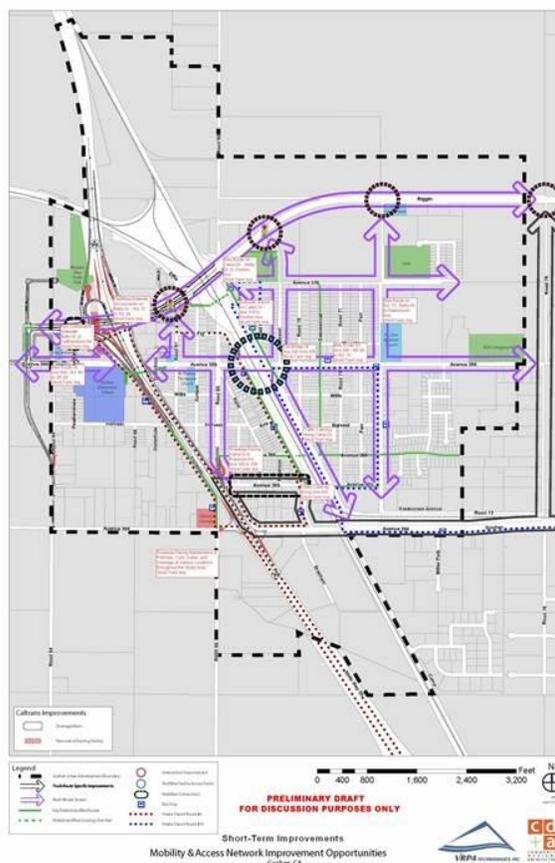
✓ Preliminary Goshen Short- Medium- & Long-Range Improvement Program

- Study Objectives
 - Study Limitations
- Preliminary Improvement Program to Address:
 - Complete Streets,
 - Safe Routes to School
 - Traffic Calming
- Preliminary Short-term Improvement Project list
- Preliminary Medium-Term Improvement Project List
- Preliminary Long-Term Improvement Project List

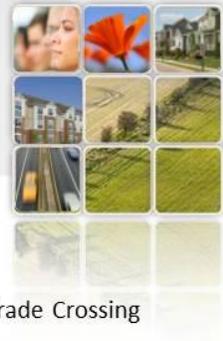


Growth Alternatives & Improvement Program Recommendations

- ✓ Preliminary Goshen Short-Term Improvement Program



Growth Alternatives & Improvement Program Recommendations



SHORT-TERM IMPROVEMENTS

Roadway Capacity and Mobility

- Pedestrian Bridge at Avenue 308 over Railroad (Suggested Alternative is At-Grade Crossing Combined with Closure of Camp Drive At-Grade Railroad Crossing)
- Traffic Calming Along Camp Drive
- Traffic Calming Along Avenue 305 Pedestrian Connection on West Side of SR-99/Betty Drive From Betty Drive to Featherstone Road
- Pedestrian/Bicycle Improvements along Betty Drive from Road 67 to Road 64

Bicycle Routes

- Betty Drive, Road 64 to Road 67
- Avenue 308, Road 64 to SR-99
- Avenue 308, SR-99 to Road 76
- Road 72, Betty Drive to Rasmussen Avenue
- Camp Drive, Betty Drive to Goshen Avenue

Growth Alternatives & Improvement Program Recommendations



SHORT-TERM IMPROVEMENTS (Cont.)

Sidewalk

- Camp Drive, Avenue 310 to Goshen Avenue (Complete Missing Sections)
- Betty Drive, Road 64 to Road 67
- Pedestrian Connection on West Side of SR-99/Betty Drive Interchange From Betty Drive to Featherstone Road

Roadway Paving

- Kame Drive, Avenue 305 to Avenue 306
- Robinson Road, Avenue 305 to Avenue 306

Roadway Paving Maintenance/Potholes

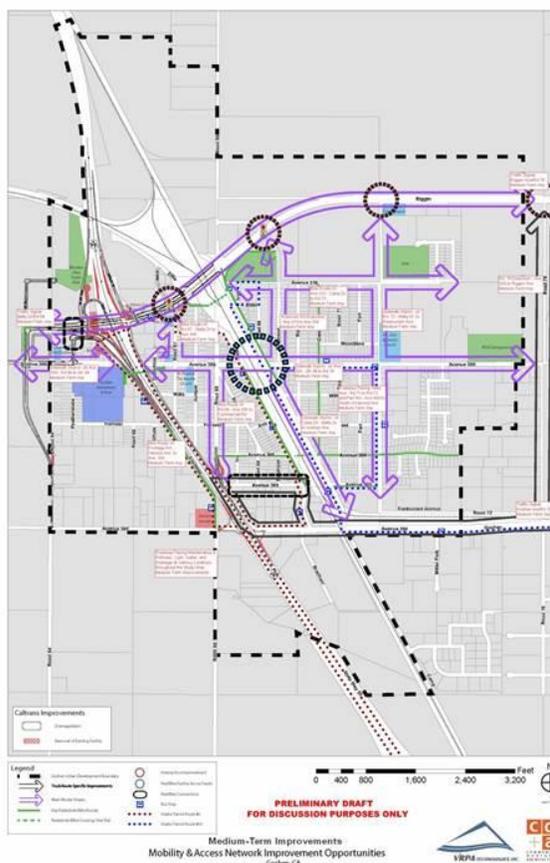
- Various locations throughout the study area

Curb, Gutter, and Drainage

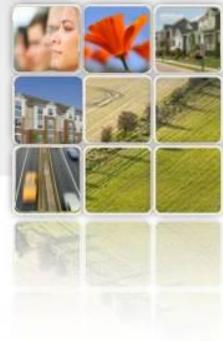
- Various locations throughout the study area

Growth Alternatives & Improvement Program Recommendations

- ✓ Preliminary Goshen Medium-Term Improvement Program



Growth Alternatives & Improvement Program Recommendations



MEDIUM-TERM IMPROVEMENTS

Roadway Capacity and Mobility

- Road 76 Extension from Avenue 308 to Riggin Avenue
- Robinson Road Extension from Avenue 310 to Avenue 308
- Traffic Signal at Betty Drive/Road 64
- Traffic Signal at Riggin Avenue/Road 76
- Traffic Signal at Goshen Avenue/Road 76

Bicycle Routes

- Frontage Road, Harvest Avenue to Avenue 304
- Avenue 310, Camp Drive to Road 72
- Road 67, Betty Drive to Avenue 308
- Road 68, Avenue 308 to Commercial Road

Sidewalk

- Avenue 308, Road 64 to SR-99 (Complete Missing Sections)
- Avenue 308, SR-99 to Road 76 (Complete Missing Sections)
- Road 72, Betty Drive to Rasmussen Avenue (Complete Missing Sections)
- Camp Drive, Betty Drive to Goshen Avenue (Complete Missing Sections)

Growth Alternatives & Improvement Program Recommendations



MEDIUM-TERM IMPROVEMENTS (Cont.)

Sidewalk

- Camp Drive, Avenue 310 to Goshen Avenue (Complete Missing Sections)
- Betty Drive, Road 64 to Road 67
- Pedestrian Connection on West Side of SR-99/Betty Drive Interchange From Betty Drive to Featherstone Road

Roadway Paving

- Willis Avenue, Road 71 to Road 72
- Farr Road, Avenue 308 to South of Harvest Avenue

Roadway Paving Maintenance/Potholes

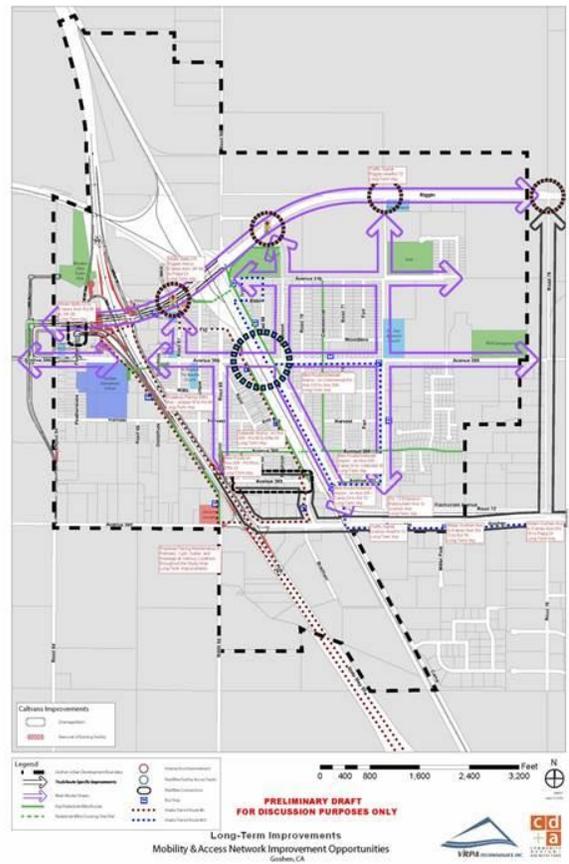
- Various locations throughout the study area

Curb, Gutter, and Drainage

- Various locations throughout the study area

Growth Alternatives & Improvement Program Recommendations

- ✓ Preliminary Goshen Long-Term Improvement Program



Growth Alternatives & Improvement Program Recommendations



LONG-TERM IMPROVEMENTS

Roadway Capacity and Mobility

- Road 72 Extension from Rasmussen Avenue to Goshen Avenue
- Widen Betty Drive to Six Lanes from Road 64 to SR-99
- Widen Betty Drive/Riggin Avenue to Six Lanes from Road SR-99 to Plaza Drive
- Widen Goshen Avenue to Four Lanes from Road 72 to Road 76
- Widen Goshen Avenue to Six Lanes from Road 76 to Plaza Drive
- Traffic Signal at Riggin Avenue/Road 72
- Traffic Signal at Goshen Avenue/Road 72

Bicycle Routes

- Avenue 306, Road 68 to Effie Drive
- Avenue 306, Camp Drive to Cottontail Street
- Avenue 305, Camp Drive to Road 72
- Commercial Road, Avenue 310 to Avenue 306

Growth Alternatives & Improvement Program Recommendations



LONG-TERM IMPROVEMENTS (Cont.)

Sidewalk

- Avenue 306, Road 68 to Effie Drive (Complete Missing Sections)
- Avenue 306, Camp Drive to Cottontail Street (Complete Missing Sections)
- Avenue 305, Camp Drive to Road 72 (Complete Missing Sections)
- Commercial Road, Avenue 310 to Avenue 306 (Complete Missing Sections)

Roadway Paving

- Willis Avenue, Juniper Street to Road 68

Roadway Paving Maintenance/Potholes

- Various locations throughout the study area

Curb, Gutter, and Drainage

- Various locations throughout the study area

Growth Alternatives & Improvement Program Recommendations



- **Break-out Group Session!**
 - Review 1 of the 4 Land Use & Transportation Alternative
 - Identify the positive features of the Alternative
 - Identify the negative features of the Alternative
 - Regroup and provide major findings from each group
 - Within your group, consider the following:

Growth Alternatives & Improvement Program Recommendations



- Land Use Features:
 - Address potential impacts on adjacent land uses including:
 - Noise
 - Traffic
 - Air Quality
 - Vibration
 - Visual Quality
 - Other

Growth Alternatives & Improvement Program Recommendations



- **Transportation Features:**
 - Ability to address all modes of transportation including:
 - Streets and Highways
 - Goods Movement
 - Pedestrian
 - Bicycle
 - Safe Routes to School
 - Traffic Calming
 - Other

Growth Alternatives & Improvement Program Recommendations



✓ Next Steps

- Development of Preliminary Improvement Program Costs
- Funding and Implementation Matrix
- Draft Goshen Transportation and Land Use Study
- Public Workshop #6 – FINAL

APPENDIX I
Workshop #6 -
PowerPoint Presentation

Goshen Transportation & Community Plan Community Workshop #6



October 24, 2013

Goshen Transportation
& Community Plan
Overview

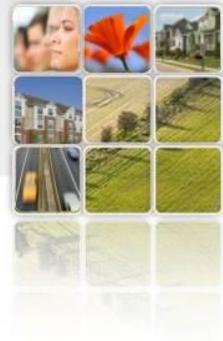


GOSHEN

Visions For Our Future



Draft Goshen Transportation & Community Plan Overview



✓ Meeting Overview

- Introductions, Project Status
- What We Accomplished: Workshops #1 through #4
- Results of Workshop #5
- Draft Executive Summary Contents
- Draft Goshen Short-Medium- & Long-Term Improvement Projects & Costs
- Next Steps
- Thank You For the Opportunity!



What We Accomplished!

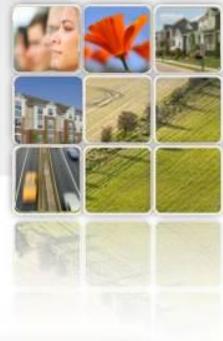


✓ Workshops #1 - #4

- Workshop #1 - Study Overview
- Workshop #2 – Existing Conditions & Opportunities, Constraints, Needs
- Workshops #3 –Transportation Needs & Potential Recommendations
- Workshop #4 – Land Use Scenarios & Potential Recommendations
- Workshop #5 –Transportation & Land Use Scenarios, Preferred Scenario & Preliminary Improvement Program



Draft Goshen Transportation & Community Plan Overview

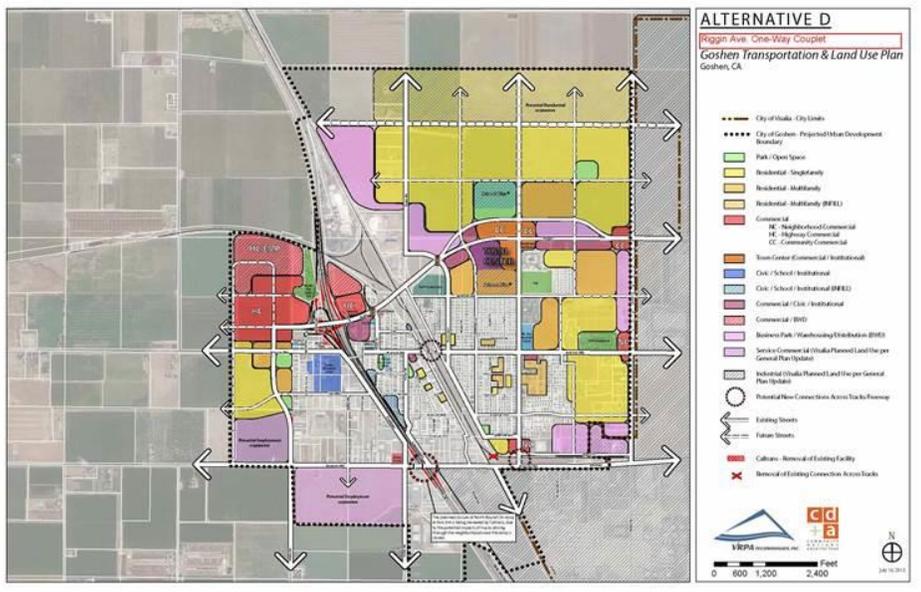


✓ Results of Workshop #5

- Preferred Transportation Scenario – Scenario D
- Preliminary Improvement Program Listing



Draft Goshen Transportation & Community Plan Overview



✓ Alternative D – Riggin Ave. One-Way Couplet

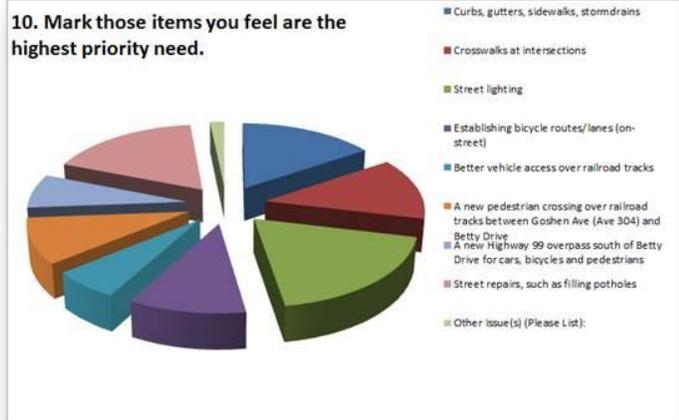
Draft Goshen Transportation & Community Plan Overview



✓ Preliminary Goshen Short- Medium- & Long-Term Improvement Projects & Costs

- Draft Improvement Projects that Address:
 - Complete Streets (Bike Lanes, Pedestrian Facilities)
 - Safe Routes to School
 - Traffic Calming
 - Traffic Signals or Round-A-Bouts
 - Curb, Gutter, and Drainage Facilities
 - Roadway Maintenance
 - New Streets
 - Lane Widening

- Cost Estimates



Draft Goshen Transportation & Community Plan Overview



Short-Term Projects	Cost
Pedestrian Overcrossing at Avenue 308 and Railroad	\$5,184,000
*Pedestrian Undercrossing at Avenue 308 and Railroad	\$7,100,650
Camp Drive Traffic Calming	\$249,554
Avenue 305 Traffic Calming	\$89,660
Avenue 308 Bike Facilities - Road 64 to Frontage Road	\$133,692
Avenue 308 Bike Facilities - SR 99 to Road 76	\$544,953
Road 72 Bike Facilities - Betty Drive to Rasmussen Avenue	\$867,924
Camp Drive Bike Facilities and Eastside Sidewalk - Betty Dr. to Goshen Ave.	\$871,695
Kame Drive - Avenue 305 to Avenue 306	\$271,879
Robinson Road - Avenue 305 to Avenue 306	\$284,148
Curb, Gutter, and Drainage - Various Locations	\$650,000
Roadway Maintenance	\$1,800,000
Short Term Total	\$10,947,504

* Undercrossing cost not included in the total

Draft Goshen Transportation & Community Plan Overview



Medium-Term Projects	Cost
Road 76 Extension - Avenue 308 to Riggin Avenue	\$3,794,384
Robinson Road Extension - Fig Avenue to Avenue 308	\$576,914
*** Traffic Signal at Betty Drive and Road 64	\$ 870,005.00
*** Traffic Signal at Riggin Avenue and Road 76	\$ 870,005.00
*** Traffic Signal at Goshen Avenue and Road 76	\$ 870,005.00
Road 68 Bike Facilities - Avenue 308 to Commercial Road	\$517,390
Avenue 310 Bike Facilities - Camp Drive to Road 72	\$1,077,407
Road 67 Bike Facilities - Betty Drive to Avenue 308	\$513,549
Frontage Road Bike Facilities - Harvest Avenue to Avenue 304	\$303,590
Avenue 308 Sidewalk - Camp Drive to Road 72	\$770,369
Avenue 308 Sidewalk - Road 72 to Road 76	\$1,174,143
Avenue 308 Sidewalk - SR 99 to Effie Drive	\$585,705
Avenue 308 Sidewalk - Featherstone Road to Frontage Road	\$459,739
Road 72 Sidewalk - Riggin Avenue to Rasmussen Avenue	\$1,863,797
Wills Avenue - Road 71 to Road 72	\$567,796
Farr Road - Avenue 308 to Harvest Avenue	\$757,584
Curb, Gutter, and Drainage - Various Locations	\$1,410,000
Roadway Maintenance	\$1,800,000
Medium-Term Total	\$18,782,382

*** Traffic Signals can be replaced with Roundabouts at a cost of approximately \$1.5 to \$3.0 million

Draft Goshen Transportation & Community Plan Overview



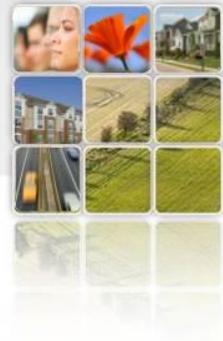
Long-Term Projects	Cost
Road 72 Extension - Rasmussen Ave. to Goshen Ave. and Camp Dr. Closure	\$1,536,439
** Riggin Avenue Couplet Alternative	\$12,103,583
Widen Betty Drive to 6 lanes - Road 64 to SR 99	\$1,810,803
Widen Betty Drive/Riggin Avenue to 6 lanes - SR 99 to Plaza Drive	\$8,258,294
Widen Goshen Avenue to 4 lanes - Road 72 to Road 76	\$2,520,738
Widen Goshen Avenue to 6 lanes - Road 76 to Plaza Drive	\$2,790,538
*** Traffic Signal at Riggin Avenue and Road 72	\$581,345
*** Traffic Signal at Goshen Avenue and Road 72	\$1,010,095
Avenue 306 Bike Facilities and Sidewalks - Road 68 to Effie Drive	\$469,552
Avenue 306 Bike Facilities and Sidewalks - Camp Dr. to Cottontail St.	\$366,319
Avenue 305 Bike Lane and Sidewalks - Camp Drive to Road 72	\$242,409
Commercial Road Bike Facilities and Sidewalks - Avenue 310 to Avenue 306	\$388,892
Wills Avenue - Juniper Street to Road 68	\$205,066
Camp Drive Westside Construction - Betty Drive to Avenue 305	\$1,128,300
Road 76 - Avenue 308 to Goshen Avenue	\$2,510,508
Curb, Gutter, and Drainage - Various Locations	\$650,000
Roadway Maintenance	\$1,800,000
Long-Term Total	\$26,269,297

** Couplet Alternative cost not included in the total

*** Traffic Signals can be replaced with Roundabouts at a cost of approximately \$1.5 to \$3.0 million

TOTAL \$55,999,183

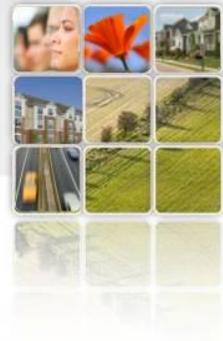
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✓ Next Steps

- RMA & VRPA Team Staff – Prepare the Final Plan
- RMA - Present the Plan to the Board of Supervisors
- RMA - Initiate Preparation of the Goshen Community Plan Update

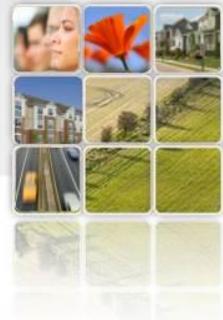
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✓ Thank You!

APPENDIX J
Workshop #6 -
Polling Exercise PowerPoint and Results

Goshen Transportation & Community Plan
Community Workshop #6



October 24, 2013

Goshen Transportation
& Community Plan
Overview



GOSHEN

Visions For Our Future

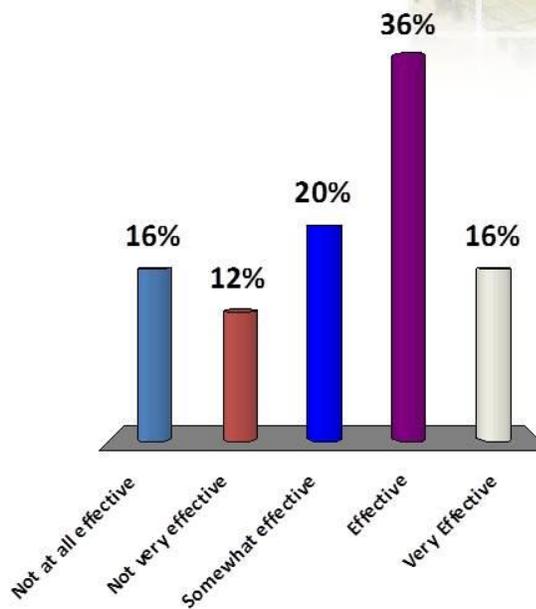


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1. How effective were Workshops #1 through #6 to express your opinions and provide input?

- 1. Not at all effective
- 2. Not very effective
- 3. Somewhat effective
- 4. Effective
- 5. Very Effective

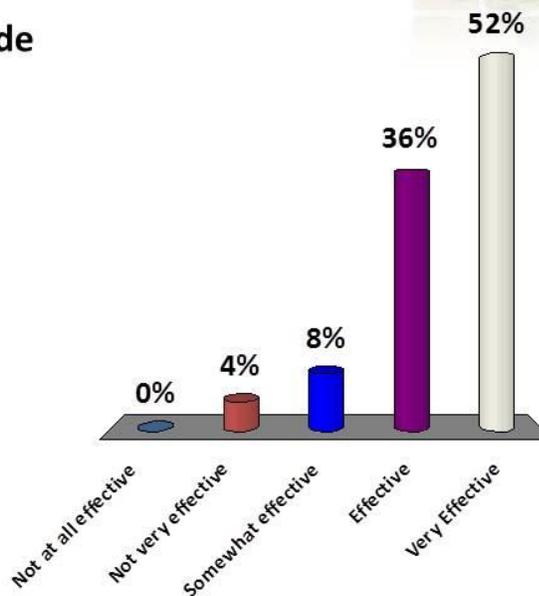


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2. How useful was the interactive (polling) technology applied during the workshops to provide your opinion?

1. Not at all effective
2. Not very effective
3. Somewhat effective
4. Effective
5. Very Effective

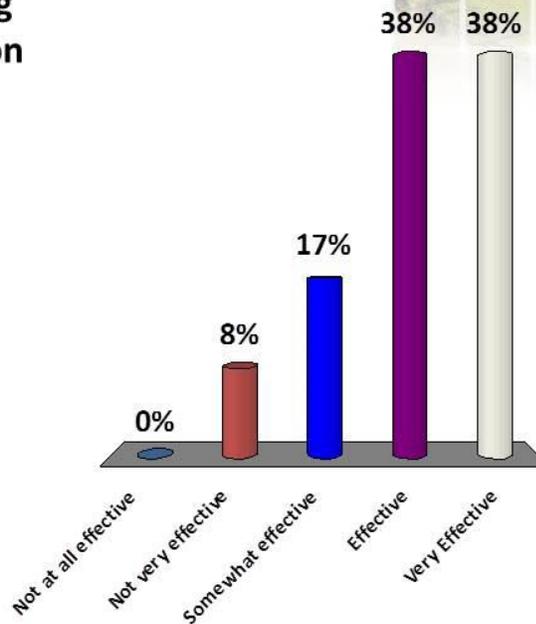


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3. How useful were the mapping exercises to provide your opinion and input/ideas?

- 1. Not at all effective
- 2. Not very effective
- 3. Somewhat effective
- 4. Effective
- 5. Very Effective

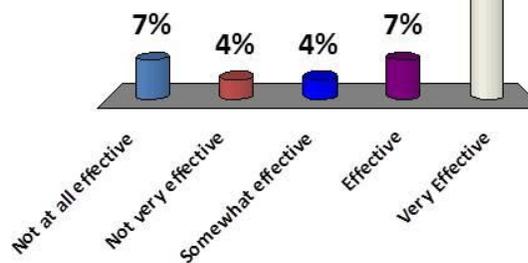


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4. How effective was staff in presenting concepts and interpreting your input correctly?

1. Not at all effective
2. Not very effective
3. Somewhat effective
4. Effective
5. Very Effective



APPENDIX K
Goshen Transportation & Community Plan
Survey Instruments
(English & Spanish)

Goshen Transportation & Community Plan Survey

How you travel in Goshen and how Goshen should grow over the next 25+ years is very important to all of us.

Completed surveys will be entered into a drawing for one of two \$50 gift cards to the Visalia Mall. You may also complete the survey online at www.cset.org/goshen

Name: _____ Phone Number: _____ Email: _____

1. **Where do you live in Goshen?**
 East of the railroad tracks Between the railroad tracks and Highway 99 West of Highway 99 Not Applicable
2. **How many residents in your home fall within each of the following age groups?**
 Less than 5 5-12 12-18 19-30 31-50 51-75 76+
3. **What is your approximate household income? (Optional)**
 Less than \$20,000 \$20,000 to \$40,000 \$40,000 to \$60,000 \$60,000+
4. **If you work, where is your job located?**
 Goshen Visalia Tulare Other place in Tulare County (where?) _____
 Fresno County Kings County Some other place (where?) _____
5. **Where do you usually go in Goshen for health or community services, to shop, or for recreation? (Please list for each)**
 Family HealthCare Network Stores on Camp Drive Valero Gas/Mart
 Shops near Subway Arco Gas/Mart Goshen Elementary School
 New Park along Road 72 Greenspace at Robinson/Ave 310 Other: _____
6. **Do the existing shops and businesses in Goshen address your needs for goods and services?**
 Yes No If no, which types of businesses do you think Goshen needs the most?
 Grocery Store Drug Store Restaurant Day Care Center Other: _____
7. **How do members of your household travel around Goshen most of the time?**
 Car Bus Bicycle Walk Other: _____
8. **Mark items below that you consider to be the most important "local transportation safety" issues:**
 Streets in need of repair/reconstruction (potholes)
 Puddles of stormwater along many of Goshen's streets
 Cars & trucks using the northbound freeway ramps near Goshen (Ave 304)
 Cars & trucks using the southbound freeway ramps near Goshen (Ave 304)
 People crossing railroad tracks at uncontrolled locations
 High volumes of truck traffic along Betty Drive/Riggin Ave
 Lack of curbs, gutters and sidewalks, and stormdrains (primarily in the central and western sections of Goshen)
 Shortage of crosswalks and pedestrian safety signs throughout the community
 Other: _____
9. **Are there specific streets or routes that are difficult to walk along or ride a bicycle on?**
 Yes No If Yes, which street(s)? _____
10. **When you need to walk or bike across the railroad tracks, do you usually cross at:**
 Goshen Ave (Ave 304) Betty Drive Overpass Between Goshen (Ave 304) and Betty Drive across the tracks
11. **Mark those items you feel are the highest priority need.**
 Curbs, gutters, sidewalks, stormdrains A new pedestrian crossing over railroad tracks between Goshen Ave (Ave 304) and Betty Drive
 Crosswalks at intersections A new Highway 99 overpass south of Betty Drive for cars, bicycles and pedestrians
 Street lighting
 Establishing bicycle routes/lanes (on-street) Street repairs, such as filling potholes
 Better vehicle access over railroad tracks
 Other Issue(s) (Please List): _____
12. **In your opinion, what location do you consider to be Goshen's "town center," or "hub" of the community?**
 Goshen Elementary School East of Hwy 99/Betty Drive Interchange West of Hwy 99/Betty Drive Interchange
 Residential area between Hwy 99 and railroad tracks Industrial area between Hwy 99 and railroad tracks
 New Goshen Village residential, commercial, & park development Other: _____
13. **If you were looking for housing in Goshen, what type of housing would you be interested in?**
 Houses Apartments Mobile Home Parks Senior Housing Other: _____

THANK YOU FOR TAKING THE TIME TO HELP US IMPROVE YOUR COMMUNITY!

Surveys may be dropped off at Goshen Healthy Start (6505 Avenue 308; Visalia 93291), Family HealthCare Network (30979 Road 67; Visalia 93291), Goshen CSD (6678 Avenue 308; Visalia 93291), or Visalia CSET Office (312 NW 3rd Ave; Visalia 93291). They can also be sent to CSET via mail (312 NW 3rd Ave; Visalia 93291), facsimile (559-732-0233), or email (frank.ruiz@cset.org).



Encuesta de Transporte y Seguridad de Goshen

La manera en que usted se transporta y como Goshen crecerá en los próximos 25+ años es muy importante para nosotros. Las encuestas completadas serán usadas en una rifa para una de dos tarjetas de regalo de \$50 al centro comercial de Visalia. También puede completar la encuesta en la red al www.cset.org/goshen

Nombre: _____ Numero de Teléfono: _____ Correo Electrónico: _____

1. **¿En qué parte de Goshen vive?**
 Este de las vías de tren Entre las vías de tren y la autopista 99 Oeste de la autopista 99 No Aplicable
2. **¿Cuántos residentes de su hogar están entre los siguientes grupos?**
 Menos de 5 5-12 12-18 19-30 31-50 51-75 76+
3. **¿Cual es el ingreso de su hogar aproximadamente? (Opcional)**
 Menos DE \$20,000 \$20,000 a \$40,000 \$40,000 a \$60,000 \$60,000+
4. **¿Si Ud. trabaja, donde queda su trabajo?**
 Goshen Visalia Tulare Otro lugar en el Condado de Tulare (¿donde?) _____
 Condado de Fresno Condado de Kings Otro lugar (¿donde?) _____
5. **¿Qué lugares frecuenta usted en Goshen para programas de salud o comunidad, de compras, o recreo? (Apunte todos)**
 Clínica de Family HealthCare Tiendas en Camp Drive Valero Gas/Mart
 Lugares cerca de Subway Arco Gas/Mart Escuela Elementaría
 Greenspace en Robinson/Ave 310 Nuevo Parque Calle 72 Otro: _____
6. **¿Las tiendas y negocios en Goshen tienen todos los servicios y productos que Ud. necesita?**
 Yes No Si no?, que tipo de negocios cree usted que Goshen necesita mas?
 Abarrotes Farmacia Restaurante Centro de Cuidado de Niños Otro (apunten): _____
7. **¿Qué tipo de transportación usa usted y los miembros de su hogar regularmente en Goshen?**
 Coche Autobús Bicicleta Caminar Otro: _____
8. **Por favor marque los artículos que usted considera ser mas importantes a la seguridad de transportacion local.**
 Calles que necesitan ser reparadas (baches)
 Charcos de agua sobre muchas calles de Goshen
 Coches y camiones que usan la autopista hacia el norte cerca de Goshen (Ave 304)
 Coches y camiones que usan la autopista hacia el sur cerca de Goshen (Ave 304)
 Gente cruzando las vías de tren en lugares no controlados.
 Volumen alto de tráfico cerca de Betty Drive/Riggin Ave
 Falta de curvas, aceras, canalones, y desagües (en la área oeste y central de Goshen)
 Falta de pasos de peatones y seguridad en la comunidad.
 Otro: _____
9. **¿Hay calles específicas o rutas que son difícil de caminar o montar en bicicleta?**
 Sí No ¿En cuales calles o rutas? _____
10. **¿Cuándo necesita caminar o montar en bicicleta por las vías de tren, usualmente donde cruza?:**
 Goshen Ave (Ave. 304) Betty Drive Entre Goshen (Ave 304) y Betty Drive (por las vías)
11. **Marque los artículos que piensa que necesitan "alta prioridad" con una "H", and "prioridad baja" con una "L".**
 Curvas, aceras, canalones Un nuevo paso de peatones entre Goshen Ave (Ave 304) y Betty Drive
 Pasos de peatones en intersecciones Un nuevo paso de desnivel de autopista 99 en el sur de Betty Drive para coches, bicicletas.
 Luces en las calles
 Establecer rutas de bicicletas en la calle Reparación de calles y baches
 Acceso a vehiculos en las vías de tren Otro (por favor de listar): _____
12. **¿En su opinión, que área considera que es el Centro de Goshen "centro de pueblo," o centro de la comunidad (lugar público de la comunidad, o lugar para conocer gente en Goshen)?**
 Escuela Elementaría de Goshen Este de Autopista 99/Betty Drive Oeste de Autopista 99/Intercambio de Betty Drive
 Área Residente entre Autopista 99 y vías de tren Área industrial entre Autopista 99 y vías de tren
 Nuevo área Residente de Goshen Village, comercial, y parques Otro: _____
13. **Si Ud. Estuviera buscando lugar para vivir en Goshen, ¿que tipo de vivienda le interesaría más?**
 Casa Apartamento Casa Móvil Vivienda para personas de tercera edad Otro: _____

¡GRACIAS A TOMAR EL TIEMPO PARA MEJORAR LA COMUNIDAD!

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