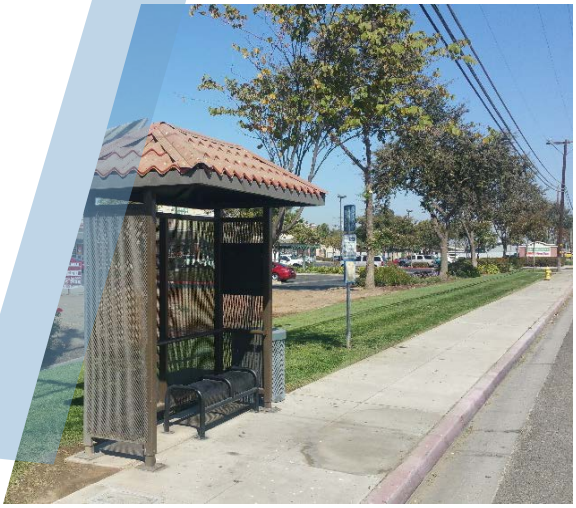
Farmersville ADA Compliance and Active Transportation Safety Plan



City of Farmerville

Final Draft for Review

September 2019

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Chapter 1: Introduction

Content of Report

This report has been organized into several sections, or chapters, as follows:

- Chapter 1 – Introduction/Existing Conditions
- Chapter 2 – Americans with Disabilities Act (ADA) Compliance
- Chapter 3 – Active Transportation Safety
- Chapter 4 – Community Workshops
- Chapter 5 – Funding Opportunities
- Chapter 6 – Project Improvements
- Appendix A - L

An Appendix is enclosed in this Plan. Detailed information is included in the Appendix to assist in future transportation funding grant applications.

Purpose

In 2018, the City of Farmersville (City) embarked on development of a comprehensive Farmersville ADA Compliance and Active Transportation Safety Element Plan (Plan) to improve accessibility and pedestrian transportation safety in the City of Farmersville. This endeavor aims to evaluate:

- Bike and pedestrian collision data;
- Examine existing pedestrian conditions;
- Review transit infrastructure (shelters, routes, etc.);
- Evaluate all city sidewalks and curb ramps;
- Develop an ADA Compliance Plan;
- Identify appropriate countermeasures for priority improvements and associated costs; and
- Develop a plan to improve accessibility and pedestrian transportation safety.

This Plan complies with the provisions of the contract with the City, and with the applicable provisions of the Sustainable Communities Grants (State) Restricted Grant Agreement (Agreement No. 74A0947) between the State of California through the Department of Transportation (Caltrans) and the City of Farmersville.

Transit Stop

Setting

Located in the San Joaquin Valley in Tulare County, just east of Visalia, California, is the City of Farmersville. Figure 1-1 identifies the Study Area Map. The City has a total area of 2.3 square miles and a population of 11,358 (*California Department of Finance*, Population Estimates, January 1, 2019), a 30% increase from the 2000 Census (8,737).

There are three (3) main arterial roads that traverse the City:

1) Farmersville Boulevard (north/south),
2) Walnut Avenue,
3) Visalia Road (east/west)

On these arterials, which fast moving traffic enters the City at 55 mph and slows down as drivers arrive within the City limits. Most of the City's infrastructure was constructed in the 1960's when the City was incorporated and through the 1970's. The City has provided "piecemeal" improvements such new

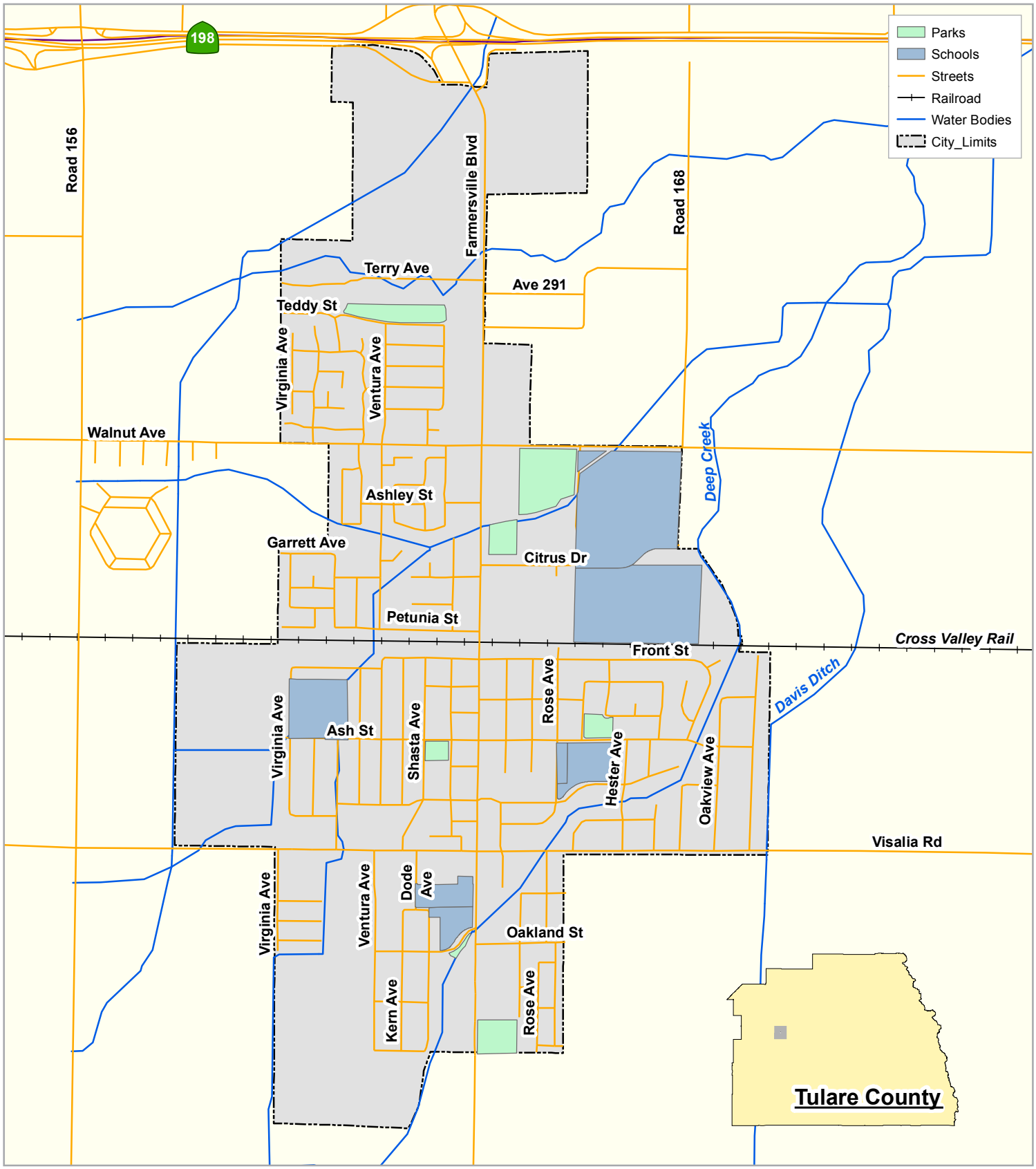

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FIGURE 1-1

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City of Farmersville

ADA Compliance and Active Transportation Safety Enhancement Plan

Study Area Map

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Data source: GHD 2019, Tulare County Resource Management Agency - GIS Data. Created by: jramirez2

ADA-compliant curb ramps in spot locations. However, there has never been a comprehensive effort to address pedestrian and ADA deficiencies citywide.

Unimproved Sidewalk

Document Funding Source

This project, the development of the Farmersville ADA Compliance and Active Transportation Safety Enhancement Plan, is being funded largely through a grant from the State of California Department of Transportation (Caltrans). The City applied for a Sustainable Transportation Planning Grant (Sustainable Communities) for fiscal year 2016-17, received approval, and was given notice to proceed to begin work on the project on October 11, 2017.

The Sustainable Transportation Planning Grant Program was created to support Caltrans' current mission:

> *"Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability. The objectives of the grant program are Sustainability, Preservation, Mobility, Safety, Innovation, Economy, Health, and Equity."*

Existing Conditions

Pedestrian

Regular walking is important both for human health and for the natural environment. Frequent exercise, such as walking, tends to reduce the chance of obesity and related medical problems. In contrast, using a car for short trips tends to contribute both to obesity and via vehicle emissions to climate change: internal combustion engines are more inefficient and highly polluting during their first minutes of operation (engine cold start). General availability of public transportation encourages walking, as it will not, in most cases, take one directly to one's destination.

Roads often have a designated footpath for pedestrian traffic, called a sidewalk. There are also pedestrian paths not associated with a road; these include urban short cuts and rural paths used mainly by people going for walks or going to the store, neighbor's house, etc. Pedestrians may share some trails with horses and bicycles. Other byways used by walkers are also accessible to vehicles. There are also many roads with no sidewalks. Some modern communities are designed with the network of sidewalks and bike paths almost entirely separate from the road network.

Farmersville Fall Festival

The term trail is also used by the authorities in some jurisdictions to mean any footpath that is not attached to a road or street. If such footpaths are in urban environments and are meant for both pedestrians and bicyclists, they can be called shared-use paths or multi-use paths in general and official usage.

According to the California Vehicle Code (CVC), the definition of a pedestrian is as follows:

CVC Section 467 Pedestrian

467. (a) A "pedestrian" is a person who is afoot or who is using any of the following:

1) A means of conveyance propelled by human power other than a bicycle

2) An electric personal assistive mobility device

(b) "Pedestrian" includes a person who is operating a self-propelled wheelchair, motorized tricycle, or motorized quadricycle and, by reason of physical disability, is otherwise unable to move about as a pedestrian, as specified in subdivision (a).

In Farmersville, pedestrian travel would be in the category identified as "semi-contiguous sidewalks with heavy usage near schools." As observed in the field review and shown in photographs of typical street sections in Farmersville, several sections of the streets and roads have significant sidewalks. Some roads have no curbs and sidewalks, but the majority have curb, gutter, or sidewalk. Constraints to pedestrian travel occur primarily at major crossings, e.g., at a railroad track or at a canal, or when trying to cross a major street.

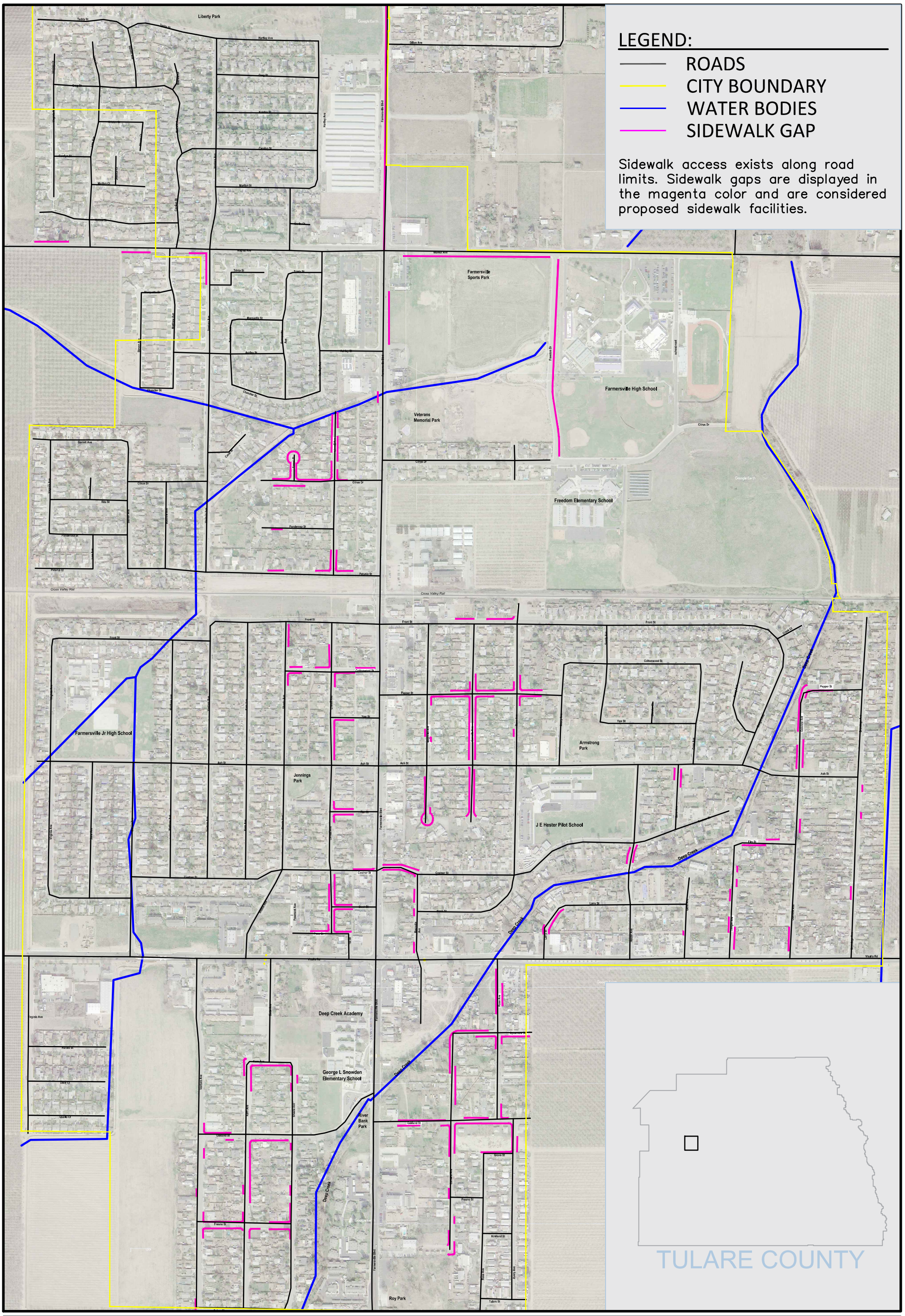
In Farmersville, many sidewalks exist within the City limits. There are also sidewalk "gaps" within the study area. Figure 1-2 identifies existing and proposed sidewalk facilities within Farmersville.

Bicycle

Current bicycle facilities in Farmersville are limited. However, there are many planned bicycle facilities as shown in Figure 1-3.

As shown in Figure 1-3, Class 1, 2, and 3 bicycle facilities are planned on arterials, collectors, and local streets. Several types of bikeway project are summarized below.

On-street bikeways are most often in the form of bike lanes (also known as Class II bikeways) or bike routes (Class III). Class II bikeways are bike lanes established along streets and are defined by pavement striping and signage to delineate a portion of a roadway for



CITY OF FARMERSVILLE

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GHD

City of Farmersville
ADA Compliance and Active Transportation Safety Enhancement Plan

Pedestrian Facilities Map

1002 W. Main Street
Visalia, CA 93291 USA
T 1 559 476 5755
W www.ghd.com

FIGURE 1-2

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Source: GHD 2019, Google Earth

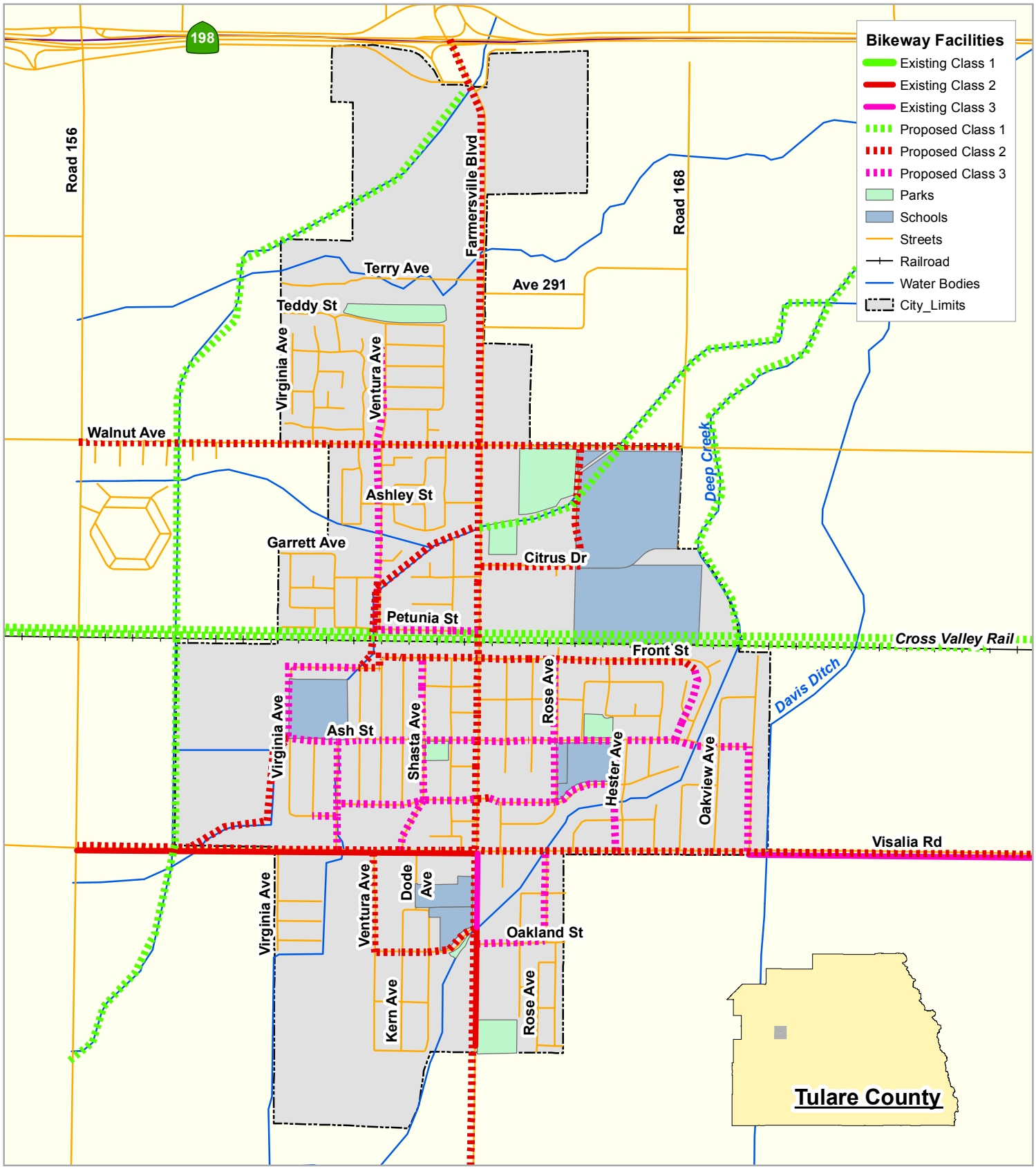

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FIGURE 1-3

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City of Farmersville

ADA Compliance and Active Transportation Safety Enhancement Plan

Bikeway Facilities Map

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Data source: GHD 2019, Tulare County Resource Management Agency - GIS Data, Tulare County Association of Governments (bike routes). Created by: jramirez2

bicycle travel. Bike lanes are one-way facilities, typically striped adjacent to motor traffic travelling in the same direction.

Class III bikeways are generally used when there is not enough right of way width for bike lanes; instead, bike routes feature signs and sometimes "sharrows" or "share the road" signage is provided. Sharrows are arrow-shaped stencils on the roadway showing where cyclists should position themselves as they ride down the street and alerting drivers of the need to share the road with cyclists." Share the road" signs are placed behind the sidewalk or on the shoulder.

Off-street bikeways include Class I bikeways and trails/paths. Class I bikeways, also known as bike paths or shared-use paths, are facilities with exclusive right of way for bicyclists and pedestrians, away from the roadway and with cross flows by motor traffic minimized. Some systems provided separate pedestrian facilities.[1]

Class I facilities support both recreational and commuting opportunities. Common applications include along rivers, shorelines, canals, utility rights of way, railroad rights of way, within school campuses, or within and between parks.

Currently, Class II bikeways in Farmersville include the following:

- Farmersville Boulevard, from the southern city limits (near Palomar Court Apartments and Roy Park), north to Oakland Street, where it transitions to a Class III (share the road) facility.
- Visalia Road, between Virginia Avenue and Farmersville Boulevard.

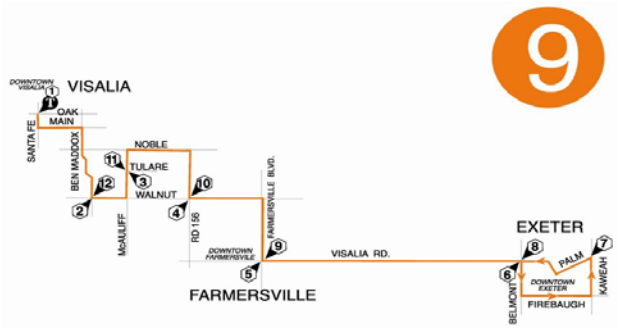
Transit

Transit services in the City of Farmersville are provided by Visalia Transit. Through an agreement with City of Farmersville, City of Exeter, and County of Tulare, Visalia Transit serves outlying areas surrounding the greater Visalia area. As the largest city in the county, Visalia provides more opportunities for employment, shopping, medical, education, and other necessities than the surrounding communities.

Generally, Visalia Transit service times are from 6:00 a.m. to 9:30 p.m. (Monday - Friday) and 8:00 a.m. to 6:30 p.m. (Saturday - Sunday). A holiday schedule, with limited hours or closed days, is also implemented and can be found on Visalia Transit's website.[2] Figure 1-4 shows a map of current bus routes and facility stops in the City of Farmersville. Additionally, transit route maps that provide service to Farmersville are identified below.

Visalia Transit Fixed Route: Visalia Transit operates 11 fixed routes, seven (7) of which travel only within Visalia's city limits, while the other four (4) (Routes 6, 9, 10, and 12) provide service to Goshen, Exeter, and Farmersville. Route 11X is operated in conjunction with Tulare Inter-Modal Express (TIME) and provides limited-stop commuter service between Tulare and Visalia.

Route 9 is based at the downtown Visalia Transit Center on the west end, then traverses Farmersville on its way to Exeter where it winds through the community's southern and central corridors before proceeding back to Visalia via the same path. Route 9 exits the Transit Center and proceeds east along Main Street with a single stop just west of Ben Maddox. Route 9 turns south on Ben Maddox, providing service at the pair of bus stops on the westerly end of the Walmart shopping center (also served by Routes 5 and 8), before turning east on Walnut Avenue.



[1] *Caltrans Highway Design Manual*, Index 1003.1; CA MUTCD Section 9C.03.

[2] www.visaliatransit.com

Route 9 proceeds east on Walnut Avenue to McAuliff Street, where it heads north to Noble Avenue (at this point a frontage road for the 198 Freeway), then east a mile or so to the interchange of 198 and Road 156. At Road 156, Route 9 turns back south as far as Walnut Avenue, where it makes a left and proceeds east to Farmersville Boulevard. Turning south on Farmersville Boulevard, Route 9 begins service to 3-4 stop pairs as the route traverses Farmersville, turns east at Visalia Road, and travels the 2- to 3-mile rural segment between the two (2) towns. Upon entering Exeter, Route 9 turns south on Belmont Road, then east on Firebaugh Avenue, north on Kaweah Avenue, and returns to Visalia Road via Palm Street.

On Figure 1-4, bus stops on Route 9 (green) are shown below throughout the Farmersville area, as shown by screenshot from Visalia Transit's web-based live map. Currently, 17 bus stops are found along Route 9 in Farmersville.

Route 12 (orange) is the only Visalia Transit route that is not based at the downtown Visalia Transit Center. Instead, Route 12 is based at an emerging mini-transfer area "on-street" on Orchard Avenue, just east of Mooney Boulevard, across from the Visalia Mall's southeast entrance. Upon departure, Route 12 makes a right on Fairway, then another right onto westbound Caldwell, where it makes a left onto Mooney to provide bi-directional service to a short segment of Mooney in the "big box commercial" area between Caldwell and Cameron (also served by Route 1). Another left turn is required from Mooney onto Cameron, where Route 12 turns east and provides bi-directional service along Cameron through the new residential neighborhood behind Costco.

Route 12 then turns north on Court Street and then makes its ultimate eastbound turn on Caldwell and begins its primary, bi-directional service along Caldwell/Visalia Road through Farmersville and into Exeter. As it traverses Farmersville, the 12 provides service to 3-stop to 4-stop pairs along Visalia Road before exiting Farmersville on Visalia Road and travelling the 2-mile to 3-mile rural segment between the two (2) cities. Upon entering Exeter, Route 12 follows the exact same path as Route 9: turning south on Belmont, then east on Firebaugh, north on Kaweah, then returning to Visalia Road via Palm Street.

Bus stops on Route 12 (orange) are shown throughout the Farmersville area, as shown by screenshot from Visalia Transit's web-based live map. Ten (10) bus stops are found along Route 12 in Farmersville. On Visalia Road east of Farmersville Boulevard, bus stops are used for both Routes 9 and 12.

According to the City of Visalia Short-Range Transit Plan (SRTP)[3], Route 9 has lost ridership over the past three (3) years to Route 12 (Exeter-Farmersville to Mooney Boulevard). Routes 9 and 12, the two (2) routes serving Exeter and Farmersville, performed quite differently. This likely occurred due to Mooney Boulevard's growth as a commercial corridor and residential hub over the past several years, giving explanation ridership growth on Route 12 (which serves Mooney Boulevard) and reduction in ridership on Route 9 (which serves downtown Visalia).

[3] Visalia Transit Five Year Short-Range Transit Plan, Majic Consulting Group, March 12, 2013.

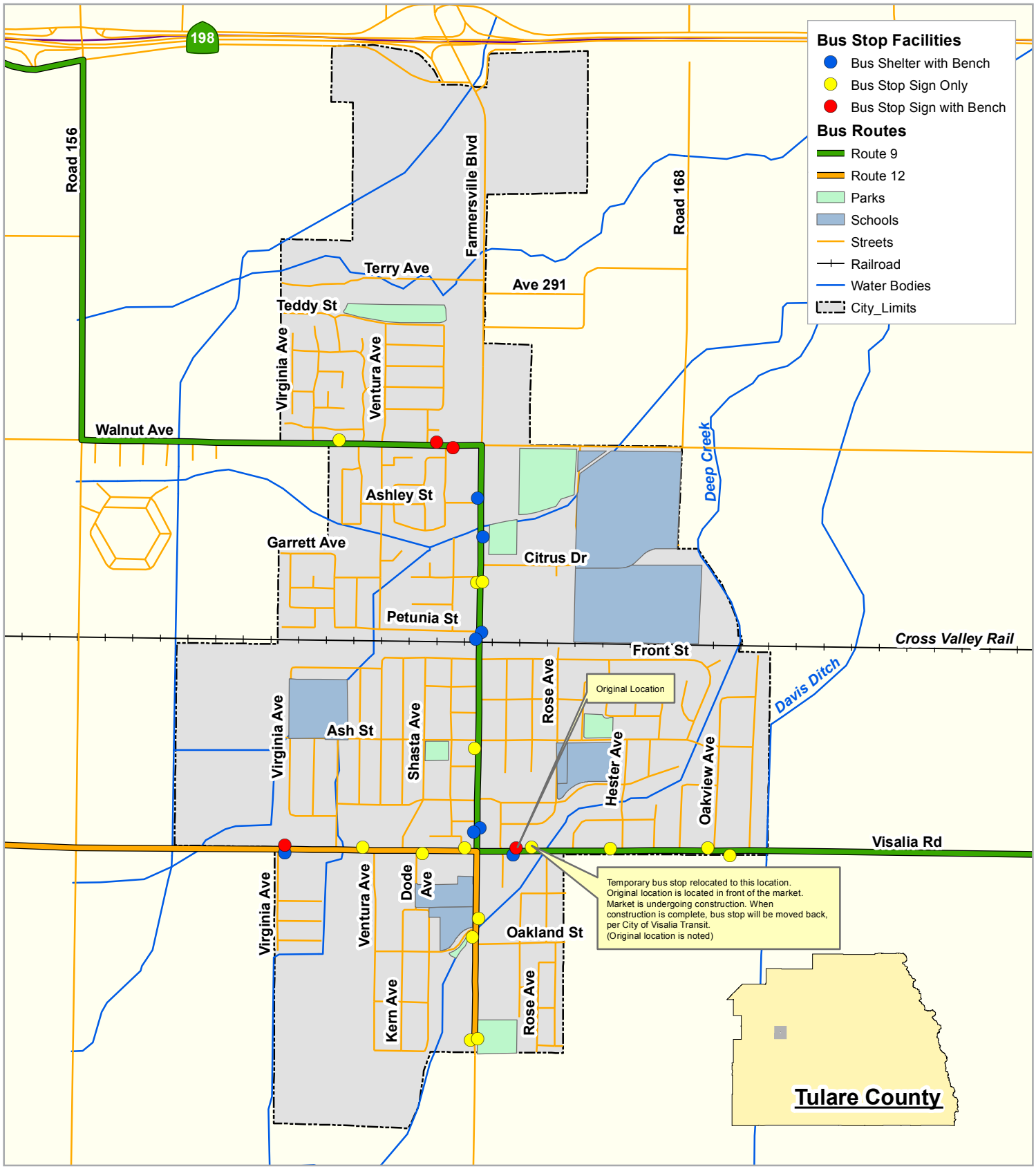


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FIGURE 1-4

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City of Farmersville

ADA Compliance and Active Transportation Safety Enhancement Plan

Transit Facilities Map

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Data source: GHD 2019, Tulare County Resource Management Agency - GIS Data,. Created by: jramirez2

An option identified in the SRTP was to truncate Route 9 at the southern end of Farmersville thereby abandoning service to Exeter. According to the SRTP, this would enable Visalia Transit to reduce the cycle on Route 9 by 60 minutes, increasing frequency dramatically without adding a second bus. Until such a time that secured and safe turnaround point in south Farmersville is built or dedicated, Route 9 alignment will remain as it is today.

Visalia Transit Dial-A-Ride: Visalia Transit provides a supplemental service called Dial-A-Ride, which is a curb-to-curb paratransit service on a shared ride/demand response basis. This service is available to eligible individuals within the city limits of Visalia, Goshen, and Farmersville.

Schools

According to the Farmersville Unified School District's website, the area served covers approximately four (4) square miles and has a current K-12 enrollment of approximately 2,600. Figure 1-5 shows the names and locations of schools within the City of Farmerville.

Farmersville is home to several schools, including two (2) elementary schools, a pilot elementary school (K-1), a junior high school, a high school and a continuation high school (reference Figure 1-5). These schools (enrollment) include:

- Hester Elementary with an extended kindergarten program and special education preschool (440 pupils)
- Snowden School (425 students) in grades 2 and 3
- Freedom School (371 student) in grades 4 and 5
- Farmersville Junior High School (611 students) in grades 6 through 8
- Farmersville High School (659 scholars)
- Deep Creek Academy, a continuation school (61 students) and houses small evening adult education courses

Providing safe access to/from school is necessary for all communities. The City of Farmersville is progressive in securing safe routes to school projects. The most recent example is securing funds from the State to develop curb, gutter, and sidewalk improvements along East Walnut Avenue to provide for improved access for students attending Farmersville High School.

City Parks

According to the Farmersville General Plan | 2002 – 2025, the City of Farmersville has a standard of developing three (3) acres of parkland for every 1,000 persons. Figure 1-6 identifies public parks in Farmersville. Currently, the City of Farmersville has seven (7) city parks of various sizes, including:

- Liberty Park (6.7 acres)
- Farmersville Sports Park (14.7 acres)
- Veterans Memorial Park (14.2 acres)
- Jennings Park (1.6 acres)
- Armstrong Park (2.5 acres)
- River Bank Park (1.2 acres)
- Roy Park (4.7 acres)

In total, the seven (7) parks are contained within an estimated 45.6 acres. At three (3) acres of parkland per 10,000 population, the current parkland in Farmersville would support a population approximately 15,200 using the city's standard from the General Plan. Therefore, the current acreage of parks within the city is adequate for today's population of 10,704 to meet the current standard. Access to city parks in Farmersville is available to all residents via automobile (parking lots or on street parking), walking (sidewalks and paths) and bike paths (bike lanes or road sharing). Because these parks are local in nature, accessibility to the parks is relatively easy for all users, especially given the flat terrain in this region of the Central Valley. Users with mobility needs, such as strollers, walkers, or wheelchairs also have adequate access to park sites in Farmersville.

Veterans Memorial Park

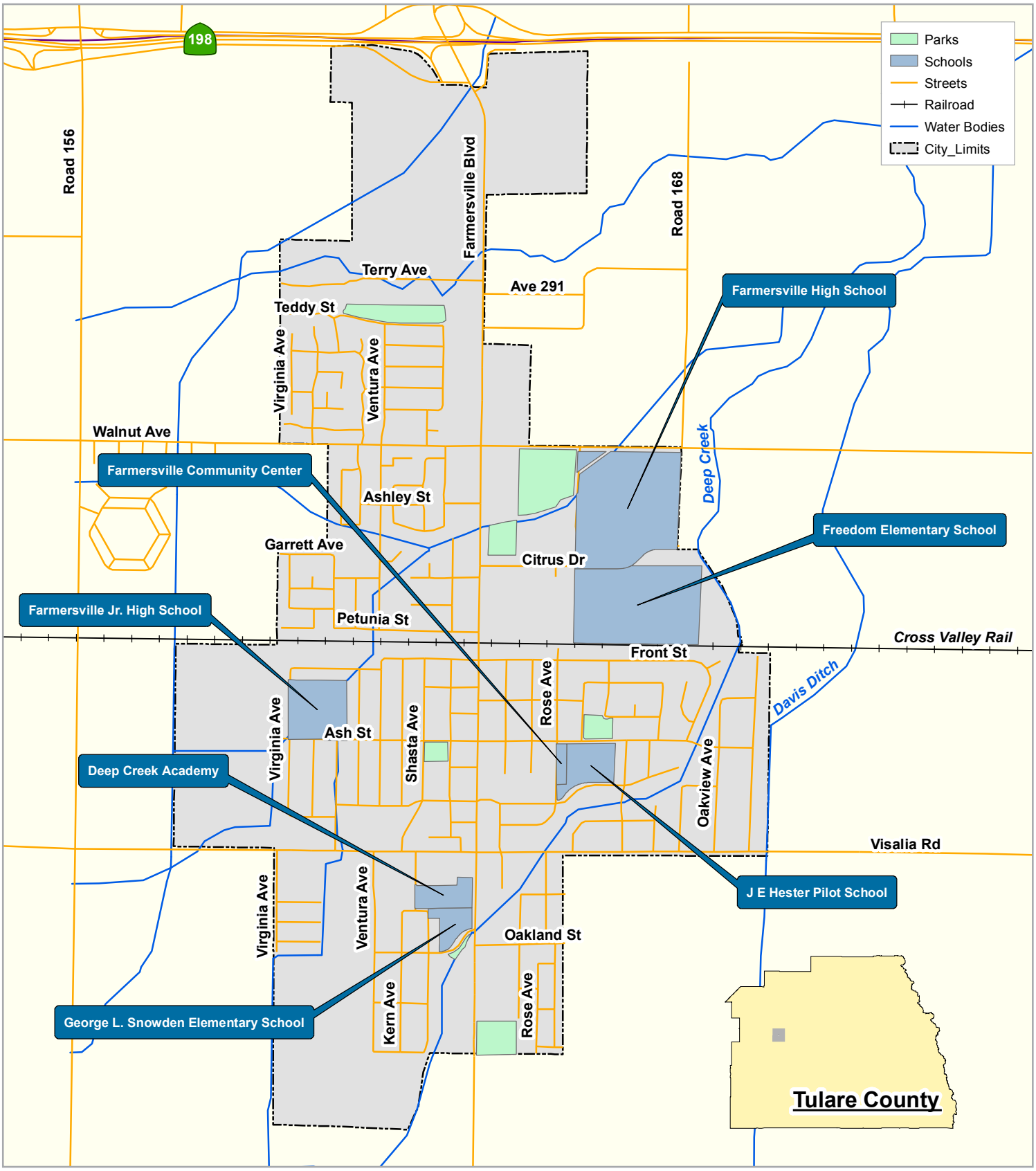

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FIGURE 1-5

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City of Farmersville

ADA Compliance and Active Transportation Safety Enhancement Plan

Area Schools

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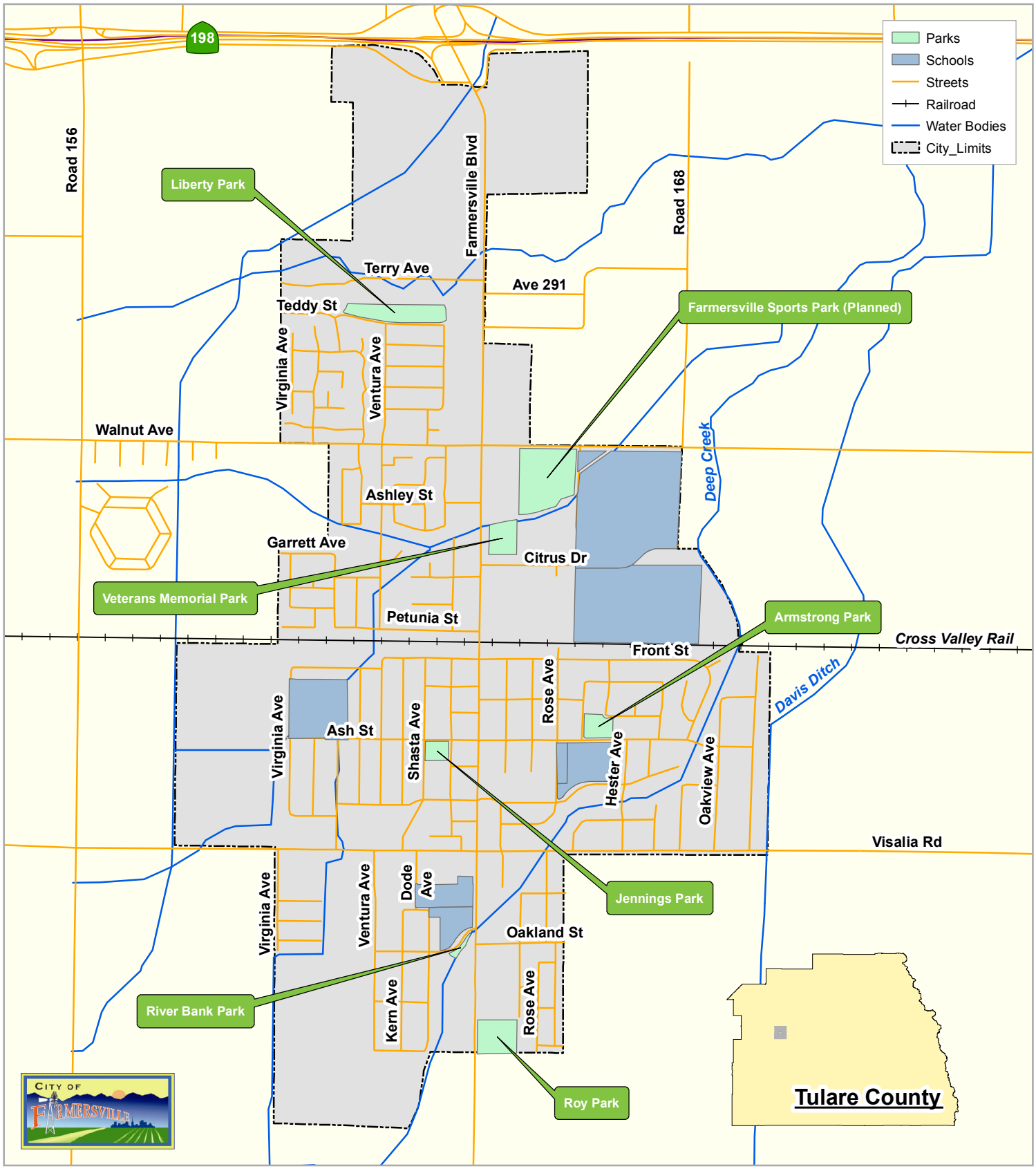

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FIGURE 1-6

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City of Farmersville

ADA Compliance and Active Transportation Safety Enhancement Plan

Public Parks

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Data source: GHD 2019, Tulare County Resource Management Agency - GIS Data,. Created by: jramirez2

Chapter 2: ADA Compliance

Regulatory Setting

The ADA of 1990 is the nation's first comprehensive civil rights law addressing the needs of people with disabilities, prohibiting discrimination in employment, public services, public accommodations, and telecommunications. In 2008, the Americans with Disabilities Act Amendments Act (ADAAA) was signed into law and became effective on January 1, 2009. The ADAAA made a number of significant changes to the definition of "disability." The changes in the definition of disability in the ADAAA apply to all titles of the ADA, including Title I (employment practices of private employers with 15 or more employees, state and local governments, employment agencies, labor unions, agents of the employer and joint management labor committees); Title II (programs and activities of state and local government entities); and Title III (private entities that are considered places of public accommodation).

The Farmersville ADA Transition Plan, Policies and Procedures is included as a separate, stand-alone document and is included as Appendix M.

Title II of ADA applies to State and local government entities and, in subtitle A, protects qualified individuals with disabilities from discrimination on the basis of a disability in all services, programs, and activities provided to the public. In accordance with Title II, Caltrans has designated a Statewide ADA Coordinator who is responsible to coordinate ADA compliance across the State. Additional information from the US Department of Transportation and the US Department of Justice is also available.

Compliance

As part of the ADA law, Title II requires that public entities examine their programs and establish a plan for ensuring compliance with the law. As such, the following steps were developed to assist local agency compliance efforts:

Step 1: Designate a Responsible Employee

Under Title II, public entities with 50 or more employees must designate at least one (1) employee to coordinate ADA compliance [28 C.F.R.§35.107(a)]. The regulation refers to this person as the "responsible employee" and this briefing sheet uses the term "ADA coordinator." It is recommended that school systems, regardless of size, designate a person to coordinate compliance activities.

The ADA coordinator is key in ensuring ADA compliance. The coordinator's role includes planning and coordinating compliance efforts, ensuring the administrative steps are completed, and receiving and investigating disability discrimination complaints. To fulfill the job, the coordinator must have the authority, knowledge, skills, and motivation to implement the regulations.

Step 2: Provide Notice of ADA Requirements

All public entities, regardless of size, must provide information to applicants, participants, beneficiaries, employees, and other interested people regarding the rights and protections afforded by Title II, including how the Title II requirements apply to its programs, services, and activities [28 C.F.R.§35.106]. There are similarities and differences between the Title II and Section 504 notice requirements. Under the Section 504 regulation a recipient of federal financial assistance that employs 15 or more people must provide a notice that states that the recipient does not discriminate on the basis of disability in admission or access to, or treatment or employment in, its programs and activities [34 C.F.R.§104.8(a)].

The notice must identify the employee designated to coordinate Section 504 compliance efforts. A recipient of federal financial assistance that provides notice about coverage under the ADA must still meet more specific notice requirements under Section 504, if the recipient has 15 or more employees.

ADA Symbols

Step 3: Establish a Grievance Procedure

The Title II regulation requires the ADA coordinator to oversee the investigation and resolution of complaints [28 C.F.R.§35.107(a)].[4] The public entity may use a grievance procedure that is already in place; it is not necessary to design a separate process for the ADA. The Title II requirements regarding grievance procedures have been in effect since January 26, 1992.

There are similarities and differences between the Title II and Section 504 grievance procedures requirements. Both regulations require that covered entities adopt and publish a grievance procedure providing for the prompt and equitable resolution of complaints [28 C.F.R.§35.107(b) and 34 C.F.R.§104.7(b)]. This briefing sheet recommends that a grievance procedure include the following:

- A description of the procedures for submitting a grievance
- A two-step review process that allows for appeal
- Reasonable time frames for review and resolution of the grievance
- Written records of complaints submitted, responses given, and steps taken to resolve the issue
- An alternative procedure if the complainant alleges that the ADA coordinator with responsibilities regarding the grievance procedures process are part of the alleged discrimination

GHD developed an ADA Compliant/Grievance Form and it is included in Appendix A.

Step 4: Conduct a Self-Evaluation

All public entities, regardless of size, must conduct a self-evaluation [28 C.F.R. §35.105(a)]. The self-evaluation is a comprehensive review of the public entity's policies and practices. Through the self-evaluation, the public entity must:

- Identify policies or practices that do not comply with the Title II requirements.
- Modify policies and practices to bring them into compliance.

Specifically, for barriers within the public right of way, the following elements should be consider:

- Curbs
- Sidewalks
- Pedestrian crossings
- Pedestrian signals
- Share use trails
- Parking lots
- Bus stops

Crosswalk on Farmersville Boulevard

[4] The City of Farmersville ADA Complaint/Grievance Form for is included as Appendix A.

Step 5: Develop a Transition Plan

Under Title II, public entities that employ 50 or more people [subsequently amended to 15] are required to develop a transition plan when structural changes to existing facilities are necessary to make programs, services, or activities accessible to people with disabilities [28 C.F.R.§35.150(d)(1)]. The transition plan must:

- Identify physical obstacles in facilities that limit the accessibility of the it's programs, services, or activities to people with disabilities;
- Describe in detail the methods the entity will use to make the facilities accessible;
- Provide a schedule for making the access modifications;
- Provide a yearly schedule for making the modifications if the transition plan is more than one year long; and,
- Indicate the official responsible for implementing the transition plan [28 C.F.R.§35.150(d)(3)].

Walking Audit

For this study, a walking audit is defined as an on-the-ground assessment of existing conditions along a specific corridor, route, roadway segment, or district. Walking audits are conducted by trained personnel and include walking along a specific corridor noting physical barriers that prohibit or interfere with access of all transportation users as a result of no or inadequate facilities; especially sidewalks, cross-walks, curb ramps, bus stops, trails (including bike lanes), etc. This walking audit is the basis of the self-evaluation, which is discussed in the following section.

With survey forms and a camera, a team of participants walks the corridor and identifies potential areas of concern, especially related wheel chair users. Narrow sidewalks, utilities, cracks, gaps, and curb ramps are of primary concern. This information is compiled into a master spreadsheet, or matrix, for documentation purposes.

Bus Stop on Farmersville Boulevard

Self-Evaluation

This ADA Self-Evaluation is being prepared to partially fulfill the requirements set forth in Title II of the ADA. Further, Title II of the ADA emphasizes the accessibility of programs, activities, and services. When it is not feasible to provide accessible City programs, activities and services by relocating these activities to accessible facilities or providing auxiliary aids and services, the ADA requires that the City complete a Transition Plan describing the physical modifications to facilities that will support accessible programs.

Riverbank Park

Chapter 3: Active Transportation Safety

Supported by the Caltrans Active Transportation Program (ATP), the Active Transportation Resource Center (ATRC) provides technical assistance and resources to Caltrans ATP awardees and interested parties. The overall goal of the ATP is to encourage increased use of active modes of transportation, such as bicycling and walking. Additional goals of the ATP are to:

- Increase the proportion of trips accomplished by biking and walking;
- Increase safety and mobility for both bicyclist and pedestrians;
- Advance the active transportation efforts of regional agencies to achieve greenhouse gas reduction goals
- Enhance public health; and
- Ensure that disadvantaged communities fully share in the benefits of the program.

As part of the ATRC, the California Department of Public Health's (CDPH) Active Transportation Safety Program (ATSP) staff assist local communities with creating, evaluating, and sustaining active transportation education and encouragement (non-infrastructure) programs, including Safe Routes to School (SRTS) programs through targeted trainings, technical assistance, and resources.

ATSP's purpose is to:

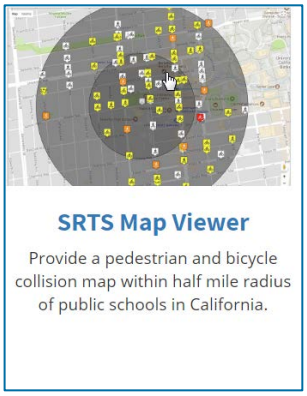
- Build and support capacity among local SRTS and other active transportation non-infrastructure (NI) programs;
- Conduct activities that complement and inform Caltrans' ATP infrastructure projects, including assisting jurisdictions that have not yet received funding;
- Engage low-income schools and communities in establishing active transportation programs; and ultimately,
- Increase the number of individuals who can safely walk and bicycle to school and other key destinations.

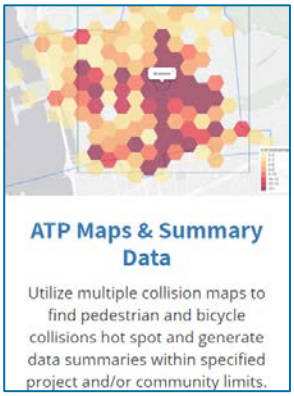
In general, ATSP first develops a safety baseline, by comparing City of Farmersville ranking in a particular aspect of traffic safety to county-wide and similar city size (in California). Following identification of safety rankings, a description of planned or programmed safety improvement projects is provided in the Project Improvement's section of this report. Additional safety improvement projects (both infrastructure and non-infrastructure) are identified.

Caltrans Local Roadway Safety Manual

According to the *Caltrans Local Roadway Safety Manual* (Version 1.3, April 2016), there are approximately 3,000 deaths due to traffic crashes every year, of which 57% occur on local roadways in California. Additionally, fatality rates are 2-3 times higher for local roadways than urban roadways per vehicle miles traveled.

Founded in 2000, the Safe Transportation Research and Education Center (SafeTREC), which is part of the University of California, Berkeley, developed the *Transportation Information Mapping System (TIMS)* to provide quick, easy and free access to California crash data. The California crash data was collected from the California Statewide Integrated Traffic Records System (SWITRS), which is gathered and maintained by the California Highway Patrol (CHP). The project is funded by the California Office of Traffic Safety (OTS).





TIMS provides many tools that include:

- SWITRS Query & Map
- SWITRS GIS Map

- California Safety PM
- Collision Diagrams
- SRTS Map Viewer
- ATP Maps & Summary Data
- Motorcycle Collision Map

According to TIMS, California Safety PM Target Setting tool, there have been 802 fatalities in Tulare County from 2006-2016. In comparison to the Central Valley's eight (8) counties from San Joaquin to Kern County, based on number of fatalities only, Tulare County would rank 4th in number of fatalities on the road. Table 3-1 lists the 10 years of fatalities per county in the Central Valley.

Office of Traffic Safety

The California Office of Traffic Safety (OTS) attempts to eliminate traffic deaths and injuries by making available grants to local and state public agencies for programs that help them to:

- Enforce traffic laws;
- Educate the public in traffic safety; and
- Provide a varied and effective means of reducing fatalities, injuries, and economic losses from collisions.

In an effort to inform decision makers and the public, the California Office of Traffic Safety (OTS) compares traffic safety statistics across jurisdictions and ranks the counties and cities on various types of collisions each year. Counties are ranked against all other counties while cities are ranked against cities with populations of similar size. The rankings give varying weights to such factors as population, daily vehicle-miles traveled, crash records and crash trends, and are based on data from several sources, including SWITRS.

OTS collision rankings are based on the Empirical Bayesian (EB) Ranking Method. Increasingly used by researchers and statisticians, it is a means to bring together and give varying weights to many different factors. The EB Method still uses population and daily vehicle miles traveled (VMT) as previously done, but adds in crash records, crash trends, and other weighing factors to arrive at a single, more accurate ranking. OTS city ranking are for incorporated cities and their local streets only. Freeways or other CHP jurisdiction roads are not included.
OTS ranking column lists two (2) numbers divided by a slash within each column. The first number is the city's ranking in that category. The second number is the total number of cities and/or counties within that "Group". For example, 22/56 means that the city ranks 22nd out of 56 cities of similar size. In addition, #1 in the rankings means that it is the "highest" or "worst". Hence, a ranking of 1/56 is the highest or worst, a ranking of 28/56 is the median, and a ranking of 56/56 is the lowest or best.

Of the various OTS collision types, the following collision types are used for this analysis and are defined below:

- Total Fatal and Injury – The total number of victims involved in all collisions where there were fatalities and/or injuries in that city/county.
- Pedestrians – Collisions in which there were victims killed or injured and a pedestrian was involved.
- Bicycles – Collisions in which there were victims killed or injured and a bicyclist was involved.
- Composite – Figures which show rankings only, an aggregate of several of the other rankings (Had Been Drinking 21-34, Had Been Drinking Under 21, Alcohol Involved, Hit & Run, Nighttime and Speed collisions). These rankings are a means to give an indication of over-all traffic safety.
- Group – Cities are grouped by population:
  - Group A – populations over 250,000
  - Group B – population 100,001-250,000
  - Group C – population 50,001-100,000
  - Group D – population 25,001-50,000
  - Group E – population 10,001-25,000
  - Group F – population 2,501- 10,000
  - Group G – population 1-2,500

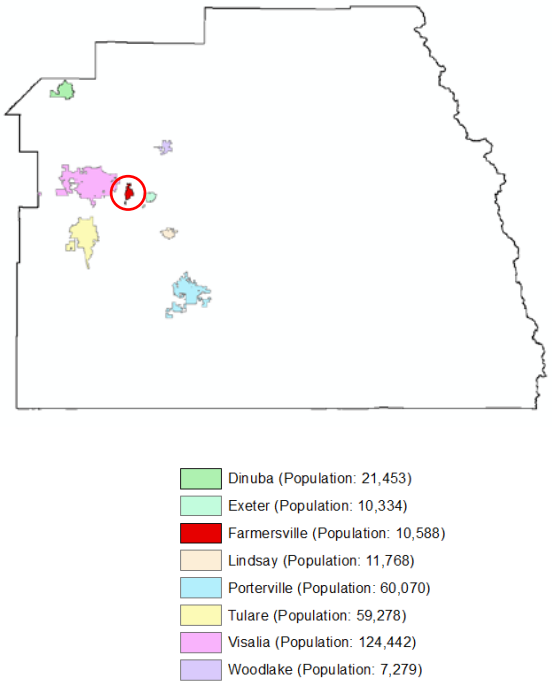
Table 3-1 2015 OTS Rankings					
City	Total Fatal and Injury	Pedestrian	Bicyclist	Composite	Group
Dinuba	100/103	96/103	79/103	101/103	E
Exeter [1]	105/109	89/109	83/109	84/109	E
Farmersville	47/103	33/103	27/103	41/103	E
Lindsay	12/103	49/103	59/103	31/103	E
Porterville	34/105	41/105	17/105	43/105	C
Tulare	102/105	97/105	95/105	99/105	C
Visalia	43/57	32/57	8/57	43/57	B
Woodlake [1]	24/75	30/75	49/75	44/75	F
Tulare County	37/58	53/58	44/58	N/A	

[1] OTS 2013-2015 data is not available for these cities. 2012 data is the most current OTS data that was available.

Table 3-1 lists the City of Farmersville and surrounding incorporated cities. The rankings are based on year 2015 (with the exemption of the City of Exeter and the City of Woodlake) for the above types of collisions. Compared to similar Group E cities in Tulare County, the City of Farmersville ranks worst in Pedestrian and Bicyclist OTS rankings. In the Total Fatal and Injury category, the City of Farmersville ranks 47th out of 103 comparable cities in California, which is slightly worse than average under this ranking model.

Tulare County is home to eight (8) incorporated cities and has a total area of 4,839 square miles and is mostly rural in nature. The incorporated cities include Dinuba, Exeter, Farmersville, Lindsay, Porterville, Tulare, Visalia, and Woodlake. In terms of population, according to the California Department of Finance (DOF), Population Estimates, January 1, 2018, the City of Farmersville is ranked as the sixth (6th) largest city of the incorporated cities in Tulare County (see below).

Tulare	470,716	475,834	1.1
Dinuba	24,687	24,873	0.8
Exeter	11,094	11,169	0.7
Farmersville	11,399	11,443	0.4
Lindsay	13,043	13,162	0.9
Porterville	60,114	60,798	1.1
Tulare	64,591	65,982	2.2
Visalia	133,841	136,246	1.8
Woodlake	7,711	7,786	1.0
Balance of County	144,236	144,375	0.1



Tulare County Cities and Populations

The number of fatality rates in Tulare County as previously noted are further recorded and listed for each of the incorporated cities. Table 3-2 lists the eight (8) incorporated cities fatality rates.

Table 3-2 Collision Fatalities in (Tulare County Incorporated Cities)								
Year	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
2006	0	1	2	-	2	4	8	1
2007	1	0	0	-	3	5	5	1
2008	0	1	1	-	5	3	7	0
2009	2	2	1	-	4	5	4	0
2010	1	1	0	-	2	2	7	1
2011	0	0	0	-	4	3	7	0
2012	0	0	0	-	4	5	7	0
2013	1	0	0	-	7	0	6	0
2014	0	0	1	-	4	5	4	0
2015	1	0	0	-	6	3	14	0
2016	1	0	2	-	6	3	11	0
Total	**7**	**5**	**7**	**-**	**47**	**38**	**80**	**3**

(1) *Dinuba*
(2) *Exeter*
(3) *Farmersville*
(4) *Lindsay*
(5) *Porterville*
(6) *Tulare*
(7) *Visalia*
(8) *Woodlake*

As noted, in the Table 3-2, of the 802 fatalities in Tulare County from 2006-2016 (noted above), while 186 fatalities occurred within the incorporated cities. In

terms of the City of Farmersville, the City accounts for approximately three percent (3%) of the total fatality rates for the incorporated cities with six (6) fatalities from 2006-2016.

Table 3-3
City of Farmersville Collision Severity Types

Severity	# of	Percentage
Fatal	7	3.6%
Injury (Severe)	10	5.3%
Injury (Other Visible)	65	34.4%
Injury (Complaint of Pain)	108	56.8%
Total	**190**	**100%**

In terms of collisions, fatalities are only one indicator of collision severity. According to *TIMS*, *SWITRS Query and Map* tool, these reports focused on the overall collision data that ranges in collision severity from fatal, injury (severe), injury (other visible), and injury (complaint of pain).

Table 3-3 shows the collision severity within the City of Farmersville from 2006-2016. In total, there were 189 collisions recorded that ranged from fatal, injury (severe), injury (other visible) and injury (complaint of pain). Figure 3-1 illustrates geographically where the collisions severity types occurred in the City of Farmersville and Figures 3-2A and 3-2B identify collisions by type and severity (only collisions on Farmersville Boulevard and Visalia Road are listed in the above figures do to proximity to the major road).

In comparison to the surrounding incorporated cities, Table 3-4 presents the collision severity types (as mentioned above) from 2006 through 2016. In terms of total collision severity types, the City of Farmersville would be ranked 3rd among the eight (8) incorporated cities in Tulare County. Although, according to OTS "Group" classifications, the City of Farmersville would rank 2nd among similar cities (as highlighted in red) in Table 3-4.

Table 3-4
Collision Severity Types
(Tulare County Incorporated Cities)

Years	Severity *	Dinuba	Exeter	Farmersville	Lindsay	Porterville	Tulare	Visalia	Woodlake
2006 thru 2016	1	10	5	7	9	44	38	77	1
	2	17	4	10	13	98	83	250	3
	3	53	25	65	83	763	423	1,891	5
	4	166	35	108	109	1,391	713	3,125	13
Total		**246**	**69**	**190**	**214**	**2,296**	**1,257**	**5,343**	**22**

** Severity Indicators:*
1. Fatal
2. Injury (Severe)
3. Injury (Other Visible)
4. Injury (Complaint of Pain)

Table 3-5
Pedestrian/Bicycle Collisions

Tulare County Incorporated Cities	Collision Types/ Percentages				Ped/Bike Totals	Total Collisions
	Pedestrian		Bicycle			
Dinuba	38	15.4%	23	9.3%	61	246
Exeter	9	13%	13	18.8%	22	69
Farmersville	28	14.8%	18	9.5%	46	189
Lindsay	44	20.6%	12	5.6%	56	214
Porterville	209	9.1%	205	8.9%	414	2,296
Tulare	143	11.4%	94	7.5%	237	1,257
Visalia	389	7.3%	496	9.3%	885	5,343
Woodlake	6	27.3%	4	18.2%	10	22

Severity of collision types can also involve motor vehicles and pedestrians or motor vehicles and cyclist (bicycles). Table 3-5 lists collisions by pedestrian, bicycle collisions (cyclists), and total collisions. The percentage column represents the percentage total when compared to the total collisions column. When comparing the percentage of the pedestrian and bicycle collisions to the total collisions per individual city, pedestrian and bicycle collisions accounted for approximately 24.3% of all total collisions. A further breakdown analysis for pedestrian and bicycle collisions by severity type for all incorporated cities are listed in Table 3-5.

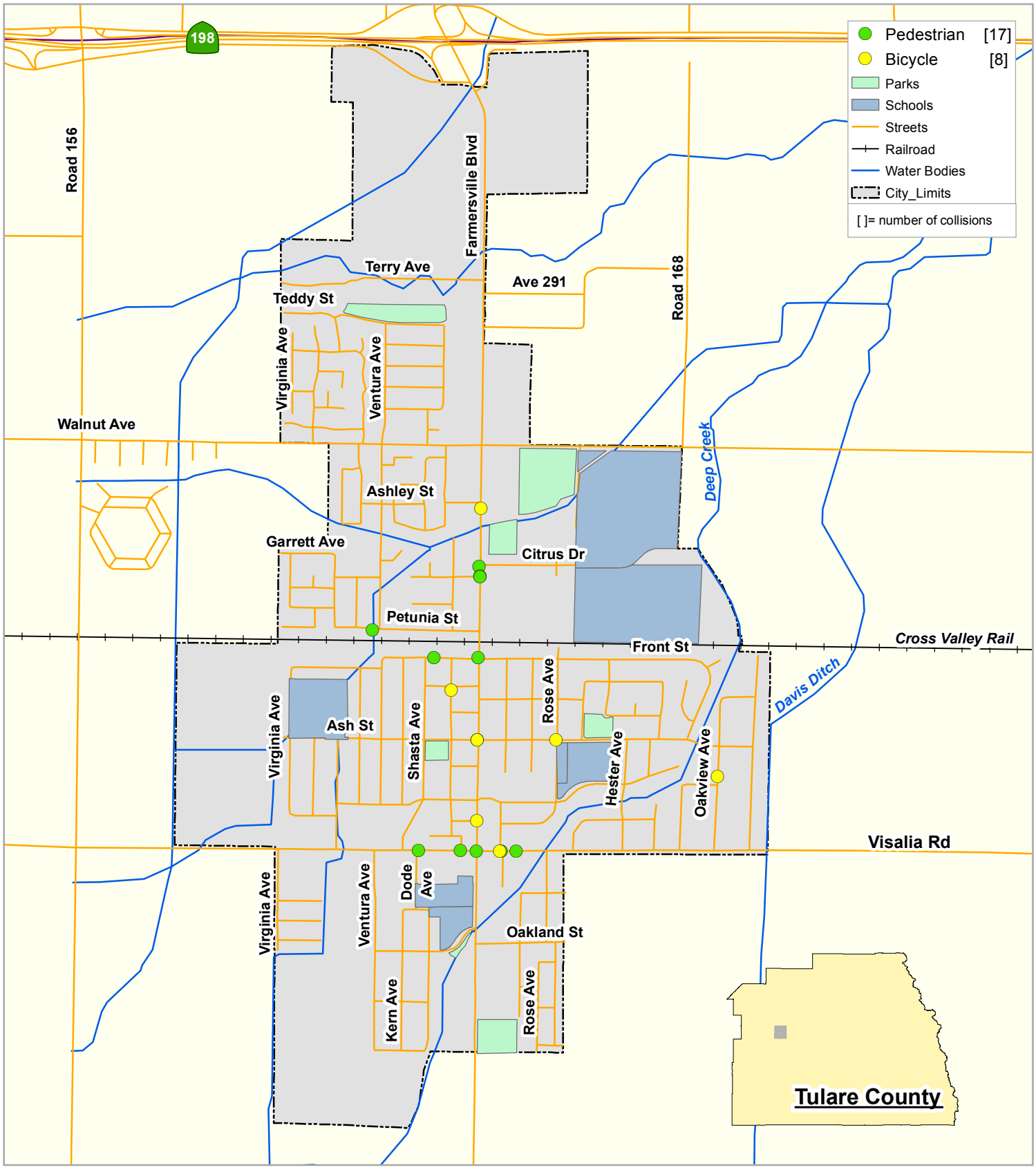


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FIGURE 3-1

N

0 500 1,000 1,500 2,000

Feet

City of Farmersville

ADA Compliance and Active Transportation Safety Enhancement Plan

2012-2016

Pedestrian and Bicyle Collisions

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Print date: 15 Jul 2019 - 16:15

Data source: GHD 2019, Tulare County Resource Management Agency - GIS Data, Collision Data was obtained from TIMS website (https://tims.berkeley.edu/) for years 1/1/2002 thru 12-31-2016.. Created by: jramirez2

ADA Compliance and Active Transportation Safety Enhancement Plan

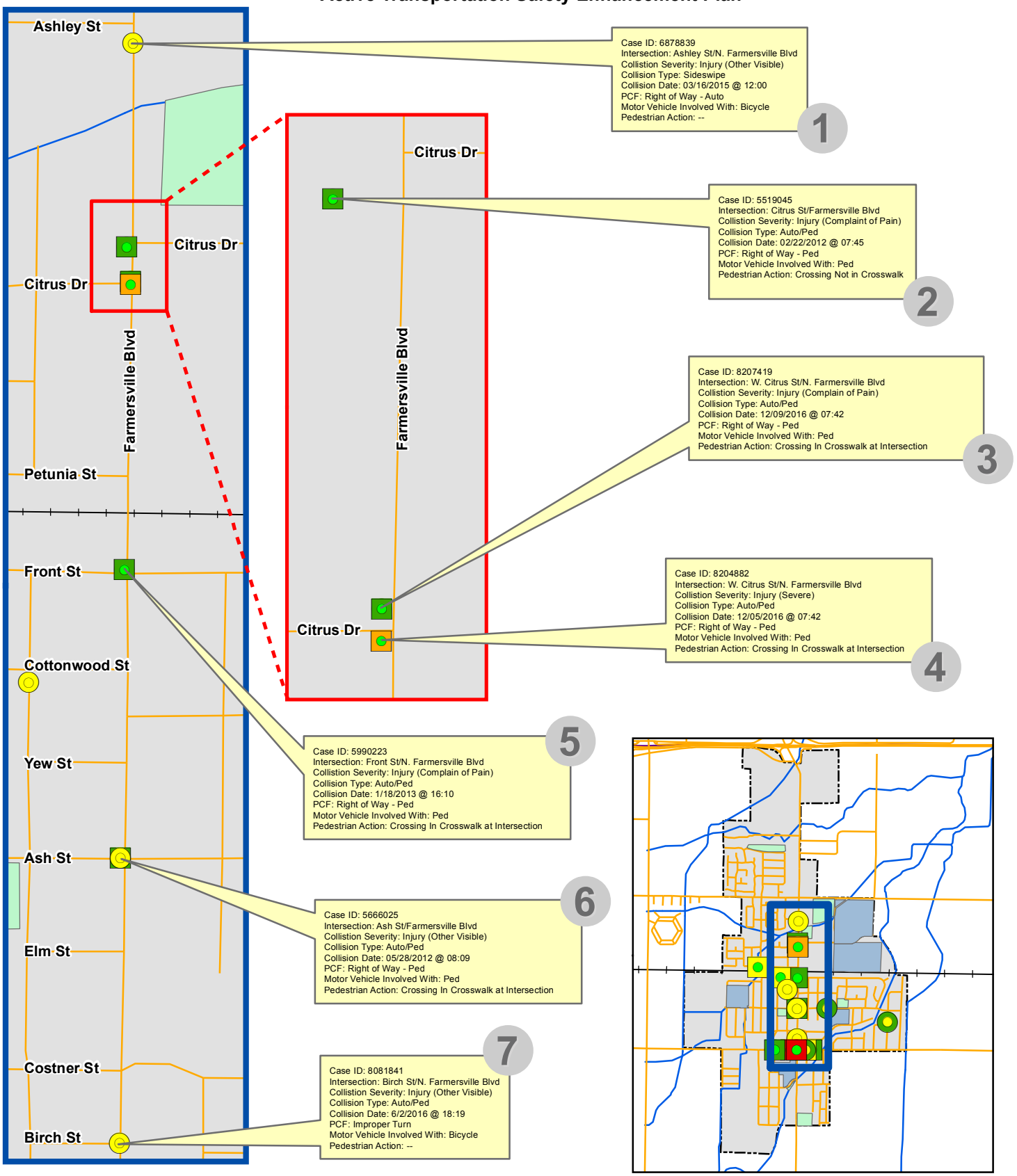

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FIGURE 3-2A

- Pedestrian, Injury Severe
- Pedestrian, Injury-Other Visible
- Pedestrian, Injury-Complaint of Pain
- Bicycle, Injury-Other Visible
- Bicycle, Injury-Complaint of Pain

City of Farmersville

2012-2016 Pedestrian and Bicyle Collision Type and Severity (Farmersville Boulevard)

GHD

L:\Prj\2500\G2500\Maps\Working\Farmersville-MVIW_Ped&Bike (B-C_A-G).mxd
Print date: 10 Sep 2019 - 10:38

Data source: GHD 2019, County of Tulare GIS website, TIMS 2012-2016 (collision data). Created by: jramirez2

ADA Compliance and
Active Transportation Safety Enhancement Plan

Case ID: 5519049
Intersection: Visalia Rd/Magnolia Ave
Collistion Severity: Injury (Complain of Pain)
Collision Type: Auto/Ped
Collision Date: 02/21/2012 @ 20:54
PCF: Not Driver
Motor Vehicle Involved With: Ped
Pedestrian Action: Crossing Not In Crosswalk

1

Case ID: 6471525
Intersection: Visalia Rd/Magnolia Ave
Collistion Severity: Injury (Other Visible)
Collision Type: Auto/Ped
Collision Date: 04/08/2014 @ 05:31
PCF: Right of Way - Ped
Motor Vehicle Involved With: Ped
Pedestrian Action: Crossing In Crosswalk at Intersection

2

Case ID: 7201228
Intersection: E. Visalia Rd/N. Magnolia Ave
Collistion Severity: Injury (Complain of Pain)
Collision Type: Broadside
Collision Date: 02/16/2016 @ 16:56
PCF: Unsafe Speed
Motor Vehicle Involved With: Bicycle
Pedestrian Action: Crossing Not In Crosswalk

3

Case ID: 7190121
Intersection: Visalia Rd/N. Farmersville Blvd
Collistion Severity: Fatal
Collision Type: Auto/Ped
Collision Date: 03/04/2016 @ 06:07
PCF: Right of Way - Ped
Motor Vehicle Involved With: Ped
Pedestrian Action: Crossing In Crosswalk at Intersection

4

Case ID: 6291333
Intersection: Visalia Rdt/Farmersville Blvd
Collistion Severity: Fatal
Collision Type: Auto/Ped
Collision Date: 07/11/2014 @ 21:16
PCF: Right of Way - Ped
Motor Vehicle Involved With: Ped
Pedestrian Action: Crossing Not In Crosswalk
Lighting: Dark

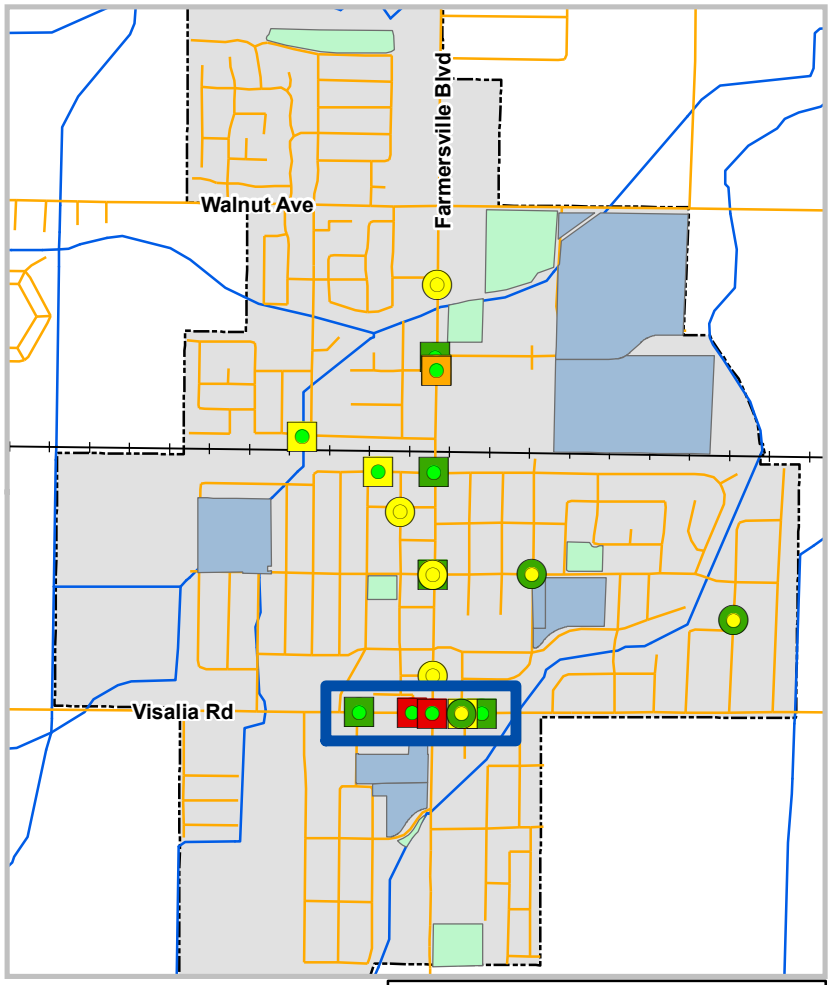
5

Case ID: 7166092
Intersection: W.Visalia Rdt/S. Dode
Collistion Severity: Injury (Complain of Pain)
Collision Type: Auto/Ped
Collision Date: 12/11/2015 @ 17:41
PCF: Ped Violation
Motor Vehicle Involved With: Ped
Pedestrian Action: Crossing Not In Crosswalk
Lighting: Dark

6

Case ID: 8166588
Intersection: Visalia Rd/ -
Collistion Severity: Fatal
Collision Type: Auto/Ped
Collision Date: 12/11/2016 @ 17:09
PCF: Unsafe Speed
Motor Vehicle Involved With: Ped
Pedestrian Action: Crossing Not In Crosswalk
Lighting: Dark

7



Number 7 not shown on map, No coordinate system provided (TIMS).

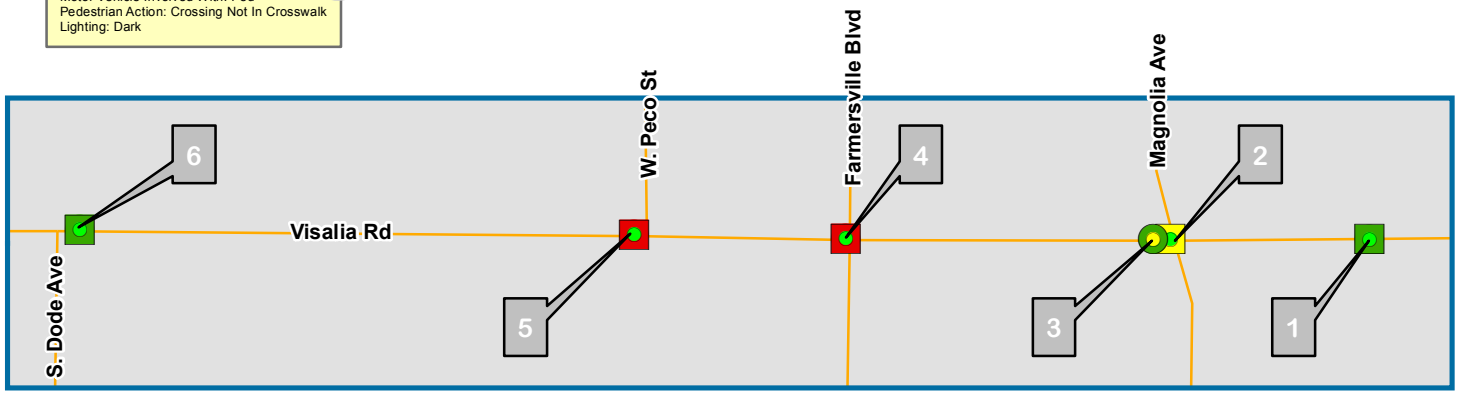


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FIGURE 3-2B

- Pedestrian, Fatal
- Pedestrian, Injury-Complaint of Pain
- Pedestrian, Injury Severe
- Bicycle, Injury-Other Visible
- Pedestrian, Injury-Other Visible
- Bicycle, Injury-Complaint of Pain

City of Farmersville

2012-2016
Pedestrian and Bicyle
Collision Type and Severity
(Visalia Road)

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Print date: 10 Sep 2019 - 10:44

Data source: GHD 2019, County of Tulare GIS website, TIMS 2012-2016 (collision data). Created by: jramirez2

Chapter 4: Community Workshops

Public Outreach and Communications Plan

The purpose of the Public Outreach Plan is to ensure that all possible community organizations, schools, city departments, and non-profit organizations are aware of the plan being developed and have the opportunity to be involved and be heard.

Project Summary

The Farmersville Active Transportation Safety Enhancement Plan is intended to improve access and safety for non-motorized transportation modes of travel, including walking and biking. It is also anticipated that local air quality will be improved by increasing the number of trips taken by walking and biking. A Public Outreach Plan was prepared by The Lockwood Agency (TLA) as part of this project. The Public Outreach Plan is summarized in a brochure-type document and is included in Appendix C of this Plan.

News Releases

For the outreach meetings, news releases were provided to local news media, focusing on the Sun-Gazette, which covers Farmersville, along with the Visalia Times-Delta, and the Fresno Bee.

Bilingual Handouts

English/Spanish handouts were provided to community members via the school district, city hall, the library, the senior center, and other community gathering places. The handouts will explain the purpose of the plan and encourage participation in the process.

Social Media

Facebook was utilized to help spread the word about the plan itself, along with associated activities and opportunities to engage. Other handles were used, as appropriate, including Instagram and Twitter.

Online Calendars

Events were promoted via digital calendars.

Community Workshops

During development of this Plan, two (2) bilingual (English/Spanish) Community Workshops were held in Farmersville. At the first Community Workshop, a project booth was set up at the annual Farmersville Fall Festival on Saturday, October 6, 2018.

Bilingual flyers were prepared and distributed by TLA. In addition, a press release was distributed to local news organizations to advertise the event.

Community Outreach Booth

The booth included representatives from GHD and TLA. A master map was prominently displayed that identified the message: "Americans With Disabilities Act: Problems? ¿Problemas?", as well as examples of ADA-type access issues along sidewalks and curb ramps as shown in the exhibit below:

At the project booth, color brochures and freebies (candy, pens, thumb drives, USB charging plugs, lotion, etc.) were provided by GHD to encourage input and to be offered as prizes for participants. Off to the side of the project booth, aerial photographs of each Sector were shown to the residents in order to provide input regarding access issues in Farmersville. A GHD translator was used to assist in communication with the residents in Spanish.

Community Outreach Activities

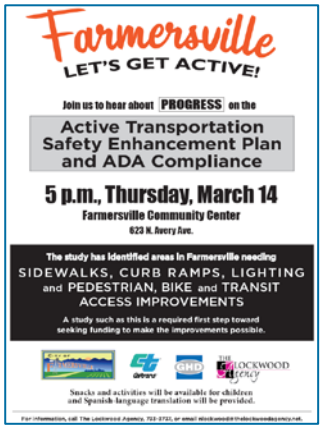
Following the initial introductions, the resident was asked to spin the question wheel [to get a prize] and then go to the poster boards that contained aerial maps and illustrations/renderings of discussion topics. The residents were categorized into English or Spanish-speaking groups to maximize public input. At the project booth, community members actively participated in identifying improvements that they wanted to see by writing them on the aerial photographs or verbally communicating ideas to the designated scribe or group leader from the consultant team.

Community Outreach Comments

At the 2018 Farmersville Fall Festival, 64 comments were received by residents that identified a variety of ADA transportation and infrastructure issues that they were concerned with in their community and/or neighborhood. Issues identified ranged from identifying sidewalk gaps, to trashy/dirty neighborhoods, to lack of adequate street lighting, to transit services, etc. The comments collected during the 2018 Farmersville Fall Festival reflected an overall desire to improve accessibility and embrace the complete streets concept.

Public comment varied from broad and all-encompassing to specific segment-related ideas. The input received by community members will be considered in development of recommended improvements. This feedback reinforces the need to provide for safe and convenient access for all modes of travel. A summary of comments for the first community workshop is included in Appendix D.

At the second workshop, attendance was minimal. The workshop was held at the Farmersville Community Center on Thursday, March 14, 2019, at 5 p.m. in the early evening. Despite public outreach efforts, including a press release, bi-lingual fliers, social media posts, and word of mouth, only representatives from the City and consulting team were in attendance. Although the community did not turn out to provide comments, it was generally understood that because this is a non-controversial project – everyone wants beneficial access related to transportation modes – attendance waned.



However, residents and users of public access facilities had the opportunity to provide comments when the Draft Report was released and at the final comment period at the City Council meeting. For purposes of this report, beneficial comments were received in writing under Workshop #1 to provide a general understanding of the community's vision of mobility and accessibility in the City of Farmersville.

Chapter 5: Funding Opportunities

The next cycle of the state's ATP includes approximately $440 million worth of pedestrian and bicycle projects for the entire state for the 2019/20 grant program. As the state's largest source of funding for pedestrian and bicycle projects, the ATP is the major source of income provided by state and federal agencies. These competitive grants are discussed in more detail below:

Also providing some perspective on the funding challenge is Tulare County's Measure R. Approved by the voters in 2006, the measure adds a half-cent sales tax to fund transportation projects within all the cities and unincorporated areas of the County. The measure was estimated generate just over $652 million over 30 years for all transportation needs in the County. Of this, 14% is dedicated to transit, pedestrian, bicycle, and environmental mitigation projects. As the single largest source of funding for transportation projects in the county, Measure R is also described in more detail below.

This section also describes other transportation programs for providing pedestrian and bicycle improvement projects in Farmersville and Tulare County statewide programs, including the State and Federal Transportation Improvement Programs (STIP/FTIP) are discussed.

Additionally, the "complete streets" approach to transportation also provides a framework for obtaining grants to improve mobility along specific corridors. Complete streets are those that work better for different forms of transportation, including walking and biking, and for people of all ages and abilities. This is in essence not a funding source but rather a funding strategy.

Local Funding Opportunities

Measure R

Tulare County voters approved Measure R in 2006. Measure R is Tulare County's self-imposed half-cent sales tax to fund transportation projects within the eight (8) in cities and unincorporated areas of Tulare County.

In just nine (9) years, the measure generated just over $1 billion in improvements have been leveraged and funded during this time.[5] Measure R projects are allocated as follows:

- 50% is dedicated to improvements on highways, freeways, and other major corridors.
- 35% is earmarked for local projects, especially the rehabilitation of local streets and roads, including sidewalk improvements.
- 14% is for transit, pedestrian, bicycle, and environmental mitigation projects. This translates to $91.3 million, or an average of $3 million annually. Approximately half of this amount is for transit, mostly to expand service.
- Lastly, 1% is for administration and planning. Measure R is administered by TCAG's staff and board, serving as the Tulare County Transportation Authority.

The project categories are defined in the Measure R Expenditure Plan. It is expected that some Measure R will funds will be available to contribute for projects contained herein. It is necessary to note that Measure R funds earmarked for local projects may be used for sidewalk improvements that make up many of the projects in Farmersville. Measure R also provides funding opportunities to assist with development of bike routes and transit improvements.

On a citywide basis, Farmersville receives annual apportionments related to gas tax revenues collected at

[5] TCAG website – http://www.tularecog.org/tcmeasurer/

the fuel pumps and based upon formulas related to population and vehicle miles travelled (VMT). The City's Local Transportation Funds (LTF) are primarily used to resurface/rehabilitate existing roads to extend life of the roadway. The City of Farmersville can, at their discretion, dedicate gas tax or general fund revenue for transportation improvements.

SJVAPCD Bikeway Incentive Program

The District accepts applications for bicycle infrastructure projects, including Class I (Bicycle Path Construction), Class II (Bicycle Lane Striping), or Class III (Bicycle Route) projects. This program provides funding to assist with the development or expansion of a comprehensive bicycle-transportation network that will provide a viable transportation option for travel to school, work, and commercial sites. Funding for this program is limited to municipalities, government agencies, and public educational institutes within the boundaries of the District.

The maximum funding levels for qualifying bicycle infrastructure projects are as follows:

- Class I Bicycle Paths/Trails – up to $150,000 per project
- Class II Bicycle Lanes – up to $100,000 per project
- Class III Bicycle Routes – up to $100,000 per project

State Funding Opportunities

Active Transportation Program (ATP)

In 2013, the California Transportation Commission (CTC) consolidated existing federal and state transportation programs – including the Transportation Alternatives Program (TAP), Bicycle Transportation Account (BTA), and State Safe Routes to School (SRTS) – into a single-funding source – the Active Transportation Program (ATP).[6]

According to Caltrans' ATP website, the purpose of ATP is to encourage increased use of active modes of transportation by achieving the following goals:

- Increase the proportion of trips accomplished by biking and walking
- Increase safety and mobility for non-motorized users
- Advance the active transportation efforts of regional agencies to achieve greenhouse gas (GHG) reduction goals, pursuant to SB 375 (2008) and SB 341 (2009)
- Enhance public health
- Ensure that disadvantaged communities fully share in the benefits of the program
- Provide a broad spectrum of projects to benefit many types of active transportation users

The program's first funding cycle took place in 2014. Pursuant to this cycle, the CTC adopted a list of 265 projects to receive $368 million in ATP funds. The second ATP funding cycle took place in 2015. This included 114 projects utilizing $215.4 million in ATP funds.

Cycle 3 of the ATP took place in March 2016. The Cycle 3 Call for Projects in 2016 total approximately $240 million. Additionally in 2016 the Governor appropriated $10 million in Greenhouse Gas Reduction Funds (GGRF) to augment ATP funding.

Cycle 4 accepted project applications for the 2019 ATP. These project will be awarded in June 2019. According to the CTC, it is anticipated that $440 million in ATP funds will be available statewide.

[6] Caltrans website – http://www.dot.ca.gov/hq/LocalPrograms/atp/

Complete Streets

Many of the needs in Farmersville (and Tulare County as a whole) are related to biking and, especially, to walking that are derived from the fact that streets have often been constructed without full consideration of pedestrians and cyclists. This is reflected in the many projects in TCAG's *Walk 'n Bike Tulare County* plan that aim to install sidewalks along existing roads within incorporated and unincorporated areas of the region.

One way for the member agencies, including Farmersville, to address this deficiency is by adopting a "complete streets" approach to transportation projects. Complete streets are those that are planned and designed for safe and convenient access by all users as appropriate, depending on the context of the streets, including pedestrians, cyclists, transit users and ADA accommodations. In short, this means building roads with sidewalks and bike lanes or shoulders where pedestrians and cyclists (and other non-motorized users) can be expected to use them.

Regulatory Setting

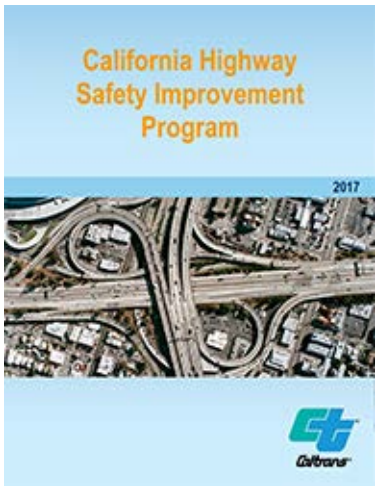
A number of complete streets policies have come into effect in recent years at the local, state and federal levels. Caltrans and the US Department of Transportation (DOT), among other agencies, have adopted policies committing themselves to integrate "multimodal" consideration (i.e., addressing various forms of transportation into their planning activities). Assembly Bill 1358, the California Complete Streets Act of 2008, requires "that the legislative body of a city or county, upon any substantive revision of the circulation element of the general plan, modify the circulation element to plan for a balanced, multimodal transportation network that meets the needs of all users. Many of these improvement are pedestrian and bicycle-related, including sidewalks, bike lanes, safer pedestrian crossings, street lights, and improved drainage.

Highway Safety Improvement Program (HSIP)

Regulatory Setting

The Fixing America's Surface Transportation Act (FAST) was signed into law on December 4, 2015. Under FAST, the Highway Safety Improvement Program (HSIP), codified as Section 148 of Title 23, United States Code (23 U.S.C §148), is a core federal-aid program to states for the purpose of achieving a significant reduction in fatalities and serious injuries on all public roads.

The Division of Local Assistance (DLA) manages California's local agency share of HSIP funds. California's Local HSIP focuses on infrastructure projects with nationally recognized Crash Reduction Factors (CRFs). Local HSIP projects must be identified on the basis of crash experience, crash potential, crash rate, or other data-supported means.[7]



According to Chapter 9 Highway Safety Improvement Program[8], HSIP funds are eligible for work on any public road or publicly owned bicycle or pedestrian pathway or trail, or on tribal lands for general use of tribal members that improves the safety for its users.

Within FAST, there are 28 project categories identified as eligible; as listed under 23 U.S.C.

[7] Caltrans website – http://dot.ca.gov/hq/LocalPrograms/hsip.html

[8] Caltrans website – http://dot.ca.gov/hq/LocalPrograms/HSIP/2016/HSIP-Guidelines.pdf

§148(a)(4)(B). No funding priority is assigned to the list. The California Local HSIP program may place further restrictions on the eligibility of individual project categories to meet the most critical needs on California local roadways.

It is the intent of the HSIP program that federal funds be expended on safety projects that can be designed and constructed expeditiously. Projects shall not require the acquisition of significant rights of way (not more than 10% of the construction cost), nor should they require extensive environmental review and mitigation.

Also, proposed projects such as horizontal and vertical curve realignments, shoulder widening, etc., that are typically taking the longest time to deliver will need to show that an incremental approach of lower cost countermeasures have been installed and have not proved to be effective before these type of projects will be considered for funding.

Non-safety related construction items (such as landscaping, highway beautification, preventative maintenance, etc.) may be included in an HSIP project but are considered incidental to the overall project and shall not exceed 10% of the project construction costs.

State Transportation Improvement Program (STIP)

Regulatory Setting

The STIP is a multi-year capital improvement program of transportation projects on and off the State Highway System, funded with revenues from the Transportation Investment Fund and other funding sources.

STIP programming generally occurs every two (2) years. The programming cycle begins with the release of a proposed fund estimate in July of odd-numbered years, followed by CTC adoption of the fund estimate in August (odd years). The fund estimate serves to identify the amount of new funds available for the programming of transportation projects. Once the fund estimate is adopted, Caltrans and the regional planning agencies prepare transportation improvement plans for submittal by December 15th (odd years).

Caltrans prepares the Interregional Transportation Improvement Plan (ITIP) and regional agencies, such as TCAG, prepare Regional Transportation Improvement Plans (RTIPs). Public hearings are held in January (even years) in both Northern and Southern California. The STIP is adopted by the CTC by April (even years). This process, as well as the fund distribution process are outlined in charts available on the Transportation Programming website.[9]

The FTIP is the final programming document required by state and federal agencies. The FTIP identifies many funding sources/programs including ATP, Congestion Mitigation Fund, FTA, Highway Bridge Program, HSIP, SHOPP, STP, etc. All of the transportation related projects in Tulare County and included in the FTIP.

In Farmersville, the SRTS project on Walnut Avenue near the high school is listed in the *TCAG 2017 FTIP*. Utilizing ATP and Measure R funds, approximately $417,000 has been programed for this project. No other projects for Farmersville were identified in the 2017 FTIP. In the 2015 FTIP, Farmersville was the recipient of roundabouts at Noble Avenue and eastbound State Route 198 intersections (CMAQ, Measure R).

[9] Caltrans website – http://dot.ca.gov/hq/LocalPrograms/STIP.htm

Transportation Development Act

The Transportation Development Act (TDA) provides two (2) major sources of funding for public transportation: 1) the Local Transportation Fund (LTF) and the State Transit Assistance fund (STA). These funds are for the development and support of public transportation needs that exist in California and are allocated to areas of each county based on population, taxable sales and transit performance. LTF are used by cities and counties for planning and construction of bicycle and pedestrian facilities. Tulare County exercises its option of using LTF for local streets and roads projects, after they can show there are no unmet transit needs.

The Transit Programs Branch provides oversight of the public hearing process used to identify unmet transit needs. It provides interpretation of and initiates changes or additions to legislation and regulations concerning all aspects of the TDA. It also provides training and documentation regarding TDA statutes and regulations. The branch ensures local planning agencies complete performance audits required for participation in the TDA.

Land and Water Conservation Fund

LWCF grants provide funding for the acquisition or development of land to create new outdoor recreation opportunities for health and wellness of Californians. Each state can nominate up to three projects requesting from $250,000 to $750,000 per application in this nationwide competitive grant program.

Prop 68 State of California Parks & Water Bond 2018

The Office of Grants and Local Services (OGALS) develops grant programs that provide funding for local, state and nonprofit organization projects. Grant project generally address park, recreation and resources related needs. OGAL's mission is to address California's diverse recreational, cultural and historical resource needs by developing grant programs, administering funds, offering technical assistance, building partnerships and providing leadership through quality customer service.

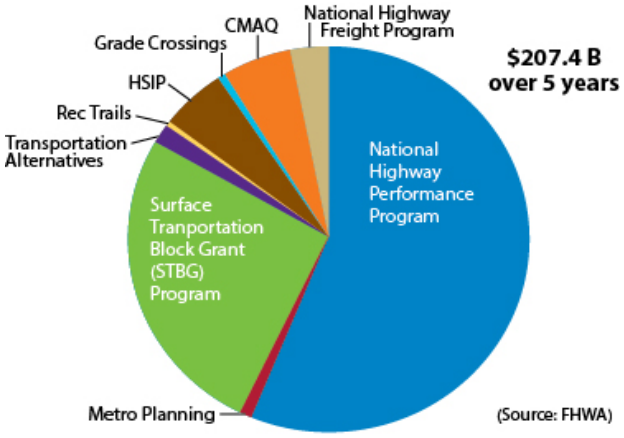
Recreational Trails Program

The Recreational Trails Program (RTP) provides funds to the States to develop and maintain Recreational Trails and trail-related facilities for both non-motorized and motorized Recreational Trail uses. Eligible projects include acquisition easements to purchase property; development and rehabilitation of trails, trailside and trailhead facilities; construction of new trails, maintenance of existing trails; purchase or lease of trail construction and maintenance equipment; development and dissemination of publications and operation of educational programs to promote safety and environmental protection related to trails; etc.

Federal Funding Opportunities

Fixing America's Surface Transportation Act

Known as the FAST Act, this program provides long-term (10 years) funding certainty for surface transportation, meaning States and local governments can move forward with critical transportation projects, like new highways and transit lines, with the confidence that they will have a Federal partner over the long term.



FAST Funding Apportionment

Many components are included in the FAST Act, including improved project delivery, freight funding, transit programs, transportation safety, etc. The pie chart below identifies FAST funding apportionment by category during this 5-year cycle (2016-21).

U.S. Government Disability Grants & Programs

The United States Government provides several grant opportunities and programs to assist those in need. As a result, several departments of government manage grants and programs, including a partial list below:

- Education – financial aid for students with disabilities; scholarship programs; school meal program for all students; disabled student allowances to provide extra financial help if you have a disability or specific learning disability.
- Housing – the Veterans Affairs (VA) provides grants to service members and veterans with certain permanent and total service-connected disabilities to help purchase or construct an adapted home to accommodate disability; Specially Adapted Housing Grant; Special Housing Adaption Grant.
- Transportation – Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) grants and programs; Enhanced Mobility of Seniors & Individuals with Disabilities; Fixing America's Surface Transportation Act (FAST); government and nonprofit organizations are eligible for grants for buses and vans, wheelchair lifts, ramps, building accessible paths to bus stop, curb-cuts, sidewalks, signage, etc.; and other transportation related grants.

Congestions Mitigation and Air Quality Program

The Congestion Mitigation and Air Quality Improvement Program (CMAQ) directs funds to transportation projects and programs which contribute to the attainment or maintenance of National Ambient Air Quality Standards in nonattainment or air quality maintenance areas for ozone, carbon monoxide, or particulate matter under provisions in the Federal Clean Air Act.

CMAQ funds may be used for safe routes to school projects or other active transportation, bicycle and pedestrian projects, along with a number of other transit and transportation improvement projects and programs.

Regional Surface Transportation Program (RSTP)

The FAST Act converts the long-standing Surface Transportation Program (STP) into the Surface Transportation Block Grant Program (STBG) acknowledging that this program has the most flexible eligibilities among all Federal-aid highway programs and aligning the program's name with how the Federal Highway Administration (FHWA) has historically administered it. The STBG promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs.

Chapter 6: Project Improvements

Making improvements to local streets and sidewalks and safe accessibility has been identified by Farmersville residents as one of the highest priorities of this Plan. Public outreach efforts have responded to this strong desire for improved Farmersville roadways, sidewalks, safe routes to school and parks by appropriating significant funding the past several years for improvements, as demonstrated by local transportation projects recently and by a self-imposed transportation tax for countywide transportation improvements (Measure R), which was passed by Tulare County residents in 2006.

As part of this study, California State University, Fresno (CSUF) students and staff conducted a walking audit to document existing conditions in Farmersville pertaining to human access and walkability. CSUF was tasked with documenting, through notes, measurements and photos, existing conditions of all sidewalks, curb ramps, transit stops and accessibility of public infrastructure within the City limits. In addition, the Farmersville General Plan contains the following goals and policies related to active transportation improvements:

- Land Use VI 1.a. – Create a community the portrays and Image that is progressive and energetic
- Growth Management III – Promote smart growth planning principles
- Residential Neighborhoods I 1 – Take action to keep existing neighborhoods strong and healthy
- Residential Neighborhoods I 3. – Upgrade public improvements in blighted neighborhoods, including sidewalks, alleys, street trees, roadways, parkways and street lights
- Commercial Development III – Encourage commercial development to be pedestrian oriented
- Circulation I – Create a safe and comfortable environment in the downtown where pedestrians, bicyclists, vehicular traffic and parking work in harmony
- Parking I – Provide sufficient, accessible parking for automobiles and bicycles
- Schools II – Work to develop schools that are easily accessible and free from land use and circulation conflicts
- Traffic II – Ensure that traffic on Farmersville's streets operate in a safe and efficient manner
- Arterials II – Arterials should be visually pleasing and designed to accommodate other modes of transportation, such as bicycles and pedestrians
- Street Connectivity I – Improve connectivity in Farmersville's street system
- Transit I – Promote opportunities for residents to increase mobility within Farmersville
- Bike Paths and Pedestrian Pathways I – Encourage persons to ride bikes for good health as well as for environmental reasons
- Bike Paths and Pedestrian Pathways III – Encourage residents to walk in Farmersville
- School Routes I – Ensure that children have safe walking and bicycling routes to school.

This document has been prepared to address public concerns as well as these goals and policies contained in the City of Farmersville General Plan. This section identifies safety and ADA issues, including:

- Deficiency Fact Sheets
- Walking Audits
- Curb Ramps: Compliant/Non-compliant
- Transit Facilities

Identifying Safety and ADA Issues

Scoping for this task entailed (1) identifying the deficiencies, sidewalk gaps, missing curb ramps and obstacles in the path of travel and (2) identifying compliant and non-compliant curb ramps.

In order to manage and compile the information, the project area was segregated into six (6) different sectors, as illustrated in Figure 6-1, Master Sector Map, which includes:

1. Sector A
2. Sector B
3. Sector C
4. Sector D
5. Sector E
6. Sector F

Analysis and cost estimate data references these sectors.

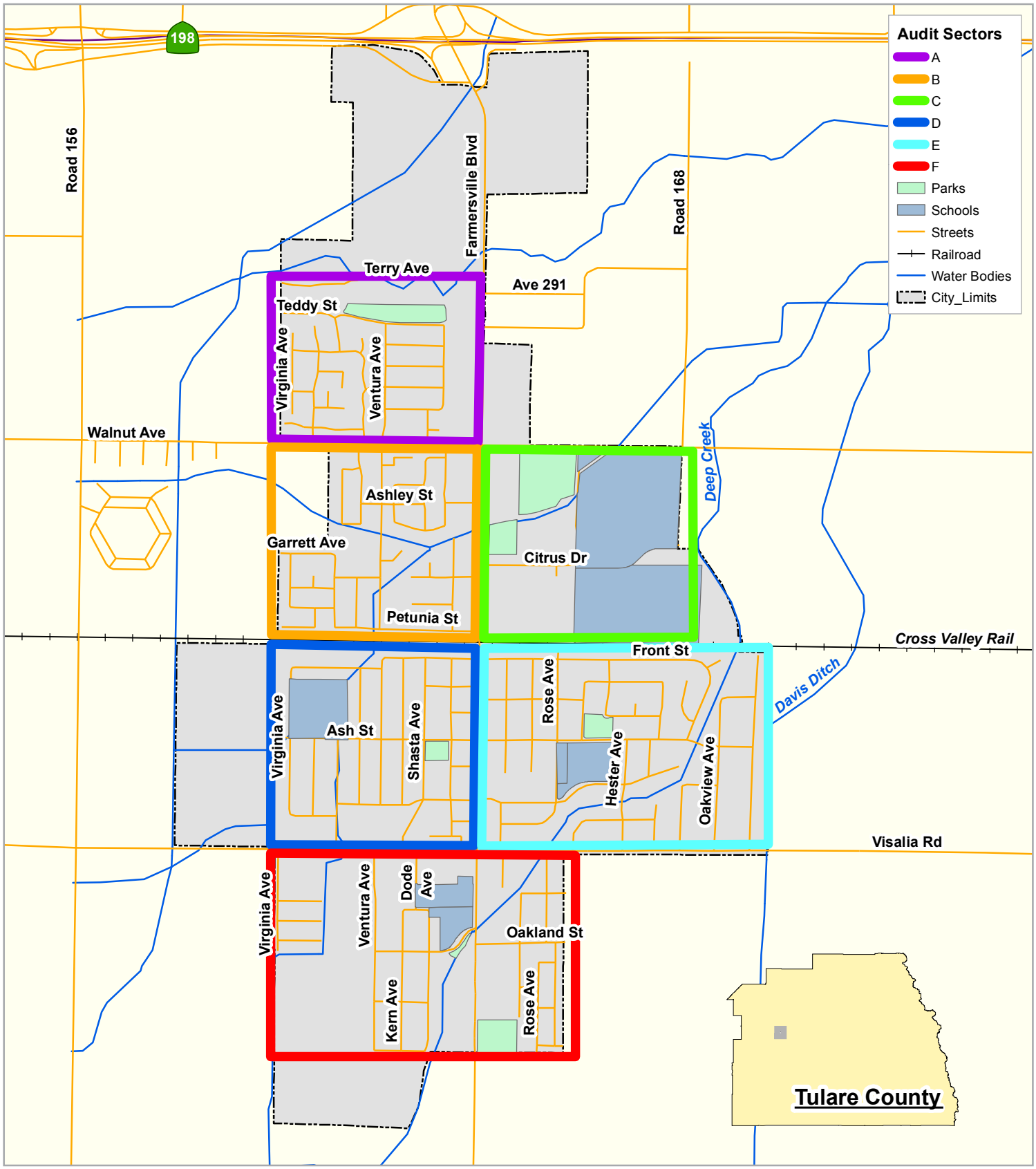


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FIGURE 6-1

N

0 500 1,000 1,500 2,000

Feet

City of Farmersville

ADA Compliance and Active Transportation Safety Enhancement Plan

Master Sector Map

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Print date: 15 Jul 2019 - 16:23

Data source: GHD 2019, Tulare County Resource Management Agency - GIS Data. Created by: jramirez2

Deficiencies – Fact Sheets

As an initial task, an assessment was conducted identifying all the deficiencies within the City of Farmersville. Deficiencies for this section refer to sidewalk gaps, curb/gutter gaps and missing curb ramp sections. Data gathered was incorporated into **Fact Sheets**. Figure 6-2 identifies a Sample Fact Sheet; all of the Fact Sheets are included in Appendix B. The Fact Sheets entailed the following information:

- Existing Conditions
- Key Issues
- Nearby Uses
- Vicinity Map
- Project Illustration

Existing Conditions outlines the street segment where the deficiency is identified such as street name, direction of travel, road classification, and number of lanes. As a sub-heading within Existing Conditions, road characteristics are noted and include the deficiency and approximation of, in feet, identification of striping and markings, i.e., limit lines, nearest crosswalk, signal ahead, etc., nearest pedestrian signals and whether existing bike paths are present or planned for the street segment.

Key issues related to the identified deficiency, resolution to the deficiency, standards to follow and planned/proposed bike paths along this segment.

Nearby Uses *Served* identify proximity of/or if there are residential homes, commercial businesses, industrial businesses, nearby parks and school, etc.

Vicinity Map is a screen capture of the City of Farmersville and its city limits that illustrate where the deficiency is in relation to the City and neighboring jurisdiction (e.g., County of Tulare, Caltrans, TID, etc.). The map also highlights the nearest Visalia Transit bus stop where the deficiency is identified.

Project Illustration is a Google aerial (birds eye view) of the specific deficiency area being identified. The deficiency area is denoted by a line (magenta color).

The *Deficiency - Fact Sheets* were compiled and managed into six (6) different sectors as illustrated in the Master Map. These maps (Exhibits) summarizes the deficiency, the potential improvements (as stated in the Deficiency – Fact Sheets) and priority level for the potential improvements. Priority levels were assigned target years and color-coded, as shown below:

- 1-5 Years (Red)
- 6-10 Years (Orange)
- 11+ Years (Yellow)

Priority 1-5 years, is the highest priority placed on the facility improvements. These improvements may be directly linked to location near road classification type (arterial), collision data, connection path to schools, parks and public facilities.

Priority 6-10 years, is the second level priority placed on the facility improvements. These improvements may be directly linked to location near road classification type (collectors), collision data and connection path to schools, parks and public facilities.

Priority 11+ years, is the lowest priority placed on the facility improvements. These improvements may be directly linked to location near road classification type (local), collision data and connection path to schools, parks and public facilities.

The Deficiency - Fact Sheets were presented in the 1st community meeting as described in Chapter 4, Community Workshops. An inventory of all deficiencies were noted and were classified by sector. Summary of the number of deficiencies per sector are provided in Table 6-1 below.

In addition, Exhibits 6-2A thru 6-2F identify deficiencies and provide prioritization of potential based upon established criteria.

Figure 6-2 Fact Sheet Sample

Sector A: Audit Segment 2

Main Corridor: Walnut Ave

Existing Conditions

Walnut Ave is a east-west minor arterial two-lane road with TWLTL. The audit segment limits are from Farmersville Blvd west to the edge of the city limits as shown in the Vicinity Map. The road segment is part of the Visalia Transit System Route #9 with (3) three service bus stops located at (as identified in the Vicinity Map):

- Walnut Ave/Mathew Ave
- Walnut Ave/Franquette Ave
- Walnut Ave/ Hartley Ave

Road characteristics include:

- Partial segments of curb/gutter and sidewalk facilities.
- Missing segment of curb/gutter and sidewalk are shown in the Project Illustration.
- Approx. 255 ft. of sidewalk and curb/gutter needed.
- There is striping and markings on the road that include:
  - ⇒ Limit lines: End of most roadways stops.
  - ⇒ Nearest crosswalk: June Ave/Anissa Ct.
  - ⇒ Nearest markings: "Signal Ahead" - Walnut Ave/ Hartley Ave.
- Nearest pedestrian signals: At the signalized intersection of Farmersville Blvd/Walnut Ave.
- There are no bicycle lanes or shared used trails facilities.

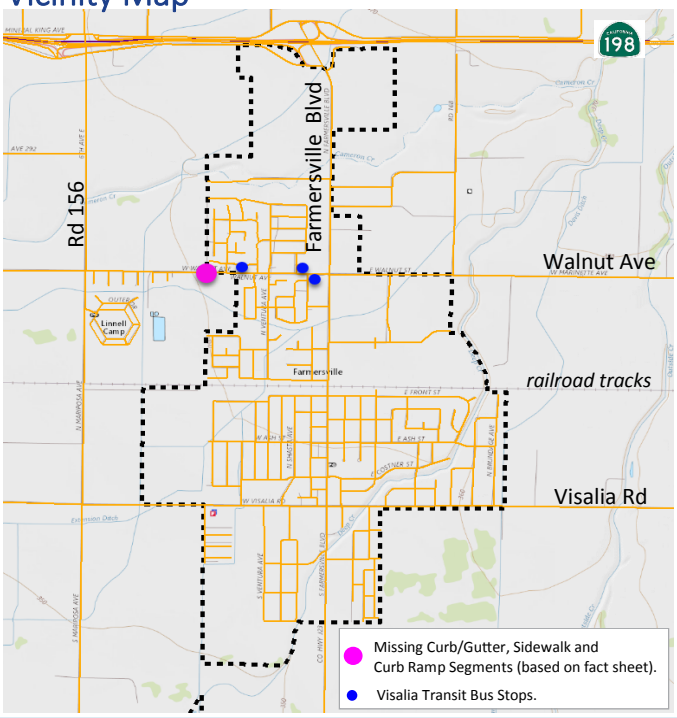
Key Issues

- Missing segments of curb/gutter and sidewalk to connect/conform to the existing curb/gutter and sidewalk facility needed to have a fully functional curb/ gutter and sidewalk.
- Missing segment of curb/gutter and sidewalk are to meet current ADA standards.
- Walnut Ave is proposed to have a Class 2 Bicycle Facility.

Nearby Uses Served

- Residential homes.
- Commercial businesses.
- Industrial businesses.
- Agricultural (nearby farms).
- Nearby parks: Liberty Park.
- Nearby schools: Farmersville High School and Freedom Elementary.

Vicinity Map



Project Illustration

Table 6-1A Summary of Deficiencies

Sectors and Audit Segments

Summary Inventory:
Existing Conditions

Sector	Audit Segment	Direction		
A	1	E. of Walnut Ave (both sides of road)	Farmersville Blvd Widening Project - 65% Design Phase to date (From Walnut Ave to South of the Tulare Irrigation District Canal)	
Sector	**Audit Segment**	**Direction**	**Missing Feature**	**Length (ft.)**
A	2	Walnut Ave west of June Ave (north side of road)	Curb/Gutter Sidewalk	255 255
B	3	Walnut Ave between June Ave and Mathew Ave (south side of road)	Sidewalk	215
B	4	Walnut Ave between Mathew Ave and Ventura Ave (south side of road)	Curb/Gutter Sidewalk Curb Ramp	365 365 1 Curb Ramp
B	5	Farmersville Blvd between Ashley St and Citrus Dr (west side of road)	Curb/Gutter Sidewalk	85 85
B	6	Citrus Dr east of Linnell Ave (both sides of road) Linnell Ave north of Citrus Dr (both sides of road)	Sidewalk Curb Ramps	1,970 4 Curb Ramps
B	7	Ponderosa St west of Linnell Ave (south side of road) Petunia St west of Farmersville Blvd (north side of road)	Curb/Gutter Sidewalk Curb Ramps	145 745 2 Curb Ramps
C	8	Farmersville Blvd between Walnut Ave and Ashley St (east side of road)	Curb/Gutter Sidewalk	400 400
C	9	Walnut Ave between Farmersville Blvd and Freedom Dr (south side of road)	Curb/Gutter Sidewalk	1,095 1,095
C	10	Freedom Dr between Walnut Ave and Citrus Dr (east side of road)	Sidewalk	1,475
D	11	Cottonwood St between Farmersville Blvd and Shasta Ave (both sides of the road)	Sidewalk Curb Ramps	960 3 Curb Ramps
D	12	Linnell Ave between Yew St and Ash St (east side of the road) Yew St between Linnell Ave and Farmersville Blvd (south side of the road)	Sidewalk Curb Ramp	445 1 Curb Ramp
D	13	Elm St between Linnell Ave and Farmersville Blvd (both sides of the road)	Sidewalk Curb Ramps	400 2 Curb Ramps
D	14	Costner St between Linnell Ave and Farmersville Blvd (north side of the road)	Curb/Gutter Sidewalk Curb Ramp	160 160 1 Curb Ramp

Table 6-1B Summary of Deficiencies

Sectors and Audit Segments

Summary Inventory:
Existing Conditions

Sector	Audit Segment	Direction	Missing Feature	Length (ft.)
D	15	Linnell Ave between Costner St and Peco St (both sides of the road) Birch St between Linnell Ave and Farmersville Blvd (both sides of the road) Peco St between 1st St and end of road to the west (north side of the road)	Curb/Gutter Sidewalk Curb Ramps	595 1,160 4 Curb Ramps
E	16	Front St between Farmersville Blvd and Rose Ave (north side of road)	Sidewalk Curb Ramp	360 1 Curb Ramp
E	17	Camelia Ave between Front St and Ash St (both sides of the road) Pepper St between Magnolia Ave and Rose Ave (both sides of the road) Magnolia Ave between Pepper St and Ash St (east side of the road) Rose Ave between Front St and Ash St (west side of the road)	Sidewalk Curb Ramps	2,240 6 Curb Ramps
E	18	Pepper St between Camelia Ave and Avery Ave (both sides of the road) Rose Ave between Ash St and Front St (east side of the road)	Sidewalk Curb Ramps	500 2 Curb Ramps
E	19	Magnolia Ave east of Ash St (cul-de-sac) (both sides of the road) Camelia Ave east of Ash St (cul-de-sac) (both sides of the road)	Sidewalk Curb Ramp	1,295 1 Curb Ramp
E	20	Costner St between Farmersville Blvd and Magnolia Ave (both sides of the road) Magnolia Ave between Costner St and Visalia Rd (west side of the road)	Sidewalk Curb Ramps	780 3 Curb Ramps
E	21	Larry St between Visalia Rd and Hester Ave (both sides of the road)	Sidewalk Driveway	295 1 Driveway (25’)
E	22	Dwight Ave between Visalia Rd and Elm St (both sides of the road) Gene Ave between Visalia Rd and Larry St (west side of the road)	Sidewalk Driveway	505 1 Driveway (25’)
E	23	Oakview Ave between Visalia Rd and Ash St (both sides of the road) Elm St between Dwight Ave and Oakview Ave (both sides of the road)	Sidewalk	565

Table 6-1C Summary of Deficiencies

Sectors and Audit Segments

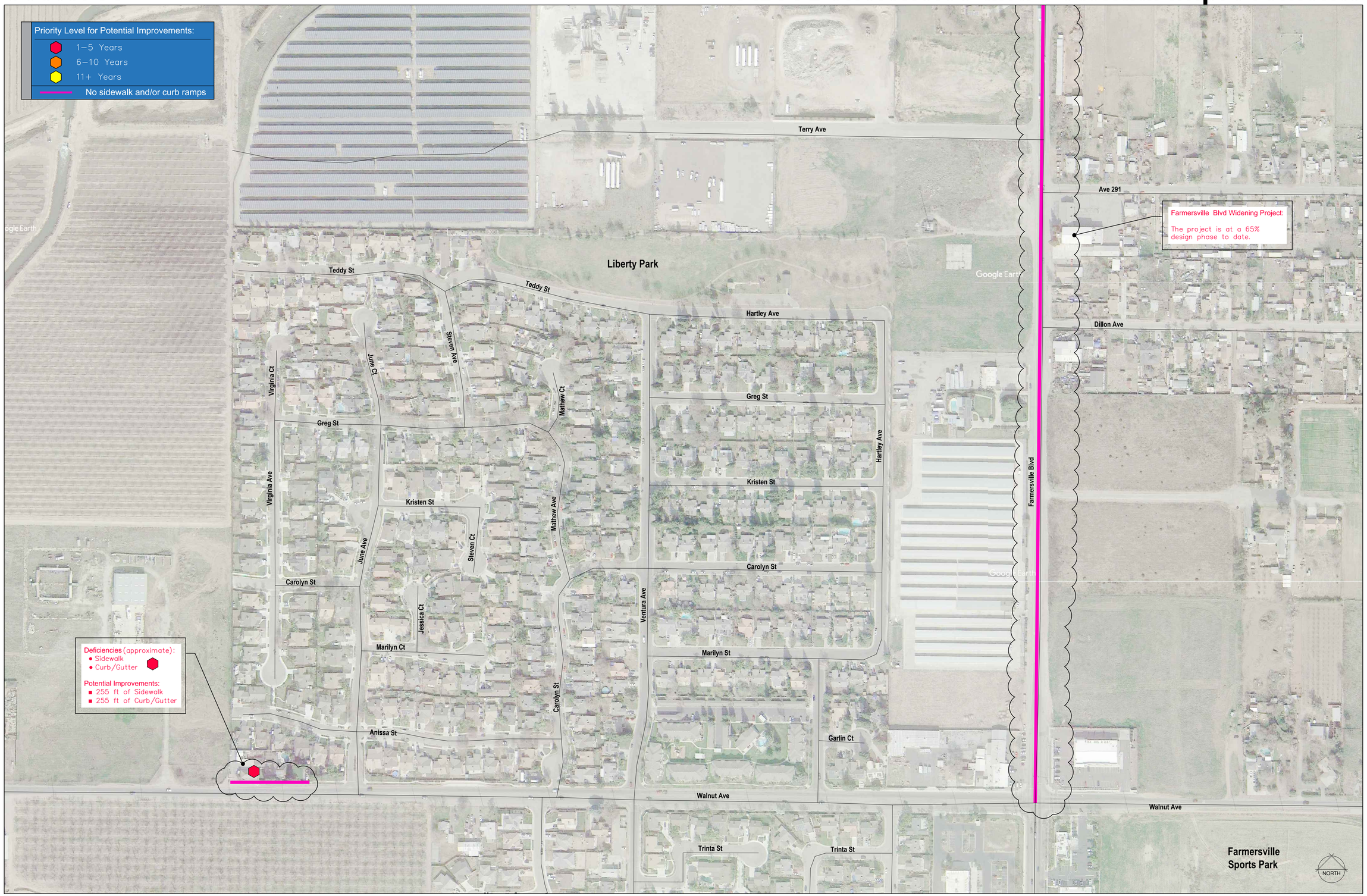
Summary Inventory:
Existing Conditions

Sector	Audit Segment	Direction	Missing Feature	Length (ft.)
E	24	Oakview Ave between Ash St and Pepper St (both sides of the road) Pepper St between Oakview Ave and Brundage Ave (both sides of the road)	Sidewalk	1,000
F	25	Rose Ave between Oakland St and Visalia Rd (both sides of the road) Sycamore St between Camelia Ave and end of road (both sides of the road) Camelia Ave between Oakland St and Sycamore St (both sides of the road)	Sidewalk Curb Ramps	1,880 2 Curb Ramps
F	26	Oakland St between Farmersville Blvd and Avery Ave (both sides of the road) Camelia Ave between Fresno St and Oakland St (both sides of the road) Rose Ave between Oakland St and Sycamore St (east side of the road) Avery Ave between Oakland St and Grove St (both sides of the road) Grove St between Rose Ave and Avery St (both sides of the road)	Sidewalk Curb Ramps	2,350 5 Curb Ramps
F	27	Camelia Ave between Oakland St to end of road (both sides of the road)	Sidewalk Curb Ramp	390 1 Curb Ramps
		Total: **Total:** **Total:** **Total:**	**Curb/Gutter** **Sidewalk** **Curb Ramps** **Driveways**	**3,100** **21,890** **39** **2**

Preliminary Missing Feature Cost Estimate Summary		
Section	**Unit Cost**	**Cost**
Curb/Gutter	$25/LF	$ 77,500.00
Sidewalk	$5/LF	$ 109,450.00
Curb Ramps	$4,000 EA	$ 156,000.00
Driveways	$4,000 EA	$ 8,000.00
	Total	$ 350,950.00

Sector A

ADA Deficiencies and Potential Improvements



ADA Compliance and Active Transportation Safety Enhancement Plan

Figure 6-2A

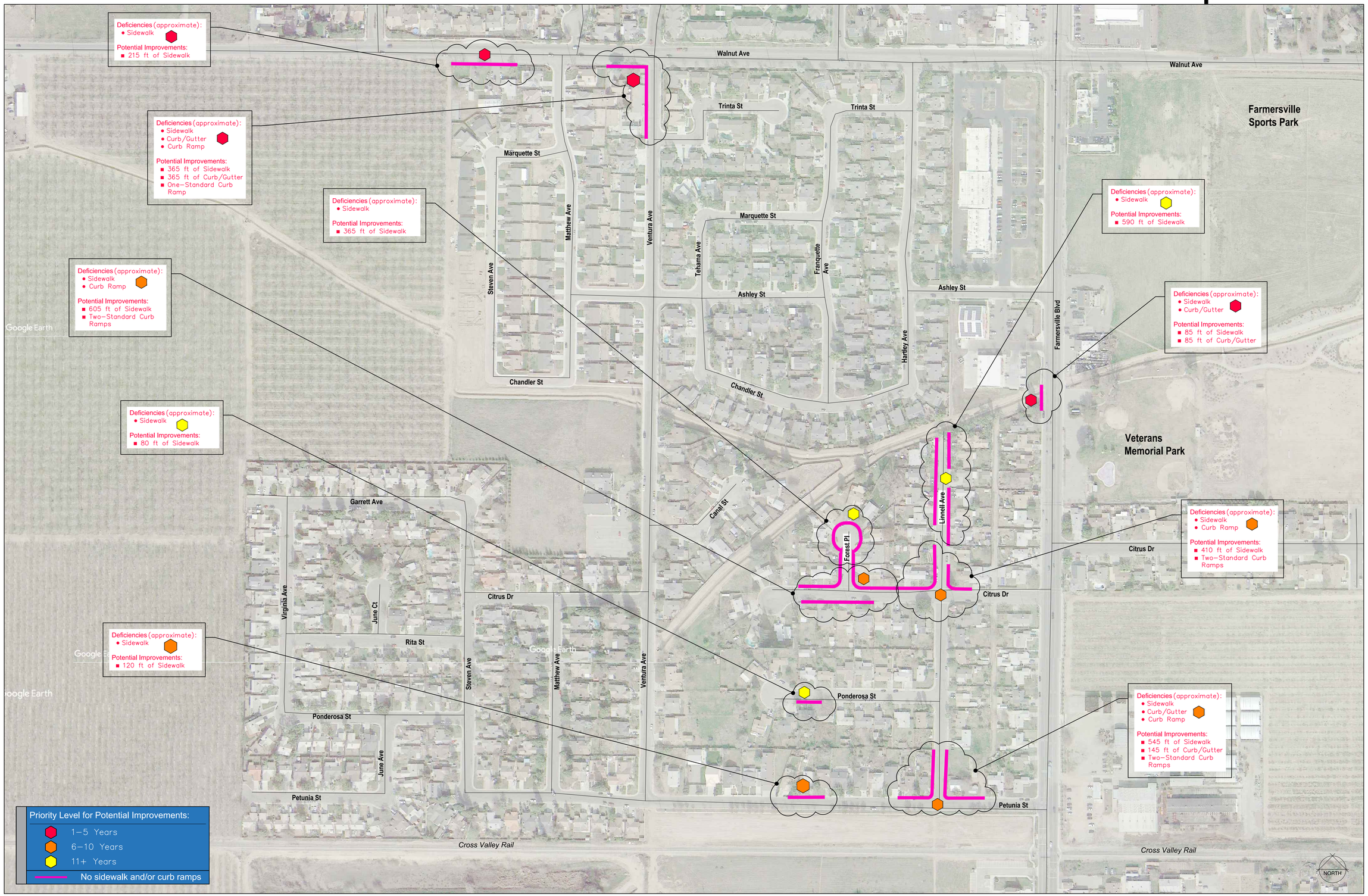
Farmersville, CA

GHD
1002 W. Main Street
Visalia, CA 93291 USA
T 1 559 476 5755 W www.ghd.com
GHD Inc.

2500EX002.dwg

Sector B

ADA Deficiencies and Potential Improvements



ADA Compliance and Active Transportation Safety Enhancement Plan

Figure 6-2B

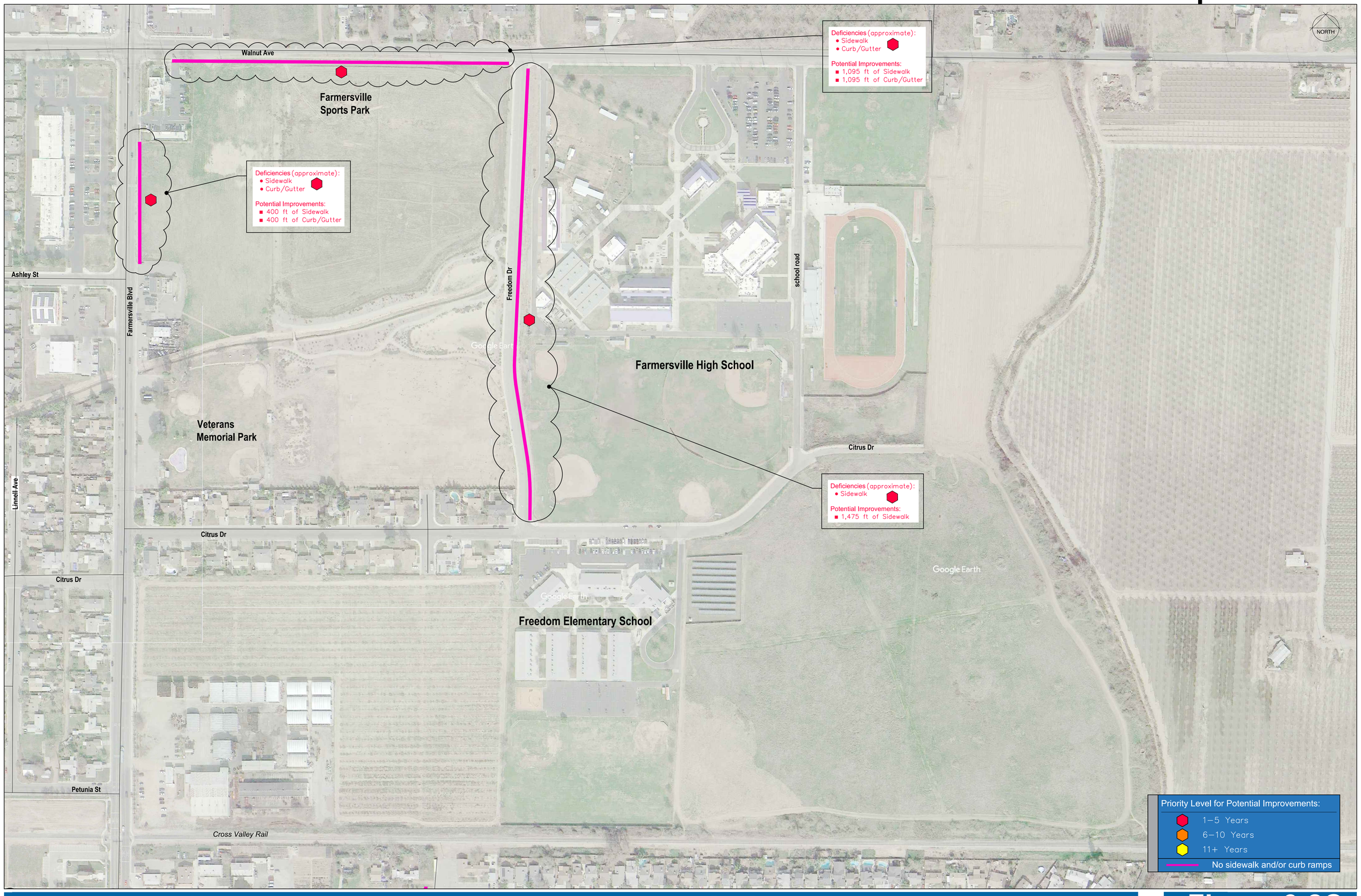
Farmersville, CA

GHD
1002 W. Main Street
Visalia, CA 93291 USA
T 1 559 476 5755 W www.ghd.com
GHD Inc.

2500EX002.dwg

Sector C

ADA Deficiencies and Potential Improvements



ADA Compliance and Active Transportation Safety Enhancement Plan

Figure 6-2C

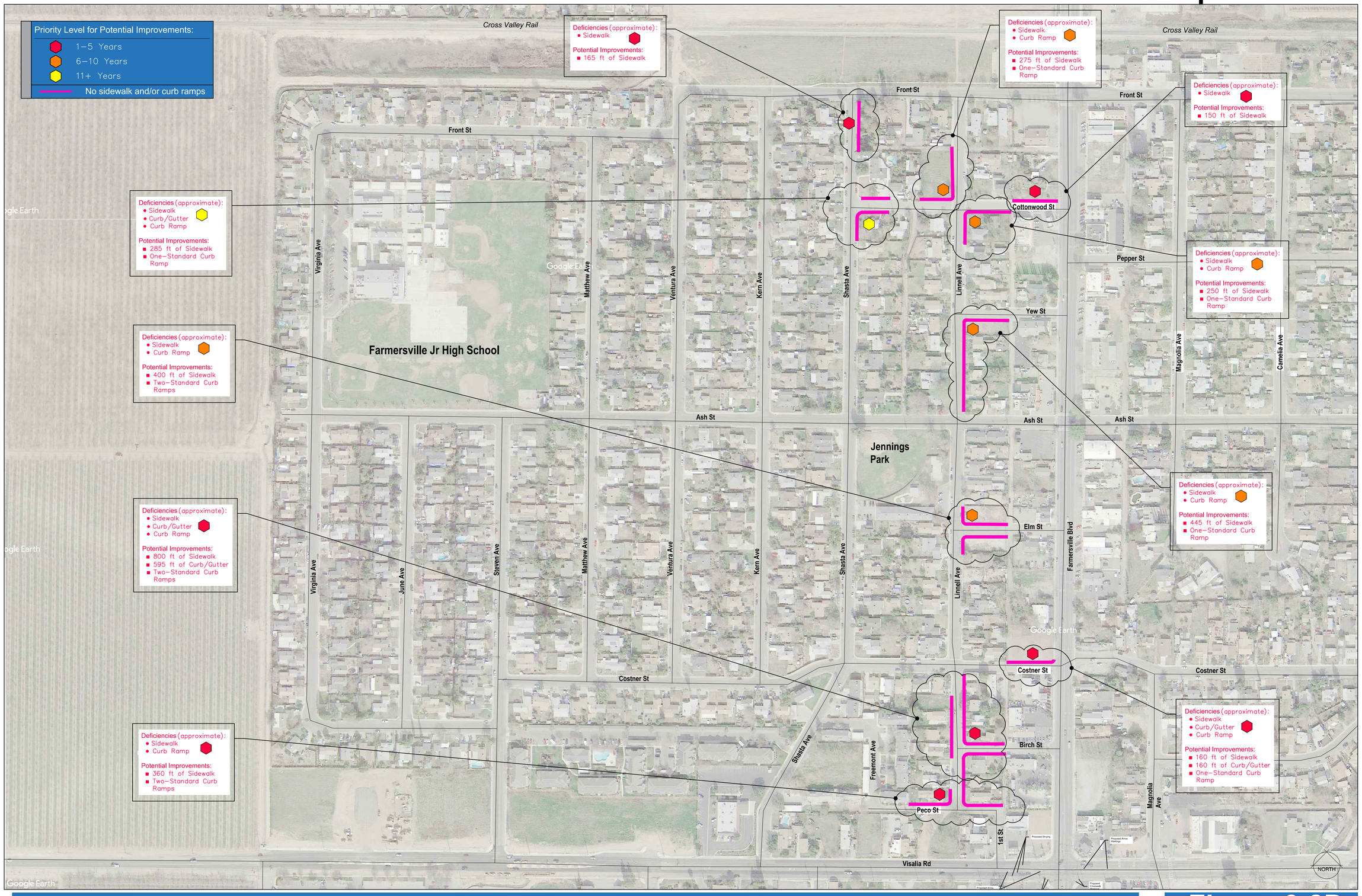
Farmersville, CA

GHD
1002 W. Main Street
Visalia, CA 93291 USA
T 1 559 476 5755 W www.ghd.com
GHD Inc.

2500EX002.dwg

Sector D

ADA Deficiencies and Potential Improvements



ADA Compliance and Active Transportation Safety Enhancement Plan

Figure 6-2D

Farmersville, CA

GHD Inc.
1002 W. Main Street
Visalia, CA 93291 USA
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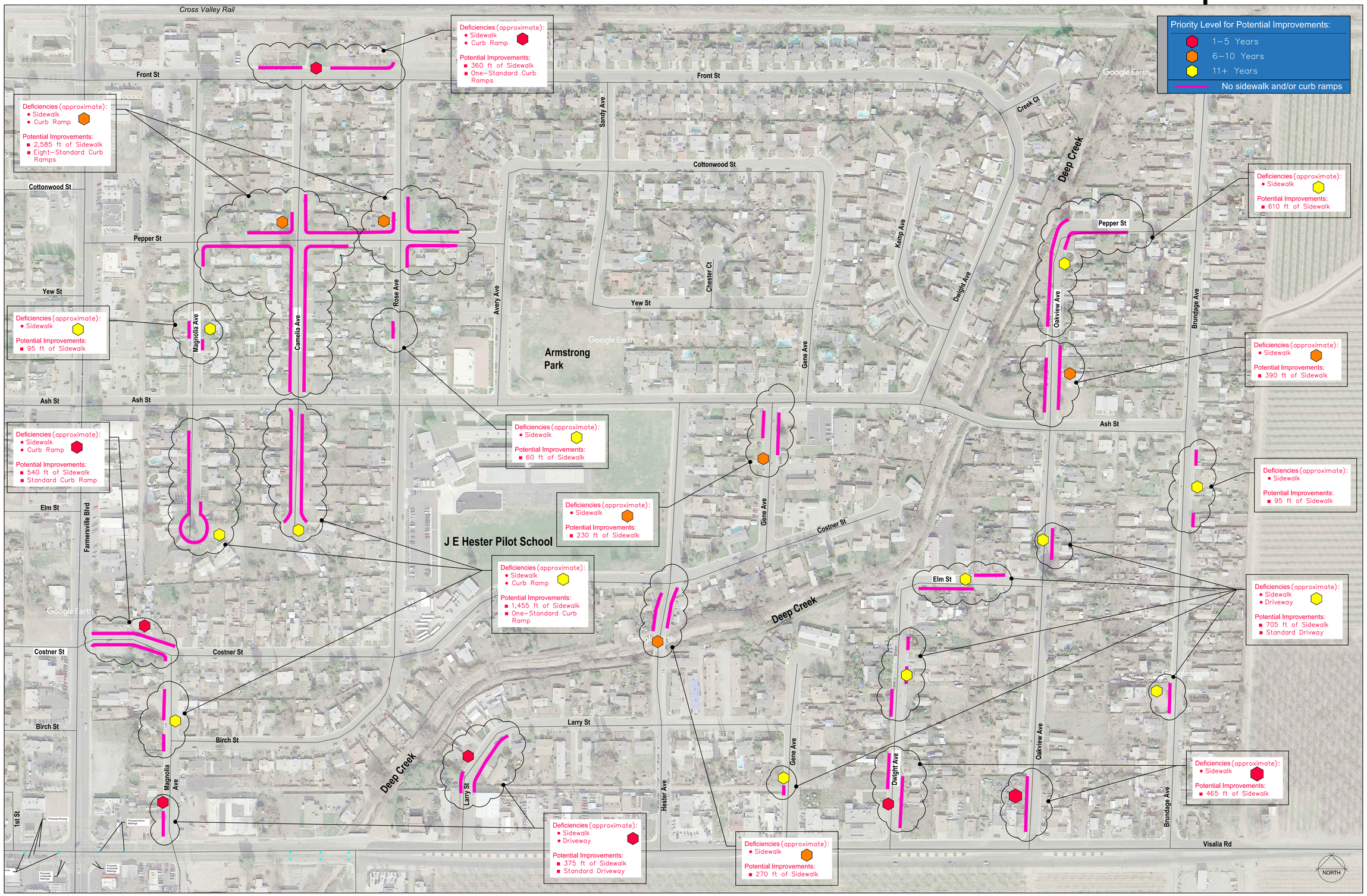
2500EX002.dwg

Sector E

ADA Deficiencies and Potential Improvements



ADA Compliance and Active Transportation Safety Enhancement Plan

Figure 6-2E

Farmersville, CA

GHD Inc.
1002 W. Main Street
Visalia, CA 93291 USA
T 1 559 476 5755 W www.ghd.com

2500EX002.dwg

Sector F

ADA Deficiencies and Potential Improvements

Deficiencies (approximate):
- Sidewalk
- Curb Ramp

Potential Improvements:
- 815 ft of Sidewalk
- Three–Standard Curb Ramps

Deficiencies (approximate):
- Sidewalk
- Curb Ramp

Potential Improvements:
- 1,270 ft of Sidewalk
- Two–Standard Curb Ramps

Deficiencies (approximate):
- Sidewalk
- Curb Ramp

Potential Improvements:
- 1,610 ft of Sidewalk
- Seven–Standard Curb Ramps

Deficiencies (approximate):
- Sidewalk

Potential Improvements:
- 80 ft of Sidewalk

Deficiencies (approximate):
- Sidewalk

Potential Improvements:
- 580 ft of Sidewalk

Deficiencies (approximate):
- Sidewalk
- Curb Ramp

Potential Improvements:
- 500 ft of Sidewalk
- Two–Standard Curb Ramps

Deficiencies (approximate):
- Sidewalk

Potential Improvements:
- 290 ft of Sidewalk

Deficiencies (approximate):
- Sidewalk
- Curb Ramp

Potential Improvements:
- 1,415 ft of Sidewalk
- Two–Standard Curb Ramps

Deficiencies (approximate):
- Sidewalk
- Curb Ramp

Potential Improvements:
- 1,325 ft of Sidewalk
- Four–Standard Curb Ramps

Deficiencies (approximate):
- Sidewalk

Potential Improvements:
- 510 ft of Sidewalk

Priority Level for Potential Improvements:
- 1–5 Years
- 6–10 Years
- 11+ Years
- No sidewalk and/or curb ramps

Visalia Rd
1st
Virginia Ave
Harold St
Dixie Ct
Qualls Ct
Dode Ave
Ventura Ave
Kern Ave
Shasta Ave
Oakland St
Fresno St
Tulare St
Deep Creek Academy
George L Snowden Elementary School
River Bank Park
Roy Park
Deep Creek
Farmersville Blvd
Rose Ave
Sycamore St
Camelia Ave
Grove St
Kirkland St
Avery Ave
NORTH

ADA Compliance and Active Transportation Safety Enhancement Plan

Farmersville, CA

Figure 6-2F

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2500EX002.dwg

Walking Audit Checklist Surveys

As part of this study, California State University, Fresno (CSUF) students and staff conducted a walking audit to document existing conditions in Farmersville pertaining to human access and walkability. CSUF was tasked with documenting, through notes, measurements and photos, existing conditions of all sidewalks, curb ramps, transit stops and accessibility of public infrastructure within the City limits.

CSUF compiled two comprehensive binders that include the walking audit checklist surveys (sample image shown), photos and spreadsheet containing all data counts (a summary is included in Appendix E). A portable storage device (flash drive) was provided containing all materials. Summary of number of Walking Audit Checklist surveys conducted per sector are provided below:

- Sector A: 53 Sheets
- Sector B: 77 Sheets
- Sector C: 86 Sheets
- Sector D: 114 Sheets
- Sector E: 114 Sheets
- Sector F: 72 Sheets

As noted, there were 516 surveys conducted. The Walking Audit Checklist surveys were conducted in a 5-month period beginning in late August. The Walking Audit Check consisted of 15 questions. Table 6-2 is a summary of the Walking Audit Checklist surveys. Figures 6-3 show an example of a conducted the Walking Audit Checklist survey.

Table 6-2 CSUF Walking Audit Summary

NO/NC by slope	Sector A	Sector B	Sector C	Sector D	Sector E	Sector F
(1) Is the sidewalk wide enough to comfortably walk with others?	0%	8%	0%	24%	13%	24%
(2) What is the sidewalk condition [broken, trip hazards, etc.]?	Accept.= 2% Good = 98%	Bad = 8% Good= 92%	Bad= 14% Accept= 29% Good =57%	Bad= 23% Accept.= 37% Good= 40%	Bad= 15% Accept.= 18% Good= 67%	Bad= 25% Accept.= 26% Good= 49%
(3) Is the sidewalk often interrupted for cars [driveways, loading, etc.]?	23%	27%	27%	57%	19%	25%
(4) Do intersection have ramps? If so, which corners are they located on?	6% N/C: 30%	17% N/C: 49%	0% N/C: 0%	10% N/C: 71%	23% N/C: 36%	39% N/C: 50%
(5) Is there a bus stop sign or shelter? If so, is it wheelchair accessible?	96%	95%	100%	96%	97%	100%
(6) Are there sidewalks?	47%	98%	57%	85%	74%	96%
(7) Does traffic move at a speed that feels safe walking by or crossing?	2%	5%	0%	0%	18%	3%
(8) Is there a school of park nearby?	83%	75%	0%	29%	49%	71%
(9) Do drivers yield to people crossing the streets at crosswalks or in general?	11%	3%	0%	7%	98%	0%
(10) Is there a bike lane or bike route?	100%	100%	100%	99%	93%	100%
(11) Is there shade provided by trees canopies, or buildings?	2%	5%	43%	22%	11%	3%
(12) Do buildings face sidewalk [doors/windows or blank walls, etc.]?	6%	13%	14%	21%	3%	24%
(13) Are there street lights of lighting fixtures along the segment?	25%	12%	29%	47%	47%	57%
(14) What is the condition of the area [well kept, trash, graffiti, blight, etc.]?	0%	4%	14%	21%	12%	28%
(15) Were stray or untethered animals present?	100%	96%	100%	94%	77%	65%

Figure 6-2A Walking Audit Checklist Sample

Farmersville Walking Audit Report

E

WALK AUDIT CHECKLIST

Audit Sector (A-F): D
Street: VIRGINIA
Street Limits: FRONT / ASH

Walk audits study the conditions of a community to identify challenges and opportunities to improve pedestrian safety and comfort. Below are characteristics to consider when walking through the community. Consider others in your community including the elderly, children, and people with limited mobility. Use one sheet [front and back] for each block of each street. **Photos are a great way to show actual conditions in the field and will be used in the report. Please provide comments.**

RATE: (1) Bad (2) Acceptable (3) Good (Y) Yes (N) No **Comments:** Please be specific

SIDEWALK

1. Is the sidewalk wide enough to comfortably walk with others? (Y) N

Comments: MAILBOX ISSUES

2. What is the sidewalk condition [broken, trip hazards, etc.]? 1 2 3

Comments: SLOPE @ 1044 : 0.4 %, BRKN @ 769
@ 759 : 1.6 %.

3. Is the sidewalk often interrupted for cars [driveways, loading, etc.]? Y (N)

Comments:

4. Do intersections have ramps? If so, which corner(s) are they located on? (Y) N

Comments: @ ASH / VIRGINIA
NO

5. Is there a bus stop sign or shelter? If so, is it wheelchair accessible? Take photos of all bus stops/shelters. Y (N)

Comments:

STREET

6. Are there crosswalks? (Y) N

Comments: @ SCHOOL NEAR OFFICE

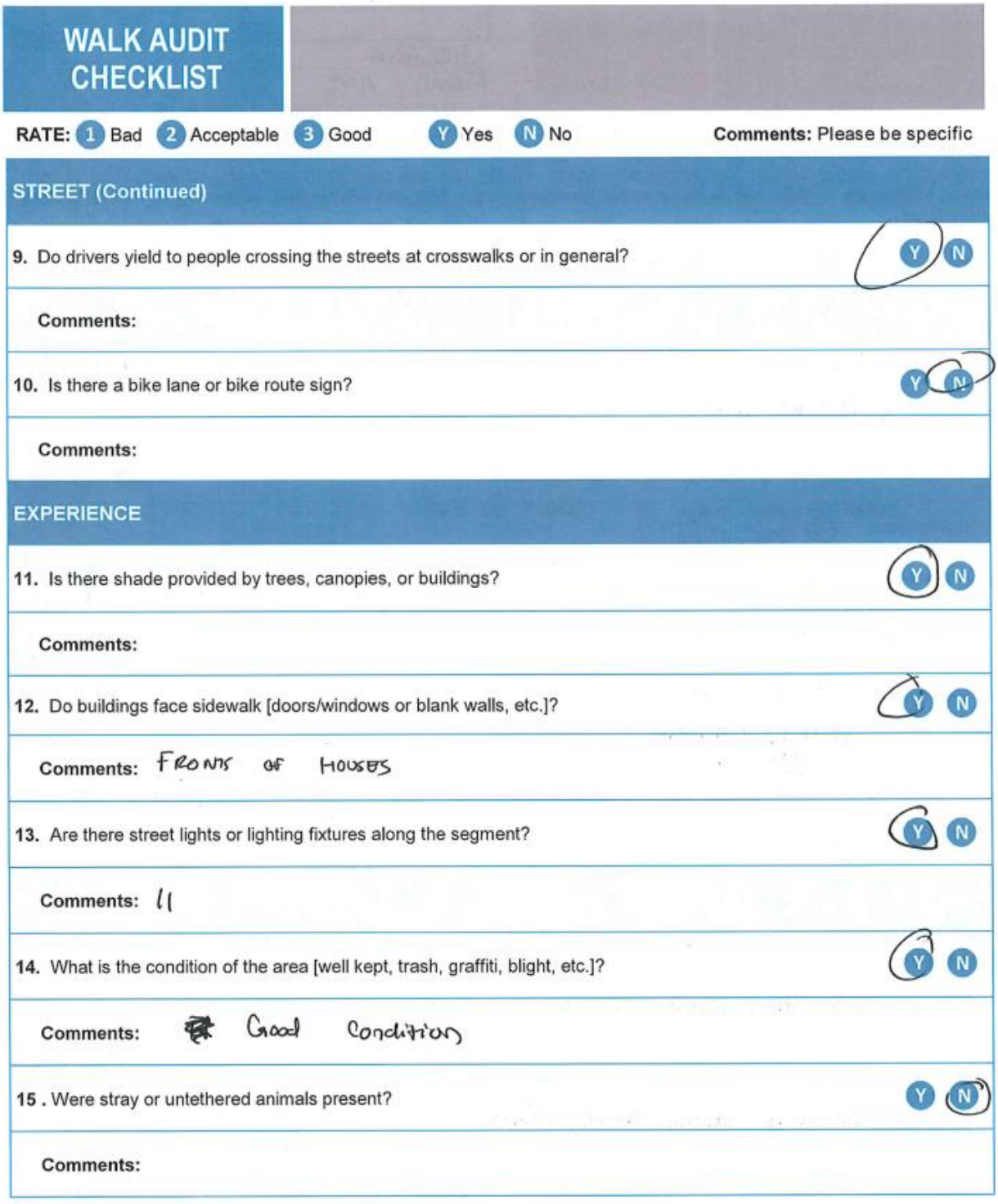
7. Does traffic move at a speed that feels safe walking by or crossing? (Y) N

Comments: Speeding along near School

8. Is there a school or park nearby? If so, please identify. (Y) N

Comments: FARMSVILLE JH

Completed Walking Audit Checklist for a segment in Sector D



WALK AUDIT CHECKLIST

RATE: 1 Bad 2 Acceptable 3 Good Y Yes N No **Comments:** Please be specific

STREET (Continued)

9. Do drivers yield to people crossing the streets at crosswalks or in general? Y N

Comments:

10. Is there a bike lane or bike route sign? Y N

Comments:

EXPERIENCE

11. Is there shade provided by trees, canopies, or buildings? Y N

Comments:

12. Do buildings face sidewalk [doors/windows or blank walls, etc.]? Y N

Comments: Fronts of Houses

13. Are there street lights or lighting fixtures along the segment? Y N

Comments: 11

14. What is the condition of the area [well kept, trash, graffiti, blight, etc.]? Y N

Comments: Good Condition

15. Were stray or untethered animals present? Y N

Comments:

Completed Walking Audit Checklist for a segment in Sector D

Curb Ramps (Compliant and Non-Compliant)

Succeeding the CSUF Walking Audits and information provided, the next step was categorizing the existing/non-existing curb ramps in the City as compliant and non-compliant per ADA standards (refer to Chapter 3). As a note, many existing city curb ramps are classified as diagonal or corner type curb ramps as illustrated in Inset 6A in this section.

Compliant curb ramps met ADA standards (as illustrated in Inset 6B).

Non-compliant curb ramps do not meet ADA standards. Insets 6C-6D illustrate examples (CSUF walking audit pictures) of non-compliant curb ramps and are described below:

- No existing curb ramp at intersection corner(s).
- Existing curb/gutter and sidewalk, no ramp.
- Existing curb/gutter only

An inventory of the ramps was taken and were classified by sector. Table 6-3 is a summary of the number of curb ramps per sector.

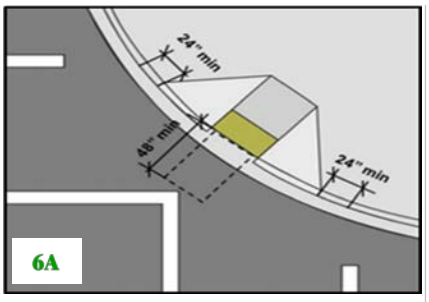
Table 6-3 Summary of Curb Ramp Conditions

Sectors	Quantity	
	Compliant	Non-Compliant
Sector A	63	0
Sector B	55	31
Sector C	16	0
Sector D	16	81
Sector E	37	79
Sector F	27	46
Totals	**214**	**237**

As noted in the Table 6-3, there are 237 non-compliant curb ramps. Cost estimate analysis are based upon the non-compliant curb ramps and are provided in Appendix F. Reference exhibits identify curb ramp conditions and locations. Exhibits 6-3A thru 6-3F are shown below.

Additionally, Figure 6-3G illustrates a sample of different types of potential curb ramp improvements based on existing curb radius and right of way (limitations) of the intersection corner.

Existing Curb/Ramp Types



Diagonal or Corner Type Curb Ramp

Compliant Curb Ramp Example

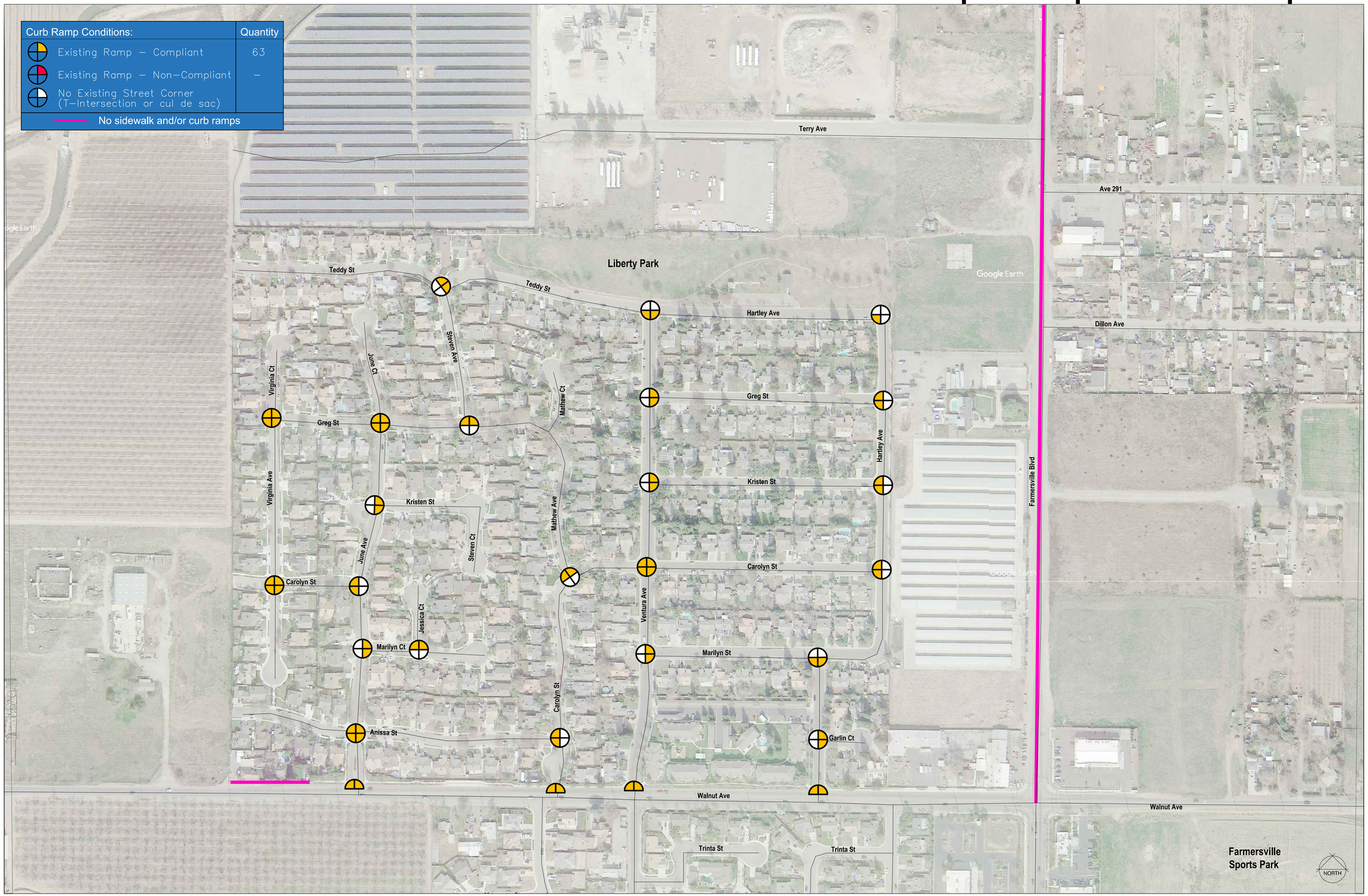
Non-Compliant: Existing Curb/Gutter and Sidewalk, No Ramp.

Non-Compliant: Existing Curb/Gutter with no Sidewalk, No Ramp

Sector A

Curb Ramps: Compliant/Non-Compliant

Curb Ramp Conditions:	Quantity
Existing Ramp – Compliant	63
Existing Ramp – Non-Compliant	–
No Existing Street Corner (T-Intersection or cul de sac)	
No sidewalk and/or curb ramps	



ADA Compliance and Active Transportation Safety Enhancement Plan

Figure 6-3A

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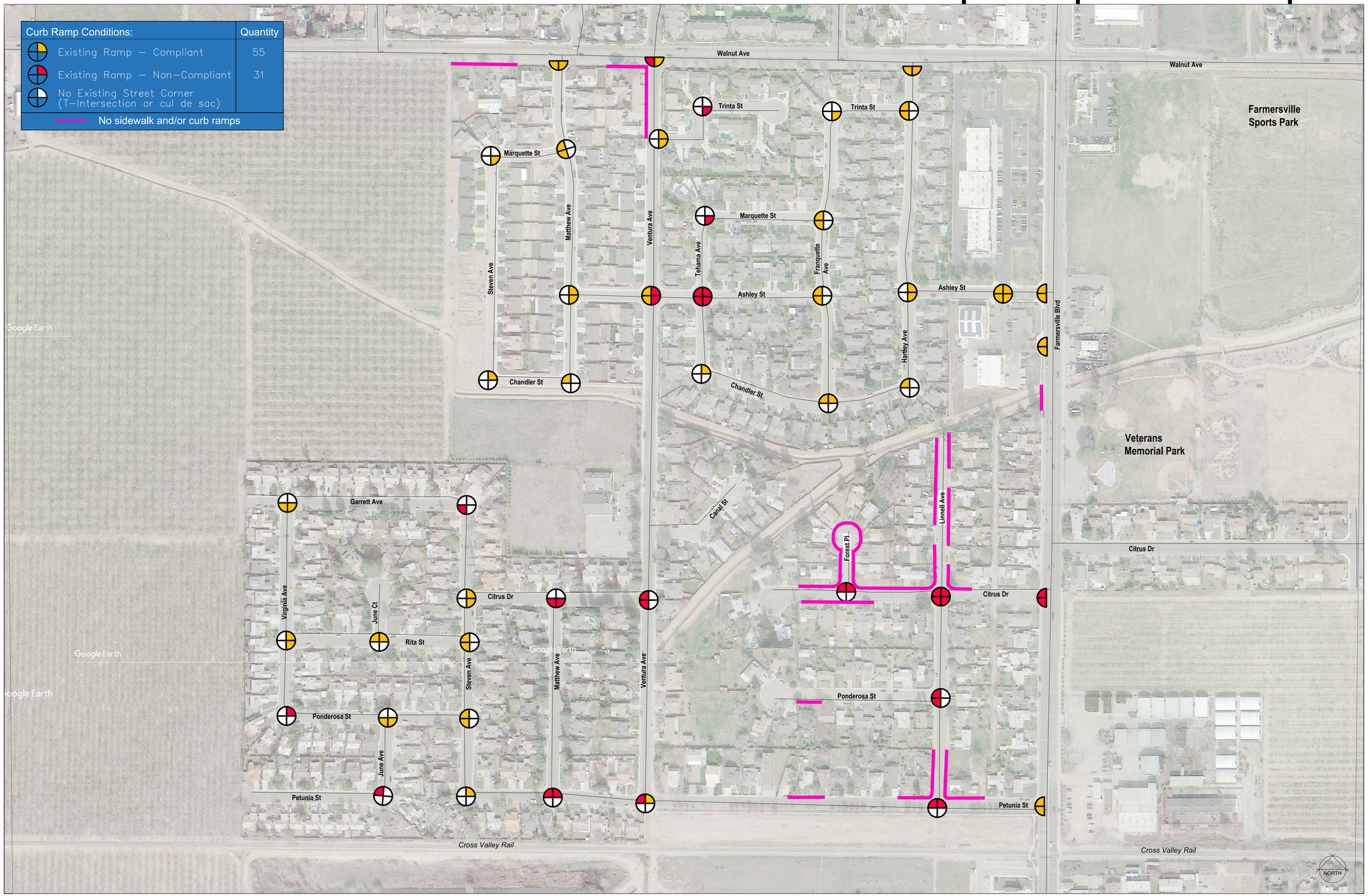
Sector B

Curb Ramps: Compliant/Non-Compliant

Curb Ramp Conditions:	Quantity
Existing Ramp – Compliant	55
Existing Ramp – Non-Compliant	31
No Existing Street Corner (T-Intersection or cul de sac)	
No sidewalk and/or curb ramps	



ADA Compliance and Active Transportation Safety Enhancement Plan

Figure 6-3B

Farmersville, CA

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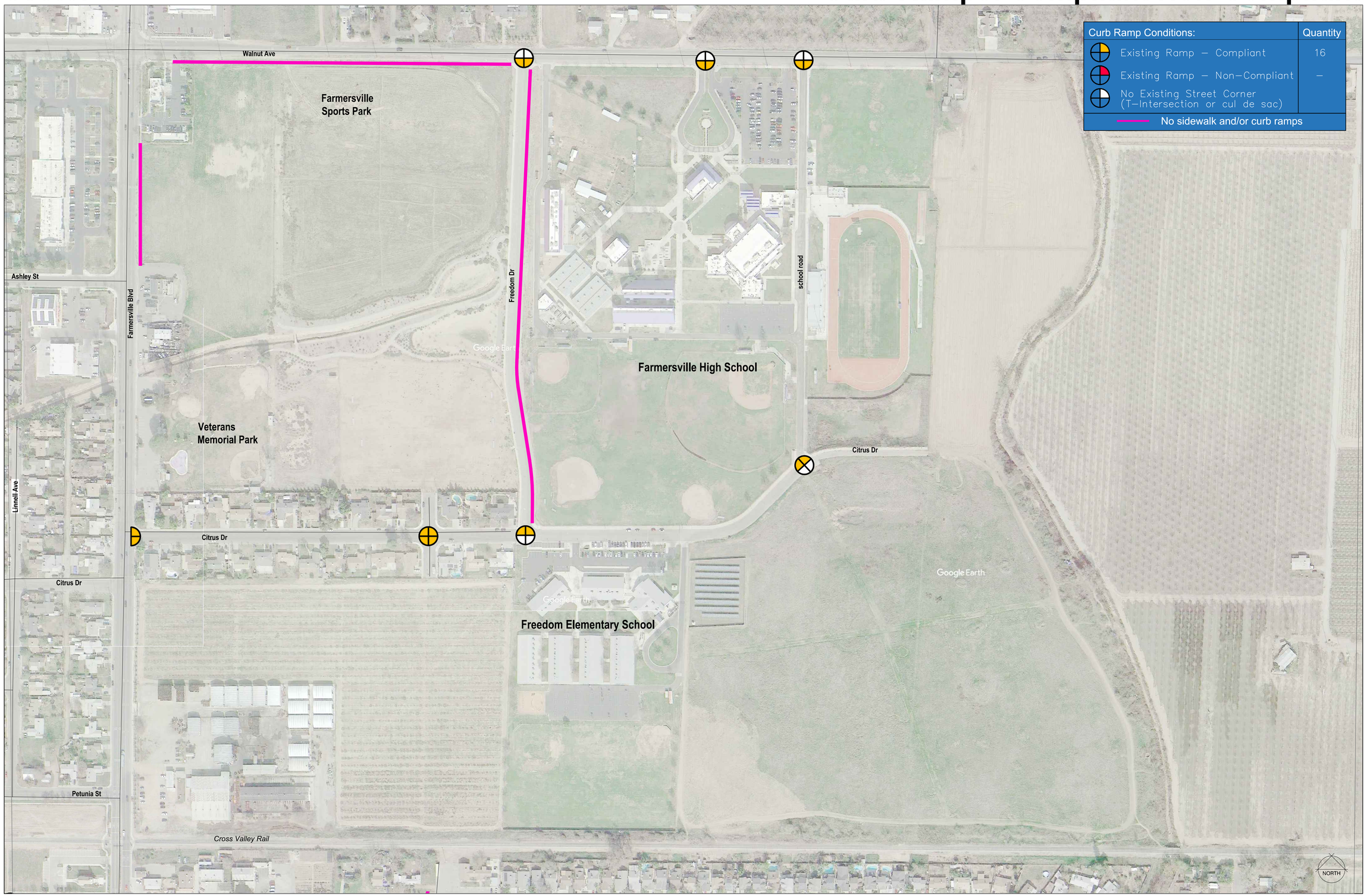
Sector C

Curb Ramps: Compliant/Non-Compliant



ADA Compliance and Active Transportation Safety Enhancement Plan

Figure 6-3C

Farmersville, CA

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Sector D

Curb Ramps: Compliant/Non-Compliant

Curb Ramp Conditions:	Quantity
Existing Ramp – Compliant	16
Existing Ramp – Non-Compliant	81
No Existing Street Corner (T-Intersection or cul de sac)	
No sidewalk and/or curb ramps	

Cross Valley Rail

Front St

Virginia Ave

Matthew Ave

Ventura Ave

Kern Ave

Shasta Ave

Linnell Ave

Cottonwood St

Yew St

Pepper St

Magnolia Ave

Camelia Ave

Farmersville Jr High School

Ash St

Jennings Park

June Ave

Steven Ave

Costner St

Elm St

Farmersville Blvd

Freemont Ave

Birch St

Peco St

1st St

Visalia Rd

NORTH

Google Earth

ADA Compliance and Active Transportation Safety Enhancement Plan

Figure 6-3D

Farmersville, CA

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Sector E

Curb Ramps: Compliant/Non-Compliant

Curb Ramp Conditions:	Quantity
Existing Ramp – Compliant	37
Existing Ramp – Non-Compliant	79
No Existing Street Corner (T-Intersection or cul de sac)	
No sidewalk and/or curb ramps	

Cross Valley Rail
Front St
Cottonwood St
Pepper St
Yew St
Ash St
Elm St
Costner St
Birch St
Sandy Ave
Chester Ct
Rose Ave
Avery Ave
Magnolia Ave
Camelia Ave
Armstrong Park
J E Hester Pilot School
Gene Ave
Hester Ave
Kemp Ave
Dwight Ave
Creek Ct
Deep Creek
Oakview Ave
Brundage Ave
Farmersville Blvd
1st St
Larry St
Visalia Rd
Google Earth
NORTH

ADA Compliance and Active Transportation Safety Enhancement Plan

Figure 6-3E

Farmersville, CA

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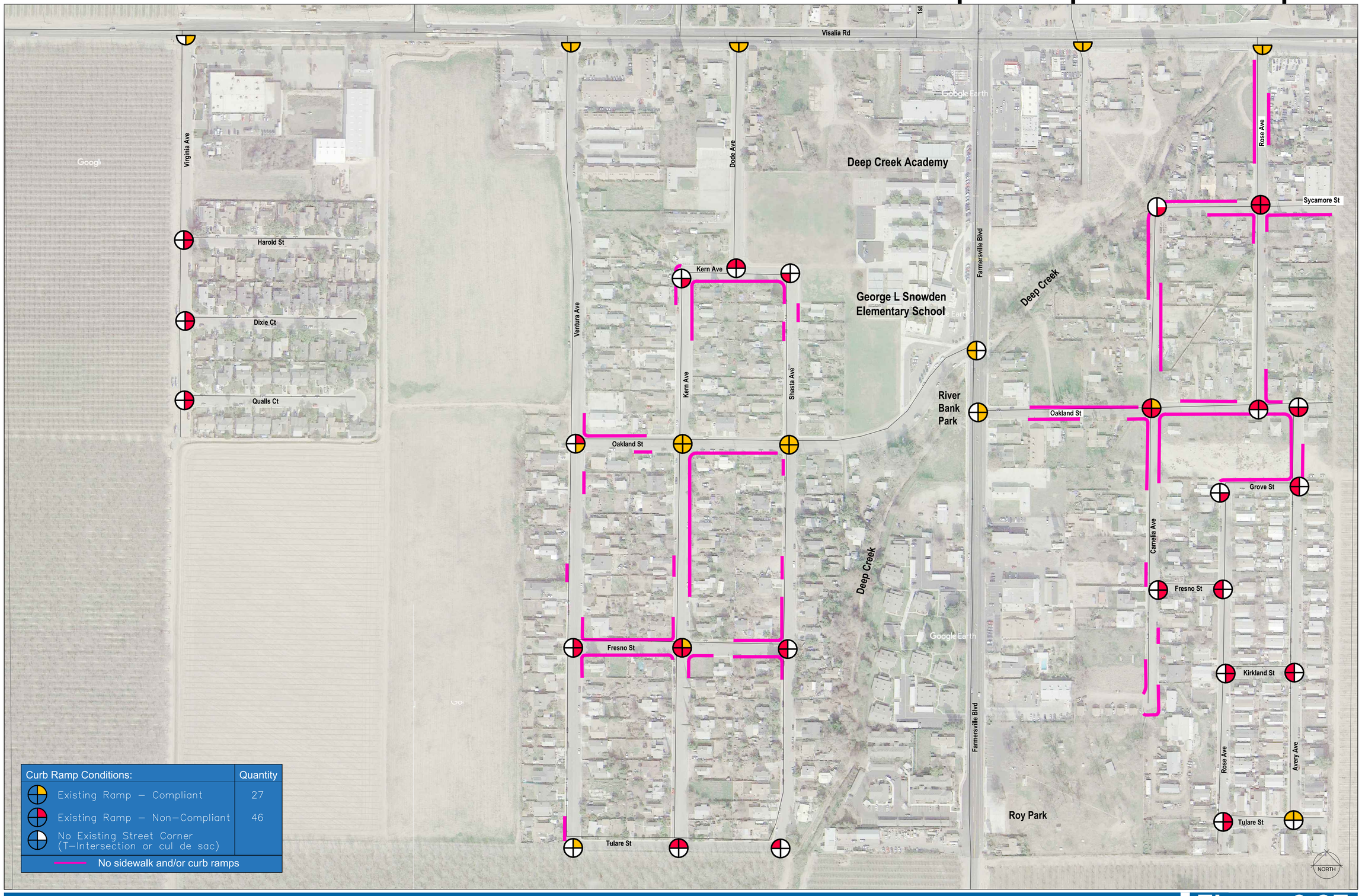
Sector F

Curb Ramps: Compliant/Non-Compliant



Curb Ramp Conditions:	Quantity
Existing Ramp – Compliant	27
Existing Ramp – Non-Compliant	46
No Existing Street Corner (T-Intersection or cul de sac)	
No sidewalk and/or curb ramps	

ADA Compliance and Active Transportation Safety Enhancement Plan

Figure 6-3F

Farmersville, CA

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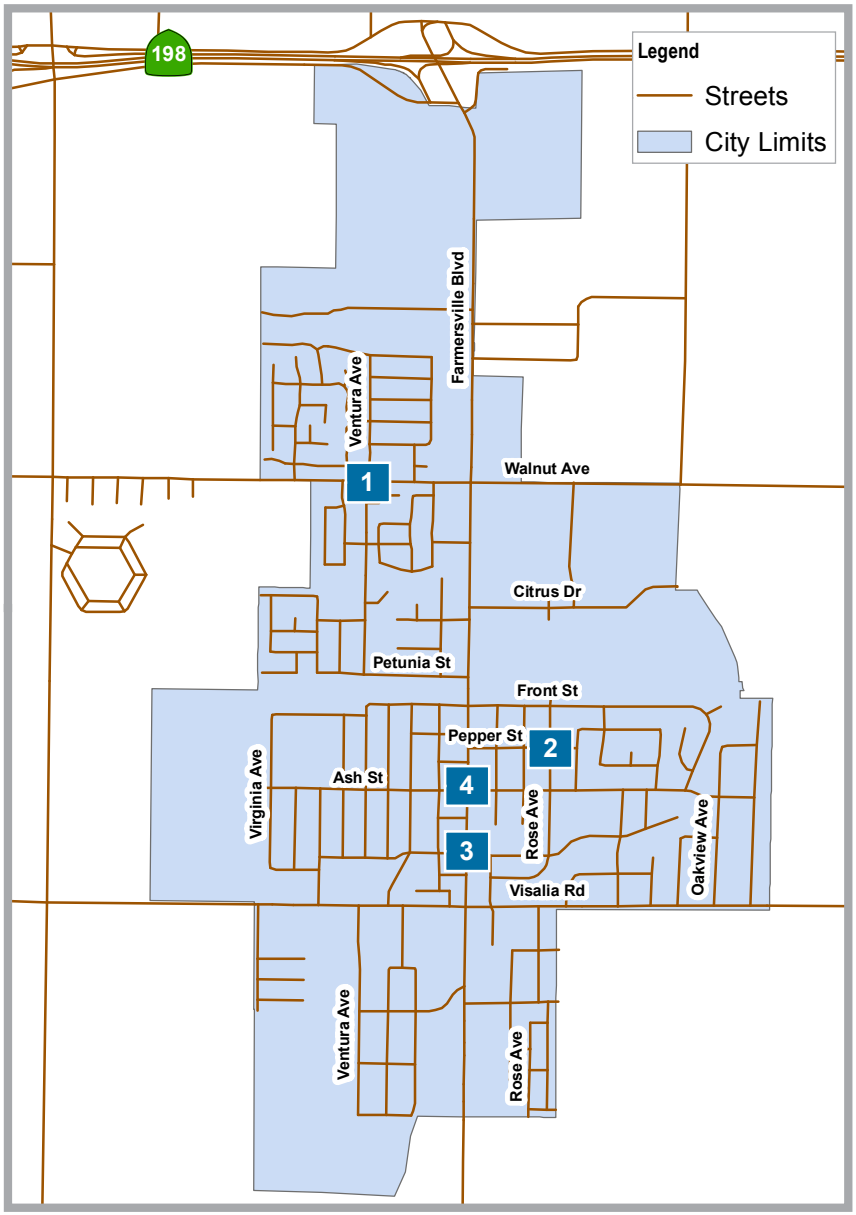
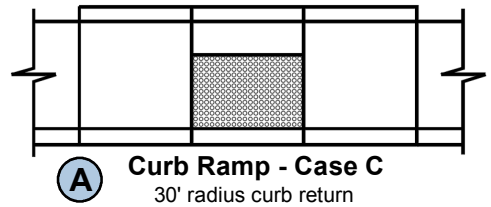
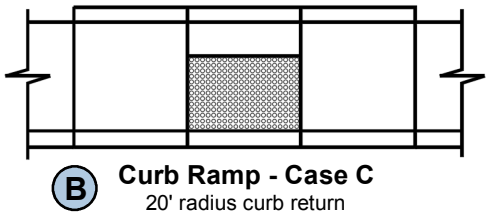
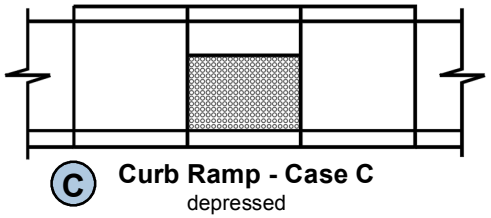
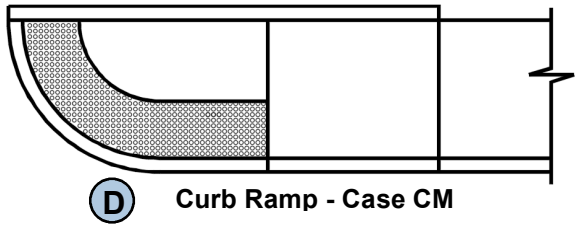
FIGURE 6-3G

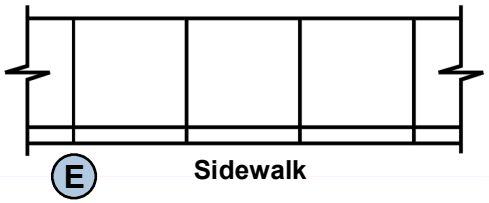


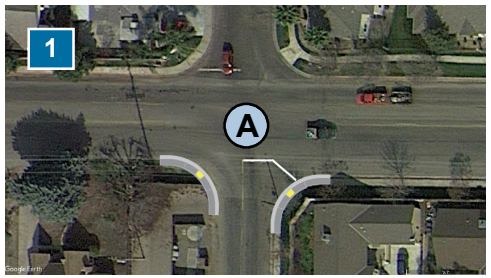


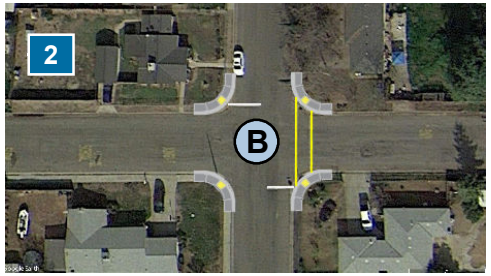


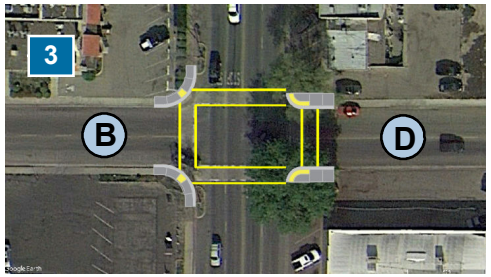


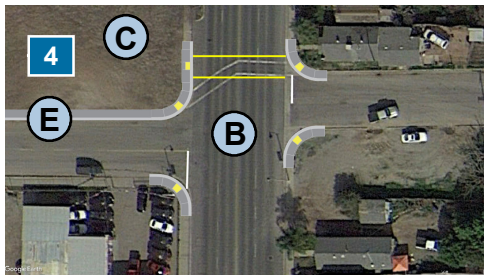












Paper Size ANSI A (landscape)

N

0 500 1,000 1,500 2,000

Feet

ADA Compliance and Active Transportion Safety Enhancement Plan

City of Farmersville

Potential Curb Ramp Type Improvements

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Print date: 09 Jul 2019 - 15:40

Data source: GHD 2019, Tulare County Resource Management Agency - GIS Data (streets). Created by: jramirez2

Bus Stops and Routes Surveys

As part of the data collection analysis, transportation bus stop and routes facilities were also surveyed. Figure 6-4 identifies Bus Stops and Routes in Farmersville. As an initial task, an audit was conducted identifying all the deficiencies with the City of Farmersville. Deficiencies for this section refers to the items identified below. Data gathered was incorporated into Bus Fact Sheets. The Bus Fact Sheets entailed the following information:

- Type of bus stop (sign only, bench, bus shelter, etc.)
- Type and location of signage, street striping
- Connectivity to sidewalk
- Nearby curb ramps
- Amenities (trash receptacle, lighting, shade, etc.)
- Adjacent land uses
- General conditions
- Project illustration and vicinity map
- Identification of improvements

A sample Bus Fact Sheet is shown in Figure 6-5. Appendix G provides all of the Bus Fact Sheets. Additionally Appendix H, Bus Stop Audits, summarizes existing conditions and potential development improvements.

Countermeasures [10]

Once locations and crash problems are identified, the need to select the set of proposed safety improvements to reduce the likelihood of future crashes. Individual elements of standard safety improvements are referred to as countermeasures and most countermeasures have corresponding Crash Modification Factors (CMFs).

When applied correctly, CMFs can help agencies identify the expected safety impacts of installing various countermeasures to reduce crashes. CMFs are multiplicative factors used to estimate the expected number of crashes after implementing a given countermeasure at a specific site. Crash Reduction Factors (CRFs) are directly connected to the CMFs and are another indication of the effectiveness of a particular treatment, measured by the percentage of crashes the countermeasure is expected to reduce.

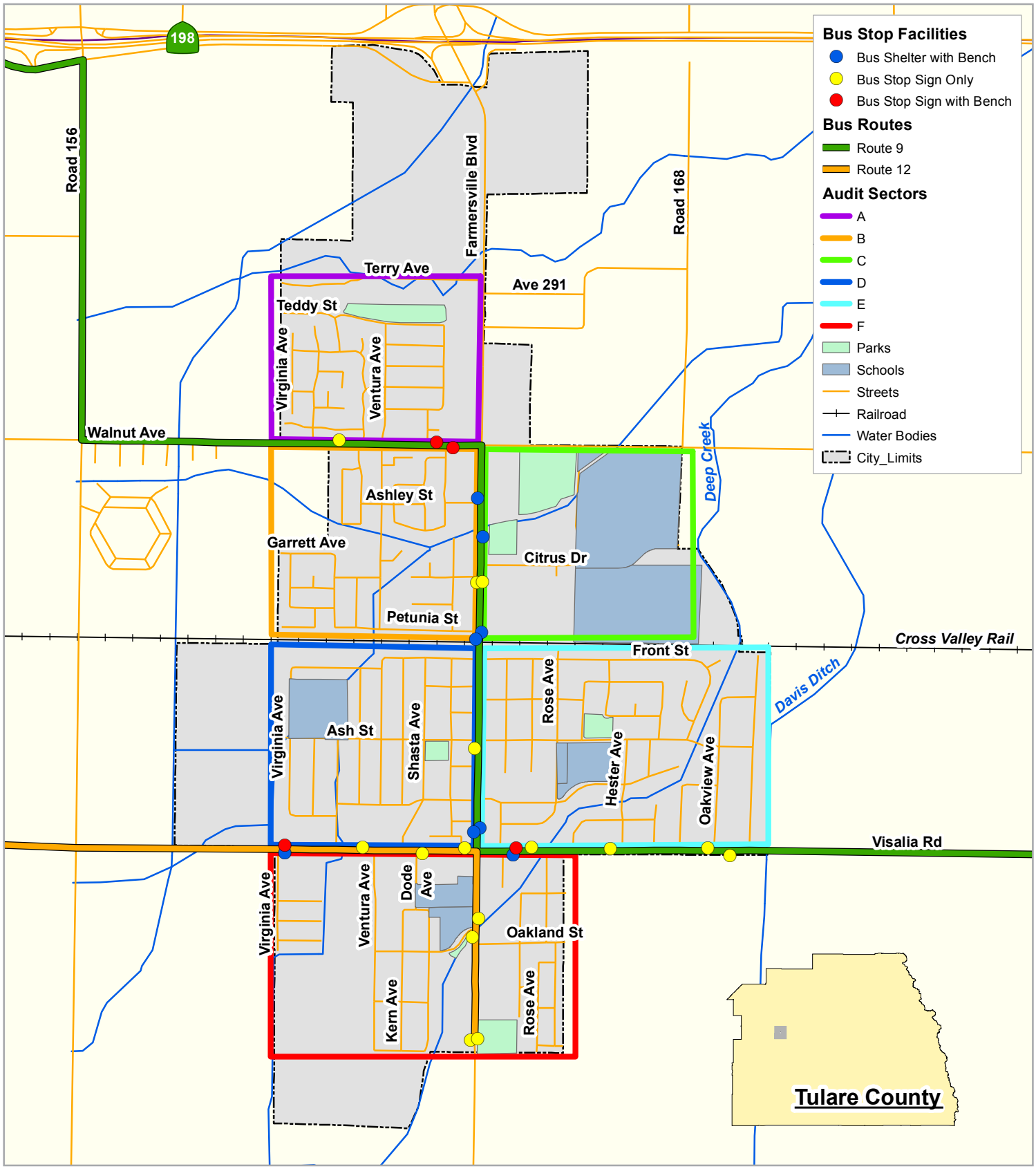
In an effort to stretch the limited highway safety funding, local agencies identify and implement the optimal combination of countermeasures to achieve the greatest benefits. Combined with crash cost data and project cost information, CRFs can help agencies compare the benefit to cost (B/C) ratio of multiple countermeasures and then choose the most appropriate application for their proposed safety improvement projects. As agencies consider the overall scope/cost of their projects, they also need to consider the number of locations to which each countermeasure may be applied in order to maximize the B/C ratio and the overall effectiveness of their limited safety funding.

Selecting Countermeasures and CMFs/CRFs

Caltrans has established a small subset of 77 countermeasures and a single CRF for each of these countermeasures that must be used when submitting applications for Caltrans statewide calls-for-projects. This methodology allows for a statewide data-driven process that facilitates a fair and accurate comparison of project applications.

For this project, the countermeasures have been sorted into three (3) categories: Signalized Intersection, Non-Signalized Intersection, and Roadway Segment. Pedestrian and bicycle related countermeasures have been included in each of these categories, as the consideration of non-motorized travel is important for all roadway classifications and locations.

[10] Based in part or in whole on Local Roadway Safety Manual, Caltrans, April 2016



Paper Size ANSI A

FIGURE 6-4

N

0 500 1,000 1,500 2,000

Feet

City of Farmersville

ADA Compliance and Active Transportation Safety Enhancement Plan

Bus Routes and Stops

L:\Prj\2500\G2500\Maps\Working\Figure 6-4 Bus Routes&Stops Map.mxd
Print date: 15 Jul 2019 - 17:03

Data source: GHD 2019, Tulare County Resource Management Agency - GIS Data. Created by: jramirez2

FIGURE 6-5 Bus Stop Fact Sheet

Sector A:
Key Map Identifier: No.1
Bus Stop Number 9024

Bus Stops and Routes:
Walnut Ave/Franquette Ave

Existing Conditions

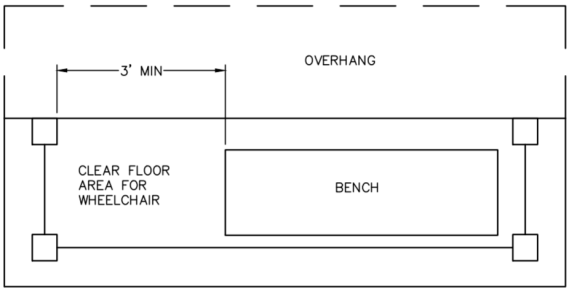
- Block residential wall adjacent to back of seating bench and concrete pad
- Seating bench on concrete pad
- Concrete pad (with seating bench) is connected to sidewalk
- Curb/gutter adjacent to sidewalk, with curb painted red
- Trash receptacle
- Pole with bus route sign (TR-2) and bus stop number sign
- Landscaping maintained

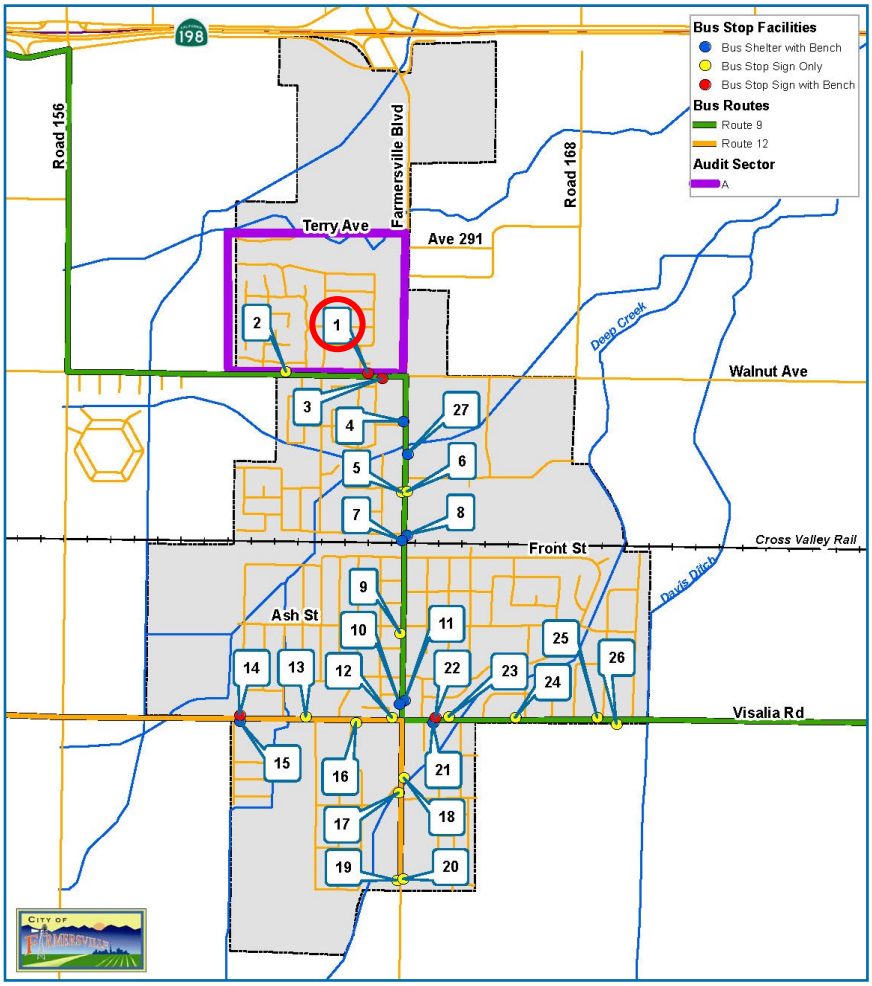
Potential Improvements

- Concrete pad with seating bench does not accommodate a wheelchair space within its limits.
- Bus shelter to protect against environmental elements.

Development Improvements

- Remove existing concrete pad
- Remove/re-use existing bench
- Construct concrete pad per bus shelter specifications
- Install bus shelter and bench
  ⇒ Per City of Visalia Standard Plans (TR-1)
- Relocate pole with bus route/stop number signs





Cost Estimates

Based upon identified deficiencies and countermeasures (i.e., improvements), preliminary cost estimates were developed by GHD. This process includes developing a base map, overlaying improvements, calculating areas and quantities, applying unit costs clearing and grubbing, excavation, concrete/asphalt costs and signing and striping, etc. A summary matrix of project cost estimates, priorities and potential funding sources is shown at the end of this section (ADA Funding Matrix).

Benefit/Cost (B/C) Ratio

A benefit to cost ratio is an indicator, used in cost-benefit analysis that attempts to summarize the overall value of money of a project or proposal. A B/C is the ratio of benefits of a project or proposal, expressed in monetary terms, relative to its costs, also expressed in monetary terms.

In transportation terminology, a B/C ratio is used to identify the quantitative benefit considering the estimated cost of the improvement. For example, adding intersection lighting to an intersection has a crash reduction factor (CRF) of 40%, whereas installation of raised pavement markers and striping results in a CRF of 10%. Additionally, the service life of each improvement is identified. The complete list of CRFs is provided in Appendix I.

As shown on the Caltans website, a minimum BCR may be established in each cycle of the call for projects. The project selection results from the previous cycles indicates that the cut-off BCR can be well above 1.0. By raising the minimum BCR to a number larger than 1.0, the local and state resources can be saved by minimizing the time spent on preparing and reviewing applications that will not be selected for funding. It will also encourage the local agencies to focus their efforts on locations/corridors with the greatest safety needs and countermeasures with lower costs.

Identifying/Evaluation of B/C ratio

As identified previously, for the span of January 2012 to December 31, 2016 there were a total of 86 collisions reported (TIMS/SWITRS) in the City of Farmersville. Of the 86 total collisions, 25 of these collisions (approximately 30%) involved a motor vehicle collision with a pedestrian or bicyclist with the majority of collisions occurring on Visalia Road and Farmersville Boulevard as illustrated previously in Figures 3-2A and 3-2B. Do to the locations of where the collisions were reported which aligned with the two major arterial corridors (Farmersville Boulevard and Visalia Road), B/C calculation were evaluated on collisions that occurred on Farmersville Boulevard and Visalia Road corridors.

As illustrated in Figure 3-1, there were 17 pedestrian collisions and 8 bicycle collisions involved with a motor vehicle. A further break down of the collisions were conducted that identified collision characteristics as reported in the SWITRS reports that were limited to the following:

- Case ID: Matches the TIMS data collected to the SWITRS data collected. Time and collision date were variables used in cross-checking TIMS to SWITRS data.
- Intersection: Primary and Secondary roads where collision was reported.
- Collision Severity: highest degree of resulting collision (fatal, injury (severe), injury (other visible) and injury (complaint of pain).
- Primary Collision Factor (PCF): Category description of primary collision factor.
- Motor Vehicle Involved With (MVIW): Pedestrian or Bicyclist
- Pedestrian Action: ranges from crossing in crosswalk at intersection to no pedestrian involved

This breakdown information was processed for Farmersville Boulevard and Visalia Road.

Farmersville Boulevard Road Segment

Farmersville Boulevard encompassed 7 of the 25 total collisions reported. The collisions reported mostly occurred on Farmersville Boulevard confined between Walnut Ave and Visalia Road, which is approximately a mile long segment. Figure 3-2A identifies the seven (7) collisions by severity types. Table 6-4 below summarizes the intersection and MVIW.

Table 6-4 Farmersville Boulevard Collisions		
#	Intersection	MVIW
1	Ashley Street/Farmersville Road	Bicycle
2	Citrus Street/Farmersville Road	Pedestrian
3	W. Citrus Street/Farmersville Road	Pedestrian
4	W. Citrus Street/Farmersville Road	Pedestrian
5	Front Street/Farmersville Road	Pedestrian
6	Ash Street/Farmersville Road	Pedestrian
7	Birch Street/Farmersville Road	Bicycle

Table 6-4 identifies that 5 of the 7 collisions involved a motor vehicle collision with a pedestrian. Based on the reported collisions, B/C ratios were calculated. Calculation was based upon the primary collision factor (PCF), counter measure selected, benefit cost and project cost. PCF was identified in the SWITRS report while the counter measure selected were based on Caltrans Local Roadway Safety, Version 1.4, June 2018 countermeasures tables. Countermeasures selected per collision/intersection were based on engineering judgement that had the greatest reduction factor. Benefit cost was tabulated using the benefit calculator. The inputs for this tool required the follow:

1. Countermeasure utilized
2. Crash data (must be 3-5 years)

   The third part is the calculation performed by the benefit calculator
3. Results – Benefits of Countermeasures

Table 6-5 below summarizes the location, PCF, countermeasure selected, benefit cost, project cost and the B/C ratio. Additionally, all Benefit Calculator worksheets are provided in Appendix J.

Table 6-5 Farmersville Boulevard Collisions							
#	Location	Collision Type/ Severity[4]	Primary Collision Factor (PCF)	Countermeasure	Benefit Cost	Project Cost	B/C Ratio
1	Ashley Street/ N. Farmersville Boulevard	Bicycle/Injury-Other Visible	Right-of-Way Auto/Sideswipe	Install Bike Lanes (R36)	$151,957	$ 35,000 [1]	7.59
2	Citrus Street/ Farmersville Boulevard	Pedestrian/Injury-Complaint of Pain	Right-of-Way Ped/Crossing not in Crosswalk	Install Pedestrian Signal or HAWK (NS19)	$134,786	$ 200,000 [2]	0.67
3	W. Citrus Street/ N. Farmersville Boulevard	Pedestrian/Injury-Complaint of Pain	Right-of-Way Ped/Crossing in Crosswalk at Intersection	Install Pedestrian Signal or HAWK (NS19)	$134,786	$ 200,000 [2]	0.67
4	W. Citrus Street/ N. Farmersville Boulevard	Pedestrian/Injury-Severe	Right-of-Way Ped/Crossing in Crosswalk at Intersection	Install Pedestrian Signal or HAWK (NS19)	$4,397,590	$ 200,000 [2]	21.98
5	Front Street/ Farmersville Boulevard	Pedestrian/Injury-Complaint of Pain	Right-of-Way Ped/Crossing in Crosswalk at Intersection	Install Pedestrian Crossing with enhanced Safety Features (R38)	$36,760	$ 40,000 [3]	0.92
6	Ash Street/ Farmersville Boulevard	Bicycle/Injury-Other Visible	Right-of-Way Ped/Crossing in Crosswalk at Intersection	Install Pedestrian Crossing with enhanced Safety Features (R38)	$36,760	$ 40,000 [3]	0.92
7	Birch Street/ Farmersville Boulevard	Bicycle/Injury-Other Visible	Improper Turn/ Auto-Ped	Install Bike Lanes (R36)	$151,957	$ 35,000 [1]	7.59

1. *Project cost based on Fresno County Regional Bicycle Master Plan (Draft January 2011). Farmersville Boulevard from Walnut Avenue to Visalia Road is approximately 1 mile in distance. Therefore, project cost is based on this 1 mile segment. Project costs include 30% contingency and 30% support cost (PA&ED, PS&E and R/W Acquisition, construct support).*
2. *Project cost based on Beth Thomas, Pedestrian & Bicycle Coordinator, Caltrans District 4 power point presentation (http://dot.ca.gov/hq/tpp/offices/owd/academy_files/Oct_2012_Workshop/Wednesday/Bike_Ped_Presentation.pdf)*
3. *Project cost base on Beth Thomas, Pedestrian & Bicycle Coordinator, Caltrans District 4 power point presentation (Rectangular Rapid Flashing Beacon) (http://dot.ca.gov/hq/tpp/offices/owd/academy_files/Oct_2012_Workshop/Wednesday/Bike_Ped_Presentation.pdf)*
4. *Based on Transportation Injury Mapping System (TIMS)*

As presented in Table 6-5, three (3) of the seven (7) locations that reported collisions on Farmersville Boulevard had a B/C ration greater than 1.

Visalia Road Segment

Visalia Road encompassed 7 of the 25 total collisions reported. The collisions reported mostly occurred on Visalia Road confined between S. Dode Avenue and Magnolia Avenue, which is approximately a quarter of mile long segment. Figure 3-2B identifies the seven (7) collisions by severity types. Table 6-6 below summarizes the intersection and MVIW.

Table 6-6 Visalia Road Collisions

#	Intersection	MVIW
1	Visalia Road/Magnolia Avenue	Pedestrian
2	Visalia Road/Magnolia Avenue	Pedestrian
3	Visalia Road/N. Magnolia Avenue	Bicycle
4	Visalia Road/Farmersville Boulevard	Pedestrian
5	Visalia Road/Farmersville Boulevard	Pedestrian
6	Visalia Road/S. Dode Avenue	Pedestrian
7	Visalia Road	Pedestrian

Table 6-6 identifies that 6 of the 7 collisions involved a motor vehicle collision with a pedestrian. Additionally, Figure 3-2B shows three (3) fatalities that were reported. Based on the reported collisions, B/C ratios were calculated. Table 6-7 below summarizes the location, PCF, countermeasure selected, benefit cost, project cost and the B/C ratio.

Table 6-7 Visalia Road Collisions

#	Location	Collision Type/ Severity2	Primary Collision Factor (PCF)	Counter Measure	Benefit Cost	Project Cost	B/C Ratio
1	Visalia Road/ Magnolia Ave	Pedestrian/Injury-Complaint of Pain	Not Driver/Crossing not in Crosswalk	Install Raised Median on Approaches (S12) Install Pedestrian Median Fencing on Approached (S23) Install/Upgrade Signs with new Fluorescent Sheeting, regulatory or warning (R26)	$4,070,270 $5,698,378 $1,232,887 **Total: $11,001,887**	$ 2,748,700 [1]	4.00
2	Visalia Road/ Magnolia Ave	Pedestrian/Injury-Other Visible	Right-of-Way Ped/Crossing in Crosswalk at Intersection				
3	Visalia Road/ N. Magnolia Ave	Bicycle/Injury-Complaint of Pain	Unsafe Speed/Crossing not in Crosswalk				
4	Visalia Road/ Farmersville Boulevard	Pedestrian/Fatality	Right-of-Way Ped/Crossing in Crosswalk at Intersection (Fatal)				
5	Visalia Road/ Farmersville Boulevard	Pedestrian/Fatality	Right-of-Way Ped/Crossing not in Crosswalk (Fatal)				
6	Visalia Road/ S. Dode Avenue	Pedestrian/Injury-Complaint of Pain	Ped Violation/Crossing not in Crosswalk				
7	Visalia Road	Pedestrian/Fatality	Unsafe Speed/Crossing not in Crosswalk (Fatal)				

1. Project cost based City of Farmersville: Preliminary Cost Estimate (Visalia Road Improvements) – included in Appendix J.
2. Based on Transportation Injury Mapping System (TIMS)

Due to segment length and proximity of collisions, the overall counter measures selected were done as a one approach solution. This project was selected as the top implementation priority based upon number and type of collisions along this corridor. Additionally, Appendix K provides the planning level cost estimate and design concept for Visalia Road.

Priority Projects Matrix

Based upon the call for projects grant criteria, selection of countermeasures and crash data (collision and severity type), the following projects are recommended as the top priority projects improvements. Grant criteria is to achieve reduction in traffic fatalities and serious injuries on all public roads including non-State-owned public roads and roads on tribal land. Collision severity as described earlier in the report is described as the injury level of severity of the collision (highest level of injury collision) ranging from fatal, injury (severe), injury (other visible) and injury (complaint of pain). Table 6-8 describes features of each project, responsible agency and potential funding sources. Potential projects were identified as those listed in Table 6-5 and Table 6-7. Project improvements listed in Table 6-5 were arranged as independent projects due to the location, proximity to other collisions and variation of collision types and severity. Table 6-7 also identified several collision types and severities, although due to the location and proximity of collisions, the recommended project improvements for all collision types and severity were grouped together and mitigated as one project – Visalia Road improvements (refer to Appendix K for project cost and planning level design).

As noted in Table 6-8, the Visalia Road Improvement project was determined as first priority, based upon collision type and severity – which recorded three pedestrian fatalities on a half-mile segment within a five year span at or near a major intersection (Visalia Road/Farmersville Boulevard) – and roadway classification. In addition, the Farmersville Boulevard corridor (arterial street) recorded three collisions types and severity that range from severe to other visible. Projects 2 – 4 were ranked also in accordance with the collision type and severity. As identified in Table 6-5 project number 4, collision type and severity was recorded as injury (severe) with the additional two remaining projects recording injury (other visible).

Table 6-8 Priority Projects

#	Segment	Location	Improvements	Description	Responsible Agency	Potential Funding Sources
1	Table 6-7	Visalia Road	Road Improvement	• Excavation/removal to install raised median (project limits) • Install pedestrian median fencing, with textured concrete median sections (project limits) • Install/upgrade signs with new fluorescent sheeting, regulatory or warning • Remove all striping and markings, including crosswalk markings • Install new striping and markings, including crosswalk markings	City of Farmersville	ATP/HSIP
2	Table 6-5 (#4)	W. Citrus Street/ N. Farmersville Boulevard	Install Pedestrian Signal or HAWK	• Complete engineering design to be compatible with current and near term conditions • Install HAWK system at existing crosswalk	City of Farmersville	ATP/HSIP
3	Table 6-5 (#1)	Ashley Street/ N. Farmersville Boulevard	Install Bike Lanes	• Complete engineering design to be compatible with current and near term conditions • Install Class II bike lanes	City of Farmersville	ATP/HSIP

Table 6-8 Priority Projects						
#	Segment	Location	Improvements	Description	Responsible Agency	Potential Funding Sources
4	Table 6-5 (#7)	Birch Street/ Farmersville Boulevard	Install Bike Lanes	• Complete engineering design to be compatible with current and near term conditions • Install Class II bike lanes	City of Farmersville	ATP/HSIP

Chapter 7: Findings

The City of Farmersville has been developing the Farmersville ADA Compliance and Active Transportation Safety Plan during the course of this study. GHD has identified a list of transportation and accessibility improvements and cost estimates throughout the City. The primary list of transportation improvements and project costs are summarized in Table 7-1 below. The corresponding project cost summaries are referenced in Table 7.1 (Missing Features) and Table 7.2 (Upgrade of ADA non-compliance ramps).

Table 7-1 Transportation Improvements and Project Costs		
Transportation Improvements	Project Costs	Potential Funding Sources
Missing Features (sidewalk/curb ramps/driveways)	$350,950.00	ATP, CMAQ and other potential funding sources as identified in Table 7-1
Upgrade of ADA non-compliance ramps (237 total)	$948,000.00	ATP and other potential funding sources as identified in Table 7-1
Priority Project #1 – Visalia Road Improvements	$2,748,700.00	ATP/HSIP
Priority Project #2 – Install Pedestrian Signal or HAWK System	$200,000.00	ATP/HSIP
Priority Project #3 – Install Class II Bike Lanes	$35,000.00	ATP/HSIP
Priority Project #4 – Install Class II Bike Lanes	$35,000.00	ATP/HSIP

Table 7-1: Missing Features (Sidewalk, Curb Ramps, and Driveways)

Draft ADA Funding Matrix

Location				Missing Segments				Cost Estimates					Priority Levels			Potential Funding Sources						
Audit Sector	Street Facility	Description	Direction	A - Curb/Gutter (ft.)	B - Sidewalk (ft.)	C - Curb Ramp (qty.)	D - Driveway (qyt.)	A - Curb/Gutter ($)	B - Sidewalk ($)	C - Curb Ramp ($)	D - Driveway ($)	Total	Priority 1 - 1 to 5 yrs	Priority 2 - 6 to 10 yrs	Priority 3 - 11+ yrs	Sales/Gas	Measure R	CMAQ	ATP	HSIP	STIP/FTIP	Other
Sidewalk Gap Deficiencies - Sector and Audit Segments																						
A-1	Farmersville Blvd Widening Project - 65% Design to date (from Walnut Ave to South of the Tulare Irrigation District Canal)																					
A-2	Walnut Ave	West of June Ave	north side of the road	255	255	0	0	$6,375	$1,275	$0	$0	$7,650	X			X	X	X	X	X	X	X
B-3	Walnut Ave	Between June Ave and Mathew Ave	south side of the road	0	215	0	0	$0	$1,075	$0	$0	$1,075	X			X	X	X	X	X	X	X
B-4	Walnut Ave	Between Mathew Ave and Ventura Ave	south side of the road	365	365	1	0	$9,125	$1,825	$4,000	$0	$14,950	X			X	X	X	X	X	X	X
B-5	Farmersville Blvd	Between Ashley St and Citrus Dr	west side of the road	85	85	0	0	$2,125	$425	$0	$0	$2,550	X			X	X	X	X	X	X	X
B-6	Citrus Dr and Linnel Ave	Citrus Dr east of Linnel Ave; Linnell Ave north of Citrus Dr	both sides of the road	0	1,970	4	0	$0	$9,850	$16,000	$0	$25,850	X	X	X	X	X	X	X	X	X	X
B-7	Ponderosa St and Petunia St	Ponderosa St west of Linnell Ave; Petunia St west of Farmersville Blvd	Ponderosa St (south side of the road); Petunia St (north side of the road)	145	745	2	0	$3,625	$3,725	$8,000	$0	$15,350		X	X	X	X	X	X	X	X	X
C-8	Farmersville Blvd	Between Walnut Ave and Ashley St	east side of the road	400	400	0	0	$10,000	$2,000	$0	$0	$12,000	X			X	X	X	X	X	X	X
C-9	Walnut Ave	Between Farmersville Blvd and Freedom Dr	south side of the road	1,095	1,095	0	0	$27,375	$5,475	$0	$0	$32,850	X			X	X	X	X	X	X	X
C-10	Freedom Dr	Between Walnut Ave and Citrus Dr	east side of the road	0	1,475	0	0	$0	$7,375	$0	$0	$7,375	X			X	X	X	X	X	X	X
D-11	Cottonwood St	Between Farmersville Blvd and Shasta Ave	both sides of the road	0	960	3	0	$0	$4,800	$12,000	$0	$16,800	X	X	X	X	X	X	X	X	X	X
D-12	Linnell Ave and Yew St	Linnell Ave between Yew St and Ash St; Yew St between Linnell Ave and Farmersville Blvd	Linnell Ave (east side of the road); Yew St (south side of the road)	0	445	1	0	$0	$2,225	$4,000	$0	$6,225		X		X	X	X	X	X	X	X
D-13	Elm St	Between Linnell Ave and Farmersville Blvd	both sides of the road	0	400	2	0	$0	$2,000	$8,000	$0	$10,000		X		X	X	X	X	X	X	X
D-14	Costner St	Between Linnell Ave and Farmersville Blvd	north side of the road	160	160	1	0	$4,000	$800	$4,000	$0	$8,800	X			X	X	X	X	X	X	X
D-15	Linnell Ave, Birch St and Pecco St	Linnell Ave between Costner St and Pecco St; Birch St between Linnell Ave and Farmersville Blvd; Pecco St between 1st and end of road to the west	Linnell Ave (both sides of the road); Birch St (both sides of the road); Pecco St (north side of the road)	595	1,160	4	0	$14,875	$5,800	$16,000	$0	$36,675	X	X		X	X	X	X	X	X	X
E-16	Front St	Between Farmersville Blvd and Rose Ave	north side of the road	0	360	1	0	$0	$1,800	$4,000	$0	$5,800	X			X	X	X	X	X	X	X
E-17	Camelia Ave, Pepper St, Magnolia Ave and Rose Ave	Camelia Ave between Front St and Ash St; Pepper St between Magnolia Ave and Rose Ave; Magnolia Ave between Pepper St and Ash St; Rose Ave between Front St and Ash St	Camelia Ave (both sides of the road); Pepper St (Both sides of the road); Magnolia Ave (east side of the road); Rose Ave (west side of the road)	0	2,240	6	0	$0	$11,200	$24,000	$0	$35,200		X	X	X	X	X	X	X	X	X
E-18	Pepper St and Rose Ave	Pepper St between Camelia Ave and Avery Ave; Rose Ave between Ash St and Front St	Pepper St (both sides of the road); Rose Ave (east side of the road)	0	500	2	0	$0	$2,500	$8,000	$0	$10,500		X		X	X	X	X	X	X	X
E-19	Magnolia Ave and Camelia Ave	Magnolia Ave east of Ash St (cul-de-sac); Camelia Ave east of Ash St	Magnolia Ave (both sides of the road); Camelia Ave (both sides of the road)	0	1,295	1	0	$0	$6,475	$4,000	$0	$10,475			X	X	X	X	X	X	X	X
E-20	Costner St and Magnolia Ave	Costner St between Farmersville Blvd and Magnolia Ave; Magnolia Ave between Costner St and Visalia Rd	Costner St (both sides of the road); Magnolia Ave (west side of the road)	0	780	3	0	$0	$3,900	$12,000	$0	$15,900	X	X	X	X	X	X	X	X	X	X
E-21	Larry st	Between Visalia Rd and Hester Ave	both sides of the road	0	295	0	1	$0	$1,475	$0	$4,000	$5,475	X			X	X	X	X	X	X	X
E-22	Dwight Ave and Gene Ave	Dwight Ave between Visalia Rd and Elm St; Gene Ave between Visalia Rd and Larry St	Dwight Ave (both sides of the road); Gene Ave (west side of the road)	0	505	0	1	$0	$2,525	$0	$4,000	$6,525	X		X	X	X	X	X	X	X	X
E-23	Oakview Ave and Elm St	Oakview Ave between Visalia Rd and Ash St; Elm St between Dwight Ave and Oakview Ave	Oakview Ave (both sides of the road); Elm St (both sides of the road)	0	565	0	0	$0	$2,825	$0	$0	$2,825	X		X	X	X	X	X	X	X	X
E-24	Oakview Ave and Pepper St	Oakview Ave Between Ash St and Pepper St; Pepper St between Oakview Ave and Brundage Ave	Oakview Ave (both sides of the road); Pepper St (both sides of the road)	0	1,000	0	0	$0	$5,000	$0	$0	$5,000		X	X	X	X	X	X	X	X	X
F-25	Rose Ave, Sycamore St and Camelia Ave	Rose Ave between Oakland St and Visalia Rd; Sycamore St between Camelia Ave and end of road; Camelia Ave between Oakland St and Sycamore St	Rose Ave (both sides of the road); Sycamore St (both sides of the road); Camelia Ave (both sides of the road)	0	1,880	2	0	$0	$9,400	$8,000	$0	$17,400	X	X	X	X	X	X	X	X	X	X
F-26	Oakland Ave, Camelia Ave, Rose Ave, Avery Ave and Grove St	Oakland Ave between Farmersville Blvd and Avery Ave; Camelia Ave between Fresno St and Oakland St; Rose Ave between Oakland St and Sycamore St; Avery Ave between Oakland St and Grove St; Grove St between Rose Ave and Avery St	Oakland Ave (both sides of the road); Camelia Ave (both sides fo the road); Rose Ave (east side of the road); Avery Ave (both sides of the road); Grove St (both sides of the road)	0	2,350	5	0	$0	$11,750	$20,000	$0	$31,750		X	X	X	X	X	X	X	X	X
F-27	Camelia Ave	Between Oakland St to end of road	both sides of the road	0	390	1	0	$0	$1,950	$4,000	$0	$5,950			X	X	X	X	X	X	X	X
			Subtotal(s)	**3,100**	**21,890**	**39**	**2**	**77,500**	**109,450**	**156,000**	**8,000**	**350,950**										

Table 7-2: Upgrade of ADA Non-Compliance Curb Ramps

DRAFT ADA Funding Matrix

Curb Ramp Audits - Compliant/Non-Compliant

Audit #	Sector A		Sector B		Sector C		Sector D		Sector E		Sector F	
	Compliant	Non-Compliant	Compliant	Non-Compliant	Compliant	Non-Compliant	Compliant	Non-Compliant	Compliant	Non-Compliant	Compliant	Non-Compliant
1	4		2		2			1	2		1	
2	4		2		4			4	2			2
3	4			1	2			1		2		2
4	2		2		2			2		2		2
5	2		2		2			2	1	1	2	
6	2			1	2			2		4	2	
7	4		1		2			2	4			1
8	2		1					2		2		2
9	2			1			2			2		1
10	2		2					2	2		1	1
11	2		2					4		2	4	
12	2		2					2		4	4	
13	2		1				1		1	3		2
14	2		2					2		3	1	3
15	2		2					4		4		2
16	2		2					2		4	1	
17	2		1				2			4		2
18	4			2				2	2			1
19	2			2				4		1	2	
20	2		1	1				2		2	2	
21	1		2				2		3	1	2	
22	2		2	2			1	1		2		1
23	2			2				2		4	1	3
24	2		1	1				4		1		2
25	2			1			2	2		2	2	
26	2			1				2	1	1		4
27	2			4				4		4		2
28			1				1	1		4		2
29			1					4	2			1
30			2					2		1		2
31			2				1	3		2		2
32			2					2		2		2
33				2				2		2		2
34			2				2			2		2
35			2					2		2	2	
36			2					2	2			
37			1					2		2		
38				4				2		1		
39				2				2		2		
40				2				2	2			
41			4				2		4			
42			2						1			
43			2						1	1		
44				2					2			
45			2						2			
46										2		
47									1	1		
48									2			
49												
50												
Total(s)	**63**	**0**	**55**	**31**	**16**	**0**	**16**	**81**	**37**	**79**	**27**	**46**

Curb Ramp Audits - Cost Estimate

Sector A		Sector B		Sector C		Sector D		Sector E		Sector F		Total
Non-Compliant		Non-Compliant		Non-Compliant		Non-Compliant		Non-Compliant		Non-Compliant		
Total	Cost	Total	Cost	Total	Cost	Total	Cost	Total	Cost	Total	Cost	
0	$0	31	$124,000	0	$0	81	$324,000	79	$316,000	46	$184,000	**$948,000**

Appendices

- **Appendix A – ADA/Compliant Grievance Form**
- **Appendix B – Fact Sheets (Sidewalk and Curb Ramp Deficiencies)**
- **Appendix C – Public Outreach Plan**
- **Appendix D – Public Comments**
- **Appendix E – CSUF Summary Report**
- **Appendix F – Curb Ramp Audits – Cost Estimate (compliant/noncompliant)**
- **Appendix G – Bus Stop Fact Sheets**
- **Appendix H – Bus Stop Summary Audit**
- **Appendix I – Countermeasures/Crash Reduction Factors (CRFs)**
- **Appendix J – Benefit Calculator Worksheets**
- **Appendix K – Visalia Road Project Costs and Planning Level Design**
- **Appendix L – SWITRS Reports**
- **Appendix M – City of Farmersville ADA Transition Plan, Policy and Procedures**

Appendix A

ADA/Compliant Grievance Form

ADA Complaint/Grievance Form

City of Farmersville

ADA Complaint/Grievance Form

Complainant:_____

_____

Person Preparing Complaint (if different from Complainant):

_____

Relationship to Complainant (if different from Complainant):

_____

Address:_____

City:_____State:_____Zip: _____

Phone: (___) _____

Email: _____

Please provide a complete description of your complaint or grievance:

_____

_____

_____

_____

Please specify the location of your grievance (if applicable):

_____

_____

_____

_____

Please state what you think should be done to resolve the grievance:

_____

_____

_____

_____

Please attach additional pages or photo(s) as needed.

Signature:_____Date: _____

Please return to the return in person or mail to the City of Farmersville ADA Coordinator at the following address:

City Manager
Farmersville City Hall
909 W. Visalia Road
Farmersville, CA 93223
(559) 747-0458

Upon request, reasonable accommodations will be provided in completing this form. Contact the ADA Coordinator listed above for further assistance.

City of Farmersville Grievance Procedure
Under the Americans with Disabilities Act

Purpose

This Grievance Procedure is established to meet the requirements **o**f the Americans with Disabilities Act of 1990 ("ADA"). It may be used by anyone who wishes to file a complaint alleging physical accessibility barriers in the City of Farmersville.

Procedure

Any complaint alleging an ADA violation should be made using the provided Grievance Form or in writing and include the following information: the name, address and telephone number of the complainant and the location, date and description of the alleged discrimination.

Alternative means of filing complaints, such as personal interview or tape recording of the complaint, shall be made available to any person upon request. Complaints may also be submitted by email, provided the person submitting the complaint writes the words "ADA Grievance" in the subject line.

The Complaint should be submitted by the complainant and/or his or her designee as soon as possible but not later than sixty (60) calendar days after observing the alleged violation to the City of Farmersville ADA Coordinator:

City Manager
Farmersville City Hall
909 W. Visalia Road
Farmersville, CA 93223
(559) 747-0458

Alternatively the complainant also has the option to pick up a copy of the ADA Grievance Form at the Administration Building located at 909 W. Visalia Road, Farmersville, CA 93223. Once the ADA Grievance Form has been completed it may be hand delivered to the same address.

Resolution

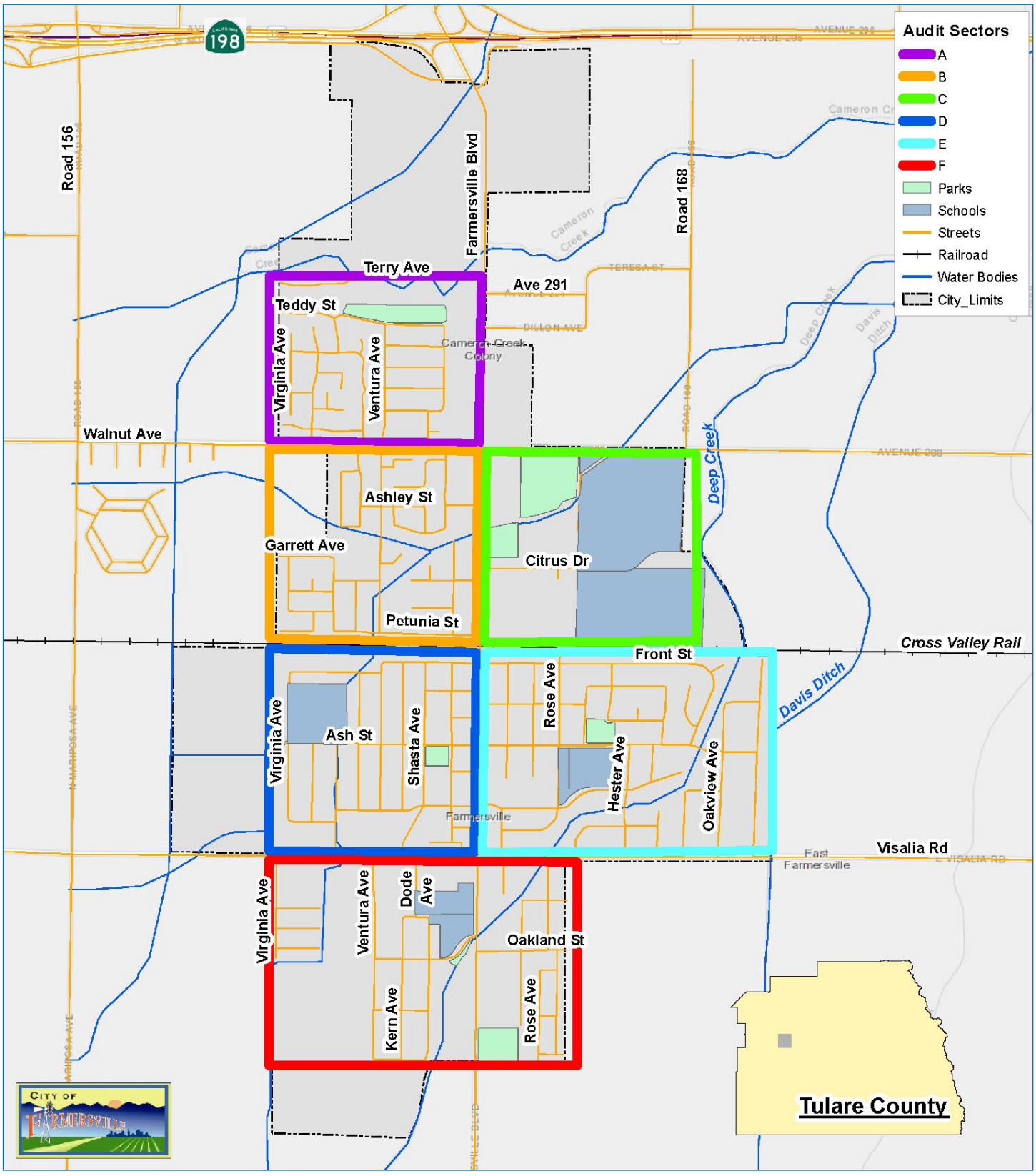
The ADA Coordinator or an appointed designee shall work to resolve all issues raised in any complaint submitted as quickly as circumstances allow. The ADA Coordinator or an appointed designee shall conduct any investigation deemed necessary upon receipt of a complaint. Within thirty (30) calendar days after the receipt of a complaint, the ADA coordinator or an appointed designee shall make contact with the complainant to discuss the allegations in the complaint and, if appropriate, a proposed resolution. After contact has been made with the complainant, the ADA coordinator or an appointed designee shall respond to the original complainant in writing. The written response shall summarize the alleged violation and explain the position of City of Farmersville and offer, when appropriate, options for alternative resolutions of the complaint.

Appendix B

Fact Sheets
(Sidewalk and Curb Ramp Deficiencies)

Sector and Audit Segments

Map Sectors:
City of Farmersville



Sector A: Audit Segment 1

Main Corridor: Farmersville Blvd

Existing Conditions

Farmersville Blvd is a north-south minor arterial two-lane road . The audit segment limits are from Walnut Ave north to Terri Ave as shown in the Vicinity Map. The southern end of the road segment that connects to Walnut Ave is part of the Visalia Transit System Route #9 with (3) three service bus stops located at (as identified in the Vicinity Map):

- Walnut Ave/Mathew Ave
- Walnut Ave/Franquette Ave
- Walnut Ave/ Hartley Ave

Road characteristics include:

- No curb/gutter and sidewalk facilities.
- Missing segment of curb/gutter and sidewalk are shown in the Project Illustration.
- Approx. 2,145 ft. of sidewalk and curb/gutter needed.
- There is striping and markings on the road that include:
  - ⇒ Limit lines: None.
  - ⇒ Nearest crosswalks: Farmersville Blvd/Walnut Ave.
  - ⇒ Nearest markings: “Signal Ahead” - Farmersville Blvd.
- Nearest pedestrian signals: At the signalized intersection of Farmersville Blvd/Walnut Ave.
- There are no bicycle lanes or shared used trails facilities.

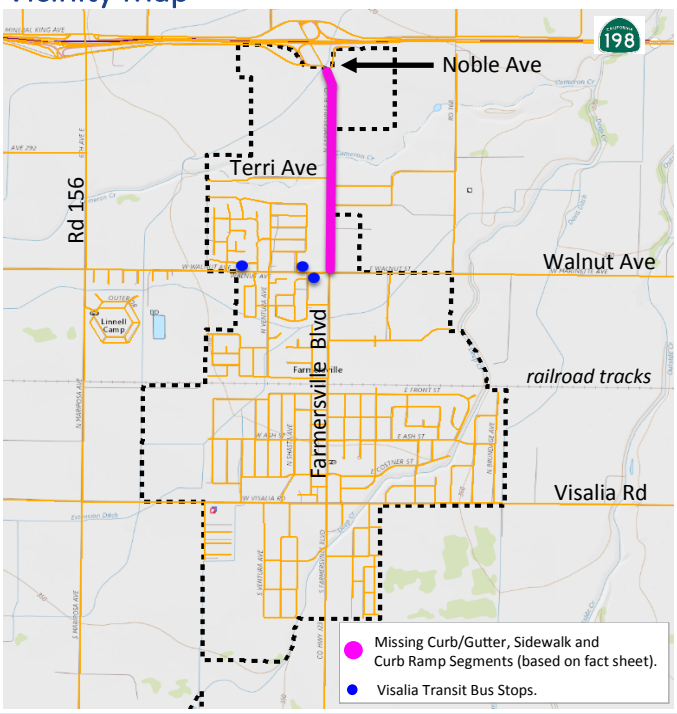
Planned Improvements

- Farmersville Blvd Widening Project. The project limits will be from Walnut Ave to south of the Tulare Irrigation District Canal. The Project is at 65% design phase to date.

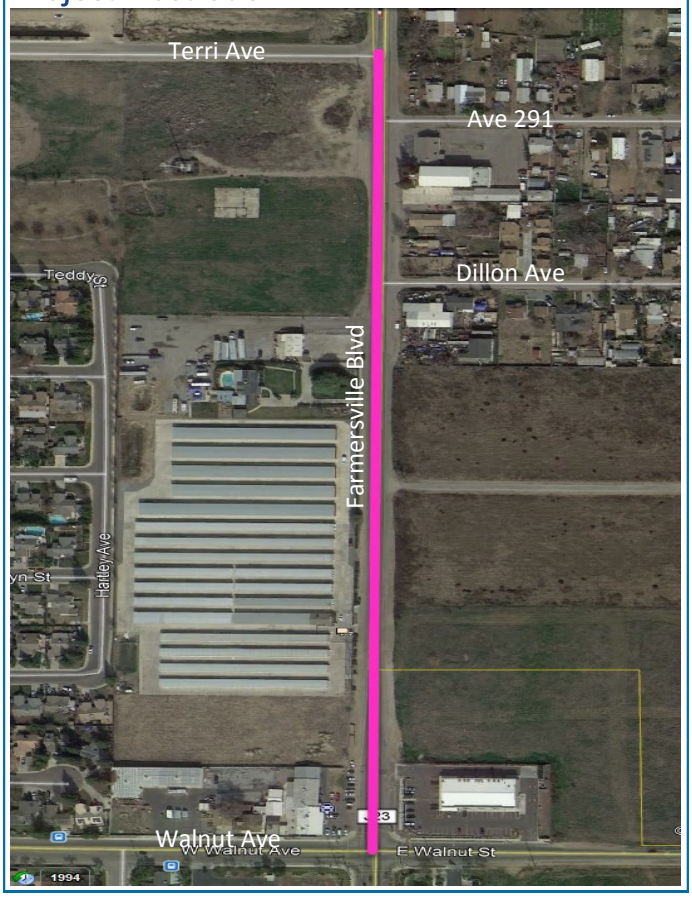
Nearby Uses Served

- Residential homes.
- Commercial businesses.
- Industrial businesses.
- Agricultural (nearby farms).
- Nearby parks: Liberty Park.
- Nearby schools: Farmersville High School and Freedom Elementary.

Vicinity Map



Project Illustration



Sector A: Audit Segment 2

Main Corridor: Walnut Ave

Existing Conditions

Walnut Ave is a east-west minor arterial two-lane road with TWLTL. The audit segment limits are from Farmersville Blvd west to the edge of the city limits as shown in the Vicinity Map. The road segment is part of the Visalia Transit System Route #9 with (3) three service bus stops located at (as identified in the Vicinity Map):

- Walnut Ave/Mathew Ave
- Walnut Ave/Franquette Ave
- Walnut Ave/ Hartley Ave

Road characteristics include:

- Partial segments of curb/gutter and sidewalk facilities.
- Missing segment of curb/gutter and sidewalk are shown in the Project Illustration.
- Approx. 255 ft. of sidewalk and curb/gutter needed.
- There is striping and markings on the road that include:
  - ⇒ Limit lines: End of most roadways stops.
  - ⇒ Nearest crosswalk: June Ave/Anissa Ct.
  - ⇒ Nearest markings: “Signal Ahead” - Walnut Ave/ Hartley Ave.
- Nearest pedestrian signals: At the signalized intersection of Farmersville Blvd/Walnut Ave.
- There are no bicycle lanes or shared used trails facilities.

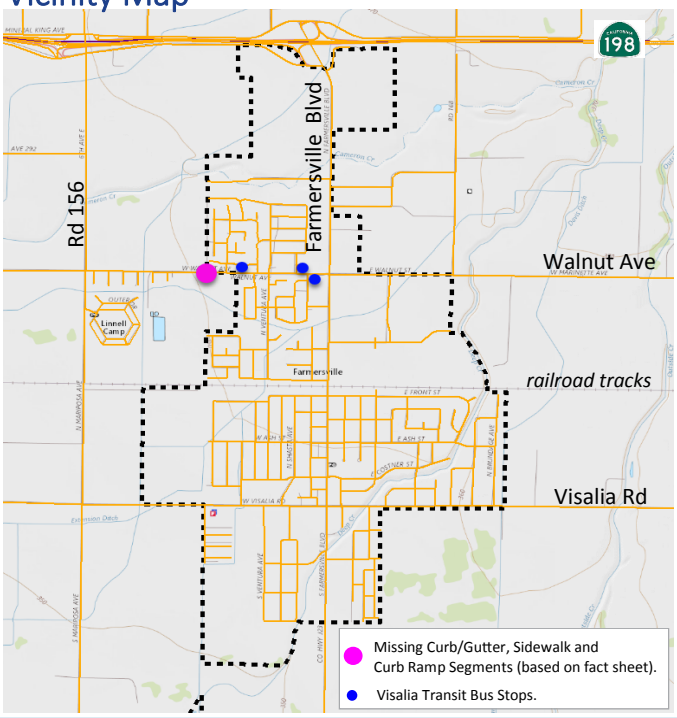
Key Issues

- Missing segments of curb/gutter and sidewalk to connect/conform to the existing curb/gutter and sidewalk facility needed to have a fully functional curb/ gutter and sidewalk.
- Missing segment of curb/gutter and sidewalk are to meet current ADA standards.
- Walnut Ave is proposed to have a Class 2 Bicycle Facility.

Nearby Uses Served

- Residential homes.
- Commercial businesses.
- Industrial businesses.
- Agricultural (nearby farms).
- Nearby parks: Liberty Park.
- Nearby schools: Farmersville High School and Freedom Elementary.

Vicinity Map



Project Illustration

Sector B: Audit Segment 3

Main Corridor: Walnut Ave

Existing Conditions

Walnut Ave is a east-west minor arterial two-lane road with TWLTL. The audit segment limits are from Farmersville Blvd west to the edge of the city limits as shown in the Vicinity Map. The road segment is part of the Visalia Transit System Route #9 with (3) three service bus stops located at (as identified in the Vicinity Map):

- Walnut Ave/Mathew Ave
- Walnut Ave/Franquette Ave
- Walnut Ave/ Hartley Ave

Road characteristics include:

- Partial segments of sidewalk facilities.
- Missing segment of sidewalk is shown in the Project Illustration.
- Approx. 215 ft. of sidewalk needed.
- There is striping and markings on the road that include:
  - ⇒ Limit lines: End of most roadways stops.
  - ⇒ Nearest crosswalk: June Ave/Anissa Ct.
  - ⇒ Nearest markings: “Signal Ahead” - Walnut Ave/ Hartley Ave
- Nearest pedestrian signals: At the signalized intersection of Farmersville Blvd/Walnut Ave.
- There are no bicycle lanes or shared used trails facilities.

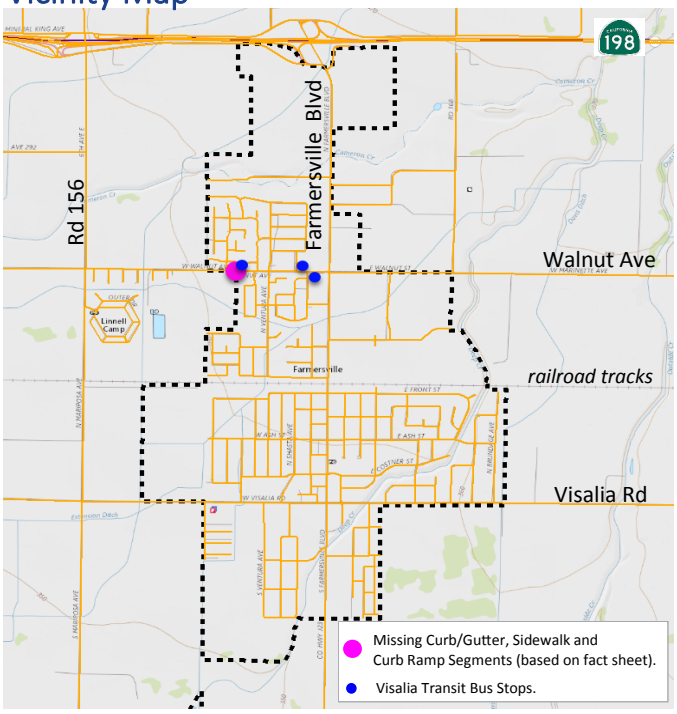
Key Issues

- Missing segments of sidewalk to connect/conform to the existing sidewalk facility needed to have a fully functional sidewalk.
- Missing segment of sidewalk to meet current ADA standards.
- Walnut Ave is proposed to have a Class 2 Bicycle Facility.

Nearby Uses Served

- Residential homes.
- Commercial businesses.
- Agricultural (nearby farms).
- Nearby parks: Liberty Park.
- Nearby schools: Farmersville High School and Freedom Elementary.

Vicinity Map



Project Illustration

Sector B: Audit Segment 4

Main Corridor: Walnut Ave

Existing Conditions

Walnut Ave is a east-west minor arterial two-lane road with TWLTL. The audit segment limits are from Farmersville Blvd west to the edge of the city limits as shown in the Vicinity Map. The road segment is part of the Visalia Transit System Route #9 with (3) three service bus stops located at (as identified in the Vicinity Map):

- Walnut Ave/Mathew Ave
- Walnut Ave/Franquette Ave
- Walnut Ave/ Hartley Ave

Road characteristics include:

- Partial segments of curb/gutter, sidewalk and curb ramp facilities.
- Missing segment of curb/gutter, sidewalk and curb ramp are shown in the Project Illustration.
- Approx. 365 ft. of sidewalk, curb/gutter and one curb ramp needed.
- There is striping and markings on the road that include:
  - ⇒ Limit lines: End of most roadways stops.
  - ⇒ Nearest crosswalk: Farmersville Blvd/Walnut Ave.
  - ⇒ Nearest markings: "Signal Ahead" - Walnut Ave/ Hartley Ave
- Nearest pedestrian signals: At the signalized intersection of Farmersville Blvd/Walnut Ave.
- There are no bicycle lanes or shared used trails facilities.

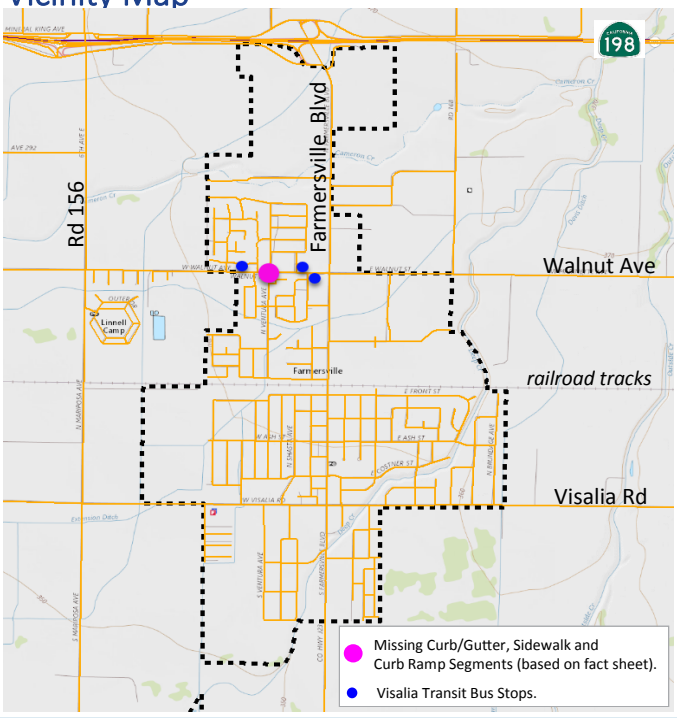
Key Issues

- Missing segments of curb/gutter, sidewalk and curb ramp to connect/conform to the existing sidewalk and curb/gutter facility needed to have a fully functional curb/gutter, sidewalk and curb ramp.
- Missing segment of curb/gutter, sidewalk and curb ramp are to meet current ADA standards.
- Audit Segment roadway is part of the planed Proposed Class 2 Bicycle Facility.

Nearby Uses Served

- Residential homes.
- Commercial businesses.
- Nearby parks: Liberty Park.
- Nearby schools: Farmersville High School and Freedom Elementary.

Vicinity Map



Project Illustration

Sector B: Audit Segment 5

Main Corridor: Farmersville Blvd

Existing Conditions

Farmersville Blvd is a north-south minor arterial four-lane road. The audit segment limits are from Walnut Ave south to the railroad tracks as shown in the Vicinity Map. The road is part of the Visalia Transit System Route #9 with (6) six service bus stops located at (as identified in the Vicinity Map):

- Farmersville Blvd/Ashley St (Shopping Center)
- Farmersville Blvd/Ball Park (Veterans Memorial Park)
- Farmersville Blvd/Citrus Dr (north/south directions)
- Farmersville Blvd/railroad crossing (north/south directions)

Road characteristics include:

- Partial segments of curb/gutter and sidewalk facilities.
- Missing segment of curb/gutter and sidewalk are shown in the Project Illustration.
- Approx. 85 ft. of sidewalk and curb/gutter needed.
- There is striping and markings on the road that include:
  - ⇒ Limit lines: End of most roadway stops.
  - ⇒ Nearest crosswalks: Farmersville Blvd/Walnut Ave and Farmersville Blvd/Citrus Dr.
  - ⇒ Nearest marking: “Slow School Xing”, “Signal Ahead”, “Stop Ahead” and “Railroad” markings.
- Pedestrian signals are only provided at the signalized intersection of Walnut Ave/Farmersville Blvd.
- There are no bicycle lanes or shared used trails facilities.

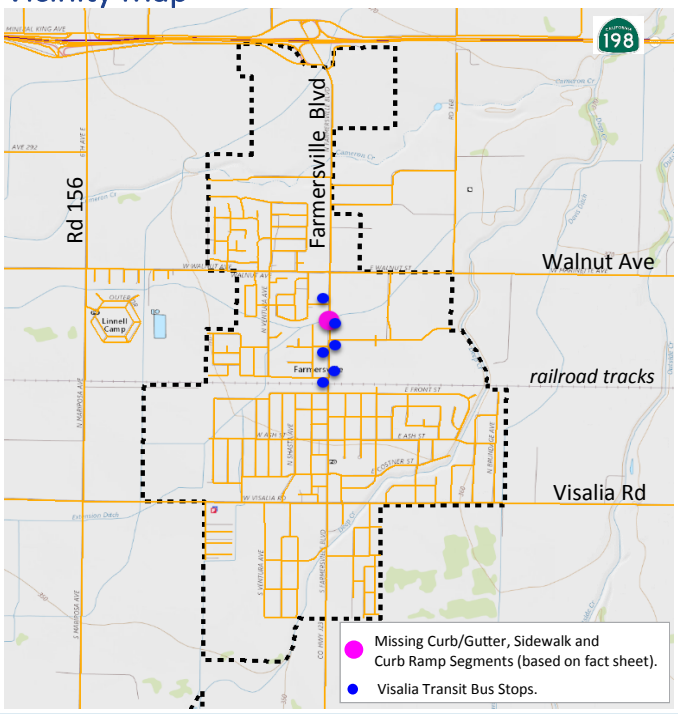
Key Issues

- Missing segments of curb/gutter and sidewalk to connect/conform to the existing curb/gutter and sidewalk facility needed to have a fully functional curb/gutter and sidewalk.
- Missing segment of curb/gutter and sidewalk are to meet current ADA standards.
- Audit Segment roadway is part of the planed Proposed Class 2 Bicycle Facility.

Nearby Uses Served

- Residential homes.
- Commercial businesses.
- Nearby parks: Veterans Memorial Park.
- Nearby schools: Farmersville High School and Freedom Elementary.

Vicinity Map



Project Illustration

Sector B: Audit Segment 6

Residential Roads: Linnell Ave/Citrus Dr

Existing Conditions

Linnell Ave (north-south) and Citrus Dr (east-west) are residential local two-lane roads that intersect one another. The audit segments limits are shown in the Project Illustration. Citrus Dr is an access road to Farmersville Blvd which is part of the Visalia Transit System Route #9 with (6) six service bus stops located at (as identified in the Vicinity Map):

- Farmersville Blvd/Ashley St (Shopping Center)
- Farmersville Blvd/Ball Park (Veterans Memorial Park)
- Farmersville Blvd/Citrus Dr (north/south directions)
- Farmersville Blvd/railroad crossing (north/south directions)

Road characteristics include:

- Partial segments of sidewalk and curb ramp facilities.
- Missing segment of sidewalk and curb ramps are shown in the Project Illustration.
- Approx. 1,970 ft. of sidewalk and four curb ramps needed.
- There is striping and markings on the road that include:
  - ⇒ Limit lines: End of most roadways.
  - ⇒ Nearest crosswalks: Farmersville Blvd/Citrus Dr
  - ⇒ Markings: "Stop Ahead", "Slow School Xing" and Railroad Crossing - Farmersville Blvd/Petunia St
- Nearest pedestrian signals : At the signalized intersection of Farmersville Blvd/Visalia Rd.
- There are no bicycle lanes or shared used trails facilities.

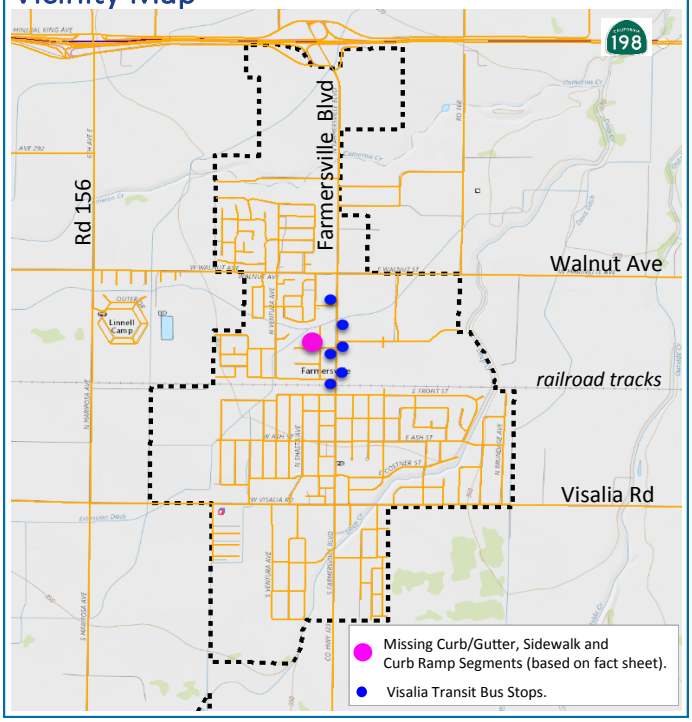
Key Issues

- Missing segments of sidewalk and curb ramps to connect/conform to the existing sidewalk facility needed to have fully functional sidewalk and curb ramp facilities.
- Missing segment of sidewalk and curb ramps are to meet current ADA standards.
- Citrus Dr is an access road to Farmersville Blvd which is a planed Proposed Class 2 Bicycle Facility.

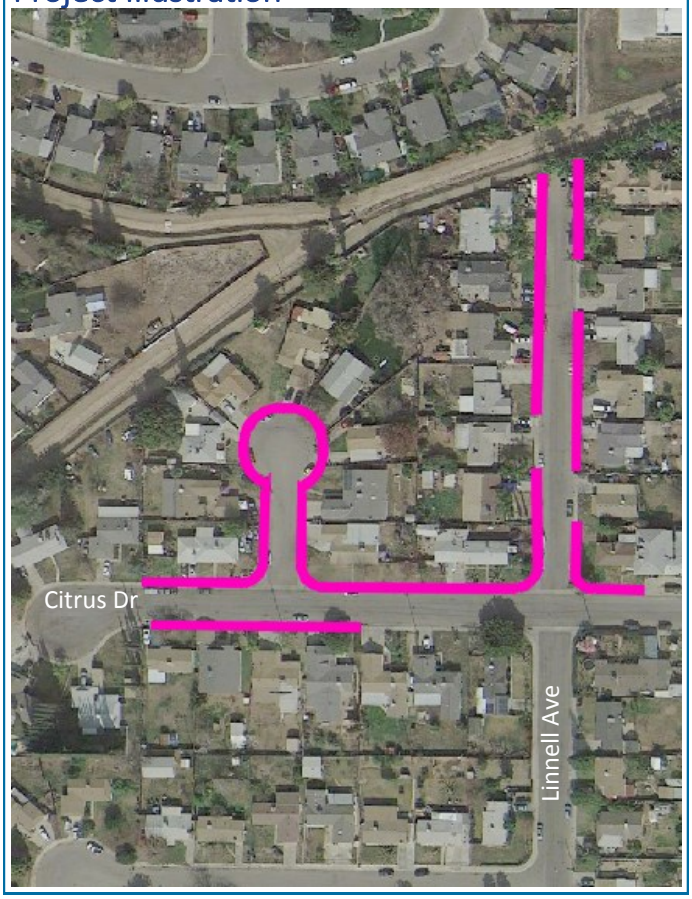
Nearby Uses Served

- Residential homes.
- Commercial businesses.
- Nearby parks: Veterans Memorial Park.
- Nearby schools: Farmersville High School and Freedom Elementary.

Vicinity Map



Project Illustration



Sector B: Audit Segment 7

Residential Roads:
Linnell Ave/Ponderosa St/Petunia St

Existing Conditions

Linnell Ave (north-south), Ponderosa St and Petunia St (east-west) are residential local two-lane roads that intersect one another. The audit segments limits are shown in the Project Illustration. Petunia St is an access road to Farmersville Blvd which is part of the Visalia Transit System Route #9 with (6) six service bus stops located at (as identified in the Vicinity Map):

- Farmersville Blvd/Ashley St (Shopping Center)
- Farmersville Blvd/Ball Park (Veterans Memorial Park)
- Farmersville Blvd/Citrus Dr (north/south directions)
- Farmersville Blvd/railroad crossing (north/south directions)

Road characteristics include:

- Partial segments of curb/gutter, sidewalk and curb ramp facilities.
- Missing segment of curb/gutter, sidewalk and curb ramps are shown in the Project Illustration (**A** denotes missing curb/gutter section; approx. 145 ft.).
- Approx. 745 ft. of curb/gutter, sidewalk and two curb ramps needed.
- There is striping and markings on the road that include:
  - ⇒ Limit lines: End of most roadways.
  - ⇒ Nearest crosswalks: Farmersville Blvd/Citrus Dr
  - ⇒ Markings: "Stop Ahead", "Slow School Xing" and Railroad Crossing - Farmersville Blvd/Petunia St
- Nearest pedestrian signals : At the signalized intersection of Farmersville Blvd/Visalia Rd.
- There are no bicycle lanes or shared used trails facilities.

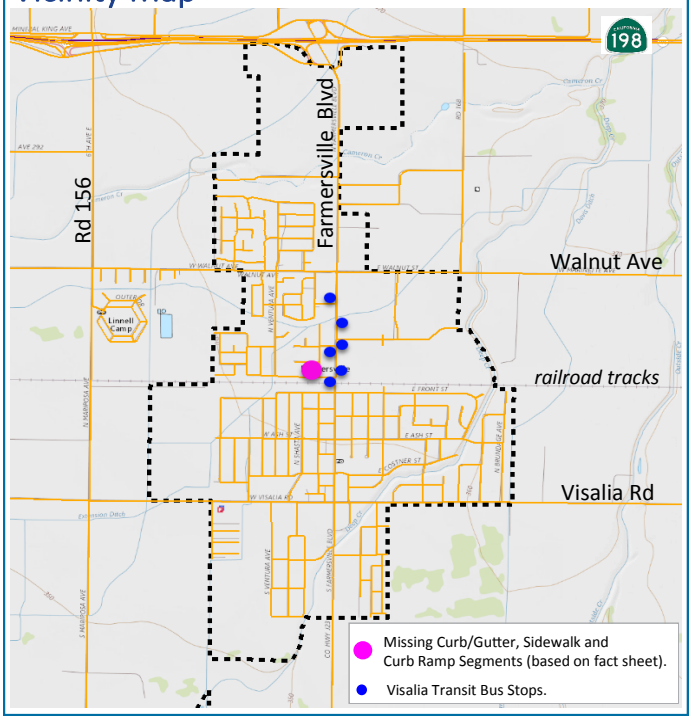
Key Issues

- Missing segments of curb/gutter, sidewalk and curb ramps to connect/conform to the existing curb/gutter and sidewalk facility needed to have fully functional curb/gutter, sidewalk and curb ramp facilities.
- Missing segment of curb/gutter, sidewalk and curb ramps are to meet current ADA standards.
- Citrus Dr is an access road to Farmersville Blvd which is a planed Proposed Class 2 Bicycle Facility.

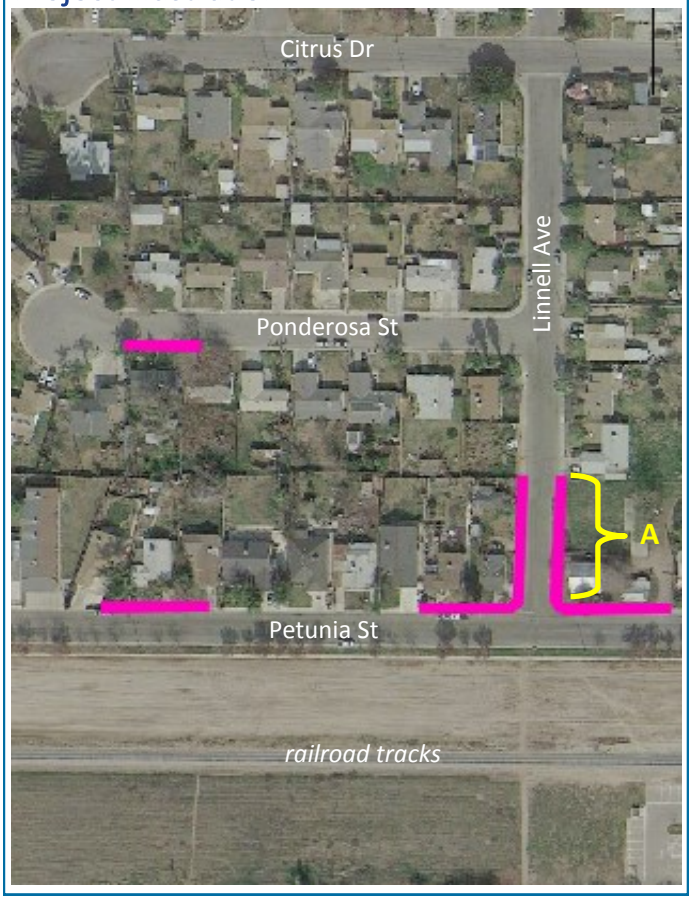
Nearby Uses Served

- Residential homes, Commercial businesses.
- Nearby parks: Veterans Memorial (Lone Oak) Park.
- Nearby schools: Farmersville High/Freedom Elementary.

Vicinity Map



Project Illustration



Sector C: Audit Segment 8

Main Corridor: Farmersville Blvd

Existing Conditions

Farmersville Blvd is a north-south minor arterial four-lane road. The audit segment limits are from Walnut Ave south to the railroad tracks as shown in the Vicinity Map. The audit segments limits are shown in the Project Illustration. Farmersville Blvd which is part of the Visalia Transit System Route #9 with (6) six service bus stops located at (as identified in the Vicinity Map):

- Farmersville Blvd/Ashley St (Shopping Center)
- Farmersville Blvd/Ball Park (Veterans Memorial Park)
- Farmersville Blvd/Citrus Dr (north/south directions)
- Farmersville Blvd/railroad crossing (north/south directions)

Road characteristics include:

- Partial segments of curb/gutter and sidewalk .
- Missing segment of curb/gutter and sidewalk are shown in the Project Illustration.
- Approx. 400 ft. of curb/gutter and sidewalk needed.
- There is striping and markings on the road that include:
  - ⇒ Limit lines: End of most roadways.
  - ⇒ Nearest crosswalks: Farmersville Blvd/Walnut Ave and Farmersville Blvd/Citrus Dr.
  - ⇒ Nearest markings: “Slow School Xing”, “Signal Ahead”, “Stop Ahead” and “Railroad” markings between Walnut Ave and Citrus Dr.
- Pedestrian signals are only provided at the signalized intersection of Walnut Ave/Farmersville Blvd.
- There are no bicycle lanes or shared used trails facilities.

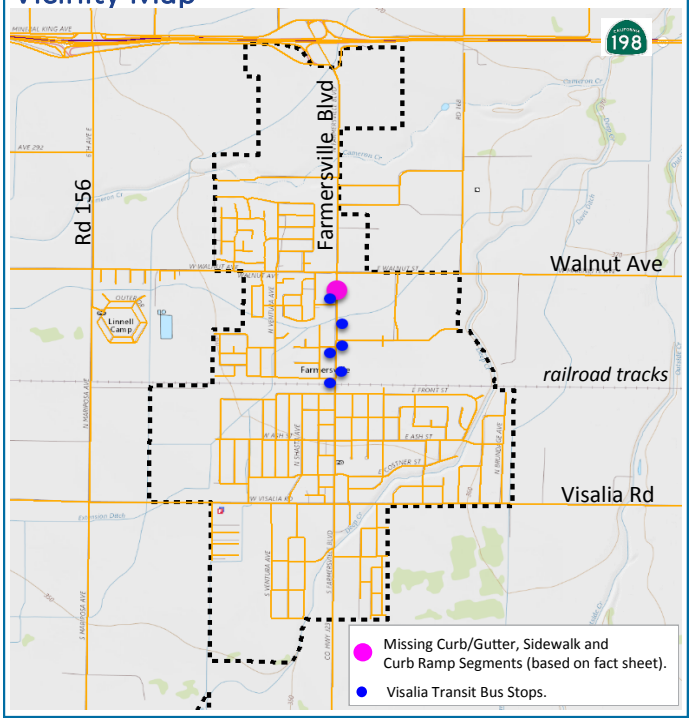
Key Issues

- Missing segments of curb/gutter and sidewalk to connect/conform to the existing curb/gutter and sidewalk facility needed to have fully functional curb/ gutter and sidewalk facilities.
- Missing segment of curb/gutter and sidewalk are to meet current ADA standards.
- Audit Segment roadway is part of the planed Proposed Class 2 Bicycle Facility.

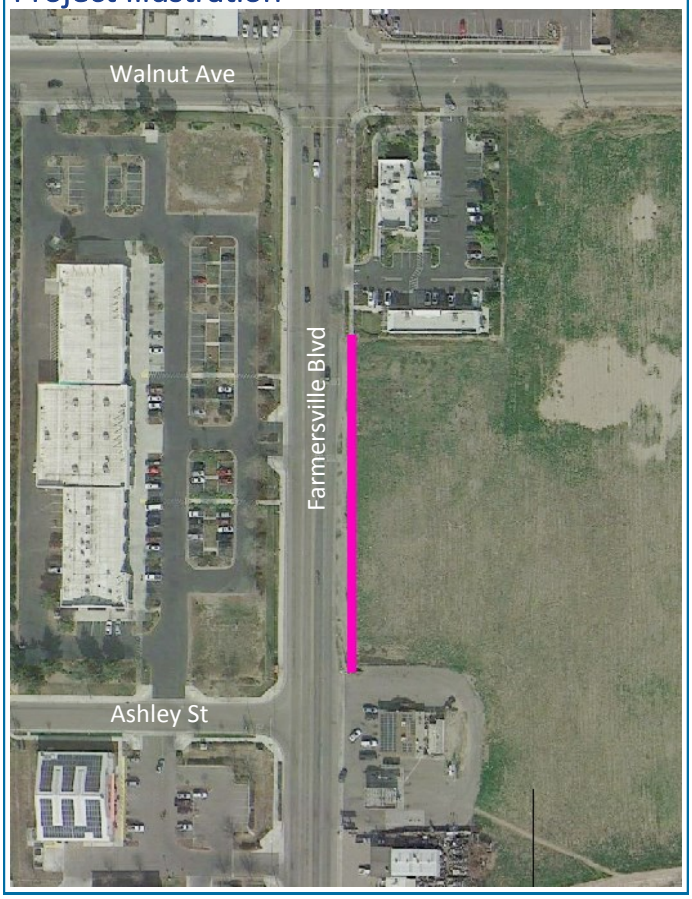
Nearby Uses Served

- Residential homes, Commercial businesses.
- Nearby parks: Veterans Memorial (Lone Oak) Park.
- Nearby schools: Farmersville High School.

Vicinity Map



Project Illustration



Sector C: Audit Segment 9

Main Corridor: Walnut Ave

Existing Conditions

Walnut Ave is a east-west minor arterial two-lane road. The audit segment limits are from Farmersville Blvd east to the edge of the city limits as shown in the Vicinity Map. The road segment west of Farmersville Blvd is part of the Visalia Transit System Route #9 with (3) three service bus stops located at (as identified in the Vicinity Map):

- Walnut Ave/Mathew Ave
- Walnut Ave/Franquette Ave
- Walnut Ave/ Hartley Ave

Road characteristics include:

- Partial segments of curb/gutter and sidewalk facilities.
- Missing segment of curb/gutter and sidewalk are shown in the Project Illustration.
- Approx. 1,095 ft. of sidewalk and curb/gutter needed.
- There is striping and markings on the road that include:
  - ⇒ Limit lines: none.
  - ⇒ Nearest crosswalks: Walnut Ave/Farmersville Blvd and Walnut Ave/Freedom Dr.
  - ⇒ Nearest marking: "School Ahead" and "Signal Ahead" markings - Walnut Ave/Freedom Dr.
- Nearest pedestrian signals: At the signalized intersection of Walnut Ave/Farmersville Blvd.
- There are no bicycle lanes/shared used trails facilities.

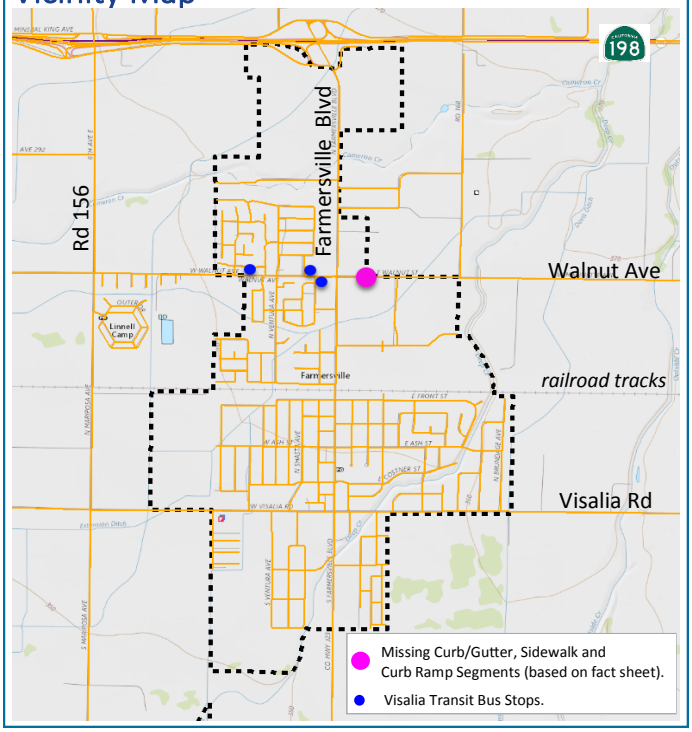
Key Issues

- Missing segments of curb/gutter and sidewalk to connect/conform to the existing curb/gutter and sidewalk facility needed to have fully functional curb/gutter and sidewalk facilities.
- Missing segment of curb/gutter and sidewalk are to meet current ADA standards.
- Audit Segment roadway is part of the planed Proposed Class 2 Bicycle Facility.

Nearby Uses Served

- Residential homes.
- Commercial businesses.
- Industrial businesses.
- Nearby parks: Veterans Memorial Park.
- Nearby schools: Farmersville High School and Freedom Elementary.

Vicinity Map



Project Illustration

Sector C: Audit Segment 10

School Access Road: Freedom Dr

Existing Conditions

Freedom Dr is a north-south local two-lane road. The audit segments limits are shown in the Project Illustration. Farmersville Blvd which is part of the Visalia Transit System Route #9 with (6) six service bus stops located at (as identified in the Vicinity Map) are approximately 1/4 of a mile from Freedom Dr access entry points:

- Farmersville Blvd/Ashley St (Shopping Center)
- Farmersville Blvd/Ball Park (Veterans Memorial Park)
- Farmersville Blvd/Citrus Dr (north/south directions)
- Farmersville Blvd/railroad crossing (north/south directions)

Road characteristics include:

- Partial segments of sidewalk .
- Missing segment of sidewalk are shown in the Project Illustration.
- Approx. 1,475 ft. of sidewalk needed.
- There is striping and markings on the road that include:
  - ⇒ Limit lines: End of most roadways.
  - ⇒ Nearest crosswalks: Farmersville Blvd/Walnut Ave and Farmersville Blvd/Freedom Dr.
  - ⇒ Nearest markings: "School" - Farmersville Blvd/ Freedom Dr.
- Nearest pedestrian signals: At the signalized intersection of Walnut Ave/Farmersville Blvd.
- There are no bicycle lanes or shared used trails facilities.

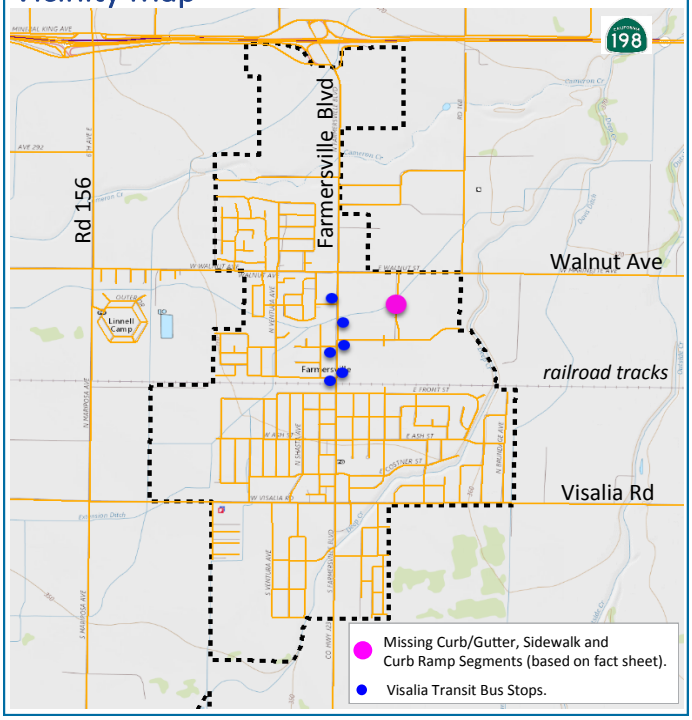
Key Issues

- Missing segments of curb/gutter and sidewalk to connect/conform to the existing curb/gutter and sidewalk facility needed to have fully functional curb/ gutter and sidewalk facilities.
- Missing segment of curb/gutter and sidewalk are to meet current ADA standards.
- Audit Segment roadway is part of the planed Proposed Class 2 Bicycle Facility.

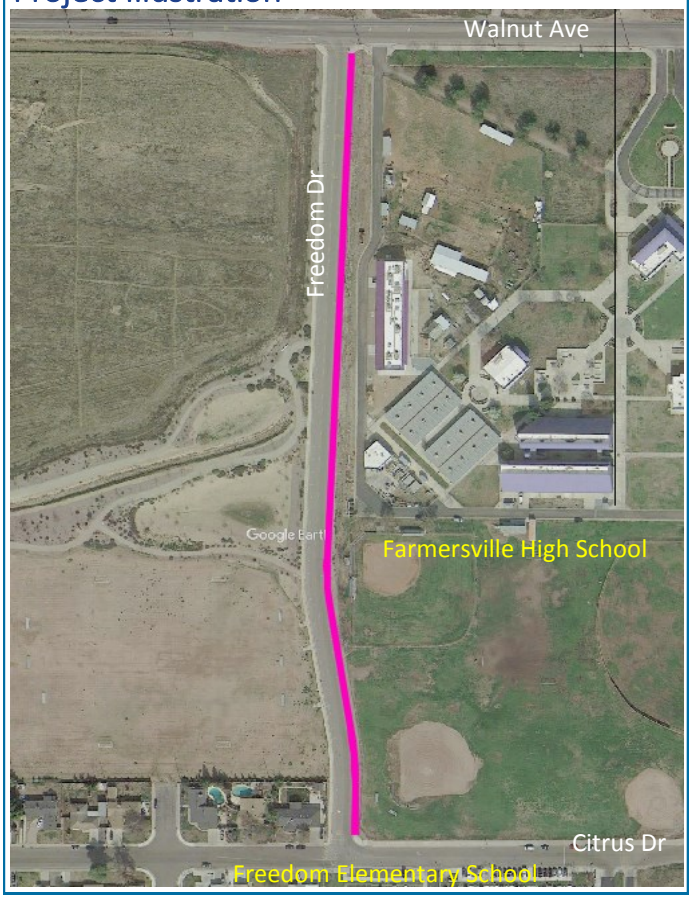
Nearby Uses Served

- Residential homes.
- Commercial businesses.
- Nearby parks: Veterans Memorial Park.
- Nearby schools: Farmersville High School and Freedom Elementary.

Vicinity Map



Project Illustration



Sector D: Audit Segment 11

Residential Roads:
Cottonwood St/Shasta Ave/Linnell Ave

Existing Conditions

Cottonwood St (east-west), Shasta Ave and Linnell Ave (north-south) are residential local two-lane roads that intersect one another. The audit segments limits are shown in the Project Illustration. Cottonwood St is an access road to Farmersville Blvd which is part of the Visalia Transit System Route #9 with (3) three service bus stops located at (as identified in the Vicinity Map):

- Farmersville Blvd/Ash St (Shopping Center)
- Farmersville Blvd/Visalia Rd (north/south directions)

Road characteristics include:

- Partial segments of sidewalk and curb ramps.
- Missing segment of sidewalk and curb ramps are shown in the Project Illustration.
- Approx. 960 ft. of sidewalk and three curb ramps needed.
- There is striping and markings on the road that include:
  - ⇒ Limit lines: End of most roadways.
  - ⇒ Nearest crosswalks: Farmersville Blvd/Front St and Farmersville Blvd/Ash St.
  - ⇒ Nearest markings: "Stop" - Farmersville Blvd/ Front St, "Stop Ahead" - Farmersville Blvd/ Pepper St.
- Nearest pedestrian signals: At the signalized intersection of Farmersville Blvd/Visalia Rd.

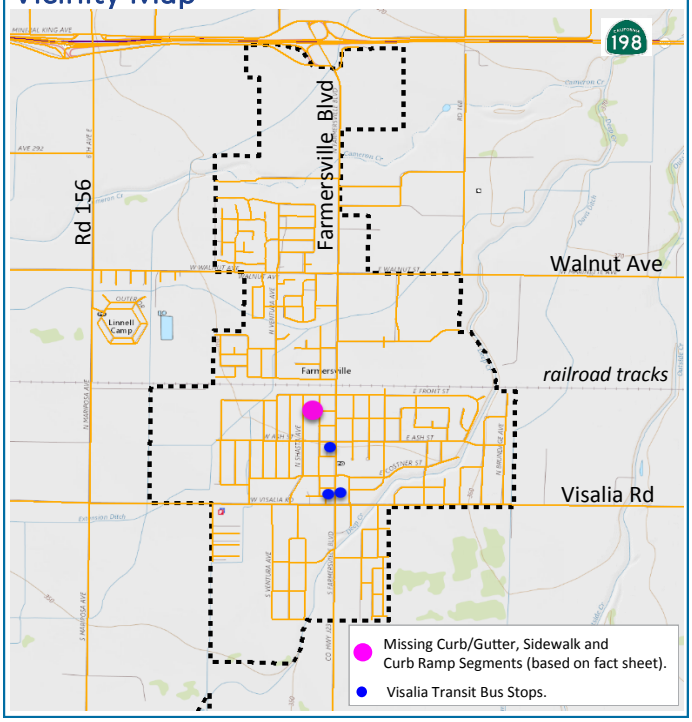
Key Issues

- Missing segments of sidewalk to connect/conform to the existing sidewalk facility needed to have fully functional sidewalk facilities and curb ramps.
- Missing segment sidewalk and curb ramps are to meet current ADA standards.
- Cotton St is an access road to Farmersville Blvd which is proposed to have a Class 2 Bicycle Facility.
- Front St is proposed to have a Class 2 Bicycle Facility and Shasta Ave is proposed to have a Class 3 Bicycle Facility.

Nearby Uses Served

- Residential homes.
- Commercial businesses.
- Nearby parks: Jennings Park.
- Nearby schools: Farmersville Junior High School.

Vicinity Map



Project Illustration

Sector D: Audit Segment 12

Residential Roads: Linnell Ave/Yew St

Existing Conditions

Linnell Ave (north-south) and Yew St (east-west) are residential local two-lane roads that intersect one another. The audit segments limits are shown in the Project Illustration. Yew St is an access road to Farmersville Blvd which is part of the Visalia Transit System Route #9 with (3) three service bus stops located at (as identified in the Vicinity Map):

- Farmersville Blvd/Ash St (Shopping Center)
- Farmersville Blvd/Visalia Rd (north/south directions)

Road characteristics include:

- Partial segments of sidewalk and curb ramps.
- Missing segment of sidewalk and curb ramps are shown in the Project Illustration.
- Approx. 445 ft. of sidewalk and one curb ramp needed.
- There is striping and markings on the road that include:
  - ⇒ Limit lines: End of most roadways.
  - ⇒ Nearest crosswalks: Farmersville Blvd/Front St and Farmersville Blvd/Ash St.
  - ⇒ Nearest markings: “Stop Ahead” - Farmersville Blvd/Pepper St.
- Nearest pedestrian signals : At the signalized intersection of Farmersville Blvd/Visalia Rd.
- There are no bicycle lanes or shared used trails facilities.

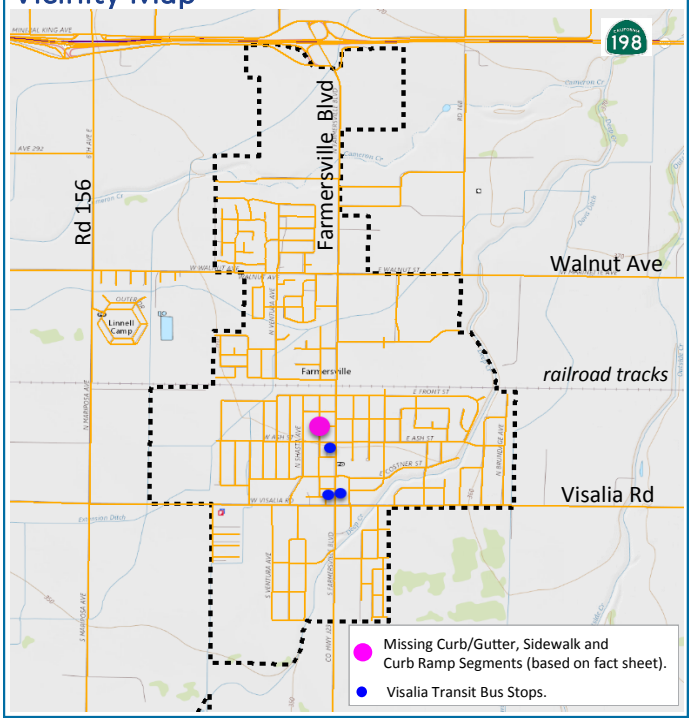
Key Issues

- Missing segments of sidewalk to connect/conform to the existing sidewalk facility needed to have fully functional sidewalk facilities and curb ramps.
- Missing segment sidewalk and curb ramps are to meet current ADA standards.
- Yew St is an access road to Farmersville Blvd which is proposed to have a Class 2 Bicycle Facility.
- Ash St and Shasta Ave are proposed to have a Class 3 Bicycle Facility.

Nearby Uses Served

- Residential homes.
- Commercial businesses.
- Nearby parks: Jennings Park.
- Nearby schools: Farmersville Junior High School.

Vicinity Map



Project Illustration

Sector D: Audit Segment 13

Residential Roads: Linnell Ave/Elm St

Existing Conditions

Linnell Ave (north-south) and Elm St (east-west) are residential local two-lane roads that intersect one another. The audit segments limits are shown in the Project Illustration. Elm St is an access road to Farmersville Blvd which is part of the Visalia Transit System Route #9 with (3) three service bus stops located at (as identified in the Vicinity Map):

- Farmersville Blvd/Ash St (Shopping Center)
- Farmersville Blvd/Visalia Rd (north/south directions)

Road characteristics include:

- Partial segments of sidewalk and curb ramps.
- Missing segment of sidewalk and curb ramps are shown in the Project Illustration.
- Approx. 400 ft. of sidewalk and two curb ramps needed.
- There is striping and markings on the road that include:
  - ⇒ Limit lines: End of most roadways.
  - ⇒ Nearest crosswalks: Farmersville Blvd/Ash St and Farmersville/Costner St.
  - ⇒ Nearest markings: "Ped Xing" and "Stop Ahead" - Farmersville Blvd/Elm St.
- Nearest pedestrian signals: at the signalized intersection of Farmersville Blvd/Visalia Rd.
- There are no bicycle lanes or shared used trails facilities.

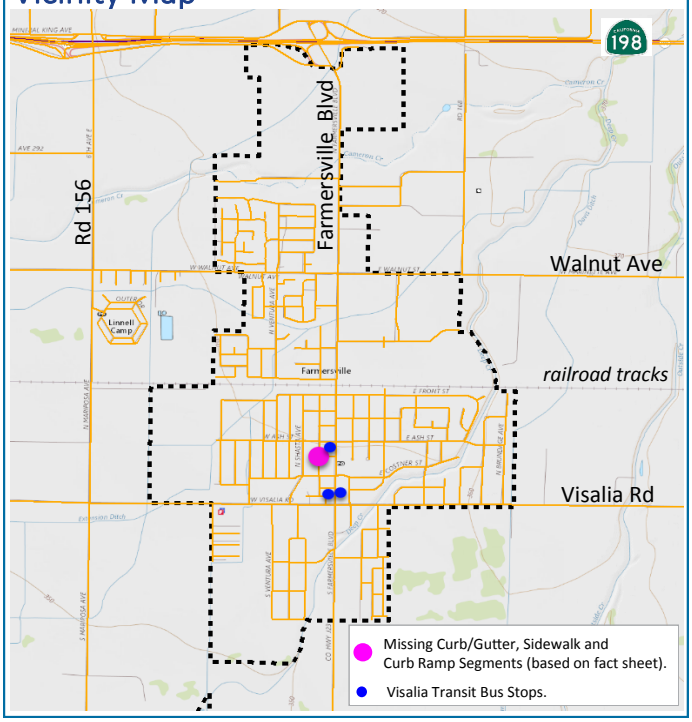
Key Issues

- Missing segments of sidewalk to connect/conform to the existing sidewalk facility needed to have fully functional sidewalk facilities and curb ramps.
- Missing segment sidewalk and curb ramps are to meet current ADA standards.
- Elm St is an access road to Farmersville Blvd which is proposed to have a Class 2 Bicycle Facility.
- Ash St, Costner St and Shasta Ave are proposed to have a Class 3 Bicycle Facility.

Nearby Uses Served

- Residential homes.
- Commercial businesses.
- Nearby parks: Jennings Park.
- Nearby schools: Farmersville Junior High School.

Vicinity Map



Project Illustration

Sector D: Audit Segment 14

Residential Roads: Costner St

Existing Conditions

Costner St (east-west) is a residential local two-lane road. The audit segments limits are shown in the Project Illustration. Costner St is an access road to Farmersville Blvd which is part of the Visalia Transit System Route #9 with (3) three service bus stops located at (as identified in the Vicinity Map):

- Farmersville Blvd/Ash St (Shopping Center)
- Farmersville Blvd/Visalia Rd (north/south directions)

Road characteristics include:

- Partial segments of sidewalk and curb ramps.
- Missing segment of sidewalk and curb ramp are shown in the Project Illustration.
- Approx. 160 ft. of sidewalk, curb/gutter and one curb ramp needed.
- There is striping and markings on the road that include:
  - ⇒ Limit lines: End of all roadways.
  - ⇒ Nearest crosswalks: Farmersville Blvd/Ash St, Farmersville Blvd/Costner and Farmersville Blvd/ Visalia Rd.
  - ⇒ Nearest markings: "Ped Xing" and "Stop Ahead" - Farmersville Blvd/Elm St and Costner St.
- Nearest pedestrian signals: At the signalized intersection of Farmersville Blvd/Visalia Rd.
- There are no bicycle lanes or shared used trails facilities.

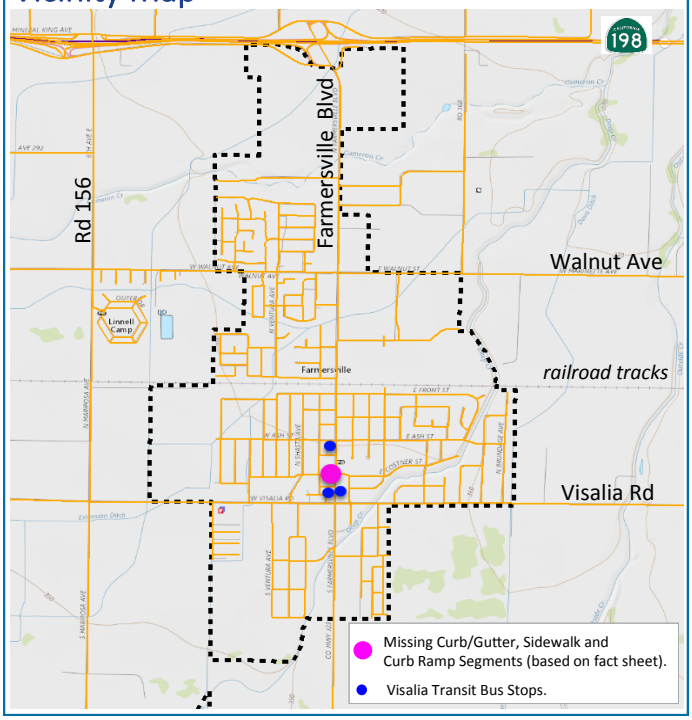
Key Issues

- Missing segments of sidewalk to connect/conform to the existing sidewalk facility needed to have fully functional sidewalk facility and curb ramp.
- Missing segment sidewalk and curb ramp are to meet current ADA standards.
- Costner St is an access road to Farmersville Blvd which is proposed to have a Class 2 Bicycle Facility.

Nearby Uses Served

- Residential homes.
- Commercial businesses.
- Nearby parks: Jennings Park.
- Nearby schools: Farmersville Junior High School.

Vicinity Map



Project Illustration

Sector D: Audit Segment 15

Residential Roads:
Linnell Ave/Birch St/Peco St

Existing Conditions

Linnell Ave (north-south), Birth St and Peco St (east-west) are residential local two-lane roads that intersect. The audit segments limits are shown in the Project Illustration. Birch St is an access road to Farmersville Blvd which is part of the Visalia Transit System Route #9 with (3) three service bus stops located at (as identified in the Vicinity Map):

- Farmersville Blvd/Ash St (Shopping Center)
- Farmersville Blvd/Visalia Rd (north/south directions)

Road characteristics include:

- Partial segments of sidewalk, curb/gutter and curb ramps.
- Missing segment of sidewalk, curb/gutter and curb ramps are shown in the Project Illustration (**A** denotes missing curb/gutter section).
- Approx. 1,160 ft. of sidewalk, 595 ft. of curb/gutter and four curb ramps needed.
- There is striping and markings on the road that include:
  - ⇒ Limit lines: End of all roadways.
  - ⇒ Nearest crosswalks: Farmersville Blvd/Costner St and Farmersville Blvd/Visalia Rd.
  - ⇒ Nearest markings: "Ped Xing" and "Stop Ahead" - Farmersville Blvd/Elm St and Costner St.
- Nearest pedestrian signals: At the signalized intersection of Farmersville Blvd/Visalia Rd.
- There are no bicycle lanes or shared used trails facilities.

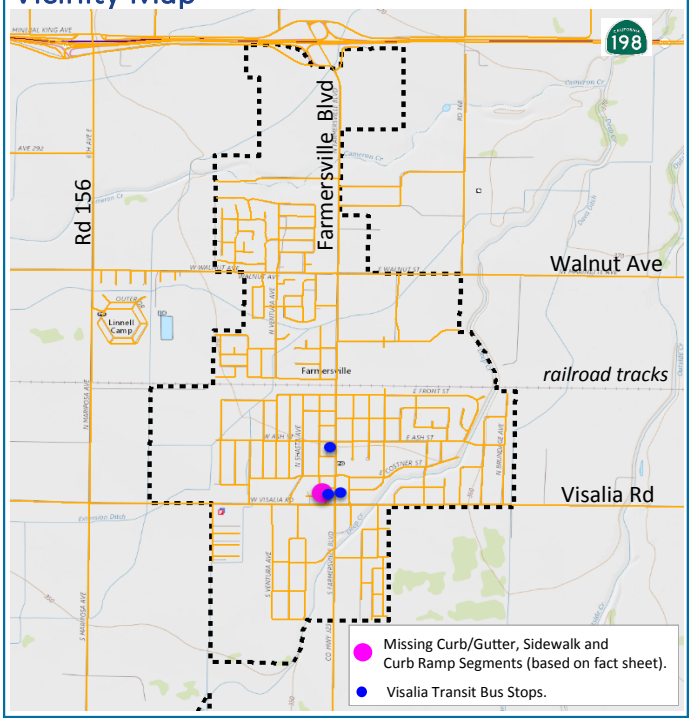
Key Issues

- Missing segments of sidewalk and curb/gutter to connect/conform to the existing sidewalk facility needed to have fully functional sidewalk, curb/gutter and curb ramp facilities.
- Missing segment sidewalk, curb/gutter and curb ramps are to meet current ADA standards.
- Costner St is an access road to Farmersville Blvd which is proposed to have a Class 2 Bicycle Facility.

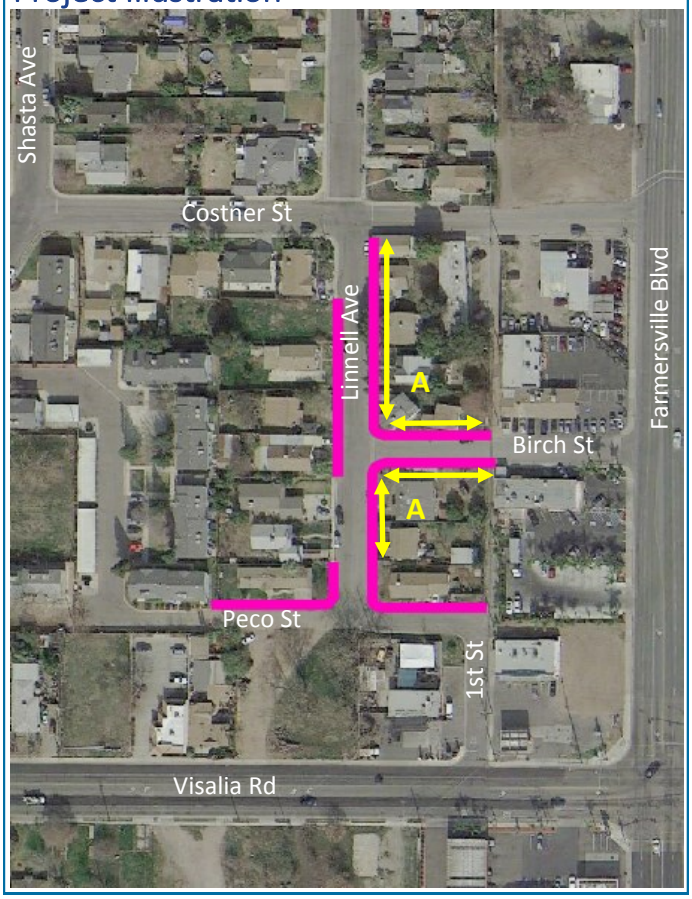
Nearby Uses Served

- Residential homes.
- Commercial businesses.
- Nearby parks: Jennings Park.
- Nearby schools: Farmersville Junior High School.

Vicinity Map



Project Illustration



Sector E: Audit Segment 16

Residential Roads: Front St

Existing Conditions

Front St (east-west) is a residential local two-lane road. The audit segments limits are shown in the Project Illustration. Front St is an access road to Farmersville Blvd which is part of the Visalia Transit System Route #9 with (3) three service bus stops located at (as identified in the Vicinity Map):

- Farmersville Blvd/Ash St (Shopping Center)
- Farmersville Blvd/Visalia Rd (north/south directions)

Road characteristics include:

- Partial segments of sidewalk and curb ramps.
- Missing segment of sidewalk and curb ramp are shown in the Project Illustration.
- Approx. 360 ft. of sidewalk and <u>one</u> curb ramp needed.
- There is striping and markings on the road that include:
  - ⇒ Limit lines: End of most roadways stops.
  - ⇒ Nearest crosswalks: Front St/Rose Ave and Farmersville Blvd/Front St.
  - ⇒ Nearest markings: “Slow School Xing” - Rose Ave.
- Nearest pedestrian signals : At the signalized intersection of Farmersville Blvd/Visalia Rd.
- There are no bicycle lanes or shared used trails facilities.

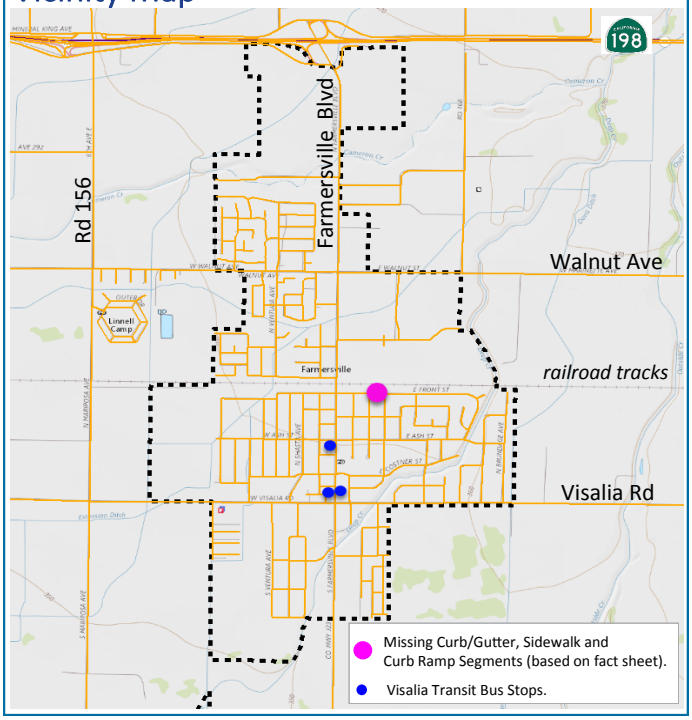
Key Issues

- Missing segments of sidewalk to connect/conform to the existing sidewalk facility needed to have fully functional sidewalk and curb ramp facilities.
- Missing segment sidewalk and curb ramp are to meet current ADA standards.
- Front St is an access road to Farmersville Blvd which is proposed to have a Class 2 Bicycle Facility.
- Front St is proposed to have a Class 2 Bicycle Facility and Rose Ave is proposed to have a Class 3 Bicycle Facility.

Nearby Uses Served

- Residential homes.
- Commercial businesses.
- Nearby parks: Armstrong Park.
- Nearby schools: J E Hester Pilot School.

Vicinity Map



Project Illustration

Sector E: Audit Segment 17

Residential Roads:
Pepper St/Magnolia Ave/Camelia Ave/Rose Ave

Existing Conditions

Pepper St (east-west), Magnolia Ave, Camelia Ave and Rose Ave (north-south) are residential local two-lane roads. The audit segments limits are shown in the Project Illustration. Pepper St is an access road to Farmersville Blvd which is part of the Visalia Transit System Route #9 with (3) three service bus stops located at (as identified in the Vicinity Map):

- Farmersville Blvd/Ash St (Shopping Center)
- Farmersville Blvd/Visalia Rd (north/south directions)

Road characteristics include:

- Partial segments of sidewalk and curb ramps.
- Missing segment of sidewalk and curb ramps are shown in the Project Illustration.
- Approx. 2,240 ft. of sidewalk and six curb ramps needed.
- There is striping and markings on the road that include:
  - ⇒ Limit lines: End of most roadways stops.
  - ⇒ Nearest crosswalks: Front St/Rose Ave, Rose Ave/Ash St, Farmersville Blvd/Front St and Farmersville Blvd/Ash St.
  - ⇒ Nearest markings: "Slow School Xing" - Rose Ave, Pepper St and Ash St.
- Nearest pedestrian signals : At the signalized intersection of Farmersville Blvd/Visalia Rd.
- There are no bicycle lanes or shared used trails facilities.

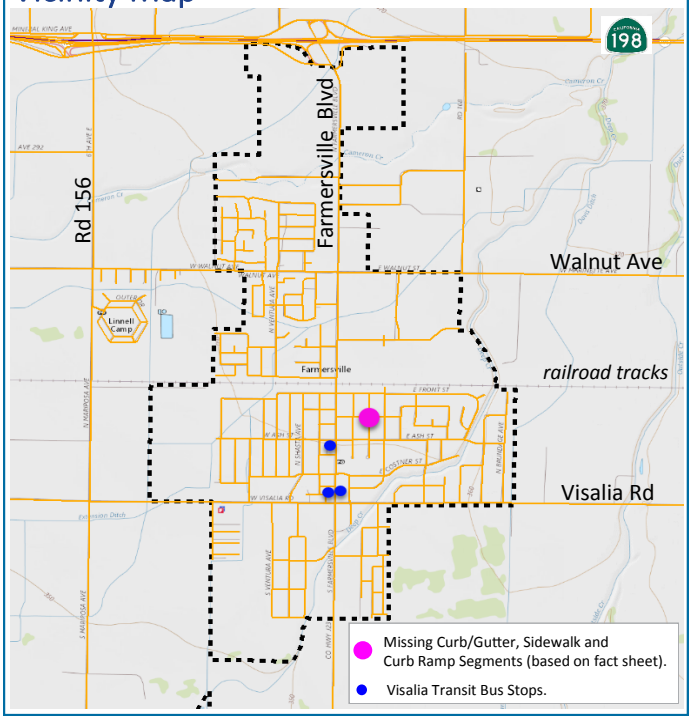
Key Issues

- Missing segments of sidewalk to connect/conform to the existing sidewalk facility needed to have fully functional sidewalk and curb ramp facilities.
- Missing segment sidewalk and curb ramps are to meet current ADA standards.
- Pepper St is an access road to Farmersville Blvd which is proposed to have a Class 2 Bicycle Facility.
- Front St is proposed to have a Class 2 Bicycle Facility and Rose Ave is proposed to have a Class 3 Bicycle Facility.

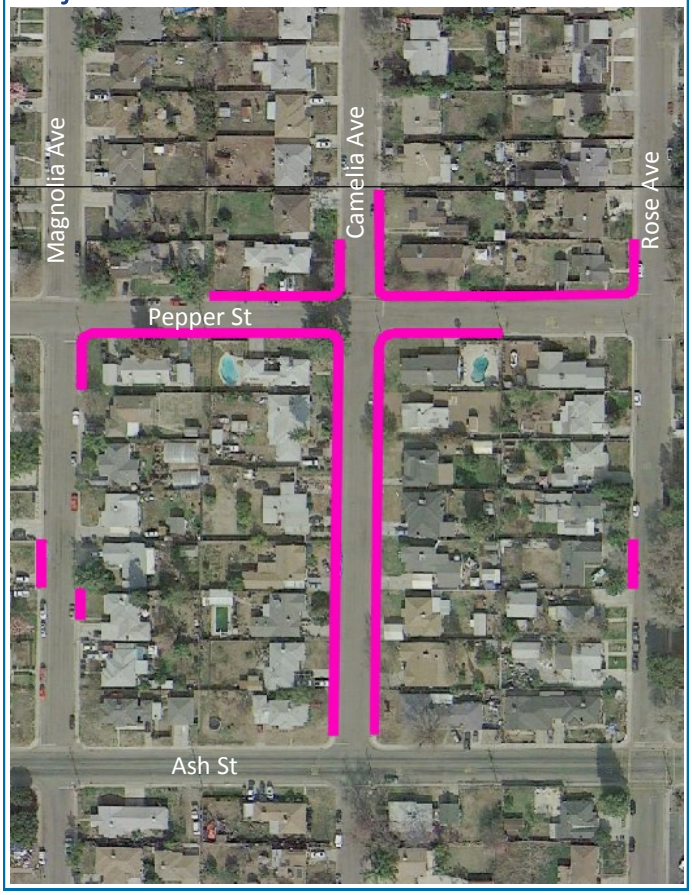
Nearby Uses Served

- Residential homes.
- Commercial businesses.
- Nearby parks: Armstrong Park.
- Nearby schools: J E Hester Pilot School.

Vicinity Map



Project Illustration



Sector E: Audit Segment 18

Residential Roads: Pepper St/Rose Ave

Existing Conditions

Pepper St (east-west), Magnolia Ave, Camelia Ave and Rose Ave (north-south) are residential local two-lane roads. The audit segments limits are shown in the Project Illustration. Pepper St is an access road to Farmersville Blvd which is part of the Visalia Transit System Route #9 with (3) three service bus stops located at (as identified in the Vicinity Map):

- Farmersville Blvd/Ash St (Shopping Center)
- Farmersville Blvd/Visalia Rd (north/south directions)

Road characteristics include:

- Partial segments of sidewalk and curb ramps.
- Missing segment of sidewalk and curb ramps are shown in the Project Illustration.
- Approx. 500 ft. of sidewalk and two curb ramps needed.
- There is striping and markings on the road that include:
  - ⇒ Limit lines: End of most roadways stops.
  - ⇒ Nearest crosswalks: Front St/Rose, Rose Ave/ Ash St, Farmersville Blvd/Front St and Farmersville Blvd/Ash St.
  - ⇒ Nearest markings: “Slow School Xing” - Rose Ave, Pepper St and Ash St.
- Nearest pedestrian signals : At the signalized intersection of Farmersville Blvd/Visalia Rd.
- There are no bicycle lanes or shared used trails facilities.

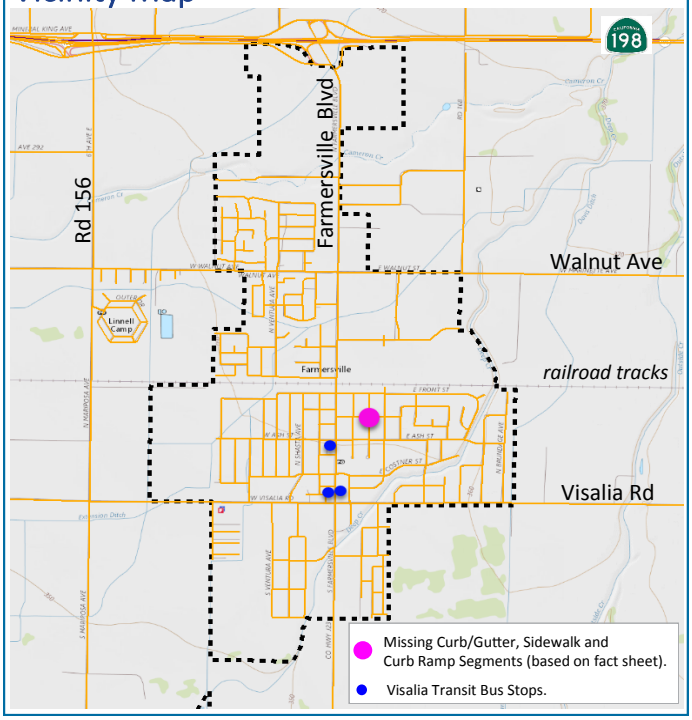
Key Issues

- Missing segments of sidewalk to connect/conform to the existing sidewalk facility needed to have fully functional sidewalk and curb ramp facilities.
- Missing segment sidewalk and curb ramps are to meet current ADA standards.
- Pepper St is an access road to Farmersville Blvd which is proposed to have a Class 2 Bicycle Facility.
- Front St is proposed to have a Class 2 Bicycle Facility and Rose Ave is proposed to have a Class 3 Bicycle Facility.

Nearby Uses Served

- Residential homes.
- Commercial businesses.
- Nearby parks: Armstrong Park.
- Nearby schools: J E Hester Pilot School.

Vicinity Map



Project Illustration

Sector E: Audit Segment 19

Residential Roads: Magnolia Ave/Camelia Ave

Existing Conditions

Magnolia Ave and Camelia Ave (north-south) are residential local two-lane roads. The audit segments limits are shown in the Project Illustration. Ash St intersects both Magnolia and Camelia Ave's and is also an access road to Farmersville Blvd which is part of the Visalia Transit System Route #9 with (3) three service bus stops located at (as identified in the Vicinity Map):

- Farmersville Blvd/Ash St (Shopping Center)
- Farmersville Blvd/Visalia Rd (north/south directions)

Road characteristics include:

- Partial segments of sidewalk and curb ramps.
- Missing segment of sidewalk and curb ramp are shown in the Project Illustration.
- Approx. 1,295 ft. of sidewalk and one curb ramp needed.
- There is striping and markings on the road that include:
  - ⇒ Limit lines: End of most roadways stops.
  - ⇒ Nearest crosswalks: Rose Ave/Ash St and Farmersville Blvd/Ash St.
  - ⇒ Nearest markings: "Slow School Xing" - Ash St, Rose Ave, Pepper St and "Stop" - Ash St/Rose Ave.
- Nearest pedestrian signals : At the signalized intersection of Farmersville Blvd/Visalia Rd.
- There are no bicycle lanes or shared used trails facilities.

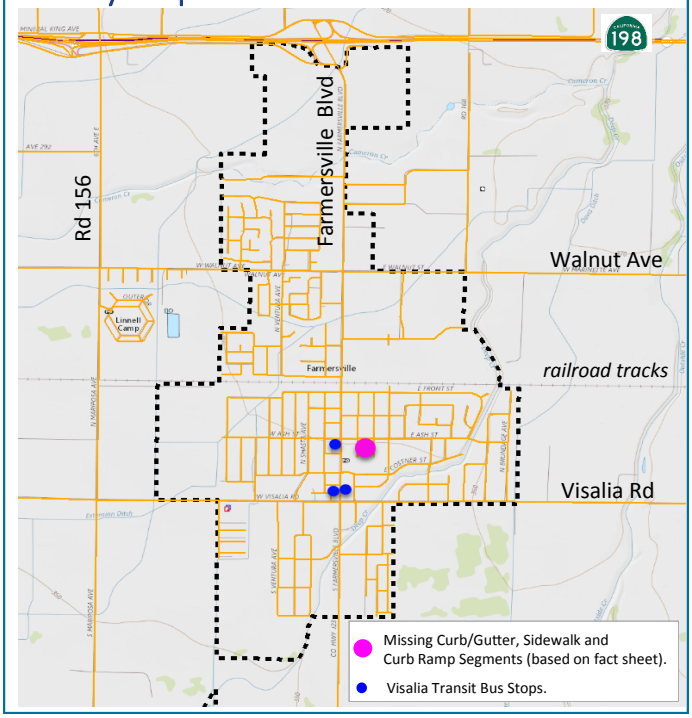
Key Issues

- Missing segments of sidewalk to connect/conform to the existing sidewalk facility needed to have fully functional sidewalk and curb ramp facilities.
- Missing segment sidewalk and curb ramp are to meet current ADA standards.
- Ash St is an access road to Farmersville Blvd which is proposed to have a Class 2 Bicycle Facility.
- Ash St is proposed to have a Class 3 Bicycle Facility .

Nearby Uses Served

- Residential homes.
- Commercial businesses.
- Nearby parks: Armstrong Park.
- Nearby schools: J E Hester Pilot School.

Vicinity Map



Project Illustration

Sector E: Audit Segment 20

Residential Roads: Magnolia Ave/Costner St

Existing Conditions

Magnolia Ave (north-south) and Costner St (east-west) are residential local two-lane roads that intersect one another. The audit segments limits are shown in the Project Illustration. Costner St is an access road to Farmersville Blvd which is part of the Visalia Transit System Route #9 with (3) three service bus stops located at (as identified in the Vicinity Map):

- Farmersville Blvd/Ash St (Shopping Center)
- Farmersville Blvd/Visalia Rd (north/south directions)

Road characteristics include:

- Partial segments of sidewalk and curb ramps.
- Missing segment of sidewalk and curb ramps are shown in the Project Illustration.
- Approx. 780 ft. of sidewalk and three curb ramps needed.
- There is striping and markings on the road that include:
  - ⇒ Limit lines: End of most roadways stops.
  - ⇒ Nearest crosswalks: Farmersville Blvd/Costner St, Farmersville Blvd/Visalia Rd, Magnolia Ave/ Visalia Rd and Rose Ave/Costner Ave.
  - ⇒ Nearest markings: "Ped Xing" - Farmersville Blvd, "Slow School Xing" - Costner St and "Stop" - Magnolia Ave/Visalia Rd.
- Nearest pedestrian signals : At the signalized intersection of Farmersville Blvd/Visalia Rd.
- There are no bicycle lanes or shared used trails facilities.

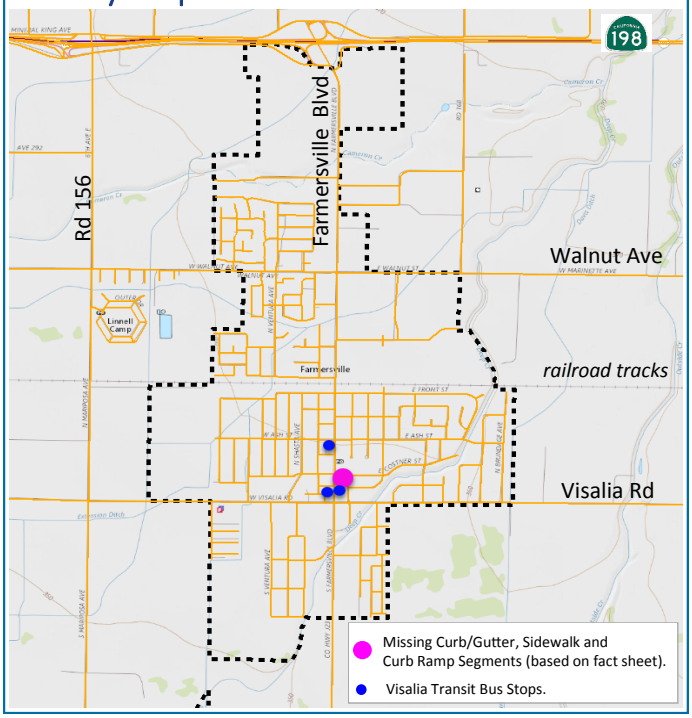
Key Issues

- Missing segments of sidewalk to connect/conform to the existing sidewalk facility needed to have fully functional sidewalk and curb ramp facilities.
- Missing segment sidewalk and curb ramps are to meet current ADA standards.
- Costner St is an access road to Farmersville Blvd which is proposed to have a Class 2 Bicycle Facility.
- Visalia Rd is proposed to have a Class 2 Bicycle Facility.

Nearby Uses Served

- Residential homes.
- Commercial businesses.
- Nearby parks: Armstrong
- Nearby schools: J E Hester Pilot School.

Vicinity Map



Project Illustration

Sector E: Audit Segment 21

Residential Roads: Larry St

Existing Conditions

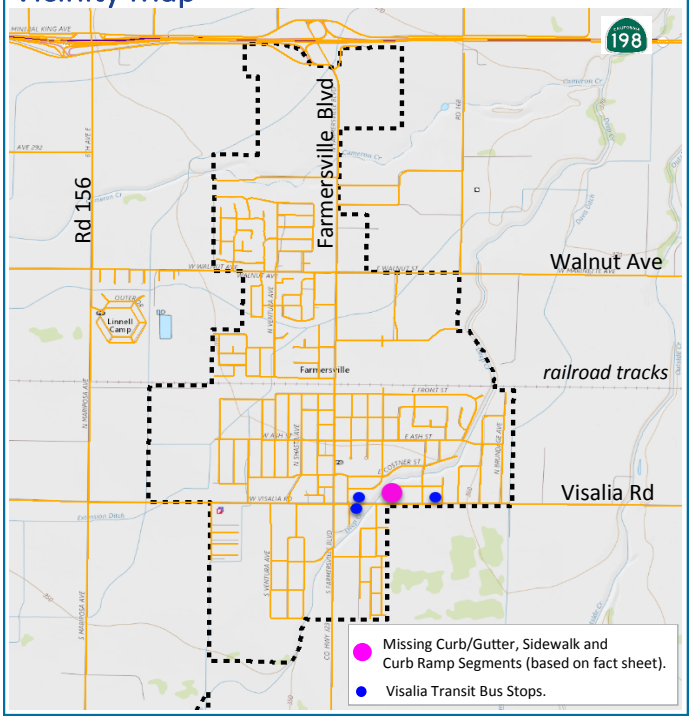
Larry St (north-south and east west) is a residential local two-lane road. The audit segments limits are shown in the Project Illustration. Larry St is an access road to Visalia Rd which is part of the Visalia Transit System Route #9 with (3) three service bus stops located at (as identified in the Vicinity Map):

- Visalia Rd/Magnolia Ave (east/west directions)
- Visalia Rd/Gene Ave (west direction)

Road characteristics include:

- Partial segments of sidewalk.
- Missing segment of sidewalk and driveway are shown in the Project Illustration (**A** denotes missing driveway section).
- Approx. 295 ft. of sidewalk and one driveway needed.
- There is striping and markings on the road that include:
  - ⇒ Limit lines: End of roadways stops.
  - ⇒ Nearest crosswalks: Larry St/Visalia Rd, Hester Ave/Visalia Rd, Magnolia Ave/Visalia Rd and Farmersville Blvd/Visalia Rd.
  - ⇒ Nearest markings: "Stop" - Larry St/Visalia Rd, Hester Ave/Visalia Rd and Magnolia Ave/Visalia Rd.
- Nearest pedestrian signals : At the signalized intersection of Farmersville Blvd/Visalia Rd.
- There are no bicycle lanes or shared used trails facilities.

Vicinity Map



Project Illustration

Key Issues

- Missing segments of sidewalk and driveway to connect/ conform to the existing sidewalk facility needed to have fully functional sidewalk and driveway facilities.
- Missing segment sidewalk and driveway are to meet current ADA standards.
- Larry St is an access road to Visalia Rd which is proposed to have a Class 2 Bicycle Facility and to Hester Ave which is proposed to have a Class 3 Bicycle Facility.

Nearby Uses Served

- Residential homes.
- Commercial businesses.
- Nearby parks: Armstrong
- Nearby schools: J E Hester Pilot School.

Sector E: Audit Segment 22

Residential Roads: Dwight Ave/Gene Ave

Existing Conditions

Dwight Ave and Gene Ave (north-south) are residential local two-lane roads. The audit segments limits are shown in the Project Illustration. Both roads access Visalia Rd which is part of the Visalia Transit System Route #9 with (3) three service bus stops located at (as identified in the Vicinity Map):

- Visalia Rd/Magnolia Ave (east/west directions)
- Visalia Rd/Gene Ave (west direction)

Road characteristics include:

- Partial segments of sidewalk.
- Missing segment of sidewalk and driveway are shown in the Project Illustration (**A** denotes missing driveway section).
- Approx. 505 ft. of sidewalk and one driveway needed.
- There is striping and markings on the road that include:
  - ⇒ Limit lines: End of roadways stops.
  - ⇒ Nearest crosswalks: Dwight Ave/Visalia Rd, Gene Ave/Visalia Rd, Hester Ave/Visalia Rd, and Oakview Ave/Visalia Rd.
  - ⇒ Nearest markings: "Stop" - Dwight Ave/Visalia Rd, Gene Ave/Visalia Rd, Hester Ave/Visalia Rd, and Oakview Ave/Visalia Rd.
- Nearest pedestrian signals : At the signalized intersection of Farmersville Blvd/Visalia Rd.
- There are no bicycle lanes or shared used trails facilities.

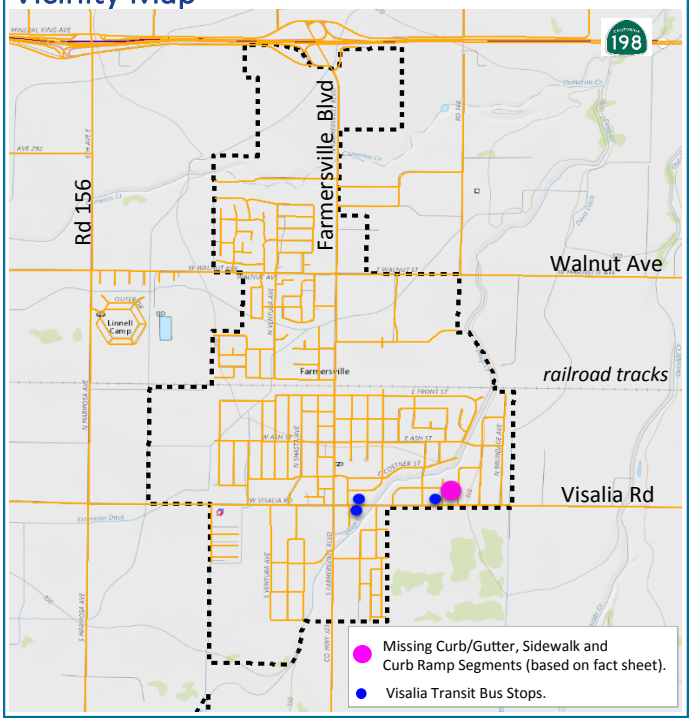
Key Issues

- Missing segments of sidewalk and driveway to connect/ conform to the existing sidewalk facility needed to have fully functional sidewalk and driveway facilities.
- Missing segment sidewalk and driveway are to meet current ADA standards.
- Dwight Ave and Gene Ave are access roads to Visalia Rd which is proposed to have a Class 2 Bicycle Facility.

Nearby Uses Served

- Residential homes.
- Commercial businesses.
- Nearby parks: Armstrong
- Nearby schools: J E Hester Pilot School.

Vicinity Map



Project Illustration

Sector E: Audit Segment 23

Residential Roads: Oakview Ave/Elm St

Existing Conditions

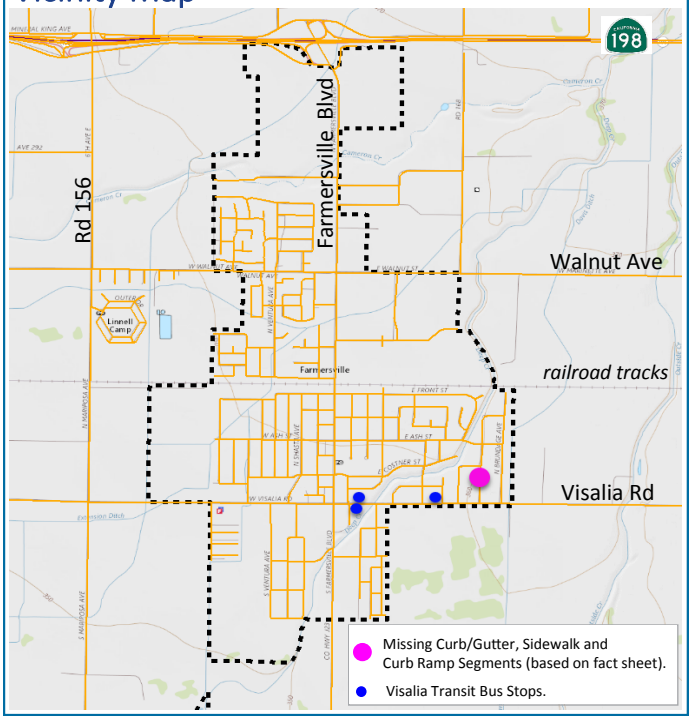
Oakview Ave (north-south) and Elm St (east-west) are residential local two-lane intersecting roads. The audit segments limits are shown in the Project Illustration. Oakview Ave is an access road to Visalia Rd which is part of the Visalia Transit System Route #9 with (3) three service bus stops located at (as identified in the Vicinity Map):

- Visalia Rd/Magnolia Ave (east/west directions)
- Visalia Rd/Gene Ave (west direction)

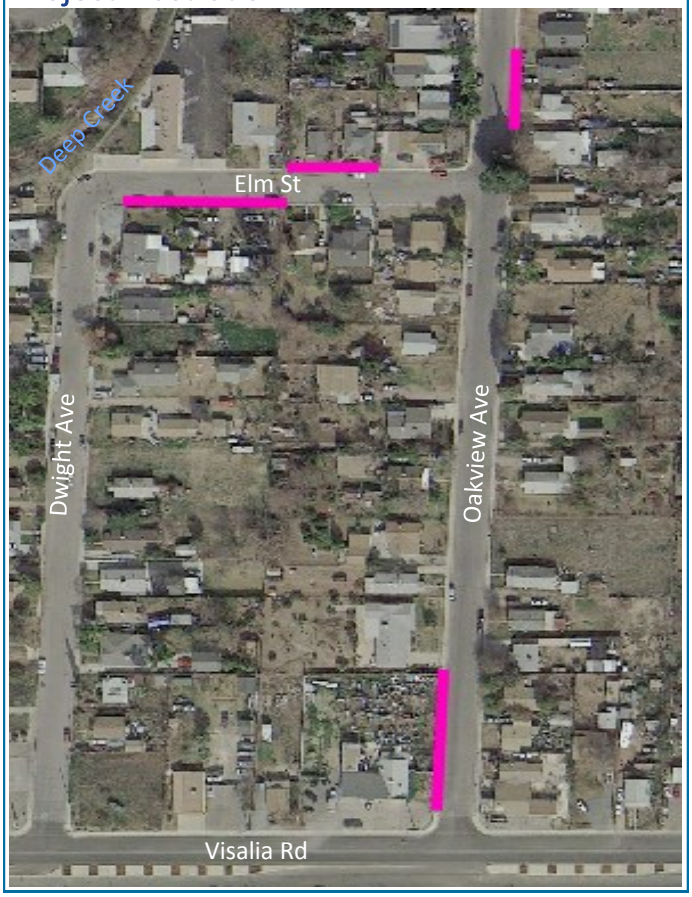
Road characteristics include:

- Partial segments of sidewalk.
- Missing segment of sidewalk are shown in the Project Illustration.
- Approx. 565 ft. of sidewalk needed.
- There is striping and markings on the road that include:
  - ⇒ Limit lines: End of roadways stops.
  - ⇒ Nearest crosswalks: Oakview Ave/Visalia Rd, Dwight Ave/Visalia Rd, Gene Ave/Visalia Rd and Brundage Ave/Visalia Rd.
  - ⇒ Nearest markings: "Stop" - Oakview Ave/Visalia Rd, Dwight Ave/Visalia Rd, Gene Ave/Visalia Rd and Brundage Ave/Visalia Rd.
- Nearest pedestrian signals : At the signalized intersection of Farmersville Blvd/Visalia Rd.
- There are no bicycle lanes or shared used trails facilities.

Vicinity Map



Project Illustration



Key Issues

- Missing segments of sidewalk to connect/conform to the existing sidewalk facility needed to have fully functional sidewalk facilities.
- Missing segment sidewalk are to meet current ADA standards.
- Oakview Ave is an access road to Visalia Rd which is proposed to have a Class 2 Bicycle Facility.

Nearby Uses Served

- Residential homes.
- Commercial businesses.
- Nearby parks: Armstrong
- Nearby schools: J E Hester Pilot School.

Sector E: Audit Segment 24

Residential Roads: Oakview Ave/Pepper St

Existing Conditions

Oakview Ave (north-south) and Pepper St (east-west) are residential local two-lane intersecting roads. The audit segments limits are shown in the Project Illustration. Oakview Ave is an access road to Visalia Rd which is part of the Visalia Transit System Route #9 with (3) three service bus stops located at (as identified in the Vicinity Map):

- Visalia Rd/Magnolia Ave (east/west directions)
- Visalia Rd/Gene Ave (west direction)

Road characteristics include:

- Partial segments of sidewalk.
- Missing segment of sidewalk are shown in the Project Illustration.
- Approx. 1,000 ft. of sidewalk needed.
- There is striping and markings on the road that include:
  - ⇒ Limit lines: End of roadways stops.
  - ⇒ Nearest crosswalks: None (within 1,000 ft. radius).
  - ⇒ Nearest markings: None (within 1,000 ft. radius).
- Nearest pedestrian signals : At the signalized intersection of Farmersville Blvd/Visalia Rd.
- There are no bicycle lanes or shared used trails facilities.

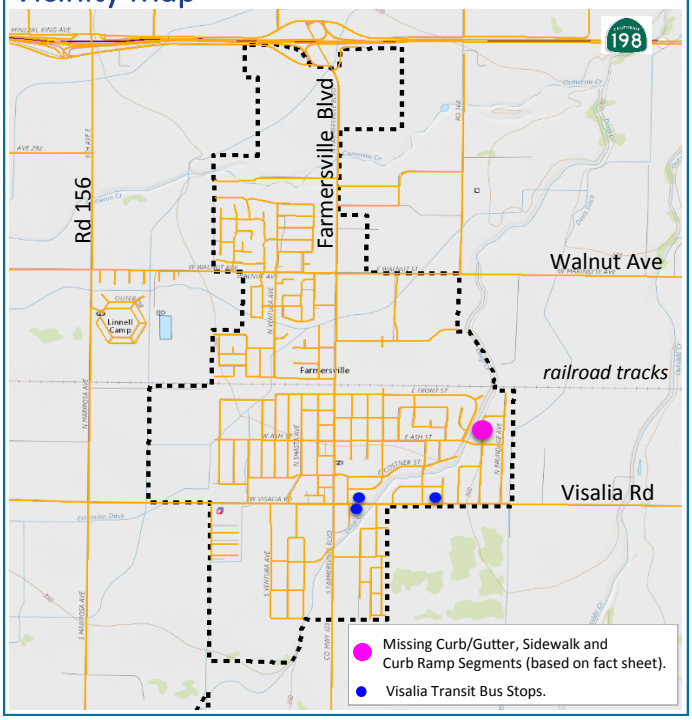
Key Issues

- Missing segments of sidewalk to connect/conform to the existing sidewalk facility needed to have fully functional sidewalk facilities.
- Missing segment sidewalk are to meet current ADA standards.
- Oakview Ave is an access road to Ash St which is proposed to have a Class 3 Bicycle Facility.
- Oakview Ave is also an access road to Visalia Rd which is proposed to have a Class 2 Bicycle Facility.

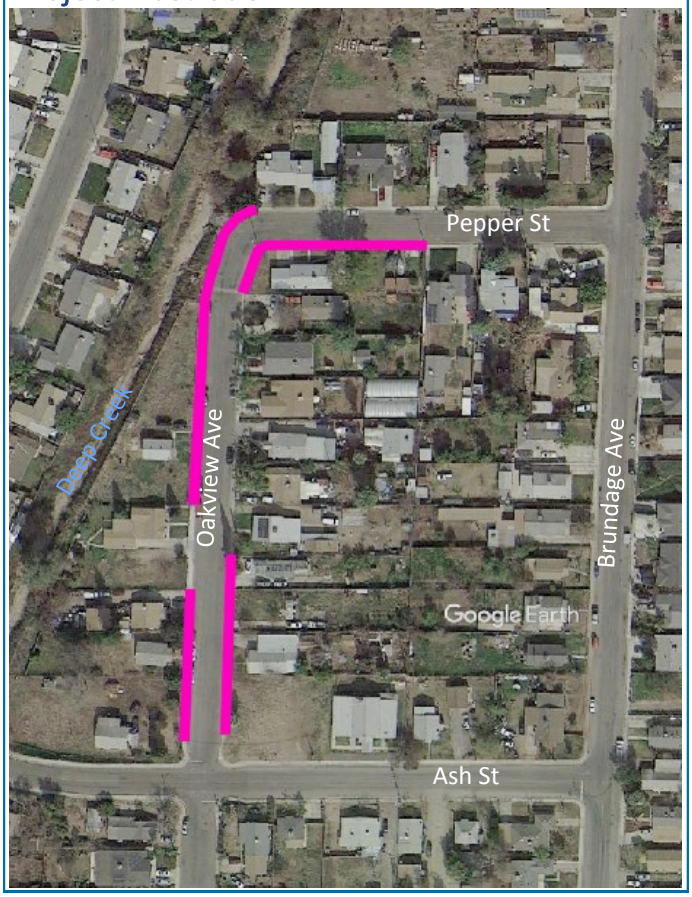
Nearby Uses Served

- Residential homes.
- Commercial businesses.
- Nearby parks: Armstrong Park.
- Nearby schools: J E Hester Pilot School.

Vicinity Map



Project Illustration



Sector F: Audit Segment 25

Residential Roads:
Rose Ave/Camelia Ave/Sycamore St

Existing Conditions

Rose Ave (north-south), Camelia Ave and Sycamore St (east-west) are residential local two-lane roads. The audit segments limits are shown in the Project Illustration. Rose Ave is an access road to Visalia Rd which is part of the Visalia Transit System Route #9 with (3) three service bus stops located at (as identified in the Vicinity Map):

- Visalia Rd/Magnolia Ave (east/west directions)
- Visalia Rd/Gene Ave (west direction)

Road characteristics include:

- Partial segments of sidewalk and curb ramps.
- Missing segment of sidewalk and curb ramps are shown in the Project Illustration.
- Approx. 1,880 ft. of sidewalk and two curb ramps needed.
- There is striping and markings on the road that include:
  - ⇒ Limit lines: End of most roadways stops.
  - ⇒ Nearest crosswalks: Farmersville Blvd/Visalia Rd, Magnolia Ave/Visalia Rd, and Larry St/Visalia Rd. All within 1,000 ft. radius.
  - ⇒ Nearest markings: "Stop" - Magnolia Ave/Visalia Rd, and Larry St/Visalia Rd (within 1,000 ft. radius).
- Nearest pedestrian signals : At the signalized intersection of Farmersville Blvd/Visalia Rd.
- There are no bicycle lanes or shared used trails facilities.

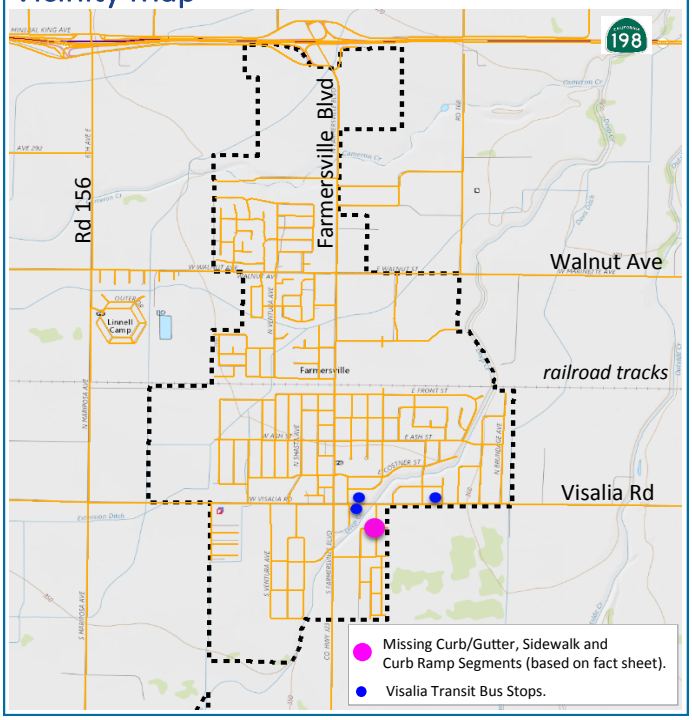
Key Issues

- Missing segments of sidewalk and curb ramps to connect/conform to the existing sidewalk facility needed to have fully functional sidewalk and curb ramp facilities.
- Missing segment sidewalk and curb ramps are to meet current ADA standards.
- Rose Ave is an access road to Visalia Rd which is proposed to have a Class 2 Bicycle Facility.

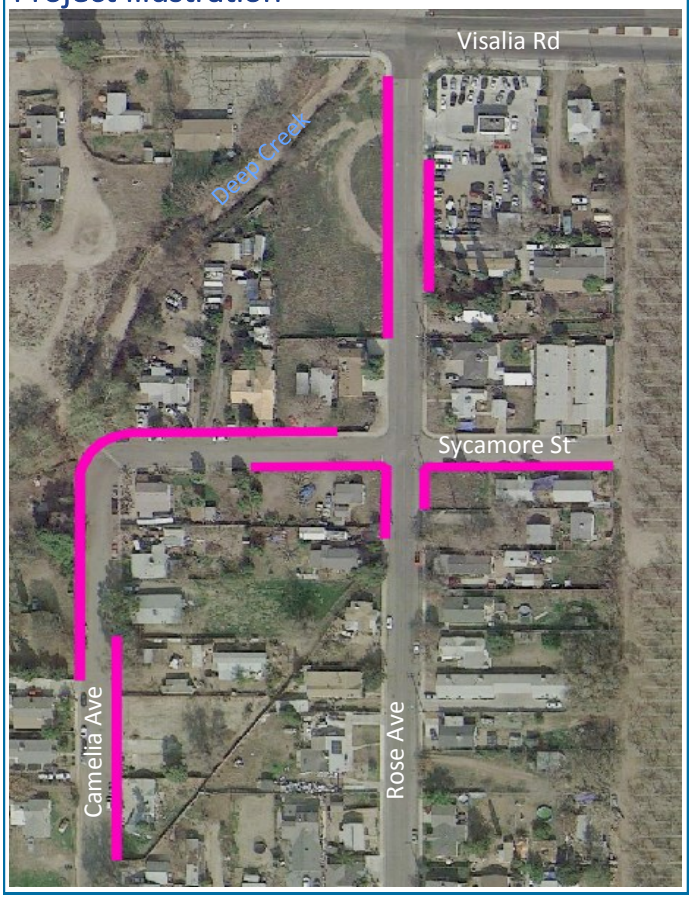
Nearby Uses Served

- Residential homes.
- Commercial businesses.
- Nearby parks: River Bank Park.
- Nearby schools: George L. Snowden Elementary School.

Vicinity Map



Project Illustration



Sector F: Audit Segment 26

Residential Roads:
Oakland St/Grove St/Camelia Ave/Avery Ave/Rose Ave

Existing Conditions

Camelia Ave, Rose Ave, Avery Ave (north-south), Oakland St and Grove St (east-west) are residential local two-lane roads that intersect one another. The audit segments limits are shown in the Project Illustration. Rose Ave is an access road to Visalia Rd which is part of the Visalia Transit System Route #9 with (3) three service bus stops located at (as identified in the Vicinity Map):

- Visalia Rd/Magnolia Ave (east/west directions)
- Visalia Rd/Gene Ave (west direction)

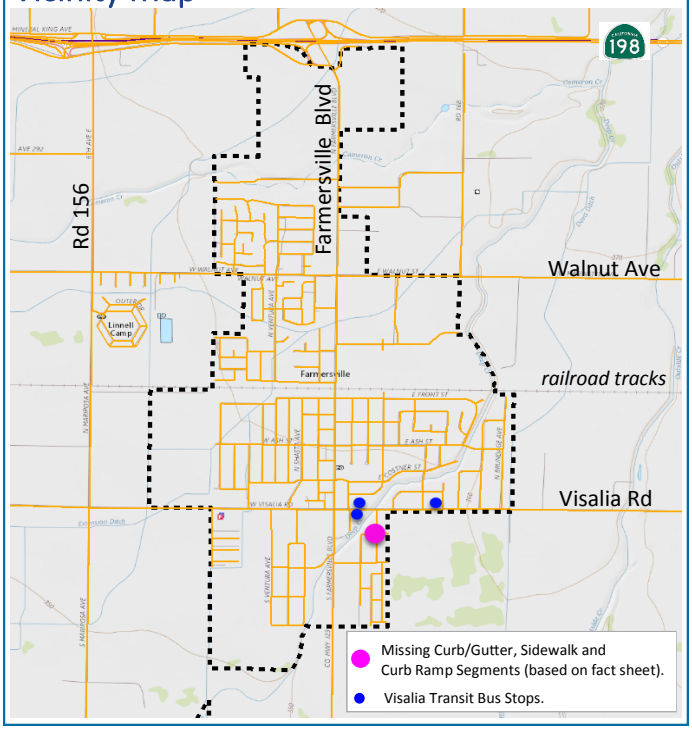
Road characteristics include:

- Partial segments of sidewalk and curb ramp facilities.
- Missing segment of sidewalk and curb ramps are shown in the Project Illustration.
- Approx. 2,350 ft. of sidewalk and five curb ramps needed.
- There is striping and markings on the road that include:
  - ⇒ Limit lines: End of most roadways stops.
  - ⇒ Nearest crosswalks: None.
  - ⇒ Nearest markings: None.
- Nearest pedestrian signals: At the signalized intersection of Walnut Ave/Farmersville Blvd.
- There are no bicycle lanes or shared used trails facilities.

Key Issues

- Missing segments of sidewalk and curb ramps to connect/conform to the existing sidewalk facility needed to have fully functional sidewalk and curb ramp facilities.
- Missing segment of sidewalk and curb ramps are to meet current ADA standards.
- Oakland St is an access road to Visalia Rd which is proposed to have a Class 2 Bicycle Facility.
- Oakland St and Rose Ave both are proposed to have a Class 3 Bicycle Facility.

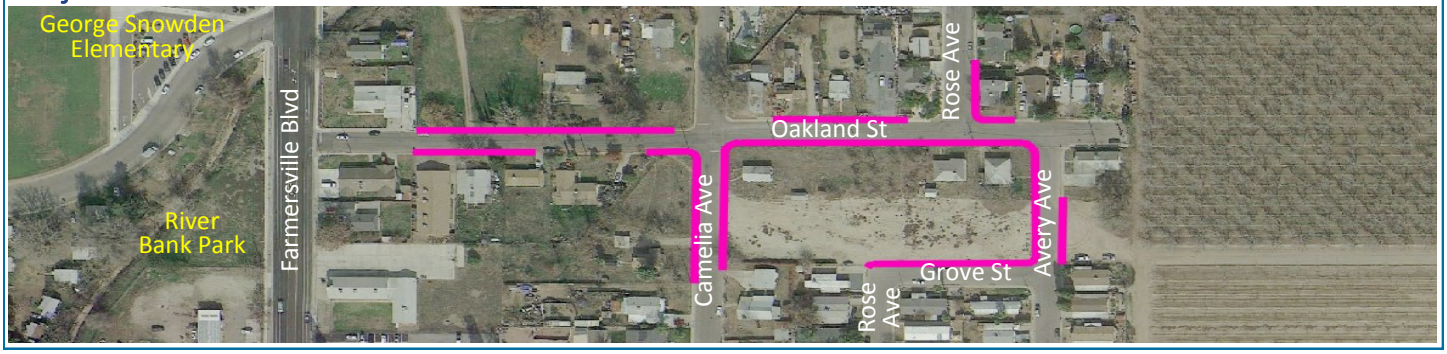
Vicinity Map



Nearby Uses Served

- Residential homes.
- Commercial businesses.
- Industrial businesses.
- Nearby parks: River Bank Park.
- Nearby schools: George Snowden Elementary.

Project Illustration



Sector F: Audit Segment 27

Residential Roads: Camelia Ave

Existing Conditions

Camelia Ave (north-south) is a residential two-lane local road. The audit segments limits are shown in the Project Illustration. East of Camelia Ave is Rose Ave which is an access road to Visalia Rd which is part of the Visalia Transit System Route #9 with (3) three service bus stops located at (as identified in the Vicinity Map):

- Visalia Rd/Magnolia Ave (east/west directions)
- Visalia Rd/Gene Ave (west direction)

Road characteristics include:

- Partial segments of sidewalk and curb ramps.
- Missing segment of sidewalk and curb ramp are shown in the Project Illustration.
- Approx. 390 ft. of sidewalk and one curb ramp needed.
- There is striping and markings on the road that include:
  - ⇒ Limit lines: End of most roadways stops.
  - ⇒ Nearest crosswalks: None.
  - ⇒ Nearest markings: None.
- Nearest pedestrian signals : At the signalized intersection of Farmersville Blvd/Visalia Rd.
- There are no bicycle lanes or shared used trails facilities.

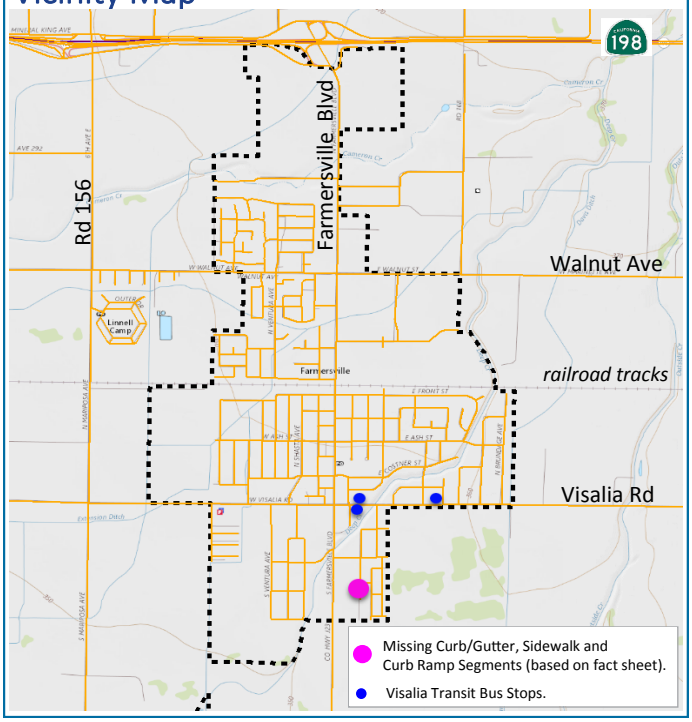
Key Issues

- Missing segments of sidewalk and curb ramp to connect/conform to the existing sidewalk facility needed to have fully functional sidewalk and curb ramp facilities.
- Missing segment sidewalk and curb ramp are to meet current ADA standards.
- Camelia Ave is an access road to Oakland St which is proposed to have a Class 3 Bicycle Facility.
- Oakland St is an access road to Farmersville Blvd which is proposed to have a Class 2 Bicycle Facility.

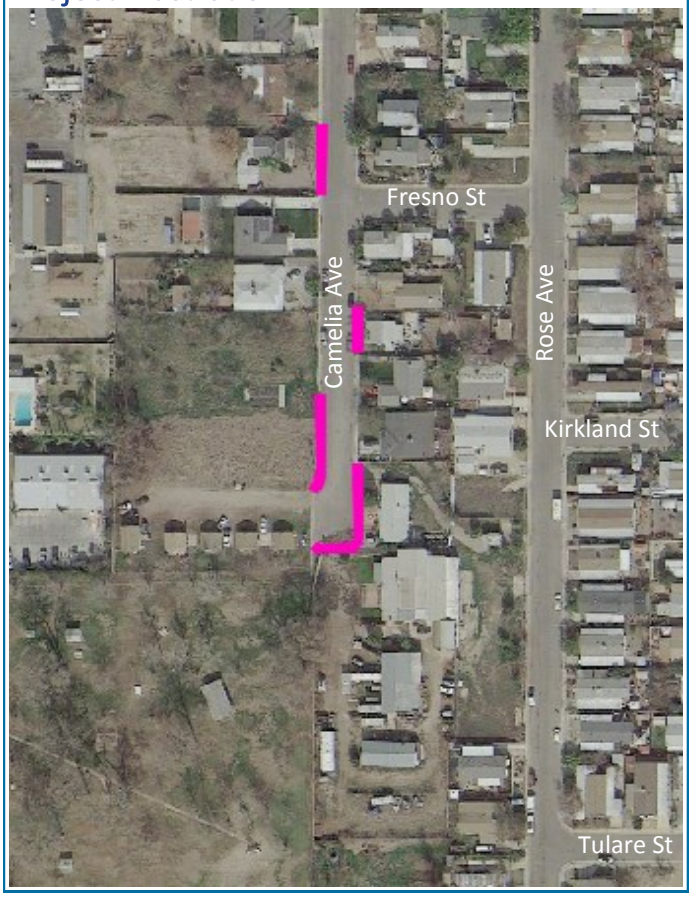
Nearby Uses Served

- Residential homes.
- Commercial businesses.
- Nearby parks: River Bank Park.
- Nearby schools: George L. Snowden Elementary School.

Vicinity Map



Project Illustration



Sectors and Audit Segments

Summary Inventory:
Existing Conditions

Sector	Audit Segment	Direction		
A	1	E. of Walnut Ave (both sides of road)	Farmersville Blvd Widening Project - 65% Design Phase to date (From Walnut Ave to South of the Tulare Irrigation District Canal)	
Sector	**Audit Segment**	**Direction**	**Missing Feature**	**Length (ft.)**
A	2	Walnut Ave west of June Ave (north side of road)	Curb/Gutter Sidewalk	255 255
B	3	Walnut Ave between June Ave and Mathew Ave (south side of road)	Sidewalk	215
B	4	Walnut Ave between Mathew Ave and Ventura Ave (south side of road)	Curb/Gutter Sidewalk Curb Ramp	365 365 1 Curb Ramp
B	5	Farmersville Blvd between Ashley St and Citrus Dr (west side of road)	Curb/Gutter Sidewalk	85 85
B	6	Citrus Dr east of Linnell Ave (both sides of road) Linnell Ave north of Citrus Dr (both sides of road)	Sidewalk Curb Ramps	1,970 4 Curb Ramps
B	7	Ponderosa St west of Linnell Ave (south side of road) Petunia St west of Farmersville Blvd (north side of road)	Curb/Gutter Sidewalk Curb Ramps	145 745 2 Curb Ramps
C	8	Farmersville Blvd between Walnut Ave and Ashley St (east side of road)	Curb/Gutter Sidewalk	400 400
C	9	Walnut Ave between Farmersville Blvd and Freedom Dr (south side of road)	Curb/Gutter Sidewalk	1,095 1,095
C	10	Freedom Dr between Walnut Ave and Citrus Dr (east side of road)	Sidewalk	1,475
D	11	Cottonwood St between Farmersville Blvd and Shasta Ave (both sides of the road)	Sidewalk Curb Ramps	960 3 Curb Ramps
D	12	Linnell Ave between Yew St and Ash St (east side of the road) Yew St between Linnell Ave and Farmersville Blvd (south side of the road)	Sidewalk Curb Ramp	445 1 Curb Ramp
D	13	Elm St between Linnell Ave and Farmersville Blvd (both sides of the road)	Sidewalk Curb Ramps	400 2 Curb Ramps
D	14	Costner St between Linnell Ave and Farmersville Blvd (north side of the road)	Curb/Gutter Sidewalk Curb Ramp	160 160 1 Curb Ramp

Sectors and Audit Segments

Summary Inventory:
Existing Conditions

Sector	Audit Segment	Direction	Missing Feature	Length (ft.)
D	15	Linnell Ave between Costner St and Peco St (both sides of the road) Birch St between Linnell Ave and Farmersville Blvd (both sides of the road) Peco St between 1st St and end of road to the west (north side of the road)	Curb/Gutter Sidewalk Curb Ramps	595 1,160 4 Curb Ramps
E	16	Front St between Farmersville Blvd and Rose Ave (north side of road)	Sidewalk Curb Ramp	360 1 Curb Ramp
E	17	Camelia Ave between Front St and Ash St (both sides of the road) Pepper St between Magnolia Ave and Rose Ave (both sides of the road) Magnolia Ave between Pepper St and Ash St (east side of the road) Rose Ave between Front St and Ash St (west side of the road)	Sidewalk Curb Ramps	2,240 6 Curb Ramps
E	18	Pepper St between Camelia Ave and Avery Ave (both sides of the road) Rose Ave between Ash St and Front St (east side of the road)	Sidewalk Curb Ramps	500 2 Curb Ramps
E	19	Magnolia Ave east of Ash St (cul-de-sac) (both sides of the road) Camelia Ave east of Ash St (cul-de-sac) (both sides of the road)	Sidewalk Curb Ramp	1,295 1 Curb Ramp
E	20	Costner St between Farmersville Blvd and Magnolia Ave (both sides of the road) Magnolia Ave between Costner St and Visalia Rd (west side of the road)	Sidewalk Curb Ramps	780 3 Curb Ramps
E	21	Larry St between Visalia Rd and Hester Ave (both sides of the road)	Sidewalk Driveway	295 1 Driveway (25’)
E	22	Dwight Ave between Visalia Rd and Elm St (both sides of the road) Gene Ave between Visalia Rd and Larry St (west side of the road)	Sidewalk Driveway	505 1 Driveway (25’)
E	23	Oakview Ave between Visalia Rd and Ash St (both sides of the road) Elm St between Dwight Ave and Oakview Ave (both sides of the road)	Sidewalk	565

Sectors and Audit Segments

Summary Inventory:
Existing Conditions

Sector	Audit Segment	Direction	Missing Feature	Length (ft.)
E	24	Oakview Ave between Ash St and Pepper St (both sides of the road) Pepper St between Oakview Ave and Brundage Ave (both sides of the road)	Sidewalk	1,000
F	25	Rose Ave between Oakland St and Visalia Rd (both sides of the road) Sycamore St between Camelia Ave and end of road (both sides of the road) Camelia Ave between Oakland St and Sycamore St (both sides of the road)	Sidewalk Curb Ramps	1,880 2 Curb Ramps
F	26	Oakland St between Farmersville Blvd and Avery Ave (both sides of the road) Camelia Ave between Fresno St and Oakland St (both sides of the road) Rose Ave between Oakland St and Sycamore St (east side of the road) Avery Ave between Oakland St and Grove St (both sides of the road) Grove St between Rose Ave and Avery St (both sides of the road)	Sidewalk Curb Ramps	2,350 5 Curb Ramps
F	27	Camelia Ave between Oakland St to end of road (both sides of the road)	Sidewalk Curb Ramp	390 1 Curb Ramps
		Total: **Total:** **Total:** **Total:**	**Curb/Gutter** **Sidewalk** **Curb Ramps** **Driveways**	**3,100** **21,890** **39** **2**

Preliminary Missing Feature Cost Estimate Summary		
Section	**Unit Cost**	**Cost**
Curb/Gutter	$25/LF	$ 77,500.00
Sidewalk	$5/LF	$ 109,450.00
Curb Ramps	$4,000 EA	$ 156,000.00
Driveways	$4,000 EA	$ 8,000.00
	Total	$ 350,950.00

Appendix C

Public Outreach Plan

KEY LOCAL AGENCIES TO BE INCLUDED IN OUTREACH EFFORTS

NAME	ORGANIZATION	PHONE	EMAIL
Jennifer Gomez	City Manager	747-0458	jgomez@farmersville-ca.gov
Rochelle Giovani	City Clerk	747-0458	rgiovani@farmersville-ca.gov
Paul Boyer	Mayor	747-0458	pboyer@cityoffarmersville.ca.gov
Matt Sisk	Mayor Pro Tem	747-0458	msisk@cityoffarmersville.ca.gov
Senior Housing	Palomar Ct Apartments	627-3700, #125	info@hatc.net
Leonel Benavides	Council Member	747-0458	lbenavides@cityoffarmersville.ca.gov
Gregorio Gomez	Council Member	747-0458	ggomez@cityoffarmersville.ca.gov
Mario Krstic	Chief of Police	747-1243	mkrstic@farmersvillepd.com
John A. Crivello	Fire Chief	737-0791	jcrivello@farmersville-ca.gov
Randall DeGraw	FUSD Superintendent	592-2010	rdegraw@farmersville.k12.ca.us
Dr. Emily Rodriguez	Freedom Elementary, Principal	592-2662	erodriguez@farmersville.k12.ca.us
Lupe Perez	Hester Elementary, Principal	594-5801	lperez@farmersvile.k12.ca.us
Melinda Canning	Snowden Elementary	747-0781	mcanning@farmersville.ca.us
Manuel Mendez	Farmersville Junior High, Principal	747-0764	mmendez@farmersville.k12.ca.us
Lisa Whitworth	Farmersville High, Principal	594-4567	lwhitwor@farmersville.k12.ca.us
Emily Koop	Deep Creek Academy Continuation School, Principal	747-6205	ekoop@farmersville.k12.ca.us
Alma Cuevas	After School Program	592-2010	acuevas@farmersville.k12.ca.us
Library	Farmersville Branch	592-0001	
Cindy Simpson	Senior Center	594-4300	farmersvilleseniorcenter@yahoo.com
Kuyler Crocker	Dist. 1 Tulare County Supervisor	636-5000	kcrocker@co.tulare.ca.us
Rev. Leonel Benavides	Bethel Spanish Assembly of God	737-3708	
	First Assembly of God	594-5770	
Rev. Juan Manuel Flores	St. Anthony of Egypt Mission	747-0234	
Mike Timble	Free Will Baptist Church	747-8511	pastormt@pacbell.net
Lupe and Jose Rodriguez	Iglesia del Nazareno	302-0221	
Felipe and Judith Angulo	Iglesia de Dios de la Profecia	901-3439	
	Cameron Creek Church	329-1842	
Herbs and More	Developmentally Disabled	747-1101	kl_herbsandmore@sbcglobal.net

Farmersville

ACTIVE TRANSPORTATION SAFETY ENHANCEMENT PLAN:

Outreach and Communications Plan

PROJECT SUMMARY

The Farmersville Active Transportation Safety Enhancement Plan is intended to improve access and safety for non-motorized transportation modes of travel, including walking and biking. It is also anticipated that local air quality will be improved by increasing the number of trips taken by walking and biking.

PURPOSE

The purpose of this Outreach and Communications Plan is to ensure that all possible community organizations, residents, schools, City departments and non-profit organizations are aware of the plan being developed and have the opportunity to be involved and heard.

OUTREACH EFFORTS

PUBLIC EVENTS

The public is invited to learn about the Active Transportation Safety Enhancement Plan during the Farmersville Fall Festival set for Saturday, Oct. 6. During this event, attendees will engage with the consultant to learn about the plan; children will learn via a spinning wheel and the chance to answer questions and get a prize; and a bilingual handout will be provided encouraging participation in the next phase of outreach.

OUTREACH MEETING

Subsequent to the Fall Festival, a community meeting will be held to offer an update and secure additional community input. The meeting will be held at a location well known to the community, such as a school, the senior center or the library. The primary consultant will provide an overview and secure feedback and recommendations. The outreach consultant will have a table set up for children with arts and crafts activities and a bilingual handout will be available to support the presentations by the primary consultant.

NEWS RELEASES

For the Fall Festival and the outreach meeting, news releases were provided to local news media, focusing on the Sun-Gazette which covers Farmersville, along with the Visalia Times-Delta, the Valley Voice and the Fresno Bee.

BILINGUAL HANDOUTS

English/Spanish handouts will be provided to community members via the school district, City Hall, the library, the senior center and other community gathering places. The handouts will explain the purpose of the plan and encourage participation in the process.

SOCIAL MEDIA

Facebook will be utilized to help spread the word about the plan itself, along with associated activities and opportunities to engage. Other handles may be used, as appropriate, including Instagram and twitter.

ONLINE CALENDARS

Events will also be promoted via digital calendars.

FOLLOW-UP AND DOCUMENTATION

The Lockwood Agency will provide summaries of events; documentation of attendance; documentation of news releases and social posts; and documentation of digital calendaring.

Appendix D

Public Comments

Community Workshop #1: Summary/Comments

Wheel Questions

(1) Do you use the bus?
(2) Do you use crosswalks?
(3) Where do you live? Find your home on the arial map.
(4) What are some ways to get around town other than driving?
(5) Do you walk to school, store, park and local businesses?
(6) Are there sidewalks where you live?

	Wheel Question and Responses		Name	Phone/Address
1	(4)	Sometimes use bikes - feel safe	-	
2		Get around town rather than car, bike, scooter	Carla	
3	(4)	bus - bike - walk	Joulyn	
3	(6)	sidewalk missing in some areas, just curb	Joulyn	
4	(6)	sidewalk - yes, but not all streets	Angelica	
5	(5)	bus to school only, use family car, sometimes walk	-	
6		walks but cracks in sidewalk	Isaiah	
7		crosswalks are in place	-	
8		sidewalks are good	-	
9	(4)	bikes	-	
10	(2)	crosswalks - yes	Kyawna	
10	(5)	walks to school sometimes	Kyawna	
11		more street lighting - sidewalks,	Ruben	
11		death on Visalia Rd heading to church, need	Ruben	
11		crossing	Ruben	
12	(5)	uses bus to school,	-	
		drives - uses bikes	-	
		crosswalks ok	-	
13	(4)	uses bikes to get around	Adrian	
14		lives on a busy road - not safe - cars move too fast	-	
15	(4)	does walk, sidewalks conditions are good	-	
16	(5)	doesn't walk	-	
17	(2)	no crosswalks - Linnell Ave/Ash St	-	
18	(5)	does walk, some problems of conditions of sidewalks	-	
19	(4)	bike, walk, scooter - family concerned about safety	Alijah	
19		so doesn't walk	-	
20	(3)	we need sidewalk to keep people off my grass	Maily Rodriguez	453 E. Birch, 93223
21	(1)	buses get confusing	Lorena Aguero	
22	(1)	takes the bus - bus is convenient - no shelter or bench	-	
22		at Citrus Dr	-	
23	(5)	yes sidewalk - all the way to school	Miguel	
24	(4)	doesn't really use the bus - "don't really go anywhere"	-	
24	(5)	walks to school	-	
25	(5)	sometimes walks to school, sidewalks and crosswalks	Ariana	
25		would make a difference	Ariana	
26	(4)	other ways - use bus	-	
27	(6)	neighborhood has sidewalks	-	
28	(5)	to school - uses bus	Erik	
28		drives - uses bikes sometimes	-	
29		sidewalk repair	Don Mason	740-8822
29		cars blocking sidewalk	Don Mason	740-8822
30		incomplete sidewalk	-	
31	(4)	some days we walk or bus or bike	-	
32		need more walking trails	-	
33	(5)	walking - doesn't walk to school -	-	
33		safety - maybe would walk if better lighting, sidewalks	-	
33		etc.	-	
34	(5)	drives to work - needs her car	-	
35	(5)	drives - would walk if no car	-	
36	(5)	drives & usess bus	-	
36		bus stops needs shelter	-	
37		would walk more if better sidewalks	-	
38	(5)	takes bus to school - can't walk to far	-	
39	(5)	uses car - bus schedule not convenient with work	-	
39		schedule	-	
40	(4)	bike - scooter, sidewalk ok	-	
41	(4)	walk - in good shape	-	
41		no shelter at bus stop	-	
42	(4)	walks	-	
-	(6)	neighborhood has sidewalks	-	
43	(6)	sidewalks only on one side of the street	-	

43 Total Comments

Poster Board (Arials) Comments

Sector A
None

Sector B
None

Sector C
1. sidewalk needed on the east side of Freedom Dr (segment from Citrus Dr to Walnut Ave)
2. bus stop needs enclosure (shelter/bench)
3. fences making a left/right from Citrus Dr interferes with sight distance

Sector D
1. alley needs to be cleaned up
2. sidewalk needed in this section
3. crosswalk need at Ash St and Linnell Ave
4. sidewalk gap in front of residence
5. school bus stop needs shade
6. sidewalks needed, possible new road

Sector E
1. cars parked on sidewalk block the sidewalk (enforcement)
2. sidewalk repair needed, ramp
3. widen bridge for pedestrian and wheelchair access
4. sidewalks needed/wheelchair access (Brundage Apartments)
5. site distance fence/no parking

Sector F
1. fatalities crossing Visalia Rd after church service
2. crosswalk/utilities in sidewalk/lighting
3. forgotten segments; part of town
4. near school
5. add sidewalks
6. debris/trash
7. sidewalk gaps/lighting - Note: older side of town

21 Total Comments

Appendix E

CSUF Summary Report

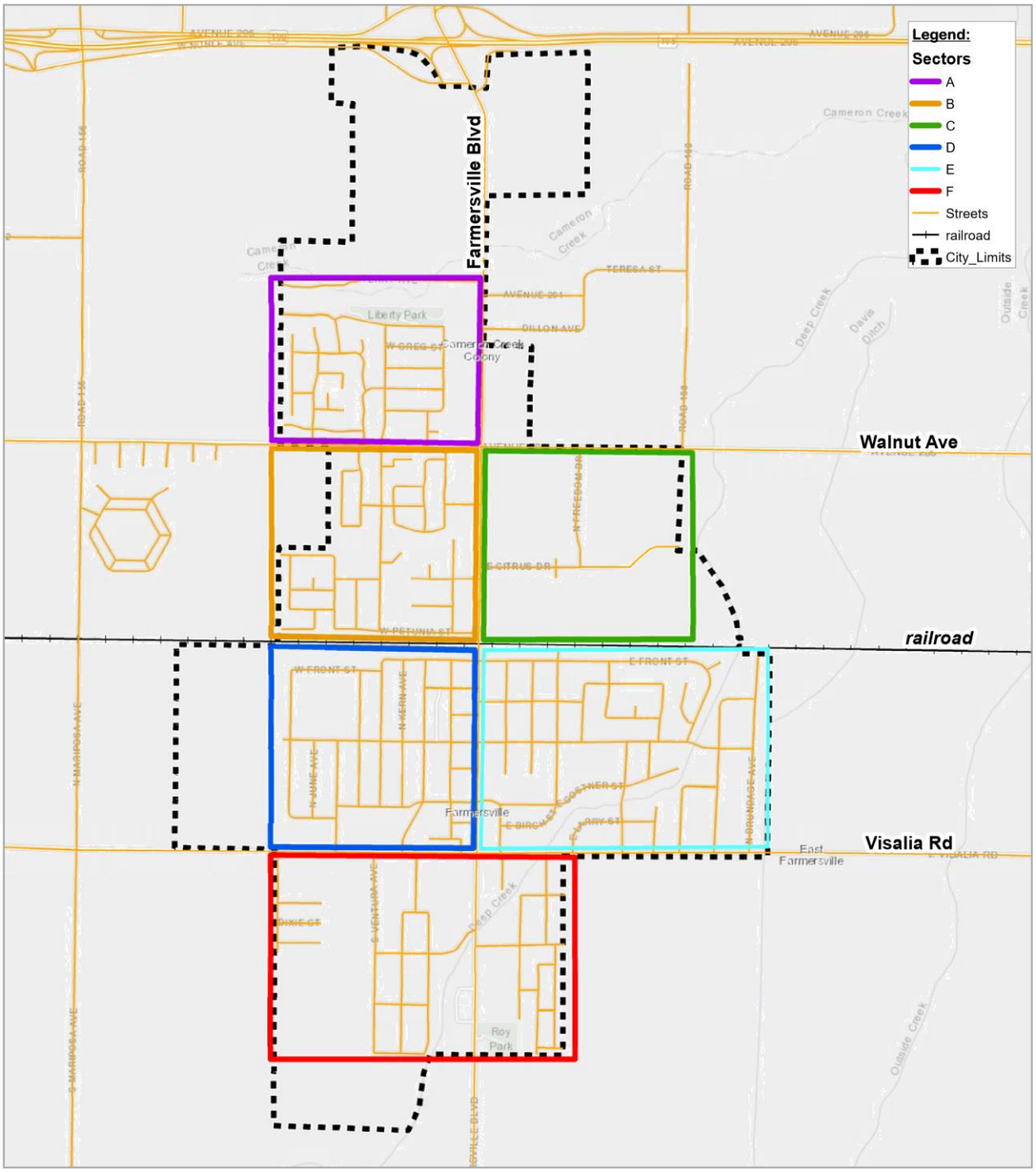


Figure 1 – Sector Map of Farmersville

Table of Contents

[Farmersville City-Wide Map with Streets]

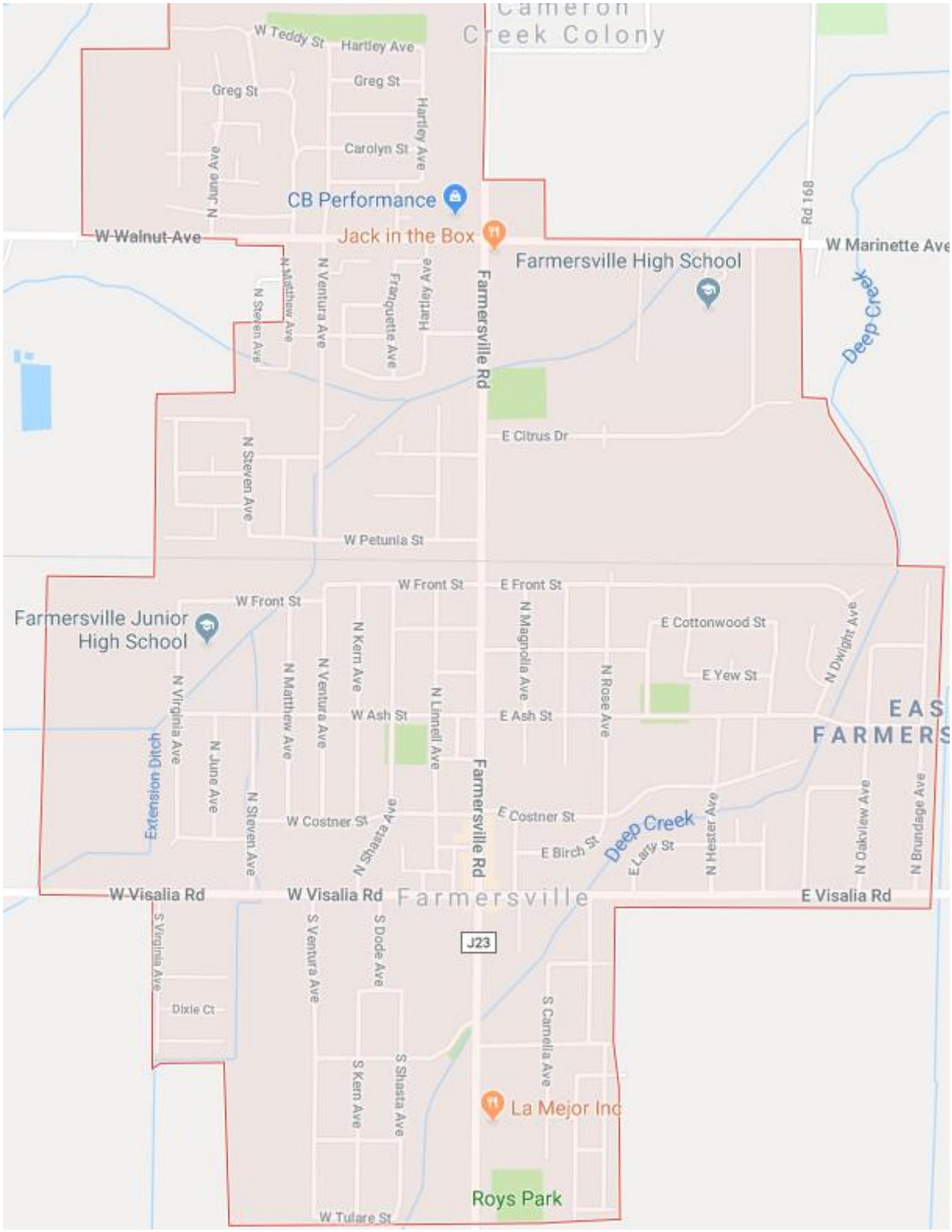


Figure 2 – Map of Farmersville

[Purpose of Project]

Identify Safety and ADA Issues (Data collection and analysis)

Task 2.1—Walking Audits/Summary Report

CSUF staff will be trained by the PLANNING CONSULTANT (GHD) in scoping for ADA compliance deficiencies, sidewalk gaps, missing curb ramps, obstacles, etc. The PLANNING CONSULTANT will divide the city into sectors for the walking audits to be performed by the CSUF staff CONSULTANT. The PLANNING CONSULTANT will provide each CSUF staff person with a base map of their sector and worksheets for noting the location of each deficiency. The PLANNING CONSULTANT will identify major routes that CSUF staff will also walk for identification of ADA access barriers. Each CSUF staff person will be assigned a sector to walk/evaluate. They will sketch the location and photograph each deficiency. The CSUF staff will prepare a draft report with maps compiling the noted deficiencies in each sector. The PLANNING CONSULTANT will finalize the draft report and include the contents within the data collection and site assessment portion of the Farmersville ADA Compliance and Active Transportation Safety Enhancement Plan.

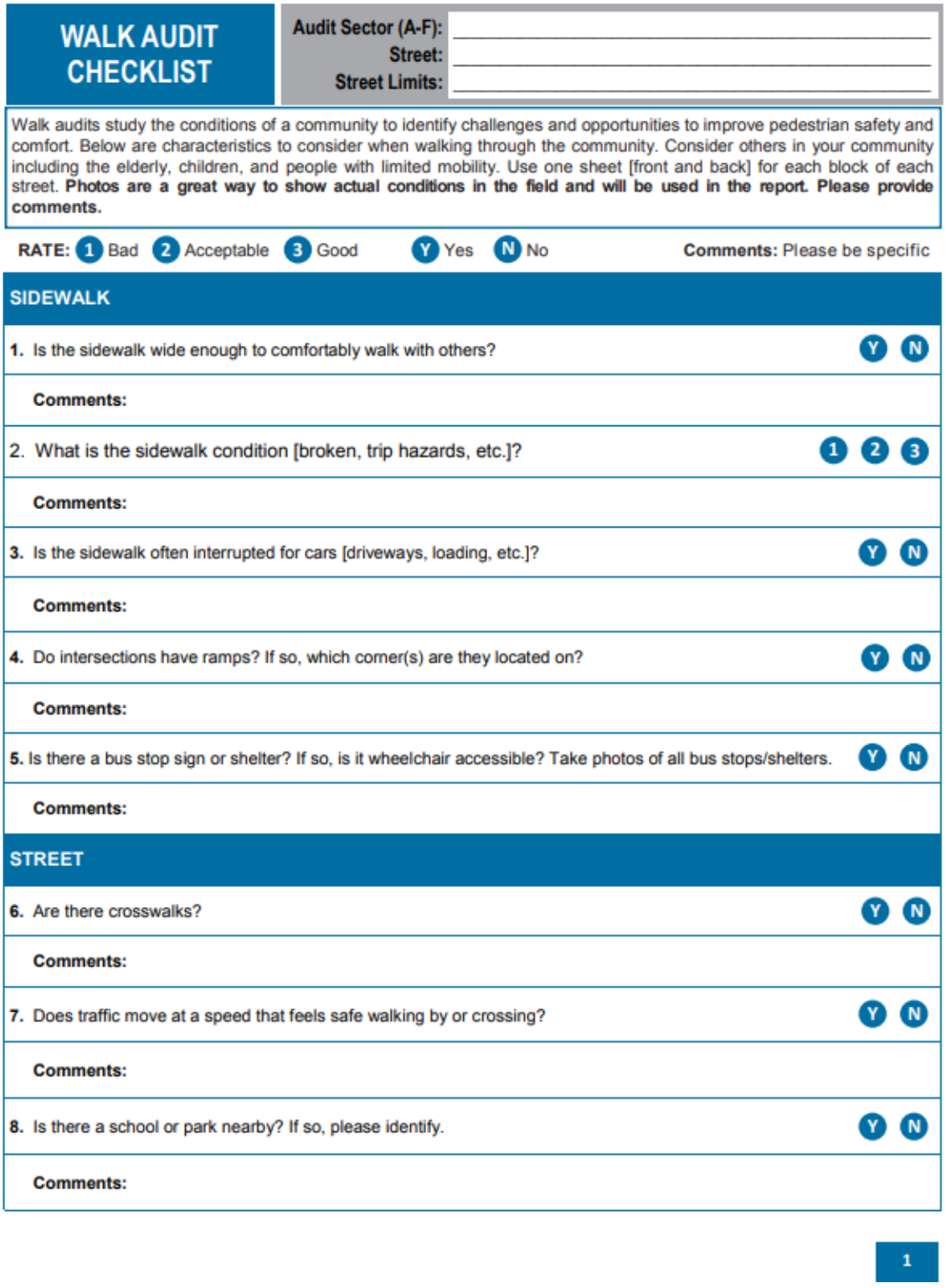
CSUF Staff Participants

Ishmael Herrera – Executive Director – Fresno State Office of Community and Economic Development (OCED)

Frida Cardoza – Community and Regional Planning Center Coordinator (CRPC)

Nicholas Martinez – Student Assistant – (CRPC)

[Introduction to Survey]



WALK AUDIT CHECKLIST

Audit Sector (A-F): _____
Street: _____
Street Limits: _____

Walk audits study the conditions of a community to identify challenges and opportunities to improve pedestrian safety and comfort. Below are characteristics to consider when walking through the community. Consider others in your community including the elderly, children, and people with limited mobility. Use one sheet [front and back] for each block of each street. **Photos are a great way to show actual conditions in the field and will be used in the report. Please provide comments.**

RATE: 1 Bad 2 Acceptable 3 Good Y Yes N No **Comments:** Please be specific

SIDEWALK

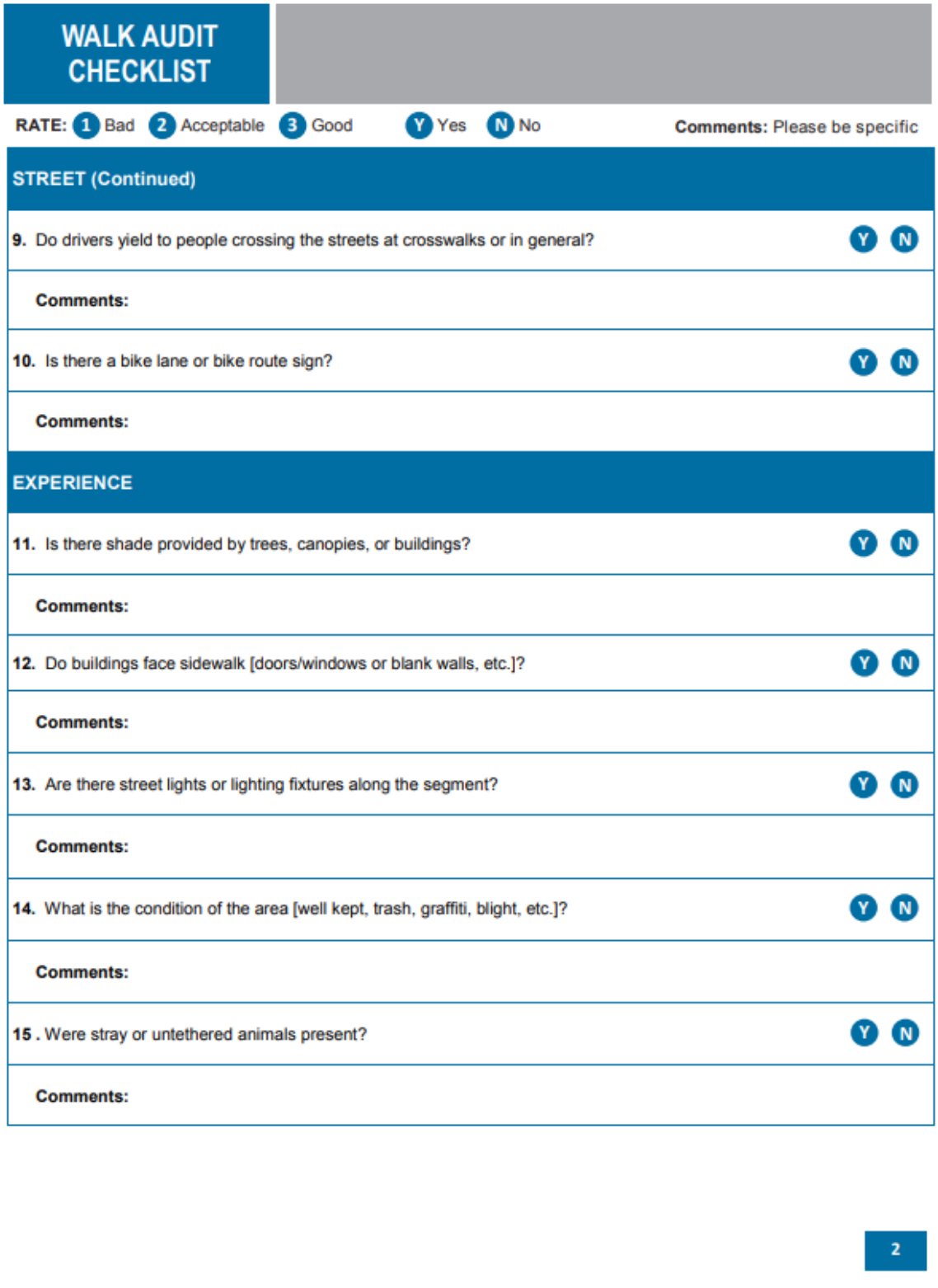
1. Is the sidewalk wide enough to comfortably walk with others? Y N
   Comments:
2. What is the sidewalk condition [broken, trip hazards, etc.]? 1 2 3
   Comments:
3. Is the sidewalk often interrupted for cars [driveways, loading, etc.]? Y N
   Comments:
4. Do intersections have ramps? If so, which corner(s) are they located on? Y N
   Comments:
5. Is there a bus stop sign or shelter? If so, is it wheelchair accessible? Take photos of all bus stops/shelters. Y N
   Comments:

STREET

6. Are there crosswalks? Y N
   Comments:
7. Does traffic move at a speed that feels safe walking by or crossing? Y N
   Comments:
8. Is there a school or park nearby? If so, please identify. Y N
   Comments:

1

Figure 3 – Walking Audit Checklist



WALK AUDIT CHECKLIST

RATE: 1 Bad 2 Acceptable 3 Good Y Yes N No **Comments:** Please be specific

STREET (Continued)	
9. Do drivers yield to people crossing the streets at crosswalks or in general?	Y N
Comments:	
10. Is there a bike lane or bike route sign?	Y N
Comments:	
EXPERIENCE	
11. Is there shade provided by trees, canopies, or buildings?	Y N
Comments:	
12. Do buildings face sidewalk [doors/windows or blank walls, etc.]?	Y N
Comments:	
13. Are there street lights or lighting fixtures along the segment?	Y N
Comments:	
14. What is the condition of the area [well kept, trash, graffiti, blight, etc.]?	Y N
Comments:	
15 . Were stray or untethered animals present?	Y N
Comments:	

2

Figure 4 – Walking Audit Checklist

[Project Summary Overview -Results]

Farmersville data collection began August 31st and ended December 15th. Completing all 6 sectors along with its major Corridors streets Walnut Avenue, Farmersville Blvd, and Visalia Rd.

Along with this report, CSUF staff has provided two binders with the completed original surveys/images, a flash drive with all photos taken, scanned copies of the surveys, and an excel sheet with all the data counts.

Overall information gathered and observed by CSUF staff, was that blight, high ramp slopes, untethered dogs, and uncomfortable walking conditions increased south of Ash St in sectors D, E, and F more so than others.

As for bus stop signs or shelters these were only found near the city's major corridors like Walnut Ave, Farmersville Blvd, and Visalia Rd.

Biking lanes were only found along some sections of Farmerville Blvd, and Visalia Rd.

Why a walking audit?

The walking audit conducted between the months of late August through mid-December of 2018 was an opportunity for CSUF staff to share first-hand, in-field knowledge of the walking environment in Farmersville. The knowledge collected has thus been compiled into a comprehensive report for the Planning Consultant (GHD). The CSUF staff consisted of Ismael Herrera, Frida Cardoza, and Nicholas Martinez. As stated in the Purpose of Project, this walking audit and the subsequent recommendations are to inform the Farmersville ADA Compliance and Active Transportation Safety Enhancement Plan. The collected data was compiled into two binders holding the original surveys/images, a flash drive with all photos taken, scanned copies of the surveys, and an excel sheet with all the data counts. Top observations and recommendations from the walking audits outlined in the following pages.

Methodology

The following steps were undertaken to produce walking audit:

- Introduction to Training: CSUF staff met with the Planning Consultant GHD in Farmersville to gain an understanding of where people live work and play. During this initial meeting CSUF staff were able to witness the walkability conditions of a neighborhood in Sector D. This brief encounter set the stage for the project. CSUF staff were trained in what to pay attention to and how to document each sector.
- Scheduling: Due to the sheer size and scope of a project such as this one, CSUF staff split up the walkability audit into intervals of an average of 2-3 times a week every week. Spending anywhere from 2-4 hours a day in Farmersville.
- Outreach: During the project, residents were curious in what we were doing. GHD provided CSUF staff fliers for a workshop discussing the community's Active Transportation Safety Enhancement Plan. For the curious residents, we did our best to explain the project and directed their inquiries to the Fall Harvest Festival for more information. These

impromptu interactions allowed CSUF staff to articulate the goals of the project and how it related to them. During the majority of the project, however, CSUF staff were mostly uninterrupted while collecting data.

- Walk Participation: CSUF staff utilized printed maps, clipboards, and a digital camera. We recorded our observations in the following ways:
  - Paper Survey's: Figure 3 shows an example of the walk audit checklist that was provided by the planning consultant. From the early stages of the project, CSUF staff decided to divide the individual sectors further by taking assessments of both sides of streets between intersections. This decision, despite adding more time to the overall project, resulted in what we believe to be a more accurate and specific representation of the walkability of each sector. See Figures 5-8 for examples of completed checklists.
  - Photographs: CSUF staff utilized the digital camera and took pictures of major issues that we deduced from the checklist were of major importance. These issues include but were not limited to cracks or breaks in the sidewalk, major sidewalk interruptions (cars, mailboxes, lack of sidewalk altogether), etc.. However, as the walking audit progressed issues we believed contributed to the overall walkability of a sector checklist were documented. These include various landscaping issues, the condition of the sidewalk, and overall safety of the sidewalk segment. The amount of pictures taken was done so to best visualize the current conditions that we observed and to highlight the differences between the sectors we walked.
  - Slope: As stipulated in the Purpose of Project, the Planning Consultant trained CSUF staff in how to take the slope of a ramp in order to check the ramp's ADA compliance. Ramps under 2.0% were compliant. Anything over 2.0% was noted. Initially, CSUF staff took slopes of sidewalks between intersections at random intervals. Although this practice provided some useful data, we ended up scrapping the practice as it added more time to the already lengthy project. The goal in this specific practice was to add to the already detailed "painting" we were constructing with the other data. As time progressed, CSUF staff became more and more efficient in our use of time out in the field. This is one example of the numerous decisions we made for the sake of efficiency.

Number of Walking Audit Surveys Completed by Sector/Main Corridor:

A- 53 Sheets
B- 77 Sheets
C- 7 Sheets
D- 86 Sheets
E- 114 Sheets
F- 72 Sheets

Walnut Ave- 7 sheets
Farmersville Blvd- 19 sheets
Visalia Rd- 7 sheets

R

WALK AUDIT CHECKLIST

Audit Sector (A-F): D
Street: N. Virginia Ave.
Street Limits: W. Castwood / W. Ash Ave.

Walk audits study the conditions of a community to identify challenges and opportunities to improve pedestrian safety and comfort. Below are characteristics to consider when walking through the community. Consider others in your community including the elderly, children, and people with limited mobility. Use one sheet [front and back] for each block of each street. **Photos are a great way to show actual conditions in the field and will be used in the report. Please provide comments.**

RATE: (1) Bad (2) Acceptable (3) Good (Y) Yes (N) No **Comments:** Please be specific

SIDEWALK

1. Is the sidewalk wide enough to comfortably walk with others? (Y) (N)

   Comments: slopes: 971 1.9%, 442 3.8%, 364 3.6%, 266 - 3.5%

2. What is the sidewalk condition [broken, trip hazards, etc.]? (1) (2) (3)

   Comments: 480 - trip hazard/broken, 340 - broken, mail box obstructions

3. Is the sidewalk often interrupted for cars [driveways, loading, etc.]? (Y) (N)

   Comments:

4. Do intersections have ramps? If so, which corner(s) are they located on? (Y) (N)

   Comments: N/C ramp @ W. Ash St.

5. Is there a bus stop sign or shelter? If so, is it wheelchair accessible? Take photos of all bus stops/shelters. (Y) (N)

   Comments:

STREET

6. Are there crosswalks? (Y) (N)

   Comments: Y - @ W. Ash St.

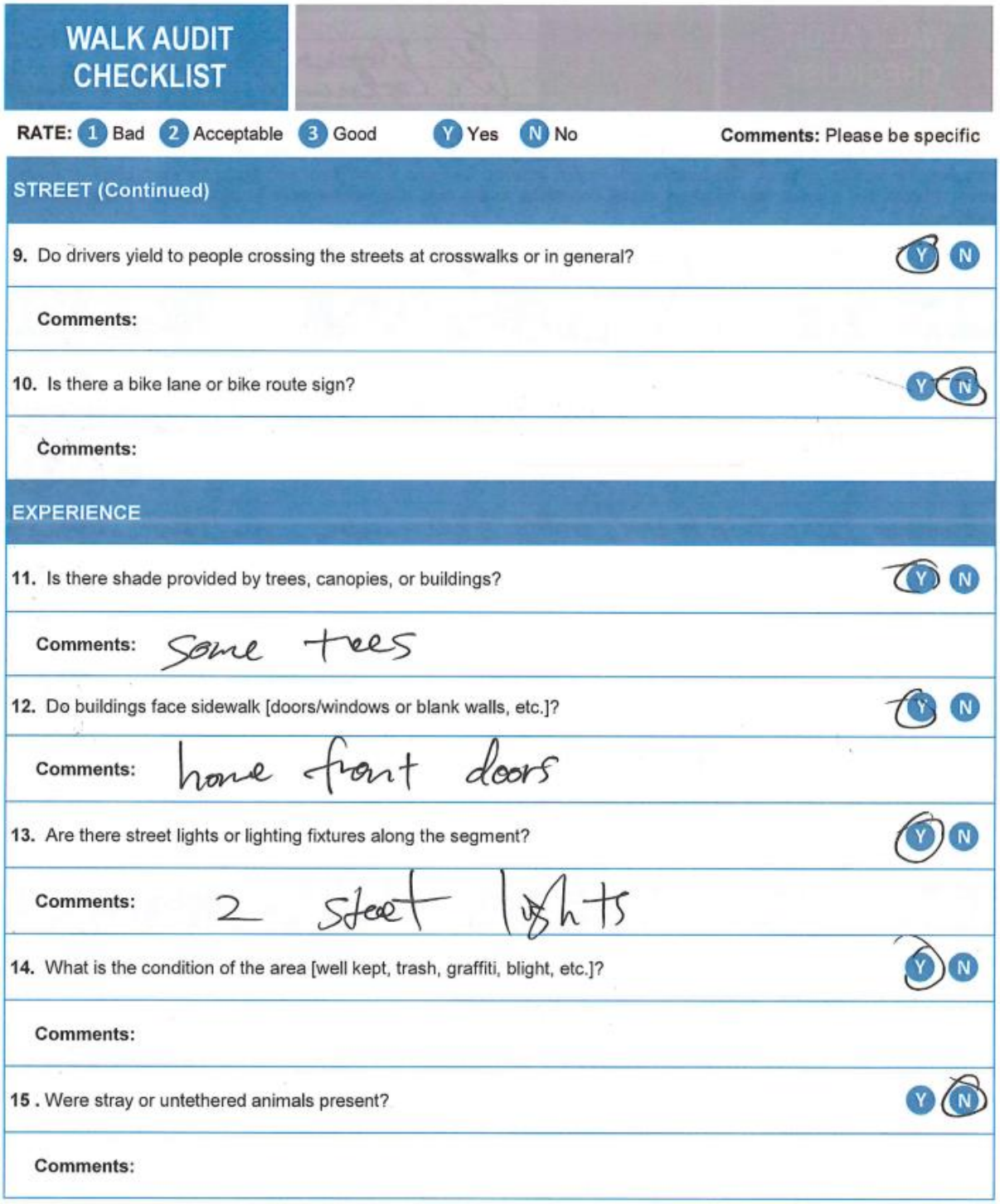
7. Does traffic move at a speed that feels safe walking by or crossing? (Y) (N)

   Comments:

8. Is there a school or park nearby? If so, please identify. (Y) (N)

   Comments: FSHS

Figure 5 – Completed Walking Audit Checklist for a segment in Sector D



WALK AUDIT CHECKLIST

RATE: 1 Bad 2 Acceptable 3 Good Y Yes N No Comments: Please be specific

STREET (Continued)

9. Do drivers yield to people crossing the streets at crosswalks or in general? Y N

Comments:

10. Is there a bike lane or bike route sign? Y N

Comments:

EXPERIENCE

11. Is there shade provided by trees, canopies, or buildings? Y N

Comments: Some trees

12. Do buildings face sidewalk [doors/windows or blank walls, etc.]? Y N

Comments: home front doors

13. Are there street lights or lighting fixtures along the segment? Y N

Comments: 2 steet lights

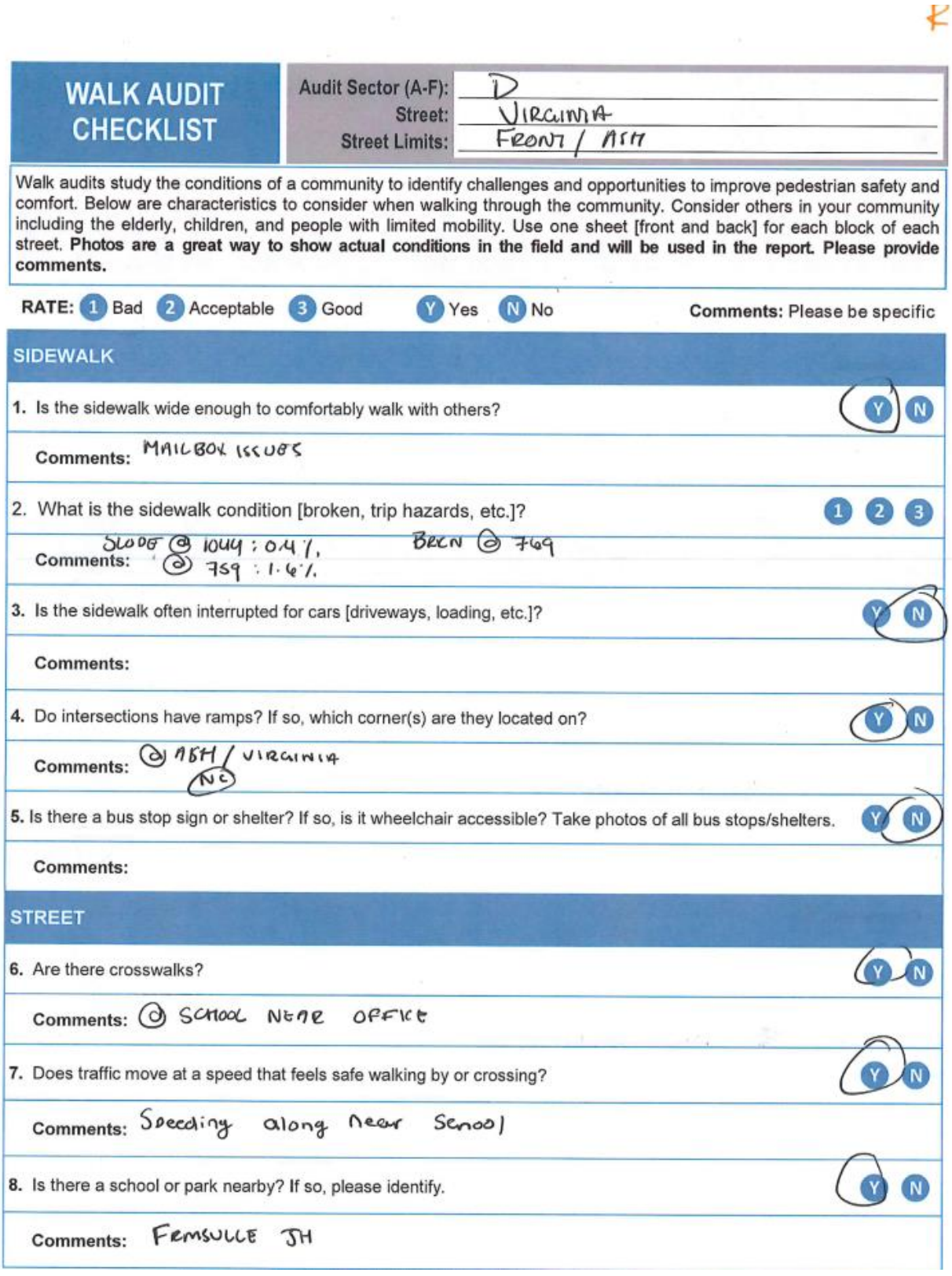
14. What is the condition of the area [well kept, trash, graffiti, blight, etc.]? Y N

Comments:

15 . Were stray or untethered animals present? Y N

Comments:

Figure 6 – Completed Walking Audit Checklist (reverse side)



WALK AUDIT CHECKLIST

Audit Sector (A-F): D
Street: VIRGINIA
Street Limits: FRONT / ASH

Walk audits study the conditions of a community to identify challenges and opportunities to improve pedestrian safety and comfort. Below are characteristics to consider when walking through the community. Consider others in your community including the elderly, children, and people with limited mobility. Use one sheet [front and back] for each block of each street. **Photos are a great way to show actual conditions in the field and will be used in the report. Please provide comments.**

RATE: 1 Bad 2 Acceptable 3 Good Y Yes N No **Comments:** Please be specific

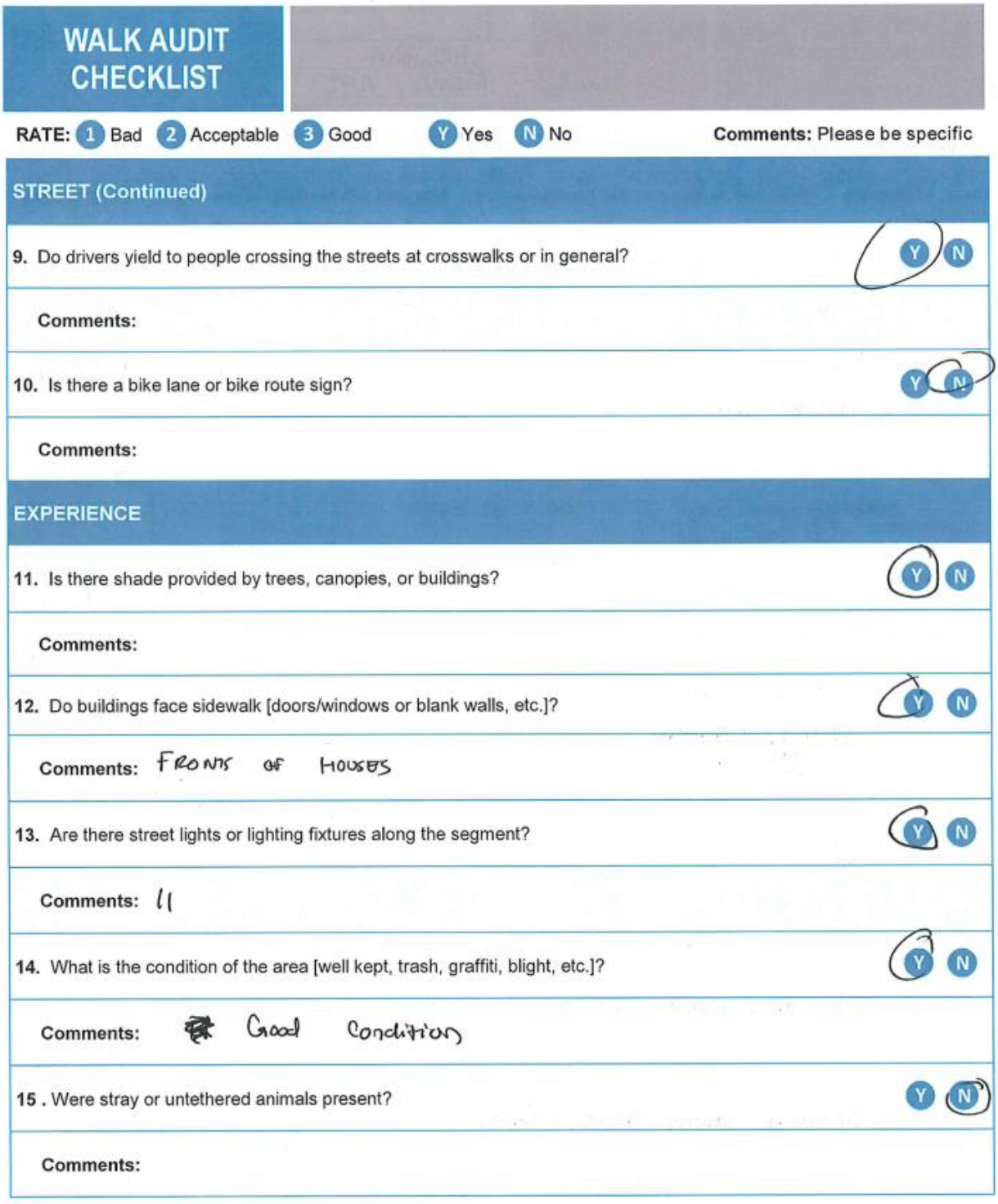
SIDEWALK

1. Is the sidewalk wide enough to comfortably walk with others? (Y) N
   Comments: MAILBOX ISSUES
2. What is the sidewalk condition [broken, trip hazards, etc.]? 1 2 3
   Comments: SLOPE @ 1044 : 0.4 %, BRKN @ 769
   @ 759 : 1.6 %.
3. Is the sidewalk often interrupted for cars [driveways, loading, etc.]? Y (N)
   Comments:
4. Do intersections have ramps? If so, which corner(s) are they located on? (Y) N
   Comments: @ ASH / VIRGINIA
   NO
5. Is there a bus stop sign or shelter? If so, is it wheelchair accessible? Take photos of all bus stops/shelters. Y (N)
   Comments:

STREET

6. Are there crosswalks? (Y) N
   Comments: @ SCHOOL NEAR OFFICE
7. Does traffic move at a speed that feels safe walking by or crossing? (Y) N
   Comments: Speeding along near School
8. Is there a school or park nearby? If so, please identify. (Y) N
   Comments: FARMERSVILLE JH

Figure 7 – Completed Walking Audit Checklist for a segment in Sector D



WALK AUDIT CHECKLIST

RATE: 1 Bad 2 Acceptable 3 Good Y Yes N No **Comments:** Please be specific

STREET (Continued)

9. Do drivers yield to people crossing the streets at crosswalks or in general? Y N

Comments:

10. Is there a bike lane or bike route sign? Y N

Comments:

EXPERIENCE

11. Is there shade provided by trees, canopies, or buildings? Y N

Comments:

12. Do buildings face sidewalk [doors/windows or blank walls, etc.]? Y N

Comments: FRONTS OF HOUSES

13. Are there street lights or lighting fixtures along the segment? Y N

Comments: 11

14. What is the condition of the area [well kept, trash, graffiti, blight, etc.]? Y N

Comments: Good Condition

15 . Were stray or untethered animals present? Y N

Comments:

Figure 8 – Completed Walking Audit Checklist for a segment in Sector D

[Project Summary by Sector – Results] ALL

NO / N/C by slope	Sector A	Sector B	Sector C	Sector D	Sector E	Sector F
1) Is sidewalk wide enough to walk comfortably with others?	0%	8%	0%	24%	13%	24%
2) What is the sidewalk condition [broken, trip hazards, etc.]?	Accept.= 2% Good = 98%	Bad = 8% Good= 92%	Bad= 14% Accept= 29% Good =57%	Bad= 23% Accept.= 37% Good= 40%	Bad= 15% Accept.= 18% Good= 67%	Bad= 25% Accept.= 26% Good= 49%
3) Is the sidewalk often interruptes for cars[driveways, loading, etc.]?	23%	27%	29%	57%	19%	25%
4) Do intersections have ramps? If so, which corners) are they located on?	6% N/C: 30%	17% N/C: 49%	0% N/C: 0%	10% N/C: 71%	23% N/C: 36%	39% N/C: 50%
5) Is there a bus stop sign or shelter? If so, is it wheelchair accessible? Provide photos	96%	95%	100%	96%	97%	100%
6) Are there crosswalks?	47%	98%	57%	85%	74%	96%
7) Does traffic move at a speed that feels safe walking by or crossing?	2%	5%	0%	0%	18%	3%
8) Is there a school or park nearby? If so, please identify.	83%	75%	0%	29%	49%	71%
9) Do drivers yield to people crossing the streets at the crosswalks or in general?	11%	3%	0%	7%	98%	0%
10) Is there a bike lane or bike route sign?	100%	100%	100%	99%	93%	100%
11) Is there shade provided by trees, canopies, or buildings?	2%	5%	43%	22%	11%	3%
12) Do buildings face sidewalk {doors/windows or blank walls, etc.]?	6%	13%	14%	21%	3%	24%
13) Are there street lights or lighting fixtures along the segment?	25%	12%	29%	47%	47%	57%
14) What is the condition of the area [well kept,trash, graffiti,blight,etc.]?	0%	4%	14%	21%	12%	28%
15) Were stray or unteathered animals present?	100%	96%	100%	94%	77%	65%

Figure 9 – Compiled data from checklists

YES / Comp. by slope	Walnut Ave	Farmersville Blvd	Visalia Rd
1) Is sidewalk wide enough to walk comfortably with others?	100%	100%	71%
2) What is the sidewalk condition [broken, trip hazards, etc.]?	Accept.= 14% Good = 71%	Accept. = 21% Good= 79%	Accept= 14% Good =71%
3) Is the sidewalk often interruptes for cars[driveways, loading, etc.]?	29%	100%	86%
4) Do intersections have ramps? If so, which corners) are they located on?	100% Comp: 57%	95% Comp: 74%	100% Comp: 100%
5) Is there a bus stop sign or shelter? If so, is it wheelchair accessible? Provide photos	43%	53%	71%
6) Are there crosswalks?	43%	74%	86%
7) Does traffic move at a speed that feels safe walking by or crossing?	86%	95%	100%
8) Is there a school or park nearby? If so, please identify.	14%	42%	29%
9) Do drivers yield to people crossing the streets at the crosswalks or in general?	100%	100%	100%
10) Is there a bike lane or bike route sign?	0%	11%	86%
11) Is there shade provided by trees, canopies, or buildings?	100%	100%	86%
12) Do buildings face sidewalk {doors/windows or blank walls, etc.]?	43%	100%	86%
13) Are there street lights or lighting fixtures along the segment?	86%	100%	100%
14) What is the condition of the area [well kept,trash, graffiti,blight,etc.]?	86%	89%	71%
15) Were stray or unteathered animals present?	0%	0%	0%

Figure 10 – Compiled data from checklists

[Sector A]

Figure 11 – Aerial screengrab of sector A

Existing Conditions:

- Residential area, nicely paved
- Sidewalks wide enough
- Many crosswalks
- Minor deficiencies
- Nice park located inside for residence

Slope Average: 1.6% slope

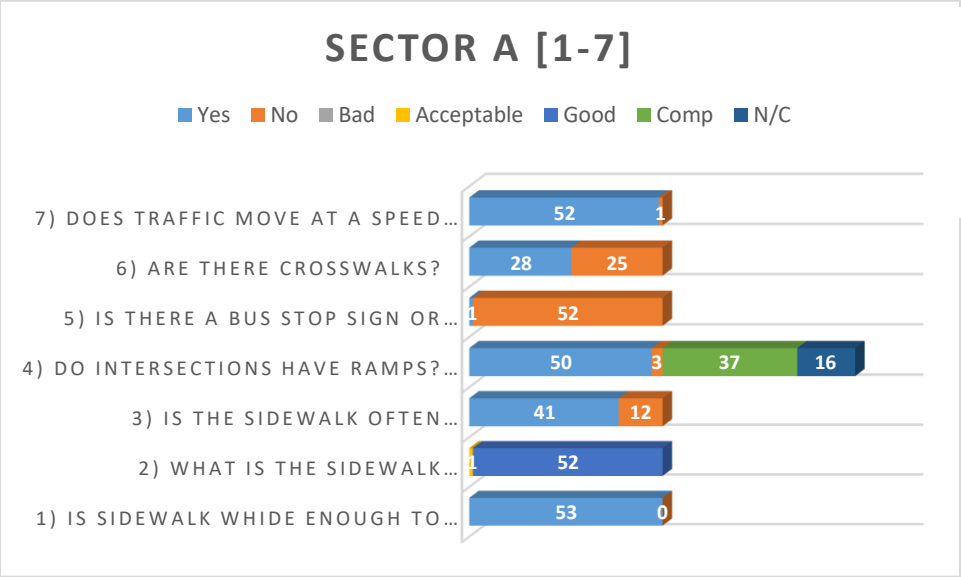
Potential Improvements:

- Possibly adding bus shelter for current bus stops on Walnut Ave.

Figure 12 – Here is an example of a compliant ramp in this sector

Figure 13 – Brick crosswalk common in this sector

[A- Graphs Supported by Photos]



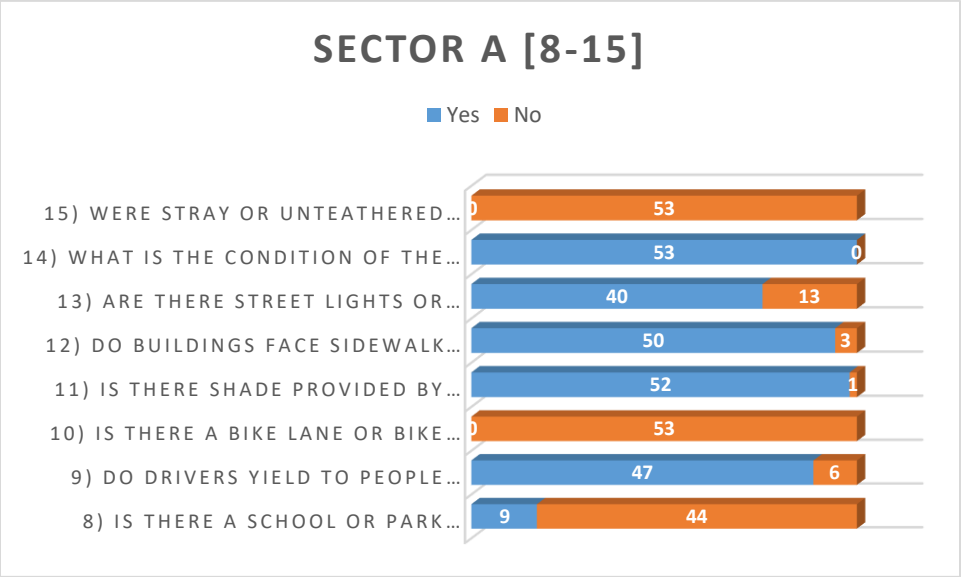


Figure 13 – Data from checklists compiled

[Sector B – Results]

Figure 14 – Aerial screengrab of sector B

Existing Conditions:

- Some unleveled sloped streets
- Residential area near railroad park had some sidewalks that were not through/complete
- Residential area near park had some blight
- Very few ramps with Tactile Paving, commonly found closer to Walnut Ave/Farmersville Blvd or in new residential development areas (courts)

Slope Average: 3.1% slope

Potential Improvements: Complete sidewalks that are not all the way through or do not have existing ramps

Figure 15 - No sidewalk provided on this court neighborhood.

[B- Graphs Supported by Photos]

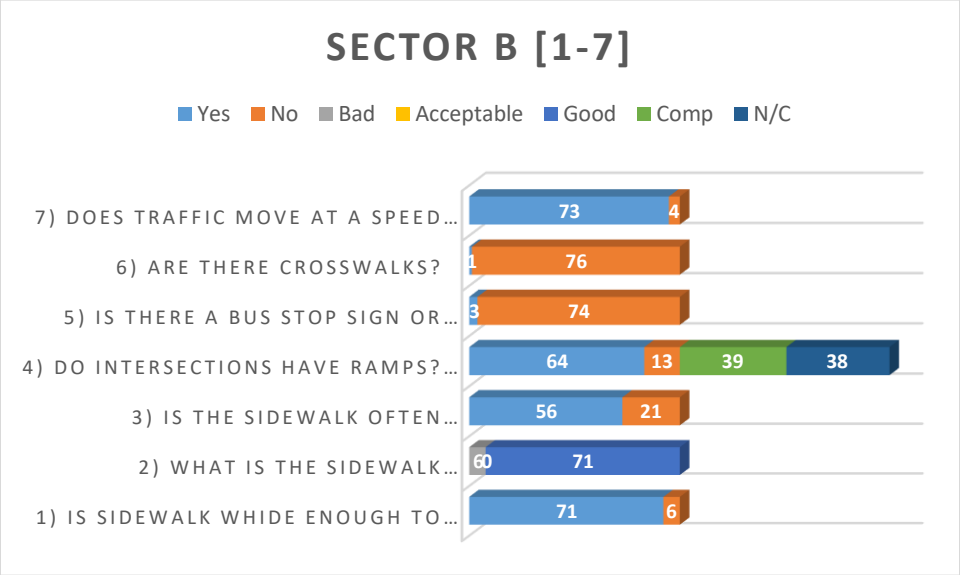
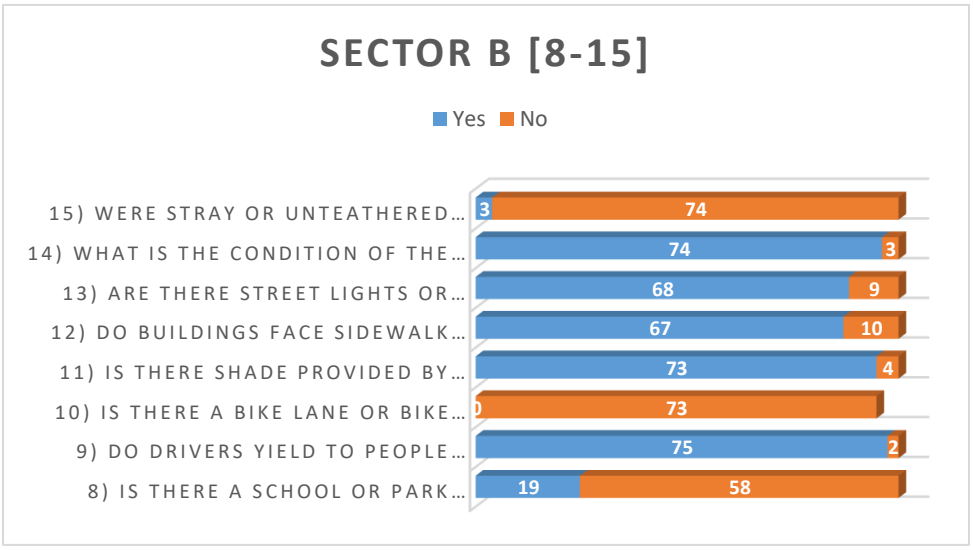


Figure 16 – Data from checklists compiled



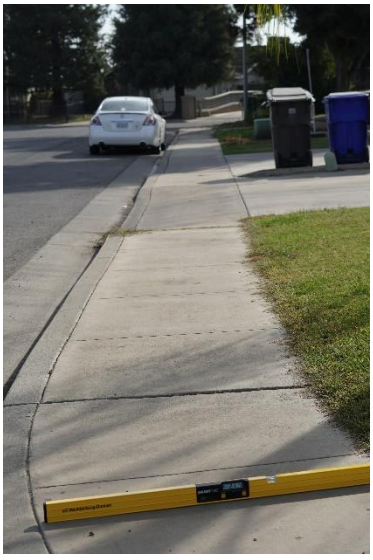


Figure 17 – An example of a sidewalk with minimal issues

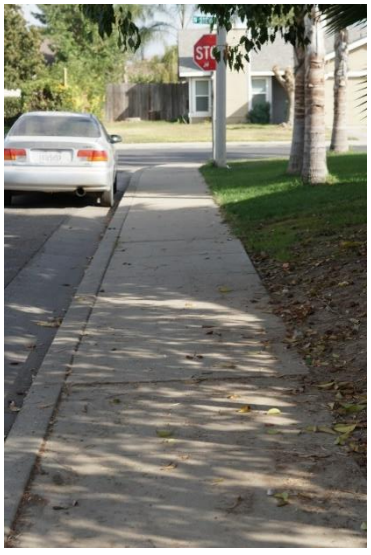


Figure 18 – Another good sidewalk

[Sector C – Results]

Figure 19 – Aerial screengrab of Sector C

Existing Conditions:

- Some areas did not have sidewalk near school grounds
- Some areas did not have ramps near school grounds
- Hard for residents to maneuver with their strollers and children
- Overall walkability of this sector is greatly impacted by the multiple interruptions/lack of sidewalk.

Slope Average: 0.93%

Potential Improvements:

- Adding sidewalks along Walnut Ave all the way through school (both ends) as well as [N. Freedom Dr. down to E.Citrus Dr.]
- Adding ramp along edge of High School near Citrus

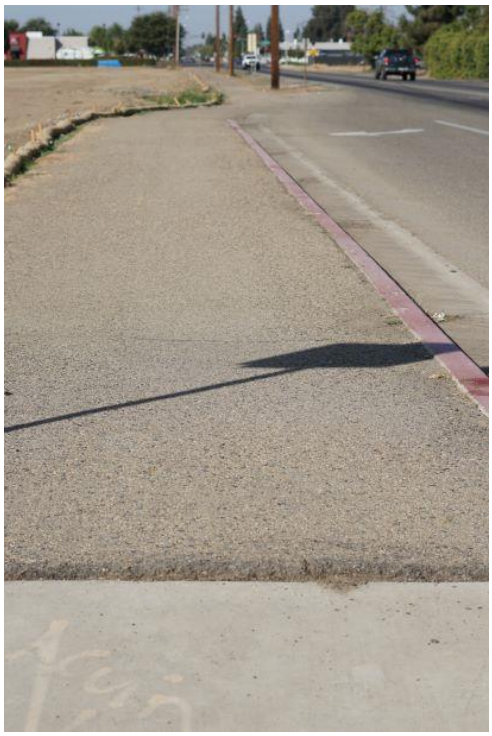


Figure 20 - Missing sidewalk along both sides of E. Walnut St. / N. Freedom Dr.

[C- Graphs Supported by Photos]

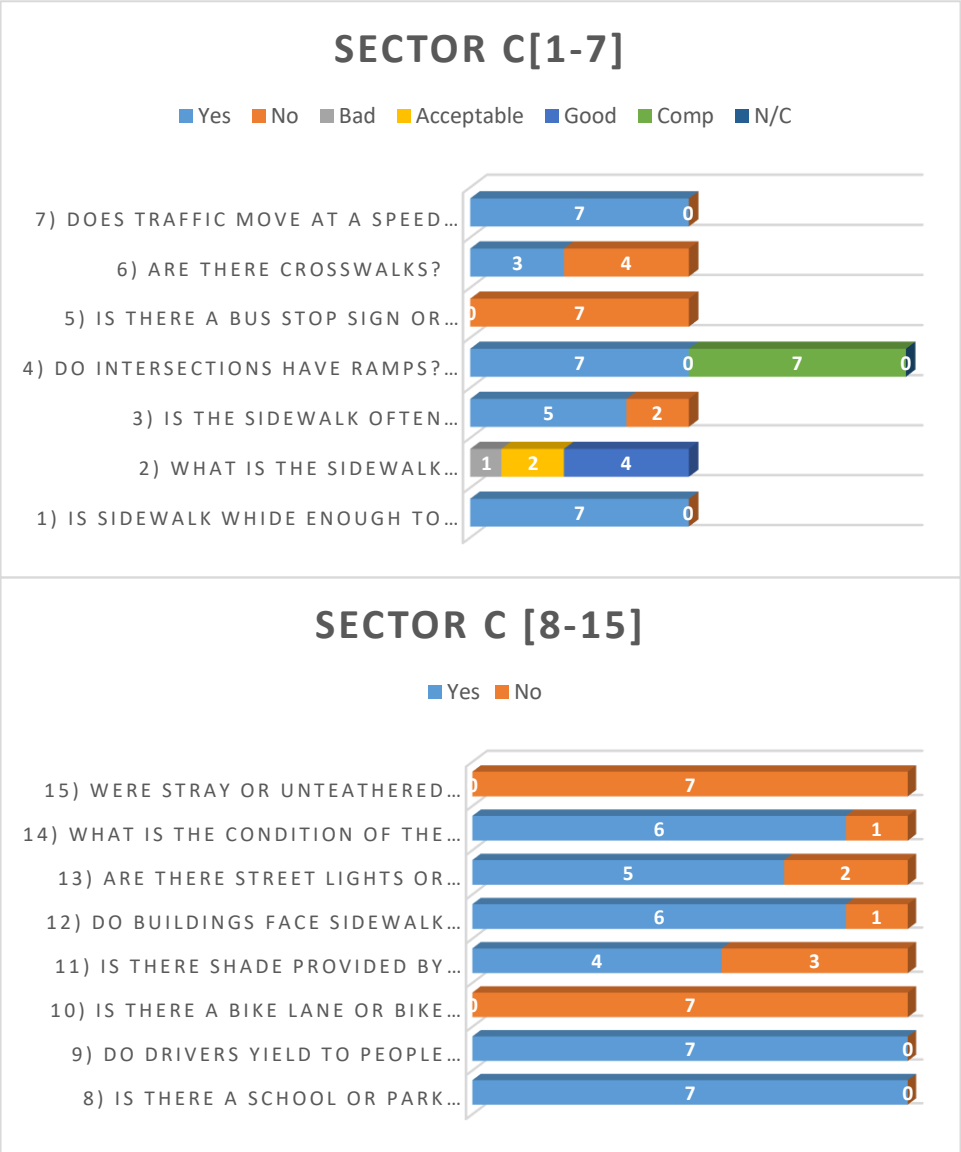


Figure 21 - Side walk was missing on one side of N. Freedonm St (High School St.).

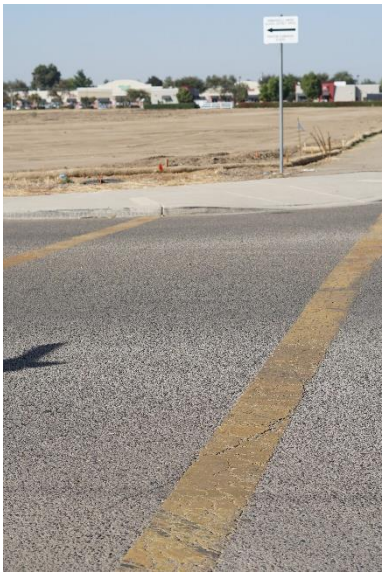


Figure 22 - Cross walks were more common around this sector because there were two schools nearby.

[Sector D – Results]

Figure 23 – Aerial screengrab of Sector D

Existing Conditions:

- Narrow sidewalks due to mailbox/ landscape obstruction
- Hard for residents to maneuver with their strollers and children (walking on street was common)
- Some unleveled sloped streets
- Blighted areas closer to Farmersville Blvd and Ash St.
- Some unfinished sidewalk/ramps
- Some areas had absolutely no sidewalks/ramp

Slope Average: 4.2%

Potential Improvements:

- Broken sidewalks
- Very few light fixtures in some areas
- Incomplete sidewalks/ramps
- Designating centralized mailboxes and removing the mailboxes obstructing sidewalks
- Housing code enforcement centered around blighted areas

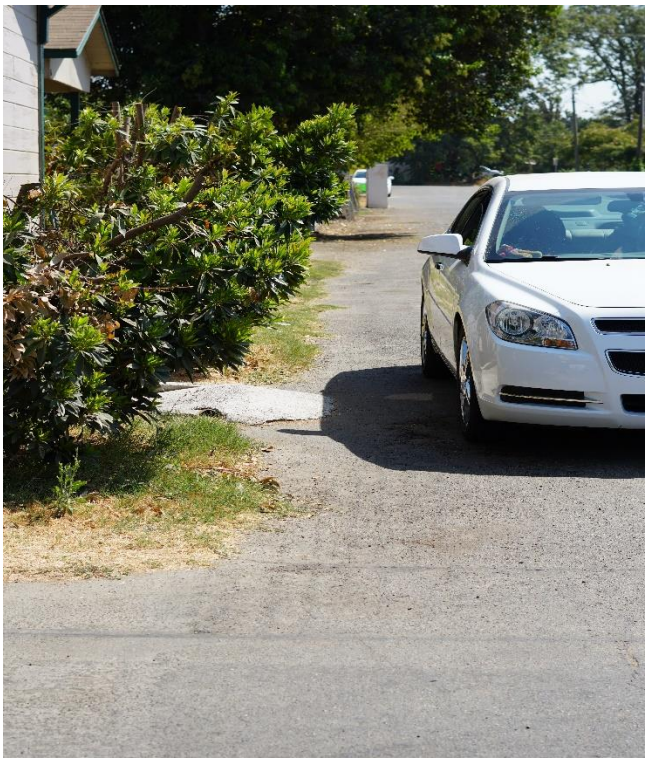


Figure 24 – No sidewalk on this side of the street

[D- Graphs Supported by Photos]

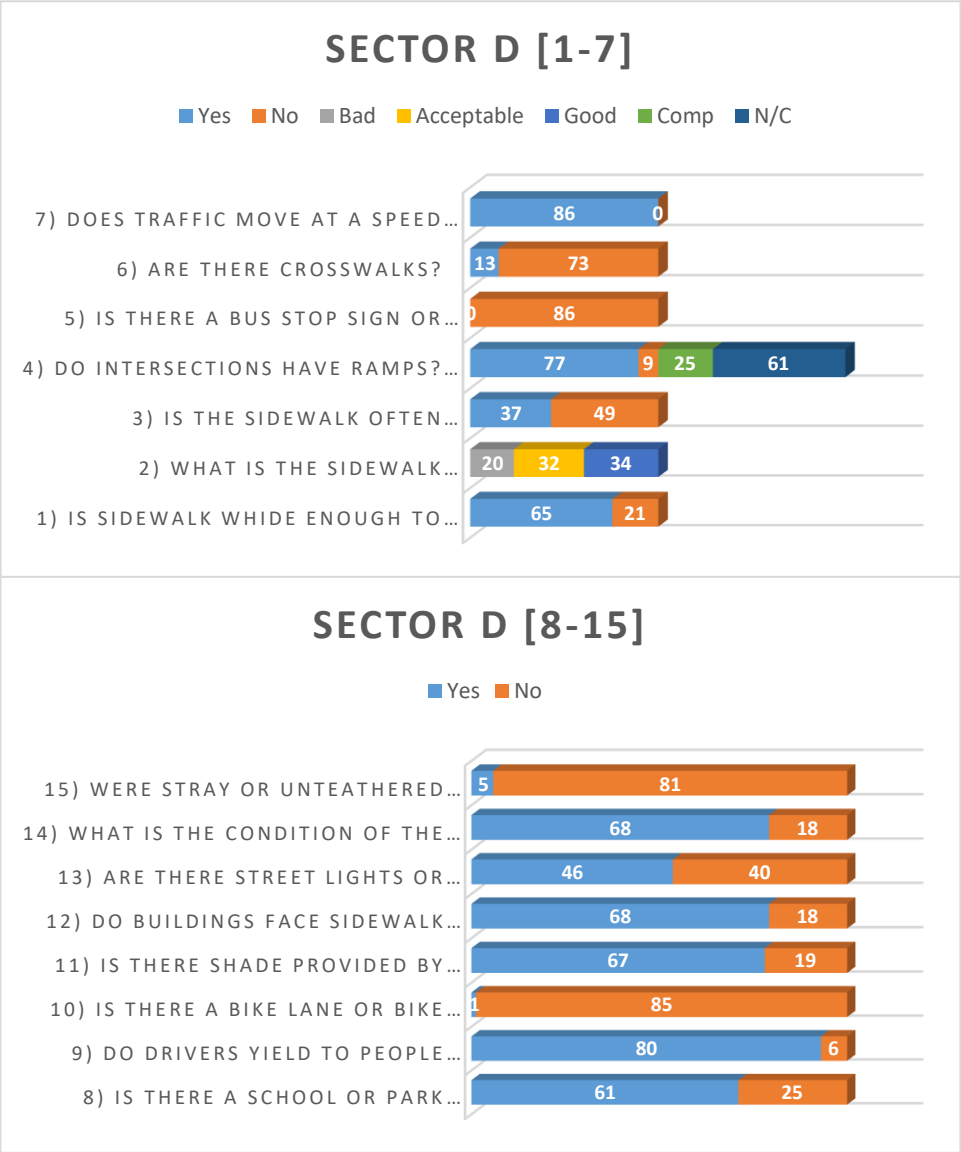


Figure 25 – Compiled data from checklists

Figure 26 – Gaps in sidewalk prevalent in this sector

Figure 27 – Sidewalk interruptions; forcing pedestrians onto street

[Sector E – Results]

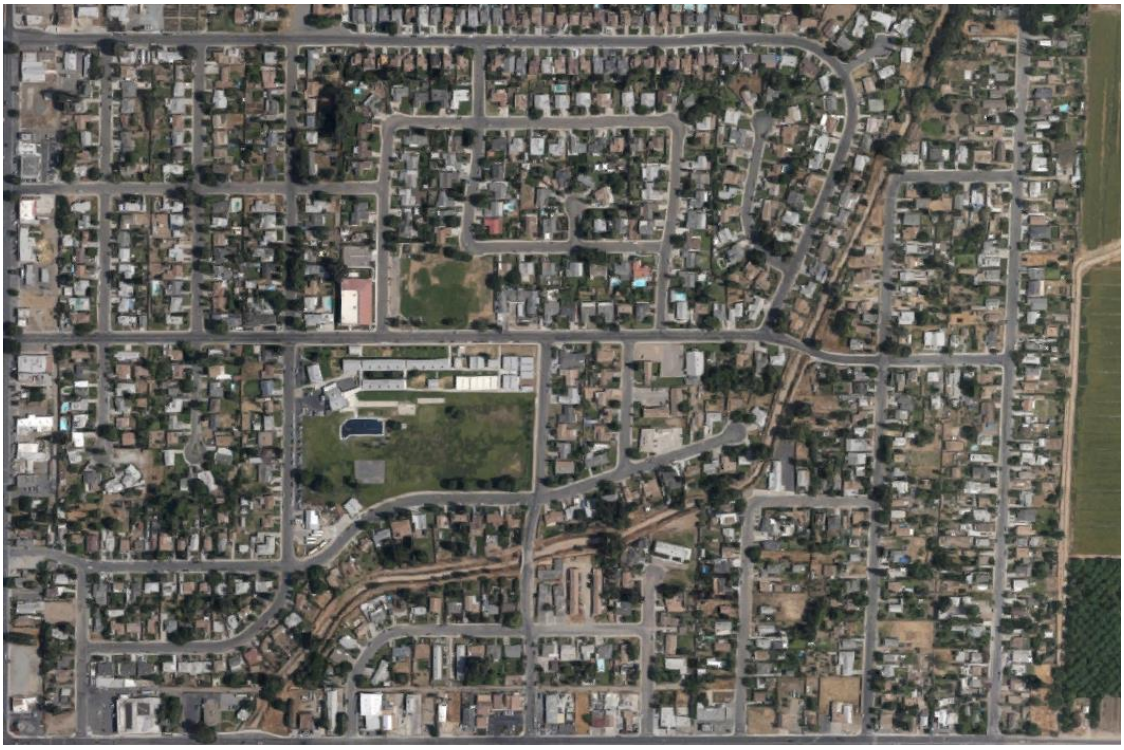


Figure 28 – Aerial screengrab of Sector E

Existing Conditions:

- Narrow sidewalks near residential area on Front St.
- Fast/unsafe driving near residential area on Front St.
- Some unleveled sloped streets
- Residential area near E. Pepper and Library had some sidewalks that were not through/complete
- Residential area N. Oakview Ave. and E. Ash St. had major blight issues as well as untethered dogs
- Residential area near N. Hester Ave./E Larry St. had major blight issues as well as untethered dogs

Slope Average: 1.9% slope

Potential Improvements:

- Broken sidewalks
- Very few light fixtures south of Ash
- Incomplete sidewalks/ramps
- Housing code enforcement centered around blighted areas

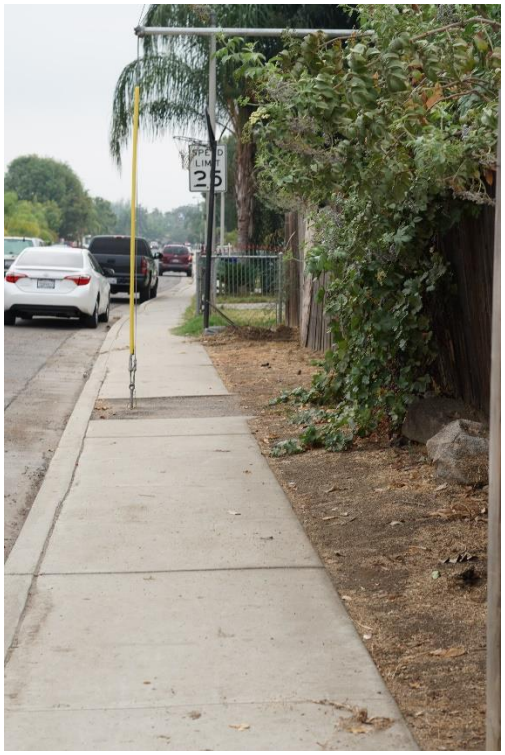


Figure 29 – Walkability hampered by utility interruption

[E- Graphs Supported by Photos]

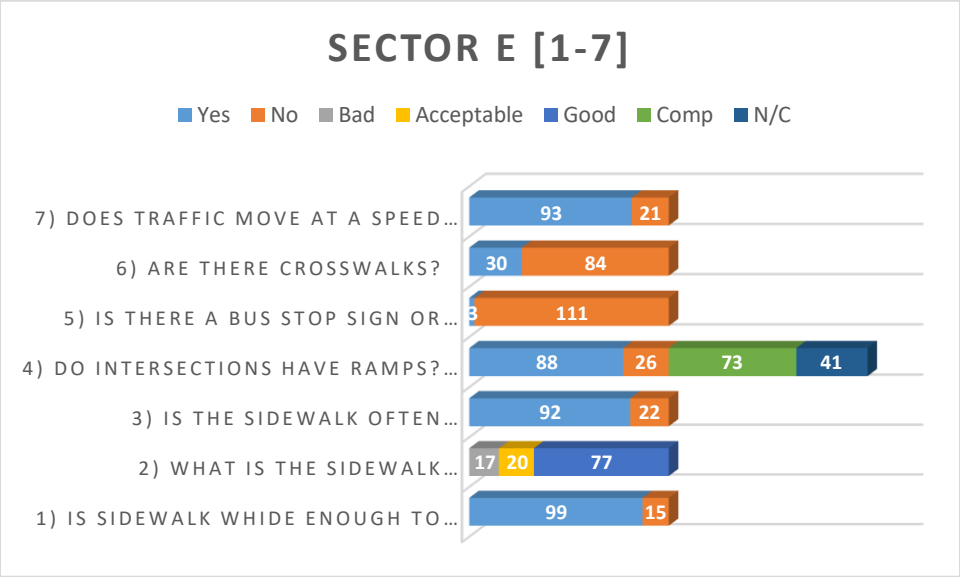


Figure 30 – Compiled data from checklists

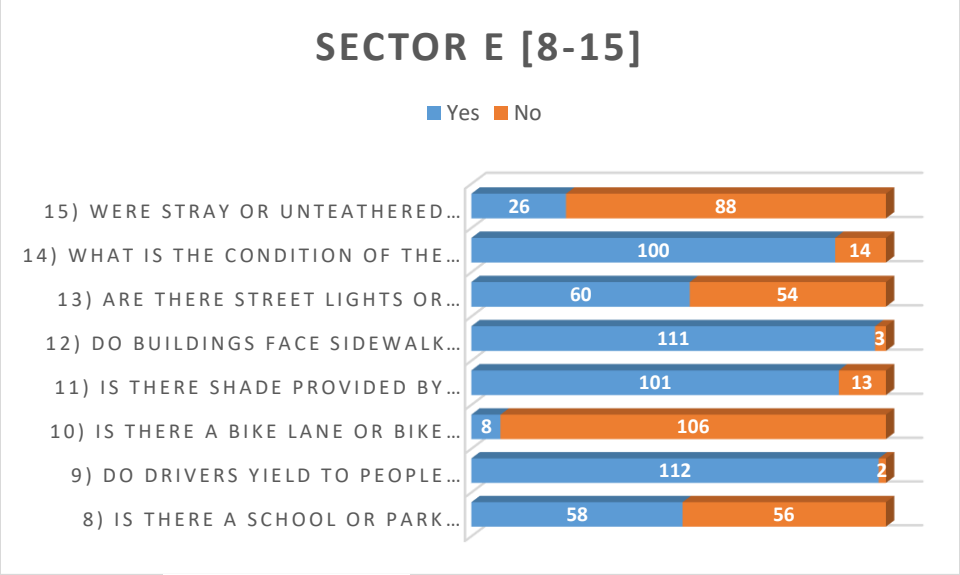


Figure 31 – interrupted sidewalk present here

Figure 32 – utility interrupting sidewalk

Examples of sidewalk conditions that impact the overall walkability of this neighborhood.

Figure 33 - Here we have a picture of a segment in sector E that shows the lack of sidewalk which was a common occurance.

Figure 34 - The second picture shows the existence of a sidewalk but lacks of a ramp all together.

[Sector F – Results]

Figure 35 – Aerial screengrab of Sector F

Existing Conditions:

Right side of **Farmersville Blvd –**

- Many inconsistent sidewalks/ramps
- Few light fixtures, mainly around blighted areas
- Major issue with untethered dog, uncomfortable to walk on sidewalk
- Tactile paving was mainly near Visalia Blvd
- Very narrow sidewalk along Visalia Blvd and car dealership

Slope Average: 2.1% Slope (on existing ramps)

Potential Improvements:

- Light fixtures on right side of Farmerville Blvd
- Incomplete sidewalks/ramps
- Housing code enforcement centered around blighted areas

Figure 36 - Show in the photo above is a no existing sideway or ramp.

[F- Graphs Supported by Photos]

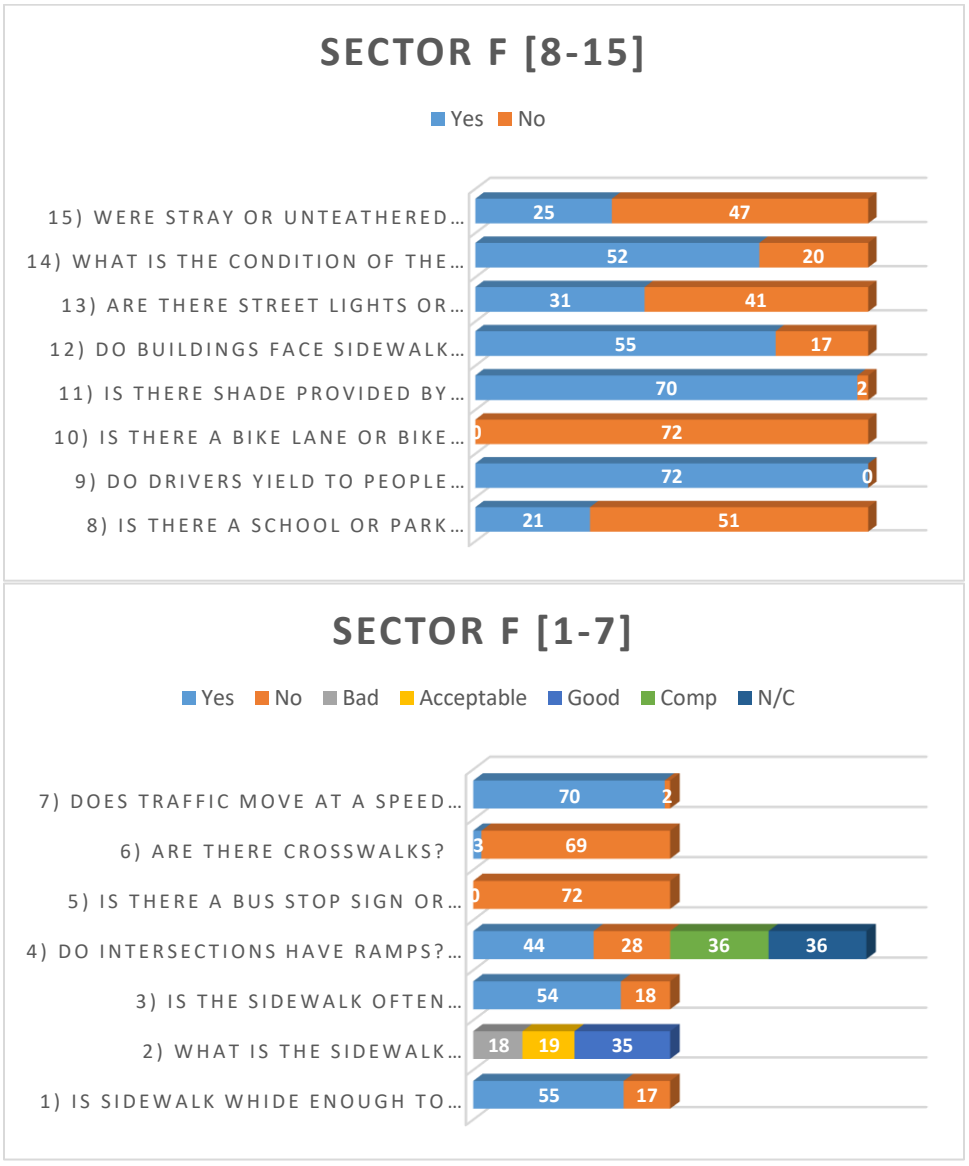


Figure 37 – Data compiled from checklists

Figure 38 - sidewalk not fully visible or smooth due to overflow of run on dirt/mud.

Figure 39 - trip hazard/obstacle for a person to walk past safely.

[Boulevard/Main Corridor Summary]

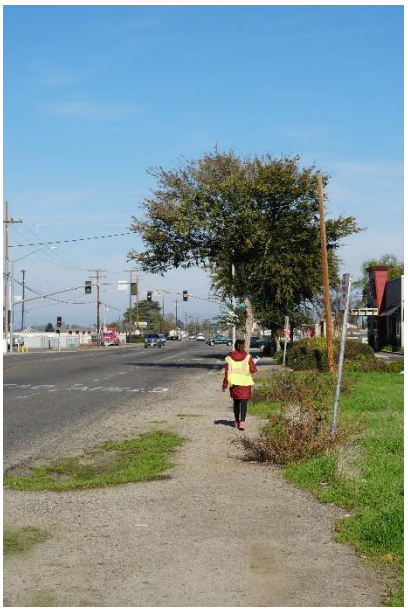


Figure 40 – Sidewalk Gap along section of Farmersville Blvd. Forcing pedestrians on to uneven pavement

Existing Conditions:

Walnut Ave –

- Good on light fixtures
- Tactile paving not as common as other major corridors
- Sidewalk/ ramps needed on the right side of Farmersville Blvd near school

Farmersville Blvd –

- Good on light fixtures
- Some vacant blighted homes closer to Visalia Blvd (right side of Farmersville)
- Tactile paving more common
- Very narrow sidewalk in between Front St/ Ash St uncomfortable to walk on sidewalk

Visalia Rd–

- Good on light fixtures
- Good on bike lane/bus route
- Tactile paving more common
- Very narrow sidewalk by car dealership
- No sidewalk near orchards

Figure 41 – Wide sidewalks adjacent to commercial businesses

Potential Improvements:

- Incomplete sidewalks/ramps
- Housing code enforcement centered around blighted areas

Figure 42 – Visalia Rd; Good example of pedestrian and bicycle amenities along with tactile paving

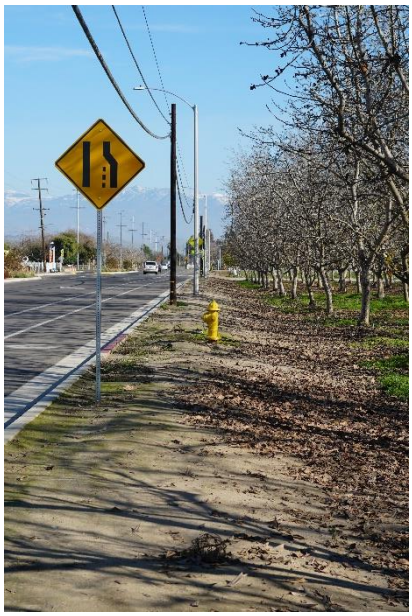


Figure 43– Visalia Rd; Sidewalk and pedestrian amenities abruptly end at these orchards

[Boulevard/Main Corridor – Graphs and Photos]

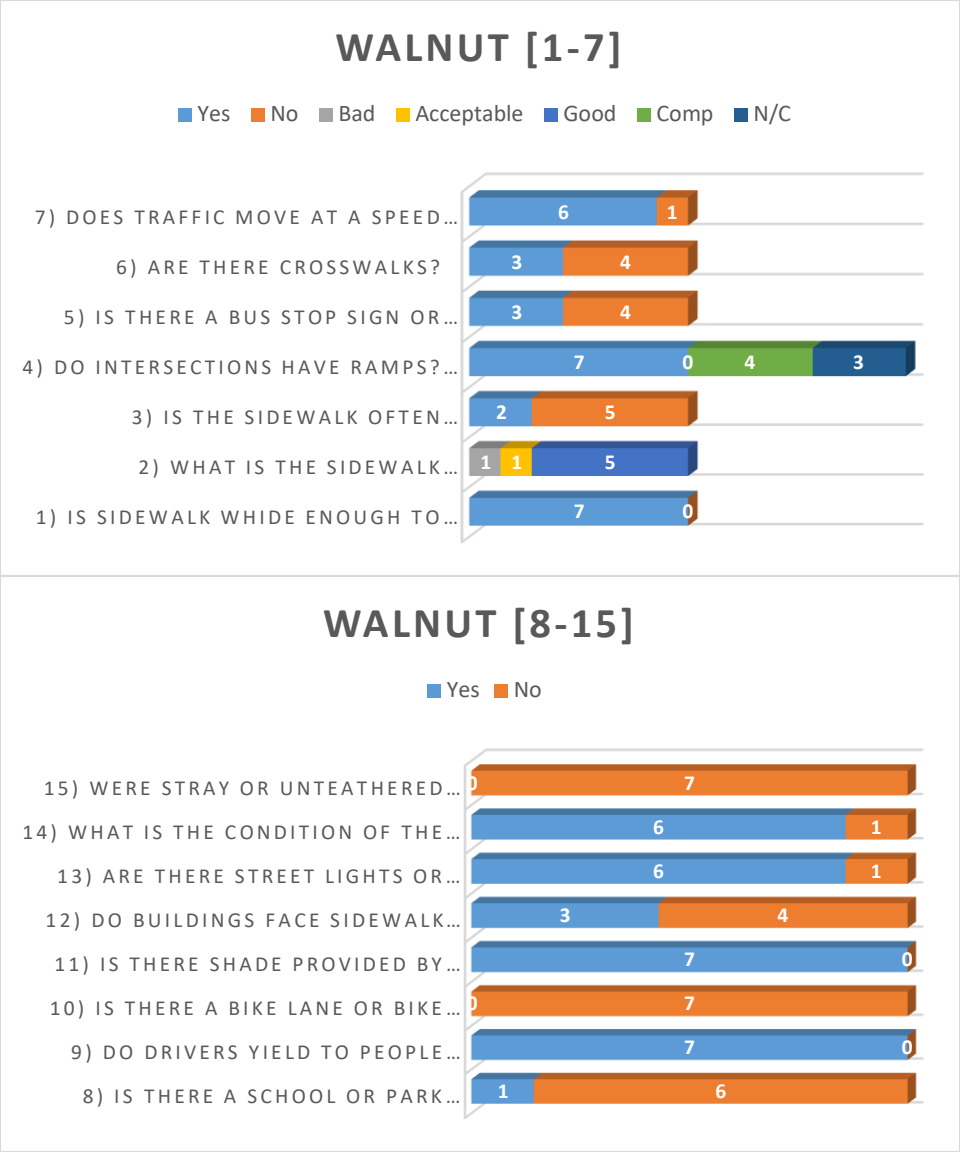


Figure 44 - Compiled data from checklists

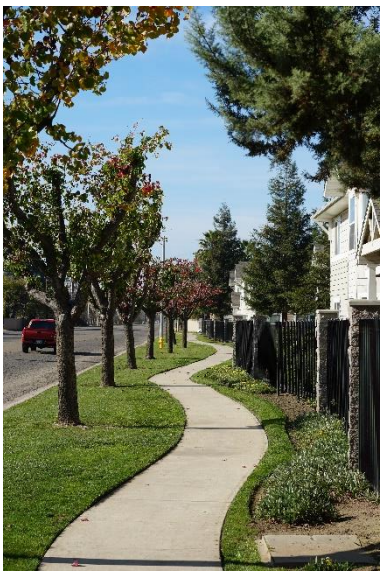


Figure 45 - Walnut Ave; Good example of pedestrian-friendly sidewalk adjacent to apartment complex

Figure 46 - Walnut Ave; Lack of sidewalk/ramps at this property

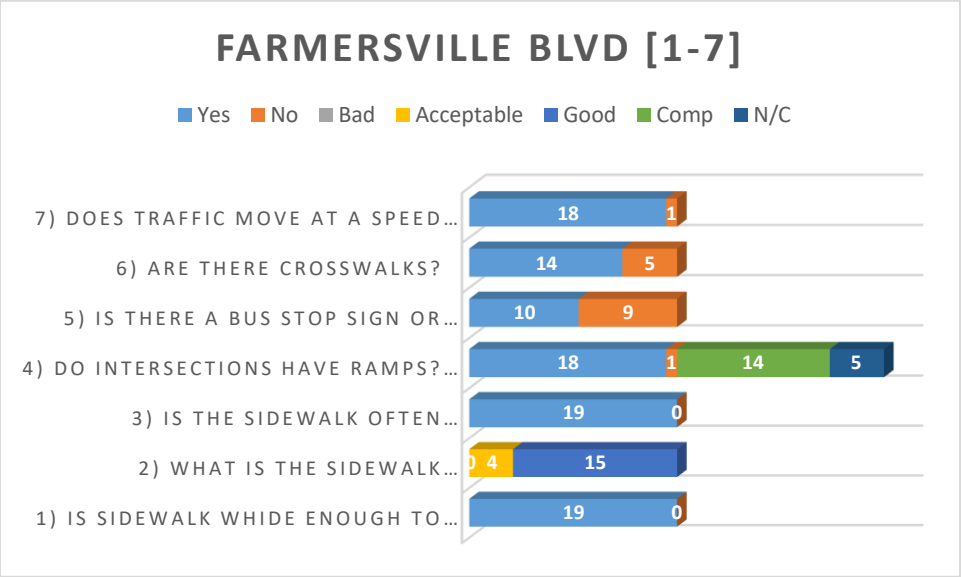
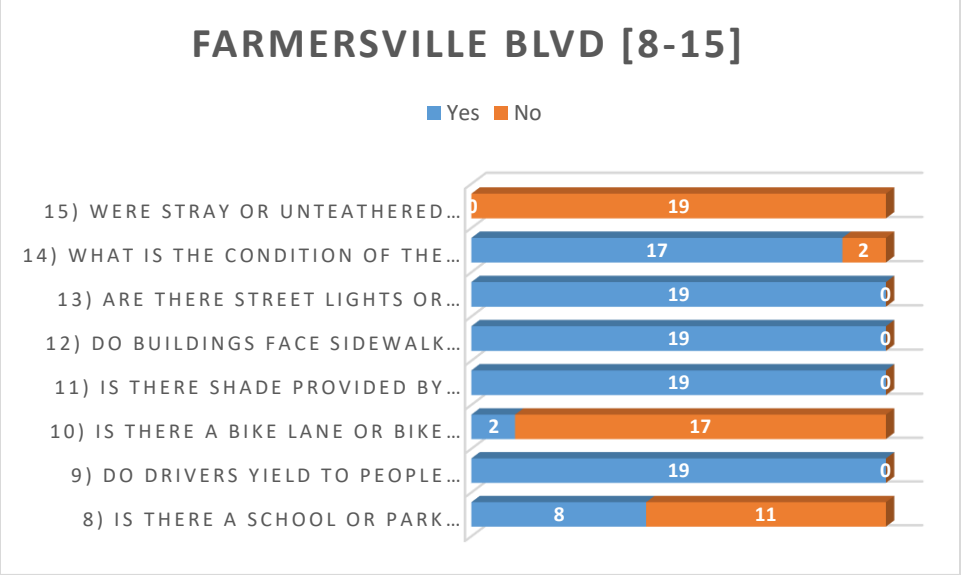


Figure 47 – compiled data from checklists



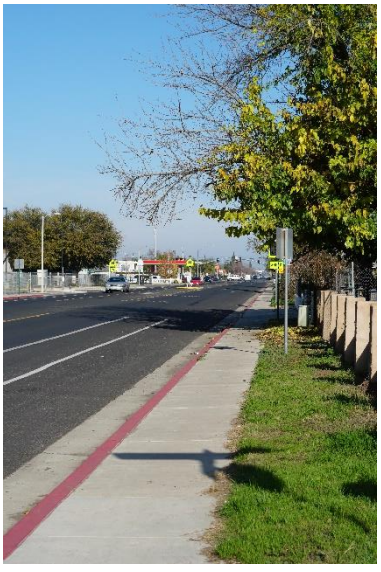
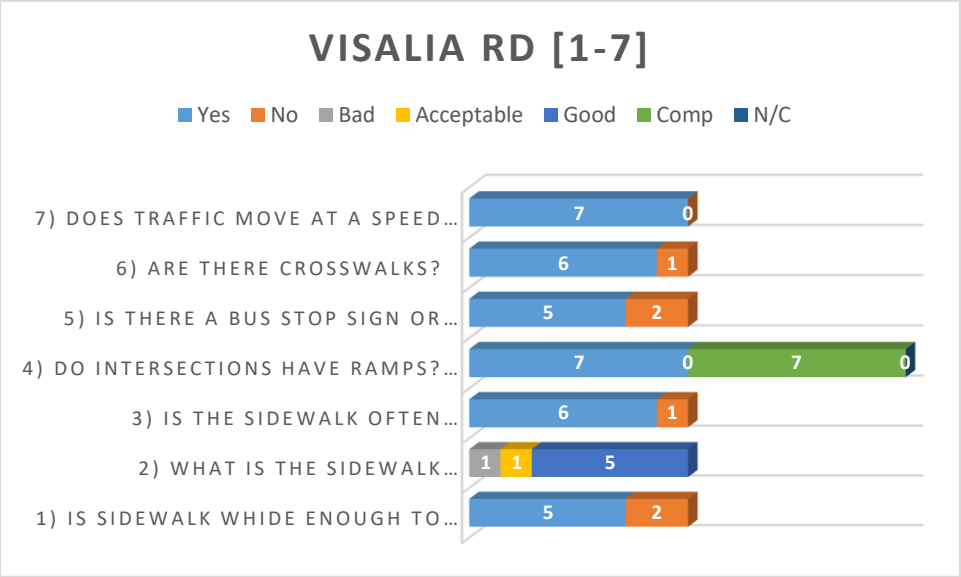


Figure 48 – Farmersville Blvd; Sidewalk present with bike lanes, pedestrian crossing

Figure 49 – Farmersville Blvd; Wide sidewalks in front of businesses along this stretch



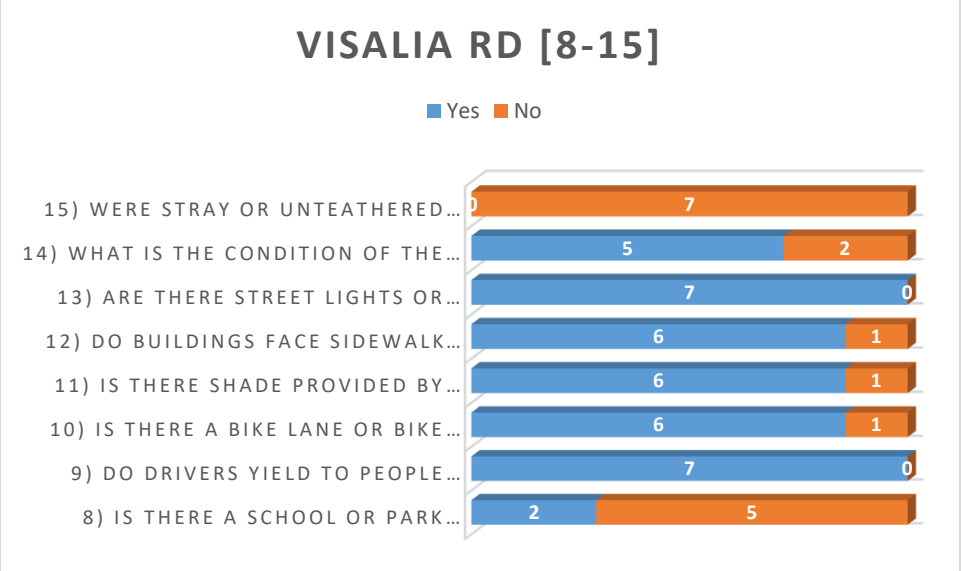


Figure 50 – Compiled data from checklists

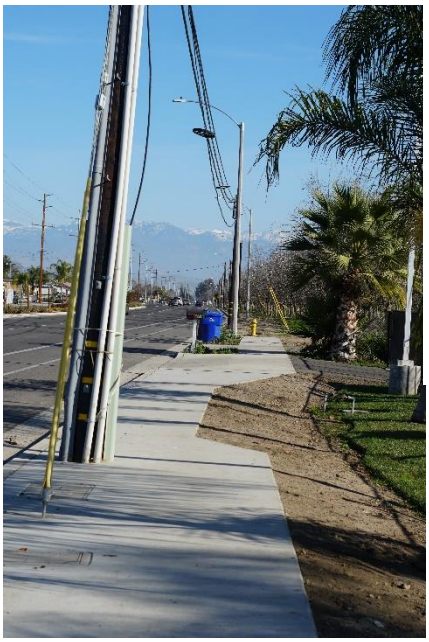


Figure 51 – Visalia Rd; Sidewalk gap begins just beyond this picture as you hit an orchard

Figure 52 – Visalia Rd; most of Visalia Rd has been improved to include sidewalks, enhanced ramps, bike lanes, and LED street lighting

Sector A

[Questions 1-7]

Of all the sectors surveyed this sector was the most complete in terms of walkability and connectivity having very few intersections without ramps. In addition to the summary above, based on our observations and the surveys gathered, there were no issues in the area of comfortability when walking with others. Scores calculated for overall sidewalk conditions were at 98% good condition. As is common in the sectors the houses in these neighborhoods quite often would have their driveways interrupting the sidewalk. There were no issues in terms of continuity between the sidewalk and driveway portion, however, driveways were often occupied by cars, thus blocking access. This area was highly residential with the exception of a park (N. Ventura Ave/Hartley Ave) and Park Creek Village Apartment (W. Walnut Ave/ Franquette Ave). 94% of the 53 surveyed sheets had ramps at intersections with 70% of those ramps being compliant with a 2.0% slope or lower. There were very few occurrences in this and the other sectors of bus stops. The bus stops could be found within the sectors but on the main corridors of the city. Out of all sectors, Sector A scored the highest in terms of crosswalks provided at 53% As mentioned above, Sector A had very minor issues. The relatively recent age of the developments in the sector have not resulted in the issues found in other sectors.

[Questions 8-15]

There is only one park and zero schools located inside this sector. While out in the field it was observed that 11% of drivers did not yield to pedestrians crossing the streets at crosswalks. There were absolutely no bike lanes or bike route signs located in Sector A. This sector overall, had very good shade provided mostly by trees from residential area. Overall, buildings and homes faced the sidewalk. This sector scored very high in the occurrence of street light/light fixtures along street segments. Also, area condition was best well-kept from trash, graffiti and blight. There was no issue with stray or untethered animals.

Sector B

This sector was similar to Sector A in that the bulk of homes are of fairly recent construction. With Sector B, there is a mix of these new/recent housing developments along with a cluster of older homes. Essentially the sector could be split in half in terms of newer/older developments. With those newer developments being closest to Walnut Ave. In these newer neighborhoods issues with walkability were almost non-existent. As you approach the older neighborhoods gaps in sidewalks and non-existent sidewalks become more prevalent, especially in the neighborhood bordered by Farmersville Blvd. and Petunia Ave. It was in this neighborhood where a number of streets had no sidewalks. The lots these houses sat on weren't developed with sidewalks in mind as could be seen in parts of Sector D. Where sidewalks existed, there were no issues in comfortability to be found. This sector also score high in terms of the condition of the sidewalks present, which was good where existent. Like in other sectors, driveways didn't cause major interruptions in sidewalks and were deemed navigable. The only major issues with the driveways is they are often filled with cars that then block complete access to the sidewalk, forcing pedestrians to navigate around them. This area was highly residential with some business located along Farmersville Blvd. Sector included a public park (W. Petunia/Farmersville Blvd), a residential park (N. Steven Ave. / N. Matthew Ave.) and a church (W. Citrus Dr./ N. Ventura Ave. 83% of the 77 surveyed sheets had ramps at intersections with 51% of those ramp being compliant with a 2.0% slope or lower. As was common among the sectors, Out of all sectors, Sector B scored the lowest in terms of crosswalks provided at 2%. Traffic moved along at safe speeds in this sector.

[Questions 8-15]

As mentioned above, there are two parks located within the vicinity of this sector. In the most recent development, a small neighborhood park has been put in. The other park runs the length of Petunia St. between Ventura and Farmersville Blvd. and is bordered by an active rail corridor that runs through town. It is more a large grass area surrounded by trees than a park as there are no park amenities. Pedestrian-Driver interactions observed were overall positive. However, noted improvements could be made to improve these interactions ensuring pedestrian safety is maximized. For example, if funding allowed, adding crosswalks along Walnut Ave connecting Sectors A and B would provide a means to cross the busy intersection as the only alternative is to walk down to Farmersville Blvd. and then cross or to simply jaywalking. There were absolutely no bike lanes or bike route signs located in Sector B. This sector had a good amount of shade provided mostly by trees from homes. Overall this sector is kept in good/very good condition. We suggest that the City of Farmersville pursue developing the canal system that runs through the sector into a trail/green space.

Sector C

Sector C was a relatively small sector to cover and the walkability issues were similar to one another. Where sidewalk exists, there are no issues in terms of comfortability. However, there are major stretches in the sector that are without sidewalks. Along North Freedom Dr. sidewalk is non-existent, along Walnut between Farmersville Blvd. and N. Freedom Dr. no sidewalk; and along Farmersville Blvd. between the Veterans Memorial Park and the Jack and the Box sidewalk is either non-existent, or riddled with safety issues. The sole residential street in the sector (E Citrus Dr.) has been retrofitted with tactile paving at all intersections. The only issue we encountered on this stretch was a trip hazard caused by uneven/raised pavement (located at the south-east corner of citrus and rose). This was the only sector where sidewalks have been built without any interruptions because of a driveway. Instead, the pavement angles down at the outer most edge of the sidewalk, allowing cars to access their respective garages. Scores calculated for overall sidewalk conditions were only at 57% good condition. Side walk condition for often disruption of driveways or loading was at 71%, based in the low ranges compared to other sectors. This area was somewhat residential with the exception of a Farmersville High School (E. Walnut Ave/N. Freedom Drive) and Freedom Elementary School (Farmersville Blvd. /E. Citrus Drive). 100% of the 7 surveyed sheets had ramps at intersections with 100% of those ramp being compliant with a 2.0% slope or lower. With all sectors ranging at or below 5% when it came to bus stop signs or shelters, Sector C had 3 stops provided located along Farmersville Blvd. Traffic feels safe as indicated in the YES table previously mentioned.

[Questions 8-15]

Pedestrian-driver interactions were good overall. The only major issues came from the intersection of Citrus Dr. and Farmersville Blvd. It was here that we felt the traffic moved along Farmersville at dangerous speeds. The sidewalk is of standard width, yet on the day the main corridor surveys were taken we felt the speed of traffic moved by very quickly and we found ourselves in the street a number of times as we navigated around other pedestrians. There are absolutely no bike lanes or bike route signs located in Sector C. A good amount of shade is provided by the homes along Citrus Dr. and is confined to this street. Also, the area's condition is well-kept with little to no trash, graffiti and absolutely no blight. There were no issues with stray or untethered animals.

Sector D

Sector D was the first sector our team surveyed and it was one of the largest and most time consuming of all of our walks. The neighborhoods within the sector are older than say, those found in sector A. Many intersections were absent of ramps with a handful of intersections having retrofitted ramps with tactile paving. There were numerous instances we encountered where there was no sidewalk to be found. For example, portions of Linnell Ave. are missing sidewalks. This is usually due to the fact that many of the houses on these lots have built their fences right up to the street. Vacant lots and blighted/abandoned property are a fairly common occurrence. Other issues we found were sidewalk interruptions and trip hazards due to raised/broken segments of sidewalks. Side walk condition also ranked the lowest amongst all sectors and disruption by driveways was common. This area was highly residential with the exception of Jennings Park (N. Linnell Ave/W. Ash St.) and Farmersville Junior High School (N. Virginia Ave/ W. Ash St.). Commercial activity is confined to Farmersville Blvd. and Visalia Rd. 90% of the 86 surveyed sheets have ramps at intersections, 29% of those ramps being compliant with a 2.0% slope or lower. Again, as common in the other sectors, the only bus stops in this sector are to be found along the major boulevards, in this case, Farmersville and Visalia Rd.

[Questions 8-15]

There is one official park, one school and a large open space area adjacent to the church that resides on Farmersville Blvd. Overall, drivers and pedestrians interacted positively with no issues documented. Like in the other sectors, bike lanes were to be found on the major corridors surrounding the sector; in this instance, Visalia Rd. Compared to other sectors, much of the sidewalk surface was adequately shaded and there were a dozen instances where the sidewalk surfaces were completely unshaded. Street lights are scattered along the streets of this sector providing what we deemed to be minimal/low light. As mentioned above, vacant lots, blight, and abandoned property were common but confined to the south-eastern most part of the sector.

Sector E

Sector E was the largest sector we covered amongst all of our walks and it was a mixed bag of results. In many ways the sector resembled Sector D. The neighborhoods were obviously aged and many of the issues we encountered in sector D, we also came across in E. Overall, the sector is a relatively walkable one. Throughout the sector there were a few instances of major gaps in the sidewalk (found at the NW corner of of Visalia/Magnolia), Vacant lots (SE corner of Costner/Farmersville), and blighted/abandoned property (NW & NE corner of Dwight/Visalia; SW corner of Larry/Gene).

Overall, the sector's sidewalks are comfortable to walk on, where they exist. The majority of issues are cosmetic in nature, posing little risk to pedestrians. This area was mostly residential with the exception of Armstrong Park (N. Avery Ave/E. Ash St.) and JE Hester Pilot School (N. Rose Ave/ E. Ash St.). Commercial activity is confined to Farmersville Blvd. and Visalia Rd.

[Questions 8-15]

As mentioned above there is one park and one school located inside this sector. Armstrong Park is located across the street from the Farmersville Community Center; both are adjacent to the school. The park is in need of many cosmetic improvements; graffiti removal, jungle gym replacement, park bench/table replacements and overall some TLC. The only bike lanes for this sector were confined to Visalia Rd. The sector has a fair amount of shade provided by trees adjacent to homes as well as in Armstrong Park. The sector is kept in good condition with scattered instances of blight, vacant property and trash. Along the commercial activity that borders the sector on its eastern and southern most sides, we suggest taking stock of the pedestrian amenities and where possible adding things like planters, benches, and murals along these corridors. This sector and Sector F gave us the most issues when it came to stray/untethered animals.

Sector F

This sector was also a mix of results. From an objective stance, there is a single neighborhood that had the most complete streets in the sector. This neighborhood is removed from the bulk of the sector and has received more attention in terms of the availability of sidewalks. However, it is an isolated cluster of homes in one section (Virginia Ave. between Harold St and Visalia Rd.) with a major gap in the sidewalk. Like in other sectors, no issues in terms of comfortability were found in the stretches of sidewalks where they were present. However, there were a number of instances where the sidewalk gaps forced us to comingle with traffic in the neighborhood. Many lots have been retrofitted with sidewalks and intersections with ramps having tactile paving. Yet, there are many, many lots that have a curb and gutter but no sidewalk. Sidewalks were consistently interrupted by cars in driveways. Only 61% of the area had ramps at intersections with a low of 50% of those ramps being compliant with a 2.0% slope or lower. This area was highly residential with the exception of George L. Snowden Elementary School (S. Dode Ave. / W. Visalia Rd) and businesses surrounding main corridors. With all sectors rating at or below 5% when it came to bus stop signs with the exception of the 3 signs on Visalia Rd and 4 on Farmersville Blvd. The only crosswalks were limited to the main boulevards. Traffic feels safe as indicated in the YES table previously mentioned.

[Questions 8-15]

There are two parks (Roys/River Bank) and one school (Snowden) located inside this sector. The two parks are in fair condition; however, both parks are in need of maintenance. We witnessed broken benches/tables and debris in the gutter at River Bank Park and minor issues at Roys Park. Thanks to an upgraded pedestrian crossing with signal lights at the intersection of Farmersville near Oakland St. pedestrian-driver interactions were positive. There were no bike lanes or bike route signs located in Sector F This sector had an overall very good shade provided mostly by trees from residential area. Overall building and homes faced the sidewalk. This sector had the lowest percentage of all sectors at 43% street light/light fixtures along street segments. Also, area condition was lowest well-kept from trash, graffiti and blight. 35% of the area was high issue with stay or untethered animals. Area was uncomfortable to walk through around mobile homes Grove St/ S. Avery Avenue.

Main Corridors

On our last day in Farmersville we surveyed the main corridors of the city. These are the results.

By far, the most complete street in terms of walkability or the street with the least amount of issues is Visalia Rd. The boulevard has undergone marked improvements in recent years with the upgraded crosswalk at the intersection of Steven/Visalia being a very good example of this effort. The only issue we encountered with Visalia Rd. was the large gap in the sidewalk as you approach the orchards just east of Rose Ave.

The survey-able amount of sidewalk along Walnut Ave. was limited but during our walks we noticed a few key issues. For one, the continuity of sidewalks is a major concern. For example, east of the Jack in the Box at Walnut/Farmersville, no sidewalk exists until you reach N. Freedom Dr. The same goes for the area east of the Rite Aid at the same intersection. West of this intersection, the sidewalk is essentially uninterrupted until you reach orchards/ag land to the west of the housing developments. There are two instances along Walnut near the intersections of Matthew/Walnut and Ventura/Walnut where gaps in the sidewalk occur.

We started our walk of Farmersville Blvd at the southernmost edge of the city near Roys Park. The sidewalk has been added to the edge of town and as you continue northward, is only interrupted by driveways. A few of the ramps at intersecting streets along Farmersville Blvd. have been retrofitted with ramps and tactile pavement. As we approached Visalia Rd. we encountered uneven/broken sidewalk and instances where the sidewalk was taken over by a sandwich board advertising a business in the commercial area nearby. North of Costner St. the main commercial activity is located along this stretch of Farmersville. The sidewalks are the widest we had encountered, street trees line the street, and driveways have a negligible effect on walkability. The intersection at Ash St. would benefit from improvements to the ramps as they are positioned in a somewhat awkward way. The walkability of this side of Farmersville Blvd. remains consistent and then as you cross Front St. returns to the standard width. Driveway interruptions (Memorial Park/commercial businesses), trip hazards, continue until you approach Walnut. North of the Rite Aid at the intersection of Walnut and Farmersville the sidewalk ceases to exist.

As we continued down Farmersville on the opposite side of the street we encountered many of the same issues. For example, there is a cluster of utility boxes, a street sign, a utility pole and a fire hydrant (image - DSC03824) that just don't make sense and result in an awkward navigation around these elements. Another example of design that impairs walkability can be found where Dry Creek Canal intersects with the road. Just south of Citrus Ave. we suggest moving the bus stop sign so that it is 1) more visible to the road and 2) using the "nook" provided by the utilities to place a bus shelter instead.

Near the railroad crossing there is Bus Shelter that is in need of the wire mesh backing to be replaced. South of Front St. the sidewalks have ramps however, they are much smaller than the ramps that can be found at other intersections and many lack tactile paving (yellow bubbles). The sidewalk is often interrupted by driveways to commercial businesses as well as to homes the line the street. At the Fastrip there is a portion of sidewalk that is severely broken up. South of this gas station the sidewalk conditions improve greatly and there were no issues we documented.

Appendix F

Curb Ramp Audits – Cost Estimate (noncompliant)

DRAFT ADA Funding Matrix

Curb Ramp Audits - Compliant/Non-Compliant

Audit #	Sector A		Sector B		Sector C		Sector D		Sector E		Sector F	
	Compliant	Non-Compliant	Compliant	Non-Compliant	Compliant	Non-Compliant	Compliant	Non-Compliant	Compliant	Non-Compliant	Compliant	Non-Compliant
1	4		2		2			1	2		1	
2	4		2		4			4	2			2
3	4			1	2			1		2		2
4	2		2		2			2		2		2
5	2		2		2			2	1	1	2	
6	2			1	2			2		4	2	
7	4		1		2			2	4			1
8	2		1					2		2		2
9	2			1			2			2		1
10	2		2					2	2		1	1
11	2		2					4		2	4	
12	2		2					2		4	4	
13	2		1				1		1	3		2
14	2		2					2		3	1	3
15	2		2					4		4		2
16	2		2					2		4	1	
17	2		1				2			4		2
18	4			2				2	2			1
19	2			2				4		1	2	
20	2		1	1				2		2	2	
21	1		2				2		3	1	2	
22	2		2	2			1	1		2		1
23	2			2				2		4	1	3
24	2		1	1				4		1		2
25	2			1			2	2		2	2	
26	2			1				2	1	1		4
27	2			4				4		4		2
28			1				1	1		4		2
29			1					4	2			1
30			2					2		1		2
31			2				1	3		2		2
32			2					2		2		2
33				2				2		2		2
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35			2					2		2	2	
36			2					2	2			
37			1					2		2		
38				4				2		1		
39				2				2		2		
40				2				2	2			
41			4				2		4			
42			2						1			
43			2						1	1		
44				2					2			
45			2						2			
46										2		

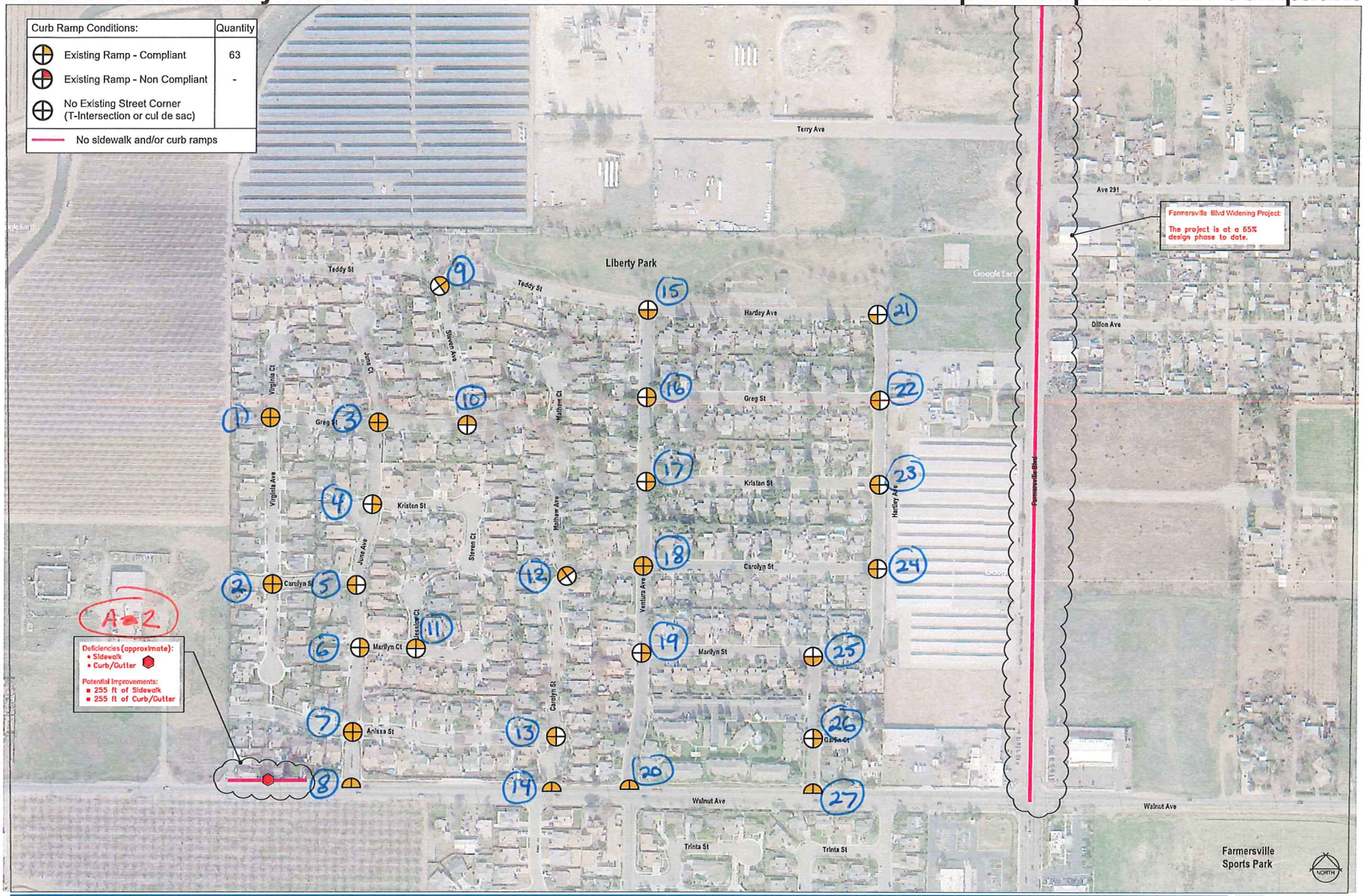
47									1	1		
48									2			
49												
50												
Total(s)	**63**	**0**	**55**	**31**	**16**	**0**	**16**	**81**	**37**	**79**	**27**	**46**

Curb Ramp Audits - Cost Estimate

Sector A		**Sector B**		**Sector C**		**Sector D**		**Sector E**		**Sector F**		Total
Non-Compliant		Non-Compliant		Non-Compliant		Non-Compliant		Non-Compliant		Non-Compliant		
Total	Cost	Total	Cost	Total	Cost	Total	Cost	Total	Cost	Total	Cost	**$948,000**
0	$0	31	$124,000	0	$0	81	$324,000	79	$316,000	46	$184,000	

DRAFT: Community Outreach - Sector A

Curb Ramps: Compliant/Non-Compliant



ADA Compliance and Active Transportation Safety Enhancement Plan **Ex.1**

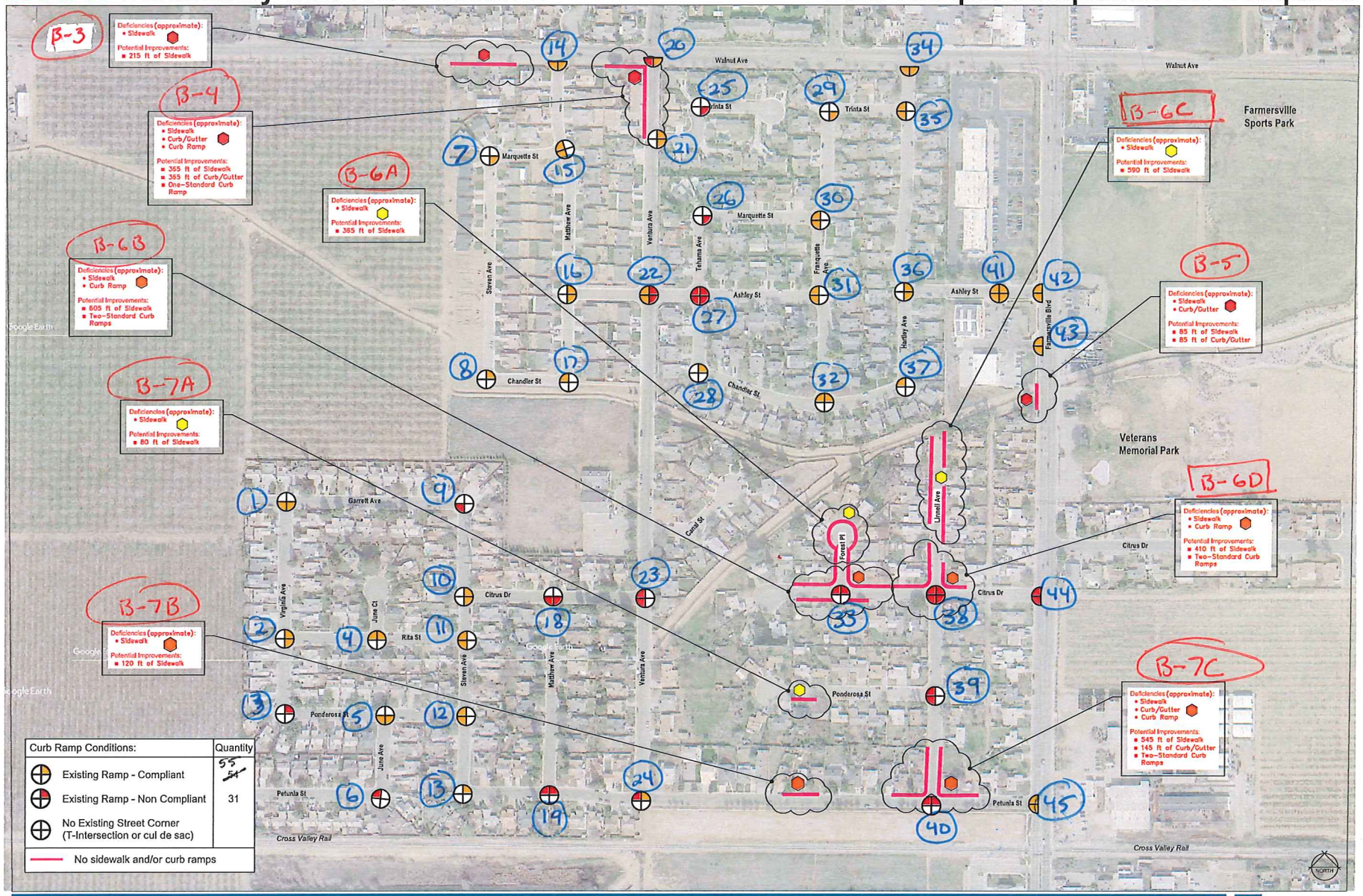
Farmersville, CA

GHD
1002 W. Main Street
Visalia, CA 93291 USA
T 1 559 476 5755 W www.ghd.com

GHD Inc. March 2019 2500EX002.dwg

DRAFT: Community Outreach - Sector B

Curb Ramps: Compliant/Non-Compliant



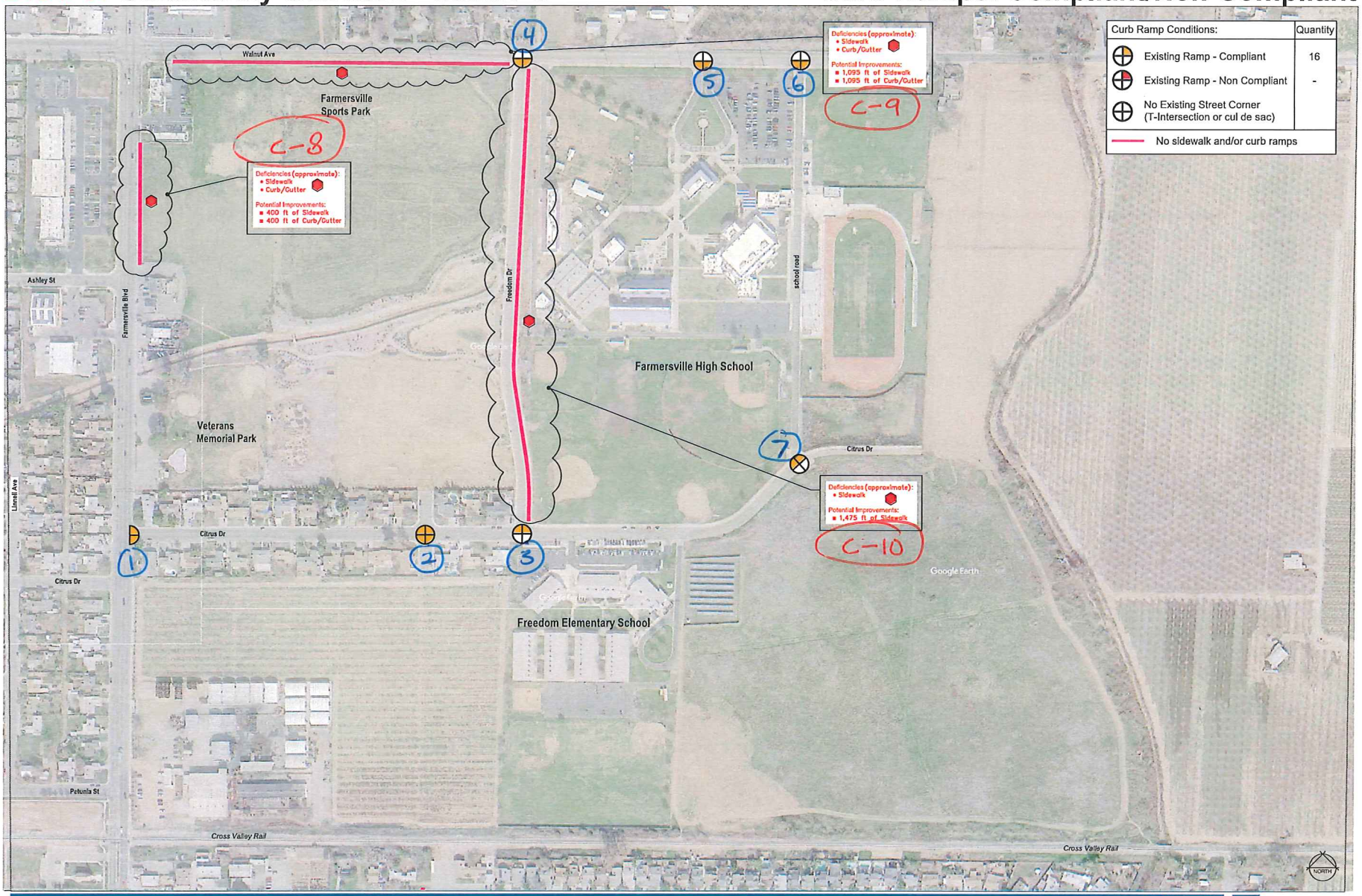
ADA Compliance and Active Transportation Safety Enhancement Plan **Ex.2**

Farmersville, CA

GHD
1002 W. Main Street
Visalia, CA 93291 USA
T 1 559 475 5755 W www.ghd.com
GHD Inc. March, 2019 2500EX002.dwg

DRAFT: Community Outreach - Sector C

Curb Ramps: Compliant/Non-Compliant



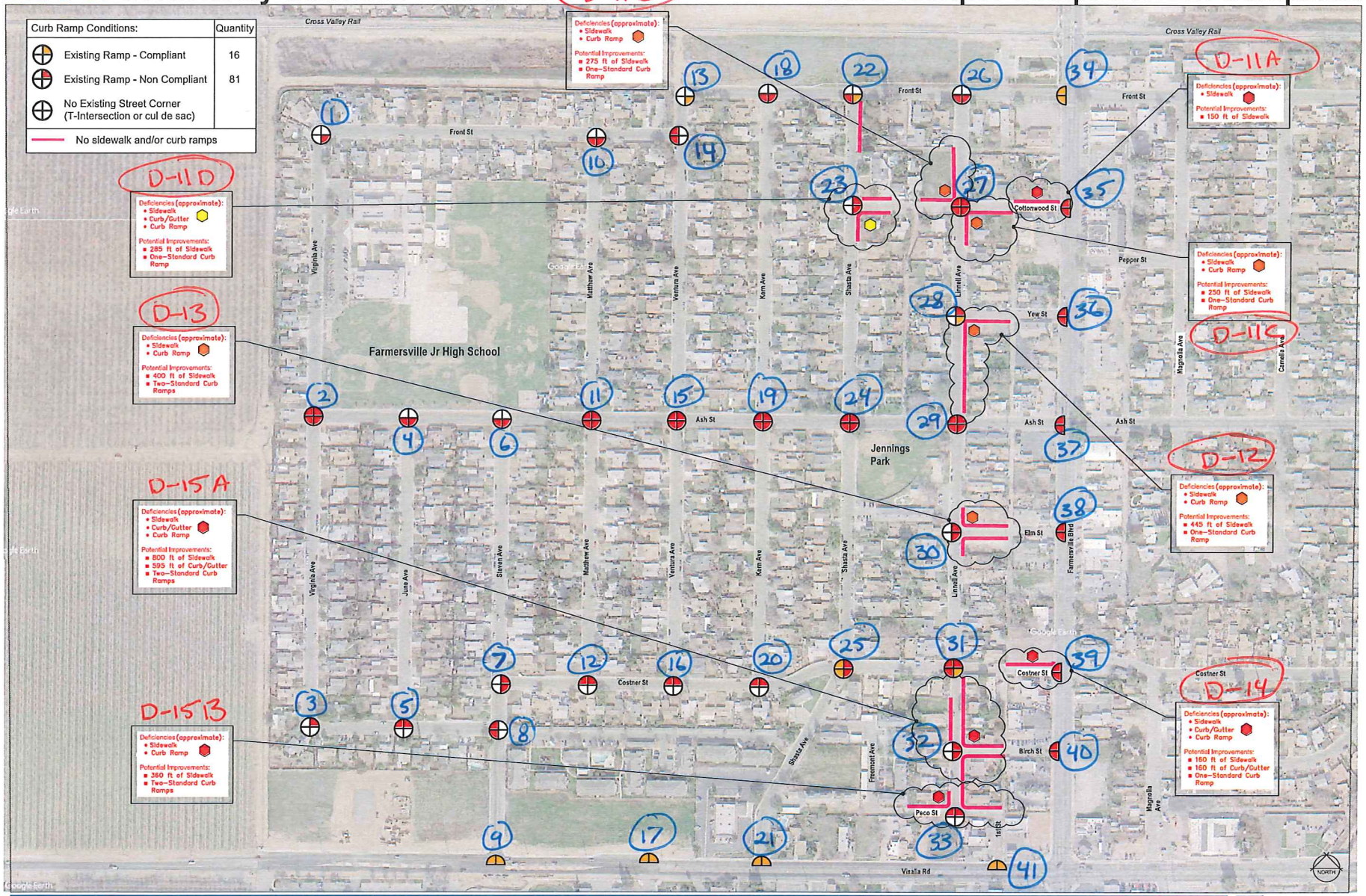
ADA Compliance and Active Transportation Safety Enhancement Plan **Ex.3**

Farmersville, CA

GHD
1002 W. Main Street
Visalia, CA 93291 USA
T 1 559 476 5755 W www.ghd.com
GHD Inc. March, 2019 2503EX003.dwg

DRAFT: Community Outreach - Sector D

Curb Ramps: Compliant/Non-Compliant



ADA Compliance and Active Transportation Safety Enhancement Plan **Ex.4**

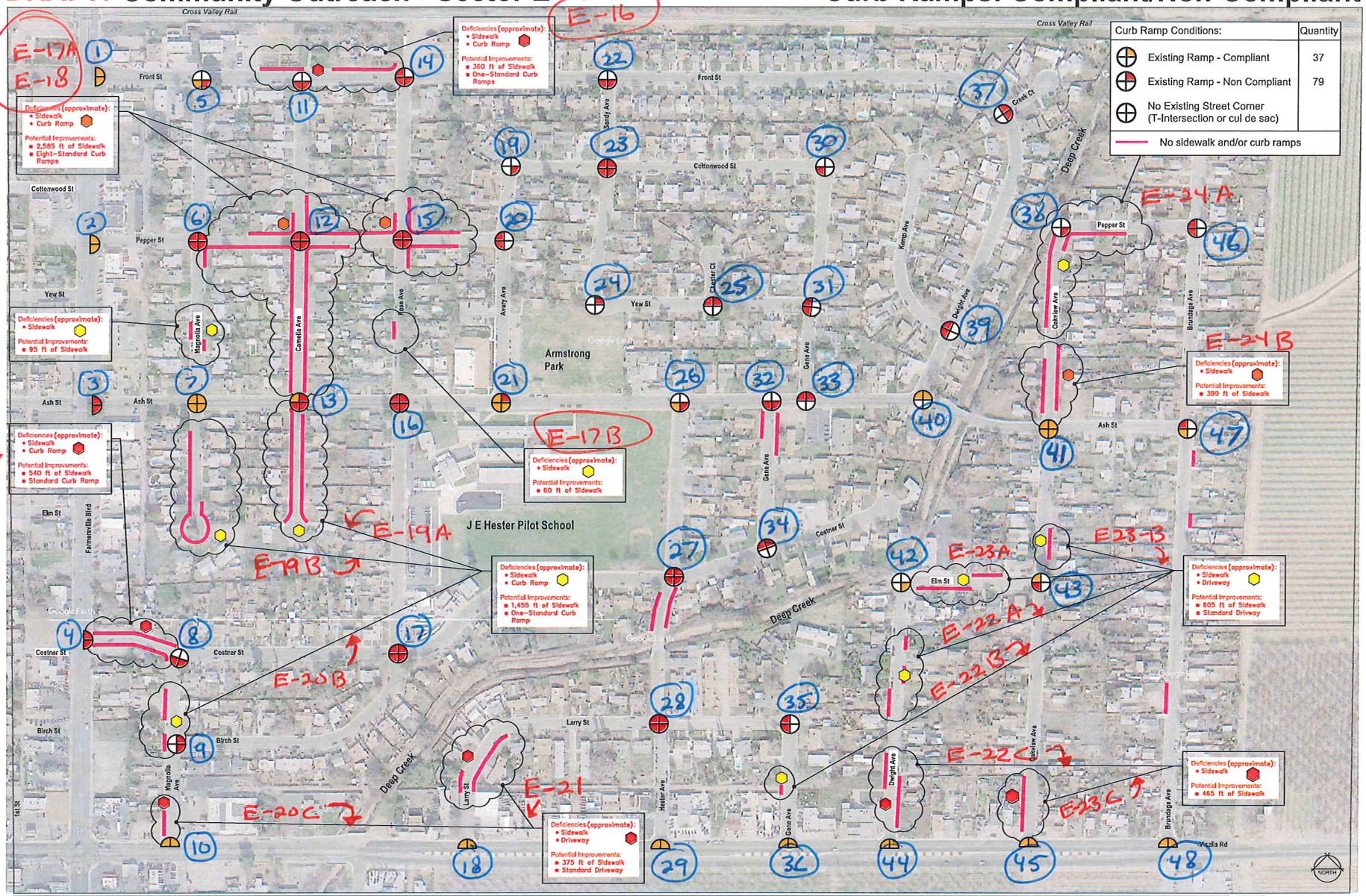
Farmersville, CA

GHD
1032 W. Main Street
Visalia, CA 93291 USA
T 1 559 476 5755 W www.ghd.com

GHD Inc. March, 2019 2508EX002.dwg

DRAFT: Community Outreach - Sector E

Curb Ramps: Compliant/Non-Compliant



ADA Compliance and Active Transportation Safety Enhancement Plan **Ex.5**

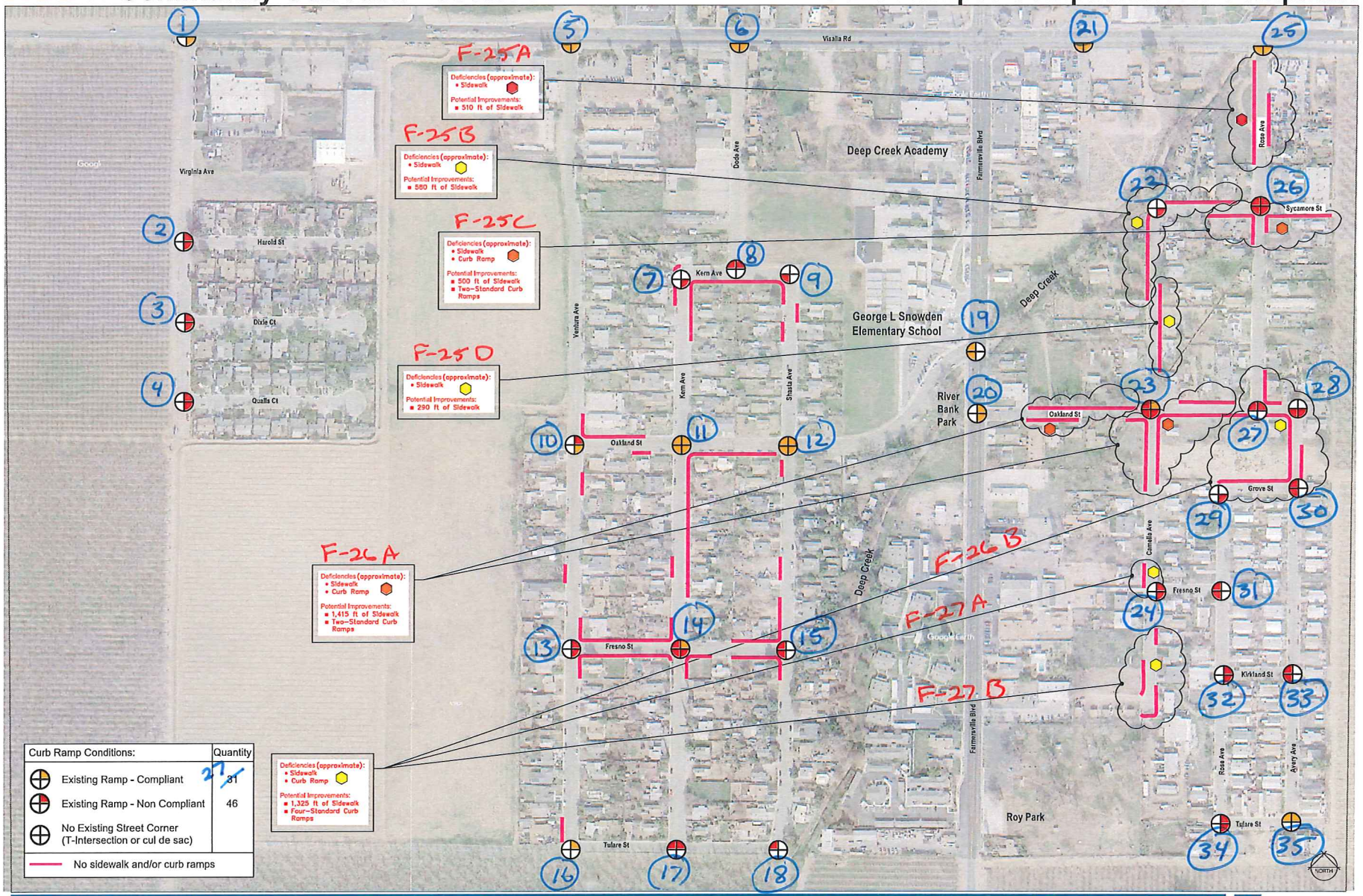
GHD 1000 W. Main Street Visalia, CA 93291 USA T 1 559 476 5755 W www.ghd.com

GHD Inc. March, 2019 2502EX002.dwg

Farmersville, CA

DRAFT: Community Outreach - Sector F

Curb Ramps: Compliant/Non-Compliant



ADA Compliance and Active Transportation Safety Enhancement Plan **Ex.6**

Farmersville, CA

GHD
1033 W. Main Street
Visalia, CA 93291 USA
T 1 559 476 5735 W www.ghd.com

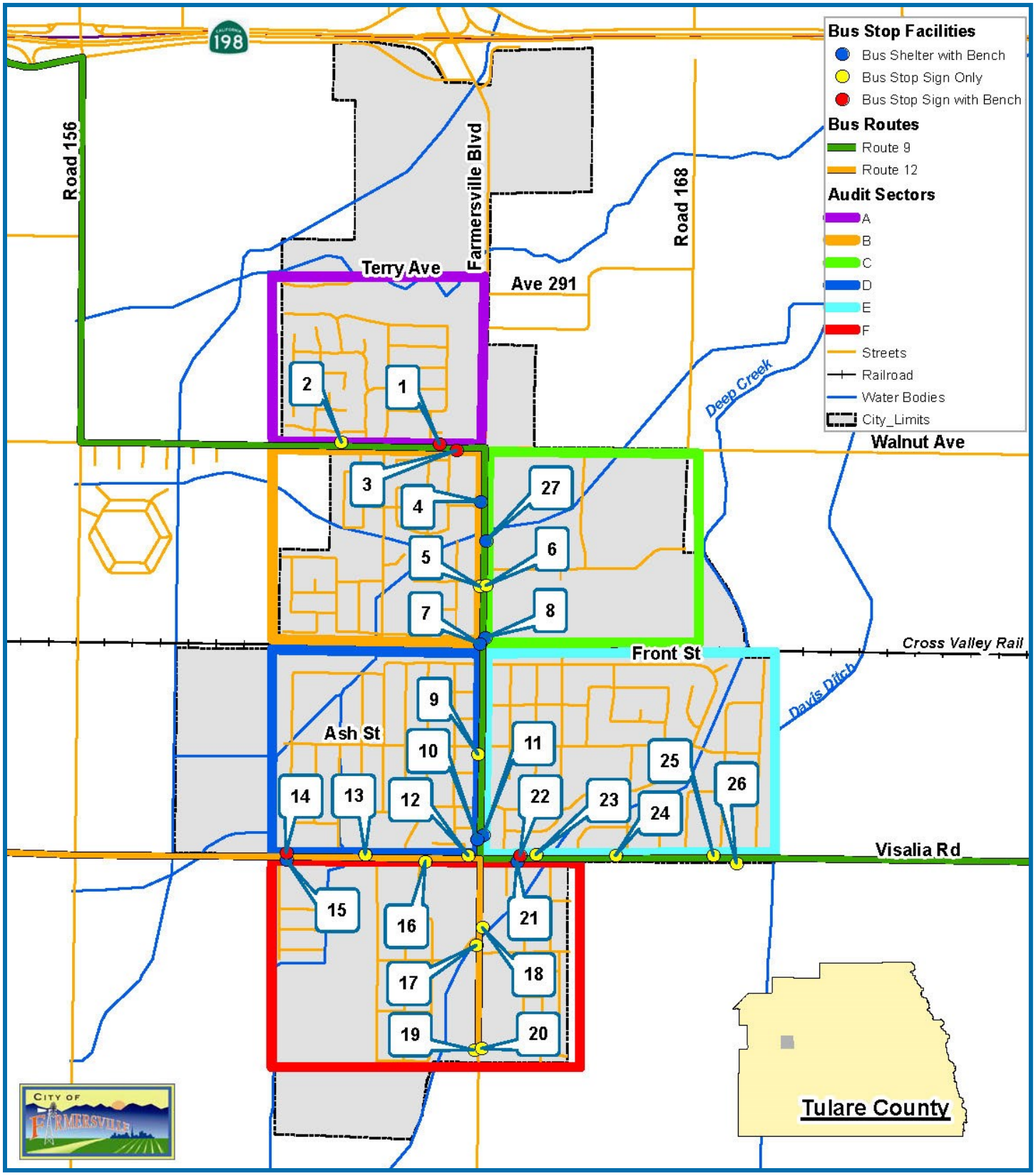
GHD Inc. March, 2019 2550EX002.dwg

Appendix G

Bus Stop Fact Sheets

Sector(s) A-F:
Key Map Identifier (1-27)
City Bus Stop Number

Bus Stops and Routes:
City of Farmersville



Sector A:
Key Map Identifier: No.1
Bus Stop Number 9024

Bus Stops and Routes:
Walnut Ave/Franquette Ave

Existing Conditions

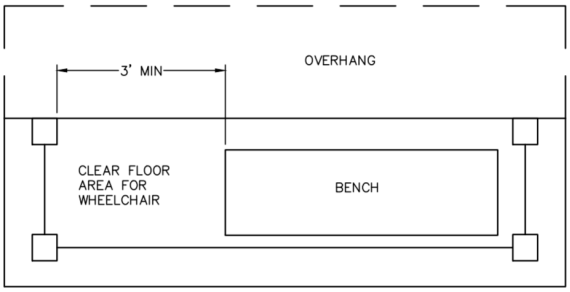
- Block residential wall adjacent to back of seating bench and concrete pad
- Seating bench on concrete pad
- Concrete pad (with seating bench) is connected to sidewalk
- Curb/gutter adjacent to sidewalk, with curb painted red
- Trash receptacle
- Pole with bus route sign (TR-2) and bus stop number sign
- Landscaping maintained

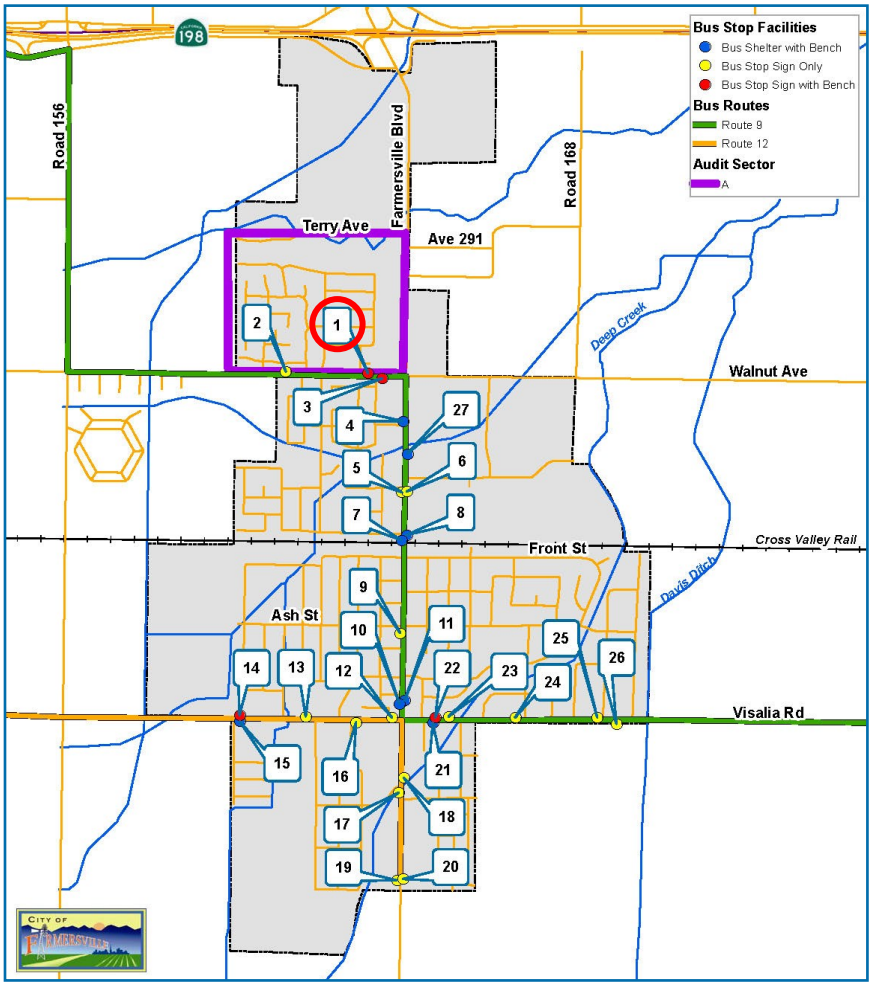
Potential Improvements

- Concrete pad with seating bench does not accommodate a wheelchair space within its limits.
- Bus shelter to protect against environmental elements.

Development Improvements

- Remove existing concrete pad
- Remove/re-use existing bench
- Construct concrete pad per bus shelter specifications
- Install bus shelter and bench
  ⇒ Per City of Visalia Standard Plans (TR-1)
- Relocate pole with bus route/stop number signs





Sector A:
Key Map Identifier: No.2
Bus Stop Number 9026

Bus Stops and Routes:
Walnut Ave/Matthew Ave

Existing Conditions

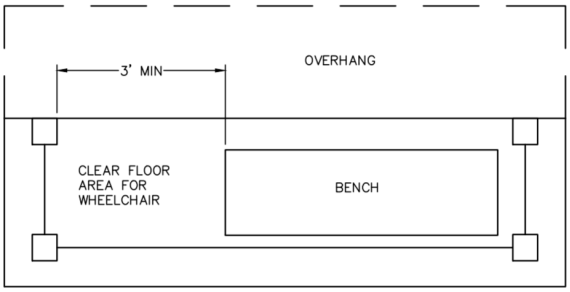
- Block residential wall adjacent to back of sidewalk
- Tapered bus turnout stop with concrete base
- Curb/gutter adjacent to sidewalk, with curb painted red
- Pole with bus route sign (TR-2) and bus stop number sign

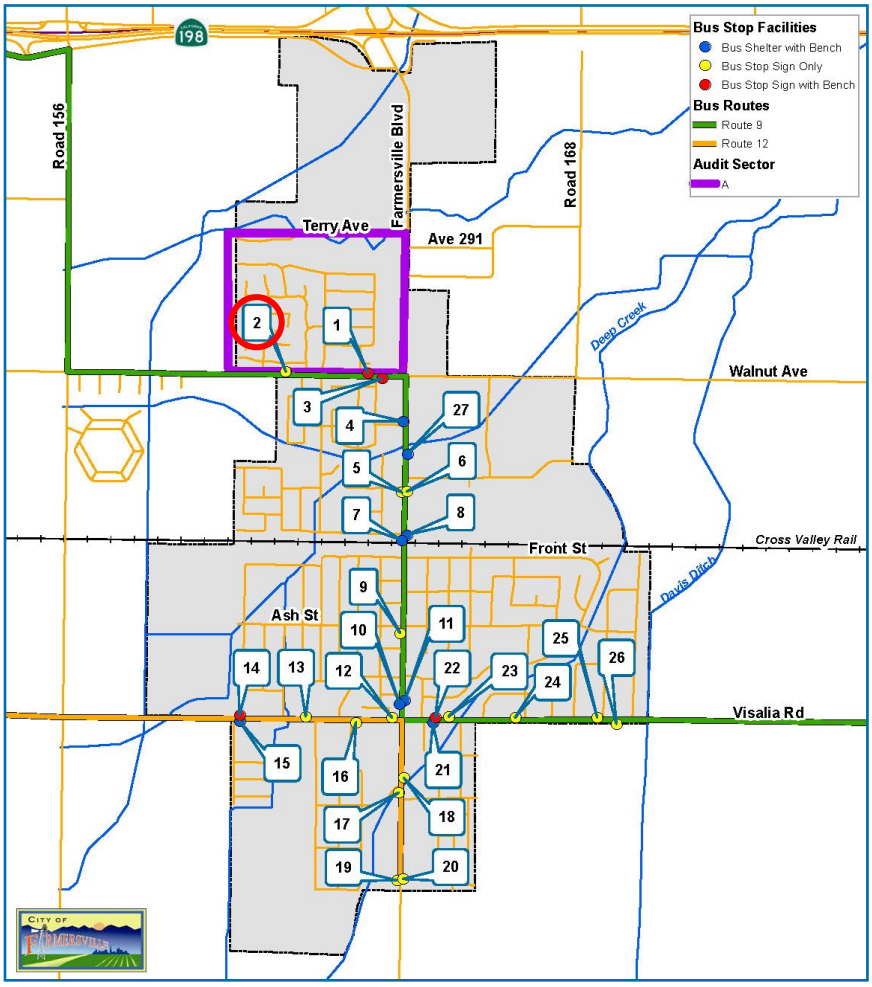
Potential Improvements

- Bus shelter with bench to protect against environmental elements.
- Trash receptacle

Development Improvements

- Install bus shelter and bench
  ⇒ Per City of Visalia Standard Plans (TR-1)
- Relocate pole with bus route/stop number signs
- Trash receptacle





Sector B:
Key Map Identifier: No.3
Bus Stop Number 9017

Bus Stops and Routes:
Walnut Ave/Hartley Ave

Existing Conditions

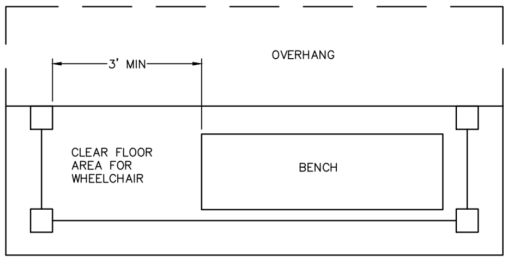
- Block residential wall adjacent to back of seating bench and concrete pad
- Seating bench on concrete pad
- Concrete pad (with seating bench) is connected to sidewalk
- Curb/gutter adjacent to sidewalk, with curb painted red
- Trash receptacle
- Pole with bus route sign (TR-2) and bus stop number sign
- Speed limit sign pole (R2-1, 55 speed limit)
- Landscaping maintained

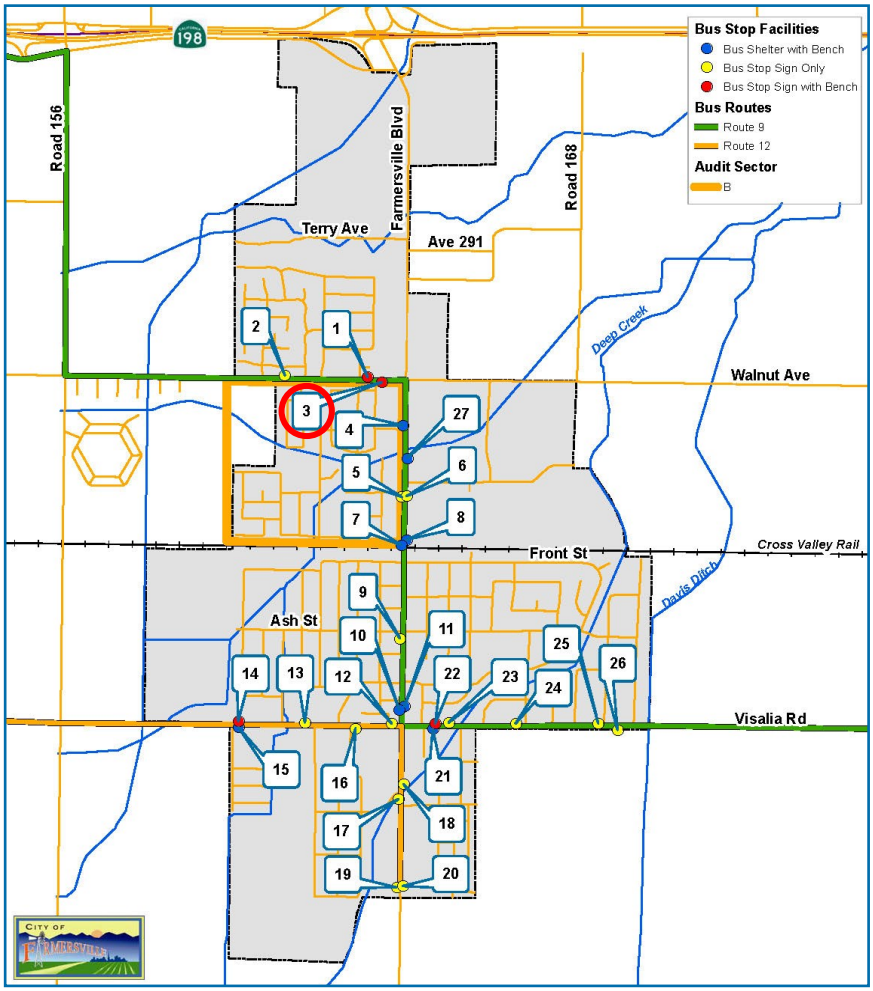
Potential Improvements

- Bus shelter with bench to protect against environmental elements.
- Trash receptacle
- Clean graffiti on the bus route sign

Development Improvements

- Remove existing concrete pad
- Remove/re-use existing bench
- Construct concrete pad per bus shelter specifications
- Install bus shelter and bench
  ⇒ Per City of Visalia Standard Plans (TR-1)
- Relocate pole with bus route/stop number signs and speed limit sign pole
- Relocate trash receptacle





Sector B:
Key Map Identifier: No.4
Bus Stop Number 9019

Bus Stops and Routes:
Ashley St/Farmersville Blvd

Existing Conditions

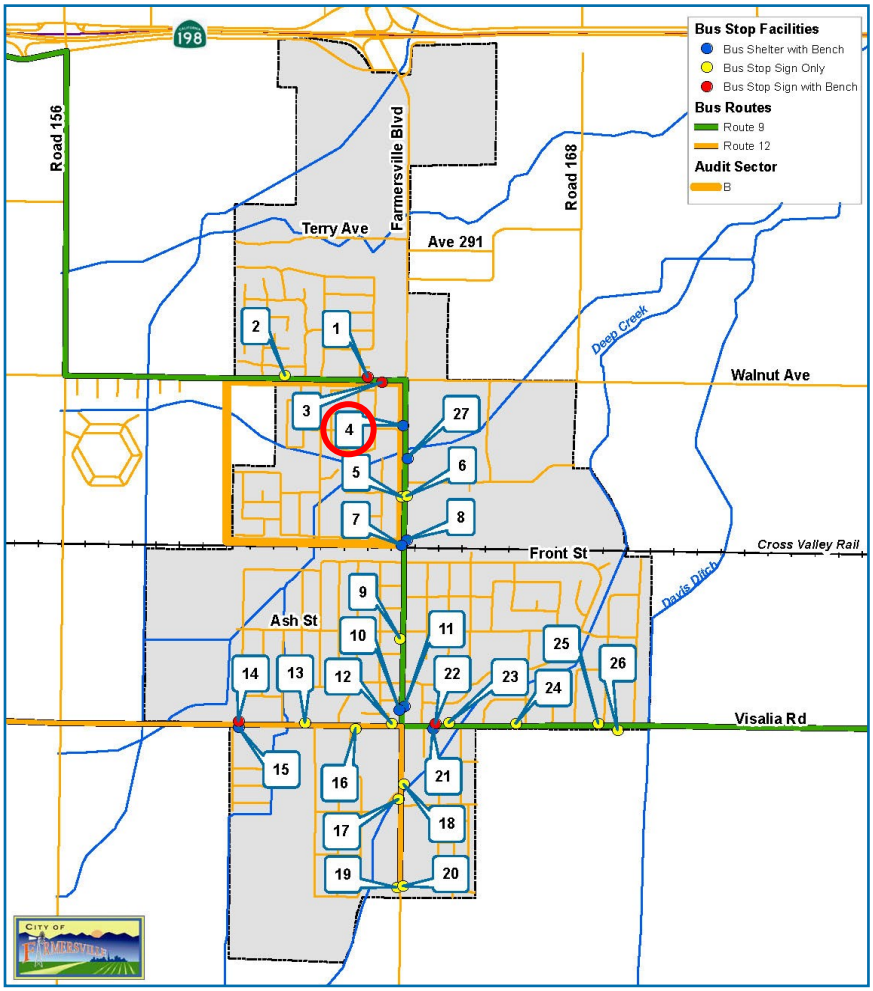
- Bus shelter with bench to protect against environmental elements.
- Concrete pad for bus shelter, concrete pad is connected to sidewalk
- Curb/gutter adjacent to sidewalk, with curb painted red
- Trash receptacle
- Pole with bus route sign (TR-2) and bus stop number sign
- Telephone pole offset bus shelter near curb
- Landscaping maintained

Development Improvements

- None

Potential Improvements

- None



Sector B:
Key Map Identifier: No.5
Bus Stop Number 9021

Bus Stops and Routes:
Citrus Dr/Farmersville Blvd (South)

Existing Conditions

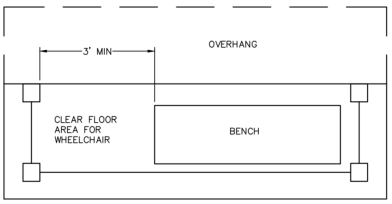
- The following existing conditions are enclosed in an area offset the sidewalk. The area is enclosed by property owners brick/wrought iron fence.
  - Pole with bus route sign (TR-2)/bus stop number sign
  - Telephone pole
  - Utility box with concrete base (upright)
  - Some weeds within the enclosed area
- Sidewalk adjacent to the above area
- Sidewalk condition around utility box (to sidewalk grade) is broken/inconsistent with sidewalk grade
- Curb/gutter adjacent to sidewalk, curb not painted red

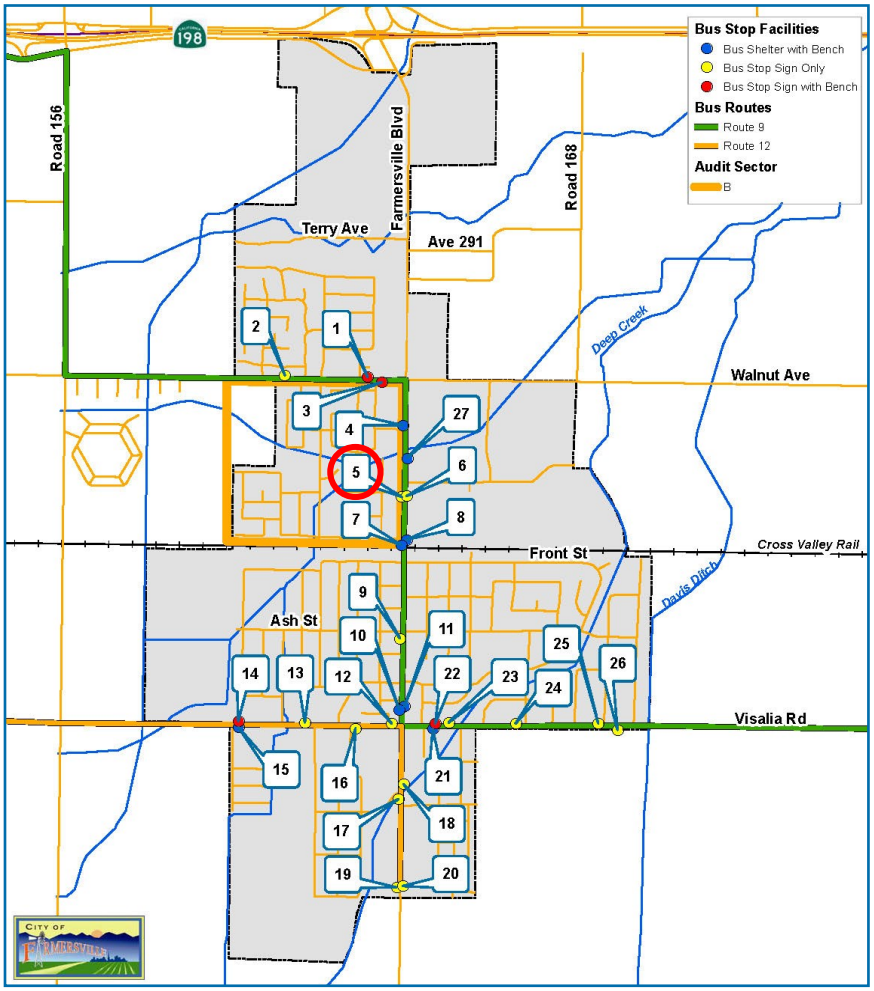
Potential Improvements

- Bus shelter to protect against environmental elements.
- Trash receptacle

Development Improvements

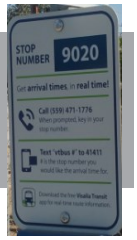
- Due to existing utility box (upright) and telephone pole constraints and cost of relocation, bus stop designation area would need to be relocated with the following improvements:
  - Construct concrete pad per bus shelter specifications
  - Install bus shelter and bench
    ⇒ Per City of Visalia Standard Plans (TR-1)
  - Relocate pole with bus route/stop number signs
  - Trash receptacle





Sector C:
Key Map Identifier: No.6
Bus Stop Number 9020

Bus Stops and Routes:
Citrus Dr/Farmersville Blvd (North)



Existing Conditions

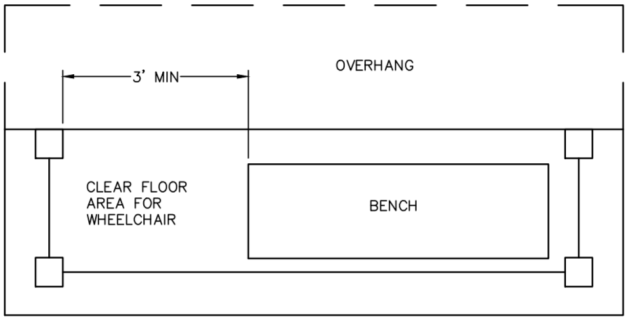
- Pole with bus route sign (TR-2) and bus stop number sign
- Pole with crosswalk sign to alert drivers (R1-5)
- Sidewalk which is adjacent to curb/gutter

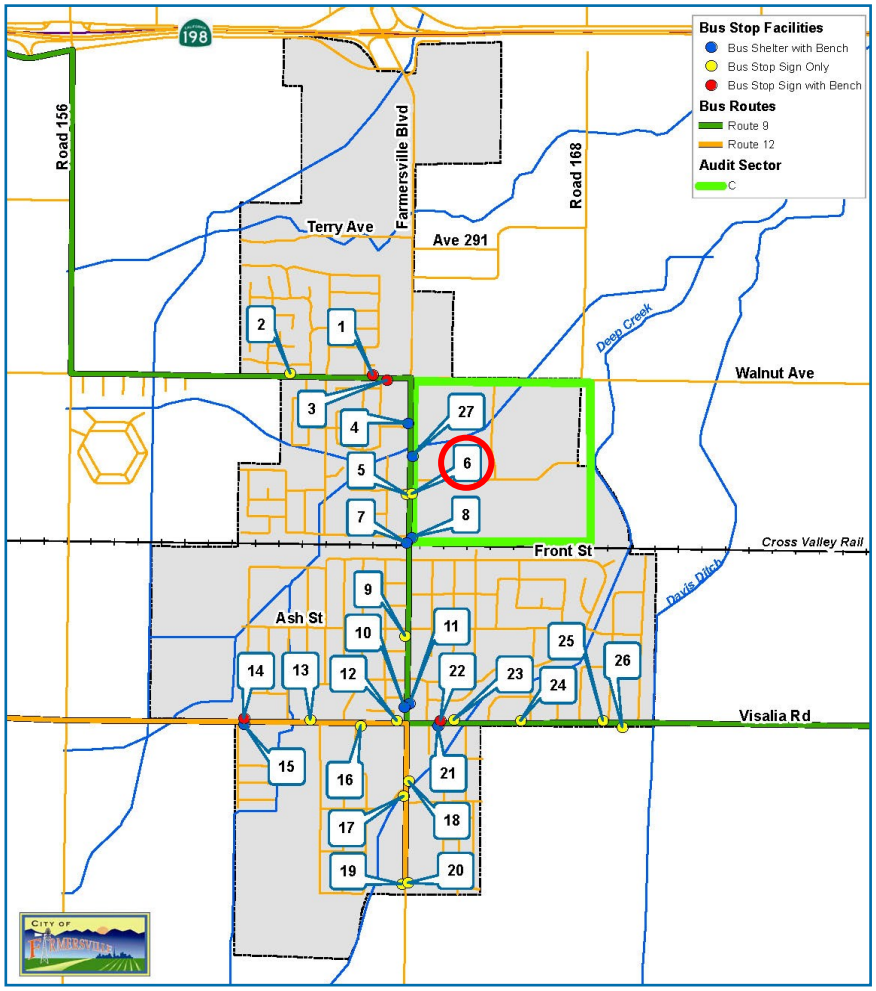
Potential Improvements

- Bus shelter to protect against environmental elements.
- Trash receptacle

Development Improvements

- Construct concrete pad per bus shelter specifications
- Install bus shelter and bench
  ⇒ Per City of Visalia Standard Plans (TR-1)
- Relocate pole with bus route/stop number signs
- Trash receptacle





Sector B:
Key Map Identifier: No.7
Bus Stop Number 9023

Bus Stops and Routes:
Railroad Crossing/Farmersville Blvd (South)

Existing Conditions

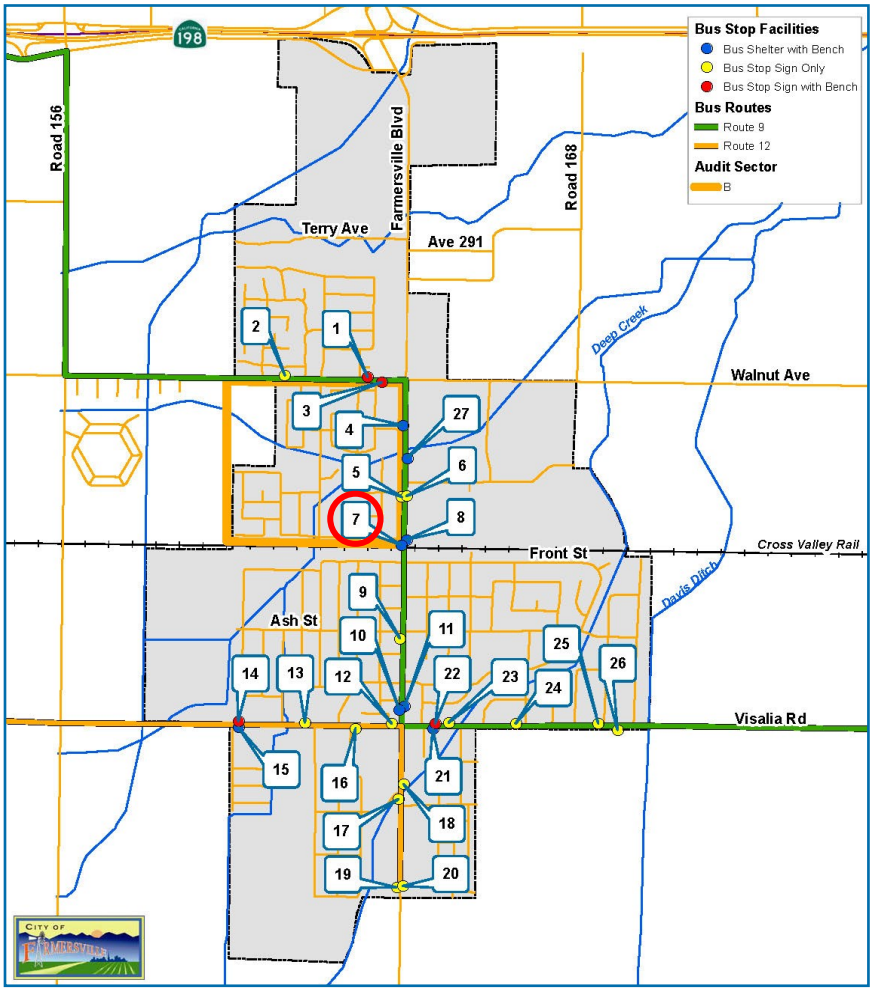
- Bus shelter with bench to protect against environmental elements.
- Concrete pad for bus shelter, concrete pad is connected to sidewalk
- Curb/gutter adjacent to concrete pad with bus shelter, with curb painted red
- Trash receptacle
- Pole with bus route sign (TR-2) and bus stop number sign
- Speed limit sign pole (R2-1, 35 speed limit)
- Telephone pole offset bus shelter
- Landscaping maintained
- Railroad tracks south of bus shelter

Development Improvements

- None

Potential Improvements

- None



Sector C:
Key Map Identifier: No.8
Bus Stop Number 9018

Bus Stops and Routes:
Railroad Crossing/Farmersville Blvd (North)

Existing Conditions

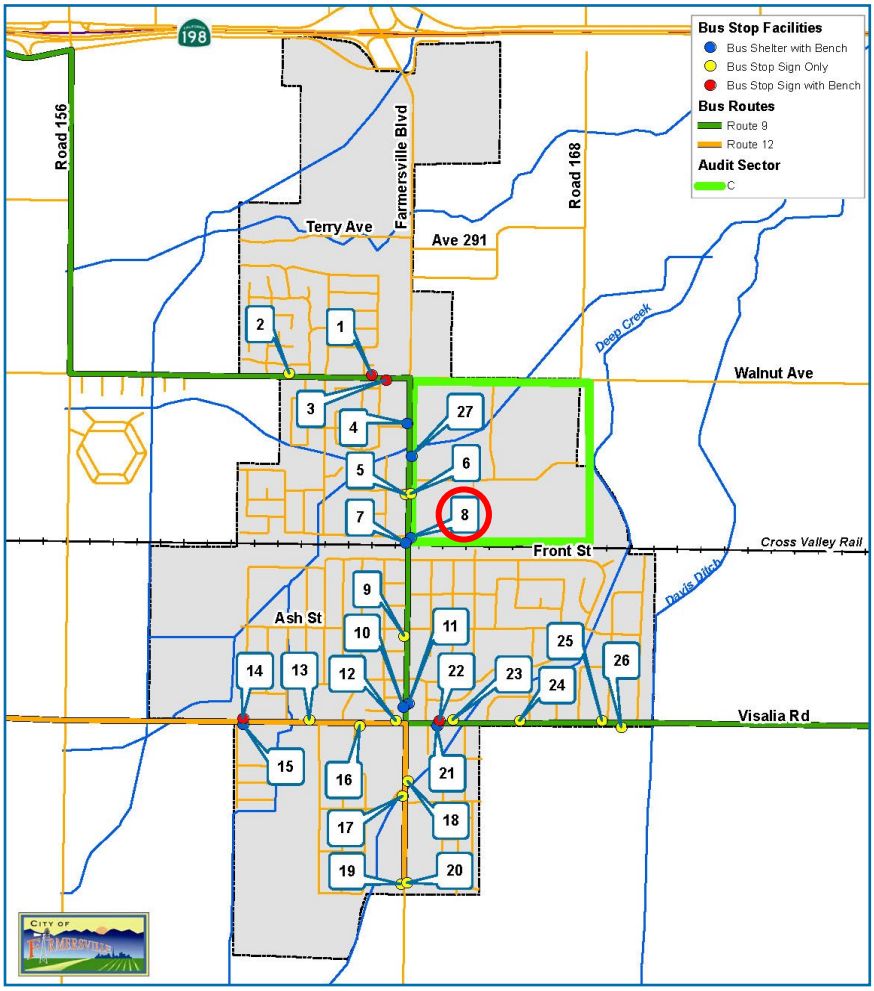
- Bus shelter with bench to protect against environmental elements.
- Concrete pad for bus shelter, concrete pad is connected to sidewalk
- Curb/gutter adjacent to sidewalk, with curb not painted red
- Trash receptacle
- Pole with bus route sign (TR-2) and bus stop number sign
- No landscaping
- Railroad tracks south of bus shelter

Development Improvements

- None

Potential Improvements

- None



Sector D:
Key Map Identifier: No.9
Bus Stop Number 9025

Bus Stops and Routes:
Ash St/Farmersville Blvd

Existing Conditions

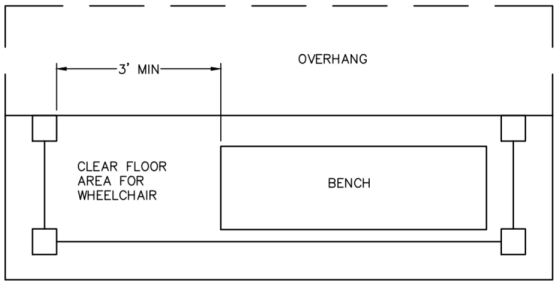
- Location of pole with bus route sign (TR-2) and bus stop number sign is in planter island between sidewalk and adjoining parking lot
- Sidewalk is adjacent to curb/gutter, curb is painted yellow
- South of TR-2 sign is a wooden fence, gas main with two bollards barriers and a commercial 1' diameter (approx.) sign pole with light fixture.
- North of TR-2 sign is are bollards that align along the inside curb of the adjoining parking lot
- There is a plant/bush a few feet away from the TR-2 sign.

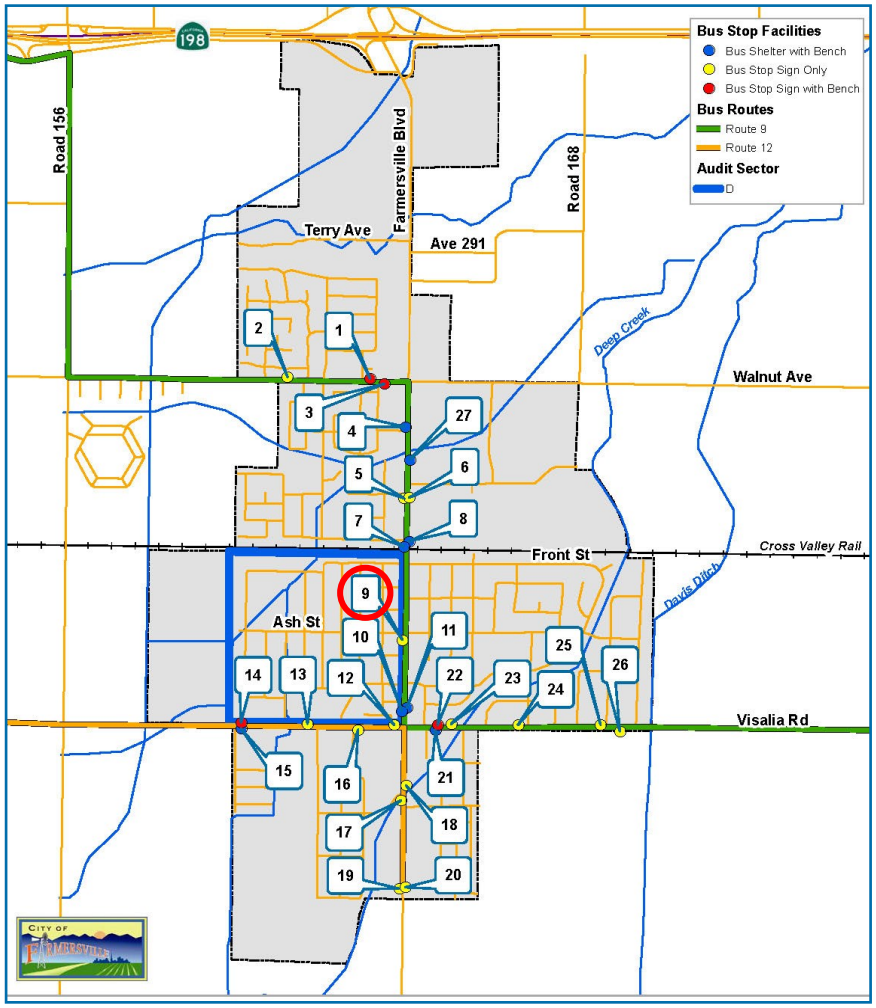
Potential Improvements

- Bus shelter to protect against environmental elements.

Development Improvements

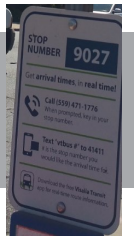
- Construct concrete pad per bus shelter specifications
- Install bus shelter and bench
  ⇒ Per City of Visalia Standard Plans (TR-1)
- Trash receptacle
- Relocate pole with bus route/stop number signs
- Relocate bollards
- Remove plan/bush





Sector D:
Key Map Identifier: No.10
Bus Stop Number 9027

Bus Stops and Routes:
Visalia Rd/Farmersville Blvd (South)



Existing Conditions

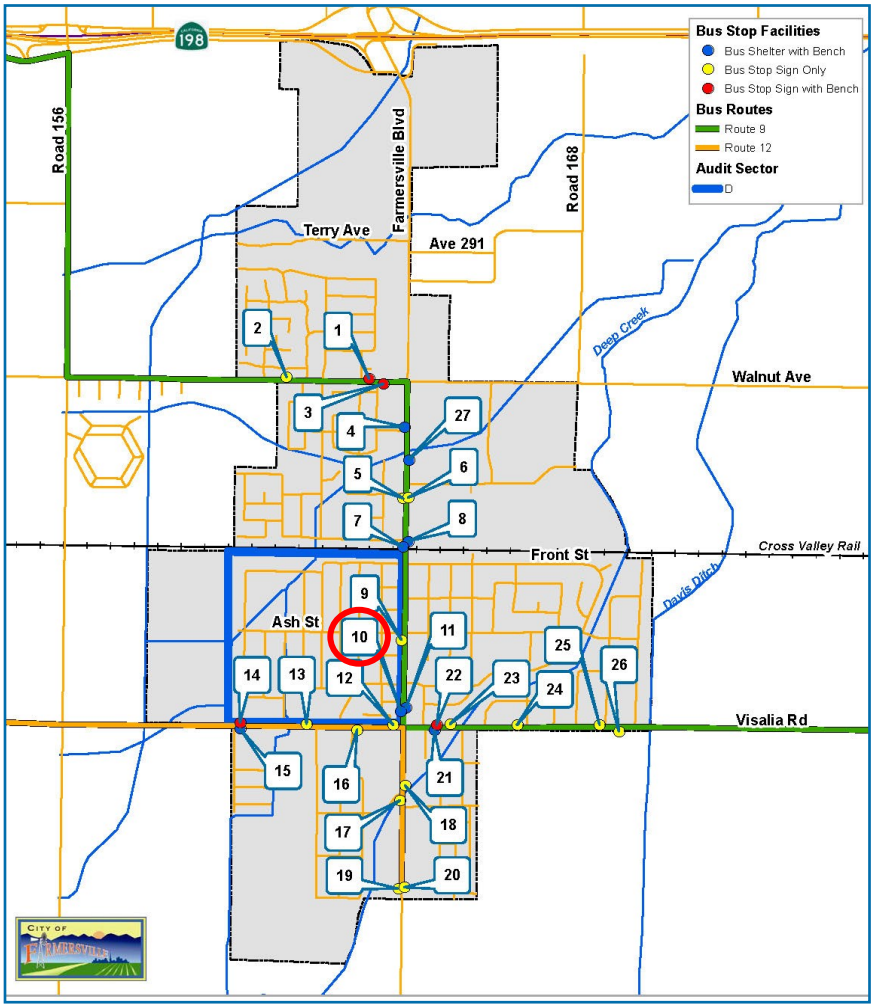
- Bus shelter with bench to protect against environmental elements.
- Concrete pad for bus shelter, concrete pad is connected to sidewalk
- Curb/gutter adjacent to sidewalk, with curb painted red
- Aluminum bench north of the bus shelter (near driveway approach)
- Pole with bus route sign (TR-2) and bus stop number sign along side the aluminum bench
- Trash receptacle near pole with route sign and aluminum bench
- The area is enclosed by property owners brick/wrought iron fence.

Potential Improvements

- None

Development Improvements

- None



Sector E:
Key Map Identifier: No.11
Bus Stop Number 9016

Bus Stops and Routes:
Visalia Rd/Farmersville Blvd (North)

Existing Conditions

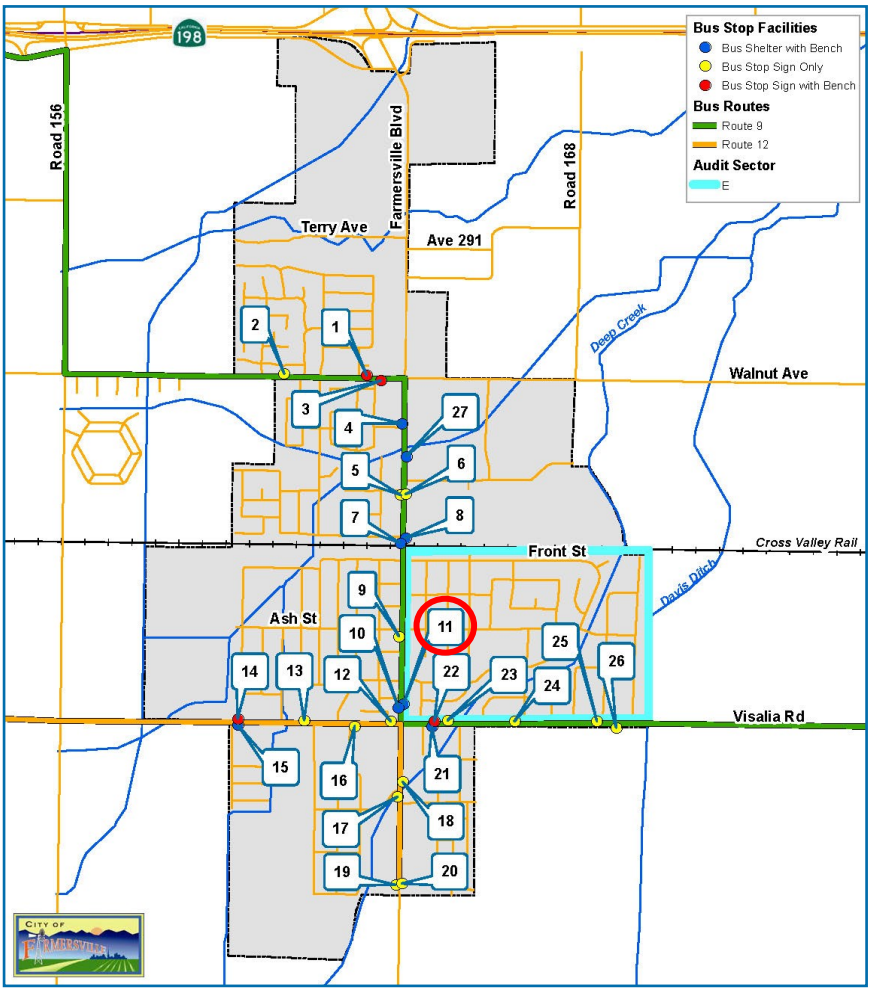
- Bus shelter with bench to protect against environmental elements.
- Concrete pad for bus shelter, concrete pad is connected to sidewalk
- Curb/gutter adjacent to sidewalk, with curb painted red
- Pole with bus route sign (TR-2) and bus stop number sign
- Trash receptacle near pole with route sign
- The area adjacent to bus shelter is on open dirt lot

Development Improvements

- None

Potential Improvements

- None



Sector D:
Key Map Identifier: No.12
Bus Stop Number 12010

Bus Stops and Routes:
Visalia Rd/1st St

Existing Conditions

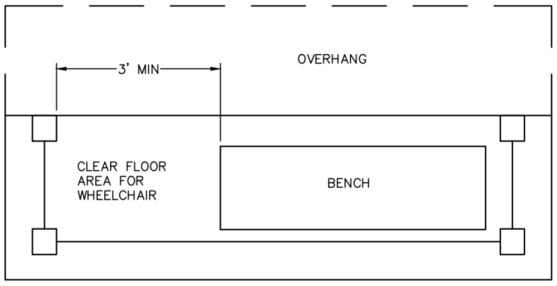
- Pole with bus route sign (TR-2) and bus stop number sign
- Planter island between business gas pump driveway/ curb and sidewalk
- Curb/gutter adjacent to sidewalk, with curb painted red
- Telephone pole with guys wire
- The bus waiting area is adjacent to gasoline station
- Gasoline price stand is adjoining the pole with TR-2 sign

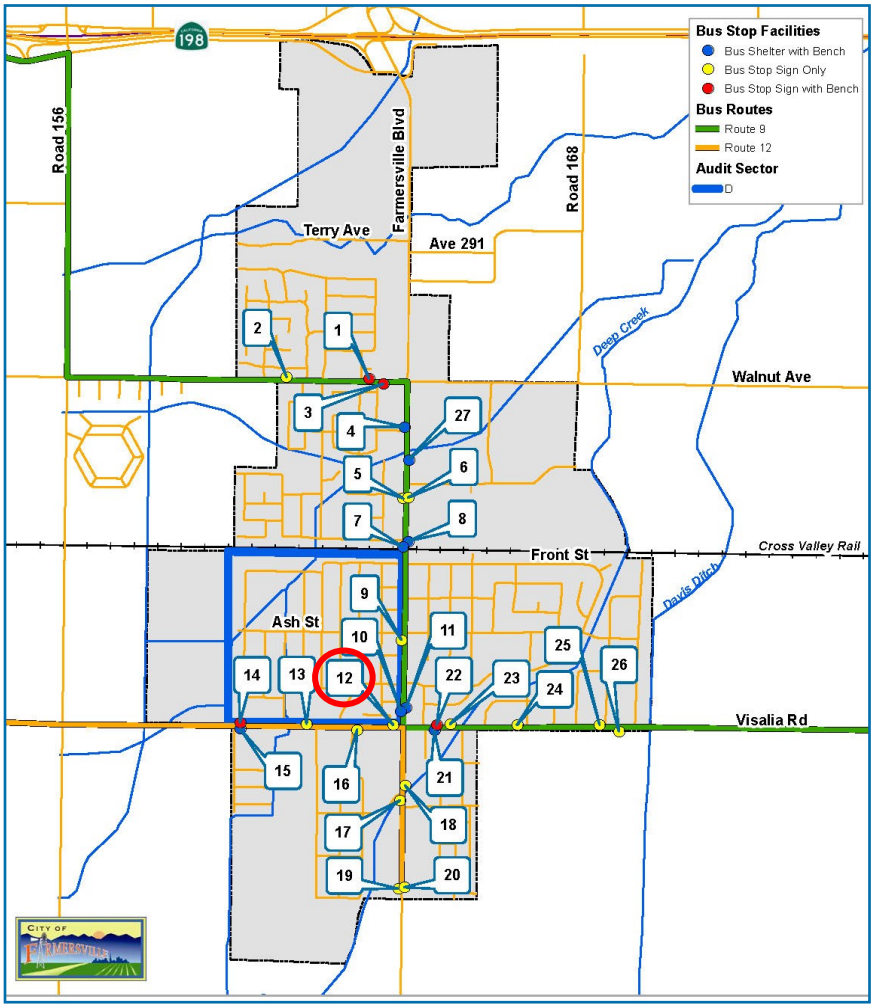
Potential Improvements

- Bus shelter to protect against environmental elements.
- Trash receptacle

Development Improvements

- Construct concrete pad per bus shelter specifications
- Install bus shelter and bench
  ⇒ Per City of Visalia Standard Plans (TR-1)
- Relocate pole with bus route/stop number signs
- Trash receptacle
- Relocate gasoline price stand to property owners right of way





Sector D:
Key Map Identifier: No.13
Bus Stop Number 12012

Bus Stops and Routes:
Visalia Rd/Shasta Ave

Existing Conditions

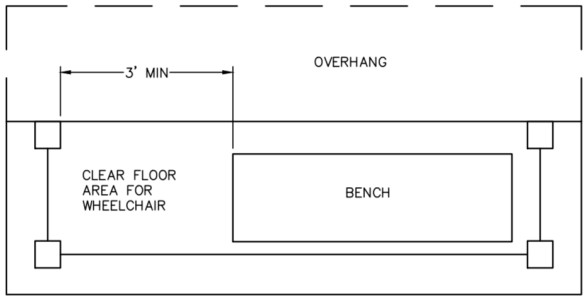
- Tapered bus turnout stop
- Tapered bus turnout encompasses Class II bike lane (painted striping and marking)
- Curb/gutter adjacent to sidewalk, with curb painted red
- Pole with bus route sign (TR-2) and bus stop number sign
- Bus waiting area adjacent to open dirt lot

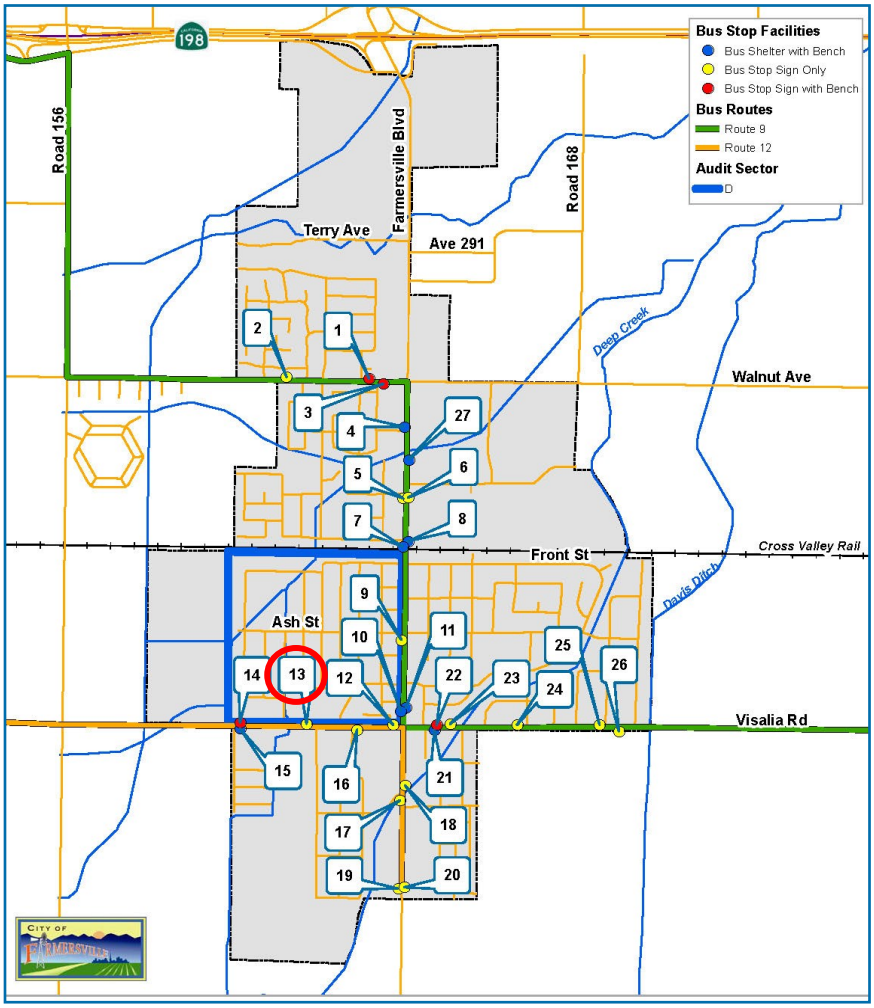
Potential Improvements

- Bus shelter to protect against environmental elements.
- Trash receptacle (reduce littering)
- Repairing damaged bus stop number sign

Development Improvements

- Construct concrete pad per bus shelter specifications
- Install bus shelter and bench
  ⇒ Per City of Visalia Standard Plans (TR-1)
- Relocate pole with bus route/stop number signs
- Trash receptacle
- Repair damaged bus stop number sign





Sector D:
Key Map Identifier: No.14
Bus Stop Number 12014

Bus Stops and Routes:
Visalia Rd/Virginia Ave (West)

Existing Conditions

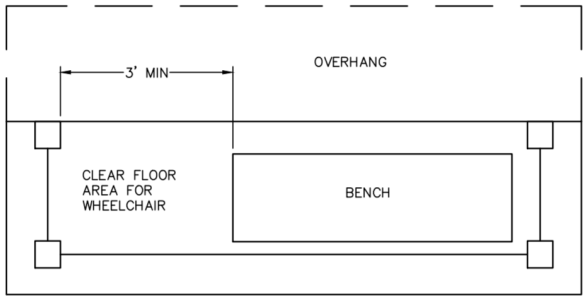
- Curb/gutter adjacent to sidewalk, with curb painted red
- Pole with bus route sign (TR-2) and bus stop number sign
- Bus waiting area adjacent to open dirt lot

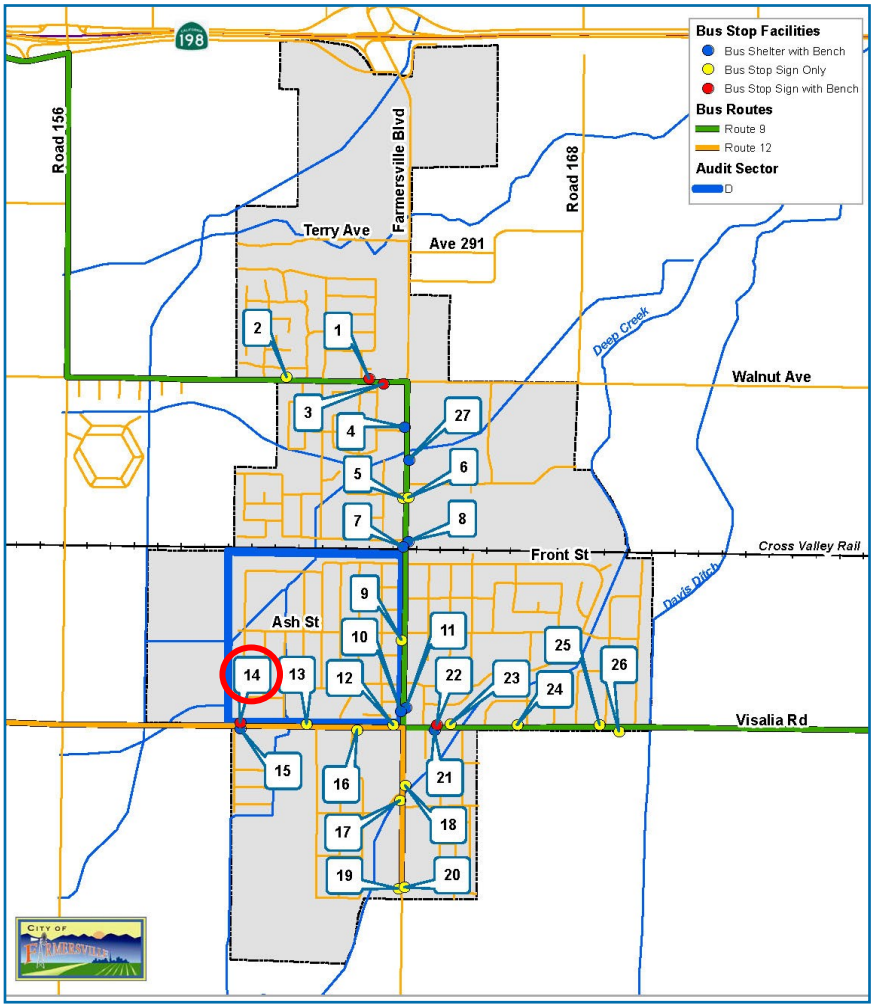
Development Improvements

- Construct concrete pad per bus shelter specifications
- Install bus shelter and bench
  ⇒ Per City of Visalia Standard Plans (TR-1)
- Relocate pole with bus route/stop number signs
- Trash receptacle

Potential Improvements

- Bus shelter to protect against environmental elements.
- Trash receptacle (reduce littering)





Sector F:
Key Map Identifier: No.15
Bus Stop Number 12015

Bus Stops and Routes:
Visalia Rd/Virginia Ave (East)

Existing Conditions

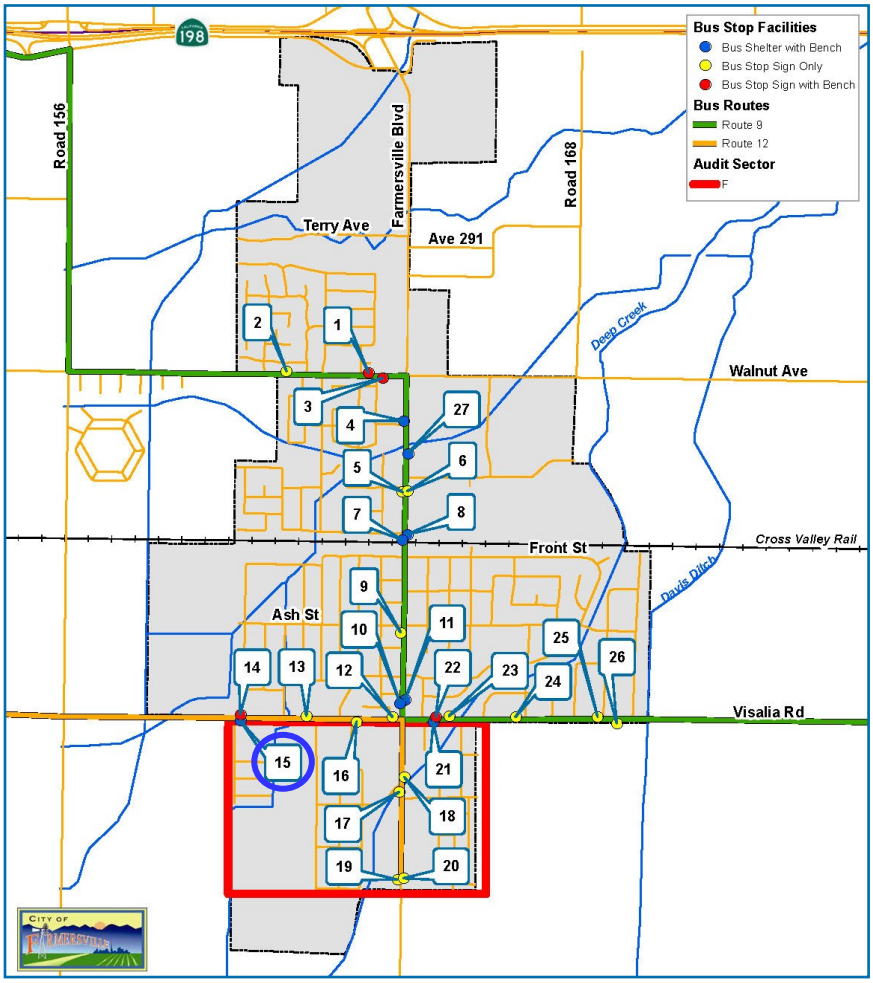
- Bus shelter with bench to protect against environmental elements.
- Concrete pad for bus shelter, concrete pad is connected to sidewalk
- Curb/gutter adjacent to sidewalk, with curb painted red
- Class II bike lane is adjacent curb/gutter (painted striping and marking)
- Pole with bus route sign (TR-2) and bus stop number sign
- Bus waiting area is adjacent to City Hall/parking lot
- Trash receptacle
- Planter island area in between sidewalk and adjoining parking lot

Potential Improvements

- None

Development Improvements

- None



Sector F:
Key Map Identifier: No.16
Bus Stop Number 120xx

Bus Stops and Routes:
Visalia Rd/Dode Ave (East)

Existing Conditions

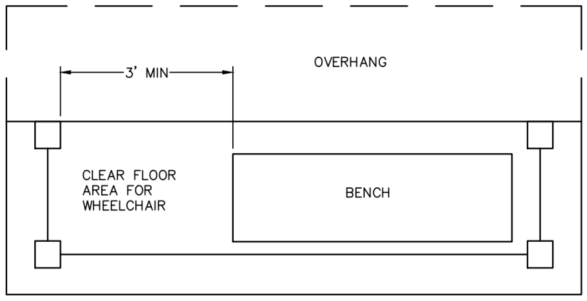
- Pole with bus route sign (TR-2) and bus stop number sign (located in planter island area)
- Planter island adjacent to curb/gutter (street side) and sidewalk (property owner side)
- Bus waiting area is adjacent to residential area
- Mature trees and landscape

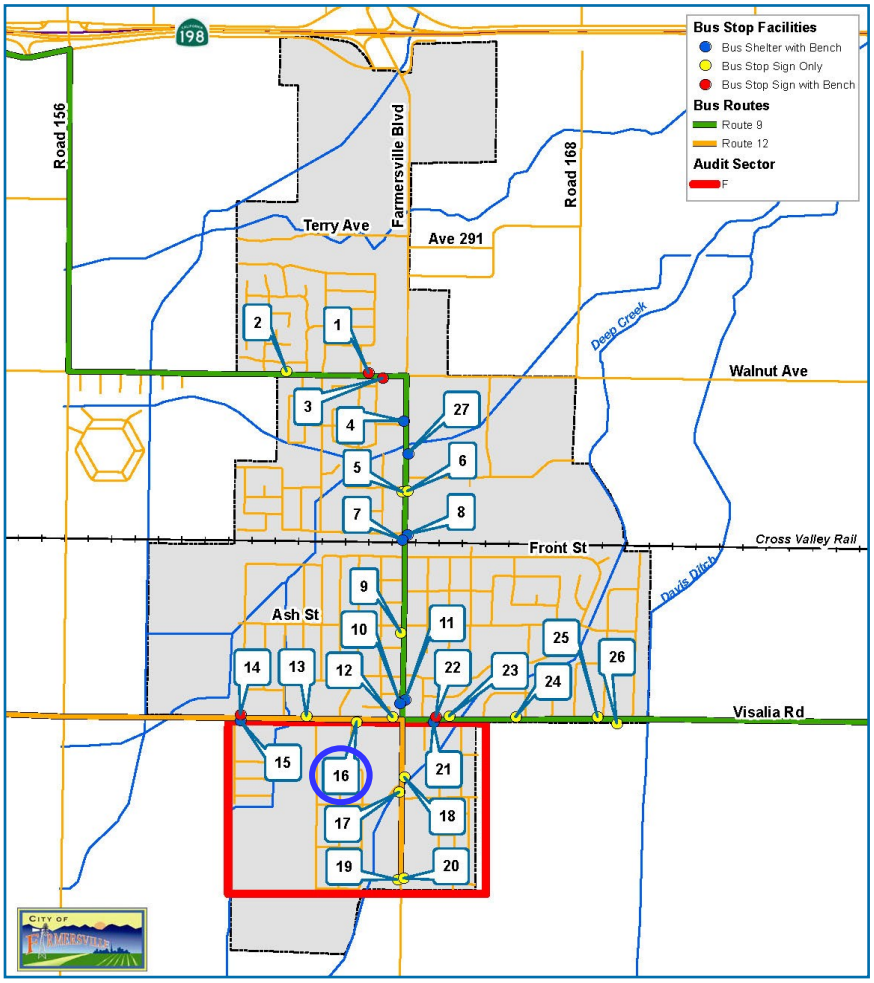
Potential Improvements

- Bus shelter to protect against environmental elements
- Trash receptacle (reduce littering)

Development Improvements

- Construct concrete pad per bus shelter specifications
- Install bus shelter and bench
  ⇒ Per City of Visalia Standard Plans (TR-1)
- Relocate pole with bus route/stop number signs
- Trash receptacle





Sector F:
Key Map Identifier: No.17
Bus Stop Number 12019

Bus Stops and Routes:
Oakland St/Farmersville Blvd (South)

Existing Conditions

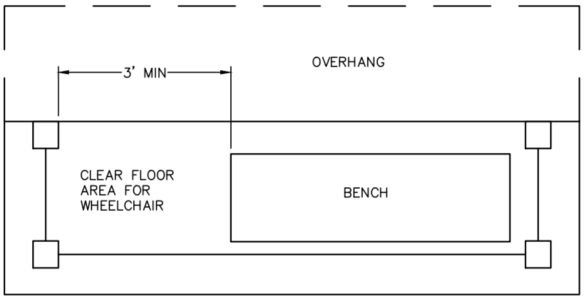
- Pole with bus route sign (TR-2) and bus stop number sign (located in planter island area)
- Planter island adjacent to curb/gutter (street side) and sidewalk (property owner side)
- Class II bike lane is adjacent curb/gutter (painted striping and marking)
- Bus waiting area is adjacent to nearby park/canal
- Overgrown weeds/plants

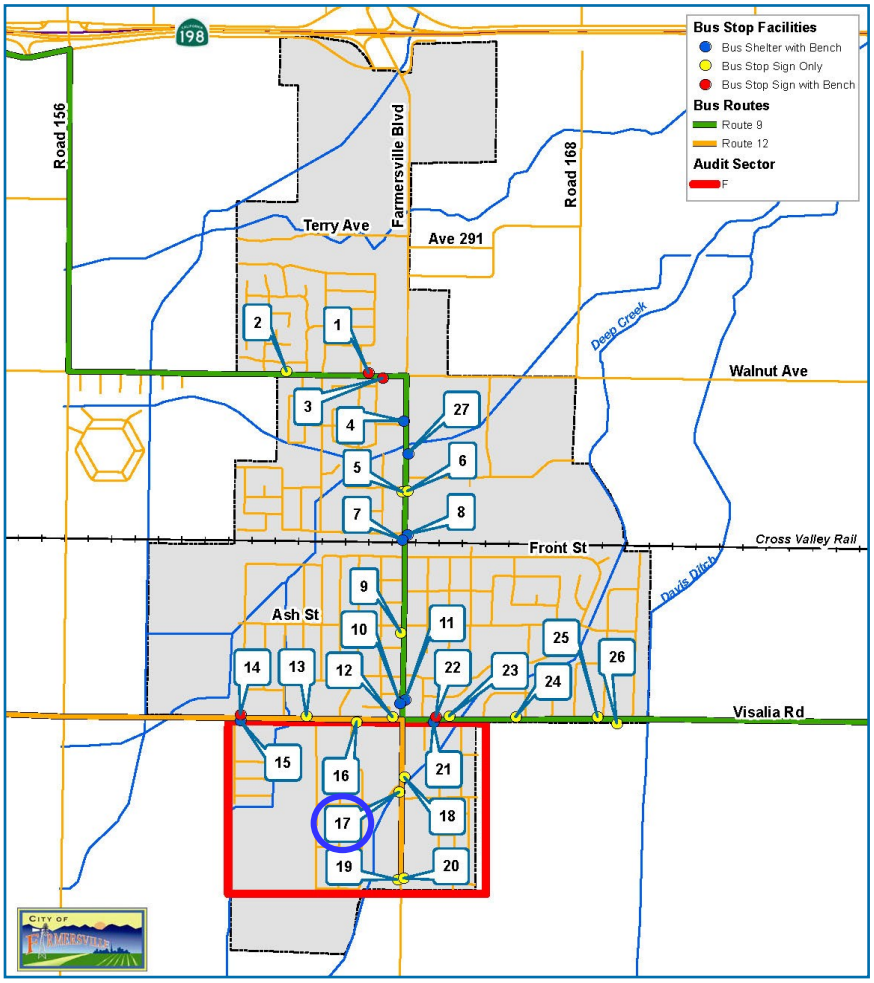
Potential Improvements

- Bus shelter to protect against environmental elements
- Trash receptacle (reduce littering)

Development Improvements

- Construct concrete pad per bus shelter specifications
- Install bus shelter and bench
  ⇒ Per City of Visalia Standard Plans (TR-1)
- Relocate pole with bus route/stop number signs
- Trash receptacle





Sector F:
Key Map Identifier: No.18
Bus Stop Number 12004

Bus Stops and Routes:
Oakland St/Farmersville Blvd (North)

Existing Conditions

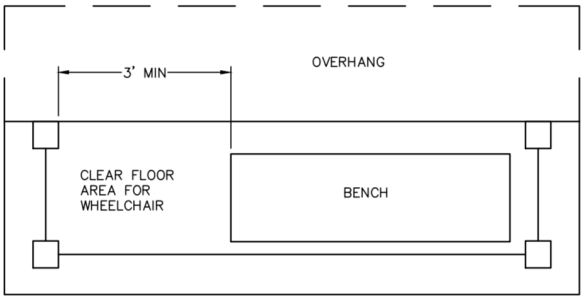
- Pole with bus route sign (TR-2) and bus stop number sign
- Pole with share the road (W16-1P) and bike route (D11-1) signs
- Sidewalk and curb/gutter
- Private chain link fence (near waiting bus area)
- Bus waiting area is adjacent to dirt area, overgrown weeds/plants, and nearby canal
- Class II/III bike lane is adjacent curb/gutter (painted striping and marking)

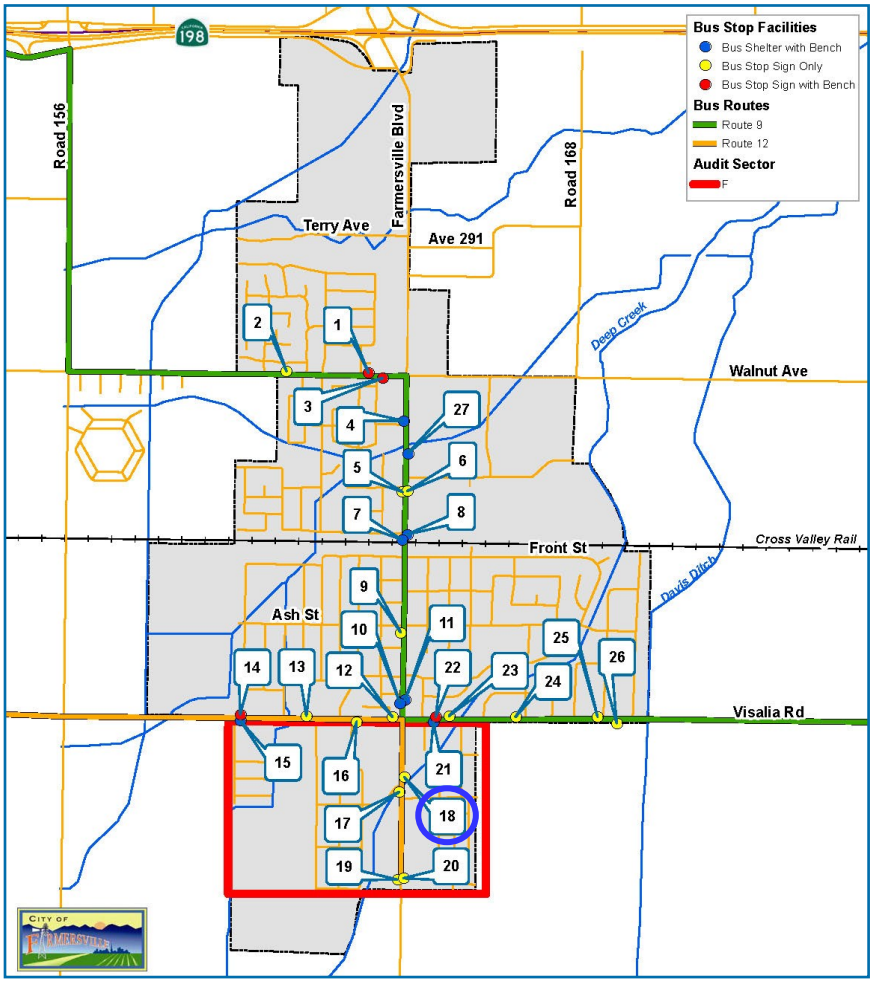
Potential Improvements

- Bus shelter to protect against environmental elements
- Trash receptacle (reduce littering)

Development Improvements

- Construct concrete pad per bus shelter specifications
- Install bus shelter and bench
  ⇒ Per City of Visalia Standard Plans (TR-1)
- Relocate pole with bus route/stop number sign and pole with share the road/bike route sign
- Trash receptacle





Sector F:
Key Map Identifier: No.19
Bus Stop Number 12021

Bus Stops and Routes:
Farmersville Blvd (South) - Near Roys Park

Existing Conditions

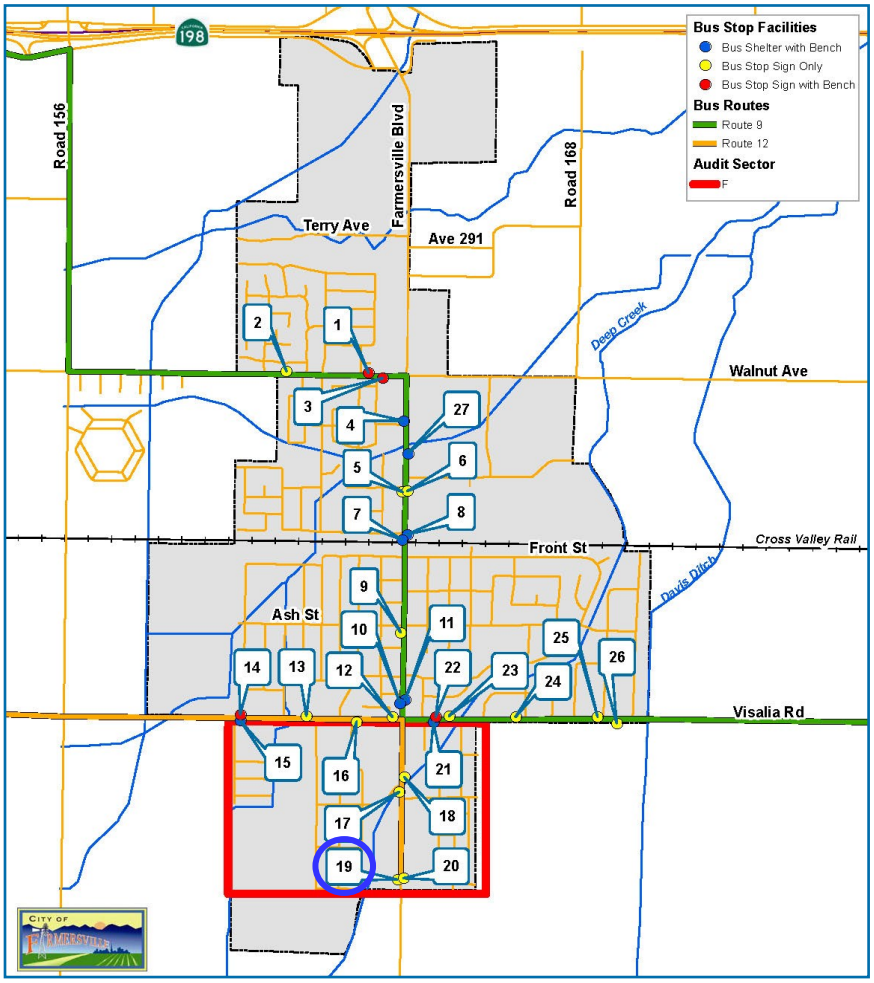
- Tapered bus turnout stop
- Bus shelter with bench to protect against environmental elements.
- Concrete pad for bus shelter, concrete pad is connected to sidewalk
- Curb/gutter adjacent to sidewalk, with curb painted red
- Trash receptacle
- Pole with bus route sign (TR-2) and bus stop number sign
- Landscaping maintained
- Adjacent to bus stop area is a wrought iron with brick posts that surround apartment complex

Potential Improvements

- None

Development Improvements

- None



Sector F:
Key Map Identifier: No.20
Bus Stop Number 12002

Bus Stops and Routes:
Farmersville Blvd (North) - Near Roys Park

Existing Conditions

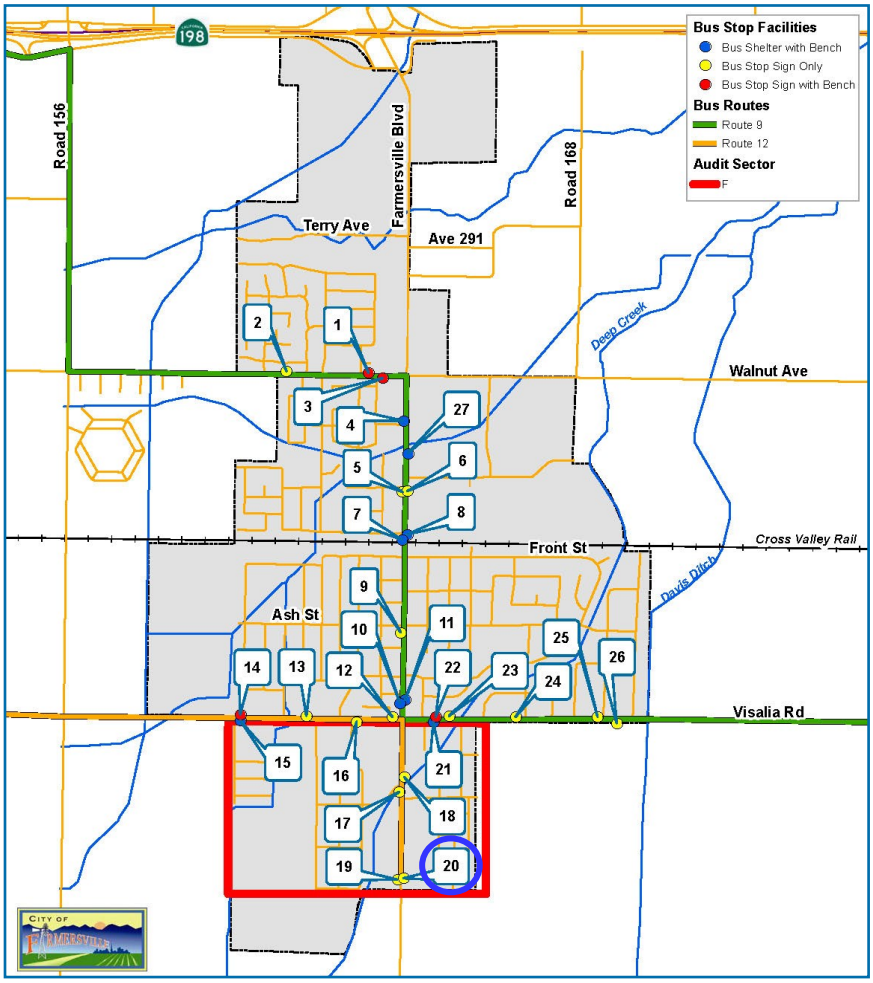
- Open space concrete lot bus turnout stop, concrete lot is bordered by concrete curb which is painted red
- Pole with bus route sign (TR-2) and bus stop number sign
- Adjacent to bus stop area is Roys Park

Potential Improvements

- None

Development Improvements

- Construct concrete pad per bus shelter specifications
- Install bus shelter and bench
  ⇒ Per City of Visalia Standard Plans (TR-1)
- Relocate pole with bus route/stop number sign and pole with share the road/bike route sign
- Trash receptacle



Sector F:
Key Map Identifier: No.21
Bus Stop Number 9029

Bus Stops and Routes:
Visalia Rd/Farmersville Blvd (East)

Existing Conditions

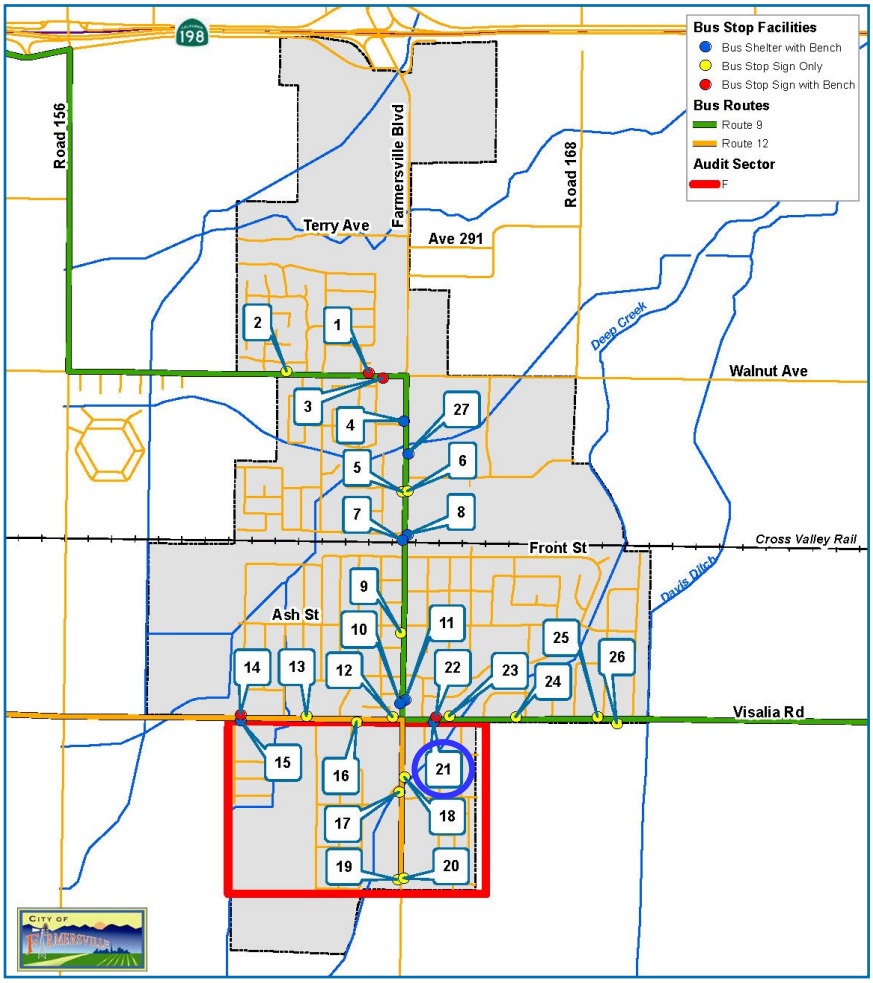
- Tapered bus turnout stop with concrete base
- Bus shelter with bench to protect against environmental elements.
- Concrete pad for bus shelter, concrete pad is connected to sidewalk
- Curb/gutter adjacent to sidewalk, with curb painted red
- Pole with bus route sign (TR-2) and bus stop number sign
- Trash receptacle
- Fire hydrant and utility pole
- Adjacent to bus stop area is an open dirt lot

Potential Improvements

- None

Development Improvements

- None



Sector E:
Key Map Identifier: No.22
Bus Stop Number (none)

Bus Stops and Routes:
Visalia Rd/Farmersville Blvd (West)

Existing Conditions

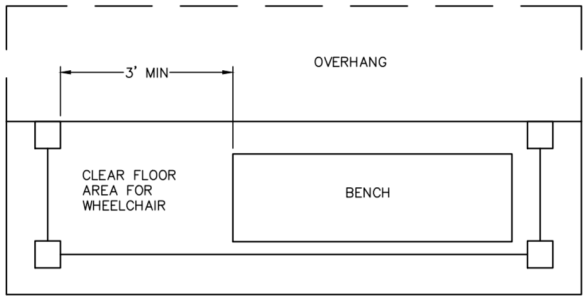
- Adjacent to bus stop area is construction work on the existing store
- Chain-link fence barrier around construction zone
- Area in front of store has an existing tapered bus turnout stop with concrete base
- Curb tapering bus turnout is painted red

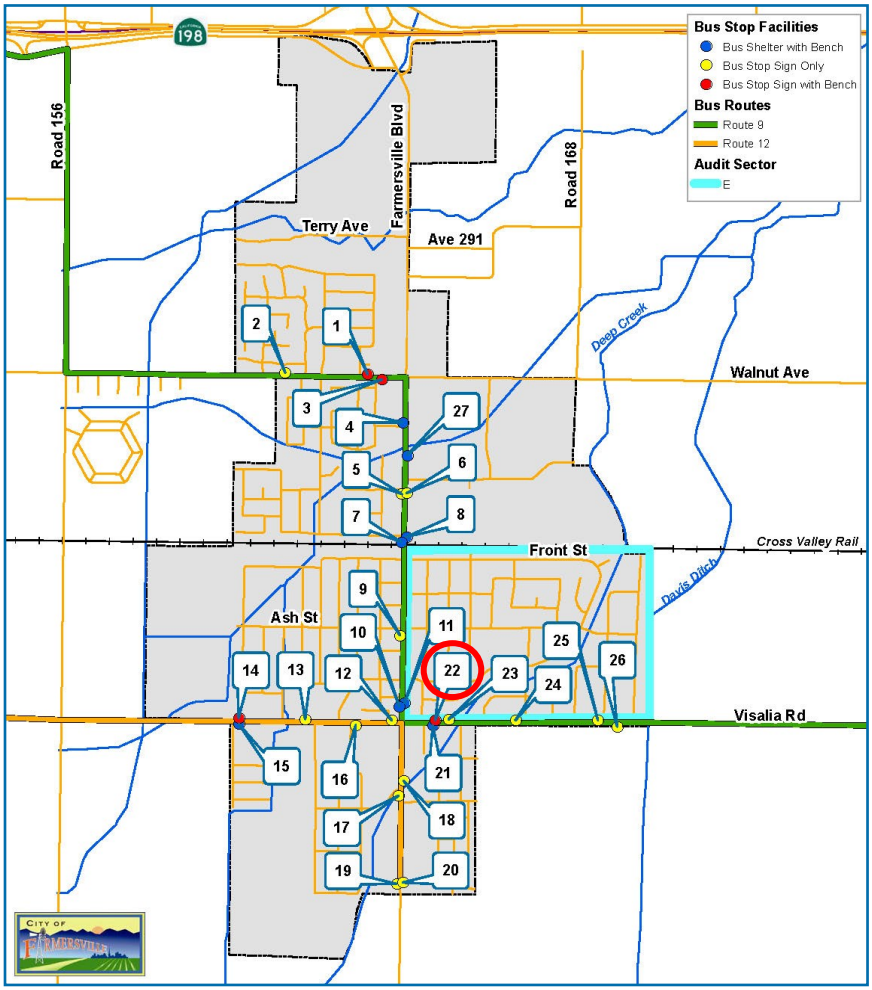
Potential Improvements

- Bus shelter with bench to protect against environmental elements.
- Trash receptacle (reduce littering)

Development Improvements

- Install bus shelter and bench
  ⇒ Per City of Visalia Standard Plans (TR-1)
- Pole with bus route/stop number signs
- Trash receptacle





Sector E:
Key Map Identifier: No.23
Bus Stop Number 9014

Bus Stops and Routes:
Visalia Rd (Funeral Home - West)

Existing Conditions

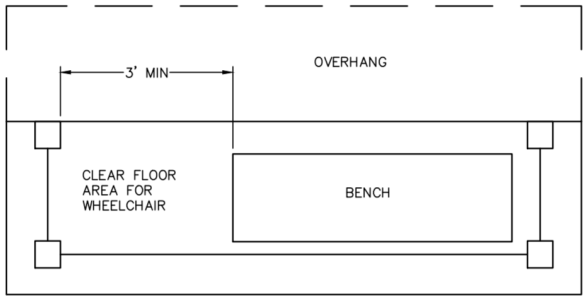
- Pole with bus route sign (TR-2) and bus stop number sign (offset sidewalk)
- Curb/gutter adjacent to sidewalk, with curb painted red
- Adjacent to bus stop area is a funeral home with accommodating parking lot

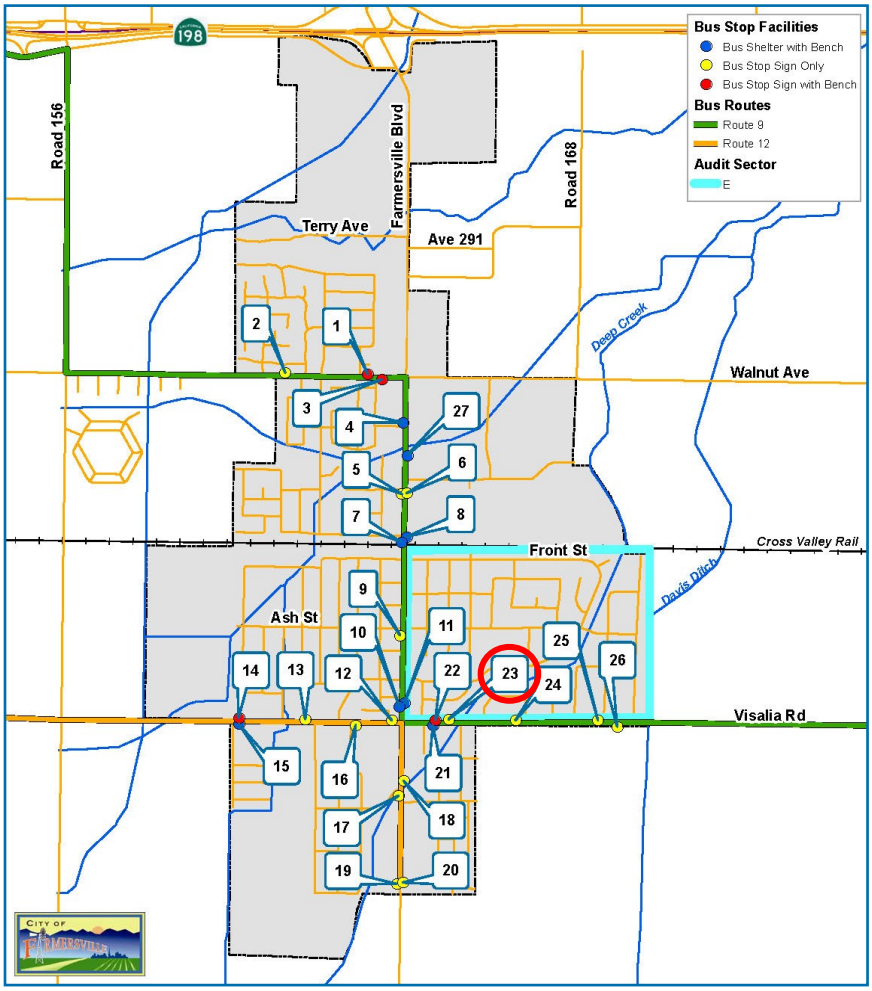
Potential Improvements

- Bus shelter with bench to protect against environmental elements.
- Trash receptacle (reduce littering)

Development Improvements

- Construct concrete pad per bus shelter specifications
- Install bus shelter and bench
  ⇒ Per City of Visalia Standard Plans (TR-1)
- Relocate pole with bus route/stop number signs
- Trash receptacle





Sector E:
Key Map Identifier: No.24
Bus Stop Number 9012

Bus Stops and Routes:
Visalia Rd/Hester Ave

Existing Conditions

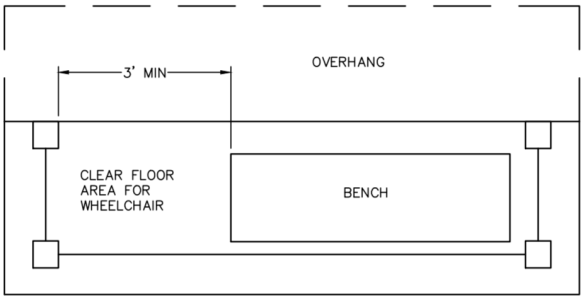
- Pole with bus route sign (TR-2) and bus stop number sign (offset sidewalk)
- Curb/gutter adjacent to sidewalk, with curb not painted red
- Adjacent to bus stop area are commercial driveways/ parking
- Class II bike lane is adjacent curb/gutter (painted striping and marking)

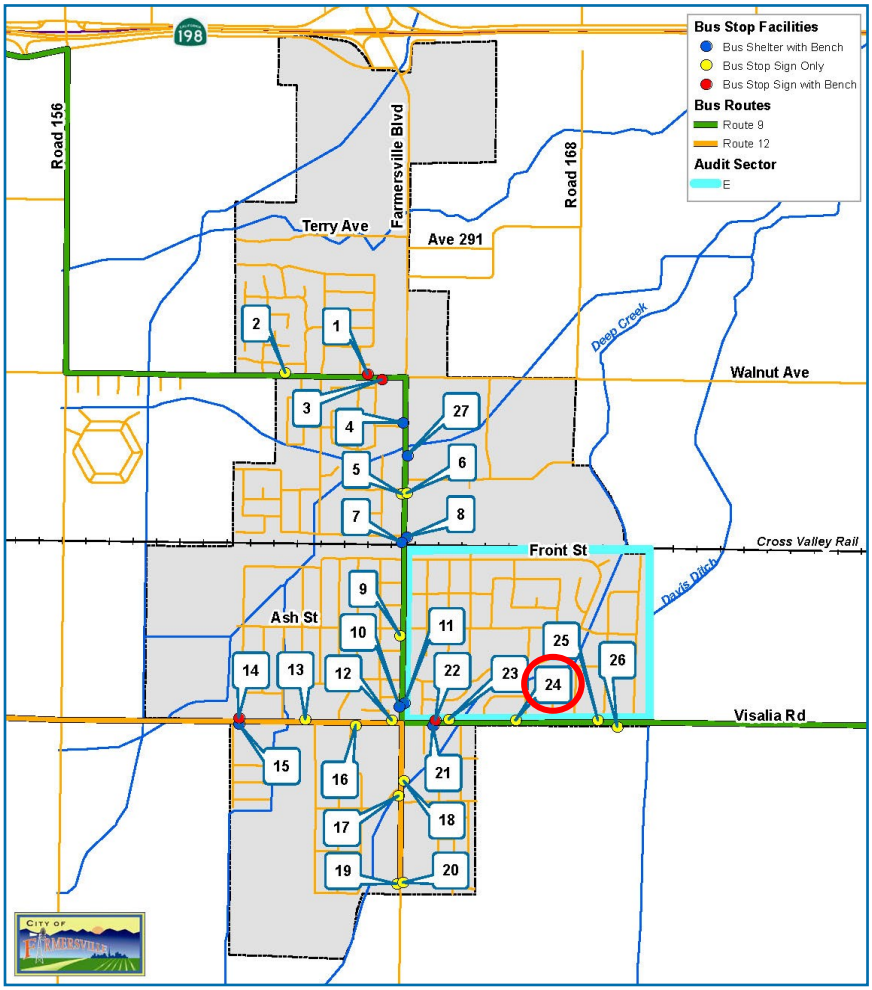
Potential Improvements

- Bus shelter with bench to protect against environmental elements.
- Trash receptacle (reduce littering)

Development Improvements

- Construct concrete pad per bus shelter specifications
- Install bus shelter and bench
  ⇒ Per City of Visalia Standard Plans (TR-1)
- Relocate pole with bus route/stop number signs
- Trash receptacle





Sector E:
Key Map Identifier: No.25
Bus Stop Number 90XX

Bus Stops and Routes:
Visalia Rd/Oakview Ave (West)

Existing Conditions

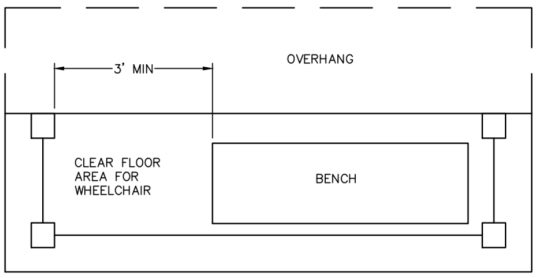
- Pole with bus route sign (TR-2)
- Curb/gutter adjacent to sidewalk, with curb not painted red
- Adjacent to bus stop area are commercial driveways/ parking
- Class II bike lane is adjacent curb/gutter (painted striping and marking)

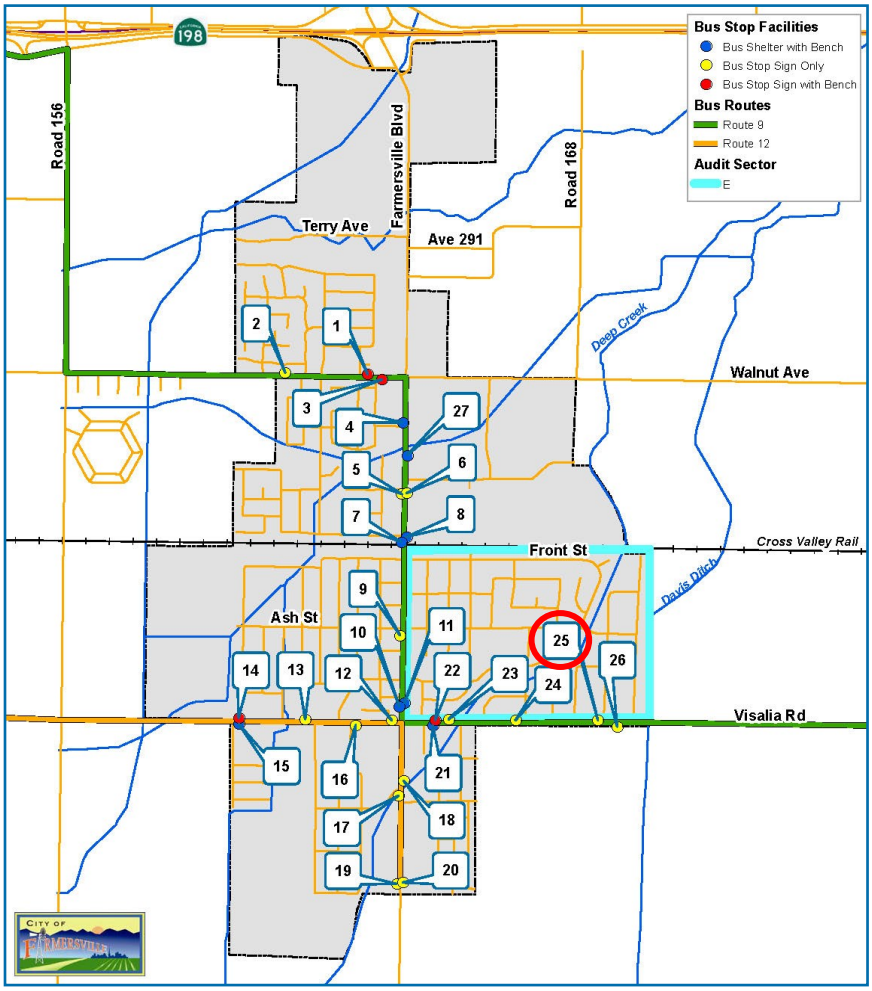
Potential Improvements

- Bus shelter with bench to protect against environmental elements.
- Bus stop number sign
- Trash receptacle (reduce littering)

Development Improvements

- Construct concrete pad per bus shelter specifications
- Install bus shelter and bench
  ⇒ Per City of Visalia Standard Plans (TR-1)
- Relocate pole with bus route/stop number signs
- Add bus stop number sign to pole with bus route sign
- Trash receptacle





Sector E:
Key Map Identifier: No.26
Bus Stop Number 90XX

Bus Stops and Routes:
Visalia Rd/Oakview Ave (East)

Existing Conditions

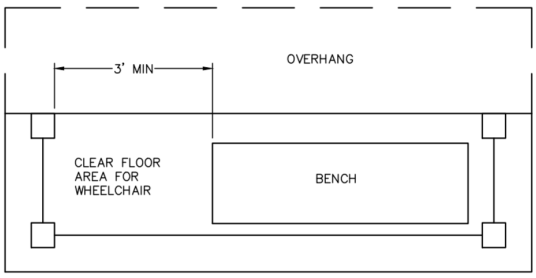
- Pole with bus route sign (TR-2) and bus stop number sign
- Curb/gutter adjacent to dirt area (no sidewalk), with curb not painted red
- Adjacent to bus stop area is tree orchard
- Class II bike lane is adjacent to curb/gutter (painted striping and marking)
- Nearby curb ramp (Case C - Caltrans Std A88A) with crosswalk that includes pedestrian crossing sign (W11-2) and arrow sign (W16-7P)
- Utility pole with guy wire

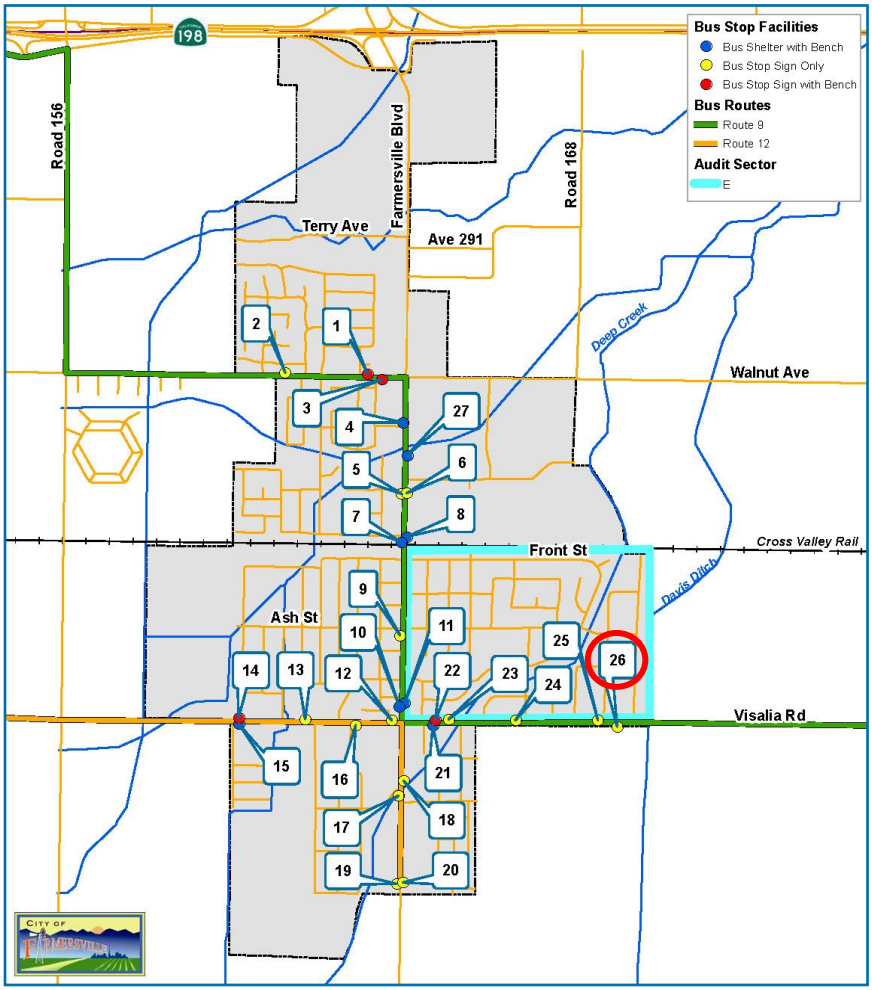
Potential Improvements

- Bus shelter with bench to protect against environmental elements.
- Trash receptacle (reduce littering)

Development Improvements

- Construct concrete pad per bus shelter specifications
- Install bus shelter and bench
  ⇒ Per City of Visalia Standard Plans (TR-1)
- Construct sidewalk segment to tie into the nearby curb ramp
- Relocate pole with bus route/stop number signs
- Trash receptacle





Sector C:
Key Map Identifier: No.27
Bus Stop Number 9022

Bus Stops and Routes:
Farmersville Blvd (Veterans Park - North)

Existing Conditions

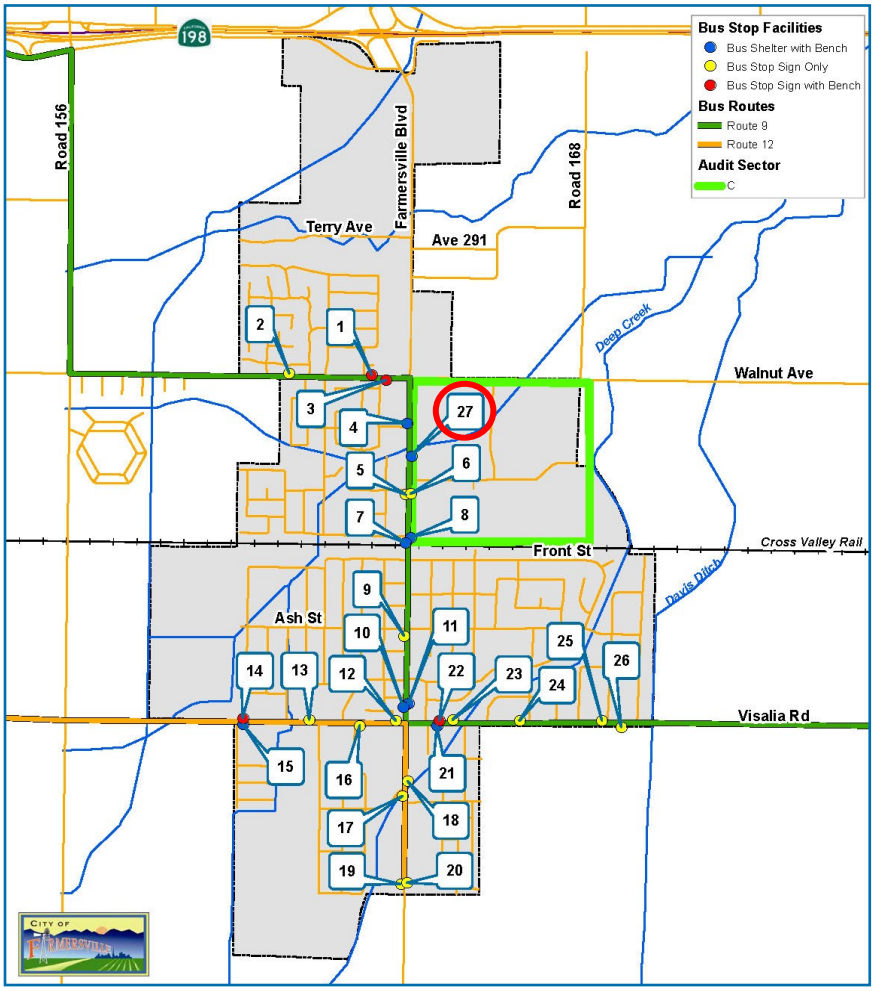
- Bus shelter with bench to protect against environmental elements.
- Concrete pad for bus shelter, concrete pad is connected to sidewalk
- Curb/gutter adjacent to sidewalk, with curb not painted red
- Trash receptacle
- Pole with bus route sign (TR-2) and bus stop number sign
- Adjacent to bus stop area is Veterans Memorial Park and parking lot

Development Improvements

- None

Potential Improvements

- None



Sector(s) A-F:
Key Map Identifier (1-27)
City Bus Stop Number

Summary Inventory:
Existing Conditions

Key Map Identifier/ Bus Stop #	Remove existing concrete	Remove plant/bush	Remove/reuse existing bench	Relocate pole with bus route/stop number sign	Relocate trash receptacle	Relocate bollards	Remove/repair/reuse/ bus stop number sign	Install bus shelter	Install bench	Construct concrete pad per bus shelter specifications	Install trash receptacle	Install bus stop number sign
No.1 9024	X		X	X				X	X	X		
No.2 9026				X				X	X		X	X
No.3 9017	X		X	X	X			X	X	X		
No.4 9019												
No.5 9021				X				X	X	X	X	
No.6 9020				X				X	X	X		
No.7 9023												
No.8 9018												
No.9 9025		X		X		X		X	X	X	X	
No.10 9027												
No.11 9016												

Sector(s) A-F:
Key Map Identifier (1-27)
City Bus Stop Number

Summary Inventory:
Existing Conditions

Key Map Identifier/ Bus Stop #	Remove existing concrete	Remove plant/bush	Remove/reuse existing bench	Relocate pole with bus route/stop number sign	Relocate trash receptacle	Relocate bollards	Remove/repair/reuse/ bus stop number sign	Install bus shelter	Install bench	Construct concrete pad per bus shelter specifications	Install trash receptacle	Install bus stop number sign
No.12 12010				X				X	X	X	X	
No.13 12012				X				X	X	X	X	
No.14 12014				X				X	X	X	X	
No.15 12015												
No.16 120##				X				X	X	X	X	
No.17 12019				X				X	X	X	X	
No.18 12004				X				X	X	X	X	
No.19 12021												
No.20 12002				X				X	X	X	X	
No.21 9029												
No.22 ####								X	X		X	X

Sector(s) A-F:
Key Map Identifier (1-27)
City Bus Stop Number

Summary Inventory:
Existing Conditions

Key Map Identifier/ Bus Stop #	Remove existing concrete	Remove plant/bush	Remove/reuse existing bench	Relocate pole with bus route/stop number sign	Relocate trash receptacle	Relocate bollards	Remove/repair/reuse/ bus stop number sign	Install bus shelter	Install bench	Construct concrete pad per bus shelter specifications	Install trash receptacle	Install bus stop number sign
No.23 9014	Temporary Bus Stop Location: Original Location at No.22 (9014) - see above.											
No.24 9012				X				X	X	X	X	
No.25 90##				X				X	X	X	X	X
No.26 90##				X				X	X	X	X	
No.27 9022												
TOTALS	2	1	2	16	1	1	0	17	17	15	14	3

Appendix H

Bus Stop Summary Audit

DRAFT ADA Funding Matrix

Bus Stop Summary Audits

Sector/Key Map Identifier	Remove existing concrete	Remove plant/bush	Remove/reuse existing bench	Relocate pole with bus route/stop number sign	Relocate trash receptacle	Relocate bollards	Remove/repair/reuse/ bus stop number sign	Install bus shelter	Install bench	Construct concrete pad per bus shelter specifications	Install trash receptacle	Install bus stop number sign
No.1 9024	X		X	X				X	X	X		
No.2 9026				X				X	X		X	X
No.3 9017	X		X	X	X			X	X	X		
No.4 9019												
No.5 9021				X				X	X	X	X	
No.6 9020				X				X	X	X		
No.7 9023												
No.8 9018												
No.9 9025		X		X		X		X	X	X	X	
No.10 9027												
No.11 9016												
No.12 12010				X				X	X	X	X	
No.13 12012				X				X	X	X	X	

No.14 12014				X				X	X	X	X	
No.15 12015												
No.16 120##				X				X	X	X	X	
No.17 12019				X				X	X	X	X	
No.18 12004				X				X	X	X	X	
No.19 12021												
No.20 12002				X				X	X	X	X	
No.21 9029												
No.22 ####								X	X		X	X
No.23 9014	Temporary Bus Stop Location: Original Location at No.22 (9014) - see above.											
No.24 9012				X				X	X	X	X	
No.25 90##				X				X	X	X	X	X
No.26 90##				X				X	X	X	X	
No.27 9022												
TOTALS	2	1	2	16	1	1	0	17	17	15	14	3

Appendix I

Countermeasures/Crash Reduction Factors (CRFs)

Table 1. Countermeasures for Signalized Intersections

No.	Type	Countermeasure Name	Crash Type	CRF	Expected Life (Years)	Federal Funding Eligibility	Systemic Approach Opportunity?
S1	Lighting	Add intersection lighting (S.I.)	Night	40%	20	100%	Medium
S2	Signal Mod.	Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size, and number	All	15%	10	100%	Very High
S3	Signal Mod.	Improve signal timing (coordination, phases, red, yellow, or operation)	All	15%	10	50%	Very High
S4	Signal Mod.	Provide Advanced Dilemma Zone Detection for high speed approaches	All	40%	10	100%	High
S5	Signal Mod.	Install emergency vehicle pre-emption systems	Emergency Vehicle	70%	10	100%	High
S6	Signal Mod.	Provide protected left turn phase (left turn lane already exists)	All	30%	20	100%	High
S7	Signal Mod.	Convert signal to mast arm (from pedestal-mounted)	All	30%	20	100%	Medium
S8	Operation/ Warning	Install raised pavement markers and striping (Through Intersection)	All	10%	10	100%	Very High
S9	Operation/ Warning	Install flashing beacons as advance warning (S.I.)	All	30%	10	100%	Medium
~~S10~~	~~Operation/ Warning~~	~~Install cameras to detect red-light running~~	~~N/A~~	~~N/A~~	~~N/A~~	~~N/A~~	~~N/A~~
S11	Operation/ Warning	Improve pavement friction (High Friction Surface Treatments)	All	40%	10	100%	Medium
S12	Geometric Mod.	Install raised median on approaches (S.I.)	All	25%	20	90%	Medium
S13	Geometric Mod.	Create directional median openings to allow (and restrict) left-turns and u-turns (S.I.)	All	50%	20	90%	Medium
~~S14~~	~~Geometric Mod.~~	~~Install right-turn lane (S.I.)~~	~~N/A~~	~~N/A~~	~~N/A~~	~~N/A~~	~~N/A~~
~~S15~~	~~Geometric Mod.~~	~~Install left-turn lane (signal has no left-turn phase - before and after)~~	~~N/A~~	~~N/A~~	~~N/A~~	~~N/A~~	~~N/A~~
~~S16~~	~~Geometric Mod.~~	~~Install left-turn lane (signal has a left-turn phase - before and after)~~	~~N/A~~	~~N/A~~	~~N/A~~	~~N/A~~	~~N/A~~
S17	Geometric Mod.	Install left-turn lane and add turn phase (signal has no left-turn lane or phase before)	All	55%	20	90%	Low
S18	Geometric Mod.	Convert intersection to roundabout (from signal)	All	Varies	20	100%	Low
S19	Ped and Bike	Install pedestrian countdown signal heads	P & B	25%	20	100%	Very High
S20	Ped and Bike	Install pedestrian crossing (S.I.)	P & B	25%	20	100%	High
S21	Ped and Bike	Install advance stop bar before crosswalk (Bicycle Box)	P & B	15%	10	100%	Very High
S22	Ped and Bike	Modify signal phasing to implement a Leading Pedestrian Interval (LPI)	P & B	60%	10	100%	Very High
S23	Geometric Mod.	Install pedestrian median fencing on approaches	P & B	35%	20	90%	Low

Struck-through countermeasures are not eligible in the current HSIP call for projects.

Table 2. Countermeasures for Non-Signalized Intersections

No.	Type	Countermeasure Name	Crash Type	CRF	Expected Life (Years)	Federal Funding Eligibility	Systemic Approach Opportunity?
NS1	Lighting	Add intersection lighting (NS.I.)	Night	40%	20	100%	Medium
NS2	Control	Convert to all-way STOP control (from 2-way or Yield control)	All	50%	10	100%	High
NS3	Control	Install signals	All	25%	20	100%	Low
NS4A	Control	Convert intersection to roundabout (from all way stop)	All	Varies	20	100%	Low
NS4B	Control	Convert intersection to roundabout (from stop or yield control on minor road)	All	Varies	20	100%	Low
NS5	Operation/ Warning	Install/upgrade larger or additional stop signs or other intersection warning/regulatory signs	All	15%	10	100%	Very High
NS6	Operation/ Warning	Upgrade intersection pavement markings (NS.I.)	All	25%	10	100%	Very High
NS7	Operation/ Warning	Install Flashing Beacons at Stop-Controlled Intersections	All	15%	10	100%	High
NS8	Operation/ Warning	Install flashing beacons as advance warning (NS.I.)	All	30%	10	100%	High
NS9	Operation/ Warning	Install transverse rumble strips on approaches	All	20%	10	90%	High
NS10	Operation/ Warning	Improve sight distance to intersection (Clear Sight Triangles)	All	20%	10	90%	High
NS11	Geometric Mod.	Install splitter-islands on the minor road approaches	All	40%	20	90%	Medium
NS12	Geometric Mod.	Install raised median on approaches (NS.I.)	All	25%	20	90%	Medium
NS13	Geometric Mod.	Create directional median openings to allow (and restrict) left-turns and u-turns (NS.I.)	All	50%	20	90%	Medium
NS14	Geometric Mod.	Install right-turn lane (NS.I.)	All	20%	20	90%	Low
NS15	Geometric Mod.	Install left-turn lane (where no left-turn lane exists)	All	35%	20	90%	Low
NS16	Ped and Bike	Install raised medians / refuge islands (NS.I.)	P & B	45%	20	90%	Medium
NS17	Ped and Bike	Install pedestrian crossing at uncontrolled locations (new signs and markings only)	P & B	25%	10	100%	High
NS18	Ped and Bike	Install pedestrian crossing at uncontrolled locations (with enhanced safety features)	P & B	35%	20	100%	Medium
NS19	Ped and Bike	Install Pedestrian Signal (including Pedestrian Hybrid Beacon (HAWK))	P & B	55%	20	100%	Low
NS20	Operation/ Warning	Improve pavement friction (High Friction Surface Treatments)	All	40%	10	100%	Medium

Struck-through countermeasures are not eligible in the current HSIP call for projects.

Table 3. Countermeasures for Roadways

No.	Type	Countermeasure Name	Crash Type	CRF	Expected Life (Years)	Federal Funding Eligibility	Systemic Approach Opportunity?
R1	Lighting	Add segment lighting	Night	35%	20	100%	Medium
R2	Remove/ Shield Obstacles	Remove or relocate fixed objects outside of Clear Recovery Zone	All	35%	20	90%	High
R3	Remove/ Shield Obstacles	Install Median Barrier	All	25%	20	100%	Medium
R4	Remove/ Shield Obstacles	Install Guardrail	All	25%	20	100%	High
R5	Remove/ Shield Obstacles	Install impact attenuators	All	25%	10	100%	High
R6	Remove/ Shield Obstacles	Flatten side slopes	All	30%	20	90%	Medium
R7	Remove/ Shield Obstacles	Flatten side slopes and remove guardrail	All	40%	20	90%	Medium
~~R8~~	~~Remove/ Shield Obstacles~~	~~Upgrade bridge railing~~	~~N/A~~	~~N/A~~	~~N/A~~	~~N/A~~	~~N/A~~
R9	Geometric Mod.	Install raised median	All	25%	20	90%	Medium
R10	Geometric Mod.	Install median (flush)	All	15%	20	90%	Medium
R11	Geometric Mod.	Install acceleration/ deceleration lanes	All	25%	20	90%	Low
~~R12~~	~~Geometric Mod.~~	~~Install climbing lane (where large difference between car and truck speed)~~	~~N/A~~	~~N/A~~	~~N/A~~	~~N/A~~	~~Low~~
R13	Geometric Mod.	Widen lane (initially less than 10 ft)	All	25%	20	90%	Medium
R14	Geometric Mod.	Add two-way left-turn lane (without reducing travel lanes)	All	30%	20	90%	Medium
R15	Geometric Mod.	Road Diet (Reduce travel lanes from 4 to 3 and add a two way left-turn and bike lanes)	All	30%	20	90%	Medium
R16	Geometric Mod.	Widen shoulder (paved)	All	30%	20	90%	Medium
R17	Geometric Mod.	Widen shoulder (unpaved)	All	20%	20	90%	Medium
R18	Geometric Mod.	Pave existing shoulder	All	15%	20	90%	Medium
R19	Geometric Mod.	Improve horizontal alignment (flatten curves)	All	50%	20	90%	Low
R20	Geometric Mod.	Flatten crest vertical curve	All	25%	20	90%	Low
R21	Geometric Mod.	Improve horizontal and vertical alignments	All	60%	20	90%	Low
R22	Geometric Mod.	Improve curve superelevation	All	45%	20	90%	Medium
R23	Geometric Mod.	Convert from two-way to one-way traffic	All	35%	20	90%	Medium
R24	Geometric Mod.	Improve pavement friction (High Friction Surface Treatments)	All	40%	10	100%	High

Struck-through countermeasures are not eligible in the current HSIP call for projects.

Table 3. Countermeasures for Roadways (Continued)

No.	Type	Countermeasure Name	Crash Type	CRF	Expected Life (Years)	Federal Funding Eligibility	Systemic Approach Opportunity?
~~R25~~	~~Geometric Mod.~~	~~Provide Tapered Edge for Pavement Edge Drop-off~~	~~N/A~~	~~N/A~~	~~N/A~~	~~N/A~~	~~N/A~~
R26	Operation/ Warning	Install/Upgrade signs with new fluorescent sheeting (regulatory or warning)	All	15%	10	100%	Very High
R27	Operation/ Warning	Install chevron signs on horizontal curves	All	40%	10	100%	Very High
R28	Operation/ Warning	Install curve advance warning signs	All	25%	10	100%	Very High
R29	Operation/ Warning	Install curve advance warning signs (flashing beacon)	All	30%	10	100%	High
R30	Operation/ Warning	Install dynamic/variable speed warning signs	All	30%	10	100%	High
R31	Operation/ Warning	Install delineators, reflectors and/or object markers	All	15%	10	100%	Very High
R32	Operation/ Warning	Install edge-lines and centerlines	All	25%	10	100%	Very High
R33	Operation/ Warning	Install no-passing line	All	45%	10	100%	Very High
R34	Operation/ Warning	Install centerline rumble strips/stripes	All	20%	10	100%	High
R35	Operation/ Warning	Install edgeline rumble strips/stripes	All	15%	10	100%	High
R36	Ped and Bike	Install bike lanes	P & B	35%	20	90%	High
R37	Ped and Bike	Install sidewalk/pathway (to avoid walking along roadway)	P & B	80%	20	90%	Medium
R38	Ped & Bike	Install pedestrian crossing (with enhanced safety features)	P & B	30%	10	90%	Medium
R39	Ped and Bike	Install raised pedestrian crossing	P & B	35%	10	90%	Medium
R40	Animal	Install animal fencing	Animal	80%	20	90%	Medium
~~R41~~	~~Truck~~	~~Install truck escape ramp~~	~~N/A~~	~~N/A~~	~~N/A~~	~~N/A~~	~~N/A~~
R42	Geometric Mod.	Install pedestrian median fencing on approaches	P & B	35%	20	90%	Low

Struck-through countermeasures are not eligible in the current HSIP call for projects.

Appendix J

Benefit Calculator Worksheets

#1 - Ashley St/N. Farmersville Blvd
(Reference Table 6-5, Figure 3-2A)

HSIP Cycle 8 Call for Projects - Benefit Calculator

(Read instructions to the left. For more instructions please refer to Appendix A of the application form instructions)

All yellow-highlighted fields are required.

Application ID: Calculation Run No. (e.g. 1 of 2)

1. Countermeasures Utilized

(Select up to 3 countermeasures from the dropdown lists. At least one must be selected. Use CM#1 first then CM#2/CM#3.)

Countermeasure #1	R36-Install bike lanes
Countermeasure #2	(No selection)
Countermeasure #3	(No selection)

NOT required for this project:

The below information is NOT required since roundabout has NOT been selected as a countermeasure (S18/NS4A/NS4B).

Project location:		(Select from Dropdown List)
Intersection type:		(Select from Dropdown List)
Roundabout:		(Select from Dropdown List)

Average Daily Traffic (ADT)	Major Road	Minor Road	Total ADT
			-

2. Crash Data

From	**1/1/2012**	(required)
To	**12/31/2016**	(required)
Number of Years	**5.00**	(must be between 3 and 5).

Crash Data Table (data sets or rows highlighted in yellow are required as they are related to the selected countermeasures)

Dataset / Sub-dataset	Fatality	Severe Injury	Injury - Other Visible	Injury - Complaint of Pain	Property Damage Only	Total
All						**0**
Night						**0**
Ped & Bike	**0**	**0**	**1**	**0**	**0**	**1**
Emergency Vehicle						**0**
Animal						**0**

3. Results - Benefits by Countermeasures

(Enter these results in Sheet "Benefit Summary" if this project has mutiple benefit calculation runs)

	CM ID	**Crash Dataset /Sub-dataset Applied**	**Crash Reduction Factor (CRF)**	**Life (Years)**	**Life benefits**
Countermeasure #1	**R36**	**Ped & Bike**	**35%**	**20**	**$151,957**
Countermeasure #2	**(Not Selected)**	**(N/A)**	**0%**	**-**	**$0**
Countermeasure #3	**(Not Selected)**	**(N/A)**	**0%**	**-**	**$0**

Total Benefits **$151,957**

Safety Practitioner/Engineer (Print):

Signature:

Date:

By signing this benefit calculation sheet, you are attesting to your authority / responsibility as the Engineer in Responsible Charge of the preparation of the HSIP application and you are attesting to the accuracy of the values on this page and that they have been entered into the HSIP Application Form correctly, DO NOT SIGN if any of this is not the case.

#2 - Citrus St/N. Farmersville Blvd
(Reference Table 6-5, Figure 3-2A)

HSIP Cycle 8 Call for Projects - Benefit Calculator

(Read instructions to the left. For more instructions please refer to Appendix A of the application form instructions)

All yellow-highlighted fields are required.

Application ID: Calculation Run No. (e.g. 1 of 2)

1. Countermeasures Utilized

(Select up to 3 countermeasures from the dropdown lists. At least one must be selected. Use CM#1 first then CM#2/CM#3.)

Countermeasure #1	NS19-Install pedestrian signal or HAWK
Countermeasure #2	(No selection)
Countermeasure #3	(No selection)

NOT required for this project:

The below information is NOT required since roundabout has NOT been selected as a countermeasure (S18/NS4A/NS4B).

Project location:		(Select from Dropdown List)
Intersection type:		(Select from Dropdown List)
Roundabout:		(Select from Dropdown List)

Average Daily Traffic (ADT)	Major Road	Minor Road	Total ADT
			-

2. Crash Data

From	**1/1/2012**	(required)
To	**12/31/2016**	(required)
Number of Years	**5.00**	(must be between 3 and 5).

Crash Data Table (data sets or rows highlighted in yellow are required as they are related to the selected countermeasures)

Dataset / Sub-dataset	Fatality	Severe Injury	Injury - Other Visible	Injury - Complaint of Pain	Property Damage Only	Total
All				**1**		**1**
Night						**0**
Ped & Bike	**0**	**0**		**1**	**0**	**1**
Emergency Vehicle						**0**
Animal						**0**

3. Results - Benefits by Countermeasures

(Enter these results in Sheet "Benefit Summary" if this project has mutiple benefit calculation runs)

	CM ID	**Crash Dataset /Sub-dataset Applied**	**Crash Reduction Factor (CRF)**	**Life (Years)**	**Life benefits**
Countermeasure #1	**NS19**	**Ped & Bike**	**55%**	**20**	**$134,786**
Countermeasure #2	**(Not Selected)**	**(N/A)**	**0%**	**-**	**$0**
Countermeasure #3	**(Not Selected)**	**(N/A)**	**0%**	**-**	**$0**
			Total Benefits		**$134,786**

Safety Practitioner/Engineer (Print):

Signature:

Date:

By signing this benefit calculation sheet, you are attesting to your authority / responsibility as the Engineer in Responsible Charge of the preparation of the HSIP application and you are attesting to the accuracy of the values on this page and that they have been entered into the HSIP Application Form correctly, DO NOT SIGN if any of this is not the case.

#3 - W. Citrus St/N. Farmersville Blvd
(Reference Table 6-5, Figure 3-2A)

HSIP Cycle 8 Call for Projects - Benefit Calculator

(Read instructions to the left. For more instructions please refer to Appendix A of the application form instructions)

All yellow-highlighted fields are required.

Application ID: Calculation Run No. (e.g. 1 of 2)

1. Countermeasures Utilized

(Select up to 3 countermeasures from the dropdown lists. At least one must be selected. Use CM#1 first then CM#2/CM#3.)

Countermeasure #1	NS19-Install pedestrian signal or HAWK
Countermeasure #2	(No selection)
Countermeasure #3	(No selection)

NOT required for this project:

The below information is NOT required since roundabout has NOT been selected as a countermeasure (S18/NS4A/NS4B).

Project location:		(Select from Dropdown List)
Intersection type:		(Select from Dropdown List)
Roundabout:		(Select from Dropdown List)

Average Daily Traffic (ADT)	Major Road	Minor Road	Total ADT
			-

2. Crash Data

From	**1/1/2012**	(required)
To	**12/31/2016**	(required)
Number of Years	**5.00**	(must be between 3 and 5).

Crash Data Table (data sets or rows highlighted in yellow are required as they are related to the selected countermeasures)

Dataset / Sub-dataset	Fatality	Severe Injury	Injury - Other Visible	Injury - Complaint of Pain	Property Damage Only	Total
All				**1**		**1**
Night						**0**
Ped & Bike	**0**	**0**		**1**	**0**	**1**
Emergency Vehicle						**0**
Animal						**0**

3. Results - Benefits by Countermeasures

(Enter these results in Sheet "Benefit Summary" if this project has mutiple benefit calculation runs)

	CM ID	Crash Dataset /Sub-dataset Applied	Crash Reduction Factor (CRF)	Life (Years)	Life benefits
Countermeasure #1	**NS19**	**Ped & Bike**	**55%**	**20**	**$134,786**
Countermeasure #2	**(Not Selected)**	**(N/A)**	**0%**	**-**	**$0**
Countermeasure #3	**(Not Selected)**	**(N/A)**	**0%**	**-**	**$0**
			Total Benefits		**$134,786**

Safety Practitioner/Engineer (Print):

Signature:

Date:

By signing this benefit calculation sheet, you are attesting to your authority / responsibility as the Engineer in Responsible Charge of the preparation of the HSIP application and you are attesting to the accuracy of the values on this page and that they have been entered into the HSIP Application Form correctly, DO NOT SIGN if any of this is not the case.

#4 - W. Citrus St/N. Farmersville Blvd
(Reference Table 6-5, Figure 3-2A)

HSIP Cycle 8 Call for Projects - Benefit Calculator

(Read instructions to the left. For more instructions please refer to Appendix A of the application form instructions)

All yellow-highlighted fields are required.

Application ID: Calculation Run No. (e.g. 1 of 2)

1. Countermeasures Utilized

(Select up to 3 countermeasures from the dropdown lists. At least one must be selected. Use CM#1 first then CM#2/CM#3.)

Countermeasure #1	NS19-Install pedestrian signal or HAWK
Countermeasure #2	(No selection)
Countermeasure #3	(No selection)

NOT required for this project:

The below information is NOT required since roundabout has NOT been selected as a countermeasure (S18/NS4A/NS4B).

Project location:		(Select from Dropdown List)
Intersection type:		(Select from Dropdown List)
Roundabout:		(Select from Dropdown List)

Average Daily Traffic (ADT)	Major Road	Minor Road	Total ADT
			-

2. Crash Data

From	**1/1/2012**	(required)
To	**12/31/2016**	(required)
Number of Years	**5.00**	(must be between 3 and 5).

Crash Data Table (data sets or rows highlighted in yellow are required as they are related to the selected countermeasures)

Dataset / Sub-dataset	Fatality	Severe Injury	Injury - Other Visible	Injury - Complaint of Pain	Property Damage Only	Total
All		1				1
Night						0
Ped & Bike		1				1
Emergency Vehicle						0
Animal						0

3. Results - Benefits by Countermeasures

(Enter these results in Sheet "Benefit Summary" if this project has mutiple benefit calculation runs)

	CM ID	Crash Dataset /Sub-dataset Applied	Crash Reduction Factor (CRF)	Life (Years)	Life benefits
Countermeasure #1	**NS19**	**Ped & Bike**	**55%**	**20**	**$4,397,590**
Countermeasure #2	**(Not Selected)**	**(N/A)**	**0%**	**-**	**$0**
Countermeasure #3	**(Not Selected)**	**(N/A)**	**0%**	**-**	**$0**
			Total Benefits		**$4,397,590**

Safety Practitioner/Engineer (Print):

Signature:

Date:

By signing this benefit calculation sheet, you are attesting to your authority / responsibility as the Engineer in Responsible Charge of the preparation of the HSIP application and you are attesting to the accuracy of the values on this page and that they have been entered into the HSIP Application Form correctly, DO NOT SIGN if any of this is not the case.

#5 - Front St/Farmersville Blvd
(Reference Table 6-5, Figure 3-2A)

HSIP Cycle 8 Call for Projects - Benefit Calculator

(Read instructions to the left. For more instructions please refer to Appendix A of the application form instructions)

All yellow-highlighted fields are required.

Application ID: Calculation Run No. (e.g. 1 of 2)

1. Countermeasures Utilized

(Select up to 3 countermeasures from the dropdown lists. At least one must be selected. Use CM#1 first then CM#2/CM#3.)

Countermeasure #1	R38-Install pedestrian crossing (with enhanced safety features)
Countermeasure #2	(No selection)
Countermeasure #3	(No selection)

NOT required for this project:

The below information is NOT required since roundabout has NOT been selected as a countermeasure (S18/NS4A/NS4B).

Project location:		(Select from Dropdown List)
Intersection type:		(Select from Dropdown List)
Roundabout:		(Select from Dropdown List)

Average Daily Traffic (ADT)	Major Road	Minor Road	Total ADT
			-

2. Crash Data

From	**1/1/2012**	(required)
To	**12/31/2016**	(required)
Number of Years	**5.00**	(must be between 3 and 5).

Crash Data Table (data sets or rows highlighted in yellow are required as they are related to the selected countermeasures)

Dataset / Sub-dataset	Fatality	Severe Injury	Injury - Other Visible	Injury - Complaint of Pain	Property Damage Only	Total
All				1		1
Night						0
Ped & Bike	0	0		1	0	1
Emergency Vehicle						0
Animal						0

3. Results - Benefits by Countermeasures

(Enter these results in Sheet "Benefit Summary" if this project has mutiple benefit calculation runs)

	CM ID	Crash Dataset /Sub-dataset Applied	Crash Reduction Factor (CRF)	Life (Years)	Life benefits
Countermeasure #1	**R38**	**Ped & Bike**	**30%**	**10**	**$36,760**
Countermeasure #2	**(Not Selected)**	**(N/A)**	**0%**	-	**$0**
Countermeasure #3	**(Not Selected)**	**(N/A)**	**0%**	-	**$0**

Total Benefits **$36,760**

Safety Practitioner/Engineer (Print):

Signature:

Date:

By signing this benefit calculation sheet, you are attesting to your authority / responsibility as the Engineer in Responsible Charge of the preparation of the HSIP application and you are attesting to the accuracy of the values on this page and that they have been entered into the HSIP Application Form correctly, DO NOT SIGN if any of this is not the case.

#6 - Ash St/Farmersville Blvd
(Reference Table 6-5, Figure 3-2A)

HSIP Cycle 8 Call for Projects - Benefit Calculator

(Read instructions to the left. For more instructions please refer to Appendix A of the application form instructions)

All yellow-highlighted fields are required.

Application ID: Calculation Run No. (e.g. 1 of 2)

1. Countermeasures Utilized

(Select up to 3 countermeasures from the dropdown lists. At least one must be selected. Use CM#1 first then CM#2/CM#3.)

Countermeasure #1	R38-Install pedestrian crossing (with enhanced safety features)
Countermeasure #2	(No selection)
Countermeasure #3	(No selection)

NOT required for this project:

The below information is NOT required since roundabout has NOT been selected as a countermeasure (S18/NS4A/NS4B).

Project location:		(Select from Dropdown List)
Intersection type:		(Select from Dropdown List)
Roundabout:		(Select from Dropdown List)

Average Daily Traffic (ADT)	Major Road	Minor Road	Total ADT
			-

2. Crash Data

From	**1/1/2012**	(required)
To	**12/31/2016**	(required)
Number of Years	**5.00**	(must be between 3 and 5).

Crash Data Table (data sets or rows highlighted in yellow are required as they are related to the selected countermeasures)

Dataset / Sub-dataset	Fatality	Severe Injury	Injury - Other Visible	Injury - Complaint of Pain	Property Damage Only	Total
All				**1**		**1**
Night						**0**
Ped & Bike				**1**		**1**
Emergency Vehicle						**0**
Animal						**0**

3. Results - Benefits by Countermeasures

(Enter these results in Sheet "Benefit Summary" if this project has mutiple benefit calculation runs)

	CM ID	Crash Dataset /Sub-dataset Applied	Crash Reduction Factor (CRF)	Life (Years)	Life benefits
Countermeasure #1	**R38**	**Ped & Bike**	**30%**	**10**	**$36,760**
Countermeasure #2	**(Not Selected)**	**(N/A)**	**0%**	**-**	**$0**
Countermeasure #3	**(Not Selected)**	**(N/A)**	**0%**	**-**	**$0**

Total Benefits **$36,760**

Safety Practitioner/Engineer (Print):

Signature:

Date:

By signing this benefit calculation sheet, you are attesting to your authority / responsibility as the Engineer in Responsible Charge of the preparation of the HSIP application and you are attesting to the accuracy of the values on this page and that they have been entered into the HSIP Application Form correctly, DO NOT SIGN if any of this is not the case.

#7 - Birch St/Farmersville Blvd
(Reference Table 6-5, Figure 3-2A)

HSIP Cycle 8 Call for Projects - Benefit Calculator

(Read instructions to the left. For more instructions please refer to Appendix A of the application form instructions)

All yellow-highlighted fields are required.

Application ID: Calculation Run No. (e.g. 1 of 2)

1. Countermeasures Utilized

(Select up to 3 countermeasures from the dropdown lists. At least one must be selected. Use CM#1 first then CM#2/CM#3.)

Countermeasure #1	R36-Install bike lanes
Countermeasure #2	(No selection)
Countermeasure #3	(No selection)

NOT required for this project:

The below information is NOT required since roundabout has NOT been selected as a countermeasure (S18/NS4A/NS4B).

Project location:		(Select from Dropdown List)
Intersection type:		(Select from Dropdown List)
Roundabout:		(Select from Dropdown List)

Average Daily Traffic (ADT)	Major Road	Minor Road	Total ADT
			-

2. Crash Data

From	**1/1/2012**	(required)
To	**12/31/2016**	(required)
Number of Years	**5.00**	(must be between 3 and 5).

Crash Data Table (data sets or rows highlighted in yellow are required as they are related to the selected countermeasures)

Dataset / Sub-dataset	Fatality	Severe Injury	Injury - Other Visible	Injury - Complaint of Pain	Property Damage Only	Total
All			**1**			**1**
Night						**0**
Ped & Bike			**1**			**1**
Emergency Vehicle						**0**
Animal						**0**

3. Results - Benefits by Countermeasures

(Enter these results in Sheet "Benefit Summary" if this project has mutiple benefit calculation runs)

	CM ID	**Crash Dataset /Sub-dataset Applied**	**Crash Reduction Factor (CRF)**	**Life (Years)**	**Life benefits**
Countermeasure #1	**R36**	**Ped & Bike**	**35%**	**20**	**$151,957**
Countermeasure #2	**(Not Selected)**	**(N/A)**	**0%**	**-**	**$0**
Countermeasure #3	**(Not Selected)**	**(N/A)**	**0%**	**-**	**$0**
			Total Benefits		**$151,957**

Safety Practitioner/Engineer (Print):

Signature:

Date:

By signing this benefit calculation sheet, you are attesting to your authority / responsibility as the Engineer in Responsible Charge of the preparation of the HSIP application and you are attesting to the accuracy of the values on this page and that they have been entered into the HSIP Application Form correctly, DO NOT SIGN if any of this is not the case.

All Visalia Road Collisions
(Reference Table 6-7, Figure 3-2B)

HSIP Cycle 8 Call for Projects - Benefit Calculator

(Read instructions to the left. For more instructions please refer to Appendix A of the application form instructions)

All yellow-highlighted fields are required.

Application ID: Calculation Run No. (e.g. 1 of 2)

1. Countermeasures Utilized

(Select up to 3 countermeasures from the dropdown lists. At least one must be selected. Use CM#1 first then CM#2/CM#3.)

Countermeasure #1	S12-Install raised median on approaches (S.I.)
Countermeasure #2	S23-Install pedestrian median fencing on approaches
Countermeasure #3	R26-Install/Upgrade signs with new fluorescent sheeting (regulatory or warning)

NOT required for this project:

The below information is NOT required since roundabout has NOT been selected as a countermeasure (S18/NS4A/NS4B).

Project location:		(Select from Dropdown List)
Intersection type:		(Select from Dropdown List)
Roundabout:		(Select from Dropdown List)

Average Daily Traffic (ADT)	Major Road	Minor Road	Total ADT
			-

2. Crash Data

From	**1/1/2012**	(required)
To	**12/31/2016**	(required)
Number of Years	**5.00**	(must be between 3 and 5).

Crash Data Table (data sets or rows highlighted in yellow are required as they are related to the selected countermeasures)

Dataset / Sub-dataset	Fatality	Severe Injury	Injury - Other Visible	Injury - Complaint of Pain	Property Damage Only	Total
All	**3**		**1**	**3**		**7**
Night						**0**
Ped & Bike	**3**		**1**	**3**		**7**
Emergency Vehicle						**0**
Animal						**0**

3. Results - Benefits by Countermeasures

(Enter these results in Sheet "Benefit Summary" if this project has mutiple benefit calculation runs)

	CM ID	Crash Dataset /Sub-dataset Applied	Crash Reduction Factor (CRF)	Life (Years)	Life benefits
Countermeasure #1	**S12**	**All**	**25%**	**20**	**$4,070,270**
Countermeasure #2	**S23**	**Ped & Bike**	**35%**	**20**	**$5,698,378**
Countermeasure #3	**R26**	**All**	**15%**	**10**	**$1,232,887**
			Total Benefits		**$11,001,534**

Safety Practitioner/Engineer (Print):

Signature:

Date:

By signing this benefit calculation sheet, you are attesting to your authority / responsibility as the Engineer in Responsible Charge of the preparation of the HSIP application and you are attesting to the accuracy of the values on this page and that they have been entered into the HSIP Application Form correctly, DO NOT SIGN if any of this is not the case.

Appendix K

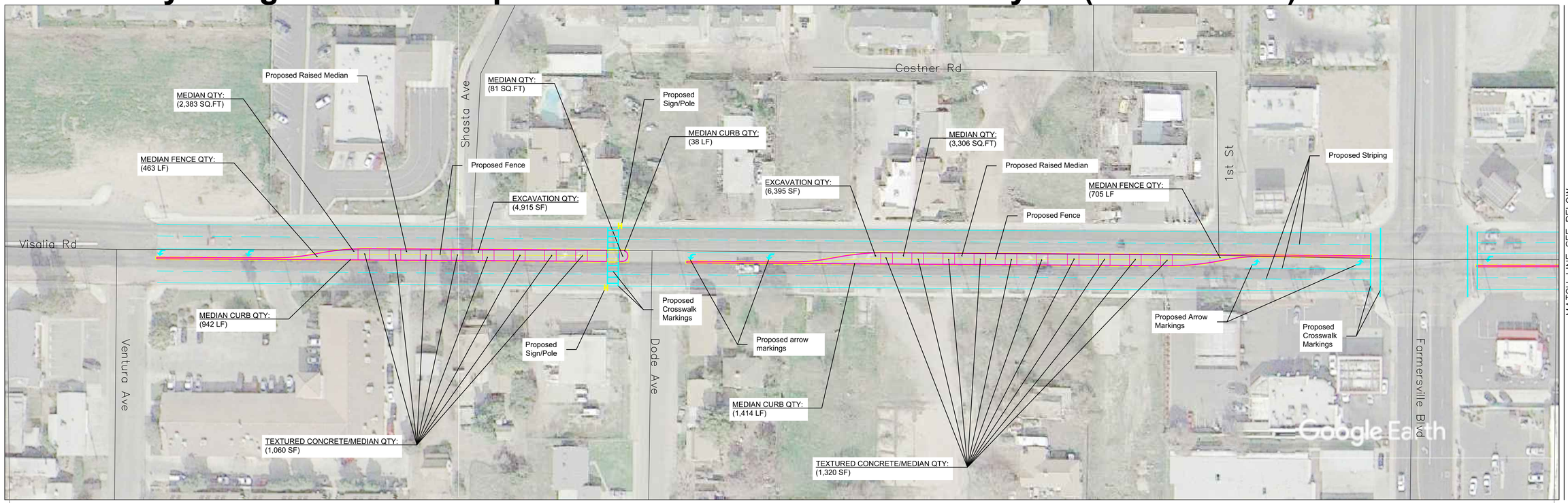
Visalia Road Project Cost and
Planning Level Design

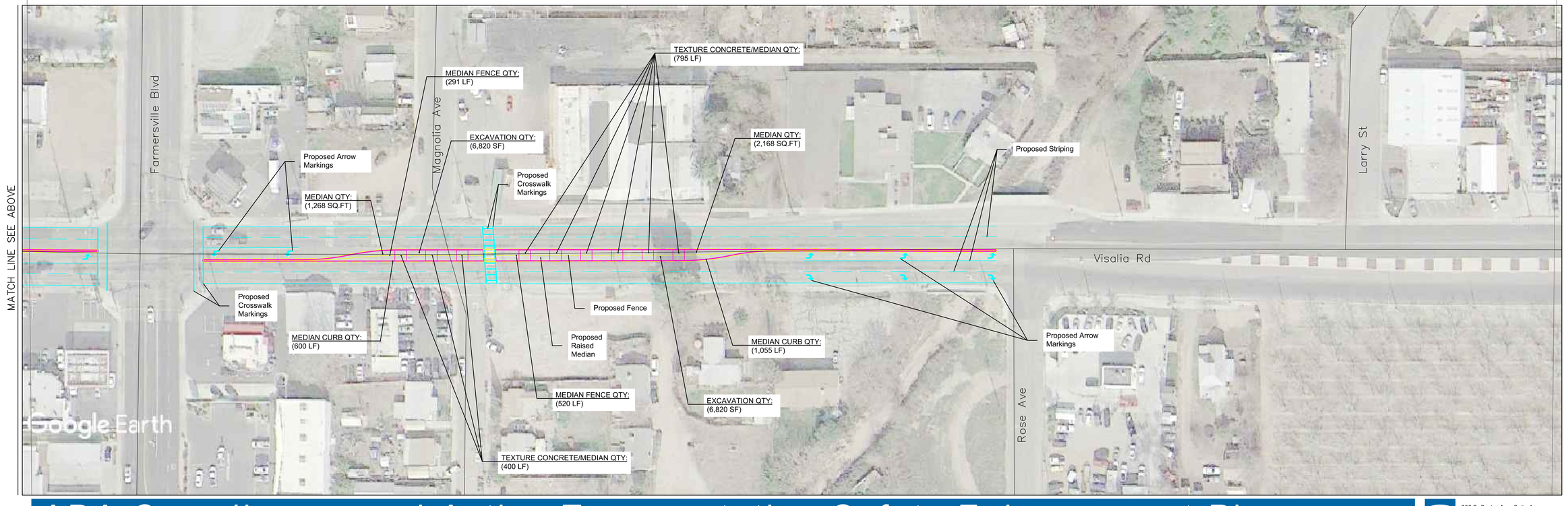
City of Farmersville: Preliminary Cost Estimate (Visalia Road Improvements)

Planning Level Cost Estimate

No.	Item Description	Unit	Est. Qty	Cost	Total
1	Construction Staking	LS	1	$ 10,000.00	$ 10,000.00
2	Traffic Control System	LS	1	$ 50,000.00	$ 50,000.00
3	Portable Changeable Sign	LS	1	$ 5,000.00	$ 5,000.00
4	Job Site Managment	LS	1	$ 10,000.00	$ 10,000.00
5	Temporary Washout	LS	1	$ 5,000.00	$ 5,000.00
6	Clearing and Grubbing	LS	1	$ 10,000.00	$ 10,000.00
7	Sawcut Pavement	LF	4,077	$ 1.00	$ 4,100.00
8	Roadway Excavation	CY	36,260	$ 16.00	$ 580,200.00
9	Remove Traffic Strip/Pavement Marking	LS	1	$ 5,000.00	$ 5,000.00
10	Detectable Warning Surface	SF	140	$ 35.00	$ 4,900.00
11	Minor Concrete (Medians)	SF	9,206	$ 6.00	$ 55,300.00
12	Minor Concrete (Median Curb)	LF	4,049	$ 16.00	$ 64,800.00
13	Minor Concrete (Textured Concrete)	SF	3,575	$ 7.50	$ 26,900.00
14	Thermal Plastic Pavement Marking	SF	672	$ 4.25	$ 2,900.00
15	Paint Traffic Strip (2-coat)	LF	4,630	$ 0.45	$ 2,100.00
16	Pedestrian Median Fence	LF	1,979	$ 120.00	$ 237,500.00
				Total Roadway Items	**$ 1,073,700**
17	Contingencies (% of Contract Items)	LS	30%	$ 322,110.00	$ 1,395,810.00
	(Typically a 30%-50% contingency is used when cost estimating in the PRE-PSR phase per Caltrans Cost Estimating Guidelines)			**Sub-total**	$ 1,717,920.00
18	Support Costs (includes PA&ED, PS&E and R/W Acquisition, Construction Support)	LS	30%	515,376.00	$ 2,233,296.00
				Sub-total	$ 2,748,672.00
	Recommended Total Project Cost (including Support Costs)				**$ 2,748,700.00**

Preliminary Design Potential Improvements for Benefit/Cost Analysis (Visalia Road)





ADA Compliance and Active Transportation Safety Enhancement Plan

Farmersville, CA

GHD Inc.
200 E. Center Ave, Suite A
Visalia, CA 93291 USA
T 1 559 734 5895 W www.ghd.com

October, 2018 2500EX002.dwg

Appendix L

SWITRS Reports

Case ID: 6878839 (F)

01/01/2015 thru 12/31/2015 | Total Count: 67 | Jurisdiction(s): Farmersville

Include State Highways cases | *Report Run On: 12/14/2018*

Primary Rd	Distance (ft)	Direction	Secondary Rd	NCIC	State Hwy?	Route	Postmile Prefix	Postmile	Side of Hwy
N STEVEN AV	10	N	W VISALIA RD	5403	N				

City	County	Population	Rpt Dist	Beat	Type	CalTrans	Badge	Collision Date	Time	Day
Farmersville	Tulare	2			0		840	20150401	1500	WED

Primary Collision Factor	Violation	Collision Type	Severity	#Killed	#Injured	Tow Away?	Process Date
TOO CLOSE	21703	REAR END	PDO	0	0	N	20151006

Weather1	Weather2	Rdwy Surface	Rdwy Cond1	Rdwy Cond2	Spec Cond
CLEAR		DRY	NO UNUSL CND		0

Hit and Run	Motor Vehicle Involved With	Lighting	Ped Action	Cntrl Dev	Loc Type	Ramp/Int
	OTHER MV	DAYLIGHT		NT PRS/FCTR		

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1	DRVR	28	F	H	HNBD		STOPPED	S	A	0100	TOYOT	2006	- 3	N		-	M G
2F	DRVR	20	F	H	HNBD		PROC ST	S	A	0100	TOYOT	1996	- 3	N		-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd	Distance (ft)	Direction	Secondary Rd	NCIC	State Hwy?	Route	Postmile Prefix	Postmile	Side of Hwy
NORTH AV	10	N	WEST GARRETT	5403	N				

City	County	Population	Rpt Dist	Beat	Type	CalTrans	Badge	Collision Date	Time	Day
Farmersville	Tulare	2			0		839	20150720	1416	MON

Primary Collision Factor	Violation	Collision Type	Severity	#Killed	#Injured	Tow Away?	Process Date
R-O-W PED	21954B		PDO	0	0	N	20151207

Weather1	Weather2	Rdwy Surface	Rdwy Cond1	Rdwy Cond2	Spec Cond
CLEAR		DRY	NO UNUSL CND		0

Hit and Run	Motor Vehicle Involved With	Lighting	Ped Action	Cntrl Dev	Loc Type	Ramp/Int
	PED	DAYLIGHT	IN RD,	NT PRS/FCTR		

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	54	F	H	HNBD		PROC ST	N	A	0100	TOYOT	1998	- 3	-		-	G M
2	PED	41	M	W	HNBD		OTHER	-	N	6000	-	-	3	A	21954	-	- -

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
PASS		19	M	3	0	M	G

Primary Rd	Distance (ft)	Direction	Secondary Rd	NCIC	State Hwy?	Route	Postmile Prefix	Postmile	Side of Hwy
NORTH DWIGHT AV	18	N	EAST ASH ST	5403	N				

City	County	Population	Rpt Dist	Beat	Type	CalTrans	Badge	Collision Date	Time	Day
Farmersville	Tulare	2			0		839	20150817	1259	MON

Primary Collision Factor	Violation	Collision Type	Severity	#Killed	#Injured	Tow Away?	Process Date
IMPROP TURN	22100B	HEAD-ON	INJURY	0	1	N	20150922

Weather1	Weather2	Rdwy Surface	Rdwy Cond1	Rdwy Cond2	Spec Cond
CLEAR		DRY	NO UNUSL CND		0

Hit and Run	Motor Vehicle Involved With	Lighting	Ped Action	Cntrl Dev	Loc Type	Ramp/Int
MSDMNR	OTHER MV	DAYLIGHT		FNCTNG		

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	31	M	H	HNBD		LFT TURN	E	A	0100	DODGE	2007	- 3	-		-	M G
2	DRVR	37	M	H	HNBD		STOPPED	S	D	2200	TOYOT	1992	- 3	-		-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
PASS	COMP PN	46	F	3	0	M	G
PASS		21	M	6	0	M	G

Primary Rd	Distance (ft)	Direction	Secondary Rd	NCIC	State Hwy?	Route	Postmile Prefix	Postmile	Side of Hwy
NORTH FARMERSVILLE BL	75	S	ASHLEY ST	5403	N				

City	County	Population	Rpt Dist	Beat	Type	CalTrans	Badge	Collision Date	Time	Day
Farmersville	Tulare	2			0		845	20150316	1200	MON

Primary Collision Factor	Violation	Collision Type	Severity	#Killed	#Injured	Tow Away?	Process Date
R-O-W AUTO	21804A	SIDESWIPE	INJURY	0	1	N	20150417

Weather1	Weather2	Rdwy Surface	Rdwy Cond1	Rdwy Cond2	Spec Cond
CLEAR		DRY	NO UNUSL CND		0

Hit and Run	Motor Vehicle Involved With	Lighting	Ped Action	Cntrl Dev	Loc Type	Ramp/Int
	BICYCLE	DAYLIGHT		FNCTNG		

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	43	M	H	HNBD		ENT TRAF	S	A	0100	HONDA	2002	- -	F		-	M G
2	BICY	56	M	H	HNBD		WRONG WY	S	L	0400	-	-	- -	A	21202	-	- -

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
BICY	OTH VIS	56	M	9	3	-	-

Primary Rd	Distance (ft)	Direction	Secondary Rd	NCIC	State Hwy?	Route	Postmile Prefix	Postmile	Side of Hwy
NORTH FARMERSVILLE BL	117	S	ASHLEY ST	5403	N				

City	County	Population	Rpt Dist	Beat	Type	CalTrans	Badge	Collision Date	Time	Day
Farmersville	Tulare	2			0		845	20150325	1637	WED

Primary Collision Factor	Violation	Collision Type	Severity	#Killed	#Injured	Tow Away?	Process Date
IMPROP TURN	22107	SIDESWIPE	PDO	0	0	Y	20150901

Weather1	Weather2	Rdwy Surface	Rdwy Cond1	Rdwy Cond2	Spec Cond
CLEAR		DRY	NO UNUSL CND		0

Hit and Run	Motor Vehicle Involved With	Lighting	Ped Action	Cntrl Dev	Loc Type	Ramp/Int
	OTHER MV	DAYLIGHT		NT PRS/FCTR		

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	19	M	W	HBD-NUI		MERGING	N	D	2200	FORD	1968	- 3	N		-	C M
2	DRVR	21	F	H	HBD-NUI		PROC ST	N	A	0100	MINI	2014	- 3	N		-	G M

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

(F) = Collisions on Farmersville Blvd.

CASE ID: 5519045 (F)

01/01/2012 thru 12/31/2012

Total Count: 64

Jurisdiction(s): Farmersville

Include State Highways cases

Report Run On: 12/14/2018

Primary Rd FARMERSVILLE BL *Distance (ft)* 176 *Direction* N *Secondary Rd* ASHLEY ST *NCIC* 5403 *State Hwy?* N *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City Farmersville *County* Tulare *Population* 2 *Rpt Dist* EXETE *Beat* 12F *Type* 0 *CalTrans* *Badge* COS21 *Collision Date* 20121214 *Time* 0815 *Day* FRI
Primary Collision Factor TOO CLOSE *Violation* 21703 *Collision Type* REAR END *Severity* PDO *#Killed* 0 *#Injured* 0 *Tow Away?* N *Process Date* 20140528
Weather1 CLEAR *Weather2* *Rdwy Surface* DRY *Rdwy Cond1* NO UNUSL CND *Rdwy Cond2* *Spec Cond* 0
Hit and Run *Motor Vehicle Involved With* OTHER MV *Lighting* DAYLIGHT *Ped Action* *Cntrl Dev* FNCTNG *Loc Type* *Ramp/Int*

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	20	M	H	HNBD		PROC ST	N	-	- 00	BUICK	1998	-	3	F	-	L G
2	DRVR	27	F	H	HNBD		SLOWING	N	-	- 00	CHEVR	1998	-	3	N	-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
PASS		19	F	3	0	L	G
PASS		18	F	3	0	M	G

Primary Rd FARMERSVILLE BL *Distance (ft)* 0 *Direction* *Secondary Rd* CITRUS DR *NCIC* 5403 *State Hwy?* N *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City Farmersville *County* Tulare *Population* 2 *Rpt Dist* VISAL *Beat* 12F *Type* 0 *CalTrans* *Badge* 855 *Collision Date* 20121207 *Time* 1837 *Day* FRI
Primary Collision Factor UNSAFE SPEED *Violation* 22350 *Collision Type* REAR END *Severity* INJURY *#Killed* 0 *#Injured* 1 *Tow Away?* Y *Process Date* 20140116
Weather1 CLEAR *Weather2* *Rdwy Surface* DRY *Rdwy Cond1* NO UNUSL CND *Rdwy Cond2* *Spec Cond* 0
Hit and Run *Motor Vehicle Involved With* OTHER MV *Lighting* DARK - ST *Ped Action* *Cntrl Dev* NT PRS/FCTR *Loc Type* *Ramp/Int*

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1	DRVR	36	M	H	HNBD		STOPPED	N	D	2200	CHEVR	2002	-	3	-	-	M G
2F	DRVR	53	M	H	HBD-UI		PROC ST	N	A	0100	OLDSM	1994	-	3	A	23152 -	L G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
DRVR	COMP PN	36	M	1	3	M	G

Primary Rd FARMERSVILLE BL *Distance (ft)* 0 *Direction* *Secondary Rd* CITRUS ST *NCIC* 5403 *State Hwy?* N *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City Farmersville *County* Tulare *Population* 2 *Rpt Dist* FARME *Beat* 12F *Type* 0 *CalTrans* *Badge* 843 *Collision Date* 20120222 *Time* 0745 *Day* WED
Primary Collision Factor R-O-W PED *Violation* 21950A *Collision Type* AUTO/PED *Severity* INJURY *#Killed* 0 *#Injured* 2 *Tow Away?* N *Process Date* 20130918
Weather1 CLEAR *Weather2* *Rdwy Surface* DRY *Rdwy Cond1* NO UNUSL CND *Rdwy Cond2* *Spec Cond* 0
Hit and Run MSDMNR *Motor Vehicle Involved With* PED *Lighting* DAYLIGHT *Ped Action* NOT IN X- *Cntrl Dev* NT PRS/FCTR *Loc Type* *Ramp/Int*

(2)

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	34	F	H	HNBD		STOPPED	N	-	- 00	FORD	2002	-	3	F	-	M G
2	PED	17	F	H			null	N	N	6000	-		-	-	-	-	- - -
3	PED	17	M	H			null	N	N	6000	-		-	-	-	-	- - -

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
PASS		16	F	3	0	M	G
PASS		998	-	4	3	M	G
PASS		998	-	6	3	M	G
PASS		998	-	5	3	M	G
PED	COMP PN	17	F	0	3	P	-
PED	COMP PN	17	M	0	3	P	-

Primary Rd FARMERSVILLE BL *Distance (ft)* 0 *Direction* *Secondary Rd* DILLON AV *NCIC* 5403 *State Hwy?* N *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City Farmersville *County* Tulare *Population* 2 *Rpt Dist* *Beat* 12F *Type* 0 *CalTrans* *Badge* 833 *Collision Date* 20120731 *Time* 1838 *Day* TUE
Primary Collision Factor IMPROP TURN *Violation* 22107 *Collision Type* BROADSIDE *Severity* INJURY *#Killed* 0 *#Injured* 2 *Tow Away?* Y *Process Date* 20131028
Weather1 *Weather2* *Rdwy Surface* DRY *Rdwy Cond1* NO UNUSL CND *Rdwy Cond2* *Spec Cond* 0
Hit and Run *Motor Vehicle Involved With* OTHER MV *Lighting* *Ped Action* *Cntrl Dev* NT PRS/FCTR *Loc Type* *Ramp/Int*

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	23	F	H	HNBD		LFT TURN	E	-	- 00	CHEVR	2003	-	-	N	-	L G
2	DRVR	33	M	H	HNBD		PROC ST	N	-	- 00	JAGUA	1995	-	3	N	-	L G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
DRVR	OTH VIS	33	M	1	0	L	-
PASS	OTH VIS	15	F	3	0	L	-

CASE ID: 8207419 - C (F)
: 8204882 - D

01/01/2016 thru 12/31/2016

Total Count: 74

Jurisdiction(s): Farmersville

Include State Highways cases

Report Run On: 12/14/2018

Primary Rd NORTH FARMERSVILLE BL **Distance (ft)** 5 **Direction** S **Secondary Rd** WEST CITRUS **NCIC** 5403 **State Hwy?** N **Route** **Postmile Prefix** **Postmile** **Side of Hwy**
City Farmersville **County** Tulare **Population** 2 **Rpt Dist** **Beat** **Type** 0 **CalTrans** **Badge** 840 **Collision Date** 20161205 **Time** 0742 **Day** MON
Primary Collision Factor R-O-W PED **Violation** 21950A **Collision Type** AUTO/PED **Severity** INJURY **#Killed** 0 **#Injured** 1 **Tow Away?** N **Process Date** 20170111
Weather1 CLEAR **Weather2** **Rdwy Surface** DRY **Rdwy Cond1** NO UNUSL CND **Rdwy Cond2** **Spec Cond** 0
Hit and Run **Motor Vehicle Involved With** PED **Lighting** DAYLIGHT **Ped Action** X-WLK AT **Cntrl Dev** NT PRS/FCTR **Loc Type** **Ramp/Int**

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Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	43	F	H	HNBD		PROC ST	S	A	0700	CHEVR	2002	- 3	N	-	M	G
2	PED	9	M	W	HNBD		OTHER	-	N	6000	-	-	- -	N	-	-	-

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
PASS		7	F	4	0	M	G
PED	SEVERE	9	M	9	3	-	-

Primary Rd NORTH FARMERSVILLE BL **Distance (ft)** 5 **Direction** N **Secondary Rd** WEST CITRUS ST **NCIC** 5403 **State Hwy?** N **Route** **Postmile Prefix** **Postmile** **Side of Hwy**
City Farmersville **County** Tulare **Population** 2 **Rpt Dist** **Beat** **Type** 0 **CalTrans** **Badge** 847 **Collision Date** 20161209 **Time** 0742 **Day** FRI
Primary Collision Factor R-O-W PED **Violation** 21950A **Collision Type** AUTO/PED **Severity** INJURY **#Killed** 0 **#Injured** 1 **Tow Away?** N **Process Date** 20170112
Weather1 CLEAR **Weather2** **Rdwy Surface** DRY **Rdwy Cond1** NO UNUSL CND **Rdwy Cond2** **Spec Cond** 0
Hit and Run **Motor Vehicle Involved With** PED **Lighting** DAYLIGHT **Ped Action** X-WLK AT **Cntrl Dev** FNCTNG **Loc Type** **Ramp/Int**

3

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	29	F	H	HNBD		PROC ST	N	A	0100	TOYOT	2011	- 3	N	-	M	G
2	PED	11	M	H	HNBD			E	N	6000	-	-	- -	N	-	-	-

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
PED	COMP PN	11	M	9	3	-	-

Primary Rd NORTH FARMERSVILLE BL **Distance (ft)** 0 **Direction** **Secondary Rd** WEST YEW ST **NCIC** 5403 **State Hwy?** N **Route** **Postmile Prefix** **Postmile** **Side of Hwy**
City Farmersville **County** Tulare **Population** 2 **Rpt Dist** **Beat** **Type** 0 **CalTrans** **Badge** S5 **Collision Date** 20161116 **Time** 1717 **Day** WED
Primary Collision Factor TOO CLOSE **Violation** 21703 **Collision Type** REAR END **Severity** PDO **#Killed** 0 **#Injured** 0 **Tow Away?** N **Process Date** 20161215
Weather1 CLEAR **Weather2** **Rdwy Surface** DRY **Rdwy Cond1** NO UNUSL CND **Rdwy Cond2** **Spec Cond** 0
Hit and Run **Motor Vehicle Involved With** OTHER MV **Lighting** DARK - ST **Ped Action** **Cntrl Dev** FNCTNG **Loc Type** **Ramp/Int**

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	25	M	H	HNBD		PROC ST	N	-	0000	NISSA	2011	- 3	F	-	M	G
2	DRVR	36	M	H	HNBD		LFT TURN	N	-	0000	CHEVR	1999	- 3	N	-	M	G

Primary Rd NORTH ROSE **Distance (ft)** 243. **Direction** S **Secondary Rd** ASH **NCIC** 5403 **State Hwy?** N **Route** **Postmile Prefix** **Postmile** **Side of Hwy**
City Farmersville **County** Tulare **Population** 2 **Rpt Dist** **Beat** **Type** 0 **CalTrans** **Badge** 840 **Collision Date** 20161216 **Time** 1150 **Day** FRI
Primary Collision Factor IMPROP TURN **Violation** 22107 **Collision Type** SIDESWIPE **Severity** PDO **#Killed** 0 **#Injured** 0 **Tow Away?** N **Process Date** 20170109
Weather1 CLOUDY **Weather2** **Rdwy Surface** DRY **Rdwy Cond1** NO UNUSL CND **Rdwy Cond2** **Spec Cond** 0
Hit and Run **Motor Vehicle Involved With** PKD MV **Lighting** DAYLIGHT **Ped Action** **Cntrl Dev** NT PRS/FCTR **Loc Type** **Ramp/Int**

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	33	F	H	HNBD		PROC ST	S	A	0800	TOYOT	2011	- 3	F	-	M	G
2	PRKD	998	-		HNBD		PARKED	S	A	0800	HONDA	2003	- -	N	-	-	-

Primary Rd OAKVIEW AV **Distance (ft)** 175 **Direction** S **Secondary Rd** E ELM ST **NCIC** 5403 **State Hwy?** N **Route** **Postmile Prefix** **Postmile** **Side of Hwy**
City Farmersville **County** Tulare **Population** 2 **Rpt Dist** EXETE **Beat** 12F **Type** 0 **CalTrans** **Badge** 845 **Collision Date** 20160928 **Time** 1930 **Day** WED
Primary Collision Factor WRONG SIDE **Violation** 21650 **Collision Type** SIDESWIPE **Severity** PDO **#Killed** 0 **#Injured** 0 **Tow Away?** N **Process Date** 20161019
Weather1 CLEAR **Weather2** **Rdwy Surface** DRY **Rdwy Cond1** NO UNUSL CND **Rdwy Cond2** **Spec Cond** 0
Hit and Run MSDMNR **Motor Vehicle Involved With** PKD MV **Lighting** DUSK/DAWN **Ped Action** **Cntrl Dev** NT PRS/FCTR **Loc Type** **Ramp/Int**

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	998	-				PROC ST	-	-	0000	-	-	- -	N	-	-	-
2	PRKD	998	-				PARKED	-	A	0100	HONDA	2011	- -	N	-	-	-

case ID: 5990223 (F)

01/01/2013 thru 12/31/2013

Total Count: 52

Jurisdiction(s): Farmersville

Include State Highways cases

Report Run On: 12/14/2018

Primary Rd COSTNER ST *Distance (ft)* 1108 *Direction* N *Secondary Rd* NORTH *NCIC* 5403 *State Hwy?* N *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City Farmersville *County* Tulare *Population* 2 *Rpt Dist* VISAL *Beat* 12F *Type* 0 *CalTrans* *Badge* 843 *Collision Date* 20130426 *Time* 1952 *Day* FRI
Primary Collision Factor WRONG SIDE *Violation* 216501 *Collision Type* AUTO/PED *Severity* INJURY *#Killed* 0 *#Injured* 1 *Tow Away?* N *Process Date* 20140221
Weather1 CLEAR *Weather2* *Rdwy Surface* DRY *Rdwy Cond1* NO UNUSL CND *Rdwy Cond2* *Spec Cond* 0
Hit and Run *Motor Vehicle Involved With* BICYCLE *Lighting* DUSK/DAWN *Ped Action* *Cntrl Dev* NT PRS/FCTR *Loc Type* *Ramp/Int*

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1	DRVR	25	F	H	HNBD		RGT TURN	W	-	- 00	CHRYS	2006	-	3	-	-	M G
2F	BICY	11	M	H	HNBD		WRONG WY	S	L	0400	-		-	-	-	-	- -

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
PASS		5	F	6	3	M	J
BICY	COMP PN	11	-	9	3	-	-

Primary Rd DODE ST *Distance (ft)* 269 *Direction* S *Secondary Rd* VISALIA RD *NCIC* 5403 *State Hwy?* N *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City Farmersville *County* Tulare *Population* 2 *Rpt Dist* EXETE *Beat* 12F *Type* 0 *CalTrans* *Badge* 843 *Collision Date* 20130115 *Time* 2030 *Day* TUE
Primary Collision Factor UNKNOWN *Violation* 20002A *Collision Type* SIDESWIPE *Severity* PDO *#Killed* 0 *#Injured* 0 *Tow Away?* N *Process Date* 20140620
Weather1 CLEAR *Weather2* *Rdwy Surface* DRY *Rdwy Cond1* NO UNUSL CND *Rdwy Cond2* *Spec Cond* 0
Hit and Run MSDMNR *Motor Vehicle Involved With* OTHER MV *Lighting* DARK - NO *Ped Action* *Cntrl Dev* NT PRS/FCTR *Loc Type* *Ramp/Int*

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1	PRKD	998	-				PARKED	-	-	0000	CHEVR	1999	-	-	-	-	- -
2F	DRVR	998	-			null		-	-	0000	-		-	-	-	-	- -

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd DWIGHT AV *Distance (ft)* 39 *Direction* S *Secondary Rd* CREEK COURT *NCIC* 5403 *State Hwy?* N *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City Farmersville *County* Tulare *Population* 2 *Rpt Dist* EXETE *Beat* 12F *Type* 0 *CalTrans* *Badge* 840 *Collision Date* 20130909 *Time* 1303 *Day* MON
Primary Collision Factor DRVR ALC|DRG *Violation* 23152A *Collision Type* REAR END *Severity* PDO *#Killed* 0 *#Injured* 0 *Tow Away?* Y *Process Date* 20141029
Weather1 CLEAR *Weather2* *Rdwy Surface* DRY *Rdwy Cond1* NO UNUSL CND *Rdwy Cond2* *Spec Cond* 0
Hit and Run *Motor Vehicle Involved With* PKD MV *Lighting* DAYLIGHT *Ped Action* *Cntrl Dev* NT PRS/FCTR *Loc Type* *Ramp/Int*

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	26	M	H	HBD-UI		PROC ST	N	F	2600	DODGE	1994	-	3	A	22107	- M N
2	PRKD	998	-				PARKED	-	A	0100	NISSA	2004	-	-	-	-	- -

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd E FRONT ST *Distance (ft)* 250 *Direction* E *Secondary Rd* N SANDY AV *NCIC* 5403 *State Hwy?* N *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City Farmersville *County* Tulare *Population* 2 *Rpt Dist* *Beat* *Type* 0 *CalTrans* *Badge* 840 *Collision Date* 20131223 *Time* 1527 *Day* MON
Primary Collision Factor IMPROP TURN *Violation* 22107 *Collision Type* SIDESWIPE *Severity* PDO *#Killed* 0 *#Injured* 0 *Tow Away?* N *Process Date* 20141223
Weather1 CLEAR *Weather2* *Rdwy Surface* DRY *Rdwy Cond1* NO UNUSL CND *Rdwy Cond2* *Spec Cond* 0
Hit and Run *Motor Vehicle Involved With* PKD MV *Lighting* DAYLIGHT *Ped Action* *Cntrl Dev* NT PRS/FCTR *Loc Type* *Ramp/Int*

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	23	M	H	HNBD		PROC ST	W	F	2700	VOLVO	1995	-	3	N	-	M B
2	PRKD	998	-				PARKED	-	A	0100	LINCO	2000	-	-	N	-	- -

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd FARMERSVILLE *Distance (ft)* 0 *Direction* *Secondary Rd* FRONT ST *NCIC* 5403 *State Hwy?* N *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City Farmersville *County* Tulare *Population* 2 *Rpt Dist* EXETE *Beat* 12F *Type* 0 *CalTrans* *Badge* 851 *Collision Date* 20130118 *Time* 1610 *Day* FRI
Primary Collision Factor R-O-W PED *Violation* 21950A *Collision Type* AUTO/PED *Severity* INJURY *#Killed* 0 *#Injured* 1 *Tow Away?* N *Process Date* 20140127
Weather1 CLEAR *Weather2* *Rdwy Surface* DRY *Rdwy Cond1* NO UNUSL CND *Rdwy Cond2* *Spec Cond* 0
Hit and Run *Motor Vehicle Involved With* PED *Lighting* DAYLIGHT *Ped Action* X-WLK AT *Cntrl Dev* *Loc Type* *Ramp/Int*

5

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	72	F	W			PROC ST	S	-	- 00	MERCU	2008	-	-	-	-	M G
2	PED	30	F	H		null		-	N	6000	-		-	-	-	-	- -

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
PED	COMP PN	30	-	9	3	-	-

case ID: 5666025 (F)

01/01/2012 thru 12/31/2012 — Total Count: 64 — Jurisdiction(s): Farmersville

Include State Highways cases — *Report Run On: 12/14/2018*

6

Primary Rd FARMERSVILLE BL *Distance (ft)* 0 *Direction* *Secondary Rd* ASH ST *NCIC* 5403 *State Hwy?* N *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City Farmersville *County* Tulare *Population* 2 *Rpt Dist* 5403 *Beat* 12F *Type* 0 *CalTrans* *Badge* 850 *Collision Date* 20120528 *Time* 0809 *Day* MON
Primary Collision Factor R-O-W PED *Violation* 21950A *Collision Type* AUTO/PED *Severity* INJURY *#Killed* 0 *#Injured* 1 *Tow Away?* N *Process Date* 20131101
Weather1 CLEAR *Weather2* *Rdwy Surface* DRY *Rdwy Cond1* NO UNUSL CND *Rdwy Cond2* *Spec Cond* 0
Hit and Run *Motor Vehicle Involved With* PED *Lighting* DAYLIGHT *Ped Action* X-WLK AT *Cntrl Dev* FNCTNG *Loc Type* *Ramp/Int*

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	65	F		HNBD		PROC ST	N	-	- 00	GMC	2011	- -	F	-	M	G
2	PED	25	F	H	HNBD		PROC ST	E	N	6000	-		- -	N	-	-	-
3	PED	6	M	H	HNBD		PROC ST	E	N	6000	-		- -	N	-	-	-

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
PED	COMP PN	25	-	9	3	-	-

Primary Rd FARMERSVILLE BL *Distance (ft)* 0 *Direction* *Secondary Rd* ASH ST *NCIC* 5403 *State Hwy?* N *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City Farmersville *County* Tulare *Population* 2 *Rpt Dist* 5403 *Beat* 12F *Type* 0 *CalTrans* *Badge* 850 *Collision Date* 20120914 *Time* 1035 *Day* FRI
Primary Collision Factor STOP SGN|SIG *Violation* 22450 *Collision Type* BROADSIDE *Severity* PDO *#Killed* 0 *#Injured* 0 *Tow Away?* N *Process Date* 20140328
Weather1 CLEAR *Weather2* *Rdwy Surface* DRY *Rdwy Cond1* NO UNUSL CND *Rdwy Cond2* *Spec Cond* 0
Hit and Run *Motor Vehicle Involved With* MV ON OTHER RD *Lighting* DAYLIGHT *Ped Action* *Cntrl Dev* FNCTNG *Loc Type* *Ramp/Int*

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	19	M		HNBD		PROC ST	S	-	- 00	NISSA	2012	- -	F	-	M	G
2	DRVR	79	F		HNBD		PROC ST	E	-	- 00	HONDA	2001	- -	N	-	M	G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd FARMERSVILLE BL *Distance (ft)* 0 *Direction* *Secondary Rd* ASH ST *NCIC* 5403 *State Hwy?* N *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City Farmersville *County* Tulare *Population* 2 *Rpt Dist* *Beat* *Type* 0 *CalTrans* *Badge* 834 *Collision Date* 20120924 *Time* 2200 *Day* MON
Primary Collision Factor STOP SGN|SIG *Violation* 22450 *Collision Type* BROADSIDE *Severity* INJURY *#Killed* 0 *#Injured* 1 *Tow Away?* N *Process Date* 20131210
Weather1 CLEAR *Weather2* *Rdwy Surface* DRY *Rdwy Cond1* NO UNUSL CND *Rdwy Cond2* *Spec Cond* 0
Hit and Run FELONY *Motor Vehicle Involved With* BICYCLE *Lighting* DARK - ST *Ped Action* *Cntrl Dev* FNCTNG *Loc Type* *Ramp/Int*

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	998	-		IMP UNK	IMP UNK	SLOWING	S	-	- 00	-		- -	-	-	-	-
2	BICY	16	M	H	HNBD		PROC ST	W	L	0400	-		- -	N	-	-	-

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
BICY	OTH VIS	16	M	9	3	-	-

Primary Rd FARMERSVILLE BL *Distance (ft)* 17 *Direction* S *Secondary Rd* ASHLEY AV *NCIC* 5403 *State Hwy?* N *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City Farmersville *County* Tulare *Population* 2 *Rpt Dist* EXEXT *Beat* 12F *Type* 0 *CalTrans* *Badge* 842 *Collision Date* 20120730 *Time* 1616 *Day* MON
Primary Collision Factor UNSAFE SPEED *Violation* 22350 *Collision Type* REAR END *Severity* PDO *#Killed* 0 *#Injured* 0 *Tow Away?* N *Process Date* 20140127
Weather1 CLEAR *Weather2* *Rdwy Surface* DRY *Rdwy Cond1* NO UNUSL CND *Rdwy Cond2* *Spec Cond* 0
Hit and Run *Motor Vehicle Involved With* OTHER MV *Lighting* DAYLIGHT *Ped Action* *Cntrl Dev* NT PRS/FCTR *Loc Type* *Ramp/Int*

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	70	M		HNBD		PROC ST	S	D	0000	FORD	2001	- -	N	-	G	-
2	DRVR	38	M		HNBD		STOPPED	S	A	0000	CHRYS	2007	- -	N	-	G	-

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd FARMERSVILLE BL *Distance (ft)* 10 *Direction* N *Secondary Rd* ASHLEY ST *NCIC* 5403 *State Hwy?* N *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City Farmersville *County* Tulare *Population* 2 *Rpt Dist* 5403 *Beat* 12F *Type* 0 *CalTrans* *Badge* 850 *Collision Date* 20120917 *Time* 0800 *Day* MON
Primary Collision Factor UNSAFE SPEED *Violation* 22350 *Collision Type* REAR END *Severity* INJURY *#Killed* 0 *#Injured* 1 *Tow Away?* N *Process Date* 20140219
Weather1 CLEAR *Weather2* *Rdwy Surface* DRY *Rdwy Cond1* NO UNUSL CND *Rdwy Cond2* *Spec Cond* 0
Hit and Run *Motor Vehicle Involved With* OTHER MV *Lighting* DAYLIGHT *Ped Action* *Cntrl Dev* NT PRS/FCTR *Loc Type* *Ramp/Int*

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	35	M	H	HNBD		PROC ST	N	-	- 00	FORD	1994	- -	F	-	M	G
2	DRVR	46	F	H	HNBD		STOPPED	N	-	- 00	NISSA	2005	- -	N	-	M	G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
DRVR	COMP PN	46	F	1	0	M	G

Case ID: 808184/ (F)

01/01/2016 thru 12/31/2016

Include State Highways cases

Total Count: 74

Jurisdiction(s): Farmersville

Report Run On: 12/14/2018

Primary Rd FARMERSVILLE BL Distance (ft) 0 Direction Secondary Rd ASH ST NCIC 5403 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City Farmersville County Tulare Population 2 Rpt Dist Beat Type 0 CalTrans Badge 840 Collision Date 20160702 Time 0930 Day SAT
Primary Collision Factor R-O-W AUTO Violation 21800A Collision Type BROADSIDE Severity PDO #Killed 0 #Injured 0 Tow Away? N Process Date 20160818
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev FNCTNG Loc Type Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	38	M		HNBD		PROC ST	S	A	0000	HONDA	2000	- -	N		-	G M
2	DRVR	58	F		HNBD		LFT TURN	N	D	0000	CHEVR	1977	- -	N		-	G M

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd FARMERSVILLE BL Distance (ft) 0 Direction Secondary Rd ASHLEY ST NCIC 5403 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City Farmersville County Tulare Population 2 Rpt Dist EXETE Beat Type 0 CalTrans Badge 844 Collision Date 20161010 Time 1345 Day MON
Primary Collision Factor R-O-W AUTO Violation 21801A Collision Type BROADSIDE Severity INJURY #Killed 0 #Injured 2 Tow Away? Y Process Date 20161114
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	71	M	W	HNBD		LFT TURN	N	D	2200	CHEVR	2003	- -	N		-	M G
2	DRVR	53	F	H	HNBD		PROC ST	S	A	0100	NISSA	2011	- -	N		-	L G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
DRVR	COMP PN	53	F	1	3	L	G
PASS		50	M	3	3	M	G
PASS	COMP PN	40	F	6	3	P	G

Primary Rd FARMERSVILLE BL Distance (ft) 0 Direction Secondary Rd ASHLEY ST NCIC 5403 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City Farmersville County Tulare Population 2 Rpt Dist Beat Type 0 CalTrans Badge 53 Collision Date 20161110 Time 1801 Day THU
Primary Collision Factor UNSAFE SPEED Violation 22350 Collision Type REAR END Severity INJURY #Killed 0 #Injured 1 Tow Away? N Process Date 20161215
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With OTHER MV Lighting DARK - ST Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	17	F	H	HNBD		PROC ST	N	A	0100	TOYOT	2007	- 3	N		-	M G
2	DRVR	18	M	H	HNBD		LFT TURN	N	A	0100	SATUR	2000	- 3	N		-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
PASS	COMP PN	35	F	3	0	M	G

Primary Rd FARMERSVILLE BL Distance (ft) 19 Direction S Secondary Rd BIRCH ST NCIC 5403 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City Farmersville County Tulare Population 2 Rpt Dist VISAL Beat 12F Type 0 CalTrans Badge 835 Collision Date 20160602 Time 1819 Day THU
Primary Collision Factor IMPROP TURN Violation 22107 Collision Type AUTO/PED Severity INJURY #Killed 0 #Injured 1 Tow Away? N Process Date 20160718
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With BICYCLE Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

(7)

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	47	F	H	HNBD		RGT TURN	S	-	0000	TOYOT	2002	- 3	N		-	M G
2	BICY	57	M	W	HNBD		PROC ST	S	L	0400	-	-	- 3	N		-	- -

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
BICY	OTH VIS	57	M	9	3	-	-

Primary Rd FARMERSVILLE BL Distance (ft) 0 Direction Secondary Rd COSTNER NCIC 5403 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City Farmersville County Tulare Population 2 Rpt Dist FARME Beat 5403 Type 0 CalTrans Badge 842 Collision Date 20160617 Time 1800 Day FRI
Primary Collision Factor IMPROP TURN Violation 22107 Collision Type SIDESWIPE Severity PDO #Killed 0 #Injured 0 Tow Away? N Process Date 20160802
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	29	F	H	HNBD		LFT TURN	S	-	0000	NISSA	2006	- -	F		-	M G
2	DRVR	21	M	H	HNBD		PROC ST	N	-	0000	HONDA	1992	- -	N		-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
PASS		8	M	3	3	M	G
PASS		998	-	4	3	M	Q
PASS		998	-	6	3	M	T

Case ID: 5519049(V)

01/01/2012 thru 12/31/2012 — Total Count: 64 — Jurisdiction(s): Farmersville

Include State Highways cases — *Report Run On: 12/14/2018*

Primary Rd VISALIA RD *Distance (ft)* 131 *Direction* N *Secondary Rd* HESTER ST *NCIC* 5403 *State Hwy?* N *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City Farmersville *County* Tulare *Population* 2 *Rpt Dist* VISAL *Beat* 005 *Type* 0 *CalTrans* *Badge* 843 *Collision Date* 20121105 *Time* 1110 *Day* MON
Primary Collision Factor R-O-W AUTO *Violation* 21801A *Collision Type* SIDESWIPE *Severity* INJURY *#Killed* 0 *#Injured* 2 *Tow Away?* Y *Process Date* 20140106
Weather1 CLEAR *Weather2* *Rdwy Surface* DRY *Rdwy Cond1* NO UNUSL CND *Rdwy Cond2* *Spec Cond* 0
Hit and Run *Motor Vehicle Involved With* OTHER MV *Lighting* DAYLIGHT *Ped Action* *Cntrl Dev* NT PRS/FCTR *Loc Type* *Ramp/Int*

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	
1F	DRVR	50	F	W	HNBD		LFT TURN	E	-	- 00	CHEVR	2001	-	3	N		-	L G
2	DRVR	74	F	W	HNBD		PROC ST	W	-	- 00	LINCO	2010	-	3	N		-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
DRVR	COMP PN	50	F	1	3	L	G
DRVR	COMP PN	74	F	1	3	M	G

Primary Rd VISALIA RD *Distance (ft)* 0 *Direction* *Secondary Rd* LARRY AV *NCIC* 5403 *State Hwy?* N *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City Farmersville *County* Tulare *Population* 2 *Rpt Dist* EXET *Beat* 12F *Type* 0 *CalTrans* *Badge* 842 *Collision Date* 20120530 *Time* 1447 *Day* WED
Primary Collision Factor UNSAFE SPEED *Violation* 22350 *Collision Type* REAR END *Severity* INJURY *#Killed* 0 *#Injured* 2 *Tow Away?* Y *Process Date* 20130907
Weather1 CLEAR *Weather2* *Rdwy Surface* DRY *Rdwy Cond1* NO UNUSL CND *Rdwy Cond2* *Spec Cond* 0
Hit and Run *Motor Vehicle Involved With* OTHER MV *Lighting* DAYLIGHT *Ped Action* *Cntrl Dev* NT PRS/FCTR *Loc Type* *Ramp/Int*

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	
1F	DRVR	19	F		HNBD		PROC ST	E	D	2200	DODGE	2005	-	3	A		-	M G
2	DRVR	41	M		HNBD		STOPPED	E	A	0700	TOYOT	1998	-	3	A	22100	-	M G
3	DRVR	29	M		HNBD		PROC ST	W	D	2200	NISSA	2012	-	3	N		-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
PASS	COMP PN	29	M	3	0	M	G
PASS	COMP PN	39	M	6	0	M	G

Primary Rd VISALIA RD *Distance (ft)* 0 *Direction* E *Secondary Rd* LARRY ST *NCIC* 5403 *State Hwy?* N *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City Farmersville *County* Tulare *Population* 2 *Rpt Dist* *Beat* *Type* 0 *CalTrans* *Badge* 847 *Collision Date* 20120602 *Time* 1430 *Day* SAT
Primary Collision Factor TOO CLOSE *Violation* 21703 *Collision Type* SIDESWIPE *Severity* PDO *#Killed* 0 *#Injured* 0 *Tow Away?* N *Process Date* 20140114
Weather1 CLEAR *Weather2* *Rdwy Surface* DRY *Rdwy Cond1* NO UNUSL CND *Rdwy Cond2* *Spec Cond* 0
Hit and Run MSDMNR *Motor Vehicle Involved With* OTHER MV *Lighting* DAYLIGHT *Ped Action* *Cntrl Dev* NT PRS/FCTR *Loc Type* *Ramp/Int*

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	
1F	DRVR	83	M	H	HNBD		RGT TURN	W	A	0100	GMC	2003	-	-	A	20002	-	M G
2	DRVR	40	F	H	HNBD		PROC ST	W	A	0100	GMC	2003	-	-	N		-	- M

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd VISALIA RD *Distance (ft)* 233 *Direction* E *Secondary Rd* MAGNOLIA AV *NCIC* 5403 *State Hwy?* N *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City Farmersville *County* Tulare *Population* 2 *Rpt Dist* EXETE *Beat* 12F *Type* 0 *CalTrans* *Badge* 853 *Collision Date* 20120221 *Time* 2054 *Day* TUE (1)
Primary Collision Factor NOT DRIVER *Violation* *Collision Type* AUTO/PED *Severity* INJURY *#Killed* 0 *#Injured* 1 *Tow Away?* N *Process Date* 20131001
Weather1 CLEAR *Weather2* *Rdwy Surface* DRY *Rdwy Cond1* NO UNUSL CND *Rdwy Cond2* *Spec Cond* 0
Hit and Run *Motor Vehicle Involved With* PED *Lighting* DARK - ST *Ped Action* NOT IN X- *Cntrl Dev* NT PRS/FCTR *Loc Type* *Ramp/Int*

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	
1	DRVR	26	M	H	HNBD		PROC ST	E	A	0100	CHRYS	2008	-	-	N		-	M G
2	PED	40	M	H	HBD-UI		OTHER	S	N	6000	-		-	-	A	21954	-	- -

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
PASS		29	F	3	3	M	G
PED	COMP PN	40	M	0	3	-	-

Primary Rd VISALIA RD *Distance (ft)* 76 *Direction* E *Secondary Rd* MAGNOLIA AV *NCIC* 5403 *State Hwy?* N *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City Farmersville *County* Tulare *Population* 2 *Rpt Dist* EXETE *Beat* 5403 *Type* 0 *CalTrans* *Badge* 851 *Collision Date* 20121125 *Time* 1315 *Day* SUN
Primary Collision Factor TOO CLOSE *Violation* 21703 *Collision Type* REAR END *Severity* PDO *#Killed* 0 *#Injured* 0 *Tow Away?* Y *Process Date* 20140514
Weather1 CLEAR *Weather2* *Rdwy Surface* DRY *Rdwy Cond1* NO UNUSL CND *Rdwy Cond2* *Spec Cond* 0
Hit and Run *Motor Vehicle Involved With* OTHER MV *Lighting* DAYLIGHT *Ped Action* *Cntrl Dev* NT PRS/FCTR *Loc Type* *Ramp/Int*

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	
1F	DRVR	19	M	W	HNBD		PROC ST	W	-	- 00	DODGE	2003	-	-	-		-	L G
2	DRVR	22	F	H	HNBD		PROC ST	W	-	- 00	GMC	2002	-	-	-		-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

(V) = Collisions on Visalia Rd.

Case ID: 6471525 (V)

Primary Rd HESTER AV | Distance (ft) 35 | Direction S | Secondary Rd EDISON POLE | NCIC 5403 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Farmersville | County Tulare | Population 2 | Rpt Dist | Beat | Type 0 | CalTrans | Badge 842 | Collision Date 20140615 | Time 2135 | Day SUN
Primary Collision Factor UNSAFE SPEED | Violation 22350 | Collision Type HIT OBJECT | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20150410
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run MSDMNR | Motor Vehicle Involved With FIXED OBJ | Lighting DARK - ST | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	18	M	W	HNBD		RAN OFF RD	N	A	0100	FORD	1971	-	3	N	-	P B

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd JUNE AV | Distance (ft) 0 | Direction | Secondary Rd ANNISSA ST | NCIC 5403 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Farmersville | County Tulare | Population 2 | Rpt Dist | Beat | Type 0 | CalTrans | Badge 839 | Collision Date 20140108 | Time 0757 | Day WED
Primary Collision Factor R-O-W AUTO | Violation 21802A | Collision Type BROADSIDE | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20140625
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev FNCTNG | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	24	F	H	HNBD		LFT TURN	W	A	0100	NISSA	2011	-	3	N	-	M B
2	DRVR	38	M	H	HNBD		PROC ST	S	D	2200	GMC	2002	-	3	N	-	M B

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
PASS		27	F	3	0	M	B
PASS		8	M	4	0	M	B
PASS		0	M	6	0	M	Q

Primary Rd MAGNOLIA AV | Distance (ft) 0 | Direction | Secondary Rd VISALIA RD | NCIC 5403 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Farmersville | County Tulare | Population 2 | Rpt Dist | Beat | Type 0 | CalTrans | Badge 844 | Collision Date 20140408 | Time 0531 | Day TUE
Primary Collision Factor R-O-W PED | Violation 21950A | Collision Type AUTO/PED | Severity INJURY | #Killed 0 | #Injured 1 | Tow Away? Y | Process Date 20150306
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With PED | Lighting DUSK/DAWN | Ped Action X-WLK AT | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

(2)

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	69	M	H	HNBD		SLOWING	S	D	2200	MITSU	2007	-	3	N	-	L B
2	PED	65	M	H	HNBD		OTHER	W	N	6000	-	-	-	3	N	-	- -

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
PED	OTH VIS	65	M	9	3	-	-

Primary Rd N DWIGHT AV | Distance (ft) 59 | Direction S | Secondary Rd EAST ELM ST | NCIC 5403 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Farmersville | County Tulare | Population 2 | Rpt Dist | Beat | Type 0 | CalTrans | Badge 839 | Collision Date 20140511 | Time 1545 | Day SUN
Primary Collision Factor STRTNG\|BCKNG | Violation 22106 | Collision Type BROADSIDE | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20150326
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run MSDMNR | Motor Vehicle Involved With PKD MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	998	-		IMP UNK	IMP UNK	PROC ST	-	A	0100	-		-	-	N	-	- -
2	PRKD	998	-				PARKED	S	A	0800	NISSA	2000	-	-	N	-	- -

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd N HARTLEY AV | Distance (ft) 179 | Direction N | Secondary Rd W ASHLEY ST | NCIC 5403 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Farmersville | County Tulare | Population 2 | Rpt Dist | Beat | Type 0 | CalTrans | Badge 839 | Collision Date 20140420 | Time 0650 | Day SUN
Primary Collision Factor IMPROP TURN | Violation 22107 | Collision Type REAR END | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20150306
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With PKD MV | Lighting | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1	PRKD	998	-				PARKED	N	D	2200	DODGE	1992	-	-	-	-	- -
2F	DRVR	998	-		IMP UNK	IMP UNK	PROC ST	-	-	0000	-		-	-	-	-	- -

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Case ID: 7201288 (V)

01/01/2016 thru 12/31/2016 | Total Count: 74 | Jurisdiction(s): Farmersville

Include State Highways cases | Report Run On: 12/14/2018

2	DRVR	34	F	H	HNBD	PROC ST	W	A	0100	HONDA	2003	-	3	N		-	M	G					

Primary Rd E VISALIA RD | Distance (ft) 127 | Direction E | Secondary Rd E LARRY AV | NCIC 5403 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy

City Farmersville | County Tulare | Population 2 | Rpt Dist | Beat | Type 0 | CalTrans | Badge 840 | Collision Date 20160623 | Time 1315 | Day THU

Primary Collision Factor R-O-W AUTO | Violation 21801A | Collision Type BROADSIDE | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? Y | Process Date 20160712

Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0

Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	
1F	DRVR	70	F	H	HNBD		LFT TURN	E	A	0100	SUBAR	1995	-	3	N		-	L G
2	DRVR	46	F		HNBD		PROC ST	W	A	0700	CADIL	2011	-	3	N		-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd E VISALIA RD | Distance (ft) 0 | Direction | Secondary Rd N GENE AV | NCIC 5403 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy

City Farmersville | County Tulare | Population 2 | Rpt Dist EXETR | Beat 12F | Type 0 | CalTrans | Badge 845 | Collision Date 20160813 | Time 1800 | Day SAT

Primary Collision Factor IMPROP TURN | Violation 22107 | Collision Type REAR END | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20161027

Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0

Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev FNCTNG | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	
1F	DRVR	32	F		HNBD		LFT TURN	S	A	0000	ACURA	1998	-	-	N		-	- -
2	DRVR	57	M		HNBD		PROC ST	W	A	0000	FORD	2005	-	-	N		-	- -

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd E VISALIA RD | Distance (ft) 17 | Direction W | Secondary Rd N MAGNOLIA | NCIC 5403 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy

City Farmersville | County Tulare | Population 2 | Rpt Dist | Beat | Type 0 | CalTrans | Badge 839 | Collision Date 20160216 | Time 1656 | Day TUE

Primary Collision Factor UNSAFE SPEED | Violation 22350 | Collision Type BROADSIDE | Severity INJURY | #Killed 0 | #Injured 1 | Tow Away? N | Process Date 20160314

Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0

Hit and Run | Motor Vehicle Involved With BICYCLE | Lighting DAYLIGHT | Ped Action NOT IN X- | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

3

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	
1F	DRVR	23	M	H	HBD-NUI		PROC ST	W	A	0100	NISSA	2005	-	3	-		-	M G
2	PED	17	M	H	HNBD		ENT TRAF	N	N	6000	-		-	3	A	21208	-	- -

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
PASS		20	M	3	0	M	G
PED	COMP PN	17	M	9	3	-	-

Primary Rd E WALNUT AV | Distance (ft) 835 | Direction E | Secondary Rd FREEDOM DR | NCIC 5403 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy

City Farmersville | County Tulare | Population 2 | Rpt Dist | Beat | Type 0 | CalTrans | Badge 847 | Collision Date 20160816 | Time 0749 | Day TUE

Primary Collision Factor R-O-W AUTO | Violation 21804A | Collision Type BROADSIDE | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? Y | Process Date 20160923

Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0

Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	
1	DRVR	41	F		HNBD		PROC ST	E	A	0000	CHEVR	2007	-	-	N		-	G -
2F	DRVR	31	F		HNBD		LFT TURN	N	A	0000	NISSA	2004	-	-	F		-	G -

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd EAST VISALIA RD | Distance (ft) 64 | Direction E | Secondary Rd FARMERSVILLE | NCIC 5403 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy

City Farmersville | County Tulare | Population 2 | Rpt Dist | Beat | Type 0 | CalTrans | Badge 839 | Collision Date 20161116 | Time 1627 | Day WED

Primary Collision Factor OTHER HAZ | Violation 21701 | Collision Type REAR END | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20161215

Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0

Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev FNCTNG | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	
1	DRVR	28	F	W			PROC ST	E	A	0700	JAGUA	2015	-	3	N		-	M G
2F	DRVR	46	F	W			PROC ST	E	A	0100	FORD	2011	-	3	N		-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
PASS		58	F	3	0	M	G
PASS		1	F	6	0	M	Q

Case ID : 7190121(V)

01/01/2016 thru 12/31/2016 | Total Count: 74 | Jurisdiction(s): Farmersville

Include State Highways cases | *Report Run On: 12/14/2018*

(4)

Primary Rd VISALIA RD *Distance (ft)* 0 *Direction* *Secondary Rd* FARMERSVILLE *NCIC* 5403 *State Hwy?* N *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City Farmersville *County* Tulare *Population* 2 *Rpt Dist* *Beat* *Type* 0 *CalTrans* *Badge* 847 *Collision Date* 20160304 *Time* 0607 *Day* FRI
Primary Collision Factor R-O-W PED *Violation* 21950A *Collision Type* AUTO/PED *Severity* FATAL *#Killed* 1 *#Injured* 1 *Tow Away?* Y *Process Date* 20160422
Weather1 CLEAR *Weather2* *Rdwy Surface* DRY *Rdwy Cond1* NO UNUSL CND *Rdwy Cond2* *Spec Cond* 0
Hit and Run *Motor Vehicle Involved With* PED *Lighting* DUSK/DAWN *Ped Action* X-WLK AT *Cntrl Dev* FNCTNG *Loc Type* *Ramp/Int*

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	55	M	H	HNBD		PROC ST	E	A	0100	HONDA	1997	-	3	F	-	M G
2	PED	66	M	W	HNBD		OTHER	N	N	6000	-		-	3	-	-	- -
3	PED	61	M	W	HNBD		OTHER	N	N	6000	-		-	3	-	-	- -

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
PED	KILLED	66	M	9	3	-	-
PED	OTH VIS	61	M	9	3	-	-

Primary Rd VISALIA RD *Distance (ft)* 141 *Direction* W *Secondary Rd* LINNEL *NCIC* 5403 *State Hwy?* N *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City Farmersville *County* Tulare *Population* 2 *Rpt Dist* *Beat* *Type* 0 *CalTrans* *Badge* 843 *Collision Date* 20160129 *Time* 1215 *Day* FRI
Primary Collision Factor R-O-W AUTO *Violation* 21801A *Collision Type* SIDESWIPE *Severity* PDO *#Killed* 0 *#Injured* 0 *Tow Away?* N *Process Date* 20160307
Weather1 CLOUDY *Weather2* *Rdwy Surface* DRY *Rdwy Cond1* NO UNUSL CND *Rdwy Cond2* *Spec Cond* 0
Hit and Run *Motor Vehicle Involved With* OTHER MV *Lighting* DAYLIGHT *Ped Action* *Cntrl Dev* NT PRS/FCTR *Loc Type* *Ramp/Int*

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	84	F	H	HNBD		ENT TRAF	N	-	0000	BUICK	2001	-	N		-	M G
2	DRVR	48	F	W	HNBD		PROC ST	E	-	0000	MERCE	1997	-	N		-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd VISALIA RD *Distance (ft)* 59.2 *Direction* E *Secondary Rd* MAGNOLIA *NCIC* 5403 *State Hwy?* N *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City Farmersville *County* Tulare *Population* 2 *Rpt Dist* *Beat* *Type* 0 *CalTrans* *Badge* 839 *Collision Date* 20160309 *Time* 1723 *Day* WED
Primary Collision Factor TOO CLOSE *Violation* 21703 *Collision Type* REAR END *Severity* PDO *#Killed* 0 *#Injured* 0 *Tow Away?* N *Process Date* 20160413
Weather1 CLEAR *Weather2* *Rdwy Surface* DRY *Rdwy Cond1* NO UNUSL CND *Rdwy Cond2* *Spec Cond* 0
Hit and Run *Motor Vehicle Involved With* OTHER MV *Lighting* DAYLIGHT *Ped Action* *Cntrl Dev* NT PRS/FCTR *Loc Type* *Ramp/Int*

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1	DRVR	50	M	H	HNBD		PROC ST	W	A	0700	FORD	2003	-	3	-	-	M G
2	DRVR	20	F	W	HNBD		PROC ST	W	A	0100	HYUND	2001	-	3	-	-	M G
3F	DRVR	66	M	H	HNBD		PROC ST	W	A	0800	DODGE	1998	-	3	-	-	L G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
PASS		50	F	3	0	M	G
PASS		11	F	6	0	M	G
PASS		15	M	4	0	M	G
PASS		27	M	3	0	M	G
PASS		2	M	4	0	M	Q
PASS		4	M	6	0	M	Q

Primary Rd VISALIA RD *Distance (ft)* 0 *Direction* *Secondary Rd* MAGNOLIA AV *NCIC* 5403 *State Hwy?* N *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City Farmersville *County* Tulare *Population* 2 *Rpt Dist* *Beat* *Type* 0 *CalTrans* *Badge* 846 *Collision Date* 20160721 *Time* 1600 *Day* THU
Primary Collision Factor LANE CHANGE *Violation* 21658A *Collision Type* SIDESWIPE *Severity* PDO *#Killed* 0 *#Injured* 0 *Tow Away?* N *Process Date* 20160818
Weather1 CLEAR *Weather2* *Rdwy Surface* DRY *Rdwy Cond1* NO UNUSL CND *Rdwy Cond2* *Spec Cond* 0
Hit and Run MSDMNR *Motor Vehicle Involved With* OTHER MV *Lighting* DAYLIGHT *Ped Action* *Cntrl Dev* NT PRS/FCTR *Loc Type* *Ramp/Int*

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	998	-				CHANG LN	-	-	0000	-		-	N		-	- -
2	DRVR	41	M	B			PROC ST	W	D	2200	TOYOT	2000	-	N		-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Case ID: 6291333 (V)

Primary Rd VENTURA AV | Distance (ft) 0 | Direction | Secondary Rd CITRUS DR | NCIC 5403 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Farmersville | County Tulare | Population 2 | Rpt Dist | Beat | Type 0 | CalTrans | Badge 15 | Collision Date 20140210 | Time 1510 | Day MON
Primary Collision Factor R-O-W AUTO | Violation 21802A | Collision Type BROADSIDE | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20150130
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev FNCTNG | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	18	M	H	HNBD		LFT TURN	N	A	0100	HONDA	2004	-	3	F	-	M G
2	DRVR	52	M	H	HNBD		PROC ST	S	D	2200	CHEVR	2001	-	3	N	-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd VENTURA AV | Distance (ft) 24 | Direction S | Secondary Rd EDISON LIGHT | NCIC 5403 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Farmersville | County Tulare | Population 2 | Rpt Dist EXETE | Beat | Type 0 | CalTrans | Badge 844 | Collision Date 20141018 | Time 1227 | Day SAT
Primary Collision Factor STRTNG|BCKNG | Violation 22106 | Collision Type SIDESWIPE | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? Y | Process Date 20150608
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	22	M	H	HNBD		BACKING	E	A	0100	FORD	1995	-	3	-	-	M G
2	DRVR	23	M	H	HNBD		PROC ST	S	A	0100	TOYOT	2013	-	3	-	-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
PASS		23	M	3	0	M	G

Primary Rd VIRGINIA AV | Distance (ft) 57 | Direction N | Secondary Rd EDISON LGTPL | NCIC 5403 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Farmersville | County Tulare | Population 2 | Rpt Dist | Beat | Type 0 | CalTrans | Badge 837 | Collision Date 20140706 | Time 0022 | Day SUN
Primary Collision Factor IMPROP TURN | Violation 22107 | Collision Type SIDESWIPE | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? Y | Process Date 20140911
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run MSDMNR | Motor Vehicle Involved With PKD MV | Lighting DARK - ST | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1	PRKD	998	-				PARKED	N	A	0700	TOYOT	1992	-	-	N	-	- -
2	PRKD	998	-				PARKED	N	D	2200	CHEVR	2014	-	-	N	-	- -
3F	DRVR	998	-		IMP UNK	IMP UNK	PROC ST	N	-	0000	HYUND	1998	-	-	N	-	- -

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd VISALIA RD | Distance (ft) 19 | Direction E | Secondary Rd EDISON POLE | NCIC 5403 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Farmersville | County Tulare | Population 2 | Rpt Dist | Beat | Type 0 | CalTrans | Badge 844 | Collision Date 20140715 | Time 1511 | Day TUE
Primary Collision Factor R-O-W AUTO | Violation 21801A | Collision Type BROADSIDE | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? | Process Date 20150421
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	23	M	H	HNBD		LFT TURN	W	A	0100	NISSA	2005	-	3	N	-	M G
2	DRVR	21	M	H	HNBD		PROC ST	E	A	0100	TOYOT	1992	-	3	N	-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd VISALIA RD | Distance (ft) 210 | Direction W | Secondary Rd FARMERSVILLE | NCIC 5403 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Farmersville | County Tulare | Population 2 | Rpt Dist | Beat | Type 0 | CalTrans | Badge 846 | Collision Date 20140711 | Time 2116 | Day FRI
Primary Collision Factor R-O-W PED | Violation 21954B | Collision Type AUTO/PED | Severity FATAL | #Killed 1 | #Injured 0 | Tow Away? Y | Process Date 20151223
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With PED | Lighting DARK - ST | Ped Action NOT IN X- | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

(5)

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	43	M	H	HNBD		PROC ST	E	D	2200	TOYOT	2000	-	3	N	-	M G
2	PED	61	M	H	HBD-UI		OTHER	S	N	6000	-	-	-	3	N	-	- -

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
PASS		50	M	3	0	M	G
PED	KILLED	61	M	9	3	-	-

Case ID: 7166092 (V)

01/01/2015 thru 12/31/2015 — Total Count: 67 — Jurisdiction(s): Farmersville

Include State Highways cases — *Report Run On: 12/14/2018*

Primary Rd VISALIA RD *Distance (ft)* 0 *Direction* *Secondary Rd* STEVENS AV *NCIC* 5403 *State Hwy?* N *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City Farmersville *County* Tulare *Population* 2 *Rpt Dist* *Beat* 12F *Type* 0 *CalTrans* *Badge* 843 *Collision Date* 20151217 *Time* 0745 *Day* THU
Primary Collision Factor R-O-W AUTO *Violation* 21803A *Collision Type* BROADSIDE *Severity* INJURY *#Killed* 0 *#Injured* 1 *Tow Away?* N *Process Date* 20160225
Weather1 CLEAR *Weather2* *Rdwy Surface* DRY *Rdwy Cond1* NO UNUSL CND *Rdwy Cond2* *Spec Cond* 0
Hit and Run *Motor Vehicle Involved With* OTHER MV *Lighting* DAYLIGHT *Ped Action* *Cntrl Dev* NT PRS/FCTR *Loc Type* *Ramp/Int*

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	Victim Info ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	31	F	W	HNBD		LFT TURN	S	-	0000	FORD	2000	-	N		-	M G								
2	DRVR	62	M	H	HNBD		PROC ST	W	-	0000	HONDA	2008	-	N		-	M G	DRVR	COMP PN	62	M	1	0	L	G

Primary Rd W COSTNER ST *Distance (ft)* 0 *Direction* *Secondary Rd* N KERN *NCIC* 5403 *State Hwy?* N *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City Farmersville *County* Tulare *Population* 2 *Rpt Dist* *Beat* 12F *Type* 0 *CalTrans* *Badge* 843 *Collision Date* 20150828 *Time* 1010 *Day* FRI
Primary Collision Factor STRTNG|BCKNG *Violation* 22106 *Collision Type* BROADSIDE *Severity* PDO *#Killed* 0 *#Injured* 0 *Tow Away?* N *Process Date* 20160107
Weather1 CLEAR *Weather2* *Rdwy Surface* DRY *Rdwy Cond1* NO UNUSL CND *Rdwy Cond2* *Spec Cond* 0
Hit and Run *Motor Vehicle Involved With* OTHER MV *Lighting* DAYLIGHT *Ped Action* *Cntrl Dev* NT PRS/FCTR *Loc Type* *Ramp/Int*

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	Victim Info ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	24	M	H	HNBD		BACKING	N	-	0000	TOYOT	2004	-	F		-	M H								
2	DRVR	66	F	W	HNBD		PROC ST	E	-	0000	FORD	2014	-	-		-	M H								

Primary Rd W PETUNIA ST *Distance (ft)* 11 *Direction* W *Secondary Rd* N FARMERSVILLE *NCIC* 5403 *State Hwy?* N *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City Farmersville *County* Tulare *Population* 2 *Rpt Dist* *Beat* *Type* 0 *CalTrans* *Badge* 839 *Collision Date* 20151120 *Time* 1254 *Day* FRI
Primary Collision Factor R-O-W AUTO *Violation* 21802A *Collision Type* SIDESWIPE *Severity* PDO *#Killed* 0 *#Injured* 0 *Tow Away?* N *Process Date* 20160212
Weather1 CLEAR *Weather2* *Rdwy Surface* DRY *Rdwy Cond1* NO UNUSL CND *Rdwy Cond2* *Spec Cond* 0
Hit and Run *Motor Vehicle Involved With* OTHER MV *Lighting* DAYLIGHT *Ped Action* *Cntrl Dev* FNCTNG *Loc Type* *Ramp/Int*

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	Victim Info ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1	DRVR	60	M	H	HNBD		RGT TURN	E	G	2532	PETER	1999	-	3	-	-	M G								
2F	DRVR	23	F	H	HNBD		RGT TURN	E	A	0100	DODGE	2012	-	3	-	-	M G								

Primary Rd W VISALIA RD *Distance (ft)* 26 *Direction* E *Secondary Rd* S DODE *NCIC* 5403 *State Hwy?* N *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City Farmersville *County* Tulare *Population* 2 *Rpt Dist* *Beat* *Type* 0 *CalTrans* *Badge* 840 *Collision Date* 20151211 *Time* 1741 *Day* FRI
Primary Collision Factor PED VIOL *Violation* 21954A *Collision Type* AUTO/PED *Severity* INJURY *#Killed* 0 *#Injured* 1 *Tow Away?* N *Process Date* 20160125
Weather1 CLEAR *Weather2* *Rdwy Surface* DRY *Rdwy Cond1* NO UNUSL CND *Rdwy Cond2* *Spec Cond* 0
Hit and Run *Motor Vehicle Involved With* PED *Lighting* DARK - ST *Ped Action* NOT IN X- *Cntrl Dev* NT PRS/FCTR *Loc Type* *Ramp/Int*

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Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	Victim Info ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1	DRVR	59	M	W	HNBD		PROC ST	E	A	0800	CHEVR	1998	-	3	N	-	M G								
2F	PED	61	M	H	HNBD		OTHER	S	N	6000	-		-	3	N	-	- -	PED	COMP PN	61	M	9	3	-	-

Primary Rd W WALNUT AV *Distance (ft)* 0 *Direction* *Secondary Rd* N VENTURA *NCIC* 5403 *State Hwy?* N *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City Farmersville *County* Tulare *Population* 2 *Rpt Dist* *Beat* *Type* 0 *CalTrans* *Badge* 840 *Collision Date* 20150731 *Time* 0550 *Day* FRI
Primary Collision Factor IMPROP TURN *Violation* 22100A *Collision Type* BROADSIDE *Severity* INJURY *#Killed* 0 *#Injured* 2 *Tow Away?* Y *Process Date* 20150902
Weather1 CLEAR *Weather2* *Rdwy Surface* DRY *Rdwy Cond1* NO UNUSL CND *Rdwy Cond2* *Spec Cond* 0
Hit and Run *Motor Vehicle Involved With* OTHER MV *Lighting* DAYLIGHT *Ped Action* *Cntrl Dev* NT PRS/FCTR *Loc Type* *Ramp/Int*

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	Victim Info ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1	DRVR	26	M	H	HNBD		PROC ST	E	A	0100	HONDA	1997	-	3	N	-	M G	DRVR	OTH VIS	26	M	1	0	M	G
2F	DRVR	25	F	H	HNBD		RGT TURN	E	A	0100	PONTI	2008	-	3	L	-	M G	DRVR	COMP PN	25	-	1	0	M	G

Not Listed / Plotted on Map - No Coordinates Case ID: 8166588 (V)

01/01/2016 thru 12/31/2016 — Total Count: 74 — Jurisdiction(s): Farmersville

Include State Highways cases — *Report Run On: 12/14/2018*

Primary Rd VISALIA RD *Distance (ft)* 16 *Direction* W *Secondary Rd* ROSE ST *NCIC* 5403 *State Hwy?* N *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City Farmersville *County* Tulare *Population* 2 *Rpt Dist* *Beat* *Type* 0 *CalTrans* *Badge* 834 *Collision Date* 20161001 *Time* 1930 *Day* SAT
Primary Collision Factor LANE CHANGE *Violation* 21658A *Collision Type* SIDESWIPE *Severity* PDO *#Killed* 0 *#Injured* 0 *Tow Away?* N *Process Date* 20161110
Weather1 CLEAR *Weather2* *Rdwy Surface* DRY *Rdwy Cond1* NO UNUSL CND *Rdwy Cond2* *Spec Cond* 0
Hit and Run *Motor Vehicle Involved With* OTHER MV *Lighting* DARK - ST *Ped Action* *Cntrl Dev* NT PRS/FCTR *Loc Type* *Ramp/Int*

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	86	M	W	HNBD		PROC ST	W	-	0000	DODGE	1990	- -	N		-	M G
2	DRVR	43	F	W	HNBD		PROC ST	W	-	0000	CHEVR	2013	- -	N		-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd VISALIA RD *Distance (ft)* 45 *Direction* E *Secondary Rd* SHASTA ST *NCIC* 5403 *State Hwy?* N *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City Farmersville *County* Tulare *Population* 2 *Rpt Dist* *Beat* *Type* 0 *CalTrans* *Badge* 844 *Collision Date* 20160425 *Time* 1427 *Day* MON
Primary Collision Factor IMPROP TURN *Violation* 22107 *Collision Type* SIDESWIPE *Severity* PDO *#Killed* 0 *#Injured* 0 *Tow Away?* Y *Process Date* 20160513
Weather1 CLEAR *Weather2* *Rdwy Surface* DRY *Rdwy Cond1* NO UNUSL CND *Rdwy Cond2* *Spec Cond* 0
Hit and Run *Motor Vehicle Involved With* OTHER MV *Lighting* DAYLIGHT *Ped Action* *Cntrl Dev* NT PRS/FCTR *Loc Type* *Ramp/Int*

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	30	F	H	HNBD		CHANG LN	W	A	0700	DODGE	2015	- -	A	21801	N	M G
2	DRVR	21	F	H	HNBD		PROC ST	W	A	0100	CADIL	1997	- -	N		-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
PASS		998	M	6	3	M	Q

Primary Rd VISALIA RD *Distance (ft)* 435 *Direction* W *Secondary Rd* VIRGINIA ST *NCIC* 5403 *State Hwy?* N *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City Farmersville *County* Tulare *Population* 2 *Rpt Dist* *Beat* 12F *Type* 0 *CalTrans* *Badge* 835 *Collision Date* 20160804 *Time* 0556 *Day* THU
Primary Collision Factor LANE CHANGE *Violation* 21658A *Collision Type* BROADSIDE *Severity* PDO *#Killed* 0 *#Injured* 0 *Tow Away?* Y *Process Date* 20160923
Weather1 CLEAR *Weather2* *Rdwy Surface* DRY *Rdwy Cond1* NO UNUSL CND *Rdwy Cond2* *Spec Cond* 0
Hit and Run MSDMNR *Motor Vehicle Involved With* OTHER OBJ *Lighting* DUSK/DAWN *Ped Action* *Cntrl Dev* NT PRS/FCTR *Loc Type* *Ramp/Int*

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1	DRVR	33	M	H	HNBD		PROC ST	E	-	0000	TOYOT	2016	- 3	-		-	M G
2F	DRVR	34	M	H	IMP UNK	IMP UNK	UNS TURN	W	-	0000	CHEVR	2015	- -	-		-	L B

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd VISALIA RD *Distance (ft)* 56 *Direction* W *Secondary Rd* ZERO *NCIC* 5403 *State Hwy?* N *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City Farmersville *County* Tulare *Population* 2 *Rpt Dist* *Beat* *Type* 0 *CalTrans* *Badge* 835 *Collision Date* 20161211 *Time* 1709 *Day* SUN
Primary Collision Factor UNSAFE SPEED *Violation* 22350 *Collision Type* AUTO/PED *Severity* FATAL *#Killed* 1 *#Injured* 1 *Tow Away?* Y *Process Date* 20180927
Weather1 CLEAR *Weather2* *Rdwy Surface* DRY *Rdwy Cond1* NO UNUSL CND *Rdwy Cond2* *Spec Cond* 0
Hit and Run *Motor Vehicle Involved With* PED *Lighting* DARK - ST *Ped Action* NOT IN X- *Cntrl Dev* NT PRS/FCTR *Loc Type* *Ramp/Int*

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Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	18	M	H	HBD-UNK	DRUG	PROC ST	E	A	0100	HONDA	2008	- 3	N		-	L G
2	PED	36	M	H	HBD-UNK			-	N	6000	-		- -	-		-	- -
3	PED	53	F	H		null		-	N	6000	-		- -	-		-	- -

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
DRVR	OTH VIS	18	M	1	0	L	-
PED	KILLED	37	M	9	3	-	-

Primary Rd W FRONT *Distance (ft)* 11 *Direction* W *Secondary Rd* FARMERSVILLE *NCIC* 5403 *State Hwy?* N *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City Farmersville *County* Tulare *Population* 2 *Rpt Dist* *Beat* *Type* 0 *CalTrans* *Badge* 840 *Collision Date* 20160113 *Time* 0848 *Day* WED
Primary Collision Factor TOO CLOSE *Violation* 21703 *Collision Type* REAR END *Severity* PDO *#Killed* 0 *#Injured* 0 *Tow Away?* N *Process Date* 20160302
Weather1 CLOUDY *Weather2* *Rdwy Surface* WET *Rdwy Cond1* NO UNUSL CND *Rdwy Cond2* *Spec Cond* 0
Hit and Run *Motor Vehicle Involved With* OTHER MV *Lighting* DAYLIGHT *Ped Action* *Cntrl Dev* NT PRS/FCTR *Loc Type* *Ramp/Int*

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1	DRVR	34	M	H	HNBD		STOPPED	E	F	2600	CHEVR	2012	- 3	-		-	M G
2F	DRVR	18	M	H	HNBD		PROC ST	E	A	0800	HONDA	2002	- 3	F		-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

CaseID: 6879120

01/01/2015 thru 12/31/2015 | Total Count: 67 | Jurisdiction(s): Farmersville

Include State Highways cases | Report Run On: 12/14/2018

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
PASS		20	F	3	0	M	G

Primary Rd	NORTH	Distance (ft)	72	Direction	S	Secondary Rd	W ELM ST	NCIC	5403	State Hwy?	N
Route		Postmile Prefix		Postmile		Side of Hwy					
City	Farmersville FARMERSVILLE BL	County	Tulare	Population	2	Rpt Dist		Beat		Type	0
CalTrans		Badge	839	Collision Date	20150729	Time	1331	Day	WED		
Primary Collision Factor	IMPROP TURN	Violation	22102	Collision Type	OTHER	Severity	PDO	#Killed	0	#Injured	0
Tow Away?	N	Process Date	20151218								
Weather1	CLEAR	Weather2		Rdwy Surface	DRY	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2		Spec Cond	0
Hit and Run		Motor Vehicle Involved With	OTHER MV	Lighting	DAYLIGHT	Ped Action		Cntrl Dev	NT PRS/FCTR	Loc Type	
Ramp/Int											

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	20	M	H	HNBD		U-TURN	-	D	2200	TOYOT	2006	- 3	-		-	M G								
2	DRVR	46	F	H	HNBD		PROC ST	N	A	0100	CHRYS	2006	- 3	-		-	M G	PASS		11	F	3	0	M	G

Primary Rd	NORTH	Distance (ft)	0	Direction		Secondary Rd	W FRONT ST	NCIC	5403	State Hwy?	N
Route		Postmile Prefix		Postmile		Side of Hwy					
City	Farmersville FARMERSVILLE BL	County	Tulare	Population	2	Rpt Dist		Beat		Type	0
CalTrans		Badge	839	Collision Date	20151112	Time	0746	Day	THU		
Primary Collision Factor	R-O-W AUTO	Violation	21800A	Collision Type	OTHER	Severity	PDO	#Killed	0	#Injured	0
Tow Away?	N	Process Date	20160210								
Weather1	CLEAR	Weather2		Rdwy Surface	DRY	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2		Spec Cond	0
Hit and Run		Motor Vehicle Involved With	OTHER MV	Lighting	DAYLIGHT	Ped Action		Cntrl Dev	FNCTNG	Loc Type	
Ramp/Int											

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1	DRVR	72	M	H	HNBD		PROC ST	N	A	0100	VOLKS	1962	- 3	-		-	M G								
2F	DRVR	62	M	H	HNBD		LFT TURN	E	A	0700	CHEVR	2009	- 3	A	21800	-	M G	PASS		10	M	9	0	M	G
																		PASS		8	M	9	0	M	G

Primary Rd	NORTH	Distance (ft)	0	Direction		Secondary Rd	W WALNUT AV	NCIC	5403	State Hwy?	N
Route		Postmile Prefix		Postmile		Side of Hwy					
City	Farmersville FARMERSVILLE BL	County	Tulare	Population	2	Rpt Dist		Beat		Type	0
CalTrans		Badge	839	Collision Date	20150921	Time	1745	Day	MON		
Primary Collision Factor	TOO CLOSE	Violation	21703	Collision Type	REAR END	Severity	PDO	#Killed	0	#Injured	0
Tow Away?	N	Process Date	20160115								
Weather1	CLEAR	Weather2		Rdwy Surface	DRY	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2		Spec Cond	0
Hit and Run	MSDMNR	Motor Vehicle Involved With	OTHER MV	Lighting	DAYLIGHT	Ped Action		Cntrl Dev	FNCTNG	Loc Type	
Ramp/Int											

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	998	-		HNBD		RGT TURN	-	-	0000	-		- 3	-		-	- -								
2	DRVR	37	F	H	IMP UNK	IMP UNK	PROC ST	S	A	0100	HONDA	1998	- 3	-		-	M G								

Primary Rd	PETUNIA ST	Distance (ft)	140	Direction	W	Secondary Rd	EDISON POLE	NCIC	5403	State Hwy?	N
Route		Postmile Prefix		Postmile		Side of Hwy					
City	Farmersville	County	Tulare	Population	2	Rpt Dist		Beat		Type	0
CalTrans		Badge	833	Collision Date	20150305	Time	2210	Day	THU		
Primary Collision Factor	PED VIOL	Violation	21954A	Collision Type	AUTO/PED	Severity	INJURY	#Killed	0	#Injured	1
Tow Away?	N	Process Date	20150420								
Weather1	CLEAR	Weather2		Rdwy Surface	DRY	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2		Spec Cond	0
Hit and Run		Motor Vehicle Involved With	PED	Lighting	DARK - NO	Ped Action	NOT IN X-	Cntrl Dev	NT PRS/FCTR	Loc Type	
Ramp/Int											

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1	DRVR	47	M	W	HNBD		PROC ST	W	A	0100	TOYOT	2001	- 3	N		-	M G								
2F	PED	41	F	H	HBD-UNK		OTHER	S	N	6000	-		- 3	N		-	- -	PED	COMP PN	41	F	9	3	-	-

Primary Rd	RD 164	Distance (ft)	3	Direction	N	Secondary Rd	AVE 291	NCIC	5403	State Hwy?	N
Route		Postmile Prefix		Postmile		Side of Hwy					
City	Farmersville	County	Tulare	Population	2	Rpt Dist	FARME	Beat	5403	Type	0
CalTrans		Badge	842	Collision Date	20151026	Time	1150	Day	MON		
Primary Collision Factor	UNSAFE SPEED	Violation	22350	Collision Type	OTHER	Severity	INJURY	#Killed	0	#Injured	1
Tow Away?	Y	Process Date	20151117								
Weather1	CLEAR	Weather2		Rdwy Surface	DRY	Rdwy Cond1	LOOSE MATRL	Rdwy Cond2		Spec Cond	0
Hit and Run		Motor Vehicle Involved With	NON-CLSN	Lighting	DAYLIGHT	Ped Action		Cntrl Dev	NT PRS/FCTR	Loc Type	
Ramp/Int											

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	35	M	H	HNBD		PROC ST	N	C	0200	YAMAH	2003	- -	N		-	P W	DRVR	SEVERE	35	M	1	3	P	W

Case ID: 6054029

01/01/2013 thru 12/31/2013

Include State Highways cases

Total Count: 52

Jurisdiction(s): Farmersville

Report Run On: 12/14/2018

Primary Rd COSTNER ST Distance (ft) 1108 Direction N Secondary Rd NORTH NCIC 5403 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City Farmersville County Tulare Population 2 Rpt Dist VISAL Beat 12F Type 0 CalTrans Badge 843 Collision Date 20130426 Time 1952 Day FRI
Primary Collision Factor WRONG SIDE Violation 216501 Collision Type AUTO/PED Severity INJURY #Killed 0 #Injured 1 Tow Away? N Process Date 20140221
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With BICYCLE Lighting DUSK/DAWN Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1	DRVR	25	F	H	HNBD		RGT TURN	W	-	- 00	CHRYS	2006	-	3	-	-	M G
2F	BICY	11	M	H	HNBD		WRONG WY	S	L	0400	-	-	-	-	-	-	- - -

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
PASS		5	F	6	3	M	J
BICY	COMP PN	11	-	9	3	-	-

Primary Rd DODE ST Distance (ft) 269 Direction S Secondary Rd VISALIA RD NCIC 5403 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City Farmersville County Tulare Population 2 Rpt Dist EXETE Beat 12F Type 0 CalTrans Badge 843 Collision Date 20130115 Time 2030 Day TUE
Primary Collision Factor UNKNOWN Violation 20002A Collision Type SIDESWIPE Severity PDO #Killed 0 #Injured 0 Tow Away? N Process Date 20140620
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run MSDMNR Motor Vehicle Involved With OTHER MV Lighting DARK - NO Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1	PRKD	998	-				PARKED	-	-	0000	CHEVR	1999	-	-	-	-	- - -
2F	DRVR	998	-			null		-	-	0000	-	-	-	-	-	-	- - -

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd DWIGHT AV Distance (ft) 39 Direction S Secondary Rd CREEK COURT NCIC 5403 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City Farmersville County Tulare Population 2 Rpt Dist EXETE Beat 12F Type 0 CalTrans Badge 840 Collision Date 20130909 Time 1303 Day MON
Primary Collision Factor DRVR ALC|DRG Violation 23152A Collision Type REAR END Severity PDO #Killed 0 #Injured 0 Tow Away? Y Process Date 20141029
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With PKD MV Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	26	M	H	HBD-UI		PROC ST	N	F	2600	DODGE	1994	-	3	A	22107	- M N
2	PRKD	998	-				PARKED	-	A	0100	NISSA	2004	-	-	-	-	- - -

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd E FRONT ST Distance (ft) 250 Direction E Secondary Rd N SANDY AV NCIC 5403 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City Farmersville County Tulare Population 2 Rpt Dist Beat Type 0 CalTrans Badge 840 Collision Date 20131223 Time 1527 Day MON
Primary Collision Factor IMPROP TURN Violation 22107 Collision Type SIDESWIPE Severity PDO #Killed 0 #Injured 0 Tow Away? N Process Date 20141223
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With PKD MV Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	23	M	H	HNBD		PROC ST	W	F	2700	VOLVO	1995	-	3	N	-	M B
2	PRKD	998	-				PARKED	-	A	0100	LINCO	2000	-	-	N	-	- - -

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd FARMERSVILLE Distance (ft) 0 Direction Secondary Rd FRONT ST NCIC 5403 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City Farmersville County Tulare Population 2 Rpt Dist EXETE Beat 12F Type 0 CalTrans Badge 851 Collision Date 20130118 Time 1610 Day FRI
Primary Collision Factor R-O-W PED Violation 21950A Collision Type AUTO/PED Severity INJURY #Killed 0 #Injured 1 Tow Away? N Process Date 20140127
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With PED Lighting DAYLIGHT Ped Action X-WLK AT Cntrl Dev Loc Type Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	72	F	W			PROC ST	S	-	- 00	MERCU	2008	-	-	-	-	M G
2	PED	30	F	H		null		-	N	6000	-	-	-	-	-	-	- - -

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
PED	COMP PN	30	-	9	3	-	-

Case ID: 7111100

01/01/2015 thru 12/31/2015

Include State Highways cases

Total Count: 67

Jurisdiction(s): Farmersville

Report Run On: 12/14/2018

Primary Rd VISALIA RD *Distance (ft)* 98 *Direction* E *Secondary Rd* DWIGHT AV *NCIC* 5403 *State Hwy?* N *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City Farmersville *County* Tulare *Population* 2 *Rpt Dist* *Beat* *Type* 0 *CalTrans* *Badge* 846 *Collision Date* 20150306 *Time* 0005 *Day* FRI
Primary Collision Factor UNKNOWN *Violation* *Collision Type* OTHER *Severity* PDO *#Killed* 0 *#Injured* 0 *Tow Away?* Y *Process Date* 20150911
Weather1 CLEAR *Weather2* *Rdwy Surface* DRY *Rdwy Cond1* NO UNUSL CND *Rdwy Cond2* *Spec Cond* 0
Hit and Run MSDMNR *Motor Vehicle Involved With* FIXED OBJ *Lighting* DARK - ST *Ped Action* *Cntrl Dev* NT PRS/FCTR *Loc Type* *Ramp/Int*

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	
1	DRVR	26	M	H	HBD-UNK		PROC ST	W	A	0700	FORD	2000	- -	N		-	M	G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd VISALIA RD *Distance (ft)* 0 *Direction* *Secondary Rd* FARMERSVILLE *NCIC* 5403 *State Hwy?* N *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City Farmersville *County* Tulare *Population* 2 *Rpt Dist* *Beat* 12F *Type* 0 *CalTrans* *Badge* 843 *Collision Date* 20151217 *Time* 1045 *Day* THU
Primary Collision Factor TOO CLOSE *Violation* 21703 *Collision Type* REAR END *Severity* PDO *#Killed* 0 *#Injured* 0 *Tow Away?* N *Process Date* 20160225
Weather1 CLEAR *Weather2* *Rdwy Surface* DRY *Rdwy Cond1* NO UNUSL CND *Rdwy Cond2* *Spec Cond* 0
Hit and Run *Motor Vehicle Involved With* OTHER MV *Lighting* DAYLIGHT *Ped Action* *Cntrl Dev* FNCTNG *Loc Type* *Ramp/Int*

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	
1F	DRVR	27	F	H	HNBD		PROC ST	W	-	0000	CHEVR	2007	- -	N		-	M	G
2	DRVR	67	M	H	HNBD		STOPPED	W	-	0000	TOYOT	1997	- -	N		-	M	G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd VISALIA RD *Distance (ft)* 12.6 *Direction* E *Secondary Rd* LINNEL AV *NCIC* 5403 *State Hwy?* N *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City Farmersville *County* Tulare *Population* 2 *Rpt Dist* *Beat* *Type* 0 *CalTrans* *Badge* 840 *Collision Date* 20151030 *Time* 2102 *Day* FRI
Primary Collision Factor PED VIOL *Violation* 21954A *Collision Type* AUTO/PED *Severity* INJURY *#Killed* 0 *#Injured* 1 *Tow Away?* N *Process Date* 20151113
Weather1 CLEAR *Weather2* *Rdwy Surface* DRY *Rdwy Cond1* NO UNUSL CND *Rdwy Cond2* *Spec Cond* 0
Hit and Run *Motor Vehicle Involved With* PED *Lighting* DARK - ST *Ped Action* NOT IN X- *Cntrl Dev* NT PRS/FCTR *Loc Type* *Ramp/Int*

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	
1	DRVR	30	F	H	HNBD		PROC ST	W	A	0100	FORD	2015	- 3	N		-	M	G
2F	PED	998	M	H	HBD-UNK		OTHER	N	N	6000	-		- 3	N		-	-	-

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
PED	SEVERE	58	M	9	0	-	-

Primary Rd VISALIA RD *Distance (ft)* 0 *Direction* *Secondary Rd* ROSE AV *NCIC* 5403 *State Hwy?* N *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City Farmersville *County* Tulare *Population* 2 *Rpt Dist* *Beat* *Type* 0 *CalTrans* *Badge* 843 *Collision Date* 20151202 *Time* 0920 *Day* WED
Primary Collision Factor R-O-W AUTO *Violation* 21800 *Collision Type* BROADSIDE *Severity* INJURY *#Killed* 0 *#Injured* 2 *Tow Away?* Y *Process Date* 20160125
Weather1 CLEAR *Weather2* *Rdwy Surface* DRY *Rdwy Cond1* NO UNUSL CND *Rdwy Cond2* *Spec Cond* 0
Hit and Run *Motor Vehicle Involved With* OTHER MV *Lighting* DAYLIGHT *Ped Action* *Cntrl Dev* NT PRS/FCTR *Loc Type* *Ramp/Int*

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	
1F	DRVR	30	M	H	HNBD		ENT TRAF	N	-	0000	ACURA	1989	- -	F		-	L	G
2	DRVR	70	F	H	HNBD		PROC ST	E	-	0000	MITSU	2012	- -	N		-	L	G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
DRVR	COMP PN	30	M	1	0	L	G
DRVR	OTH VIS	70	F	1	0	L	G

Primary Rd VISALIA RD *Distance (ft)* 0 *Direction* *Secondary Rd* ROSE ST *NCIC* 5403 *State Hwy?* N *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City Farmersville *County* Tulare *Population* 2 *Rpt Dist* *Beat* *Type* 0 *CalTrans* *Badge* 844 *Collision Date* 20150524 *Time* 1340 *Day* SUN
Primary Collision Factor R-O-W AUTO *Violation* 21804A *Collision Type* HEAD-ON *Severity* INJURY *#Killed* 0 *#Injured* 1 *Tow Away?* Y *Process Date* 20150616
Weather1 CLEAR *Weather2* *Rdwy Surface* DRY *Rdwy Cond1* NO UNUSL CND *Rdwy Cond2* *Spec Cond* 0
Hit and Run MSDMNR *Motor Vehicle Involved With* OTHER MV *Lighting* DAYLIGHT *Ped Action* *Cntrl Dev* NT PRS/FCTR *Loc Type* *Ramp/Int*

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	
1	DRVR	24	M	W			LFT TURN	E	D	2200	FORD	1995	- -	F		-	L	G
2F	DRVR	30	M	H	HNBD		PROC ST	W	A	0100	PONTI	2006	- 3	N		-	-	-

Victim Info

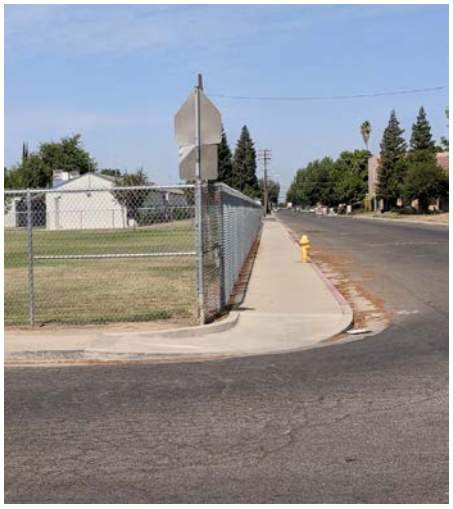
ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
DRVR	COMP PN	24	M	1	3	L	G

Appendix M

City of Farmersville ADA Transition Plan,
Policies and Procedures

Farmersville ADA Transition Plan, Policies and Procedures

City of Farmerville



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ADA Transition Plan, Policies and Procedures

ADA Transition Plan

Title II of the ADA requires that public entities having responsibility for or authority over facilities, streets, roads, sidewalks, and/or other areas meant for public use to develop a Transition Plan to make their facilities meet the standards for Program Accessibility. Program Accessibility means that a program, activity and/or service are accessible when viewed in its entirety. Simply put, a Transition Plan transitions inaccessible facilities into environments that are accessible to and functional for individuals with disabilities.

The Transition Plan is the result of a detailed evaluation of all City of Farmersville municipal facilities where programs, activities, and services are available to the public. Municipal facilities include City buildings, parks, public parking lots, and City-owned and managed. Facilities that are not addressed in this ADA Title II Plan include private businesses and offices, public or private schools, county, state or federal facilities, places of worship, or private businesses.

This Transition Plan combines the findings of:

- The facility surveys (walking audits and corridor fact sheets)
- Public rights of way surveys
- Community outreach efforts (i.e., community workshops), policy assessments, and program evaluations

The specific modifications required to make programs accessible are listed in the City of Farmersville – Fact Sheets (reference Appendix B). Each facility report contains a complete list of barriers and barrier removal actions. Not all of these barriers must be removed in order to provide program access. The first priority is to remove those barriers limiting access to programs.

In compliance with the requirements of the ADA, the City will maintain in working order equipment and features that are required to provide access to individuals with disabilities. These include public accommodations, bus systems, private and public buildings open up to the public, emergency telephone services, internet relay services, etc.

Farmersville ADA Compliance Policy and Procedure Guide

The ADA) and the ADAAA are federal laws that require employers with 15 or more employees to not discriminate against applicants and individuals with disabilities and, when needed, to provide reasonable accommodations to applicants and employees who are qualified for a job, with or without reasonable accommodations, so that they may perform the essential job duties of the position.

It is the City of Farmersville's policy to comply with all federal and state laws concerning the employment of persons with disabilities and to act in accordance with regulations and guidance issued by the Equal Employment Opportunity Commission (EEOC). Furthermore, it is the City's policy not to discriminate against qualified individuals with disabilities in regard to application procedures, hiring, advancement, discharge, compensation, training or other terms, conditions and privileges of employment.

Beyond its legal obligations, the City of Farmersville is committed to providing accommodations that will allow its employees and citizens with disabilities to contribute at the highest levels.

Process

When an individual with a disability requests accommodation and can be reasonably accommodated without creating an undue hardship or causing a direct threat to workplace safety, he or she will be given the same consideration for employment as any other applicant. Applicants who pose a direct threat to the health, safety and well-being of themselves or others in the workplace when the threat cannot be

eliminated by reasonable accommodation will not be hired.

The City of Farmersville will reasonably accommodate qualified individuals with a disability so that they can perform the essential functions of a job unless doing so causes a direct threat to these individuals or others in the workplace and the threat cannot be eliminated by reasonable accommodation or if the accommodation creates an undue hardship to the City of Farmersville. Contact the Human Resources (HR) department with any questions or requests for accommodation.

All employees are required to comply with City of Farmersville's safety standards. Current employees who pose a direct threat to the health or safety of themselves or other individuals in the workplace will be placed on leave until a decision has been made in regard to the employee's immediate employment situation.
Individuals who are currently using illegal drugs are excluded from coverage under the company ADA policy.

The HR department is responsible for implementing this policy, including the resolution of reasonable accommodation, safety/direct threat, and undue hardship issues.

Procedure

Requesting Accommodations

Employees or applicants with disabilities may request reasonable accommodations of the employer, regardless of title, salary, or employment status. This request should be made by the employee in writing to their supervisor or to the human resources department.

The reasonable accommodation does not have to be requested at the beginning of employment. However, a reasonable accommodation request will not cancel out any prior performance improvement or disciplinary actions.

Identifying Need

Upon receiving the reasonable accommodation request, the human resources team member will meet with the employee to conduct an informal, interactive discussion. The discussion will include the following steps:

1. A review of the employee's position description or job announcement delineating the essential functions from the marginal or auxiliary functions.
2. A determination of how the employee's disability limits their ability to perform the essential functions of their job in order to identify the employee as a qualified individual with a disability.
3. Identify potential accommodations and assessment of the effectiveness of such accommodations on the employee's job performance.
4. Identification of the type of accommodation needed.
5. The employee's preference of accommodation will be considered. The City of Farmersville has the right to select among the alternatives available, as long as they are effective.
6. Selection and implementation of the effective reasonable accommodation by the City of Farmersville will occur as soon as possible. The HR department will continue to communicate with the employee to discuss timelines for obtaining the accommodation and any possible delays.

Medical Documentation and Confidentiality

If the disability is not obvious and there is no other medical information already on record for the employee, the City of Farmersville may require the employee to provide documentation from a physician or other medical professional concerning the existence and extent of the disability.

The employee's medical information will be maintained in a separate confidential file. Any information regarding the employee's condition will only be made available on a need-to-know basis.

ADA Determination

After meeting and reviewing medical documentation, City of Farmersville's HR department will determine whether the employee is a qualified individual with a disability and develop a reasonable accommodation plan for the employee.

The plan will:

1. State whether the employee is a “qualified individual with a disability” as defined by the ADA.
2. Outline the employee’s essential job functions needing accommodation.
3. Recommend types of accommodation.
4. Determine whether any accommodations causes and undue hardship or causes a direct threat.

Type of Reasonable Accommodation

Accommodation will be determined on a case-by-case basis. The HR department will work closely with the employee and supervisor to ensure that reasonable accommodation is provided and effective.

The employee’s preference of accommodation will be considered. The City of Farmersville has the right to select among the alternatives available, as long as they are effective.

1. Some accommodations cost little or no money. Changes may include support from supervisor, additional time to complete assignments or small changes in worksite setup.
2. Some accommodations are technologically simple and easily achieved in most offices. (Examples: accessible door handle, magnifier, and additional lighting.)
3. Accommodations requiring advanced or sophisticated devices may take more time and expense to achieve. (Examples: screen reading software, CCTV, and speech synthesizer.)

Within 90 days after the accommodations have been provided, the HR department will assess the effectiveness of the accommodations in enabling the employee to perform the essential functions of the job. Additional accommodations or changes to the existing accommodations may be considered.