

Exeter General Plan 2000 to 2020

Circulation Element

Introduction

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

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

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

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

- 1) existing conditions;
- 2) an evaluation of the existing circulation system;
- 3) traffic projections and evaluations;
- 4) circulation goals;
- 5) policies and action programs;
- 6) roadway cross-section designs; and
- 7) circulation map.

Existing Conditions

Exeter General Plan 2000 to 2020

Early Circulation System

Exeter's road system was based on a grid pattern that was formed by the Southern Pacific Railroad through its subsidiary, Pacific Improvement Company. The original townsite and road system was designed by the Company in the late 1880s. The original 240-acre townsite contained roads that ran perpendicular and parallel to the Southern Pacific tracks. The early streets had rights-of-way of 80 feet and alleys that were 20 feet wide. Each block generally measured 320 feet by 400 feet.

In the early 1900s, the early street system was reoriented so that streets ran north and south and east and west. Where the two street systems met, odd shaped parcels were formed, usually triangular-shaped lots.

Present Circulation System

Since the early 1900s, a system of roadways has been constructed in the Exeter area that falls into one of the following categories - freeways, arterials, collectors, local streets and alleys. A definition of each roadway type is provided below.

Freeways/Expressways

This type of roadway does not exist in the city of Exeter. The nearest freeway is State Highway 198, about two miles north of Exeter. Caltrans is studying the feasibility of elevating Spruce Road, located one mile east of Exeter, to expressway status. Currently, it is a county-maintained arterial roadway.

Arterials

This type of roadway provides for through traffic movement on continuous routes through the city. It generally is linked to other arterials and freeways. Often times it will connect one city to another (e.g. Exeter and Farmersville). Arterials are generally 4-lane roadways, divided and undivided. Exeter has three roadways that are classified as an arterial - Visalia Road, State Highway 65 (Kaweah Avenue), and Spruce Road. Visalia Road links Exeter with two cities to the west, Farmersville and Visalia; State Highway 65 connects Exeter to State Highway 198, two miles to the north, and State Highway 137, six miles to the south, and Spruce Road, which is located on the eastern fringe of the community and is slated to be the "future" State Highway 65, links Exeter with Lindsay and Porterville to the south and Woodlake to the north.

Major Collectors

Exeter General Plan 2000 to 2020

Major collectors provide traffic movement around and through a city. They generally are connected to other collector or arterial roadways. Major collectors are generally two lanes, divided, or four lanes, undivided. Major collectors are sometimes dedicated to carrying truck traffic in addition to large volumes of automobile traffic.

Palm Street is an example of a major collector roadway. It has a right-of-way width of 80 feet. The roadway contains two travel lanes, two parking lanes, and a 15-foot median with left-turn pockets.

Minor Collectors

Minor collectors provide traffic movement through neighborhoods. They generally connect a local roadway to another collector or arterial roadway. Minor collectors generally contain two travel lanes and two parking lanes. They often provide access to two or more neighborhoods.

Vine Street is an example of a minor collector roadway. It has two travel lanes and two parking lanes and it has a right-of-way width of 60 feet.

Local Roadways

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

Railroad Roadways

When the A.T. & S.F. Railroad was extended through Exeter, three roadways, First Street, Second Street and Third Street, were constructed along with this railway improvement. These roadways were intended to serve industrial development that was developed adjacent to the railroad tracks most of which involved agriculturally-related uses like packing houses and cold storage facilities. These roadways are narrow with rights-of-way widths ranging from 30 to 50 feet.

Alleys

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

Exeter General Plan 2000 to 2020

Exeter has an extensive alley system. Most of the alleys are 20 feet wide and are unpaved.

Railroads

Exeter is crisscrossed with railroads. The Southern Pacific (SP) Railroad, constructed in the 1880s, was installed prior to the establishment of the original Exeter townsite. This railroad linked Exeter to numerous cities up and down the San Joaquin Valley.

In 1905, the Visalia Electric Railroad was constructed. It connected Exeter to Visalia to the west and Lemon Cove and Woodlake to the northeast. The line was abandoned in the 1990s and the track and ties have been removed. In fact, some of the right-of-way has been planted with citrus and olives.

In 1914, the Atchinson Topeka and Sante Fe (A.T.&S.F.) Railroad was constructed on the east side of the San Joaquin Valley. It formed the eastern boundary of the city eventually spawning numerous agriculturally-related industrial uses.

In the 1990s, the San Joaquin Valley Railroad, a private railroad company, began to operate their own trains on the SP and A.T.&S.F. lines, under lease agreements. This company is involved in the transporting of goods and materials over the rail lines.

Public Transportation

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

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

Air Service

Exeter is served by the Visalia Airport, 15 miles to the west. It provides regularly

Exeter General Plan 2000 to 2020

scheduled freight and passenger service and it furnishes private and company aircraft hangers and tie-downs

Exeter General Plan 2000 to 2020

Evaluation of Existing Circulation System

Capacity Evaluation

The ability of a roadway to carry traffic is a function of many factors, including street width, the number of travel lanes, the number of intersecting streets, the presence of signals, and the existence of medians. A roadway's traffic volume increases during "peak-hour" times - 7:00 to 8:30 a.m., 12:00 to 1:00 p.m., and 4:30 to 6:00 p.m.. To measure the traffic capacity of a roadway, a Level of Service (LOS) rating system is used. An LOS of "A" signifies a roadway that has traffic that is free flowing while a roadway with a LOS of "F" is very congested. Table No. 4 provides an interpretation of the various LOS ratings and Table No. 5 provides traffic counts for various types of roadways that are operating at a LOS of "E" - a roadway that is experiencing extreme congestion (grid-lock). Typically, an LOS of "C" is considered acceptable by the driving public, however, in smaller cities, it may be too congested for the typical driver.

Table No. 6 shows average daily traffic volumes for selected roadways in Exeter and a calculated Level of Service (LOS) rating for these roadways. Only Visalia Road from Orange to Filbert Street is operating at at an LOS that approaches a congested condition.

Intersections

Intersection analysis have been conducted at the intersections of Belmont Road and Visalia Road, and Kaweah Street and Pine Street. The Belmont/Visalia Road intersection is currently signalized while the Kaweah/Pine Street is not signalized.

The analysis of the Belmont/Visalia Road intersection, conducted by by the County of Tulare in 1995, indicated that the intersection was operating at a LOS of B during peak AM and PM hours. The analysis of the Kaweah/Pine Street intersection, conducted by TPG Consulting, Inc. in 1998, indicated that the intersection was operating at a LOS of A during peak AM and PM hours. This analysis included to-be-constructed projects on surrounding properties.

Table No. 4
Level of Service Interpretation

Exeter General Plan 2000 to 2020

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

**Table No. 5
Daily Capacities for Roadways Operating at LOS E**

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

**Table No. 6
Existing Traffic Volumes**

<u>Roadway Segment</u>	<u>Existing Traffic Volumes</u>	<u>LOS</u>
------------------------	---------------------------------	------------

Exeter General Plan 2000 to 2020

East/West

Visalia Road, Elberta to Belmont	9,000 ADT	A (.37)
Visalia Road, Belmont to Orange	10,000	A (.41)
Visalia Road, Orange to Filbert	10,000	D (.83)
Palm Avenue, Kaweah to F Street	800	A (.08)
Firebaugh Avenue, Third to Kaweah	2,000	A (.22)
Firebaugh Avenue, Kaweah to Belmont	3,000	A (.33)
Pine Street, Kaweah to F Street	4,200	A (.46)
Glaze Avenue, Kaweah to Filbert	300	A (.03)
Glaze Avenue, Filbert to Belmont	400	A (.04)

North/South

Belmont Avenue, Vine to Glaze	5,000	A (.55)
Kaweah Avenue, Sequoia to Palm	10,000	B (.66)
Kaweah Avenue, Palm to Pine	11,000	C (.73)
Spruce Road, Ave. 280 to Firebaugh	9,900	C (.82)
Spruce Road, Firebaugh to Rocky Hill	5,700	A (.47)

Source: TPG Consulting, 2000.

Connectivity

There are various neighborhoods in Exeter that would benefit from the extension of a roadway to another part of the community. Persons living in these neighborhoods would be able to travel to other parts of Exeter using a direct roadway route. Furthermore, by enhancing connectivity through Exeter, emergency vehicles are better able to access neighborhoods thereby insuring better public safety protection for residents. Also, direct routes to various points in the community facilitates less auto-related air pollution.

Traffic Safety

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

The most potentially hazardous roadways in terms of traffic safety in Exeter are Kaweah Avenue, Visalia Road, Palm Street and Rocky Hill Drive, from Kaweah Avenue to Third Street. Driving, riding or walking along these roadways is hazardous because

Exeter General Plan 2000 to 2020

of one or more of the following characteristics - volume and speed of traffic, the width of the roadway, the number of trucks or the number of pedestrians/bicyclists traveling along the roadway.

Traffic Projections and Evaluations

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

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

Exeter General Plan 2000 to 2020

2. Persons in Exeter will continue to use cars as their primary mode of transportation.
3. Uses that generate abnormally high volumes of traffic will not locate in the planning area during the planning period.
4. Current traffic flow patterns in the planning area will not change significantly, except when State Highway 65 is shifted from Kaweah Avenue to Spruce Road.
5. Spruce Road will become State Highway 65 within the planning period - 20 years.

Roadway Segment Projections

Increases in traffic volumes over the planning period for local and State roadways is going to be generated by the development of the land uses in the Exeter area and by increases in population and development in surrounding communities.

Traffic volume projections for 2020 for selected roadways in Exeter are delineated in Table No. 7. These projections are based on data from the Tulare County Association of Government's traffic model for Tulare County and for the Exeter area. Projections for State Highway 65 (Kaweah Avenue) and State Highway 198 are not provided because the city does not have jurisdiction over these roadways nor does it finance improvements along these highways.

Those roadway segments are projected for LOS levels of D, E or F during the planning period will be listed in Exeter's Capital Improvement Program (CIP). Improvements on these roadways, which will facilitate a more acceptable LOS rating - C or better - will be financed by gas tax and transportation funds, redevelopment funds and development impact fees.

**Table No. 7
Projected Traffic Volumes, 2020**

<u>Roadway Segment</u>	<u>Projected Traffic Volumes</u>	<u>LOS</u>
East/West		
Visalia Road, Elberta to Belmont	11,000 ADT	A (.45)
Visalia Road, Belmont to Orange	11,000	A (.45)
Visalia Road, Orange to Filbert	11,000	E (.91)
Palm Avenue, Kaweah to F Street	7,500	C (.75)
Firebaugh Avenue, Third to Kaweah	2,000	A (.22)

Exeter General Plan 2000 to 2020

Firebaugh Avenue, Kaweah to Filbert	9,000	F (1.0)
Firebaugh Avenue, Filbert to Belmont	3,800	A (.42)
Pine Street, Kaweah to F Street	6,000	B (.66)
Glaze Avenue, Kaweah to Filbert	2,000	A (.22)
Glaze Avenue, Filbert to Belmont	1,600	A (.17)

North/South

Belmont Avenue, Vine to Visalia Rd.	8,000	D (.88)
Belmont Avenue, Visalia Rd. to Glaze	9,000	F (1.0)
Kaweah Avenue, Sequoia to Firebaugh	18,000	C (.75)*
Spruce Road, Ave. 268 to Firebaugh	15,700	C (.65)*
Spruce Road, Firebaugh to Rocky Hill	16,300	C (.68)*

Source: TPG Consulting, 2000.

Intersection Segment Projections

TPG Consulting, using projected traffic counts from the TCAG traffic model and roadway geometric and land use information, identified which intersections would require some type of signalization and/or modification to an existing signal system during the planning period. The intersections are: Visalia Road and Elberta Avenue, Belmont Road and Visalia Road, Kaweah Avenue and Firebaugh Avenue, and Kaweah Avenue and Rocky Hill Drive. Improvements at these intersections, which will facilitate a more acceptable LOS rating, will be financed by gas tax and transportation funds, redevelopment funds and development impact fees.

Circulation Issues and Goals

Circulation goals express general community values as they relate to travel, traffic safety, mobility and funding for maintenance, construction and reconstruction. Some of the goals listed below are the product of previously approved general plan elements or specific plans. Other goals were fashioned by Exeter's general plan committee, planning commission and city council.

Traffic

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

Exeter General Plan 2000 to 2020

minimize traffic impacts on the community.

- Insure that streets and intersections in Exeter are not congested.
- Insure that traffic on Exeter's streets operates in an efficient and safe manner.
- Provide for long-term financing for street construction and maintenance.

Expressways

A freeway does not presently exist within Exeter's planning area; however, Caltrans is planning to designate and upgrade Spruce Road to expressway status - State Route 65. This route, which forms the eastern boundary of Exeter's planning area, will carry traffic along the east side of the San Joaquin Valley from Bakersfield to State Highway 198. It is important that the segment of Spruce Road adjacent to the Exeter planning area be provided with proper interchanges and signage so that persons can effectively access Exeter proper.

- Insure that there is an interchanges at Spruce Road and Firebaugh Avenue.
- Provide signage advertising Exeter along Spruce Road (State Route 65).

Arterials

Arterial roadways carry the greatest volumes of traffic in Exeter. Traffic on these roadways travels at a high rate of speed and carry a significant number of trucks, making these roadways noisy. Because of these characteristics, the design, location and types of land uses developed adjacent to these roadways must be carefully planned.

Most persons in Exeter will travel on an arterial at least once a day. Travel efficiency on these roadways is important for two reasons: (1) congested traffic conditions cause the traveler to be late to their destination and (2) congestion creates greater amounts of air pollution, already a significant environmental problem in the Valley. Traffic that moves smoothly and efficiently along an arterial minimizes these two problems.

- Provide an arterial road system that conveys traffic in an efficient and safe manner.
- Arterials should be visually pleasing.

Exeter General Plan 2000 to 2020

- The following roadways shall be designated as arterials by the Circulation Element.

Arterials

<u>East/West Arterials</u>	<u>ROW width</u>	<u>Paved width</u>	<u>Planned Features</u>
Visalia Road, Elberta to Orange Street	84 feet	64 feet	10 to 12-foot median and bikepath; truck route
Visalia Road, Orange to Palm Street	60 feet	40 feet	bikepath; truck route
Palm Street, G Street to Kaweah Avenue	80 feet	60 feet	10 to 12-foot median and bikepath; truck route
<u>North/South Arterial</u>	<u>ROW width</u>	<u>Paved width</u>	<u>Planned Features</u>
Kaweah Avenue	80 feet	60 feet	10 to 12-foot median; truck route

Collectors

Aside from arterials, collectors carry the greatest amount of traffic in a city. Unlike arterials, collectors traverse residential neighborhoods and connect one neighborhood to another. It is this type of roadway that drains traffic from a neighborhood and conveys it towards other collector or arterial roadways. Because collectors pass through neighborhoods, their effectiveness to channel traffic can be diminished by the

Exeter General Plan 2000 to 2020

design of land uses adjacent to the roadway. If these uses are designed so that they haphazardly funnel traffic onto the collector, the efficiency of the collector is reduced.

Collectors that conduct truck traffic must be located where they will not have an adverse impact on existing neighborhoods and yet be able to conduct truck traffic effectively.

Due to their proximity to residential neighborhoods, collector roadways can have an impact neighborhoods if not properly located or designed. The volume of traffic, the level of noise and a collector's appearance can affect an adjacent neighborhood. It is important to properly plan and design these roadways so that they are an asset to the community and the neighborhood and not a detraction.

- Provide efficient and safe circulation access to all parts of Exeter.
- A collector system that provides for truck traffic but not at the expense of the community or adjacent residential neighborhoods.
- The following roadways shall be designated as major collectors by the Circulation Element.

Major Collectors

<u>East/West Collectors</u>	<u>ROW width</u>	<u>Paved width</u>	<u>Planned Features</u>
Firebaugh, G Street to Kaweah Avenue	60 feet	40 feet	Truck Route
Firebaugh, First Street to Spruce Road (SR 65)	60 (40) feet	40 (22) feet	Truck Route
Glaze Avenue, Belmont to Kaweah Avenue	60 feet	40 feet	Truck Route
Rocky Hill Drive, First Street to Spruce Road	60 (50) feet	40 (22) feet	Truck Route and bikepath
<u>North/South Collectors</u>	<u>ROW width</u>	<u>Paved width</u>	<u>Planned Features</u>

Exeter General Plan 2000 to 2020

Belmont Road	60 feet	40 feet	Bikepath
G Street	80 feet	60 feet	Truck Route
F Street	80 feet	60 feet	Truck Route
Third Street	60 (50) feet	40 (22) feet	Truck Route
Industrial Drive	60 feet	40 feet	Truck Route

Minor Collectors

<u>East/West Collectors</u>	<u>ROW width</u>	<u>Paved width</u>	<u>Planned Features</u>
Vine Avenue	60 feet	40 feet	NA
Chestnut Street	60 feet	40 feet	School Route
Sequoia Drive	60 feet	40 feet	School Route
Firebaugh, 1st to Kaweah	60 feet	40 feet	NA
Firebaugh, G to Belmont	60 (40) feet	40 (30) feet	School Route
Rocky Hill, Pine to 1st	60 (50) feet	40 feet	School Route
Pine Street, F to Kaweah	80 feet	60 feet	Main Street

<u>North/South Collectors</u>	<u>ROW width</u>	<u>Paved width</u>	<u>Planned Features</u>
Elberta Avenue	60 feet	40 feet	NA
Filbert Street	60 to 80 feet	40 to 60 feet	NA
D Street	60 feet	40 feet	NA

Exeter General Plan 2000 to 2020

Parking

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

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

- Provide adequate public parking in the downtown.
- Insure that adequate off-street parking is provided by new development.
- Encourage the joint use of parking lots.
- Design parking lots that are safe, visually pleasing and convenient.

School Routes

School-aged children walking or riding to school should be provided with a safe routes-to-school. There are a number of roadways in Exeter that are used extensively by children traveling to and from school. Sidewalks should be constructed along both sides of roadways leading to schools in Exeter.

- Provide safe route-to-school improvements for school-aged children.
- Provide direct routes to school from adjoining neighborhoods.

Street Design

Exeter General Plan 2000 to 2020

The primary purpose of a street is to carry traffic from one point to another. Streets, however, do not have to be a sterile public improvement that negatively impacts adjacent land uses. In fact, streets can be designed so that they can enrich the adjacent land use, using features like trees, decorative lighting, public art, and well designed signage. For example, the Circulation Element has identified certain streets in Exeter that are proposed for landscaped medians, including Kaweah Street, Palm Avenue, and Visalia Road.

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

Intersections

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

Signalization is not the only means of controlling traffic at intersections. For hundreds of years Europe and Mexico have used roundabouts to control traffic at intersecting streets. In addition, the interior portion of the roundabout often contains a visual feature, like a fountain, statue, or landscaping. The Circulation Element has designated two intersections for roundabouts. They are Pine and C Street and Pine and Filbert Street.

- Insure that busy intersections are properly signalized thereby insuring safe and effective traffic maneuvers.
- Seek innovative methods of controlling traffic at busy intersections within the Exeter planning area.

Alternative Modes of Transportation

Exeter General Plan 2000 to 2020

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

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

- Promote alternative modes of transportation, including bicycles, buses, trains and walking.
- Insure that bike and pedestrian pathways are properly located, safe and well-designed.

Truck Traffic

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

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

Railroads

Exeter is either blessed or cursed with an inordinate number of rail lines traversing the city. On the positive side, the rail lines provide an alternative to trucks for the shipping and receiving of goods and products. As a matter of fact, Exeter's prominence in the citrus and deciduous fruit industry is closely tied to these rail lines. On the other hand, the trains cause traffic delays, create noise and vibrations as they pass through town and railroad rights-of-way are often unsightly and poorly maintained.

The railroad companies have extensive landholdings in Exeter, much of which, is zoned industrial. There are economic development opportunities along the railroads if some of this excess land is sold.

Exeter General Plan 2000 to 2020

- The city shall coordinate with the railroad companies to insure that crossings are safe and that trains travel through the community in a safe and effective manner.
- The City shall work with railroad companies in the marketing of their excess landholdings.

Bikepaths and Pedestrian Pathways

Due to Exeter's close proximity to Rock Hill and Yokohl Valley, both of which are popular areas for competitive bikers, the city receives a considerable amount of through bike traffic. When added to the local bike traffic generated by school-aged children, it is important to properly locate and design Exeter's bikepath system.

By encourages persons to walk in Exeter, personal contact is promoted. This interaction makes for a more close-knit community in addition to promoting a more healthy lifestyle.

- Encourage persons to ride bikes for health reasons as well as for environmental reasons.
- Design a bikepath system that encourages persons from other communities to bike to Exeter.
- Insure that Exeter's bikepath system is consistent with the Tulare County Bicycle Transportation Plan.
- Encourage persons to walk in Exeter by promoting pedestrian-friendly design.

Landscaped Medians and Street Trees

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

- Overly wide streets in Exeter should be considered for a tree-lined median,
- The downtown area should be planted with street trees that provide shade, color and interest.

Exeter General Plan 2000 to 2020

Circulation Policies and Actions (Implementation Measures)

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

Traffic

- Insure that streets and intersections in Exeter are not congested.
 - Insure that traffic on Exeter's streets operates in an efficient and safe manner.
 - Provide for long-term financing for street construction and maintenance.
1. A level of service (LOS) C will be the desirable minimum service level in Exeter at which highway, arterial and collector segments will operate. A level of service of B will be the desirable minimum service level in Exeter at which intersections will operate.
 - a. The City will program into its 5-year capital budget, street improvements that will insure the specified level of service (LOS) is not exceeded in the city limits. Funds for these street improvement projects will come from gas tax and transportation funds.
 - b. The City shall develop a traffic impact fee for new development in Exeter. Said fee shall be consistent with the requirements of AB 1600.
 - c. The City, working with Caltrans, will periodically check traffic warrants at intersections along State Highway 65 (Kaweah Street) in order to plan for proper signalization and turn lanes at these intersections.
 2. Land use projects which generate large amounts of traffic shall be precluded from channeling traffic onto local roadways.
 - a. The Planning Department shall recommend denial of discretionary land use projects to the Planning Commission and City Council that are inconsistent with this policy.

Expressways

Exeter General Plan 2000 to 2020

- Insure that there is an interchange at Spruce Road and Firebaugh Avenue.
 - Provide signage advertising Exeter along Spruce Road (State Route 65).
1. Study the future design of Rocky Hill Drive and Firebaugh Avenue west from Spruce Road for truck access and automobile access into Exeter proper.
 - a. The City should contract with a traffic consultant to prepare a preliminary road design for these two roadways.
 - b. The City should work with CALTRANS to insure that the design of the intersections at Spruce Road provide for adequate access into Exeter from this roadway.
 - c. Design of these intersections should also include proper signage for Exeter.

Arterials

- Provide an arterial road system that conveys traffic in an efficient and safe manner.
 - Arterials should be visually pleasing.
1. Study reconfiguring Visalia Road, Palm Avenue, and Kaweah Avenue to provide a landscaped median, left-turn lanes and bike lanes.
 - a. The City should contract with a traffic consultant to prepare a preliminary road design for these three roadways.
 - b. The City should seek state and federal funds to construct improvements along these roadways, including medians, signals and left-turn pockets.
 - c. The City shall develop a landscaped median development impact fee on new development. Said fee shall be consistent with the requirements of AB 1600.
 - d. Arterial roadways will be constructed consistent, where possible, with street cross-section illustrations contained in the Circulation Element.
 2. Driveways that intersect with arterials should be kept to a minimum and, if possible,

Exeter General Plan 2000 to 2020

should be reduced when redevelopment occurs along an arterial roadway.

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

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

a. The Public Works Department will coordinate with Caltrans to insure that left turn lanes are constructed along Kaweah Avenue.

4. New driveways constructed onto Kaweah Avenue shall meet Caltran's construction specifications.

a. Through Exeter's site plan review process, Caltrans will review all new construction projects along Kaweah Avenue.

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

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

6. The City shall analyze the couplet where Visalia Road links with Palm Avenue in regards to traffic flow, right-of-way, and roadway construction.

a. This study shall determine if reconstruction of this couplet is necessary based on traffic safety and future traffic volumes.

Collectors

- Provide efficient and safe circulation access to all parts of Exeter.
- Provide a collector system that encourages truck traffic but not at the expense of the community or adjacent neighborhoods.

1. Driveways that intersect with collectors should be kept to a minimum and, if possible, should be reduced when redevelopment occurs along this type of roadway.

a. Through the site plan review process, the Planning and Engineering

Exeter General Plan 2000 to 2020

Departments will discourage development designs that create this condition.

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

a. Through the site plan review process, the Planning and Engineering Departments will require this design feature.

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

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

4. If possible, major collector roadways should contain sufficient right-of-way for two travel lanes, two bike lanes, two parking lanes and a median/turn lane; and minor collectors should have sufficient right-of-way for two travel lanes, two parking lanes, two 6-foot parkways, and two 4 1/2-foot sidewalks.

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

5. All street improvement projects, including widening, closing, or constructing new roadways, will be reviewed by the Planning and Engineering Departments to confirm that the project is consistent with the Circulation Element.

a. The Planning and Engineering Departments will review development projects to determine consistency with the Circulation Element during site plan or subdivision review.

Parking

- Provide adequate public parking in the downtown.
- Insure that adequate off-street parking is provided by new development.
- Encourage the joint use of parking lots.

Exeter General Plan 2000 to 2020

- Design parking lots that are safe, visually pleasing and convenient.
- 1. Off-street parking in the downtown shall be located on the side or at the rear of building(s).
- 2. Parking lots for new uses shall contain landscaping, proper lighting and shall be properly designed to insure maneuverability of vehicles and pedestrians.
 - a. Through the site plan review process, the Planning and Engineering Departments will insure that the design of new parking lots contain these features.
 - b. The Zoning Ordinance shall be amended to include parking lot design standards, including a requirement for fifty (50) percent shading within a 10-year time period. Rows of parking stalls shall be interrupted with a tree-containing planters.
 - c. Pedestrian pathways through parking lots shall be clearly delineated using improvements such as landscaping, lighting and pavement material.
- 3. Parking lots located adjacent to residentially designated land shall be separated by a 6-foot block wall, which is landscaped with vines, shrubs or trees. Parking lots adjacent to streets shall be separated by a low wall, which is landscaped on both sides.
- 4. New parking lots along Kaweah Avenue and Visalia Road should be designed so that the parking lot does not occupy the entire frontage of the site.
 - a. Through the site plan review process, the Planning Department will insure that the design of new parking lots will be consistent with this policy.
- 5. The City and/or the Exeter Redevelopment Agency may consider the purchase of land in the downtown for use as a public parking lot.

Street Design

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

Exeter General Plan 2000 to 2020

1. The City should prepare a streetscape design plan that will establish a 20-year improvement program for the construction of landscaped medians for specific roadways in Exeter. This Plan should include details for lighting, landscaping and signing.

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

b. The City shall apply for urban forestry grants to assist in the funding of constructing landscaped medians.

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

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

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

Intersections

- Insure that busy intersections are properly signalized thereby insuring safe and effective traffic maneuvers.
- Seek innovative methods of controlling traffic at busy intersections within the Exeter planning area.

1. The City shall adopt a development impact fee that finances the signalization of intersections.

a. The City will periodically review the levels of service ratings at major

Exeter General Plan 2000 to 2020

intersections in Exeter to determine if signals should be installed.

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

2. The City shall construct roundabouts at the intersection of Pine Street and Rocky Hill Drive and at the intersection of Pine Street and Filbert Street.

a. The Engineering and Planning Departments will prepare the design plan for these roundabouts.

b. The City shall seek public input in regards to the interior treatment of the roundabouts.

Transit

- Promote alternative modes of transportation, including bicycles, buses, trains and walking.
- Reduce automobile use by improving transit service and encouraging transit use.

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

a. New developments adjacent to arterial or collector streets shall include bus loading zones.

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

c. Improve transit line coverage and frequency throughout Exeter and to adjacent cities, with particular emphasis on service to the downtown, employment centers, and social services.

Truck Traffic

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

Exeter General Plan 2000 to 2020

1. Identify truck routes on the Exeter Circulation Element map.
2. Prohibit through truck traffic on streets that are not identified as truck routes.
 - a. Direct truck traffic away from residential areas and other sensitive land uses.
 - b. The Public Works Department shall install truck route signage.
 - c. Consider using county roads to divert truck traffic through or around Exeter to avoid sensitive land uses.

Railroads

- The city shall coordinate with the railroad companies to insure that crossings are safe and that trains travel through the community in a safe and effective manner.
 - The City shall work with railroad companies in the marketing of their excess landholdings.
1. In order to insure circulation connectivity in Exeter, railroad crossings will be constructed.
 - a. Adoption of the Circulation Map will implement this policy.
 - b. The City will calculate and implement development impact fees for railroad crossings consistent with the Circulation Element map.
 2. *Two railroad crossing sites should be explored by the City for the potential construction of a crossing roadway, Elberta Road and the Southern Pacific Railroad and Vine Street and the Southern Pacific Railroad.*

Bikepaths and Pedestrian Pathways

- Encourage persons to ride bikes for health reasons as well as for environmental reasons.
- Design a bikepath system that encourages persons from other communities to

Exeter General Plan 2000 to 2020

bike to Exeter.

- Insure that Exeter's bikepath system is consistent with the Tulare County Bicycle Transportation Plan.
- Encourage persons to walk in Exeter by promoting pedestrian-friendly design.

1. Develop a bike path plan for the City of Exeter.

- a. Design the Plan so that some of the bike path segments are not along surface streets but along railroad rights-of-way, parks and ditch easements.
- b. Apply for state and federal funds to finance the construction of the bikepath system.
- c. Insure that subdivisions are designed so that persons riding bikes can access adjacent properties from the neighborhood.
- d. Work with the county of Tulare to insure that Exeter's Plan is linked to any bike plan that the county might prepare.
- e. Consider implementing traffic calming designs where bike paths cross surface streets.
- f. Bikepaths will be constructed consistent with the bikepath cross-section illustrated in Appendix A of the Circulation Element.

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

- a. Maintain and repair sidewalks to make them safe for pedestrians.
- b. Plant existing parkways that are devoid of trees to make the walking experience more enjoyable.
- c. Provide signage for walking paths.
- d. Investigate the use of ditch easements and railroad rights-of-way for walking paths.

Landscaped Medians and Street Trees

Exeter General Plan 2000 to 2020

- Overly wide streets in Exeter should be considered for a tree-lined median or tree-lined parkway.
 - The downtown area should be planted with street trees that provide shade, color and interest.
1. Existing parkways that do not contain trees should be planted with trees.
 - a. The City should apply for an urban forestry grant to pay for the cost of installing street trees.
 2. Parkway that contain trees that have broken or lifted adjacent sidewalk shall be removed and replaced with more appropriate street trees.
 3. Parkway that have been filled with pavement shall be opened up and planted with appropriate street trees.

Exeter General Plan 2000 to 2020

Roadway Cross-Section Designs

Exeter General Plan 2000 to 2020

Circulation Map

Exhibit No. 6 delineates the different types of roadway types and routes of other types of transportation in the Exeter planning area.