

AGENDA
PARKING AND TRAFFIC COMMISSION
of the
CITY OF HANFORD

COUNCIL CHAMBERS
400 N. Douty St.
5:30 PM, Thursday, May 26, 2016

CALL TO ORDER

ROLL CALL

FLAG SALUTE

MINUTES APPROVAL

1. Approve minutes from March, 24 2016 Parking & Traffic Commission Meeting

PUBLIC COMMENT

*This is the time for citizens to comment on subject matters not on the agenda and that are within the jurisdiction of the Commission. A maximum of **five minutes** is allowed for each speaker. Please begin your comments by stating your name and providing your city of residence.*

STAFF REPORTS

2. Suggested Routes to School, Pioneer Elementary School District
3. Suggested Routes to School, Hanford Elementary School District
4. "No Parking" designation - on both sides of Kings County Drive between 12th Avenue and Lacey Boulevard.
5. Install Two-way Stop on Scott Street at Phillips Street for Public Safety.
6. Recommendation for approval of the Transportation Projects- Five Year Capital Plan

STAFF COMMUNICATION

7. City Council Actions

COMMISSIONERS ITEMS OF INTEREST

ADJOURNMENT

Materials related to an item on this Agenda submitted to the Parking & Traffic Commission after distribution of the agenda packet are available to public inspection in the Public Works Office located at 900 S. 10th Avenue, Hanford, California 93230, during normal business hours. Such documents are also available at the city's website, www.cityofhanfordca.com subject to staff's ability to post documents before the meeting.

If you need a disability-related modification or accommodation, including auxiliary aids or services, to participate in this meeting, please contact the Public Works office, 559-585-7166, 900 S. 10th Avenue, Hanford, California 93230, at least 2 days prior to the meeting {28 CFR 35.102.35.104 ADA Title II}



AGENDA STAFF REPORT

MEETING DATE: 5/26/2016	AGENDA SECTION: 1
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SUBJECT:

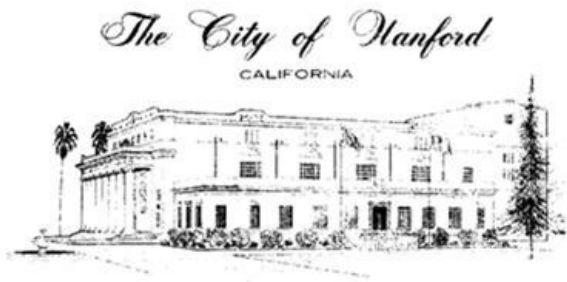
Approve minutes from March, 24 2016 Parking & Traffic Commission Meeting

RECOMMENDATION:

That the Parking & Traffic Commission, by motion, approve the March, 24 2016 Parking & Traffic Commission minutes.

FISCAL IMPACT:**ATTACHMENTS:**

3.24.16 minutes



MINUTES
PARKING AND TRAFFIC COMMISSION
of the
CITY OF HANFORD

COUNCIL CHAMBERS
400 N. Douty St.
5:30 PM, Thursday, March 24, 2016

CALL TO ORDER

ROLL CALL

Attendee Name	Title	Status	Arrived
Richard Butts	Chairman	Absent	
Glenda Dwyer	Commissioner	Present	
James MacLellan	Vice-Chairman	Present	
Shaka Sudds	Commissioner	Present	
Alex Dwiggins	Commissioner	Present	

Also in attendance:

Tim Brown

Sandra Galletti

Gray Schoenborn

Irene Espinoza

Lavonna Hedrick

Allison Antuna

Evelia Gallia

Gabriela Lepez (High School student)

Evelina Martinez (High School student)

Viridiana Rubalcara (High School student)

Jason Coplin (High School student)

FLAG SALUTE

Vice Chairman MacLellan led the flag salute.

MINUTES APPROVAL

- 1. Approve minutes from January, 28 2016 Parking & Traffic Commission Meeting**

Attachment: 3.24.16 minutes (1494 : Minutes Approval)

RESULT:	APPROVED [3 TO 0]
MOVER:	Shaka Sudds, Commissioner
SECONDER:	Glenda Dwyer, Commissioner
AYES:	Dwyer, MacLellan, Sudds
ABSTAIN:	Dwiggins
ABSENT:	Butts

PUBLIC COMMENT

*This is the time for citizens to comment on subject matters not on the agenda and that are within the jurisdiction of the Commission. A maximum of **five minutes** is allowed for each speaker. Please begin your comments by stating your name and providing your city of residence.*

There were none.

STAFF REPORTS

2. INTERSECTION STUDY - IVY STREET AND PARK AVENUE

Staff presented a request for a 4-way stop at Park Avenue and Ivy Street.

Commissioner DWYER asked that if the Parking & Traffic Commission disagreed with the staffs recommendation not to create a 4-way stop at this intersection, if it would then go to City Council and they would make the decision.

Staff informed Commissioners that if they disagreed with staffs recommendation and moved forward, that the item would go to City Council with a recommendation from the Commission, but the staff would not be able to support. The Council would then make the decision.

Commissioner MacLELLAN asked if the gate adjacent to the intersection is kept locked.

Commissioner SUDDS stated that the gate remains locked during school hours. However, it is unlocked for softball and other events.

Commissioner DWYER stated that any accidents bother her and that the accidents occurred in the afternoon, and she believed that the sun isn't the issue.

Commissioner MacLELLAN stated that the reports sounded like drivers were running stop signs.

Staff informed Commissioners that there was one vehicle that ran the stop, and several vehicles that stopped but then proceeded out in front of on-coming traffic as well a vehicle that was making a wide turn into on-coming traffic.

Commissioner DWYER stated that she believes that the traffic volume is high enough to warrant the 4-way stop.

Staff informed Commissioners that based on the MUTCD warrant(s), there were only 2 hours that had 300+ vehicles entering the intersection during the study. The volume warrant requires that there be 8 hours at this volume.

Commissioner SUDDS stated that she was aware that city staff has guidelines they have to follow, but as a community we are capable of doing something. Such as schools providing crossing guards and police officers monitoring the area.

Commissioner DWYER stated that none of the accidents involved children crossing the road, and wanted to keep it that way.

Tim Brown, resident, commented that the gates are unlocked only while children are going and coming from school and they are fighting traffic while crossing on their way to school.

Commissioner DWIGGINS stated that none of the speed study's show the 85 percentile over the speed limit and that one accident was due to speeding with a blatant disregard.

Commissioner DWYER asked if staff has ever modified or went against the MUTCD in the past because staff felt it was warranted.

Staff responded due to liability and design immunity that they typically will not go against the MUTCD warrants, and were not aware of any recent instances where staff did go against the traffic study data.

Commissioner DWIGGINS stated that the accidents were caused by negligent drivers and no amount of signs

can correct that.

Commissioner DWYER asked if the study's account for the traffic that is trying to bypass the trains.

Staff stated that the city has 50+ trains a day and that the study is a 24 hour study.

Commissioner MacLELLAN opened the floor to public comments.

Tim Brown stated that he has been a resident of Hanford since 1991 and that he disagrees with the city's findings. He has asked the city several times to place a 4-way at the intersection of Ivy Street and Park Avenue.

There have been several non-reported accidents. Without a 4-way stop drivers are just sitting ducks.

Commissioner DWIGGINS asked if a citizen could call in a accident to PD if the other drivers do not, and would it be included in the accident count.

Staff stated that citizens can call in accidents, but the PD must be able to take information from vehicles involved to file a report.

Sandra Galletti stated that she has been a resident since the 1960's and that she was involved in an accident at this intersection "not her fault". She also said that vehicles are passing other vehicles mid-block and that she believes that a 4-way stop would help with the traffic congestion and would slow the traffic down. She asked that PD pay more attention to this intersection.

Commissioner SUDDS stated that it is understood that it is not warranted but its obvious that the citizens want the 4-way stop and the Commission should pass this on to City Council to allow the citizens to have their day at City Council.

Gary Schoenborn a citizen of Hanford stated that he believes that since Greenfield Avenue was opened to 12th Avenue, the traffic on Ivy Street has increased due to vehicles cutting across Elm and Ivy rather than using Lacey Blvd..

Commissioner DWYER asked the public if there were anything they could think of short of the 4-way stop that the Commissioners could recommend to staff to help with this intersection.

Tim Brown stated he thought that a blinking light on the stop signs would help.

Commissioner MacLELLAN closed public comments.

Commissioner MacLELLAN would like to see advanced warning to the stop signs on Park Avenue at Ivy Street.

Commissioner DWYER stated the she would like to see advanced warning signs as well as painted legends

Commissioner SUDDS made a motion to accept the staff report with a recommendation to place mitigation to include advanced warning signs both on poles and painted legends on the pavement for north and south bound Park Avenue at Ivy Street.

RESULT:	APPROVED [UNANIMOUS]
MOVER:	Shaka Sudds, Commissioner
SECONDER:	Glenda Dwyer, Commissioner
AYES:	Dwyer, MacLellan, Sudds, Dwiggins
ABSENT:	Butts

3. INTERSECTION STUDY - CERRITOS AVENUE AT HUMBOLT DRIVE

Staff presented a request for a traffic study at the intersection of Cerritos Avenue and Humbolt Drive.

Commissioner MacLELLAN asked commissioners if there was any discussion.

Commissioner DWYER asked if there were any oppositions.

Commissioner DWYER made a motion to accept staffs recommendation to install stop signs on east and west bound Humbolt Drive at Cerritos Avenue and to change section 10.32.010 of the Municipal Code to include a two-way stop at this intersection.

RESULT:	APPROVED [UNANIMOUS]
MOVER:	Glenda Dwyer, Commissioner
SECONDER:	Alex Dwiggins, Commissioner
AYES:	Dwyer, MacLellan, Sudds, Dwiggins
ABSENT:	Butts

STAFF COMMUNICATION

4. City Council Actions

Staff commented briefly on Actions of the City Council

COMMISSIONERS ITEMS OF INTEREST

Commissioner DWYER stated that the lights at Redington Street and Lacey Boulevard are not lined up with the perspective travel lane. Staff stated to move the lights closer to there perspective travel lanes would need new longer arms and would be a large expenditure for the city.

Commissioner SUDDS asked staff if a notice could be placed on the City's website regarding boat and RV parking restrictions. Staff stated it shouldn't be a problem and would look into it.

Commissioner SUDDS asked If the Main Street Hanford kiosk on the NW corner of Irwin Street and Seventh Street is to close to the curb on Irwin Street. She believes it is a visibility issue. Staff stated that it would be investigated.

Commissioner MacLELLAN asked how often does the city repaint the striping and legends. Staff stated that the city, by contract, has all the striping done every year. All of the legends are done by the streets department as they can get to them.

ADJOURNMENT

Vice-Chairman MacLELLAN adjourned the meeting at 7:26 p.m.

Attachment: 3.24.16 minutes (1494 : Minutes Approval)



AGENDA STAFF REPORT

MEETING DATE: 5/26/2016	AGENDA SECTION: 2
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SUBJECT:

Suggested Routes to School, Pioneer Elementary School District

RECOMMENDATION:

That the Parking and Traffic Commission, by motion, recommend to the City Council that the Suggested Routes to School plans be approved for Frontier Elementary School, Pioneer Elementary School, and Pioneer Middle School for the upcoming 2016-2017 school year.

BACKGROUND:

Pursuant to State of California regulations, Pioneer Elementary School District staff and City staff have discussed proposed changes to the Suggested Routes to School plans for Pioneer Elementary, Frontier Elementary, and Pioneer Middle Schools. These plans are provided to the schools to educate students and parents of the suggested routes to schools and to indicate to students the suggested ways to get from home to school and back home. Additionally, the plans note the locations of the school bus stops for the noted school year.

For the upcoming 2016-2017 school year, the boundaries and bus stops will remain much the same as the last annual update.

Attached are the maps and written descriptions for each school that describes the element of each plan.

Respectfully submitted,

Shawn Dailey, Secretary

Senior Engineering Technician

FISCAL IMPACT:

ATTACHMENTS:

PUESD suggested routes 2016

FRONTIER SCHOOL

Suggested Route to School

The key elements of this plan are as follows:

1. That the students living south of Flint Avenue, west of Highway 43, north of Imperial Drive, and east of Caronette Lane/Court walk to the bus stop at Mission Drive and Adobe Ct.
2. That the students living south of Imperial Drive, west of 10th Avenue, north of Encore Drive, and east of Caronette Lane/Court walk to the bus stop at Fairmont Drive and Miramar Avenue.
3. That the students living south of Flint Avenue, west of Caronette Court, north of Sherwood Drive, and east of Douty Street walk to the school bus stop at Douty Street and Fairway Avenue.
4. That the students living south of Sherwood Drive, west of Caronette Lane, north of Encore Drive, and east of Douty Street walk to the bus stop at Douty Street and Windsor Drive.
5. That the students living south of Encore Drive, west of 10th Avenue, north of Orange Street, and east of Caronette Lane walk to the bus stop at Encore Drive and Fairmont Drive.
6. That the students living south of Orange Street, west of 10th Avenue, north of Fargo Avenue and east of Caronette Lane walk to the bus stop at Fairmont Drive and Redwood Street.
7. That the students living south of Encore Drive, west of Caronette Lane, north of Fargo Avenue and east of Douty Street walk to the bus stop at Douty Street and Solar Drive.
8. That the students living south of Fargo Avenue, west of 12th Avenue, north of Sangiovese Street, east of Chardonnay Place walk to the bus stop at Fargo Avenue and Corvina Place.
9. That the students living south of Sangiovese Street, west of 12th Avenue, north of Mallard Way and east of Vintage Place walk to the bus stop at 12th Avenue and Vineyard Place.
10. That the students living south of Mallard Way, west of Zinfandel Drive, north of Grangeville Boulevard, and east of Centennial Drive walk to Frontier School.

FRONTIER SCHOOL

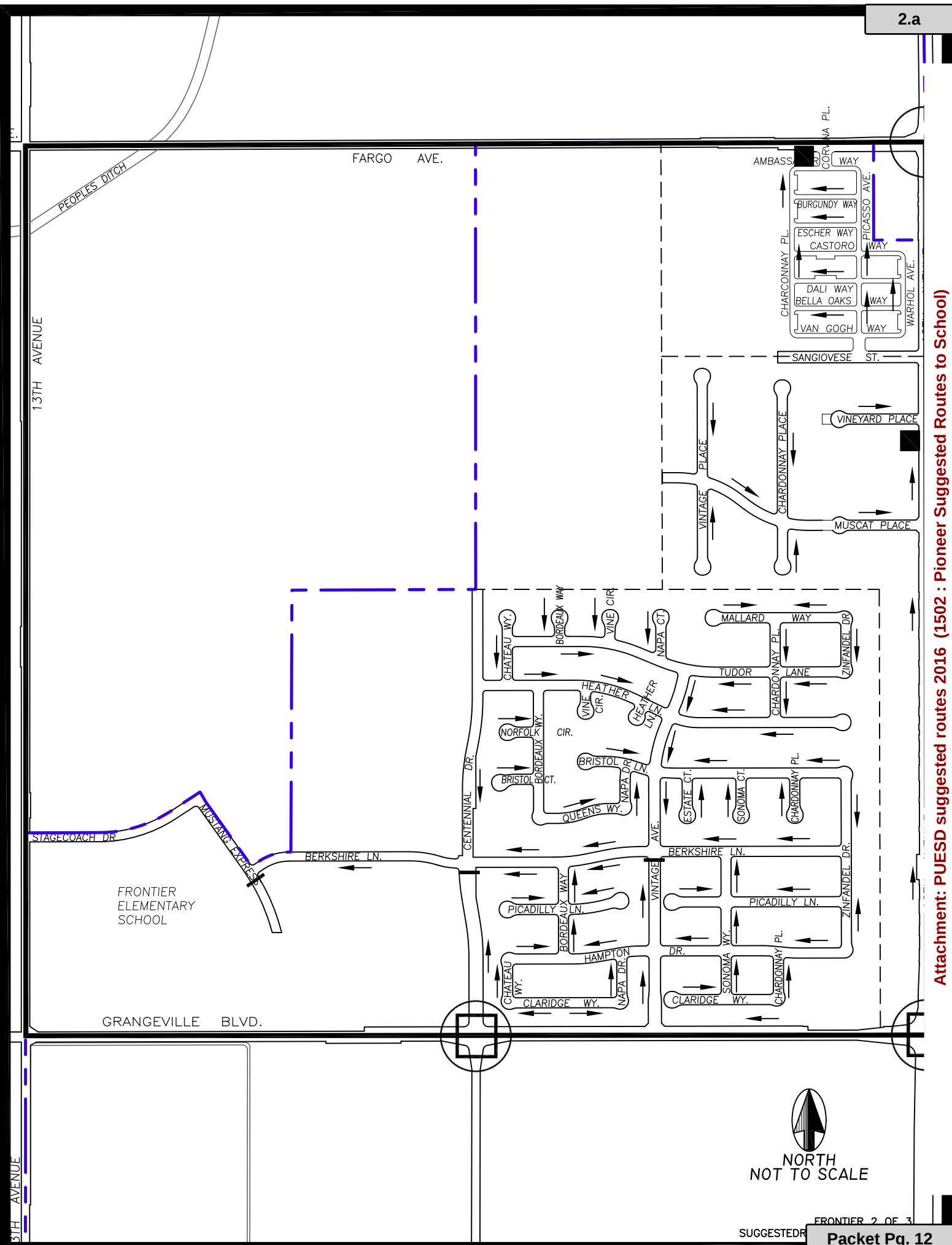
SUGGESTED ROUTE PLAN

PAGE 1 OF 3



LEGEND

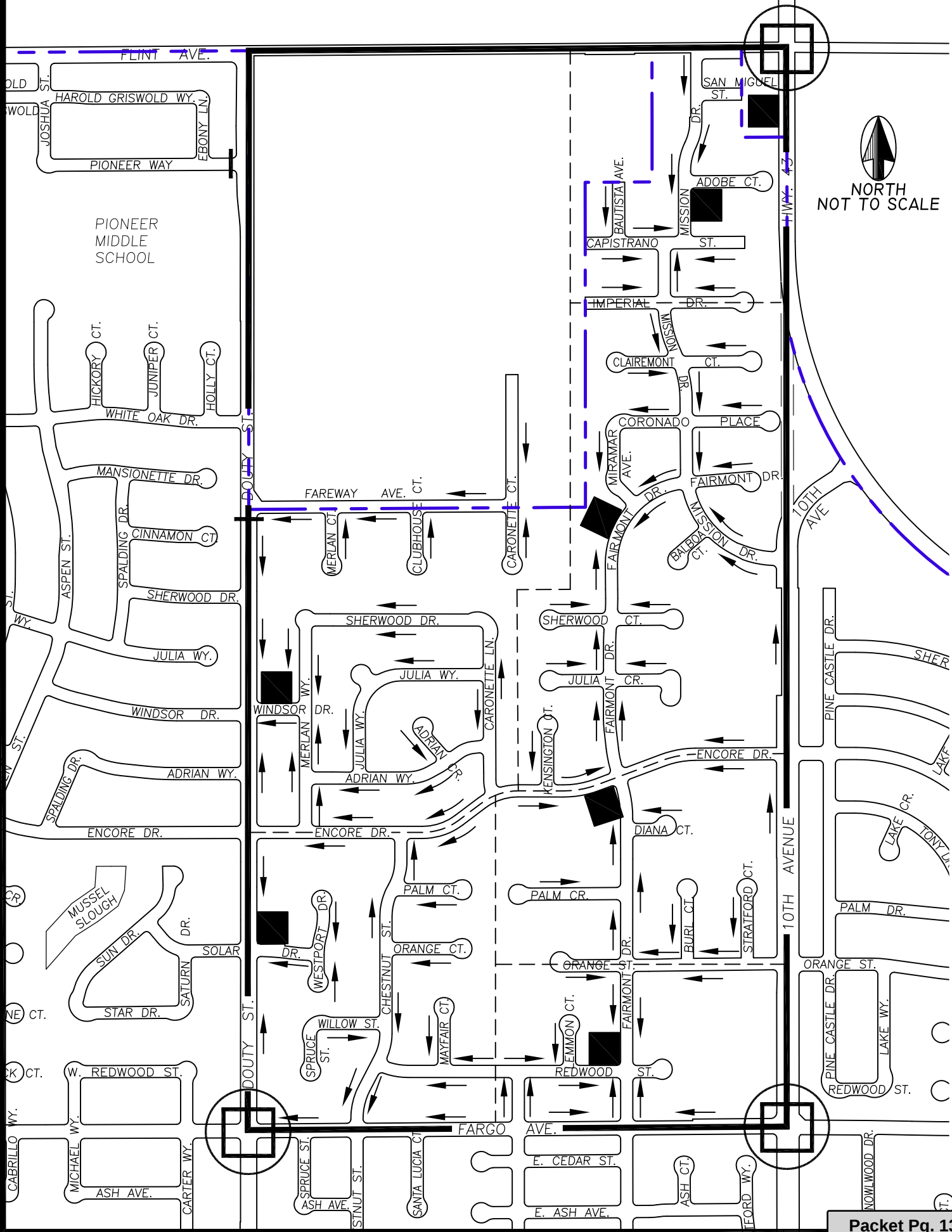
	BUS STOP
	SUGGESTED SCHOOL ROUTE
	CROSSWALK
	SCHOOL BOUNDARY
	SIGNAL



Attachment: PUESD suggested routes 2016 (1502 : Pioneer Suggested Routes to School)



NORTH
NOT TO SCALE



Attachment: PUESD suggested routes 2016 (1502 : Pioneer Suggested Routes to School)

PIONEER SCHOOL

Suggested Route to School

The key elements of this plan are as follows:

1. That the students living south of Flint Avenue, west of Joshua Street, north of Millbrook Street and east of 11th Avenue walk to the bus stop at 11th Avenue and Pioneer Way.
2. That the students living south of Flint Avenue, west of Douty Street, north of Millbrook Street, and east of Joshua Street walk to the bus stop at the Northwest corner of Douty St. and Pioneer Way.
3. That the students south of Flint Avenue, west of Peoples Ditch, north of Summer Street and east of BN & SF Railroad walk to the bus stop on the east side of Glacier Way at the park.
4. That the students living south of Millbrook Street, west of Peoples Ditch, north of Julia Way, and east of BN & SF Railroad tracks walk to the bus stop at Glacier Way and Saffron Street.
5. That the students living south of Furlong Drive, west of 11th Avenue, north of Julia Way and east of Peoples Ditch walk to the bus stop at Saffron Street and Fountain Plaza Drive.
6. That the students living south of Millbrook Street, west of Aspen Street, north of Cinnamon Avenue and east of 11th Avenue walk to the bus stop at Saffron Street and Tarragon Avenue.
7. That the students living south of Pioneer Middle School, west of Douty Street, north of Sherwood Drive, and east of Aspen Street walk to the bus stop at Douty Street and Fareway Avenue.
8. That the students living south of Julia Way, west of Peoples Ditch, north of Sandstone Drive and east of BN & SF Railroad tracks walk to the bus stop at Glacier Way and Pepper Drive.
9. That the students living south of Julia Way, west of 11th Avenue, north of Sandstone Court and east of Peoples Ditch walk to the bus stop at Pepper Drive and Fountain Plaza Drive.
10. That the students living south of Cinnamon Avenue, west of Aspen Street, north of Pepper Drive and east of 11th Avenue walk to the bus stop at Windsor Drive and Fir Street.
11. That the students living south of Sherwood Drive, west of Douty Street, north of Fargo Avenue, and east of Aspen Drive walk to the bus stop at Douty Street and Encore Drive.
12. That the students living south of Sandstone Drive, west of Peoples Ditch, north of Fargo Avenue and east of BN & SF Railroad tracks walk to the bus stop at Northstar Drive and Glacier Way.

Pioneer School, Suggested Route to School, continued

13. That the students living south of Sandstone Court, west of 11th Avenue, north of Fargo Avenue and east of Peoples Ditch walk to the bus stop at Northstar Drive and Fountain Plaza Drive.
14. That the students living south of Pepper Drive, west of Aspen Street, north of Fargo Avenue and east of 11th Avenue walk to the bus stop on Northstar Drive between 11th Avenue and Aspen Street.

PIONEER SCHOOL

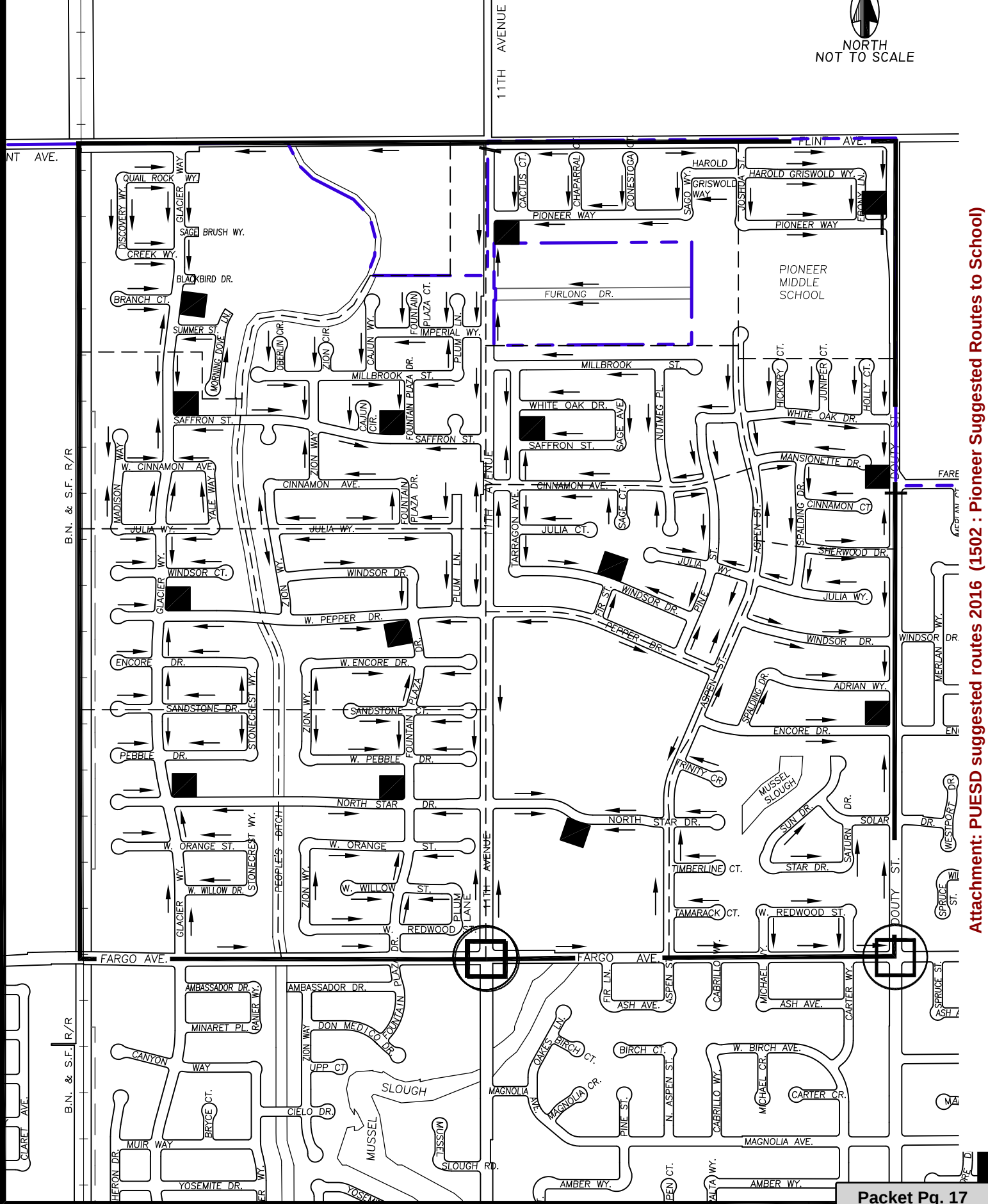
SUGGESTED ROUTE PLAN

PAGE 1 OF 2



LEGEND

	BUS STOP
	SUGGESTED SCHOOL ROUTE
	CROSSWALK
	SCHOOL BOUNDARY
	SIGNAL



Attachment: PUESD suggested routes 2016 (1502 : Pioneer suggested Routes to School)

PIONEER MIDDLE SCHOOL

Suggested Route to School

The key elements of this plan are as follows:

1. That the students living south of Flint Avenue, west of 10th Avenue, north of Fargo Avenue and east of Douty Street walk to Pioneer Middle School using the Douty Street/Fairway Avenue intersection crosswalk.
2. That the students living south of Flint Avenue, west of Douty Street, north of Fargo Avenue, and east of 11th Avenue walk to Pioneer Middle School.
3. That the students living south of Flint Avenue, west of 11th Avenue, north of Fargo Avenue, and east of BN & SF Railroad tracks walk to Pioneer Middle School using the 11th Avenue/Fargo Avenue intersection crosswalk and the 11th Avenue/Flint Avenue intersection crosswalk.
4. That the students living south of Fargo Avenue, west of 12th Avenue, north of Sangiovese Street and east of Chardonnay Place walk to the bus stop at 12th Avenue north of Sangiovese Street.
5. That the Students living south of Sangiovese Street, west of 12th Avenue, north of Mallard Way and east of Vintage Place walk to the bus stop at 12th Avenue north of Muscat Place.
6. That the students living south of Mallard Way, east of Zinfandel Drive and north of Grangeville Boulevard walk to the bus stop at 8700 12th Avenue.
7. That the students living south of Mallard Way, east of Vintage Avenue, north of Grangeville Boulevard and west of Zinfandel Drive walk to the bus stop at east side of Vintage Avenue south of Bristol Lane.
8. That the students living south of Mallard Way, east of Centennial Drive, north of Grangeville Boulevard and west of Vintage Avenue walk to the bus stop at west side of Vintage Avenue south of Bristol Lane.

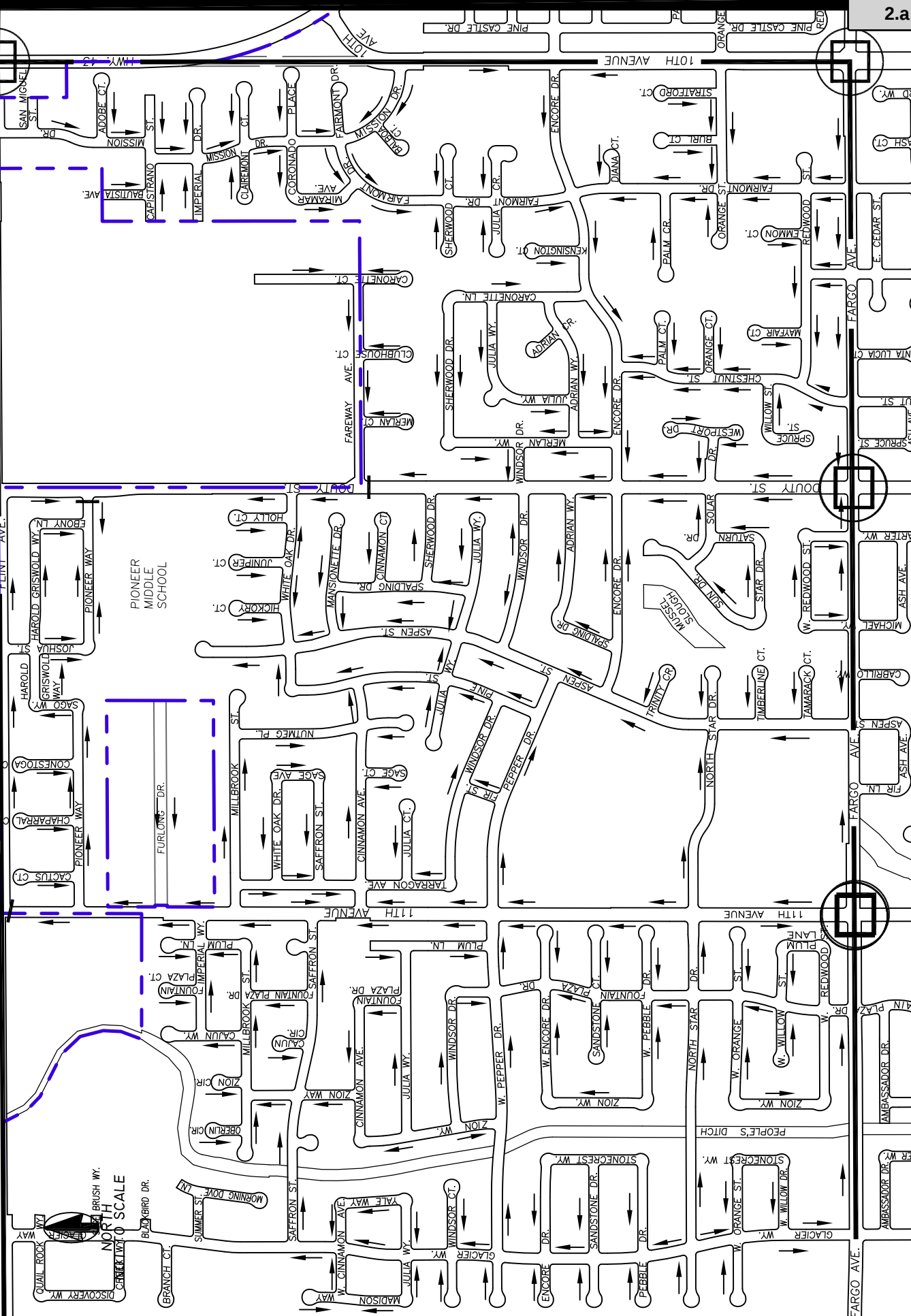
PIONEER MIDDLE SCHOOL

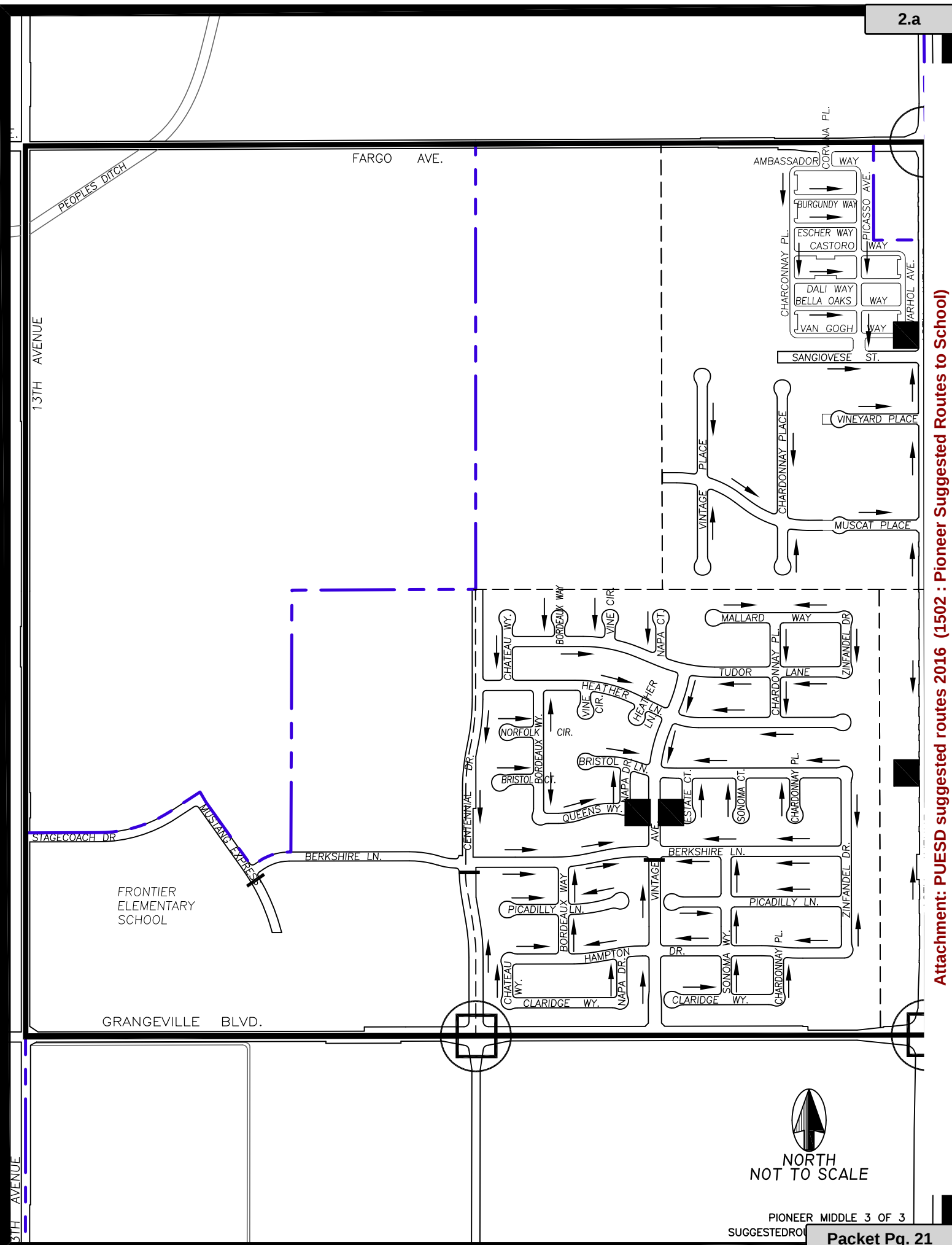
SUGGESTED ROUTE PLAN PAGE 1 OF 3



LEGEND

	BUS STOP
	SUGGESTED SCHOOL ROUTE
	CROSSWALK
	SCHOOL BOUNDARY
	SIGNAL





Attachment: PUESD suggested routes 2016 (1502 : Pioneer Suggested Routes to School)



NORTH
NOT TO SCALE



AGENDA STAFF REPORT

MEETING DATE: 5/26/2016	AGENDA SECTION: 3
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SUBJECT:

Suggested Routes to School, Hanford Elementary School District

RECOMMENDATION:

That the Parking and Traffic Commission, by motion, recommend to the City Council that the Suggested Routes to School plans be approved for Hanford Elementary School District for the upcoming 2016-2017 school year.

BACKGROUND:

Pursuant to State of California regulations, Hanford Elementary School District staff, Saint Rose-McCarthy School staff, and City staff have discussed proposed changes to the Suggested Routes to School plans for Hamilton, King, Lincoln, Monroe, Richmond, Roosevelt, Simas, Washington, Kennedy Jr. High, Wilson Jr. High, and Saint Rose-Thomas McCarthy Schools. These plans are provided to the schools to educate students and parents of the suggested routes to schools and to indicate to students the suggested ways to get from home to school and back home. Additionally, the plans note the locations of the school bus stops for the noted school year.

For the upcoming 2016-2017 school year, the boundaries will remain pretty much the same as last annual update. Students will continue to be transferred to Hamilton School and Monroe School. Hamilton School has added a stop at Lacey Boulevard and Sierra Drive and a stop at the Holiday Lodge Hotel. Lincoln School has removed the second stop at Lincoln School and the stop at 10th Avenue and Kings County Fairgrounds. Monroe School has removed the stop at Ford Street and Kaweah Street. Richmond School has added a drop-off stop at Miller Street and Lacey Boulevard. Roosevelt School removed the stop on Lacey Boulevard west of Centennial Drive. Simas School has removed the stop at Grangeville Boulevard and Centennial Drive and

moved the stop at Ambassador Way and Riesling Avenue to Syrah Place and Fargo Avenue. Washington School has removed the stop at Lakewood Drive west of Neil Way and added a drop-off stop at Cameron Street and Douty Street. JFK Jr. High School will adding two stops, one on Irwin Street at Lincoln School and the other at Rosewood Lane and Grangeville Boulevard and will remove stops at Lee Richmond School, north & south side of Lacey Boulevard at Wilson Lane, east & west side of 10th Avenue at Fifth Street, Third Street at 9 ½ Avenue, 10th Avenue at Glendale Avenue, Douty Street at Coe Park, and Harris Street at Coe Park. Jefferson School has added a stop at Cameron Street and Harris Street, and Miller Street and Lacey Boulevard and will remove the stop at Ford Street and Kaweah Street, and the stop at Fourth Street and Phillips Street. The stop at Lacey Boulevard at Wilson Lane was moved to Lacey Boulevard and Jessie Avenue.

Attached are the maps and written descriptions for each school that describes the element of each plan.

Respectfully submitted,

Shawn Dailey, Secretary
Senior Engineering Technician

FISCAL IMPACT:

ATTACHMENTS:

HESD suggested routes 2016

HAMILTON SCHOOL

Suggested Route to School

The key elements of this plan are as follows:

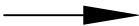
1. That the students living south of Fargo Avenue, west of Fernwood Drive, north of Fairview Place, and east of Neill Way walk to the bus stop at Fargo Avenue and Neill Way.
2. That the students living south of Fairview Place, west of Fernwood Drive and 9 ¼ Avenue, and north of Lacey Boulevard and Terrace Drive, and east of Neill Way walk to Hamilton School.
3. That the students living south of Fargo Avenue, west of 9-1/4 Avenue, north of Leland Way, and east of Fernwood Drive walk to the bus stop at Fargo Avenue and 9-1/4 Avenue.
4. That the students living south of Terrace Drive, west of Harrison Avenue, north of Grangeville Boulevard, and east of the extension of Candlewood Lane walk to the bus stop at Grangeville Boulevard and Harrison Avenue.
5. That the students living south of Leland Way, west of 8-1/2 Avenue, north of Grangeville Boulevard, and east of Harrison Avenue walk to Hamilton School.
6. That the students living south of Grangeville Boulevard, west of 9-1/4 Avenue, and north of Florinda Street walk to the bus stop at Richmond School/Kennedy Jr. High School.
7. That the students living south of Grangeville Boulevard, west of Highway 43, north of Lacey Boulevard, and east of 9-1/4 Avenue walk to the bus stop at Lacey Boulevard, west of Carolyn Avenue.
8. That the students living south of Grangeville Boulevard, west of Highway 43, north of Lacey Boulevard, and east of Carolyn Avenue walk to the bus stop at Lacey Boulevard east of Sierra Avenue.

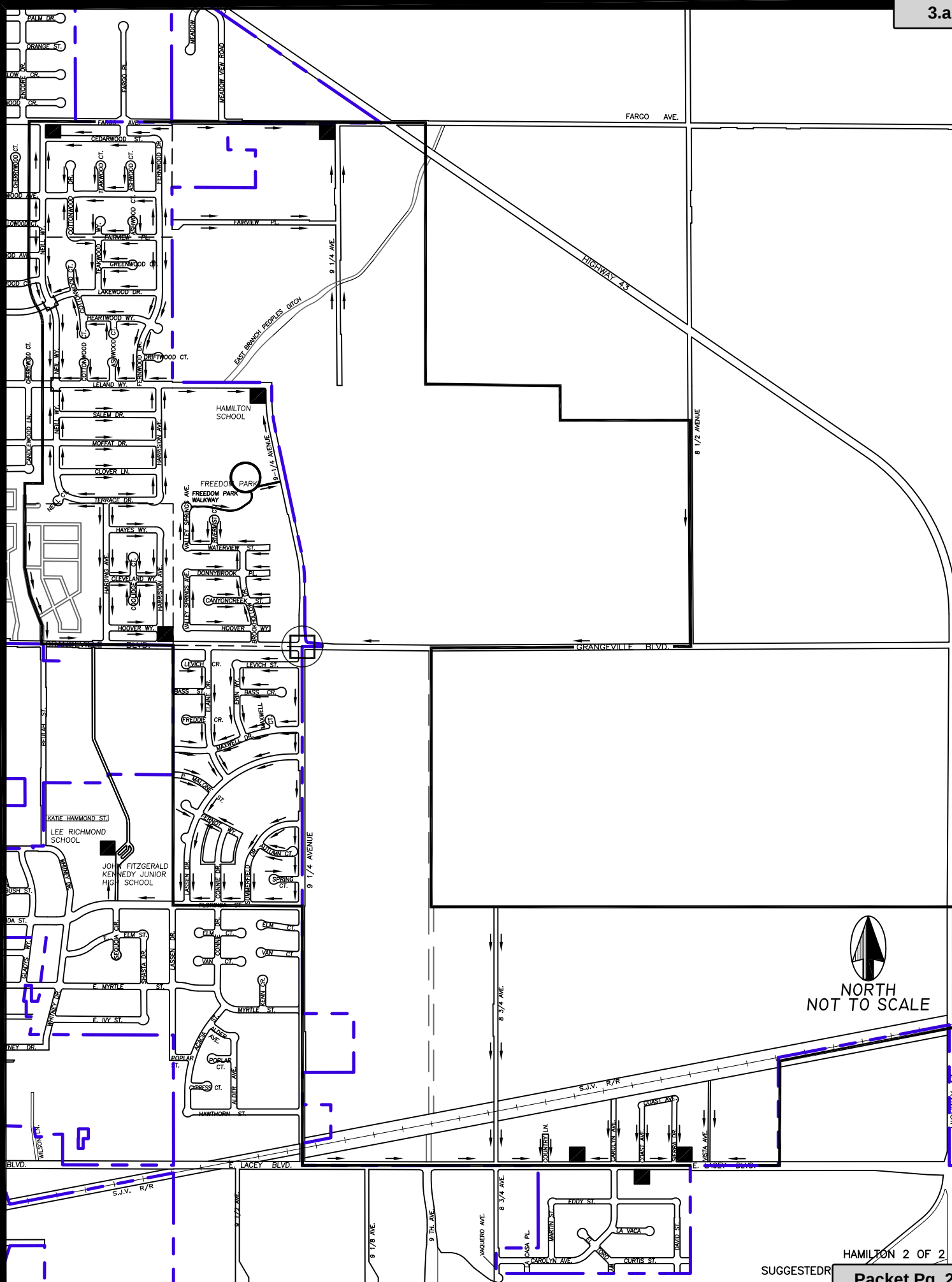
HAMILTON SCHOOL

SUGGESTED ROUTE PLAN PAGE 1 OF 2



LEGEND

	BUS STOP
	SUGGESTED SCHOOL ROUTE
	CROSSWALK
	SCHOOL BOUNDARY
	SIGNAL



MARTIN LUTHER KING JR. SCHOOL

Suggested Routes to School

The key elements of this plan are as follows:

1. That the students living south of Hanford-Armona Road, west of the extension of Country Place/Kimball Avenue/Butternut Drive, north of Hume Avenue, east of 12th Avenue, south of Osprey Street, and east of Peoples Ditch/Centennial Park walk to the bus stop at Hanford-Armona Road and Centennial Park.
2. That the students living south of Hanford-Armona Road, west of 11th Avenue, north of Millerton Street, and east of the extension of Butternut Drive/Kimball Avenue/Country Place walk to King School.
3. That the students living south of Millerton Street, west of 11th Avenue, north of Houston Avenue, and east of the extension of Butternut Drive/Kimball Avenue/Country Place walk to King School.
4. That the students living south of Thompson Drive, west of Santa Fe Railroad tracks, north of Houston Avenue, and east of 11th Avenue walk to King School.

MARTIN LUTHER KING JR. SCHOOL

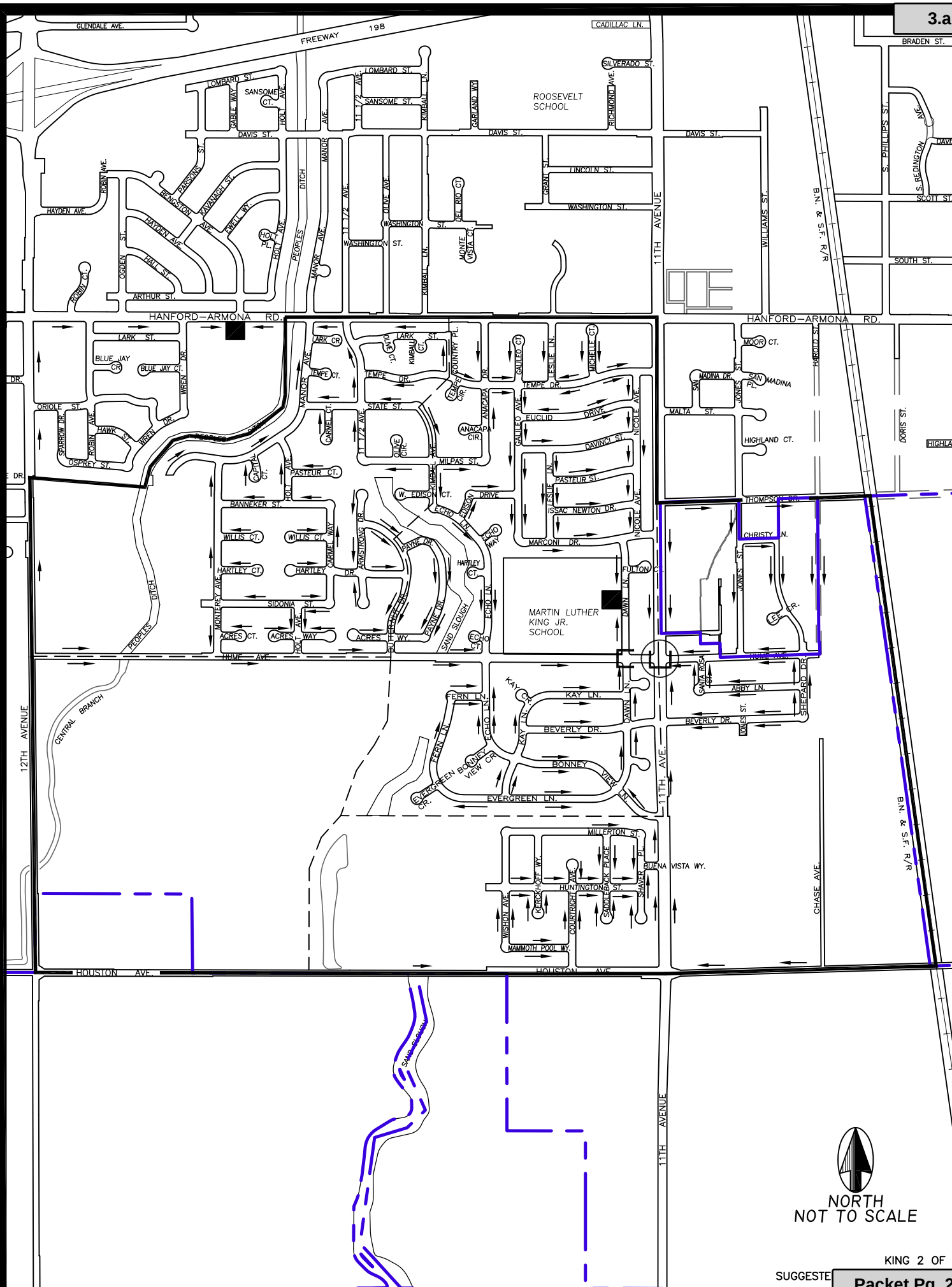
SUGGESTED ROUTE PLAN

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LEGEND

	BUS STOP
	SUGGESTED SCHOOL ROUTE
	CROSSWALK
	SCHOOL BOUNDARY
	SIGNAL



LINCOLN SCHOOL

Suggested Routes to School

The key elements of this plan are as follows:

1. That the students living south of Freeway 198, west of 10th Avenue, north of Hanford-Armona Road, and east of Santa Fe Railroad tracks walk to Lincoln School.
2. That the students living south of Freeway 198, west of 9-1/2 Avenue, north of Hanford-Armona Road, and east of 10th Avenue walk to the bus stop at Third Street and 9-1/2 Avenue.
3. That the students living south of Hanford-Armona Road, west of Santa Fe Railroad tracks, north of Thompson Drive, and east of 11th Avenue walk to the bus stop at 11th Avenue and Thompson Drive.
4. That the students living south of Hanford-Armona Road, west of 10-1/2 Avenue, north of Houston, and east of Santa Fe Railroad tracks walk to the bus stop at Hanford-Armona Road and 10-1/2 Avenue and the bus stop on 10-1/2 Avenue north of Houston Avenue.
5. That the students living south of Hanford-Armona Road, west of Foggy Bottom Road, north of Orchard Drive, and east of 10-1/2 Avenue walk to the bus stop at Hanford-Armona Road and Jordan Way and the bus stop on 10th Avenue south of Hanford-Armona Road at Faria's Bakery.

LINCOLN SCHOOL

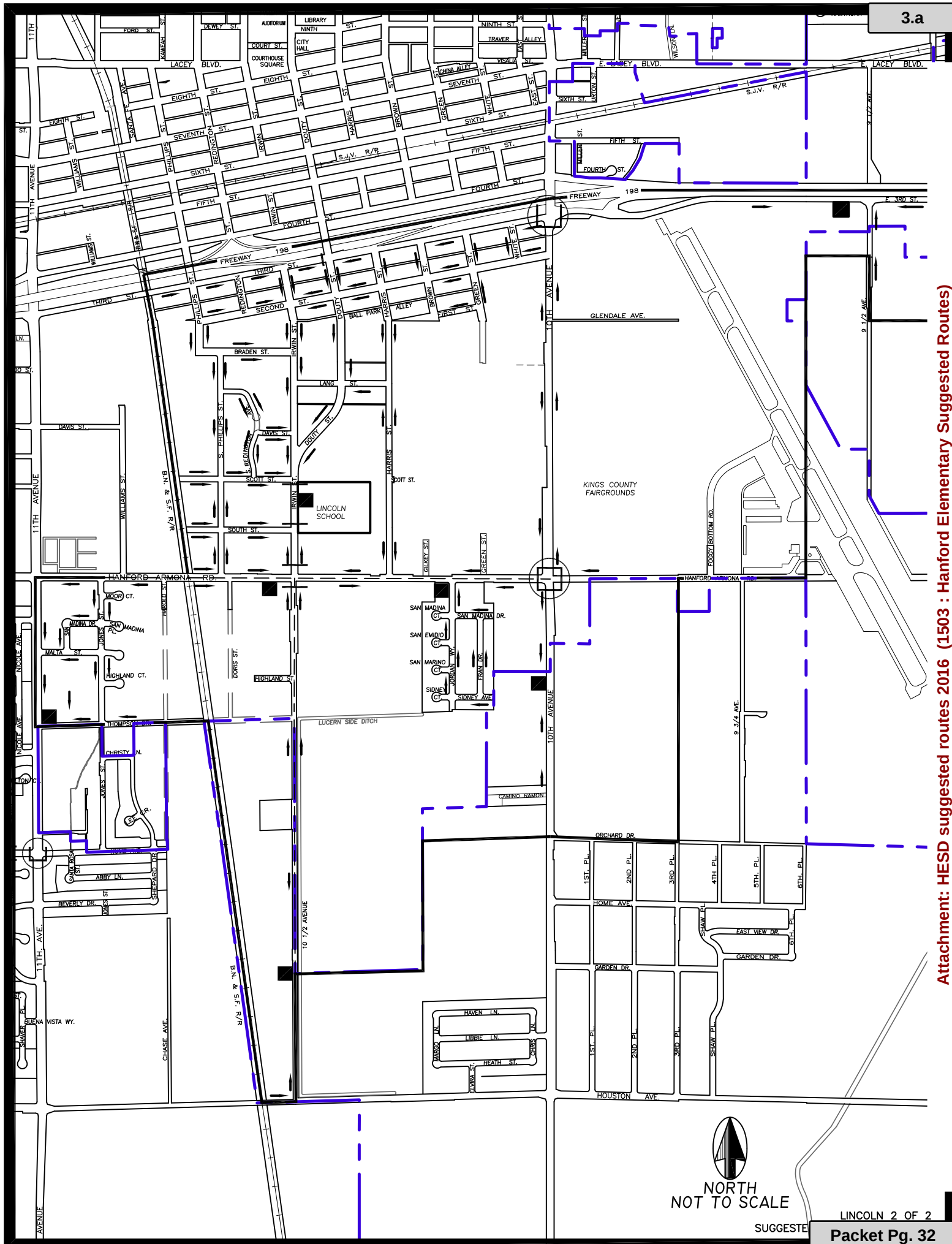
SUGGESTED ROUTE PLAN

PAGE 1 OF 2



LEGEND

	BUS STOP
	SUGGESTED SCHOOL ROUTE
	CROSSWALK
	SCHOOL BOUNDARY
	SIGNAL



MONROE SCHOOL

Suggested Route to School

The key elements of this plan are as follows:

1. That the students living south of Fargo Avenue, west of 11th Avenue, north of Mussel Slough, west of Mussel Slough, north of Yosemite Drive, and east of Santa Fe Railroad tracks walk to the bus stop at Fargo Avenue and Fountain Plaza Drive.
2. That the students living south of Mussel Slough, west of 11th Avenue, north of Cortner Street, east of Santa Fe Railroad tracks, south of Muir Way and east of Mussel Slough walk to the bus stop on Glacier Way and Cortner Street.
3. That the students living south of Cortner Street, west of Douty Street, north of Grangeville Boulevard, and east of 11th Avenue walk to Monroe School.
4. That the students living south of Cortner Street, west of 11th Avenue, north of Grangeville Boulevard, and east of Santa Fe Railroad tracks walk to the bus stop at Rodgers Road and Conquistador Street.
5. That the students living south of Grangeville Boulevard, west of 11th Avenue, and east of Santa Fe Railroad tracks walk to the bus stop at Rodgers Road and Water Street and the bus stop at Rodgers Road and Cameron Street.
6. That the students living south of Grangeville Boulevard, west of Douty Street, north of Florinda Street, and east of 11th Avenue walk to the bus stop at Jefferson School.
7. That the students living south of Florinda Street, west of Douty Street, north of Highway 198, and east of 11th Avenue walk to the bus stop at Woodrow Wilson School.

MONROE SCHOOL

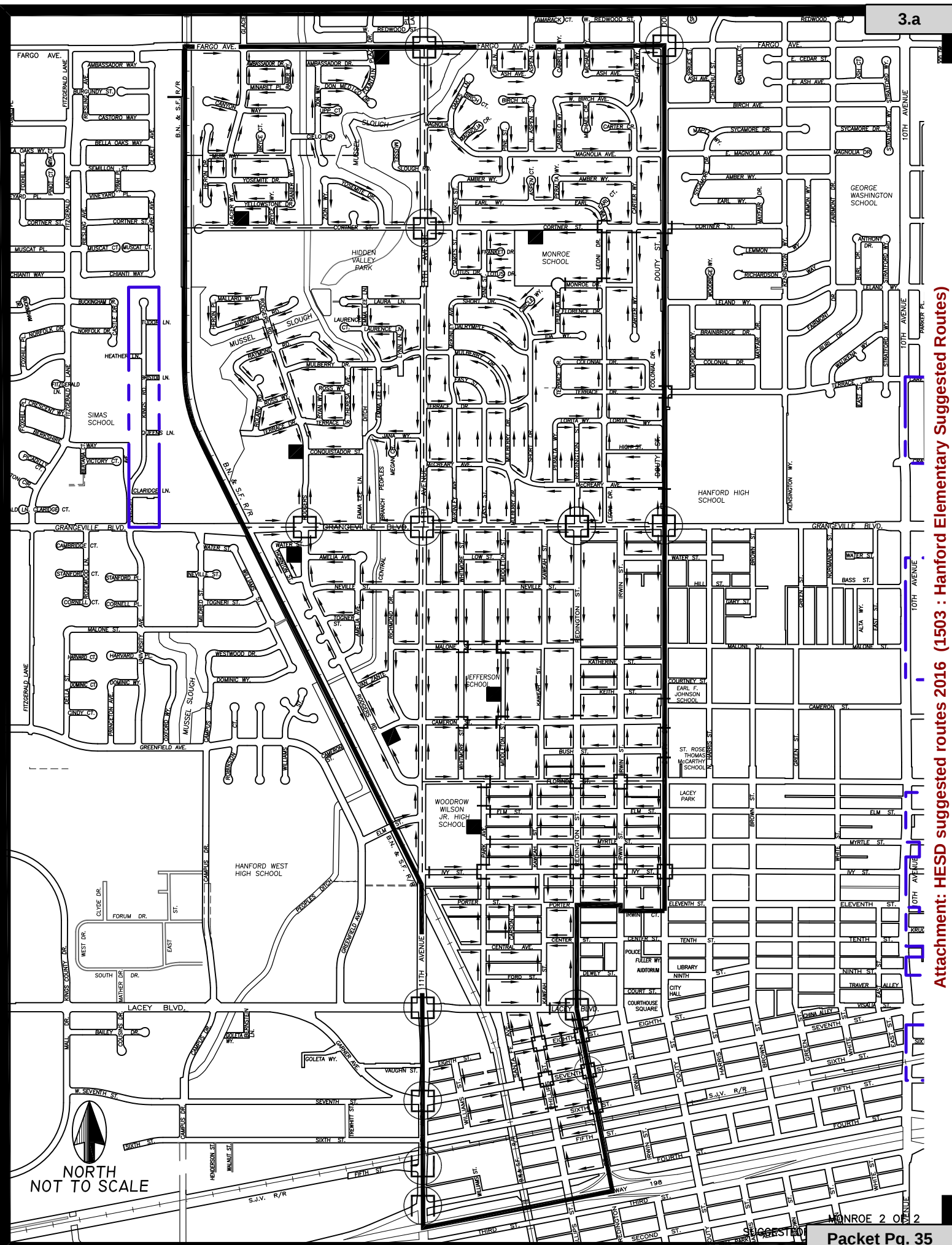
SUGGESTED ROUTE PLAN

PAGE 1 OF 2



LEGEND

	BUS STOP
	SUGGESTED SCHOOL ROUTE
	CROSSWALK
	SCHOOL BOUNDARY
	SIGNAL



Attachment: HESD suggested routes 2016 (1503 : Hanford Elementary Suggested Routes)

RICHMOND SCHOOL

Suggested Route to School

The key elements of this plan are as follows:

1. That the students living south of Grangeville Boulevard, west of 9¼ Avenue, north of San Joaquin Valley Railroad tracks, east of Lassen Drive, north of Kruger Avenue, and east of 10th Avenue walk to Richmond School.
2. That the students living south of Kruger Avenue, west of Lassen Drive, north of Lacey Boulevard, and east of 10th Avenue walk to the bus stop at Lacey Boulevard and Jessie Street for pick-up and Lacey Boulevard and Miller Street for drop-off.
3. That the students living south of Lacey Boulevard, west of 9¼ Avenue, north of Freeway 198, east of Peoples Ditch, north of San Joaquin Valley Railroad tracks, and east of 10th Avenue walk to the bus stop at Lacey Boulevard and Lacey Inn.
4. That the students living south of San Joaquin Valley Railroad tracks, west of Peoples Ditch, north of Freeway 198, and east of 10th Avenue walk to the bus stop at 10th Avenue and Fifth Street.
5. That the students living south of Florinda Street, west of 10th Avenue, north of Seventh Street, and east of Redington Street walk to the bus stop at Tenth Street and Brown Street.
6. That the students living south of Seventh Street, west of 10th Avenue, north of Freeway 198, and east of n Street, walk to the bus stop at 10th Avenue and Fifth Street.

RICHMOND SCHOOL

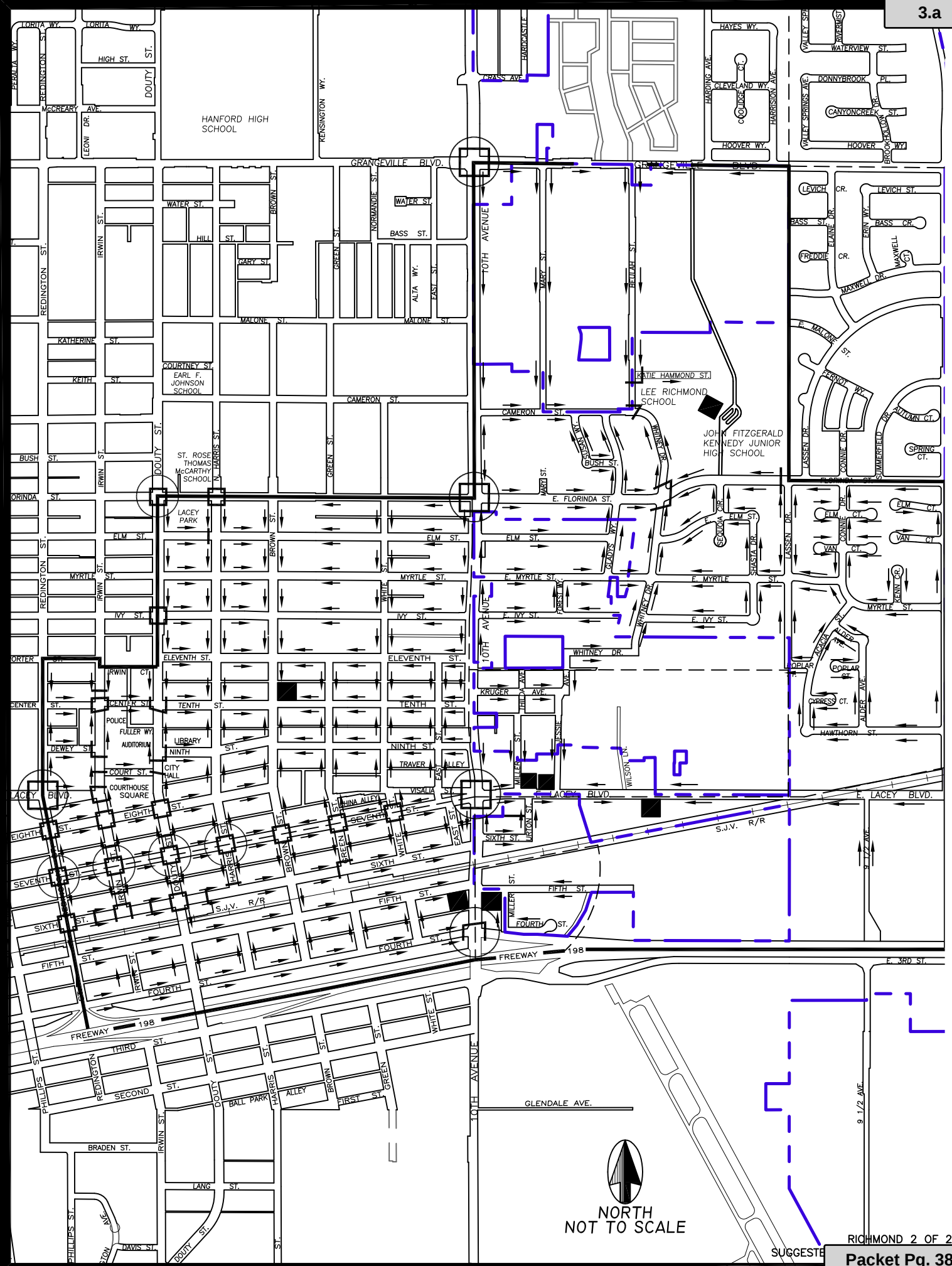
SUGGESTED ROUTE PLAN

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LEGEND

	BUS STOP
	SUGGESTED SCHOOL ROUTE
	CROSSWALK
	SCHOOL BOUNDARY
	SIGNAL



Attachment: HESD suggested routes 2016 (1503 : Hanford Elementary Suggested Routes)

ROOSEVELT SCHOOL

Suggested Route to School

The key elements of this plan are as follows:

1. That the students living east of 12th Avenue, south of Lacey Boulevard, west of 11th Avenue, and north of Freeway 198 walk to the bus stop in the parking lot at 11th Avenue and Seventh Street. (old movie theater parking lot.)
2. That the students living south of Freeway 198, west of Bengston Avenue, north of Hanford-Armona Road and east of 12th Avenue walk to the bus stop at Hanford-Armona Road and Ogden Street.
3. That the students living south of Freeway 198, west of 11th Avenue north of Hanford-Armona Road, and east of Bengston Avenue walk to Roosevelt School.
4. That the students living south of Freeway 198, west of Santa Fe Railroad tracks, north of Hanford-Armona Road, and east of 11th Avenue walk to Roosevelt School and the bus stop at Hanford-Armona Road and Williams Street.
5. That the students living south of Hanford-Armona Road, west of Peoples Ditch/Centennial Park, north of Osprey Street, and east of 12th Avenue walk to the bus stop at Hanford-Armona Road and Centennial Park.

ROOSEVELT SCHOOL

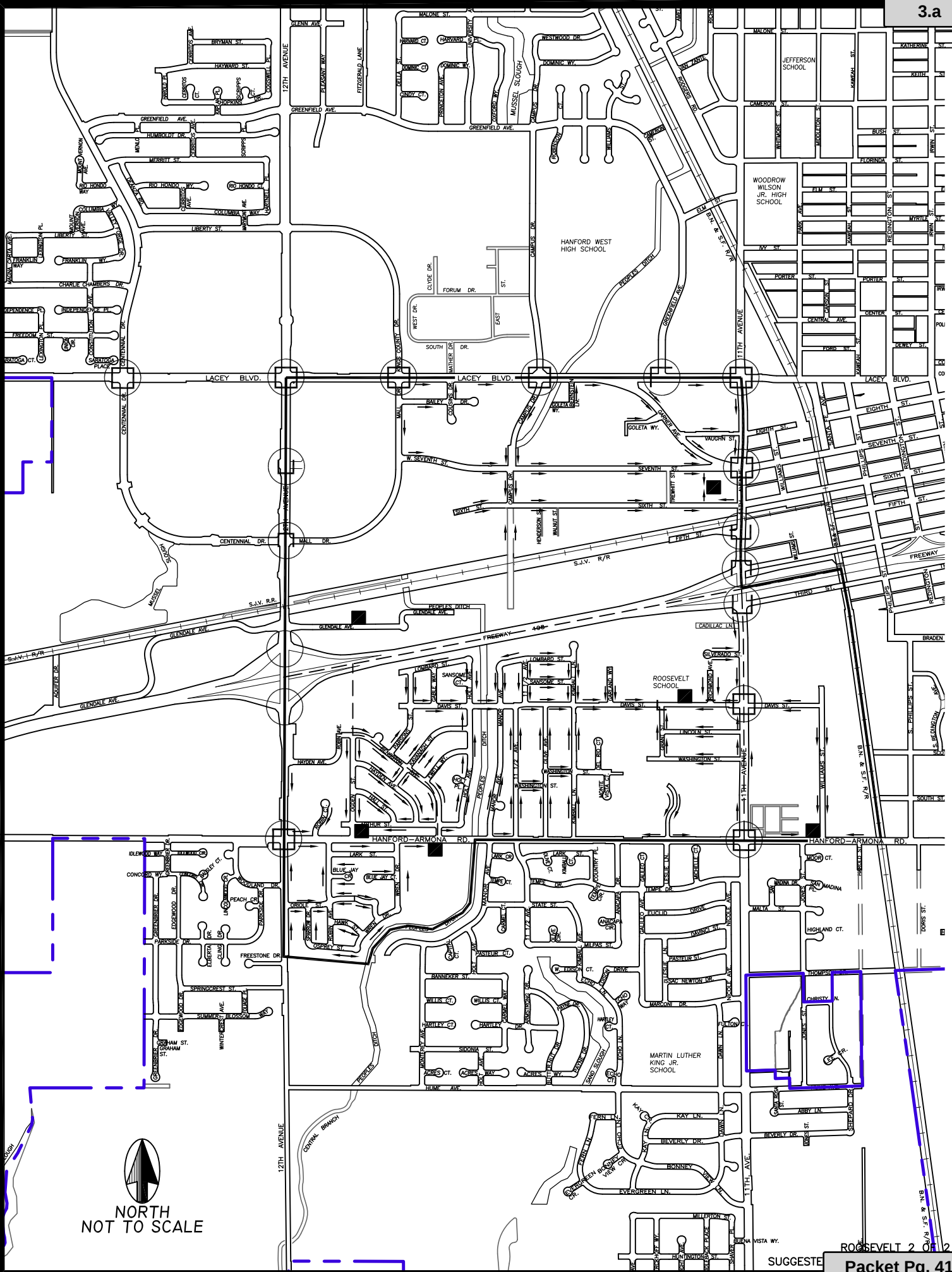
SUGGESTED ROUTE PLAN

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LEGEND

	BUS STOP
	SUGGESTED SCHOOL ROUTE
	CROSSWALK
	SCHOOL BOUNDARY
	SIGNAL



Attachment: HESD suggested routes 2016 (1503) : Hanford Elementary Suggested Routes)

SIMAS SCHOOL

Suggested Route to School

The key elements of this plan are as follows:

1. That the students living south of Fargo Avenue, west of Santa Fe Railroad tracks, north of Bella Oaks Way, and east of 12th Avenue walk to the bus stop on Fargo Avenue and Syrah Place.
2. That the students living south of Bella Oaks Way, west of Santa Fe Railroad tracks, north of Grangeville Boulevard, and east of 12th Avenue walk to Simas School.
3. That the students living south of Grangeville Boulevard, west of Centennial Drive, north of Lacey Boulevard, and east of 13th Avenue walk to the bus stop at Centennial Drive and Charlie Chambers Drive, the bus stop at Lacey Boulevard and 13th Avenue (mobile home park).
4. That the students living south of Lacey Boulevard, west of Centennial Drive, north of the San Joaquin Valley Railroad tracks and east of 13th Avenue walk to the bus stop at Lacey Boulevard and Hofman's Nursery.
5. That the students living south of Merritt Street, west of 12th Avenue, north of Lacey Boulevard, and east of Centennial Drive walk to the bus stop at Liberty Street and Marymont Avenue.
6. That the students living south of Grangeville Boulevard, west of 12th Avenue, north of Greenfield Avenue, and east of Centennial Drive walk to the bus stop at Greenfield Avenue and Kaplin Place.
7. That the students living south of Greenfield Avenue, west of 12th Avenue, north of Merritt Street and east of Centennial Drive walk to the bus stop at Greenfield Avenue and Cerritos Avenue.
8. That the students living south of Grangeville Boulevard, west of University Avenue, north of Glenn Avenue, and east of 12th Avenue walk to the bus stop at Grangeville Boulevard and Rosewood Lane.
9. That the students living east of 12th Avenue, south of Glenn Avenue, west of University Avenue, and north of Greenfield Avenue walk to the bus stop at Greenfield Avenue east of Pleasant Way.
10. That the students living south of Grangeville Boulevard, west of Santa Fe Railroad tracks, north of Dominic Way, west of Campus Drive, north of Greenfield Avenue, and east of University Avenue walk to the bus stop at Grangeville Boulevard and Mildred Street.

Simas School, Suggested Route to School, continued

11. That the students living south of Dominic Way, west of Santa Fe Railroad tracks and 11th Avenue, north of Lacey Boulevard, and east of Campus Drive walk to the bus stop at Elm Street and Greenfield Avenue.

SIMAS SCHOOL

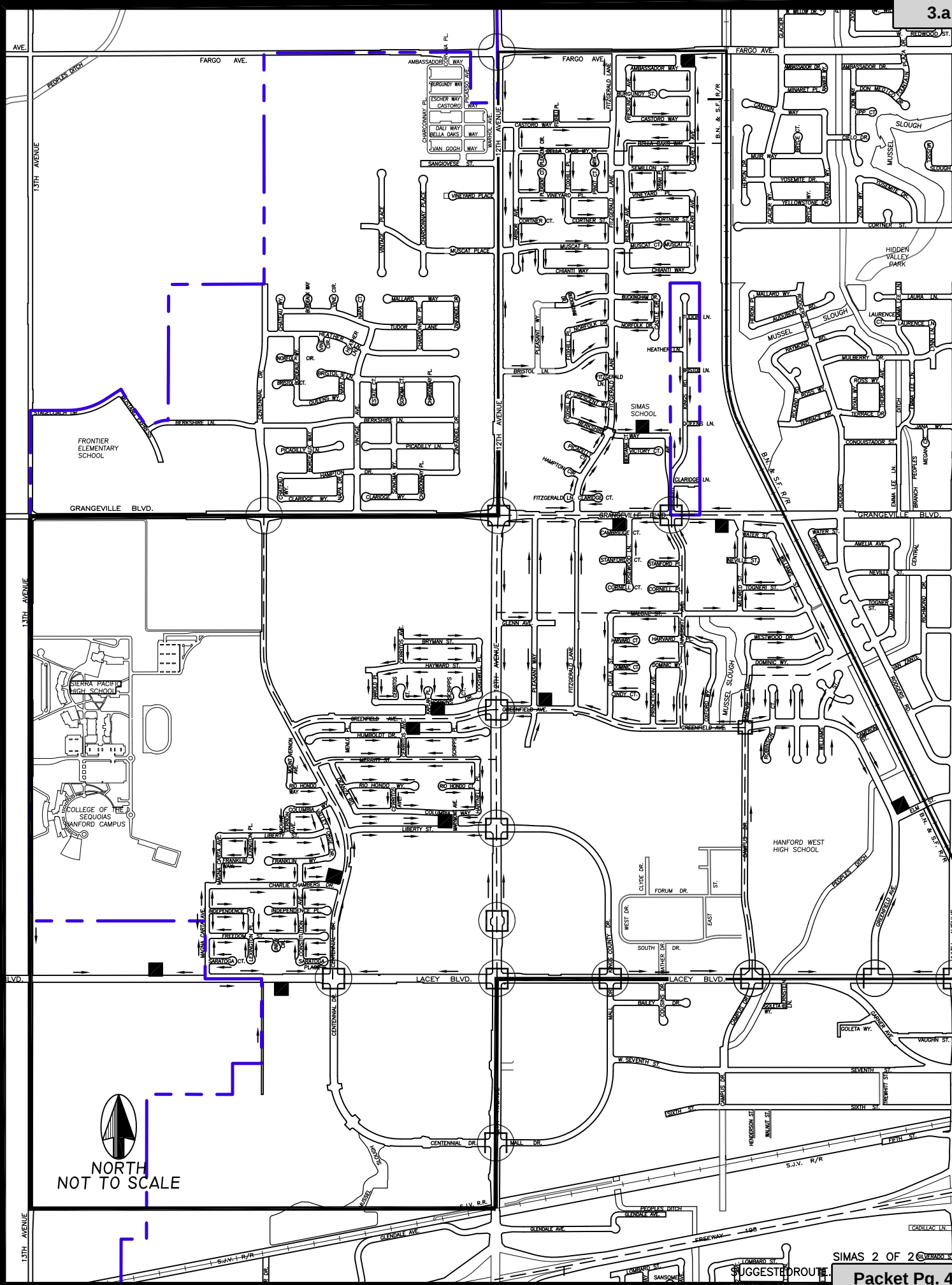
SUGGESTED ROUTE PLAN

PAGE 1 OF 2



LEGEND

	BUS STOP
	SUGGESTED SCHOOL ROUTE
	CROSSWALK
	SCHOOL BOUNDARY
	SIGNAL



WASHINGTON SCHOOL

Suggested Route to School

The key elements of this plan are as follows:

1. That the students living south of Fargo Avenue, west of 10th Avenue, north of Grangeville Boulevard, and east of Douty Street walk to Washington School.
2. That students living south of Fargo Avenue, west of Neill Way, north of Leland Way, and east of 10th Avenue walk to the bus stop at Fargo Avenue and Cedarwood Street.
3. That the students living south of Leland Way, west of Neill Way, north of Grangeville Boulevard, and east of 10th Avenue walk to the bus stop on Parker Place at Moffat Drive.
4. That the students living south of Grangeville Boulevard, west of 10th Avenue, north of Florinda Street, and east of Douty Street walk to the bus stop at Harris Street and Cameron Street for pick-up and Douty Street and Cameron Street for drop-off.

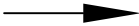
WASHINGTON SCHOOL

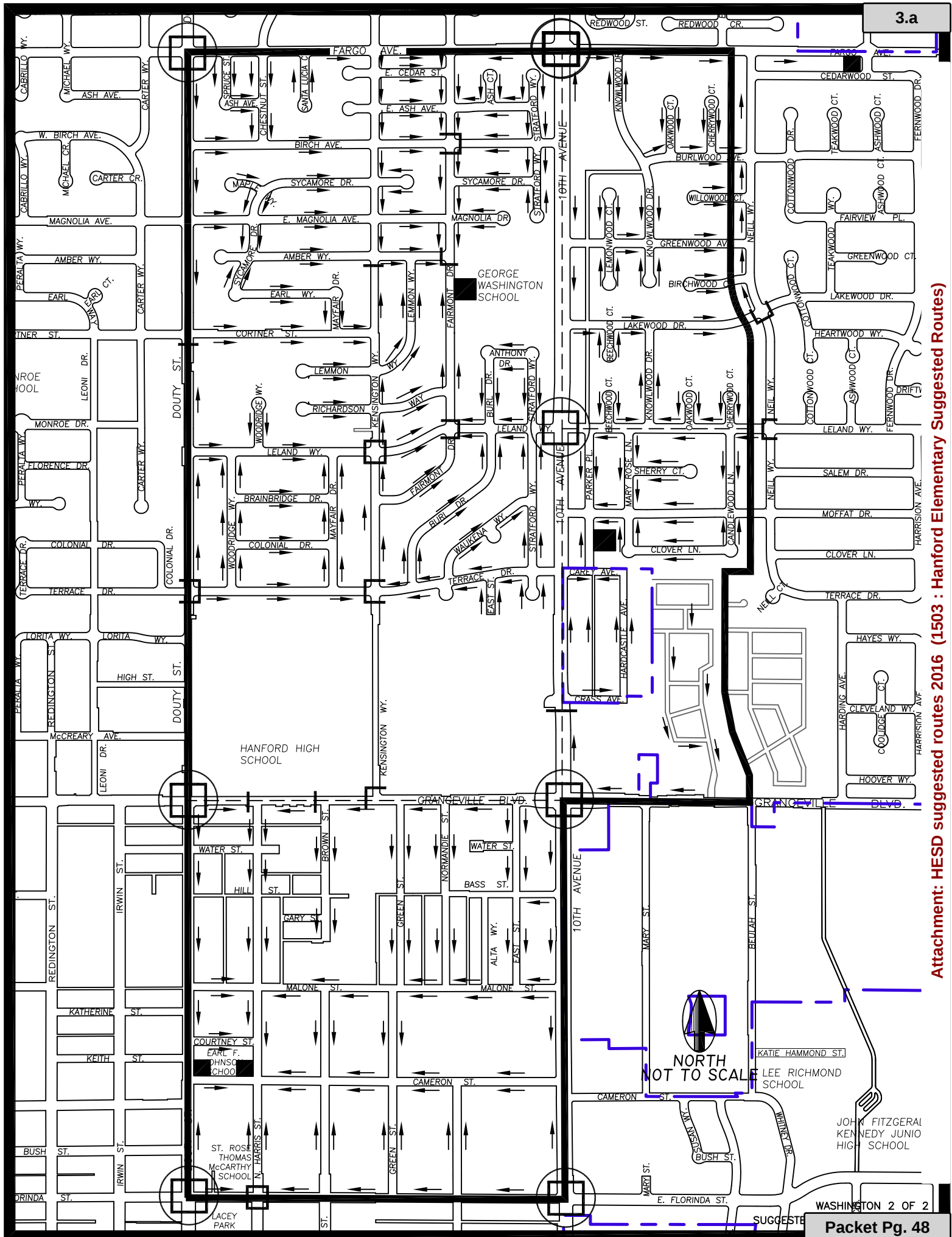
SUGGESTED ROUTE PLAN

PAGE 1 OF 2



LEGEND

	BUS STOP
	SUGGESTED SCHOOL ROUTE
	CROSSWALK
	SCHOOL BOUNDARY
	SIGNAL

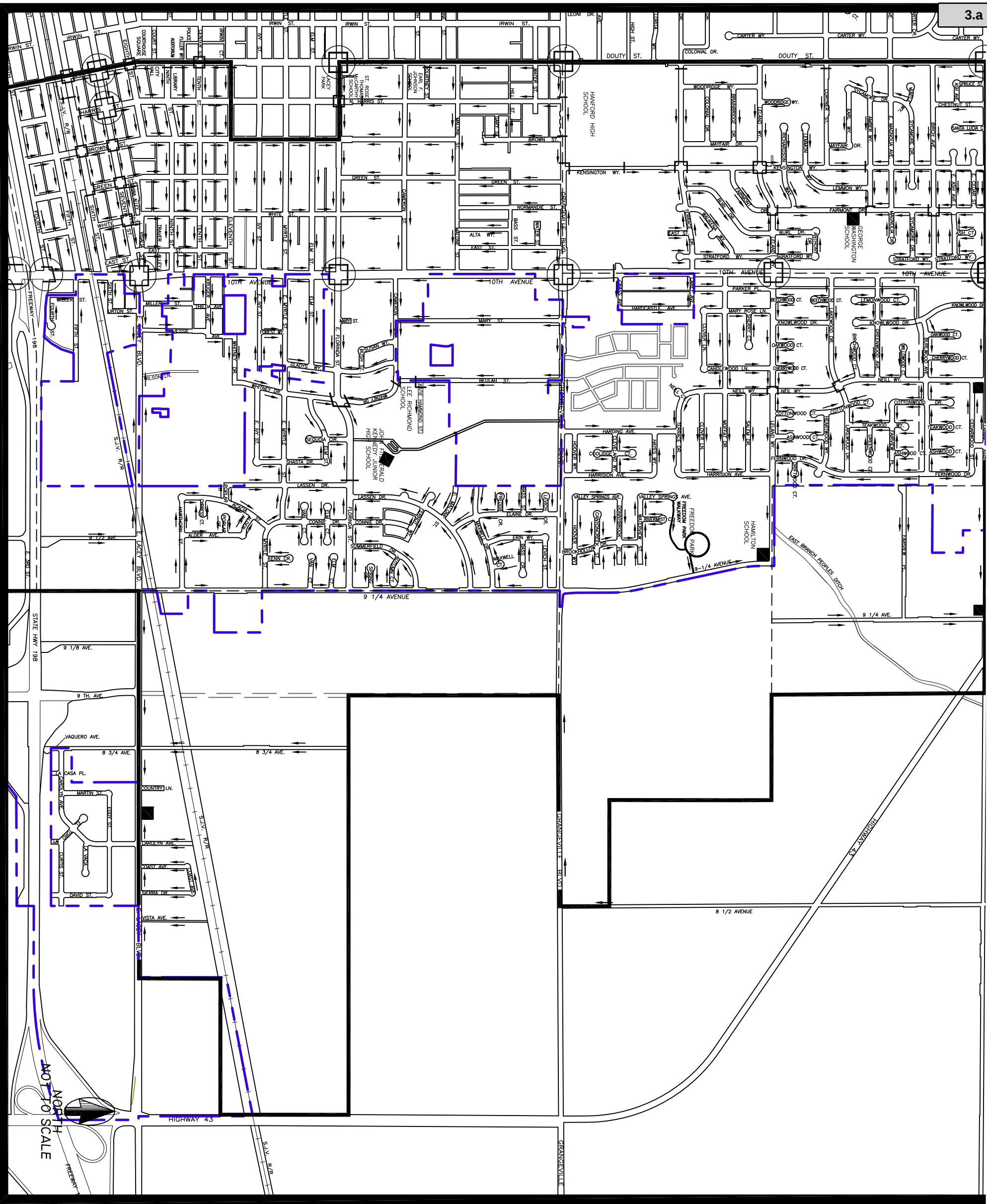


KENNEDY JR. HIGH SCHOOL

Suggested Route to School

The key elements of this plan are as follows:

1. That the students living south of Fargo Avenue, west of 10th Avenue, north of Grangeville Boulevard, and east of Douty Street walk to the bus stop at Washington School.
2. That the students living south of Fargo Avenue, west of Fernwood Drive, north of Burlwood Avenue, and east of 10th Avenue walk to the bus stop at Fargo Avenue and Neill Way.
3. That the students living south of Fargo Avenue, west of 9¼ Avenue, north of Leland Way, and east of Fernwood Drive walk to the bus stop at Fargo Avenue and 9¼ Avenue.
4. That the students living south of Burlwood Avenue, west of Fernwood Drive, south of Leland Way, west of 8 ½ Avenue, north of Lacey Boulevard and east of 10th Avenue walk to the bus stop at Hamilton School.
5. That the students living south of Grangeville Boulevard, west of 9¼ Avenue, north of Freeway 198, east of Douty Street, walk to Kennedy Jr. School.
6. That the students living south of Florinda Street, east of 9 ¼ Avenue, west of Vista Avenue, and north of Lacey Boulevard walk to the bus stop at Lacey Boulevard, west of Carolyn Avenue.
7. That the students living south of Freeway 198, west of 10th Avenue, north of Hanford-Armona Road, and east of 11th Avenue walk to the bus stop at Lincoln School.
8. That the students living south of Hanford-Armona Road, west of Santa Fe Railroad tracks, north of Houston Avenue, east of 11th Avenue walk to the bus stop at 11th Avenue and Thompson Drive.
9. That the students living south of Hanford-Armona Road, west of 10½ Avenue, north of Houston Avenue, and east of Santa Fe Railroad tracks walk to the bus stop at Hanford-Armona Road and 10½ Avenue.
10. That the students living south of Hanford-Armona Road, west of Foggy Bottom Road, north of Orchard Drive, and east of 10½ Avenue walk to the bus stop at Hanford-Armona Road and Jordan Way and the bus stop at 10th Avenue south of Hanford-Armona Road at Faria's Bakery.
11. That the students living south of Hume Avenue, west of 11th Avenue, north of Houston Avenue and east of 12th Avenue walk to the bus stop at MLK School.



Attachment: HESD suggested routes 2016 (1503 : Hanford Elementary Suggested Routes)

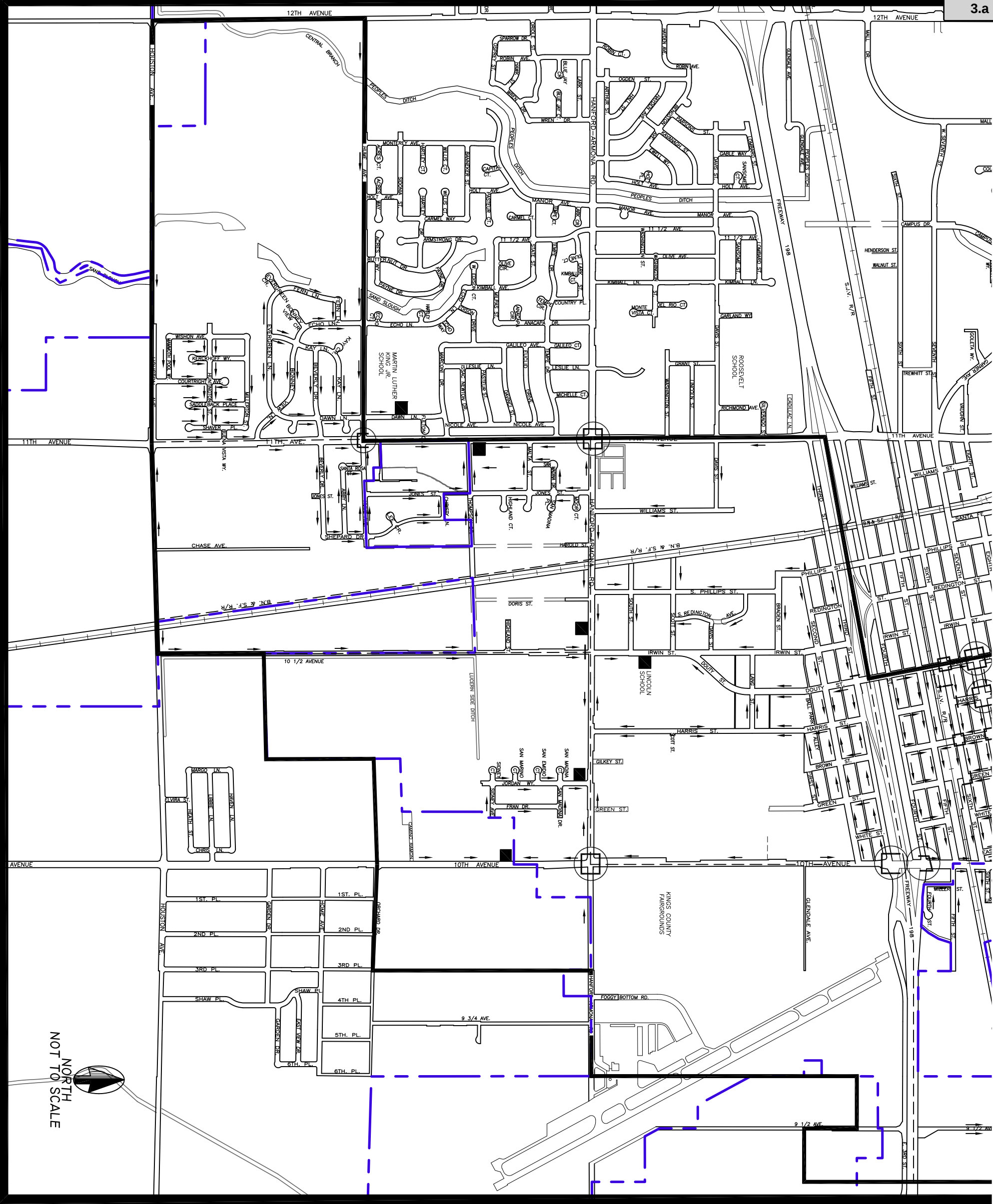
KENNEDY JR. HIGH SCHOOL

SUGGESTED ROUTE PLAN
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LEGEND

- BUS STOP
- SUGGESTED SCHOOL ROUTE
- CROSSWALK
- SCHOOL BOUNDARY
- SIGNAL



Attachment: HESD suggested routes 2016 (1503 : Hanford Elementary Suggested Routes)

KENNEDY JR. HIGH SCHOOL

SUGGESTED ROUTE PLAN
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LEGEND

- BUS STOP
- SUGGESTED SCHOOL ROUTE
- CROSSWALK
- SCHOOL BOUNDARY
- SIGNAL

WILSON JR. HIGH SCHOOL

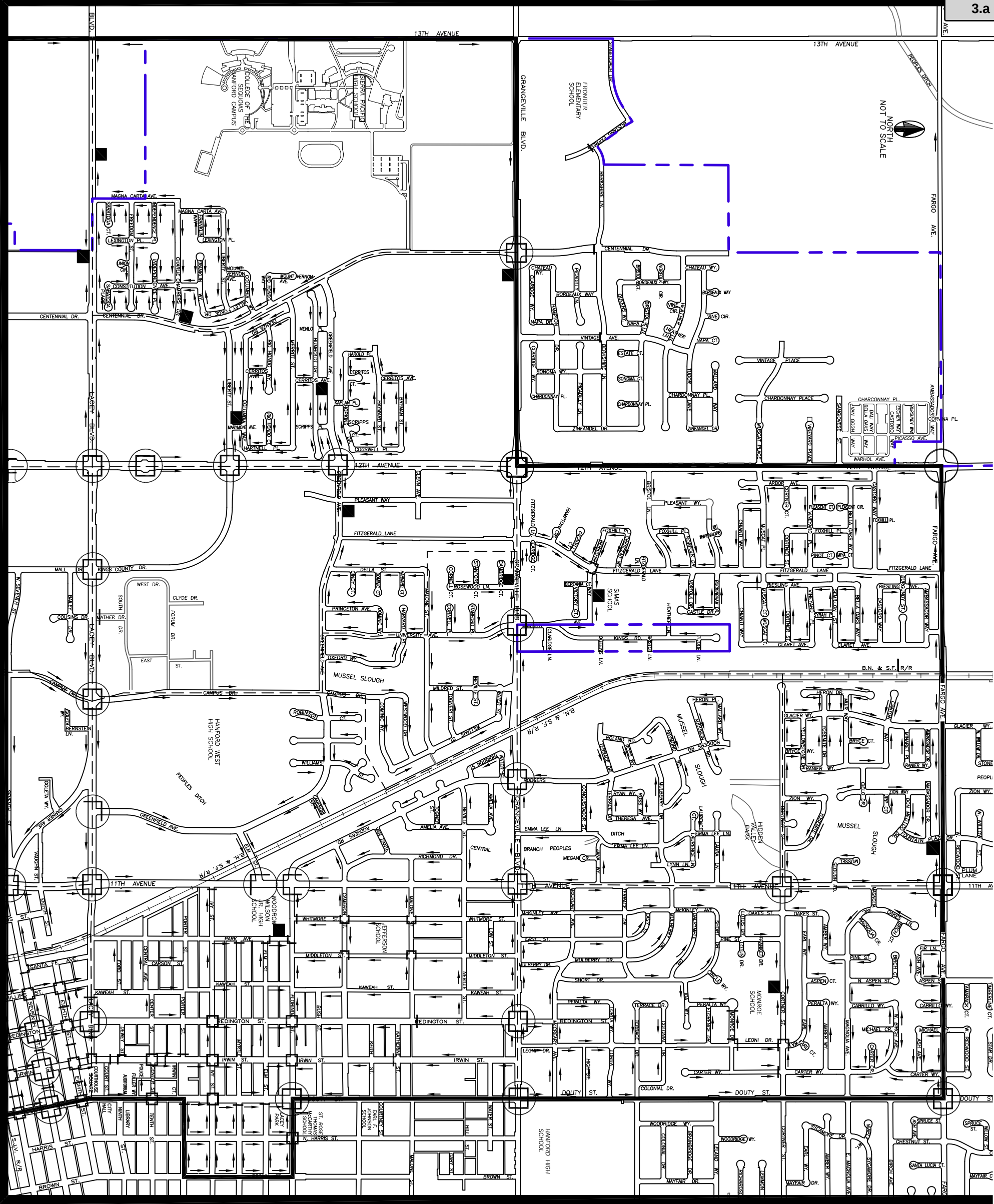
Suggested Route to School

The key elements of this plan are as follows:

1. That the students living south of Fargo Avenue, west of Santa Fe Railroad tracks, north of Grangeville Boulevard, and east of 12th Avenue walk to the bus stop at Simas School.
2. That the students living south of Fargo Avenue, west of 11th Avenue, north of Cortner Street, and east of Santa Fe Railroad tracks walk to the bus stop at Fargo Avenue and Fountain Plaza Drive.
3. That the students living south of Cortner Street, west of 11th Avenue, north of Grangeville Boulevard, and east of the Santa Fe Railroad tracks walk to Wilson Jr. High School.
4. That the students living south of Fargo Avenue, west of Douty Street, north of Grangeville Boulevard, and east of 11th Avenue walk to the bus stop at Monroe School.
5. That the students living south of Grangeville Boulevard, west of Centennial Drive, north of Lacey Boulevard, and east of 13th Avenue walk to the bus stop at Centennial Drive and Charlie Chambers Drive, the bus stop at 13th Avenue and Lacey Boulevard (mobile home park), and the bus stop at Grangeville Boulevard and Centennial Drive.
6. That the students living south of Greenfield Avenue, west of 12th Avenue, north of Lacey Boulevard, and east of Centennial Drive walk to the bus stop at Liberty Street and Marymont Avenue.
7. That the students living south of Grangeville Boulevard, west of 12th Avenue, north of Greenfield Avenue, and east of Centennial Drive walk to the bus stop at 12th Avenue and Greenfield Avenue.
8. That the students living south of Malone Street, west of University Avenue, north of Greenfield Avenue, and east of 12th Avenue walk to the bus stop at Pleasant Way and Greenfield Avenue.
9. That the students living south of Grangeville Boulevard, west of Santa Fe Railroad tracks, north of Dominic Way, west of Campus Drive, north of Greenfield Avenue, and east of 12th Avenue walk to the bus stop at Grangeville Boulevard and Mildred Street.
10. That the students living south of Grangeville Boulevard, west of Douty Street, north of Florinda Street, west of Brown Street, north of Eleventh Street, west of Douty Street, north of Lacey Boulevard, east of Campus Drive, south of Dominic Way, and east of Santa Fe Railroad tracks walk to Wilson Jr. High School.

Wilson Jr. High School, Suggested Route to School, continued

11. That the students living south of Lacey Boulevard, west of 12th Avenue, north of San Joaquin Valley Railroad tracks, and east of 13th Avenue walk to the bus stop at Lacey Boulevard and Hofman's Nursery.
12. That the students living south of Lacey Boulevard, west of Douty Street, north of Freeway 198, and east of 12th Avenue walk to Wilson Jr. High School.
13. That the students living south of Freeway 198, west of Ogden Street, south and west of Bengston Avenue, north of Hanford-Armona Road, and east of 12th Avenue walk to the bus stop at Hanford-Armona Road and Ogden Street.
14. That the students living south of Freeway 198, west of 11th Avenue, north of Hanford-Armona Road, and east of Bengston Avenue walk to the bus stop at Roosevelt School.
15. That the students living south of Hanford-Armona Road, west of the extension of Country Place/Kimball Avenue/Butternut Drive, north of Hume Avenue, and east of 12th Avenue walk to the bus stop at Hanford-Armona Road and Centennial Park.
16. That the students living south of Hanford-Armona Road, west of 11th Avenue, north of Hume Avenue, and east of the extension of Butternut Drive/Kimball Avenue/Country Place walk to the bus stop at King School.



Attachment: HESD suggested routes 2016 (1503 : Hanford Elementary Suggested Routes)

WILSON JR. HIGH SCHOOL

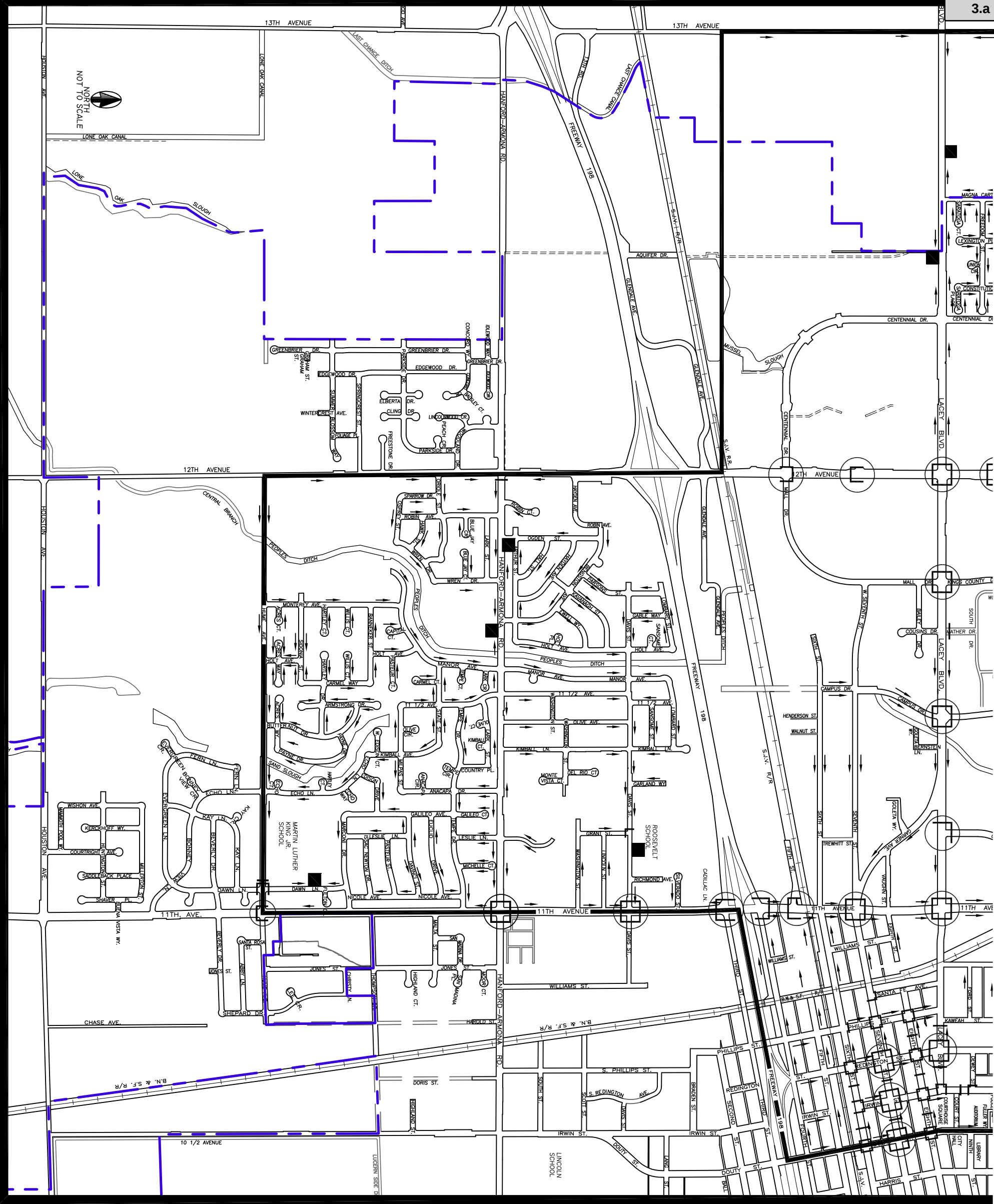
SUGGESTED ROUTE PLAN

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LEGEND

- BUS STOP
- SUGGESTED SCHOOL ROUTE
- CROSSWALK
- SCHOOL BOUNDARY
- SIGNAL



Attachment: HESD suggested routes 2016 (1503 : Hanford Elementary Suggested Routes)



LEGEND

-  BUS STOP
-  SUGGESTED SCHOOL ROUTE
-  CROSSWALK
-  SCHOOL BOUNDARY
-  SIGNAL

WILSON JR. HIGH SCHOOL
SUGGESTED ROUTE PLAN
PAGE 2 OF 2

JEFFERSON SCHOOL

Suggested Route to School

The key elements of this plan are as follows:

1. That the students living south of Fargo Avenue, east of 12th Avenue, west of Santa Fe Railroad tracks, north of Grangeville Boulevard, walk to the bus stop at Simas School.
2. That the students living south of Fargo Avenue, east of Santa Fe Railroad, west of Peoples Ditch, north of Cortner Street walk to the bus stop at Cortner Street and Glacier Way.
3. That the students living south of Fargo Avenue, east of 11th Avenue, west of Peoples Ditch, north of Cortner Street walk to the bus stop at Fargo Avenue and Fountain Plaza Drive.
4. That the students living south of Fargo Avenue, west of Douty Street, north of Grangeville Boulevard, east of 11th Avenue walk to the bus stop at Monroe School.
5. That the students living south of Cortner Street, west of Douty Street, north of Grangeville Boulevard, east of Santa Fe Railroad walk to the bus stop at Rodgers Road and Conquistador Street.
6. That the students living south of Grangeville Boulevard, west of 12th Avenue, north of Greenfield Avenue, east of Centennial Drive walk to the bus stop at Greenfield Avenue and Kaplan Place.
5. That the students living south of Greenfield Avenue, west of 12th Avenue, north of Merritt Street, east of Centennial Drive walk to the bus stop at Cerritos Avenue and Greenfield Avenue.
6. That the students living south of Merritt Street, west of 12th Avenue, north of Liberty Street, east of Centennial Drive walk to the bus stop at Liberty Street and Marymont Avenue.
9. That the students living south of Greenfield Avenue, west of Centennial Drive, north of Independence Place, east of Magna Carta Avenue walk to the bus stop at Centennial Drive and Charlie Chambers Drive.
10. That the students living south of south of Independence Place, west of Centennial Drive, north of Lacey Boulevard, east of 13th Avenue walk to the bus stop at Lacey Boulevard and Magna Carta Avenue.
11. That the students living south of Malone Street, west of University Avenue, north of Greenfield Avenue, east of 12th Avenue walk to the bus stop at Greenfield Avenue and Pleasant Way.

Jefferson School, Suggested Route to School, continued

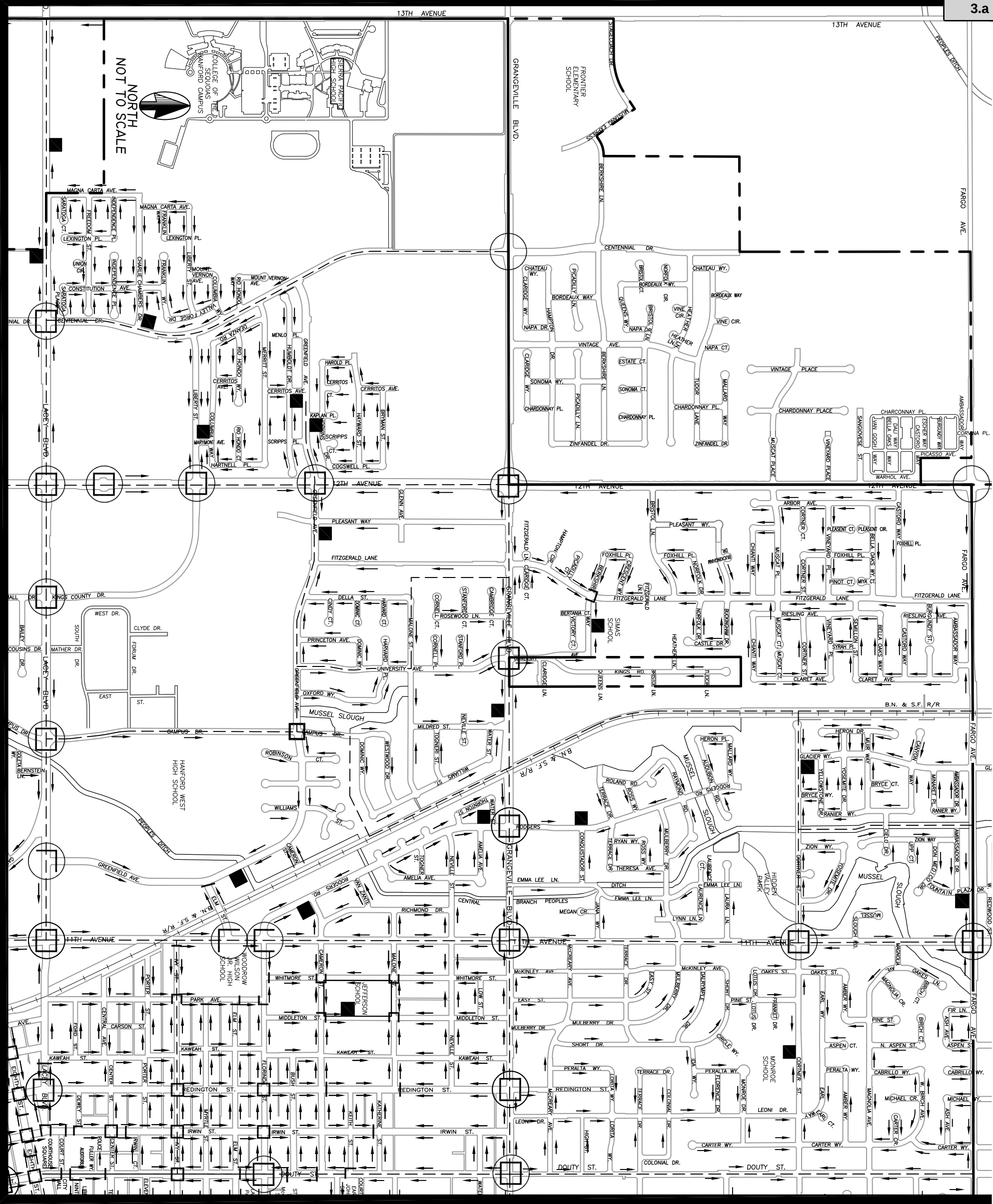
12. That the students living south of Grangeville Boulevard, west of Santa Fe Railroad, north of Greenfield Avenue, east of Fitzgerald Lane walk to the bus stop at Grangeville Boulevard and Mildred Street.
13. That the students living south of Dominic Way, west of Santa Fe Railroad, north of Lacey Boulevard, east of Campus Drive walk to the bus stop at Greenfield Avenue and Elm Street.
14. That the students living south of Grangeville Boulevard, west of Douty Street, north of Ivy Street, east of 11th Avenue walk to Jefferson School.
15. That the students living south of Ivy Street, west of Douty Street, north of Seventh Street, east of Santa Fe Railroad walk to the bus stop at Kaweah Street and Ford Street.
16. That the students living south of Fargo Avenue, west of 10th Avenue, north of Grangeville Boulevard, east of Douty Street walk to the bus stop at George Washington School.
17. That the students living south of Fargo Avenue, west of Fernwood Drive, north of Leland Way, east of 10th Avenue walk to the bus stop at Neill Way and Cedarwood Street.
18. That the students living south of Fargo Avenue, west of Highway 43, north of Leland Way, east of Fernwood Drive walk to the bus stop at Fargo Avenue and 9 ¼ Avenue.
19. That the students living south of Leland Way, west of 9 ¼ Avenue, north of Grangeville Boulevard, east of 10th Avenue walk to the bus stop at Hamilton School.
20. That the students living south of Grangeville Boulevard, west of 10th Avenue, north of Seventh Street, west of Douty Street walk to the bus stop at Tenth Street and Brown Street.
21. That the student living south of Grangeville Boulevard, west of Beulah Street, north of Whitney Drive, east of 10th Avenue walk to the bus stop at John F. Kennedy Jr. High School.
22. That the students living south of Grangeville Boulevard, west of 9 ¼ Avenue, north of Lacey Boulevard, east of Whitney Drive walk to the bus stop at John F. Kennedy Jr. High School.
23. That the students living south of San Joaquin Railroad, west of Vista Avenue, north of Lacey Boulevard, east of Coast Avenue walk to the bus stop at Sierra Drive.
24. That the students living south of Florinda Street, west of Coast Avenue, north of Lacey Boulevard, east of 9 ¼ Avenue walk to the bus stop at Lacey Boulevard and Carolyn Avenue.

Jefferson School, Suggested Route to School, continued

25. That the students living south of Whitney Drive, west of Lassen Drive, north of Lacey Boulevard, east of 10th Avenue walk to the bus stop at Lacey Boulevard and Wilson Lane.
26. That the students living south of Lacey Boulevard, west of 11th Avenue, north of Highway 198, east of 12th Avenue walk to the bus stop at 10th Avenue and Sixth Street.
27. That the student living south of Seventh Street, west of Douty Street, north of Highway 198, east of 11th Avenue walk to the bus stop at Fourth Street and Phillips Street.
28. That the students living south of Seventh Street, west of 10th Avenue, north of Highway 198, east of Douty Street walk to the bus stop at 10th Avenue and Fifth Street.
29. That the students living south of Lacey Boulevard, west of 9 ¼ Avenue, north of San Joaquin Railroad, east of 10th Avenue walk to the bus stop at Lacey Boulevard and Wilson Lane.
30. That the students living south of San Joaquin Railroad, west of Wilson Lane, north of Highway 198, east of 10th Avenue walk to the bus stop at 10th Avenue and Fifth Street.
31. That the students living south and west of Bengston Avenue, north of Hanford-Armona Road, east of 12th Avenue walk to the bus stop at Hanford-Armona Road and Ogden Street.
32. That the students living south of Highway 198, west of 11th Avenue, north of Hanford-Armona Road, east of Bengston Avenue walk to the bus stop at Roosevelt School.
33. That the students living south of Highway 198, west of 10th Avenue, north of Hanford-Armona Road, east of Santa Fe Railroad walk to the bus stop at Harris Street and First Street.
34. That the students living south of Hanford-Armona Road, west of Butternut Drive, north of Hume Avenue, east of 13th Avenue walk to the bus stop at Hanford-Armona Road and Bengston Avenue.
35. That the students living south of Hanford-Armona Road, west of 11th Avenue, north of Houston Avenue, east of Butternut Drive walk to the stop at M.L.K. School.
36. That the students living south of Hanford-Armona Road, west of Santa Fe Railroad, north of Buena Vista Way, east of 11th Avenue walk to the bus stop at 11th Avenue and Thompson Drive.
37. That the students living south of Hanford-Armona Road, west of 10 ½ Avenue, north of Thompson Drive, east of Santa Fe Railroad walk to the bus stop at Hanford-Armona Road and 10 ½ Avenue.

Jefferson School, Suggested Route to School, continued

38. The students living south of Hanford-Armona Road, west of 10 ½ Avenue, north of Houston Avenue, east of Santa Fe Railroad walk to the bus stop at 10 ½ Avenue north of Houston Avenue.
39. That the student living south of Hanford-Armona Road, west of Fran Drive, north of Houston Avenue, east of 10 ½ Avenue walk to the stop at Hanford-Armona Road and Jordan Way.
40. That the students living south of Hanford-Armona Road, west of 10th Avenue, north of Camino Ramon, east of Fran Drive walk to the bus stop at 10th Avenue south of Hanford-Armona Road.

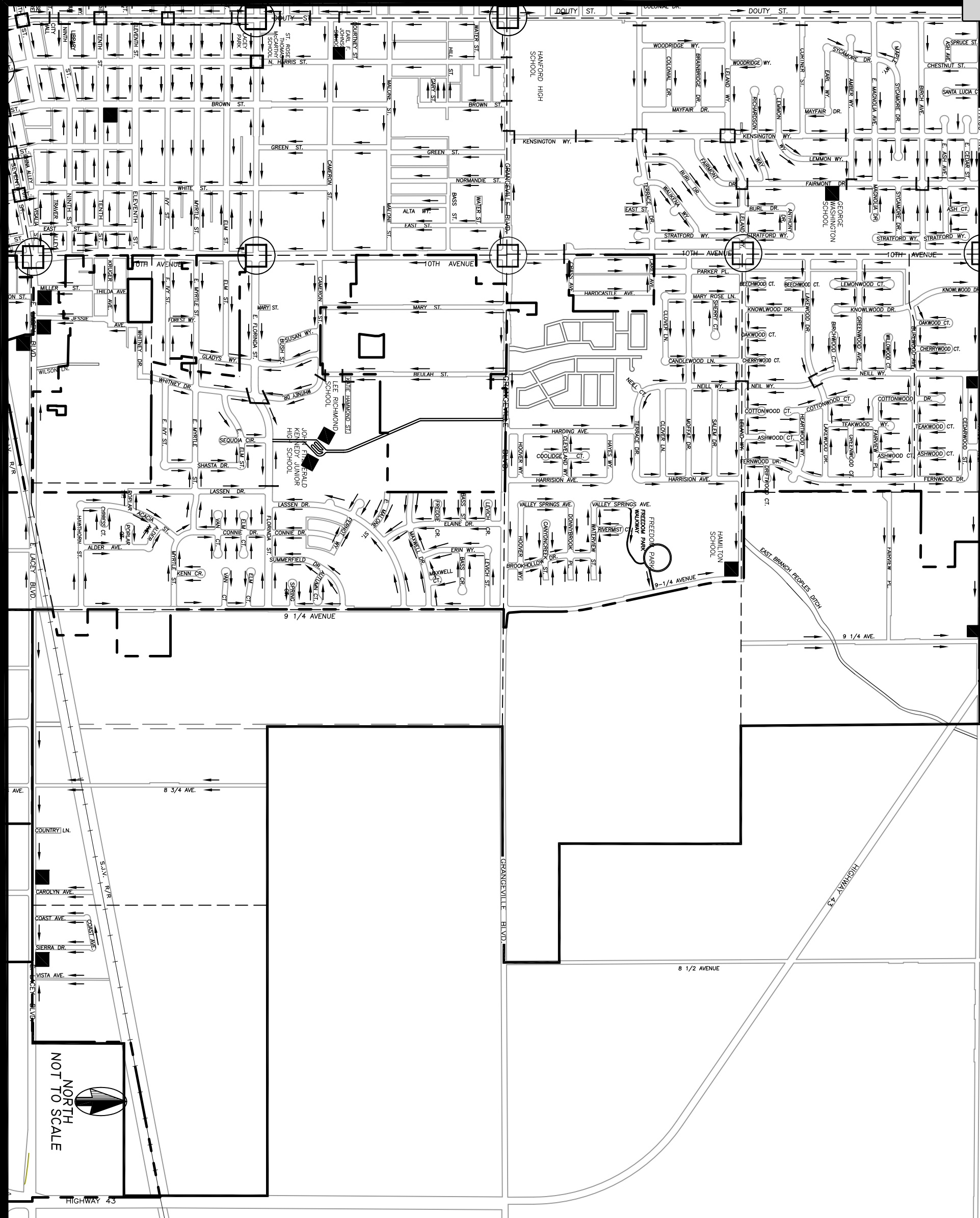


JEFFERSON SCHOOL
SUGGESTED ROUTE PLAN
PAGE 1 OF 3



LEGEND

- BUS STOP
- SUGGESTED SCHOOL ROUTE
- SCHOOL BOUNDARY
- SIGNAL



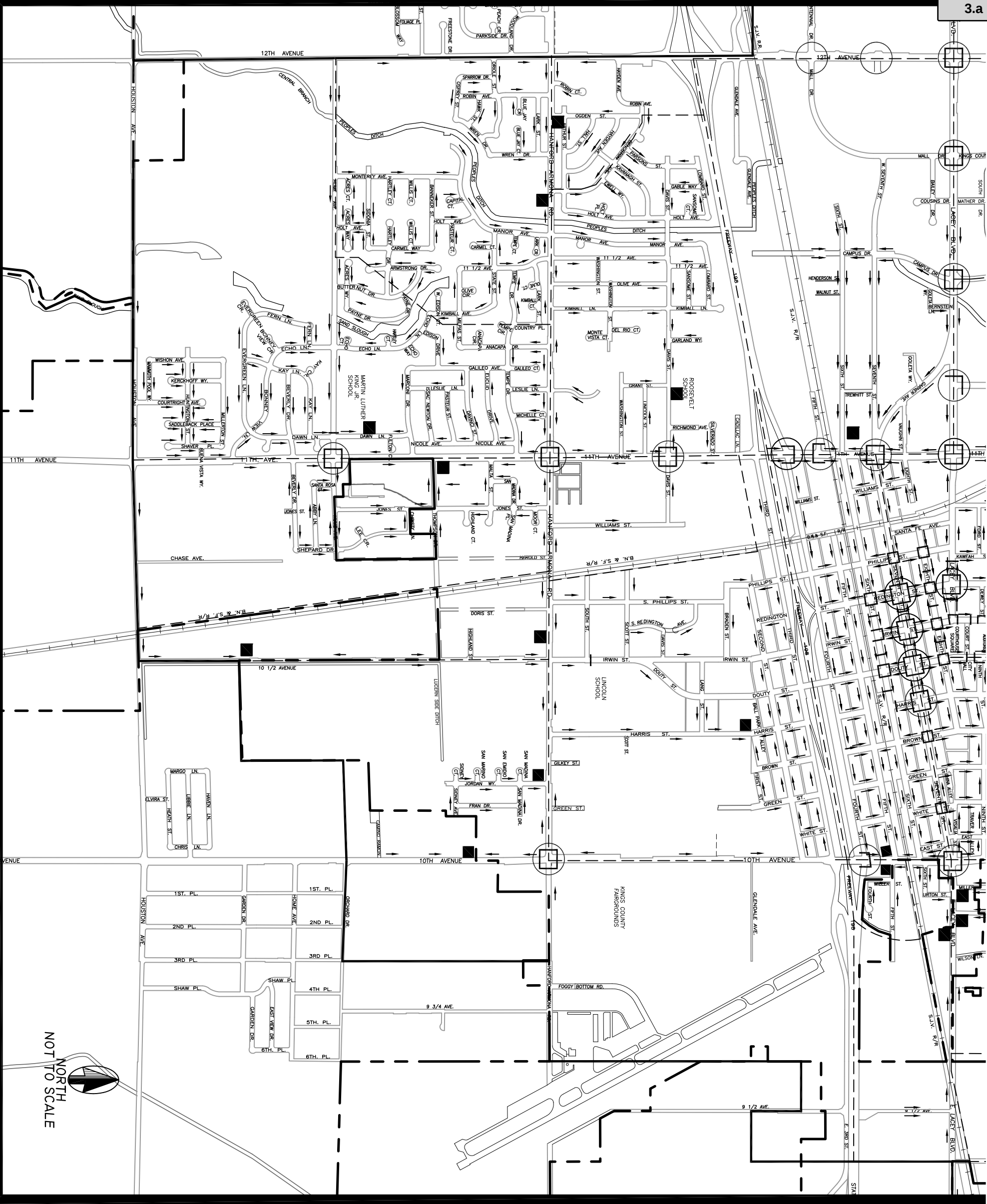
Attachment: HESD suggested routes 2016 (1503 : Hanford Elementary Suggested Routes)

JEFFERSON SCHOOL
SUGGESTED ROUTE PLAN
PAGE 2 OF 3



LEGEND

-  BUS STOP
-  SUGGESTED SCHOOL ROUTE
-  CROSSWALK
-  SCHOOL BOUNDARY
-  SIGNAL



Attachment: HESD suggested routes 2016 (1503 : Hanford Elementary Suggested Routes)

JEFFERSON SCHOOL

SUGGESTED ROUTE PLAN

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LEGEND

- BUS STOP
- SUGGESTED SCHOOL ROUTE
- CROSSWALK
- SCHOOL BOUNDARY
- SIGNAL



AGENDA STAFF REPORT

MEETING DATE: 5/26/2016	AGENDA SECTION: 4
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SUBJECT:

"No Parking" designation - on both sides of Kings County Drive between 12th Avenue and Lacey Boulevard.

RECOMMENDATION:

That the Parking and Traffic Commission, by motion, recommend to the City Council that the following location be added to Section 10.16.130(B) of the City of Hanford Municipal Code prohibiting parking at any time in the designated area.

- Kings County Drive -Both sides, between 12th Avenue and Lacey Boulevard.

DISCUSSION:

City staff is requesting that Kings Drive between 12th Avenue and Lacey Boulevard be designated No Parking at Any Time. Upon Council approval, the entire segment would be striped with a continuous dual left turn pocket. Having a dual left turn pocket provides additional traffic safety from rear collisions for vehicles making the left turn movement.

Kings County Drive is a two lane road with a curb to curb width of 46'. The speed limit is 30 MPH.

The portion of Kings County Drive between 12th Avenue and Forum Drive, which was constructed at the time of the new Federal Courthouse, is currently striped with a continuous dual left turn lane. (See attached exhibit.) The street width curb to curb does not allow for street parking and there are "No Parking Any Time" signs that were installed at the opening of the new street. This segment needs to be incorporated into the Municipal Code for compliance with the no parking.

The portion of Kings County Drive between Forum Drive and Lacey Boulevard is two lanes with

a centerline stripe and parallel parking on both sides. (See attached exhibit). Prior to the new courthouse construction, the County Offices did not have sufficient on-site parking to accommodate their needs, so parallel parking stalls were marked on Kings County Drive to provide the additional needed spaces. With the new courthouse construction, the additional sufficient parking was constructed. The City has contacted County offices and was provided the information that they no longer use the street parking.

The city is proposing to restripe this section of Kings County Drive to match the newly constructed roadway with a continuous dual left turn pocket.

Staff proposes to install the required “No Parking at Any Time” signs on both sides of Kings County Drive to prohibit parking between 12th Avenue and Lacey Boulevard. An exhibit is attached noting the recommended location to be designated and posted as a “No Parking” area.

If the Commission approves this recommendation, the City Council would be requested to introduce and pass to a second reading, an amendment to Ordinance Section 10.16.130(B) of the City of Hanford Municipal Code, to prohibit parking at the designated location.

Respectfully submitted,

Lisa Dock, PE
Deputy City Engineer

FISCAL IMPACT:

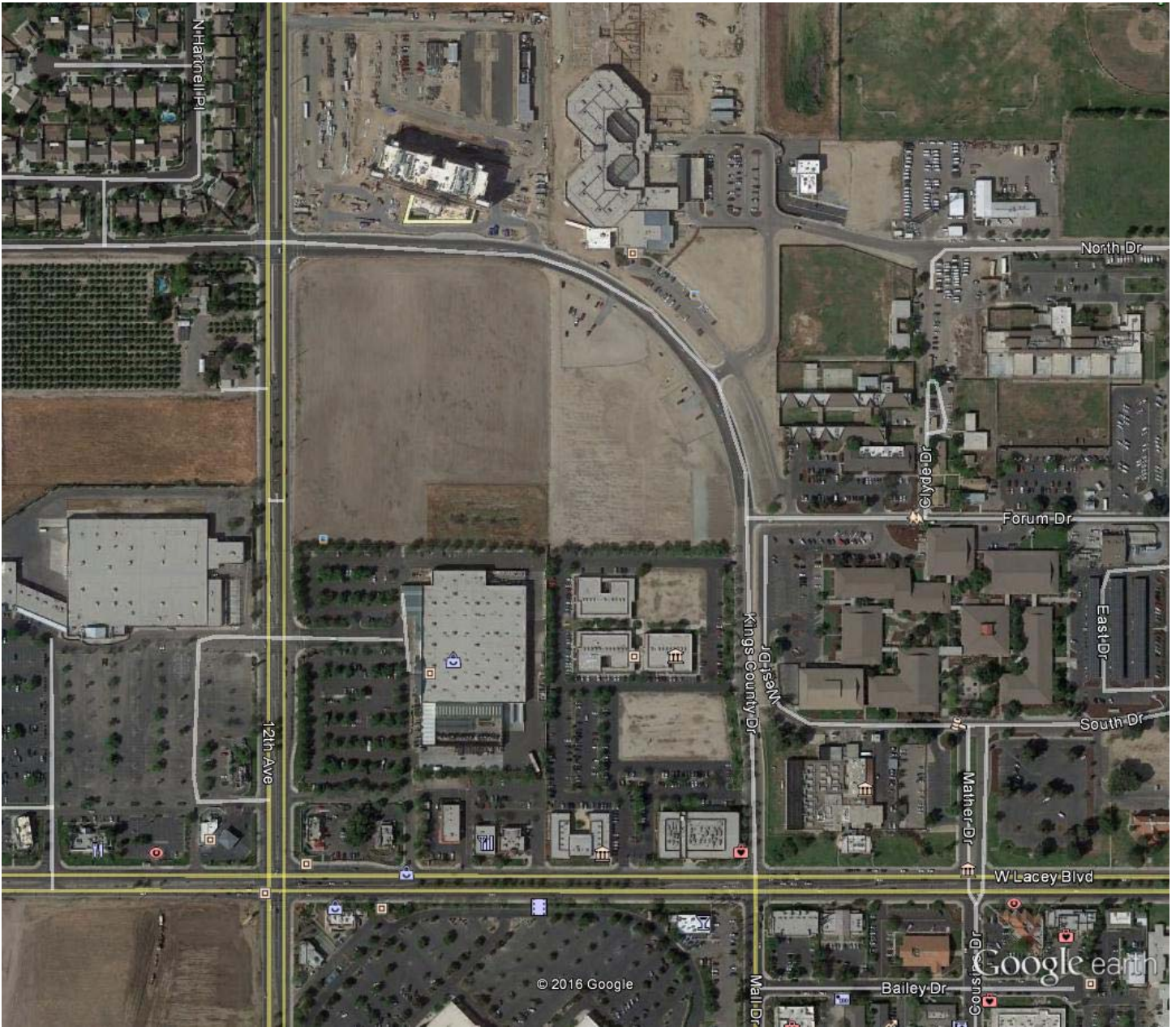
The impacts to city budget would be limited to the purchase of No Parking signs and posts along with the labor to install them.

ATTACHMENTS:

Project Location Aerial View

Kings Drive - Dual Left

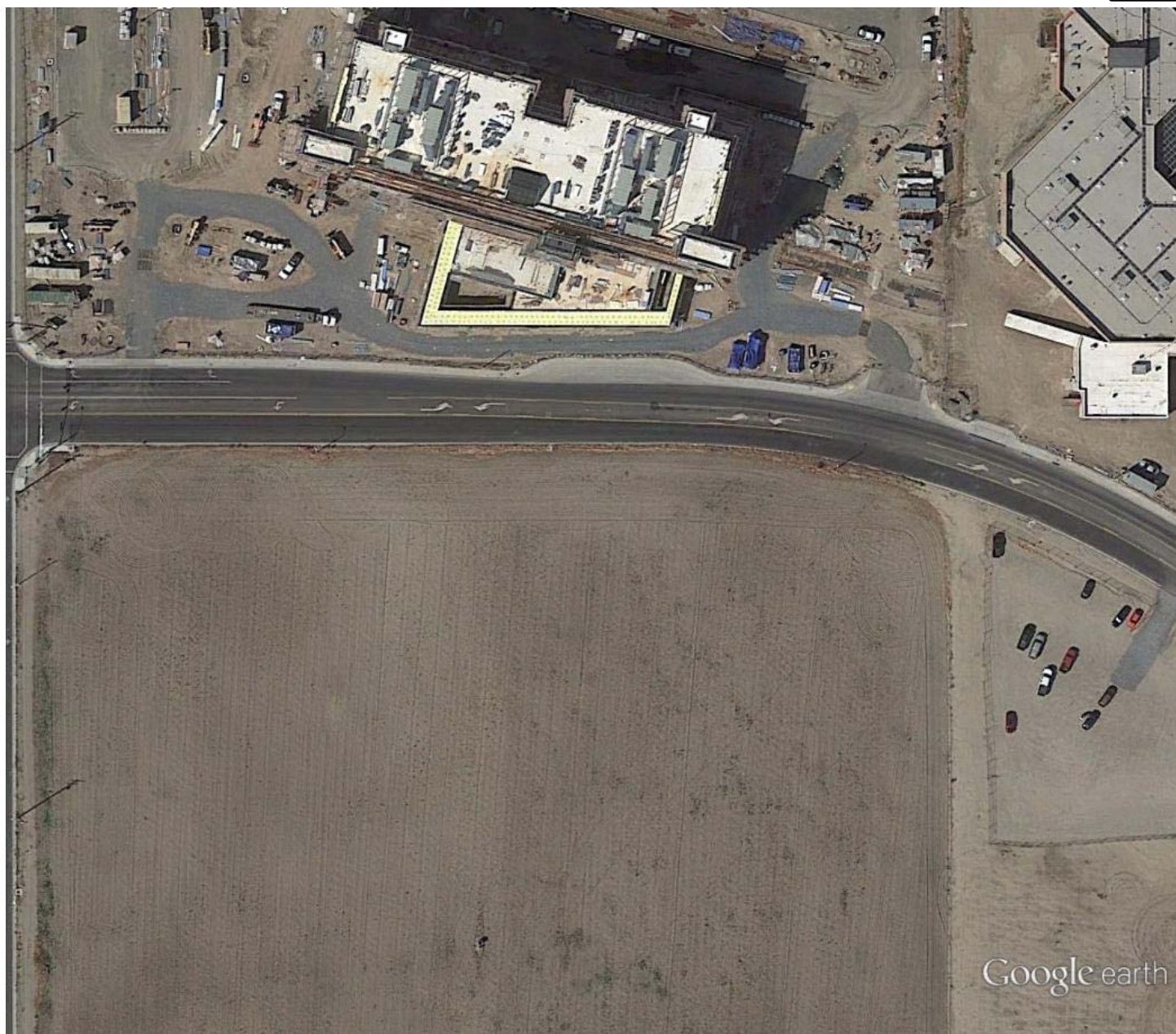
Kings Drive - Parallel Parking



Google earth



Attachment: Project Location Aerial View (1499 : No Parking KC Dr.)

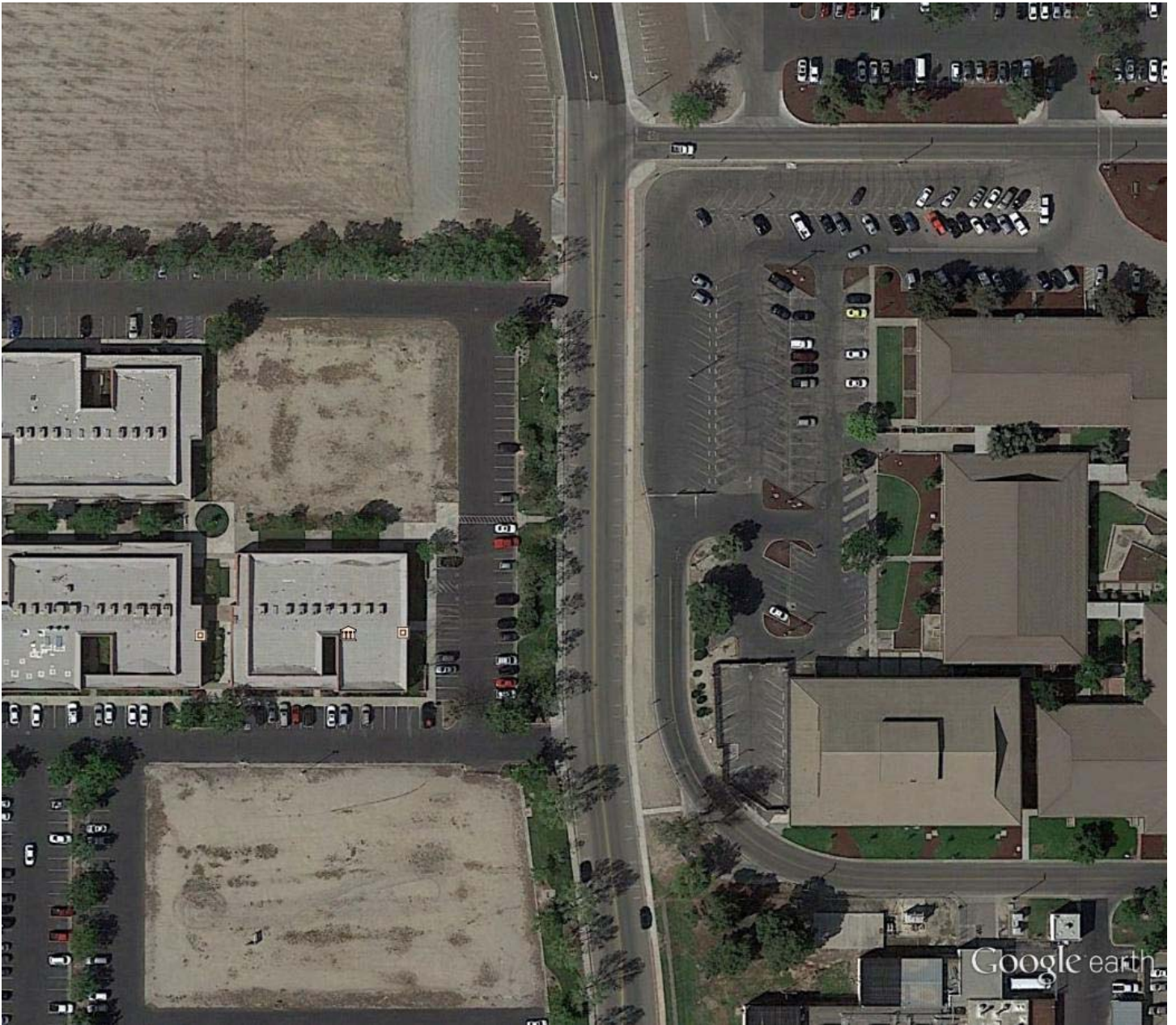


Google earth

feet 400
meters 100



Attachment: Kings Drive - Dual Left (1499 : No Parking KC Dr.)



Google earth



Attachment: Kings Drive - Parallel Parking (1499 : No Parking KC Dr.)



AGENDA STAFF REPORT

MEETING DATE: 5/26/2016	AGENDA SECTION: 5
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SUBJECT:

Install Two-way Stop on Scott Street at Phillips Street for Public Safety.

RECOMMENDATION:

That the Parking and Traffic Commission make a recommendation to the City Council to authorize the installation of a two-way stop on Scott Street at Phillips Street and to change Section 10.32.010 of the Hanford Municipal Code to include a two-way stop at this intersection.

DISCUSSION:

The City is currently constructing a Storm Water Basin at the south west corner of Scott Street and Phillips Street. A privacy fence will be constructed around the basin. The privacy fence will be along the south side of Scott Street and along the west side of Phillips St. The privacy fence will obstruct motorists' view of north bound traffic on Phillips Street. This intersection currently has yield signs for east-west bound traffic.

Scott Street is a two-lane east-west bound street with curb and gutter. The curb to curb width is 44' and is adequate for a two lanes of traffic with room for street parking. The speed limit on Scott Street is prima facie 25 MPH. Phillips Street is a two-lane north-south bound street with curb and gutter and a curb to curb width of 44'. The speed limit on Phillips Street is prima facie 25 MPH. There are no schools in the vicinity of the intersection. There have been no accidents reported at this intersection in the last year.

Respectfully submitted,

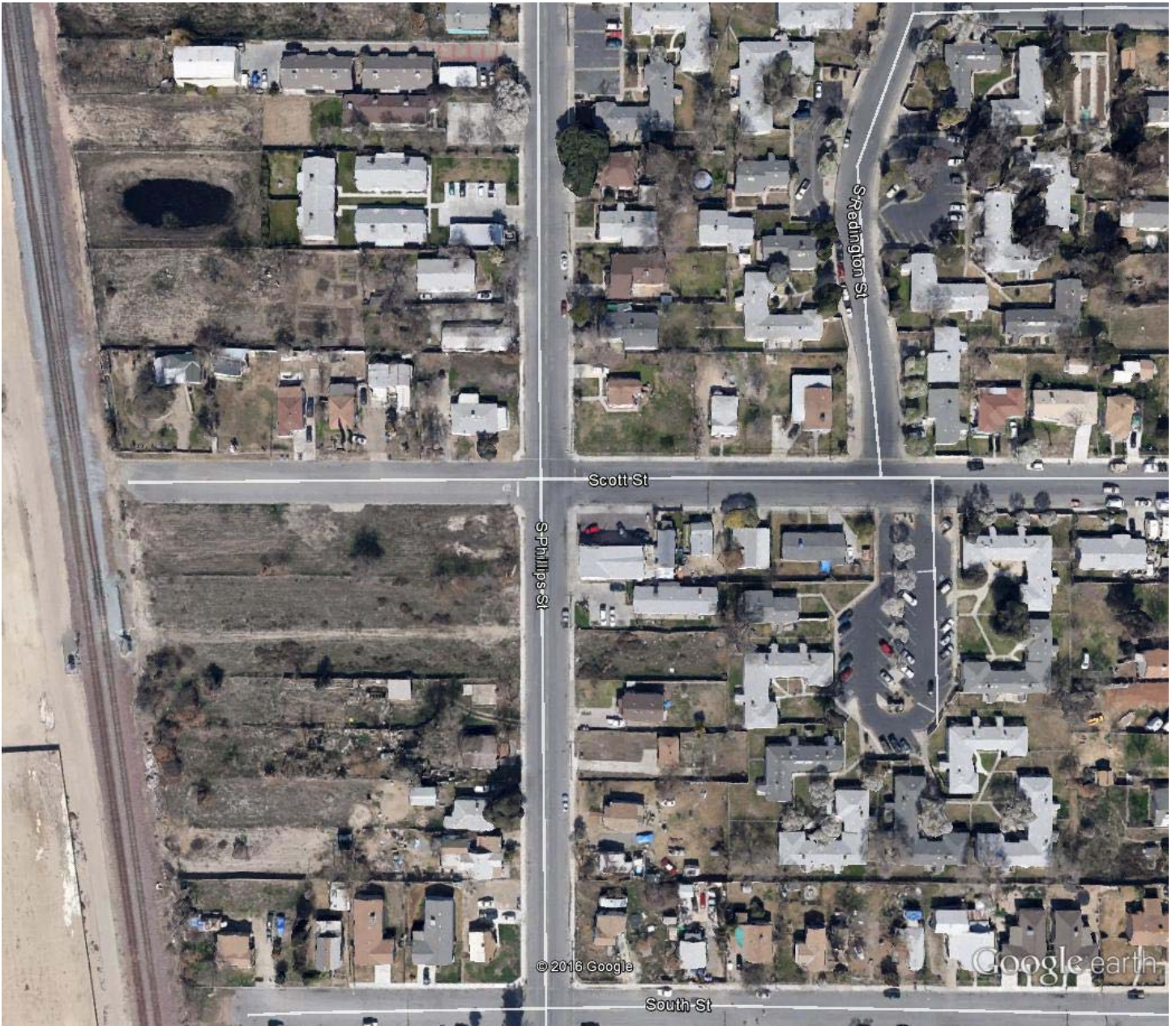
Shawn Dailey, Secretary
Senior Engineering Technician

FISCAL IMPACT:

The impacts to city budget would be limited to the purchase of Stop signs and posts along with the labor to install them.

ATTACHMENTS:

Scott St



Google earth



Attachment: Scott St (1500 : Two-way Stop Scott St.)



AGENDA STAFF REPORT

MEETING DATE: 5/26/2016	AGENDA SECTION: 6
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SUBJECT:

Recommendation for approval of the Transportation Projects- Five Year Capital Plan

RECOMMENDATION:

That the Parking and Traffic Commission make a recommendation to the City Council to adopt the FY 17/18 Capital Improvements Program Transportation Projects - Five Year Capital Plan.

DISCUSSION:

City Council approval of a Capital Improvement Plan is required under California Government Code Section 66002(b).

Respectfully submitted,

Lisa Dock, PE
Deputy City Engineer

FISCAL IMPACT:

The projects on the Transportation Project Capital Plan are planned and budgeted through Gas Tax, Transportation Impact Fees, Storm Drain Capital Fees, Wastewater Capital, and Congestion Mitigation and Air Quality funds.

ATTACHMENTS:

2017-18 Final CIP-Transportation

TRANSPORTATION PROJECTS - FIVE YEAR CAPITAL PLAN

PROJECT TITLE	2017	2018	2019	2020	2021	2022
Sidewalk and Miscellaneous Concrete Repairs	25,000	25,000	25,000	25,000	25,000	25,000
New Sidewalk and ADA Improvements	45,000	45,000	45,000	45,000	45,000	45,000
Street Division Maintenance	510,000	510,000	510,000	510,000	510,000	510,000
Unscheduled Arterial Upgrades & Traffic Signal Installation	150,000	150,000	150,000	150,000	150,000	150,000
Slurry Seal Treatment	450,000	450,000	230,000	230,000	230,000	230,000
Survey Monumentation / Mapping	15,000	15,000	15,000	15,000	15,000	15,000
Reclamite Seal Treatment	170,000	0	170,000	0	170,000	0
Pavement Resurfacing Treatment	450,000	450,000	230,000	230,000	230,000	230,000
Lacey Boulevard Resurfacing (CIR), Mall Drive to Magna Carta Avenue	1,140,000	0	0	0	0	0
Lacey Boulevard Resurfacing (CIR), Irwin Street to 11th Avenue	525,000	0	0	0	0	0
Bicycle Facility Improvements	565,000	0	0	0	0	0
Traffic Signal at Douty Street and Sixth Street	350,000	0	0	0	0	0
Capacity Improvements at 11th Avenue and Grangeville Boulevard	224,000	350,000	0	0	0	0
Grangeville Boulevard Resurfacing (CIR), 12th Avenue to Centennial Drive	0	690,000	0	0	0	0
Traffic Signal at Grangeville Boulevard & 13th Avenue	0	550,000	0	0	0	0
12th Avenue Widening/Resurfacing, Hanford-Armona Road to Springcrest St.	0	590,000	0	0	0	0
Signage Replacement	0	30,000	0	0	0	0
Traffic Signal Battery Backup Retrofit	0	180,000	180,000	0	0	0
Traffic Signal @ 12th Avenue and Hume Avenue	0	0	0	400,000	0	0
Lacey Blvd. Widening / Reconstruction, 10th Ave to Sierra Dr	0	0		3,000,000	2,370,000	0
TOTAL	\$4,619,000	\$4,035,000	\$1,555,000	\$4,605,000	\$3,745,000	\$1,205,000
FUNDING SOURCES						
040 Gas Tax (2105)	425,000	425,000	200,000	200,000	430,000	430,000
041 Gas Tax (2106)	170,000	0	170,000	0	170,000	0
042 Gas Tax (2107)	510,000	510,000	510,000	510,000	510,000	510,000
044 Gas Tax (2103)	1,175,000	1,150,000	180,000	0	0	0
050 Gas Tax (TDA Transportation)	1,035,000	545,000	330,000	330,000	100,000	100,000
052 Gas Tax (RSTP Exchange Funds)	64,800	340,000	0	0	0	0
055 Congestion Mitigation and Air Quality (CMAQ)	915,200	797,000	0	400,000	0	0
181 Transportation Impact Fees	309,000	253,000	150,000	3,150,000	2,520,000	150,000
358 Storm Drainage Capital	7,500	7,500	7,500	7,500	7,500	7,500
363 Wastewater Capital	7,500	7,500	7,500	7,500	7,500	7,500
TOTAL	\$4,619,000	\$4,035,000	\$1,555,000	\$4,605,000	\$3,745,000	\$1,205,000

Sidewalk and Miscellaneous Concrete Repairs

Project Background:

These funds will be used to repair sidewalks, drive approaches and other concrete improvements where city crews will be completing street reconstruction projects or in areas where the improvements are damaged by tree roots.

Existing Conditions:

Project Justification:

These funds will be used to repair sidewalks, drive approaches, and other public concrete improvements that are in disrepair and create potential safety hazards.

Fiscal Implications:

Funding for this project will be allocated from gas tax reserves.

Project Budget Summary:

		6-Year Funding Allocation					
	Program or Project	2017	2018	2019	2020	2021	2022
		Construction	Construction	Construction	Construction	Construction	Construction
Expenditure	Engineering / Inspection	2,250	2,250	2,250	2,250	2,250	2,250
	Construction	20,000	20,000	20,000	20,000	20,000	20,000
	Contingency	2,000	2,000	2,000	2,000	2,000	2,000
	Department Overhead	750	750	750	750	750	750
Total Expenditure		\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000
Revenue	Funding						
	050 Gas Tax (TDA Transportation)	25,000	25,000	25,000	25,000	25,000	25,000
	Total Funding	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000

New Sidewalk and ADA Improvements

Project Background:

These funds will be used to install sidewalks and other concrete improvements in areas currently void of such improvements. Improvement areas will be selected along arterial/collector streets with high pedestrian volume and where existing rights-of-ways exist to facilitate sidewalk installation. These funds will also be used to install accessibility ramps in compliance with American with Disabilities Act (ADA) standards.

Existing Conditions:

Project Justification:

Compliance with ADA standards is a federal law. Also, the installation of sidewalks provides pedestrians with a safe walkway located outside vehicular travel areas.

Fiscal Implications:

Funding for this project will be allocated from gas tax reserves.

Project Budget Summary:

		6-Year Funding Allocation					
	Program or Project	2017	2018	2019	2020	2021	2022
		Construction	Construction	Construction	Construction	Construction	Construction
Expenditure	Engineering / Inspection	2,250	2,250	2,250	2,250	2,250	2,250
	Construction	40,000	40,000	40,000	40,000	40,000	40,000
	Contingency	2,000	2,000	2,000	2,000	2,000	2,000
	Department Overhead	750	750	750	750	750	750
Total Expenditure		\$45,000	\$45,000	\$45,000	\$45,000	\$45,000	\$45,000
Revenue	Funding						
	050 Gas Tax (TDA Transportation)	45,000	45,000	45,000	45,000	45,000	45,000
	Total Funding	\$45,000	\$45,000	\$45,000	\$45,000	\$45,000	\$45,000

Street Division Maintenance

Project Background:

Street maintenance is performed by the Public Works Street Maintenance Division through the city's general fund. This project account is established to record that portion of annual street maintenance which will be allocated to gas tax funds.

Existing Conditions:

Project Justification:

These funds will pay for labor, maintenance materials, equipment rental, and other contracted services for street reconstruction, resurfacing, and repair projects.

Fiscal Implications:

Funding for this program will be allocated from gas tax reserves.

Project Budget Summary:

		6-Year Funding Allocation					
	Program or Project	2017	2018	2019	2020	2021	2022
		Maintenance	Maintenance	Maintenance	Maintenance	Maintenance	Maintenance
Expenditure	Maintenance	510,000	510,000	510,000	510,000	510,000	510,000
Total Expenditure		\$510,000	\$510,000	\$510,000	\$510,000	\$510,000	\$510,000
Revenue	Funding						
	042 Gas Tax (2107)	510,000	510,000	510,000	510,000	510,000	510,000
	Total Funding	\$510,000	\$510,000	\$510,000	\$510,000	\$510,000	\$510,000

Unscheduled Arterial Upgrades & Traffic Signal Installation

Project Background:

This fund will be used to reimburse developers who are required to construct qualifying arterial street improvements that exceed their project's transportation mitigation impact fee share.

Existing Conditions:

Project Justification:

This fund will set aside funds to reimburse developers that are required to construct street improvements, as part of project conditions of approval, that are considered to be over sized.

Fiscal Implications:

Funding for this program will be allocated from transportation impact fee reserves.

Project Budget Summary:

		6-Year Funding Allocation					
		2017	2018	2019	2020	2021	2022
Expenditure	Program or Project	Construction	Construction	Construction	Construction	Construction	Construction
	Construction	150,000	150,000	150,000	150,000	150,000	150,000
Total Expenditure		\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000
Revenue	Funding						
	181 Transportation Impact Fees	150,000	150,000	150,000	150,000	150,000	150,000
Total Funding		\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000

Slurry Seal Treatment

Project Background:

Funds for this project will be used to apply a slurry seal treatment to various residential streets as identified by Public Works Department staff. The slurry seal treatment is a mixture of oil and fine rock aggregate that restores and protects the top surface of a street.

Existing Conditions:

Asphalt concrete pavement surfaces deteriorate over time due to loss of oil content from naturally occurring processes and vehicular traffic loads.

Project Justification:

Timely application of a pavement slurry seal treatment provides a roadway with a smooth riding surface, reduces pavement cracking and extends the useful life of the street. This project will provide surface treatment for approximately 10 miles of residential street (225,000 SY).

Fiscal Implications:

Funding for this project will be allocated from gas tax reserves.

Project Budget Summary:

		6-Year Funding Allocation					
		2017	2018	2019	2020	2021	2022
Expenditure	Program or Project	Construction	Construction	Construction	Construction	Construction	Construction
	Engineering / Inspection	7,500	7,500	7,500	7,500	7,500	7,500
	Construction	400,000	400,000	200,000	200,000	200,000	200,000
	Contingency	40,000	40,000	20,000	20,000	20,000	20,000
	Department Overhead	2,500	2,500	2,500	2,500	2,500	2,500
Total Expenditure		\$450,000	\$450,000	\$230,000	\$230,000	\$230,000	\$230,000
Revenue	Funding						
	040 Gas Tax (2105)	200,000	200,000	200,000	200,000	200,000	200,000
	050 Gas Tax (TDA Transportation)	250,000	250,000	30,000	30,000	30,000	30,000
Total Funding		\$450,000	\$450,000	\$230,000	\$230,000	\$230,000	\$230,000

Survey Monumentation / Mapping

Project Background:

These funds will be used to re-establish survey monumentation on street re-surfacing projects and to update our survey bench mark datum and mapping.

Existing Conditions:

The city's survey bench mark datum is used by private engineers in the design of various Public Works infrastructure projects. The bench mark datum is updated by the city approximately every 10 years.

Project Justification:

State law requires that survey monuments be re-established if altered due to re-surfacing or reconstruction of streets. Updating of our survey bench mark datum periodically is necessary for proper installation of curbs, storm drainage facilities and sanitary sewer lines.

Fiscal Implications:

Funding for this project will be allocated from storm drainage and sanitary sewer fund reserves.

Project Budget Summary:

		6-Year Funding Allocation					
		2017	2018	2019	2020	2021	2022
Expenditure	Program or Project	Construction	Construction	Construction	Construction	Construction	Construction
	Engineering	15,000	15,000	15,000	15,000	15,000	15,000
Total Expenditure		\$15,000	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000
Revenue	Funding						
	358 Storm Drainage Capital	7,500	7,500	7,500	7,500	7,500	7,500
	363 Wastewater Capital	7,500	7,500	7,500	7,500	7,500	7,500
Total Funding		\$15,000	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000

Reclamite Seal Treatment

Project Background:

Reclamite is a pavement surface protection and preservation treatment for city streets. The treatment keeps pavement surfaces flexible and reduces asphalt oil content loss.

Existing Conditions:

Asphalt concrete pavement surfaces deteriorate over time due to loss of oil content from naturally occurring processes and vehicular traffic loads.

Project Justification:

Reclamite seal treatments will extend the useful life of asphalt pavement surfaces thereby reducing street maintenance costs. This project will provide surface treatment for approximately five miles of arterial/collector street (175,000 SY).

Fiscal Implications:

Funding for this project will be allocated from gas tax reserves.

Project Budget Summary:

		6-Year Funding Allocation					
		2017	2018	2019	2020	2021	2022
Expenditure	Program or Project	Construction	Construction	Construction	Construction	Construction	Construction
	Engineering / Inspection	3,500		3,500		3,500	
	Construction	150,000		150,000		150,000	
	Contingency	15,000		15,000		15,000	
	Department Overhead	1,500		1,500		1,500	
Total Expenditure		\$170,000	\$0	\$170,000	\$0	\$170,000	\$0
Revenue	Funding						
	041 Gas Tax (2106)	170,000		170,000		170,000	
Total Funding		\$170,000	\$0	\$170,000	\$0	\$170,000	\$0

Pavement Resurfacing Treatment

Project Background:

Pavement Resurfacing Treatment is a surface protection and pavement preservation treatment for city streets. The treatment process is performed in three applications. The first step is application of a scrub seal oil coating to fill in roadway cracks. Next a fine gravel rock surfacing is applied to add structural integrity to the product and finally a micro-seal coat is applied to provide a smooth driving surface.

Existing Conditions:

Asphalt concrete pavement surfaces deteriorate over time due to loss of oil content from naturally occurring processes and vehicular traffic loads.

Project Justification:

Pavement Resurfacing treatments will extend the useful life of asphalt concrete pavement surfaces thereby reducing street maintenance costs. This project will provide surface treatment for approximately 5 miles of collector street (175,000 SY).

Fiscal Implications:

Funding for this project will be allocated from gas tax reserves.

Project Budget Summary:

		6-Year Funding Allocation					
	Program or Project	2017	2018	2019	2020	2021	2022
		Construction	Construction	Construction	Construction	Construction	Construction
Expenditure	Engineering / Inspection	7,500	7,500	7,500	7,500	7,500	7,500
	Construction	400,000	400,000	200,000	200,000	200,000	200,000
	Contingency	40,000	40,000	20,000	20,000	20,000	20,000
	Department Overhead	2,500	2,500	2,500	2,500	2,500	2,500
Total Expenditure		\$450,000	\$450,000	\$230,000	\$230,000	\$230,000	\$230,000
Revenue	Funding						
	040 Gas Tax (2105)	225,000	225,000			230,000	230,000
	050 Gas Tax (TDA Transportation)	225,000	225,000	230,000	230,000		
	Total Funding	\$450,000	\$450,000	\$230,000	\$230,000	\$230,000	\$230,000

Lacey Boulevard Resurfacing (CIR), Mall Drive to Magna Carta Avenue

Project Background:

This project will involve the resurfacing of street pavement within Lacey Boulevard, from Mall Drive to Magna Carta Avenue. Improvements to include recycling of existing pavement, adjusting manhole and gate valve covers, installation of accessibility ramps, asphalt concrete paving and restriping of the roadway.

Existing Conditions:

Lacey Boulevard is a four lane arterial street with a protected left turn lane. Current average daily traffic volume is approximately 15,000 vehicles per day. The existing roadway surface is deteriorating due to traffic loads and weather impacts and is in need of resurfacing.

Project Justification:

This project will extend the useful life of the street by approximately 12-15 years.

Fiscal Implications:

Funding for this project will be allocated from gas tax reserves.

Project Budget Summary:

		6-Year Funding Allocation					
		2017	2018	2019	2020	2021	2022
Expenditure	Program or Project	Construction					
	Engineering / Inspection	30,000					
	Construction	1,000,000					
	Contingency	100,000					
	Department Overhead	10,000					
Total Expenditure		\$1,140,000	\$0	\$0	\$0	\$0	\$0
Revenue	Funding						
	044 Gas Tax (2103)	650,000					
	050 Gas Tax (TDA Transportation)	490,000					
Total Funding		\$1,140,000	\$0	\$0	\$0	\$0	\$0

Lacey Boulevard Resurfacing (CIR), Irwin Street to 11th Avenue

Project Background:

This project will involve the resurfacing of street pavement within Lacey Boulevard, from Irwin Street to 11th Avenue. Improvements to include recycling of existing pavement, adjusting manhole and gate valve covers, installation of accessibility ramps, asphalt concrete paving and restriping of the roadway.

Existing Conditions:

Lacey Boulevard is a four lane arterial street with a protected left turn lane. Current average daily traffic volume is approximately 17,000 vehicles per day. The existing roadway surface is deteriorating due to traffic loads and weather impacts and is in need of resurfacing.

Project Justification:

This project will extend the useful life of the street by approximately 12-15 years.

Fiscal Implications:

Funding for this project will be allocated from gas tax reserves.

Project Budget Summary:

		6-Year Funding Allocation					
		2017	2018	2019	2020	2021	2022
Expenditure	Program or Project	Construction					
	Engineering / Inspection	25,000					
	Construction	450,000					
	Contingency	45,000					
	Department Overhead	5,000					
Total Expenditure		\$525,000	\$0	\$0	\$0	\$0	\$0
Revenue	Funding						
	044 Gas Tax (2103)	525,000					
Total Funding		\$525,000	\$0	\$0	\$0	\$0	\$0

Bicycle Facility Improvements

Project Background:

The City's Pedestrian and Bicycle Master plan was accepted by Council action on February 16, 2016. The updated plan is compatible with the goals and objectives as set forth in the City's General Plan is currently in the process of being updated.

Existing Conditions:

The City's current bicycle facility network is a combination of Class II (striped bike lanes) and the Class III (bike routes or shared lanes) that is incomplete and does not provide a cohesive transportation network.

Project Justification:

This project will fund the installation of new Class II and Class III bicycle paths within existing roadways in conformance with the city's recently accepted Pedestrian and Bicycle Master Plan. The new facilities provide an alternative mode of transportation other than motorized vehicles and will provide air quality benefits as well.

Fiscal Implications:

Funding for this project will be allocated from Congestion Mitigation/Air Quality (CMAQ) funds and Gas Tax Reserves.

Project Budget Summary:

		6-Year Funding Allocation					
		2017	2018	2019	2020	2021	2022
Expenditure	Program or Project	Construction					
	Engineering / Inspection	50,000					
	Construction	455,000					
	Contingency	45,000					
	Department Overhead	15,000					
Total Expenditure		\$565,000	\$0	\$0	\$0	\$0	\$0
Revenue	Funding						
	052 RSTP Reserves	64,800					
	055 Congestion Mitigation/Air Quality (CMAQ)	500,200					
Total Funding		\$565,000	\$0	\$0	\$0	\$0	\$0

Traffic Signal at Douty Street and Sixth Street

Project Background:

This project includes the installation of a traffic signal system at the of Douty Street and Sixth Street. This roadway is currently widened to its' ultimate width.

Existing Conditions:

The current traffic control at this intersection is a four way stop. This intersection meets current traffic signal warrants and is included in the City's Traffic Signal Priority List.

Project Justification:

This project will increase traffic flow efficiency and reduce intersection congestion by allowing more free flow traffic movements through the intersection. The project will also provide air quality benefits by reducing vehicle idling times.

Fiscal Implications:

Funding for this project will be allocated from Congestion Mitigation/ Air Quality (CMAQ) funding and transportation impact fees.

Project Budget Summary:

		6-Year Funding Allocation					
		2017	2018	2019	2020	2021	2022
Expenditure	Program or Project	Construction					
	Engineering / Inspection	30,000					
	Construction	280,000					
	Contingency	28,000					
	Department Overhead	12,000					
Total Expenditure		\$350,000	\$0	\$0	\$0	\$0	\$0
Revenue	Funding						
	181 Transportation Impact Fees	67,000					
	055 Congestion Mitigation/Air Quality (CMAQ)	283,000					
Total Funding		\$350,000	\$0	\$0	\$0	\$0	\$0

Capacity Improvements at 11th Avenue and Grangeville Boulevard

Project Background:

This project will involve widening this intersection to increase traffic capacity and improve safety. Improvements include the installation of a raised median within Grangeville Boulevard, accessibility ramps, and pavement widening to facilitate additional travel lanes.

Existing Conditions:

Increased traffic volumes and current intersection geometric constraints have lead to increased traffic congestion. In addition, raised medians exist only on the north leg of the intersection.

Project Justification:

This project will improve traffic flow efficiency, safety, and reduce intersection congestion by the installation of additional travel lanes and raised medians to prohibit conflicting movements.

Fiscal Implications:

Funding for this project will be allocated from CMAQ funding and gas tax reserves.

Project Budget Summary:

		6-Year Funding Allocation					
		2017	2018	2019	2020	2021	2022
Expenditure	Program or Project	Design	Construction				
	Engineering / Inspection	75,000	15,000				
	Right-of-Way	149,000					
	Construction		300,000				
	Contingency		30,000				
	Department Overhead		5,000				
Total Expenditure		\$224,000	\$350,000	\$0	\$0	\$0	\$0
Revenue	Funding						
	181 Transportation Impact Fees	92,000	40,000				
	055 Congestion Mitigation/Air Quality (CMAQ)	132,000	310,000				
Total Funding		\$224,000	\$350,000	\$0	\$0	\$0	\$0

Grangeville Boulevard Resurfacing (CIR), 12th Avenue to Centennial Drive

Project Background:

This project will involve the resurfacing of street pavement within Grangeville Boulevard, from 12th Avenue to Centennial Drive. Improvements to include recycling of existing pavement, adjusting manhole and gate valve covers, installation of accessibility ramps, asphalt concrete paving and restriping of the roadway.

Existing Conditions:

Grangeville Boulevard is a two lane arterial street with a protected left turn lane. Current average daily traffic volume is approximately 10,000 vehicles per day. The existing roadway surface is deteriorating due to traffic loads and weather impacts and is in need of resurfacing.

Project Justification:

This project will extend the useful life of the street by approximately 12-15 years.

Fiscal Implications:

Funding for this project will be allocated from gas tax reserves.

Project Budget Summary:

		6-Year Funding Allocation					
		2017	2018	2019	2020	2021	2022
Expenditure	Program or Project		Construction				
	Engineering / Inspection		25,000				
	Construction		600,000				
	Contingency		60,000				
	Department Overhead		5,000				
Total Expenditure		\$0	\$690,000	\$0	\$0	\$0	\$0
Revenue	Funding						
	044 Gas Tax (2103)		350,000				
	052 RSTP Reserves		340,000				
Total Funding		\$0	\$690,000	\$0	\$0	\$0	\$0

Traffic Signal at Grangeville Boulevard & 13th Avenue

Project Background:

This project will involve the installation of a traffic signal at the intersection of Grangeville Boulevard and 13th Avenue. Additional improvements will include pavement transition to facilitate the installation of additional travel lanes.

Existing Conditions:

The current traffic control at this intersection is a four way stop. This intersection meets current traffic signal warrants and is included in the City's Traffic Signal Priority List.

Project Justification:

This project will increase traffic flow efficiency and reduce intersection congestion by allowing more free flow traffic movements through the intersection. The project will also provide air quality benefits by reducing vehicle idling times.

Fiscal Implications:

Funding for this project will be allocated from CMAQ funding and Transportation Impact Fees.

Project Budget Summary:

		6-Year Funding Allocation					
		2017	2018	2019	2020	2021	2022
Expenditure	Program or Project		Construction				
	Engineering / Inspection		20,000				
	Right of Way		50,000				
	Construction		430,000				
	Contingency		43,000				
	Department Overhead		7,000				
Total Expenditure		\$0	\$550,000	\$0	\$0	\$0	\$0
Revenue	Funding						
	181 Transportation Impact Fees		63,000				
	055 Congestion Mitigation/Air Quality (CMAQ)		487,000				
Total Funding		\$0	\$550,000	\$0	\$0	\$0	\$0

12th Avenue Widening/Resurfacing, Hanford-Armona Road to Springcrest St.

Project Background:

This project will involve the widening and reconstruction of 12th Avenue, between Hanford-Armona Road and 300 feet south of Springcrest Street, to facilitate two lanes in each direction of travel plus turn lanes. Improvements include the recycling of existing pavement, adjusting of manholes and gate valves, installation of accessibility ramps, asphalt concrete paving, and restriping of the roadway.

Existing Conditions:

12th Avenue between Hanford-Armona Road and Springcrest Street is currently a two lane arterial roadway. Current average daily traffic volume is approximately 6,500 vehicles per day. The existing roadway surface is deteriorating due to traffic loads and weather impacts and is in need of resurfacing. Traffic volumes are anticipated to increase substantially with the development of proposed subdivisions in the area.

Project Justification:

This project will improve traffic flow capacity and safety by providing additional travel lanes and a protected left turn lane. Drainage and pedestrian safety will also be improved with the addition of curb, gutter, sidewalks and street lighting.

Fiscal Implications:

Funding for this project will be allocated from gas tax reserves.

Project Budget Summary:

		6-Year Funding Allocation					
		2017	2018	2019	2020	2021	2022
Expenditure	Program or Project		Construction				
	Engineering / Inspection		30,000				
	Construction		500,000				
	Contingency		50,000				
	Department Overhead		10,000				
Total Expenditure		\$0	\$590,000	\$0	\$0	\$0	\$0
Revenue	Funding						
	044 Gas Tax (2103)		590,000				
	Total Funding	\$0	\$590,000	\$0	\$0	\$0	\$0

Signage Replacement

Project Background:

This project would replace four internally illuminated street signs that are out of date and do not meet the current California MUTCD specifications along with replacing for eliminated speed limit signs at two school locations that are out of date and beyond repair.

Existing Conditions:

The city of Hanford maintains internally illuminated street signs to identify each signalized intersection within our jurisdiction. Currently there are four internally illuminated street signs that are unrepairable and outdated. The city of Hanford also provides lighted speed limit signs at two locations for a total of four signs that are currently in significant disrepair and need to be replaced.

Project Justification:

The current internally illuminated street signs are not functioning properly and do not meet current standards. Upgrading the signs would provide better service ability to the general public and emergency response vehicles, while saving energy by replacing them with new LED fixtures. The eliminated school speed limit signs are out of date, faded, and are no longer repairable. Replacing them with high visibility solar powered signage would bring better attention to the school area and provide a safer environment for the students.

Fiscal Implications:

Funding for this project will be allocated from gas tax reserves.

Project Budget Summary:

		6-Year Funding Allocation					
		2017	2018	2019	2020	2021	2022
Expenditure	Program or Project		Construction				
	Engineering / Inspection		2,000				
	Construction		25,000				
	Contingency		2,500				
	Department Overhead		500				
Total Expenditure		\$0	\$30,000	\$0	\$0	\$0	\$0
Revenue	Funding						
	044 Gas Tax (2103)		30,000				
Total Funding		\$0	\$30,000	\$0	\$0	\$0	\$0

Traffic Signal Battery Backup Retrofit

Project Background:

The City operates and maintains 50 traffic signals. Currently the City has 41 of those signals that are equipped with a battery backup system in the event of a short power outage. The current systems we have and use are out of date and becoming ineffective.

Existing Conditions:

Currently the city has 41 of its traffic signals on a battery backup system. There are three different backup systems currently in place. The Clary system has operational life expectancy of 8 to 10 years, and the Sentinel system only provides a four way flash for short period of time. Having three different backup systems is becoming difficult and costly to maintain. In addition, when a battery backup fails we have to wait for parts which could take one or two months to obtain.

Project Justification:

By updating all the city traffic control battery backup systems, the City can essentially ensure zero lag time in the event of a major power outage as the new system will be a simple system aligned for fast exchange between locations. The current systems require the use of car type batteries that are hazardous and costly to dispose of. The new system, which is made of recycled products comes with a five year warranty and can be exchanged for a discount once replacement is necessary.

Fiscal Implications:

Funding for this project will be allocated from gas tax reserves.

Project Budget Summary:

		6-Year Funding Allocation					
		2017	2018	2019	2020	2021	2022
Expenditure	Program or Project		Construction	Construction			
	Engineering / Inspection		2,500	2,500			
	Construction		160,000	160,000			
	Contingency		16,000	16,000			
	Department Overhead		1,500	1,500			
Total Expenditure		\$0	\$180,000	\$180,000	\$0	\$0	\$0
Revenue	Funding						
	044 Gas Tax (2103)		180,000	180,000			
Total Funding		\$0	\$180,000	\$180,000	\$0	\$0	\$0

DOWNTOWN PROJECTS - SIX YEAR CAPITAL PLAN

PROJECT TITLE		<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
Downtown Reinvestment Zone		50,000	50,000	50,000	50,000	50,000	50,000
Parking Lot / Alley Seal Coat Treatment		10,000	10,000	10,000	10,000	10,000	10,000
Downtown 2010 Plan Projects		50,000	50,000	50,000	50,000	50,000	50,000
China Alley Streetscape Improvements		0	0	130,000	0	0	0
Police Department Parking Lot Expansion		0	0	50,000	0	0	0
TOTAL		\$110,000	\$110,000	\$290,000	\$110,000	\$110,000	\$110,000
FUNDING SOURCES							
004	Accumulated Capital Outlay	100,000	100,000	280,000	100,000	100,000	100,000
025	Central Parking and Business Improvement	10,000	10,000	10,000	10,000	10,000	10,000
TOTAL		\$110,000	\$110,000	\$290,000	\$110,000	\$110,000	\$110,000

Parking Lot / Alley Seal Coat Treatment

Project Background:

These funds are used to seal City parking lots and/or alleys to extend the useful life of the pavement surface.

Existing Conditions:

Project Justification:

Pavement seal coat treatments protect the wearing surface of parking lots and alleys, inhibit water infiltration, and extend the serviceable life of asphalt concrete surfaces.

Fiscal Implications:

Funds for the Parking Lot/Alley Seal Coat Treatment Project shall be allocated from Central Parking and Business Improvement District Funds.

Project Budget Summary:

		6-Year Funding Allocation					
	Program or Project	2017	2018	2019	2020	2021	2022
		Construction	Construction	Construction	Construction	Construction	Construction
Expenditure	Construction	10,000	10,000	10,000	10,000	10,000	10,000
Total Expenditure		\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000
Revenue	Funding						
	025 Central Parking and Business Improvement	10,000	10,000	10,000	10,000	10,000	10,000
	Total Funding	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000

China Alley Streetscape Improvements

Project Background:

This project intends to provide funding for the restoration of China Alley and enhancing the streetscape of the China Alley area of Downtown Hanford.

Existing Conditions:

China Alley was constructed in the late 1800's. The alley is located in the Downtown Hanford Enhancement Project Area and in the Downtown East Planning Study Area. Some of the buildings and streets in China Alley are in need of repair and restoration in order to bring this area up to current standards.

Project Justification:

China Alley is a jewel in the heart of Downtown Hanford. Many visitors each year visit China Alley making it a significant tourist attraction for the City. This project will assist in restoring China Alley to its former glory.

Fiscal Implications:

Funding for this program will be allocated from Accumulated Capital Outlay (ACO) Reserves.

Project Budget Summary:

		6-Year Funding Allocation					
		2017	2018	2019	2020	2021	2022
Expenditure	Program or Project		Construction	Construction			
	Engineering / Inspection			15,000			
	Construction			100,000			
	Contingency			10,000			
	Department Overhead			5,000			
Total Expenditure		\$0	\$0	\$130,000	\$0	\$0	\$0
Revenue	Funding						
	004 Accumulated Capital Outlay			130,000			
	Total Funding	\$0	\$0	\$130,000	\$0	\$0	\$0

CITY COUNCIL ACTIONS

Meeting of April 5, 2016

Introduce Ordinance 16-03 prohibiting parking on south side of Ford Street.

Approve Work Order No. 8 with Zumwalt Hansen, Inc., for staking services for Lacey Boulevard realignment and roundabout project.

Special Meeting of April 18, 2016

None to report

Meeting of April 19, 2016

Second reading of Ordinance 16-03 prohibiting parking on south side of Ford Street.

Meeting of May 3, 2016

Award contract to Bush Engineering, Inc., Hanford, for 12th Avenue south of Hanford-Armona Road Deep Patch Project.

Introduce Ordinance 16-04 to add stop signs on Humbolt Drive at Cerritos Avenue.

Approve Work Order No. 3 with Peters Engineering Group, Clovis, for Traffic Signal Design and Engineering Services.

Approve Work Order No. 1 with TRC, Fresno, for 13^h Avenue at Grangeville Boulevard Traffic Signal Installation Project.

Meeting of May 17, 2016

Second reading of Ordinance 16-04 to add stop signs on Humbolt Drive at Cerritos Avenue.

Permission to advertise the FY 15/16 Centerline Striping Project.

Approve Notice Of Completion for the Sixth Street Pedestrian Facilities Improvement Project.

Authorize advertise for bids for resurface 11th Avenue, from Ivy street to Grangeville Boulevard; Lacey Boulevard, from 11th Avenue to Mall Drive; 12th Avenue, from San Joaquin Railroad (SJVR) tracks to Home Depot.

Joint Meeting of May 18, 2016

None to report