ROLL CALL: Council Member McCracken, Council Member P. Martinez, Council Member Hernandez, Mayor Pro Tem F. Martinez, Mayor Hamilton

Pledge of Allegiance led by Mayor Pro Tem Felipe Martinez
Invocation – A moment of silence was observed.

ORAL COMMUNICATIONS
- Greg Woodard, 1055 W. Morton, came forward to state that he had some questions that would probably be answered by staff during the study session.

SCHEDULED MATTER
1. STUDY SESSION ON GENERAL PLAN CIRCULATION POLICY CONCEPTS

City Manager Longley explained that the purpose of the meeting was to consider and discuss the draft set of Goals and Policy Initiatives that would guide the development of the future circulation system. Community Development Director Brad Dunlap then proceeded with his presentation to the Council.

Mr. Dunlap stated that the policies that would be presented had been presented to the General Plan Update Advisory Committee, and represented the general consensus of what had developed thus far. He indicated that he had put together some slides that represented some of the concepts that were presented in the General Plan, and his presentation would consist of a quick overview of particular types of policies and a walkthrough of significant draft policies.

Mr. Dunlap presented to the Council a copy of the General Plan Concept Drawing, and explained that the concentric rings were representative of neighborhood centers; a concept of Neo-traditional type development. He then explained, at Mayor Hamilton’s request, what the different colors on the map represented.

Mr. Dunlap introduced the concept of Multiple Modes of Transportation. He spoke of bicycle and pedestrian pathways, and referenced slides of Visalia as examples. He then mentioned other aspects of Multimodal Transportation, which included: transit, trucking and goods movement, as well as the City’s airport.

Mr. Dunlap stated that he wanted Council to be aware of a policy to improve the appearance of the City’s arterial and collector street corridors. He added that another component for discussion was that the concept or policies promoted a distribution of traffic that allows for reducing overall street widths. He then indicated that he would be addressing a policy to consider alternative orientation of new residential development, adjacent to arterial and collector streets; limiting the number of cul-de-sacs that may be included in new subdivisions which
promotes the connectivity; using traffic calming measures and new developments to include narrowing of the streets, bulbs and signage; establishing guiding policies for implementation of an expanded transit system; the incorporation of transportation demand management strategies and new developments; enhancing landscaping requirements and new parking lots, directing new parking lots away from the street; and promoting the intensification of the airport through new policy initiatives.

Mr. Dunlap highlighted specific draft policies for the Council from Attachment 1; and explained that the “G” numbers represented goals, while the “I” numbers represented an implementing measure to attain the goals. He provided slides of existing residential developments in reference to Policy 4.2-I-3; which addressed access points or outlets in subdivisions, limiting the number of cul-de-sacs and providing stubs in new residential communities on undeveloped land. Mayor Hamilton inquired why the number of outlets in a development was determined by acreage as opposed to density. Mr. Dunlap responded that it could be calculated by density as well. Mayor Pro Tem Felipe Martinez asked Mr. Dunlap how the amount of access points would apply to a certain new development near Highway 190, and if the concept of the neighboring center could be implemented in that same area. Mr. Dunlap responded by explaining how density could be a factor in determining the amount of necessary outlets, and that the implementation of neighborhood centers was intended for areas moving toward development. A discussion ensued regarding the disadvantages of cul-de-sacs and the benefits of managing the number of them.

Mr. Dunlap spoke briefly of studies that found that fewer accidents occurred on narrower streets, because the narrower streets helped to keep speeds down.

Mr. Dunlap presented the Council with slides that demonstrated the layouts for different street types: collector streets, residential streets, commercial streets and arterial streets. He pointed out that the trees were beneficial in regard to Global Warming, and mentioned that the concept is addressed in the General Plan. He then provided the Council with pictures of streets in Visalia and Bakersfield for reference.

- Mr. Woodard asked if it would be possible to move the bike lanes from the street to the sidewalk. Parks & Leisure Services Director Perrine stated that moving the bike lane from the street creates a hazardous situation for the bicyclists, especially in intersections and driveways.

Council Member Pedro Martinez raised the issue of water conservation in relation to the planting of additional trees. Mr. Dunlap explained how the type of tree planted, and the way in which they were maintained would address the issue of water usage. A brief discussion ensued regarding landscape planter and sidewalk width.

- Mr. Greg Shelton, 888 N. Williford, inquired about the maintenance of the landscaped areas.

Mr. Dunlap continued to go through slides of different streets and developments, which demonstrated the concepts that were contained within the draft set of Goals and Policy Initiatives.
Some of the examples included: the positioning of public space in homes; use of alleys in residential areas; openings of cul-de-sacs to allow for pedestrian and bicycle access; use of trees in parking lots; and screening of parking lots from streets.

Mr. Dunlap spoke of additional issues such as: the accentuation of transit aspects in the plan; encouraging bus stops in neighboring centers; a two-tiered transportation impact fee; a better system of frontage roads to allow for dispersal of traffic; the coordination of City Transportation Demand Management programs with other public and private agencies; promotion of the use of bicycles to alleviate vehicle traffic and improve public health; promoting pedestrian activity; amending the Zoning Ordinance to require bicycle facilities at large commercial and industrial employer sites; giving bikes equal treatment in terms of provisions for safety and comfort on arterials and collectors as motor vehicles; requiring all new parking lots to include tree plantings; directing new parking lots away from the streets; designation of truck and tractor vehicle overnight parking at key freeway oriented locations; increasing the availability of City owned aircraft canopy and hangar facilities to facilitate the commercial stability of the Porterville Airport; developing an action plan for the planned improvements in the 2006 Airport Layout Plan; and to evaluate – and where necessary, upgrade – pedestrian, bicycle and automobile at-grade railroad crossings, that meet California Public Utilities Commission’s standards for increased traffic volumes and safety.

A brief conversation ensued in regard to the frontage roads systems and how they would pertain to traffic between Main Street and Plano. Also discussed were Vandalia Street, Jaye Street and Poplar Avenue.

Public Works Director Baldo Rodriguez commented on the concept of the use of alleyways. A discussion ensued regarding the use of alleyways, and the rehabilitation of streets. Mr. Dunlap pointed out that the proposed use of alleyways was an example of how to accommodate houses or buildings fronting on arterial or collector streets in lieu of driveways, so it wouldn’t be used everywhere. He noted that Jaye Street, north of Orange Avenue was a good example of an instance where the implementation of an alleyway would be beneficial. Mr. Woodard mentioned that putting front-loaded houses along collector streets presented the ability to develop affordable and possibly higher density product along high traffic areas. Mr. Rodriguez indicated that refuse trucks sustained the most damage in cul-de-sacs.

- Mr. Woodard commented that the use of alleys could open up possibilities for properties that would normally be considered problematic properties.

Mr. Dunlap addressed Council Member Pedro Martinez’s concerns about traffic jams by stating that the intent of the plan was to provide for better distribution of traffic. He stated that in that type of plan, putting a signal at each intersection would not work, and that right turn only lanes may need to be implemented.

Mr. Woodard requested clarification from Mr. Dunlap regarding Section 4.1-I-19, which covered the Lake Success Planning Area, which was then provided.
Mayor Hamilton asked if Police and Fire took part in developing the Goals and Policy Initiatives, to which Mr. Dunlap answered that all the departments had provided input. The Mayor then indicated that he was not a fan of narrow streets. In response, Mayor Pro Tem Felipe Martinez re-iterated some of the benefits of the narrower streets. Council Member Pedro Martinez agreed that he did not favor the narrower streets. Mayor Hamilton stated that he would need to go out and drive some of the narrower streets to figure out how he felt about them.

Mr. Dunlap suggested a field trip to Bakersfield or Visalia in order to view some of the areas presented as examples in his presentation. He indicated that he, with consideration to Council’s comments, would continue to move forward with the concepts presented. Council agreed that they were comfortable with moving forward.

Council Member Pete McCracken commended staff on a job well done. He stated that he did not feel the need for a field trip, and that he was in support of what staff had proposed.

ORAL COMMUNICATIONS
None

OTHER MATTERS
None

ADJOURNMENT

The Council adjourned at 8:53 p.m. to the Council Meeting of June 19, 2007.

Patrice Hildreth, Deputy City Clerk
By: Luisa Herrera

SEAL

Cameron Hamilton, Mayor