

The City of Hanford
CALIFORNIA



City Council Meeting Agenda

February 6, 2018

6:00 PM – Study Session

7:00 PM – Regular Meeting

Council Chambers

400 N. Douty St.

6:00 PM CALL TO ORDER STUDY SESSION:

ROLL CALL:

PUBLIC COMMENT - STUDY SESSION:

Comments from the public are limited to items on the agenda (GC54954.3a). A maximum of three minutes is allowed for each speaker.

STUDY SESSION:

- A. Community Development: Discussion and direction on future cannabis tax and future ballot measure.

7:00 PM CALL TO ORDER REGULAR SESSION:

ROLL CALL:

INVOCATION:

FLAG SALUTE:

RECOGNITIONS/PROCLAMATIONS:

STAFF COMMUNICATIONS:

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 Hanford City Council. This is also the public's opportunity to request an item from the Consent Calendar be pulled for discussion purposes or to comment on any item on the agenda. Comments related to Public Hearing items will be heard at the time the item is discussed.

*A maximum of **three minutes** is allowed for each speaker. Please begin your comments by stating your name and providing your city of residence*

CONSENT CALENDAR:

Consent Calendar items are considered routine and will be enacted in one motion. There will be no separate discussion of these matters unless a request is made and then the item will be removed from the Consent Calendar to be discussed and voted upon by a separate motion.

- A. City Clerk: Approve Minutes from the January 16, 2018 Meeting
- B. Administration: Consideration of Resolution 18-07-R Approving Amendment to the Schedule of Part-Time Unrepresented Employee Wage Rates/Ranges
- C. Police: Approve a mural at the Police Activities League building
- D. Police: Adopt Resolution 18-03-R authorizing the Chief of Police to enter into a contract with the California Highway Patrol
- E. Community Development: Initiation of a General Plan Amendment and Rezone for property located on Greenfield, APN's 010-500-024, 010-500-025, 010-500-004, from a land use designation of High Density Residential to Office and Rezone from RH-High Density Residential to O-Office.
- F. Police: Approve a Police vehicle replacement in the amount of \$50,766.
- G. Utilities and Engineering: Permission to Advertise the FY 16/17 Bicycle and Pedestrian Improvements Project and Pre-Authorize the City Manager to award and execute the contract on behalf of the City.
- H. Utilities & Engineering: Adopt Resolution 18-04-R and Resolution 18-05-R regarding Tract No.918, Bella Vista Subdivision, Initiation of Landscape Assessment District Proceedings (Centennial Drive and Devon Street)
- I. Utilities & Engineering: Permission to Advertise for Construction, and obtain Pre-authorization to Award the Purchase of Traffic Signal Poles and Mast Arms for the Hanford Armona Road at Irwin Street Traffic Signal Installation Project.
- J. Utilities & Engineering: Award a contract to The Experienced Gardener of Visalia, CA to perform spraying services for the City's drainage basins and easements for an amount not to exceed \$33,083.
- K. Finance: Warrant Register

PUBLIC HEARINGS:

- A. Community Development: Approve the Draft Substantial Amendment to the Community Development Block Grant Action Plans for Fiscal Year 2017-18

- B. Community Development: Adopt Resolution 18-02-R adopting the Pedestrian and Bicycle Master Plan, a plan to improve safety, encourage transportation alternatives, develop a definitive policy document and conceptual plan for the development of safe, functional, convenient, and attractive pedestrian and bicycle facilities throughout the City of Hanford, and to serve as a resource for planning purposes.

GENERAL BUSINESS:

- A. Utilities & Engineering: Introduce and waive the first reading and pass to a second reading Ordinance 18-01 amending Section 10.16.130(B) for Red Curb / "No Parking" request on Seventh Street between Mall Drive and Campus Drive.

COUNCIL REPORTS/COMMENTS:

COUNCIL FUTURE AGENDA ITEMS:

ADJOURN TO CLOSED SESSION:

CLOSED SESSION FOR DISCUSSION OF THE FOLLOWING:

- A. CONFERENCE WITH LEGAL COUNSEL - ANTICIPATED LITIGATION - Government Code Section 54956.9(d)(4)

Number of Potential Cases - 1

- B. CONFERENCE WITH LEGAL COUNSEL - ANTICIPATED LITIGATION - Government Code Section 54956.9(d)(2)

Number of Potential Cases - 1

- C. CONFERENCE WITH LABOR NEGOTIATORS - Government Code Section 54957.6

Agency designated representatives: Darrel Pyle, Marissa Gonzales, and Mario Zamora
Employee Organization: Executive Management Employees Association (E.M.E.A.)

- D. CONFERENCE WITH REAL PROPERTY NEGOTIATORS - Government Code Section 54956.8

Property: APN 018-242-077
Agency Negotiators: Darrel Pyle and Ty Mizote
Negotiating Party: Gery Zacher
Under Negotiation: Terms and Price

CLOSED SESSION ACTION REPORT:

ADJOURNMENT:

Materials related to an item on this Agenda submitted to the City Council after distribution of the agenda packet are available to public inspection in the City Clerk's Office located at 319 N. Dooty Street, Hanford, California 93230, during normal business hours. Such agendas are also available at the city's website, www.cityofhanfordca.com subject to staff's ability to post the agenda 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 City Clerk's office, 559-585-2515, 319 N. Dooty Street, 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: 2/6/2018

AGENDA SECTION: A

SUBJECT:

Community Development: Discussion and direction on future cannabis tax and future ballot measure.

RECOMMENDATION:

Staff recommends the City Council hold a study session and, following a presentation by HdL Companies, have discussion and provide direction on cannabis taxes in the City of Hanford.

FISCAL IMPACT:

ATTACHMENTS:



**AGENDA
STAFF REPORT**

MEETING DATE: 2/6/2018	AGENDA SECTION: A
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SUBJECT:

City Clerk: Approve Minutes from the January 16, 2018 Meeting

RECOMMENDATION:

Approve the minutes from the January 16, 2018 City Council meeting.

FISCAL IMPACT:

ATTACHMENTS:

011618 Minutes



**CITY COUNCIL MEETING
MINUTES**

**January 16, 2018 7:00 PM
Council Chambers
400 N. Douty St.**

5:30 PM CALL TO ORDER STUDY SESSION & CLOSED SESSION:

Mayor David Ayers called the Study Session & Closed Session to order at 5:31 p.m.

ROLL CALL:

Present: Justin Mendes ^(5:48 pm), Francisco Ramirez, Martin Devine, Sue Sorensen, David Ayers

PUBLIC COMMENT - STUDY SESSION & CLOSED SESSION:

There were no comments given.

STUDY SESSION:

A. Review of Development and Park/Landscaping Standards

Utilities & Engineering Director John Doyel provided an overview of current standards and comparisons to other agencies for sidewalk widths and location; and parkway widths and tree requirements. Parks & Recreation Director Craig Miller and Parks Superintendent Alvin Dias discussed the landscape and park development review process; the landscape and irrigation criteria; and park and playground review. Staff provided examples of past and present designs.

Staff responded to questions and comments by the City Council. The consensus of the Council wanted a balance to the parks and deferred to the expertise of city staff, but suggested adding some additional active areas such as basketball courts depending on the potential costs. The consensus of the Council was to also change the standard of sidewalk widths to five feet.

CLOSED SESSION FOR DISCUSSION OF THE FOLLOWING:

Mayor Ayers adjourned to closed session at 6:26 p.m.

A. CONFERENCE WITH LEGAL COUNSEL - ANTICIPATED LITIGATION - Government Code Section 54956.9(d)(4)

Number of Potential Cases - 1

B. CONFERENCE WITH LABOR NEGOTIATORS - Government Code Section 54957.6

Agency designated representatives: Darrel Pyle, Marissa Gonzales, and Mario Zamora
Employee Organization: Service Employees International Union Local 521 (SEIU)

Attachment: 011618 Minutes (Minutes 011618)

C. CONFERENCE WITH REAL PROPERTY NEGOTIATORS - Government Code Section 54956.8

Property: APN 018-242-077
 Agency Negotiators: Darrel Pyle and Ty Mizote
 Negotiating Party: Gery Zacher
 Under Negotiation: Terms and Price

7:00 PM CALL TO ORDER REGULAR SESSION:

Mayor Ayers called the regular session to order at 7:10 p.m.

ROLL CALL:

Attendee Name	Title	Status	Arrived
Martin Devine	Council Member	Present	5:30 PM
Sue Sorensen	Vice Mayor	Present	5:30 PM
David Ayers	Mayor	Present	5:30 PM
Francisco Ramirez	Council Member	Present	5:30 PM
Justin Mendes	Council Member	Present	5:30 PM

INVOCATION:

Bobby Guerra provided the invocation.

FLAG SALUTE:

Mayor Ayers led the flag salute.

CLOSED SESSION ACTION REPORT:

There was nothing to report.

RECOGNITIONS/PROCLAMATIONS:

STAFF COMMUNICATIONS:

Captain Karl Anderson discussed their recent activities in addressing homeless issues.

Community Development Director Darlene Mata commented on the updates staff is making to forms and fees. There will also be a future study session on the cannabis tax measure.

Public Works Director Lou Camara commented on their recent activities.

Parks & Recreation Director Craig Miller announced upcoming events.

Fire Chief Chris Ekk announced their groundbreaking ceremony tomorrow for the new fire station.

Finance Director Paula Lofgren commented on their current activities.

Utilities & Engineering Director John Doyel discussed upcoming capital improvement projects.

A. Status Report for Capital Improvement Projects in Construction

Attachment: 011618 Minutes (Minutes 011618)

PUBLIC COMMENT:

This is the time for citizens to comment on subject matters not on the agenda within the jurisdiction of the Hanford City Council or to comment on items listed under the Consent Calendar or to request an item from the Consent Calendar be pulled for discussion purposes. Comments related to General Business items or Public Hearing items will be heard at the time the item is discussed.

*A maximum of **three minutes** is allowed for each speaker. Please begin your comments by stating your name and providing your city of residence.*

Gail Soto, president of Hanford Senior Citizens, discussed their programs. She stated that they were relocated due to the closure of the Veteran's Building and that the new location is much better with improved accessibility.

Jim Livingston stated that they are planning a dance and luncheon at the Coe Park facility, but many do not want to attend at that location. They would like to volunteer their services to make improvements at the Goodwill location in order to hold more events.

Skip Athey hoped that the seniors do not fear being at Coe Park.

Lou Martinez recommended that the seniors use the Civic Auditorium for dances. He stated that the Council needs to reach out to the community and that the Council should ask the residents about the properties being sold or torn down.

Bob Ramos requested that the item be pulled from the Consent Calendar regarding the residential refuse containers for additional information. He also would like the time for public comments be extended back to five minutes. Mr. Ramos inquired about why the Christmas lights were not lit on East 7th Street.

Chad Draxler complained about children playing in streets and that it is causing a hazard. He would like this safety issue to be addressed. He briefly commented on the time limit for public comments and agrees with the shorter time.

Michael Gage made the request to have zoning changed back that was believed to be done inadvertently.

Jacob Sanchez thanked the Council for allowing him to serve on the Planning Commission the last few months.

Xavier Avila of Tulare stated that he recommended Cheyne Strawn to be appointed to the Planning Commission.

CONSENT CALENDAR:

Consent Calendar items are considered routine and will be enacted in one motion. There will be no separate discussion of these matters unless a request is made and then the item will be removed from the Consent Calendar to be discussed and voted upon by a separate motion.

Motion to approve the Consent Calendar except the items pulled for separate consideration.

RESULT:	APPROVED [UNANIMOUS]
MOVER:	Justin Mendes, Council Member
SECONDER:	Francisco Ramirez, Council Member
AYES:	Devine, Sorensen, Ayers, Ramirez, Mendes

A. City Clerk: Approve Minutes from the December 19, 2017 Meeting

Attachment: 011618 Minutes (Minutes 011618)

- B. City Clerk: Approve Minutes from the January 3, 2018 Meeting
- C. City Clerk: Deny claim for damages and direct the City Clerk to send out notification of such to Sylvia Cordero
- D. Administration: Authorize the City Manager to Execute an Agreement Between the City of Hanford and California Choice Energy Authority, for Consulting Services Regarding the Development of a Pro-Forma and Data Analytics Related to the Formation of a Community Choice Aggregation Ordinance and Implementation Plan in the amount of \$63,000.
- E. Administration: Approval of Memorandum of Understanding with the General Employees Management Association
- F. Utilities & Engineering: Request Permission to Advertise for Bids and Pre-Authorize Award for the FY 15/16 Minor Water Main Replacement Project
- G. Utilities and Engineering: Approval of a Quitclaim Deed in favor of Pinnacle Pointe, LLC, a California Limited Liability Company for the unused portion of right of way acquired for the East Lacey Boulevard Re-Alignment Project.
- H. Utilities and Engineering: Approve a Notice of Completion for the 12th Avenue, 11th Avenue, and Lacey Boulevard Cold In-Place Recycle (CIR) Pavement Resurfacing Project, and authorize the Mayor to execute and the City Clerk to attest and file said Notice with the Kings County Recorder's Office
- I. Utilities and Engineering: Approval of Final Parcel Map No. 2017-02 and Acceptance of Right of Way Dedications and Easements along Fargo Ave.
- J. Finance: Warrant Register

ITEMS PULLED FROM CONSENT CALENDAR:

1. Public Works: Purchase of 636 residential refuse containers from Toter Wastequip, LLC., in the amount of \$34,444.54 (tax and freight included).

Public Works Director Lou Camara provided clarification that some of the cans were replacing old containers while some are for new users.

Motion to approve as presented.

RESULT:	APPROVED [UNANIMOUS]
MOVER:	Francisco Ramirez, Council Member
SECONDER:	Martin Devine, Council Member
AYES:	Devine, Sorensen, Ayers, Ramirez, Mendes

2. Public Works: Permission to advertise the Civic Auditorium Exterior Painting Project

Vice Mayor Sorensen wanted to clarify that the dates on the bid proposal would be updated. Mr. Camara stated that the dates would be changed from the draft that was attached to the staff report.

Motion to approve as presented.

RESULT:	APPROVED [UNANIMOUS]
MOVER:	Sue Sorensen, Vice Mayor
SECONDER:	Martin Devine, David Ayers
AYES:	Devine, Sorensen, Ayers, Ramirez, Mendes

PUBLIC HEARINGS:

GENERAL BUSINESS:

- A. Utilities and Engineering: Reimbursement to Presidio JJR Chandler Park, LLC. in the amount of \$398,480.37, credit transportation impact fees for Tract No. 914, Unit No. 1 and Unit No. 2, and appropriate an additional \$248,480.37 from Transportation Impact Fee Reserves. (12th Avenue and Hume Avenue)

Utilities & Engineering Director John Doyel provided background information for the Council's review and consideration.

Motion to approve as presented.

RESULT:	APPROVED [UNANIMOUS]
MOVER:	Sue Sorensen, Vice Mayor
SECONDER:	Justin Mendes, Council Member
AYES:	Devine, Sorensen, Ayers, Ramirez, Mendes

- B. Finance: Annual Review and Approval of Five-Year Findings of Funds Pertaining to City of Hanford Impact Fees for Parks, Transportation, Fire Protection, Police Protection, Storm Water System, Water System, Wastewater System, and Refuse/Recycling.

City Manager Darrel Pyle discussed the item and impact fees. He provided an overview of the fees which were collected in the last two fiscal years and the current balances.

Motion to approve as presented.

RESULT:	APPROVED [UNANIMOUS]
MOVER:	Justin Mendes, Council Member
SECONDER:	Martin Devine, Council Member
AYES:	Devine, Sorensen, Ayers, Ramirez, Mendes

- C. City Clerk: Appointments for expiring terms to City Commissions - One (1) seat on the Parks & Recreation Commission; and One (1) seat on the Planning Commission.

Mayor Ayers recommended the reappointment of Karen Clancy to the Parks & Recreation Commission. There was no opposition.

Mayor Ayers recommended the reappointment of Jacob Sanchez to the Planning Commission. Council Members Devine and Mendes opposed this recommendation. There was a consensus by a majority of the City Council to approve the reappointment.

RESULT:	CONSENSUS
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D. City Clerk: Appointments by the Mayor of Council Representatives for various boards and commissions for the 2018 year.

Mayor Ayers recommended no changes to the appointments for 2018. The City Council agreed with his recommendation.

RESULT:	CONSENSUS
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CONVENE AS SUCCESSOR AGENCY:

Mayor Ayers convened the meeting for the Successor Agency at 7:54 p.m.

PUBLIC COMMENT - SUCCESSOR AGENCY:

Any person may directly address the Board at this time on any item on the agenda, or on any item that is within the subject matter jurisdiction of the Board. A maximum of three minutes is allowed for each speaker.

There were no comments given.

SUCCESSOR AGENCY FOR THE DISCUSSION OF THE FOLLOWING:

- A. Review and approval of the Recognized Obligation Payment Schedule (ROPS) for the period July 1, 2018 to June 30, 2019.

Finance Director Paula Lofgren discussed the annual obligation by the Successor Agency to approve the ROPS. She provided an overview of the report and the remaining obligations.

Motion to approve as presented.

RESULT:	APPROVED [UNANIMOUS]
MOVER:	Francisco Ramirez, Council Member
SECONDER:	Martin Devine, Council Member
AYES:	Devine, Sorensen, Ayers, Ramirez, Mendes

ADJOURN AS THE SUCCESSOR AGENCY:

City Attorney Ty Mizote announced that Mayor Ayers has appointed Community Development Director Darlene Mata to fill a vacancy on the Oversight Board.

Mayor Ayers adjourned the Successor Agency and reconvened the regular City Council meeting at 7:59 p.m.

COUNCIL REPORTS/COMMENTS:

Council Member Mendes stated that he had nothing to report.

Council Member Ramirez thanked the staff for their work and thanked the community for letting him serve.

Council Member Devine attended the Planning Commission meeting. He also attended the Parks & Recreation Commission meeting and went on a tour of the old YMCA building.

Vice Mayor Sorensen shared her concerns for more indoor recreation facilities to meet the needs of the community. She attended the MLK event yesterday. Ms. Sorensen followed up on concerns addressed during public comments.

Mayor Ayers commented on future meetings that he will be attending.

COUNCIL FUTURE AGENDA ITEMS:

Council Member Ramirez inquired about the future use of the Goodwill building and when that will be brought back to Council. Staff will be bringing an item soon.

Vice Mayor Sorensen received a consensus from the City Council to direct staff to initiate changing the zoning back per the request of Dr. Gage.

Mayor Ayers inquired about scheduling Goals & Objectives sessions. City Manager Darrel Pyle recommended February 21st and 22nd at 5:30 p.m.

Mr. Pyle also noted that February 26th has been identified to schedule a joint meeting with COS and Hanford Joint Union High School District.

ADJOURNMENT:

Mayor Ayers adjourned the regular session and reconvened closed session at 8:16 p.m.

With nothing to report, Mayor Ayers adjourned the closed session at 9:18 p.m.

Respectfully submitted,

Jennifer Gomez
City Clerk

Attachment: 011618 Minutes (Minutes 011618)



AGENDA STAFF REPORT

MEETING DATE: 2/6/2018	AGENDA SECTION: B
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SUBJECT:

Administration: Consideration of Resolution 18-07-R Approving Amendment to the Schedule of Part-Time Unrepresented Employee Wage Rates/Ranges

RECOMMENDATION:

Adopt resolution amending the following:

1. Amending the Schedule of Part-Time Unrepresented Wage Rate/Ranges to provide increases to the non-represented part-time employee classifications to reflect the changes being made to the California minimum wage

BACKGROUND:

On April 4, 2016, a deal was reached by Governor Jerry Brown and state legislators to raise California's minimum wage to \$15.00 per hour by the year 2022. Under California's plan, its minimum wage currently at \$10.50 an hour would rise to \$11.00 in 2018 and a dollar each year through 2022.

Staff considers the adoption of this resolution as a prudent course of action in response to the new mandates described above.

FISCAL IMPACT:

ATTACHMENTS:

Part Time Salary Schedule Effective Jan 1, 2018
R-Amend Part Time Schedule

PART-TIME EMPLOYEE PAY RATES 2018

Part-time employees in the following positions shall be paid at the hourly rates indicated below:

Airport Manager	\$15.50 – \$18.50/hour
Certified Instructor	\$11.00 – \$17.00/hour
Clerical Support	\$11.00 – \$13.00/hour
Code Enforcement Officer	\$11.00 – \$13.00/hour
Community Service Officer	\$11.00 – \$13.00/hour
Engineering Technician Aide	\$11.00 – \$13.00/hour
Facilities Host	\$11.00 – \$13.00/hour
Fire Inspector	
Fleet Mechanic (Helper)	\$11.00 - \$19.00/hour
Graffiti Control Officer	\$11.00 - \$13.00/hour
Intern	\$11.00 - \$13.00/hour
Management Intern	\$11.00 - \$16.00/hour
Meter Reader	\$11.00 - \$13.00/hour
Paint Program Coordinator	\$11.00 - \$13.00/hour
Paint Program Crew Leader	\$11.00 - \$13.00/hour
Parking Control Officer	\$11.00 - \$13.00/hour
Pool Manager	\$14.00 - \$16.00 / hour
Parks/Public Works Laborer	\$11.00 - \$13.00/hour
Recreation Leader I	\$11.00 - \$12.00/hour
Recreation Leader II	\$11.50 – \$12.50/hour
Recreation Leader III	\$12.00 – \$13.00/hour
Refuse Collector	\$11.00 - \$14.50/hour
Reserve Police Officer – Level I	\$20.74 - \$24.90/hour
Sports Coordinator	\$20.50/hour
Sports Official	\$11.00 – \$17.00/hour

All positions, to which appointments are made for part-time work, as outlined in Section 307 (c) of the Hanford Merit Personnel System Rules and Regulations, may be paid at an hourly rate as high as Step “C” of the range to which the position has been allocated. Part-time appointments made at higher than Step “C” must be approved by the city manager. If a part-time employee works more than 1,000 hours in a fiscal year he/she must become a member of CalPERS with the employee and the city making the appropriate contribution as defined by the city’s CalPERS contract. The employee will remain a CalPERS member until termination.

RESOLUTION NO. 18-07-R**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF HANFORD,
STATE OF CALIFORNIA, AMENDING THE SCHEDULE OF PART-
TIME UNREPRESENTED EMPLOYEE WAGE RATES/RANGES.**

At a regular meeting of the City Council of the City of Hanford, duly called and held on the ____ day of **February 2018**, on motion of Council Member _____, seconded by Council Member _____, and duly carried, the following Resolution was adopted:

WHEREAS, staff has recommended that the Schedule of Part-Time Unrepresented Employee Classifications and Wage Rates/Ranges be amended as set forth in Exhibit “A”; in order to provide increases to the unrepresented part-time employee classifications to reflect changes being made to California minimum wage; and

WHEREAS, the City Council deems it to be in the best interest of the City to adopt such recommendation;

NOW, THEREFORE, BE IT RESOLVED, by the City Council that the Schedule of Part-Time Unrepresented employee Classifications and Wage Rates/Ranges be amended as set forth in Exhibit “A”, in order to provide increases to the unrepresented part-time employee classifications to reflect changes being made to California minimum wage.

Passed and adopted at a regular meeting of the City Council of the City of Hanford duly called and held on _____, by the following vote:

AYES:	Council Member	_____

NOES:	Council Member	_____
ABSTAIN:	Council Member	_____
ABSENT:	Council Member	_____
	APPROVED:	_____
		David Ayers, Mayor

ATTEST: _____
 Jennifer Gomez, City Clerk

STATE OF CALIFORNIA)
 COUNTY OF KINGS) ss
 CITY OF HANFORD)

I, Jennifer Gomez, City Clerk of the City of Hanford, do hereby certify the foregoing Resolution was duly passed and adopted at a regular meeting of the City Council of the City of Hanford held on the ____day of _____.

Date: _____

 Jennifer Gomez, City Clerk



AGENDA STAFF REPORT

MEETING DATE: 2/6/2018	AGENDA SECTION: C
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SUBJECT:

Police: Approve a mural at the Police Activities League building

RECOMMENDATION:

That the City Council by motion approve a mural at the Police Activities League building located at 902 North 11th Ave.

BACKGROUND:

The National Guard Armory located at 902 N 11th Ave, now houses the Hanford P.A.L. program and is utilized on a nightly basis for our boxing program. We have been working on a regular basis to update the exterior and interior of the facility.

We are seeking approval for the mural per section 17.56.230 of the Hanford Municipal Code. The Hanford Elementary School District has volunteered to do a mural on the outside of the facility. The mural will be done under the direction of a local artist and teachers. The mural will be on the east wall facing front of the building and will feature a large PAL Boxing logo.

We think that this will not only help the public to know what the building is being used for but to also improve the look of the building facade. The project is being fully funded through a grant from the suicide prevention organization.

The building was recently partially painted in the area of the mural by Home Depot and that is not reflected in the attached rendition.

FISCAL IMPACT:

None

ATTACHMENTS:

NEW_palmural_SMALL_FILE

NEW_PAL_R.side_SMALL_FILE



BOXING CLUB

Attachment: NEW_palmural_SMALL_FILE (Police





AGENDA STAFF REPORT

MEETING DATE: 2/6/2018	AGENDA SECTION: D
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SUBJECT:

Police: Adopt Resolution 18-03-R authorizing the Chief of Police to enter into a contract with the California Highway Patrol

RECOMMENDATION:

That the City Council by motion approve the attached resolution (18-03-R) which designates the Chief of Police as the signing authority to enter into a contract with the California Highway Patrol.

BACKGROUND:

When proposition 64 "The adult Use of Marijuana Act - AUMA" passed. It tasked the California Highway Patrol with several additional State responsibilities and the funding for it. One of those was to establish DRE's "Drug Recognition Experts" in allied agencies. This will allow for the allied agencies to send officers to DRE school which is free and the CHP will reimburse the City for up to \$50,000.00 in overtime to backfill for the officers who are sent to these schools.

In order to qualify for this funding the Chief of Police will need written proof that he is authorized to enter into an agreement with the CHP. This funding source will cease on June 30, 2018. So any training will be done prior to that date.

This agreement requires no match or other unbudgeted expense, except for the additional overtime that will be reimbursed.

FISCAL IMPACT:

NONE

ATTACHMENTS:

Resolution - CHP

RESOLUTION NO. 18-03-R**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF HANFORD, STATE OF CALIFORNIA, AUTHORIZING THE CHIEF OF POLICE TO ENTER INTO A CONTRACT WITH THE CALIFORNIA HIGHWAY PATROL**

At a regular meeting of the City Council of the City of Hanford, duly called and held on the ____ day of _____, 2018, on motion of Council Member _____, seconded by Council Member _____, and duly carried, the following Resolution was adopted:

WHEREAS, Proposition 64 “The Adult Use of Marijuana Act” tasked the California Highway Patrol with the responsibility of establishing Drug Recognition Experts in allied agencies; and

WHEREAS, allied agencies will be allowed to send officers to Drug Recognition Experts school at no cost, and the California Highway Patrol will reimburse the City up to \$50,000 in overtime to backfill for the officers who are sent to the school; and

WHEREAS, in order to qualify for funding, the Chief of Police must be authorized to enter into an agreement with the California Highway Patrol.

NOW, THEREFORE BE IT RESOLVED, that the City Council hereby authorizes the Chief of Police to enter into an agreement with the California Highway Patrol to qualify for funding to send officers to Drug Recognition Experts school.

PASSED, ADOPTED AND APPROVED this ____ day of _____, 2018 by the following vote:

AYES: _____

NOES: _____

ABSTAIN: _____

ABSENT: _____

DAVID G. AYERS
MAYOR of the City of Hanford

Attest:

JENNIFER GOMEZ
CITY CLERK

Attachment: Resolution - CHP (CHP Reimbursement)

STATE OF CALIFORNIA)
COUNTY OF KINGS) ss
CITY OF HANFORD)

I, Jennifer Gomez, City Clerk of the City of Hanford, do hereby certify the foregoing Resolution was duly passed and adopted at a regular meeting of the City Council of the City of Hanford held on the _____ day of _____, 2018.

Date: _____

City Clerk

Attachment: Resolution - CHP (CHP Reimbursement)



AGENDA STAFF REPORT

MEETING DATE: 2/6/2018	AGENDA SECTION: E
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SUBJECT:

Community Development: Initiation of a General Plan Amendment and Rezone for property located on Greenfield, APN's 010-500-024, 010-500-025, 010-500-004, from a land use designation of High Density Residential to Office and Rezone from RH-High Density Residential to O-Office.

RECOMMENDATION:

That the City Council initiate a General Plan Amendment and Rezone for property located on Greenfield Avenue, APN's 010-500-024, 010-500-025, 010-500-004, from a land use designation of High Density Residential to Office and Rezone from RH to O-Office.

BACKGROUND:

As part of the General Plan Update and subsequent adoption of the Zoning Ordinance Update and map, the subject properties were designated High Density Residential in the General Plan and RH on the zoning map. The property was previously designated as Office in the General Plan and O-Office on the Zoning Map. The property has been partially developed as a dental office and the property owner wishes to develop the remainder as offices. If the properties were to remain High Density Residential it would not be able to be developed into offices and the existing office would be legally existing non-conforming.

On January 16, 2018 Dr. Michael Gage spoke during public comment and requested that the Council initiate a general plan amendment and rezone. The Council unanimously directed staff to bring back the initiation on a future agenda.

See attached Exhibit.

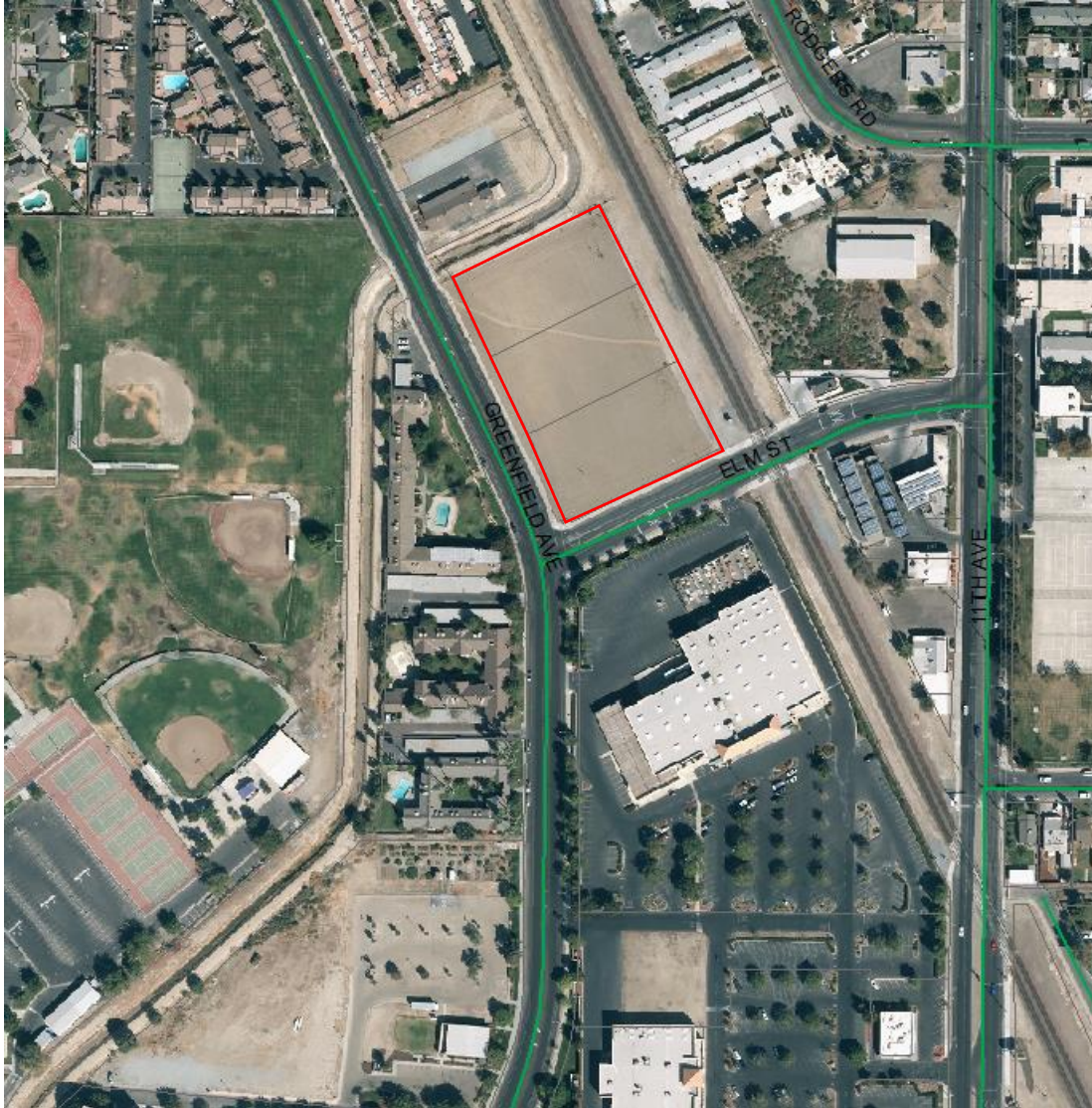
FISCAL IMPACT:

ATTACHMENTS:

Greenfield RH to O

EXHIBIT A

SUBJECT PROPERTY



Attachment: Greenfield RH to O (Initiate General Plan Amendment and Rezone)



AGENDA STAFF REPORT

MEETING DATE: 2/6/2018	AGENDA SECTION: F
-------------------------------	--------------------------

SUBJECT:

Police: Approve a Police vehicle replacement in the amount of \$50,766.

RECOMMENDATION:

That City Council approve by motion, the purchase of a new Dodge Charger and equipment to replace unit 5 in the amount of \$50,766.

BACKGROUND:

Police Patrol unit 5 was involved in a vehicle pursuit on December 23, 2017. At the termination point of the pursuit unit 5 caught fire resulting in a total loss of the vehicle and equipment. The braking system is believed to be the origin of the heat source causing the fire. Replacement cost is as follows:

Vehicle: 2017 Dodge Charger: 28,612. CDJR of Alhambra

Radio: 3,722. Motorola Solutions

Mobile Data unit: 5,337. Datalux

Cradlepoint receiver system: 1036. QPCS

Lights, Sirens, cage, wiring: 12057. Cooks Communications

Total replacement cost \$50,766

FISCAL IMPACT:

Total Purchase price of vehicle package 50,766. 21,832 has been collected.

The balance of 28,934. will come from the general fund

ATTACHMENTS:



AGENDA STAFF REPORT

MEETING DATE: 2/6/2018

AGENDA SECTION: G

SUBJECT:

Utilities and Engineering: Permission to Advertise the FY 16/17 Bicycle and Pedestrian Improvements Project and Pre-Authorize the City Manager to award and execute the contract on behalf of the City.

RECOMMENDATION:

That the City Council, by motion,

1. Authorize staff to advertise for bids for the FY 16/17 Bicycle and Pedestrian Improvements Project; and
2. Pre-Authorize the City Manager to award and execute the contract on behalf of the City to the lowest responsible bidder providing project bid is within current budget appropriation.

BACKGROUND:

The City's Pedestrian and Bicycle Master Plan was accepted by Council action on February 16, 2016 and is scheduled to be adopted at tonight's meeting.

This project will fund the installation of new Class II bicycle lanes and Class III bicycle routes in conformance with the Master Plan. The new facilities provide an alternative mode of transportation other than motorized vehicles, and will provide air quality benefits. The project involves the installation of bicycle lane and route signs, school area pedestrian signs, and pavement markings and striping for bike lanes and crosswalks.

After bid opening, Staff will examine the bids, validate the lowest bidder's contractor's license status, and verify the contractor is in good standing. Staff is requesting the pre-authorization to award and execute the contract in order to expedite the process of delivery of projects.

Improvement plans and specifications for the FY 16/17 Bicycle and Pedestrian Improvements Project are complete. With Council approval, staff will solicit bids for the construction of this project. If awarded, construction will not begin until the adoption of the General Plan, and is anticipated to begin in March 2018.

FISCAL IMPACT:

The FY 16/17 Capital Improvement Budget provides 64,800 of funds from the Gas Tax fund. The Federal Aid Congestion Mitigation Air Quality program (CMAQ) provides funding in the amount of \$500,194. A copy of Budget Page 56 is attached for Council review.

ATTACHMENTS:

Budget Page 56

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



AGENDA STAFF REPORT

MEETING DATE: 2/6/2018

AGENDA SECTION: H

SUBJECT:

Utilities & Engineering: Adopt Resolution 18-04-R and Resolution 18-05-R regarding Tract No.918, Bella Vista Subdivision, Initiation of Landscape Assessment District Proceedings (Centennial Drive and Devon Street)

RECOMMENDATION:

That the City Council, by motion:

1. Adopt the attached Resolution No. 18-04-R initiating proceedings for the creation of Assessment District 18-01, pursuant to the Landscape and Lighting Act of 1972.
2. Adopt the attached Resolution No. 18-05-R Intention to Levy Assessments and Confirmation of Engineer's Report for Assessment District No. 18-01

BACKGROUND:

The developer of Tract No. 918 (Bella Vista Subdivision), San Joaquin Valley Homes, has requested that the City form a Landscape Assessment District pursuant to the Landscape and Lighting Act of 1972, to fund the continued maintenance of the following: (Refer to map included in attached Engineer's Report.)

1. The maintenance of decorative block fencing, landscaping, and irrigation system improvements along Centennial Drive located adjacent to Tract No. 918.
2. The public park located at the north side of Vineyard Court fronting lots 39 through 44 of Tract No. 918.
3. Interior street lighting within Tract No. 918.

Provisions in the Landscaping and Lighting Act stipulate that a public hearing must be held to allow for written and oral public comments prior to action being taken to create a new district.

Also required is an election in which property owners may vote to support or oppose the formation of the district, and the levy and collection of annual assessments.

Attached are the resolutions to initiate proceedings to form a new district, and establish the date, time, and place for the required public hearing. A copy of the Engineer's Report is also attached for Council review.

The landscape district and subdivision are being developed by San Joaquin Valley Homes.

FISCAL IMPACT:

There will be no financial impact to the City of Hanford.

ATTACHMENTS:

Trat 918 Location Map
Resolution Initiating Proceedings
Resolution Intention to Levy Assessments
LAD Exhibits
LAD Engineer's Report TR 918

COUNTY TRACT No. 918

CITY OF HANFORD
COUNTY OF KINGS, STATE OF CALIFORNIA

LEGAL DESCRIPTION

PARCEL A AS SHOWN ON THAT CERTAIN PARCEL MAP RECORDED IN BOOK 20 AT PAGE 76 OF PARCEL MAPS IN THE OFFICE OF THE KINGS COUNTY RECORDER, BEING A PORTION OF THE SOUTHEAST QUARTER OF THE NORTHWEST QUARTER AND A PORTION OF THE NORTHEAST QUARTER OF THE NORTHWEST QUARTER OF SECTION 22, T. 18 S., R. 21 E., M.D.B. & M., ACCORDING TO THE APPROVED TOWNSHIP PLATS THEREOF, IN THE COUNTY OF KINGS, STATE OF CALIFORNIA.

CONTAINING 26.21 ACRES MORE OR LESS.

BASIS OF BEARINGS

THE BASIS OF BEARINGS FOR THIS SURVEY IS BASED ON GPS OBSERVATIONS OF THE FOUND MONUMENTS USING NETWORK RTK SOLUTIONS PROVIDED BY THE CALIFORNIA SURVEYING AND DRAFTING SUPPLY REAL-TIME NETWORK, USING THE 2016 ADJUSTMENT. ON THIS BASIS, THE EAST LINE OF THE NORTHWEST QUARTER OF SECTION 22, T. 18 S., R. 21 E., M.D.B. & M., BEARS S00° 04' 28" W.

SURVEYOR'S NOTE

ALL CURVES ARE TANGENT UNLESS OTHERWISE NOTED

MONUMENT NOTE:

• SIDE AND REAR LOT CORNERS ADJACENT TO CENTENNIAL DR. ARE MONUMENTED BY 1/2" REBAR, 30" LONG, WITH YELLOW PLASTIC TAG MARKED R.C.E. 21489, SET 6"± DEEP, ON THE LOT LINE A DISTANCE OF 14.00' FROM THE SIDE OR REAR CORNER.

SPECIAL MONUMENT NOTE:

ALL FRONT CORNERS ADJACENT TO STREETS ARE MONUMENTED AS WITNESS CORNERS, SET ON THE P.U.E. LINE AND ARE MARKED BY 1/2" REBAR, 30" LONG WITH RED PLASTIC TAG STAMPED "CONT. PT., R.C.E. 21489", AND SET 6"± DEEP, EXCEPT AS SHOWN OTHERWISE.

LEGEND

- FOUND MONUMENT AS NOTED
- SET STEEL SPIKE WITH BRASS TAG, R.C.E. 21489, FLUSH IN PAVEMENT
- △ SET 2"x24" GALV. I.P. WITH BRASS CAP STAMPED R.C.E. 21489 IN MONUMENT WELL, MONUMENT WELL SET FLUSH IN PAVEMENT.
- △ LOT CORNERS ARE MARKED WITH 1/2" REBAR, 30" LONG, TAGGED R.C.E. 21489, SET 6" DEEP
- INDICATES 6' PUBLIC UTILITY EASEMENT
- △ NOW OFFERED FOR DEDICATION AS PUBLIC STREETS
- [] RECORD DATA PER PM 20-2, KINGS COUNTY RECORDS
- [] RECORD DATA PER PM 20-76, KINGS COUNTY RECORDS
- () INDICATES STREET ADDRESSES
- ACCESS DENIED TO CENTENNIAL DRIVE, DEVON STREET, AND ELIZABETH DRIVE
- EXTERIOR BOUNDARY OF THE LAND WITHIN THE SUBDIVISION
- K.C.R. KINGS COUNTY RECORDS
- K.C.C.R. KINGS COUNTY CORNER RECORD

ALL DIMENSIONS ARE IN FEET AND DECIMALS THEREOF

NW. COR. OF SEC. 22-18/21
FD. A 2-1/2" B.C. STAMPED
LS 4375, FLUSH & IN CONC.
PER KCCR #1729

SCALE: 1" = 200'

CURVE TABLE			
CURVE #	LENGTH	RADIUS	DELTA
C11	31.35' [[31.35']]	20.00' [[20.00']]	89°49'08" [[89°49'08"]]
C34	31.50' [[31.50']]	20.00' [[20.00']]	90°13'43" [[90°13'43"]]
C35	83.02' [[83.02']]	630.00' [[630.00']]	7°33'00" [[7°33'00"]]
C36	47.05' [[47.05']]	30.00' [[30.00']]	89°51'59" [[89°51'59"]]

RADIAL TABLE	
RADIAL #	BEARING
R61	N82° 22' 32"W [[N82° 22' 32"W]]
R62	N89° 55' 32"W [[S89° 55' 32"E]]
R63	S89° 55' 32"E [[S89° 55' 32"E]]
R64	S00° 06' 24"E [[N00° 06' 24"W]]
R65	N89° 55' 32"W [[S89° 55' 32"E]]
R66	N00° 09' 15"W [[S00° 09' 15"E]]

W. 1/4 COR. OF SEC. 22-18/21
FD. A 1" I.P. W/ YELLOW PLASTIC
TAG STAMPED LS 4375, DN. 0.10'
PER P.M. 19-65, KCR & KCCR #2170

CIVIL ENGINEERS
**ZUMWALT
HANSEN &**
LAND SURVEYORS

609 N. IRWIN ST.

HANFORD, CA. 93230

PH. (559) 582-1056

FILE NO. 0756712

SHEET TWO OF FOUR SHEETS

RECORDING REQUESTED BY:

CITY OF HANFORD

WHEN RECORDED RETURN TO:

Jennifer Gomez
 CITY OF HANFORD
 319 North Douty Street
 Hanford, California 93230

RESOLUTION NO. 18-04-R

**RESOLUTION OF THE CITY COUNCIL OF
 THE CITY OF HANFORD INITIATING PROCEEDINGS
 FOR THE CREATION OF ASSESSMENT DISTRICT NO.18-01
 PURSUANT TO THE LANDSCAPE AND LIGHTING ACT OF 1972
 FOR TRACT NO. 918 – BELLA VISTA SUBDIVISION.**

At a regular meeting of the City Council of the City of Hanford, duly called and held on February 6, 2018, at 7:00 p.m., it was moved by Council Member

_____, seconded by Council Member _____, and duly carried that the following resolutions be adopted:

WHEREAS, a determination has been made that it is necessary to create an assessment district for Tract No. 918 – Bella Vista Subdivision located within the City of Hanford, California for the purpose of maintenance of certain improvements related to said subdivision.

NOW, THEREFORE, BE IT RESOLVED, that the City Council of the City of Hanford proposes to form an assessment district pursuant to the Landscaping and Lighting Act of 1972, for the purpose of maintaining the following improvements:

1. Decorative masonry block fencing, landscaping & irrigation systems improvements located along Centennial Drive adjacent to Tract 918.

2. The public park located at the north side of Vineyard Court fronting lots 39 and 44 of Tract No. 918.
3. Interior street lighting within Tract 918;

RESOLVED FURTHER, that the proposed assessment district shall be designated Assessment District No.18-01, City of Hanford, Kings County, California and shall include the land shown on the map designated "Assessment Diagram, Assessment District No. 18-01, City of Hanford, Kings County, California" which map is on file with the City Clerk for the City of Hanford and which map is hereby approved.

RESOLVED FURTHER, that the City Engineer of the City of Hanford is hereby designated engineer for the purpose of the formation of the Assessment District. The City Council hereby directs the engineer to prepare and file with the City Clerk a report in accordance with Section 22565, et. seq., of the California Streets and Highway Code.

Passed and adopted at a regular meeting of the City Council of the City of Hanford on February 6, 2018, by the following vote:

AYES: Council Member _____

NOES: Council Member _____

ABSTAIN: Council Member _____

1 ABSENT: Council Member _____

2 APPROVED: _____
David G. Ayers, Mayor

3 ATTEST: _____
4 City Clerk

5
6 STATE OF CALIFORNIA)
COUNTY OF KINGS)
7 CITY OF HANFORD)

8
9 I, JENNIFER GOMEZ, City Clerk of the City of Hanford, do hereby certify the
10 foregoing resolution was duly passed and adopted by the City Council of the City of
Hanford at a regular meeting thereof held on the 6th day of February, 2018.

11 Dated: _____, 2018 _____
12 City Clerk

Attachment: Resolution Initiating Proceedings (UE: Tract No. 918, Bella Vista Subdivision (LAD))

RECORDING REQUESTED BY:

CITY OF HANFORD

WHEN RECORDED RETURN TO:

Jennifer Gomez
 CITY OF HANFORD
 319 North Douty Street
 Hanford, California 93230

RESOLUTION NO. 18-05-R

**RESOLUTIONS OF THE CITY COUNCIL OF THE
 CITY OF HANFORD OF INTENTION TO LEVY
 ASSESSMENT AND CONFIRMATION OF ENGINEER'S REPORT**

At a regular meeting of the City Council of the City of Hanford, duly called and held on February 6, 2018, at 7:00 p.m., it was moved by Council Member _____, seconded by Council Member _____, and duly carried that the following resolutions be adopted:

WHEREAS, on February 6, 2018, the City Council of the City of Hanford adopted a resolution initiating proceedings for the creation of Assessment District No. 18-01 pursuant to the Landscape and Lighting Act of 1972 ("District") for Tract No.918 – Bella Vista Subdivision ("Subdivision") and directing the preparation and filing of the Engineer's Report for the formation of the District;

WHEREAS, the City Engineer has prepared and filed with the City Clerk, an Engineer's Report which includes a full and detailed description of the improvements and boundaries of the District and any zones therein, and also sets forth proposed annual assessments upon assessable lots and parcels of land within the District;

WHEREAS, the Engineer's Report establishes that: (1) each lot or parcel of real property which is within the District and which is subject to the levy of the assessment

1 is receiving a special benefit from the public improvements identified in the Engineer's
2 Report and the maintenance thereof, above and beyond any general benefit to the
3 general public; and (2) the special benefit is proportionate to the amount of the
4 assessment;

5 WHEREAS, the improvements within the District include:

- 6 1. Decorative masonry block fencing, and landscaping & irrigation
7 systems improvements located along Centennial Drive adjacent to Tract
8 918.
- 9 2. The public park located at the north side of Vineyard Court fronting lots
10 39 and 44 of Tract No. 918.
- 11 3. Interior Street lighting within Tract 918;

12 WHEREAS, the City Council of the City of Hanford reviewed the Engineer's
13 Report and intends to levy and collect the assessment for the District as set forth in the
14 Engineer's Report for the fiscal year 2019-2020;

15 NOW, THEREFORE, BE IT RESOLVED, that the City Council of the City of
16 Hanford approves the Engineer's Report as submitted for District;

17 RESOLVED FURTHER, that the City Council for the City of Hanford shall
18 hold a public hearing on its intention to form the District and levy the proposed
19 assessment for the District as set forth in the Engineer's Report, which public hearing
20 shall be held on April 3, 2018, at the hour of 7:00 p.m. in the City Council Chambers of
21 the Civic Auditorium in Hanford, California. At such public hearing, affected property
22 owners will be afforded an opportunity to give oral testimony and submit written ballots
23 identifying the affected property owners' support or opposition to the proposed
24 formation of the District and the levy of assessments for the District.

1 Passed and adopted at a regular meeting of the City Council of the City of
 2 Hanford on February 6, 2018, by the following vote:

3 AYES: Council Member _____

4 _____

5 _____

6 _____

7 _____

8 NOES: Council Member _____

9 ABSTAIN: Council Member _____

10 ABSENT: Council Member _____

11 APPROVED: _____

David G. Ayers, Mayor

12 ATTEST: _____

13 City Clerk

14
 15 STATE OF CALIFORNIA)
 16 COUNTY OF KINGS)
 CITY OF HANFORD)

17 I, JENNIFER GOMEZ, City Clerk of the City of Hanford, do hereby certify the
 18 foregoing resolution was duly passed and adopted by the City Council of the City of
 Hanford at a regular meeting thereof held on the 6th day of February, 2018.

19 Dated: _____, 2018 _____

20 City Clerk

TRACT 918, UNIT 1
LANDSCAPE AND LIGHTING MAINTENANCE DISTRICT
AREA TO BE ASSESSED

ALL OF THE PORTION OF THE NORTHWEST QUARTER OF SECTION 22,
TOWNSHIP 18 SOUTH, RANGE 21 EAST, MOUNT DIABLO BASE AND
MERIDIAN IN THE COUNTY OF KINGS, STATE OF CALIFORNIA, DESCRIBED
AS FOLLOWS:

BEGINNING AT THE NORTHEAST CORNER OF THE SOUTHEAST QUARTER
OF THE NORTHWEST QUARTER OF THE AFORESAID SECTION 22,

THENCE SOUTH $89^{\circ} 53' 36''$ WEST ALONG THE NORTH LINE THEREOF A
DISTANCE OF 728.97 FEET,

THENCE ALONG A 630.00 FOOT RADIUS CURVE CONCAVE TO THE WEST,
FROM A RADIUS POINT BEARING NORTH $82^{\circ} 22' 32''$ WEST, THROUGH A
CENTRAL ANGLE OF $07^{\circ} 33' 00''$ AN ARC LENGTH OF 83.02 FEET;

THENCE NORTH $00^{\circ} 04' 28''$ EAST A DISTANCE OF 22.30 FEET;

THENCE ALONG A TANGENT 20.00 FOOT RADIUS CURVE, CONCAVE TO THE
SOUTHEAST, THROUGH A CENTRAL ANGLE OF $89^{\circ} 49' 08''$ AN ARC LENGTH
OF 31.35 FEET;

THENCE NORTH $00^{\circ} 06' 24''$ WEST A DISTANCE OF 30.00 FEET;

THENCE SOUTH $89^{\circ} 53' 36''$ WEST A DISTANCE OF 79.84 FEET;

THENCE NORTH $00^{\circ} 04' 28''$ EAST A DISTANCE OF 362.90 FEET;

THENCE ALONG A TANGENT 20.00 FOOT RADIUS CURVE, CONCAVE TO THE
SOUTHWEST, THROUGH A CENTRAL ANGLE OF $90^{\circ} 13' 43''$ AN ARC LENGTH
OF 31.50 FEET;

THENCE SOUTH $89^{\circ} 50' 45''$ WEST A DISTANCE OF 524.45 FEET TO A POINT
8.00 FEET EAST OF THE WEST LINE OF THE NORTHEAST QUARTER OF THE
NORTHWEST QUARTER SOUTH $00^{\circ} 05' 41''$ WEST PARALLEL WITH THE
WEST LINE OF THE AFORESAID NORTHEAST QUARTER OF THE

NORTHWEST QUARTER A DISTANCE OF 537.53 FEET TO A POINT ON THE SOUTH LINE THEREOF;

THENCE SOUTH $89^{\circ} 53' 36''$ WEST A DISTANCE OF 8.00 FEET TO THE SOUTHWEST CORNER OF THE AFORESAID NORTHEAST QUARTER OF THE NORTHWEST QUARTER;

THENCE SOUTH $00^{\circ} 05' 41''$ WEST A DISTANCE OF 662.52 FEET;

THENCE NORTH $89^{\circ} 56' 27''$ EAST A DISTANCE OF 225.27 FEET;

THENCE NORTH $84^{\circ} 30' 07''$ A DISTANCE OF 211.00 FEET;

THENCE NORTH $89^{\circ} 56' 27''$ EAST A DISTANCE OF 901.17 FEET TO A POINT ON THE EAST LINE OF THE EAST LINE OF THE NORTHWEST QUARTER OF AFORESAID SECTION 22;

THENCE NORTH $00^{\circ} 04' 28''$ EAST A DISTANCE OF 643.63 FEET TO THE POINT OF BEGINNING

CONTAINING 26.83 ACRES

TRACT 918, UNIT 1
LANDSCAPE AND LIGHTING DISTRICT

AREAS TO BE MAINTAINED
EXHIBIT "F-2", SHEETS 1-3

ALL OF THAT PORTION OF THE EAST HALF OF THE NORTHWEST QUARTER OF SECTION 22, TOWNSHIP 18 SOUTH, RANGE 21 EAST, MOUNT DIABLO BASE AND MERIDIAN IN THE COUNTY OF KINGS, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

SHEET 1 OF 3

COMMENCING AT THE NORTH QUARTER CORNER OF SECTION 22;

THENCE SOUTH $00^{\circ} 04' 28''$ WEST, ALONG THE EAST LINE OF SAID EAST HALF, A DISTANCE OF 1,966.26 FEET;

THENCE SOUTH $89^{\circ} 56' 27''$ WEST A DISTANCE OF 32.50 FEET TO THE TRUE POINT OF BEGINNING;

THENCE SOUTH $89^{\circ} 56' 27''$ WEST A DISTANCE OF 19.50 FEET;

THENCE NORTH $00^{\circ} 04' 28''$ WEST A DISTANCE OF 113.55 FEET;

THENCE NORTH $45^{\circ} 00' 58''$ WEST A DISTANCE OF 14.16 FEET;

THENCE NORTH $00^{\circ} 06' 23''$ WEST A DISTANCE OF 21.50 FEET;

THENCE NORTH $89^{\circ} 53' 36''$ EAST A DISTANCE OF 10.04 FEET;

THENCE ALONG A TANGENT 19.50 FOOT RADIUS CURVE, CONCAVE TO THE SOUTHWEST, THROUGH A CENTRAL ANGLE OF $90^{\circ} 10' 52''$ AN ARC LENGTH OF 30.69 FEET;

THENCE SOUTH $00^{\circ} 04' 28''$ WEST A DISTANCE OF 125.54 FEET;

CONTAINING 3,014 SQUARE FEET

SHEET 2 OF 3

COMMENCING AT THE CENTER OF SAID SECTION 22;

THENCE NORTH $00^{\circ} 04' 28''$ EAST ALONG THE EAST LINE OF THE AFORESAID NORTHWEST QUARTER, A DISTANCE OF 861.13 FEET;

THENCE SOUTH $89^{\circ} 53' 36''$ WEST A DISTANCE OF 51.94 FEET TO THE TRUE POINT OF BEGINNING;

THENCE SOUTH $89^{\circ} 53' 36''$ WEST A DISTANCE OF 19.99 FEET;

THENCE NORTH $00^{\circ} 06' 24''$ WEST A DISTANCE OF 11.50 FEET;

THENCE NORTH $44^{\circ} 59' 02''$ EAST A DISTANCE OF 28.28 FEET;

THENCE NORTH $00^{\circ} 04' 28''$ EAST A DISTANCE OF 430.03 FEET;

THENCE NORTH $89^{\circ} 53' 20''$ EAST A DISTANCE OF 19.50 FEET TO A POINT ON A LINE PARALLEL WITH AND 32.5 FEET WESTERLY OF SAID EAST LINE OF LAST SAID EAST LINE OF THE NORTHWEST QUARTER;

THENCE SOUTH $00^{\circ} 04' 28''$ WEST, ALONG LAST SAID PARALLEL LINE, A DISTANCE OF 442.07 FEET;

THENCE ON A TANGENT CURVE TO THE SOUTHWEST, WITH A RADIUS OF 19.50 FEET, THROUGH A CENTRAL ANGLE OF $89^{\circ} 49' 08''$ AN ARC LENGTH OF 30.57 FEET TO THE TRUE POINT OF BEGINNING

CONTAINING 9,347 SQUARE FEET

Attachment: LAD Exhibits (UE: Tract No. 918, Bella Vista Subdivision (LAD))

SHEET 3 OF 3

COMMENCING AT THE CENTER OF SAID SECTION 22;

THENCE NORTH $00^{\circ} 04' 28''$ EAST ALONG THE EAST LINE OF THE AFORESAID NORTHWEST QUARTER A DISTANCE OF 1,322.63 FEET;

THENCE SOUTH $89^{\circ} 53' 36''$ WEST A DISTANCE OF 777.95 FEET TO THE TRUE POINT OF BEGINNING;

THENCE ON A CURVE TO THE SOUTH, CONCAVE TO THE WEST WHOSE CENTRAL ANGLE BEARS NORTH $01^{\circ} 03' 32''$ WEST, WITH A RADIUS OF 581.50 FEET, THROUGH A CENTRAL ANGLE OF $1^{\circ} 03' 32''$, AN ARC DISTANCE OF 10.75 FEET;

THENCE ON A TANGENT CURVE TO THE SOUTH, CONCAVE TO THE EAST, WITH A RADIUS OF 618.50 FEET, THROUGH A CENTRAL ANGLE OF $09^{\circ} 15' 30''$, AN ARC DISTANCE OF 99.94 FEET;

THENCE SOUTH $00^{\circ} 04' 28''$ WEST A DISTANCE OF 31.96 FEET;

THENCE ON A TANGENT CURVE TO THE SOUTHWEST, CONCAVE TO THE NORTHWEST, WITH A RADIUS OF 19.50 FEET, THROUGH A CENTRAL ANGLE OF $89^{\circ} 49' 08''$, AN ARC DISTANCE OF 30.57 FEET;

THENCE SOUTH $89^{\circ} 53' 20''$ WEST A DISTANCE OF 331.13 FEET;

THENCE ALONG A TANGENT 19.50 FOOT RADIUS CURVE, CONCAVE TO THE NORTHEAST, THROUGH A CENTRAL ANGLE OF $90^{\circ} 12' 04''$ AN ARC LENGTH OF 30.70 FEET;

THENCE NORTH $00^{\circ} 05' 41''$ EAST A DISTANCE OF 238.50 FEET;

THENCE NORTH $89^{\circ} 53' 36''$ EAST A DISTANCE OF 385.68 FEET;

THENCE SOUTH $00^{\circ} 04' 28''$ WEST A DISTANCE OF 13.66 FEET;

THENCE ON A 581.50 FOOT RADIUS TANGENT CURVE TO THE SOUTH, CONCAVE TO THE WEST, THROUGH A CENTRAL ANGLE OF $8^{\circ} 11' 57''$, AN ARC LENGTH OF 83.21 FEET TO THE TRUE POINT OF BEGINNING;

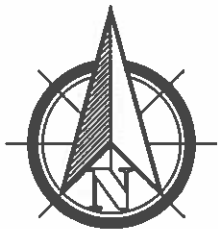
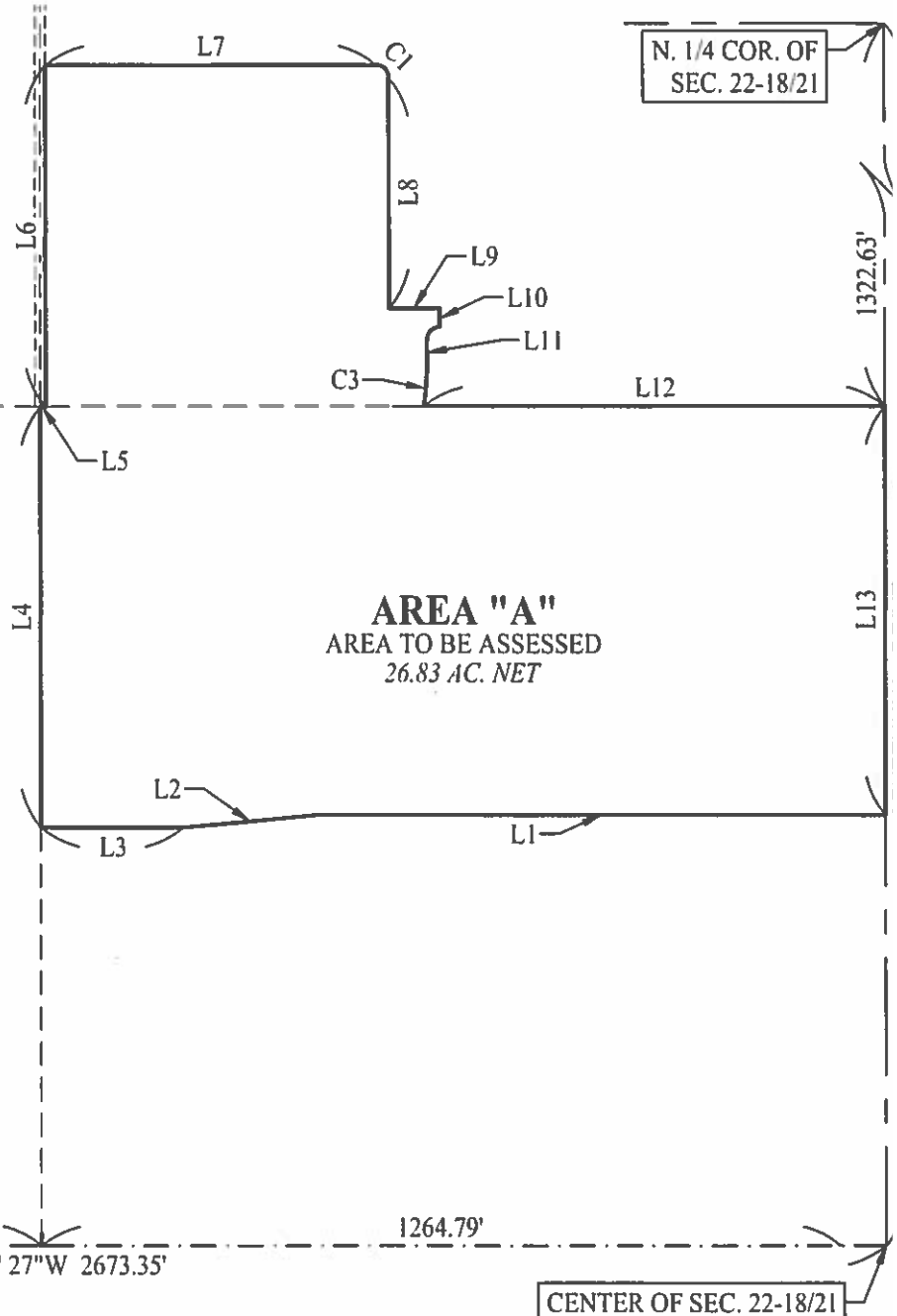
CONTAINING 2.23 ACRES

PARCEL LINE/ CURVE TABLE

LINE #/ CURVE #	LENGTH	BEARING/ DELTA	RADIUS
C1	31.50'	90°13'43"	20.00'
C2	31.35'	89°49'08"	20.00'
C3	83.02'	7°33'00"	630.00'
L1	901.17'	S89° 56' 27"W	
L2	211.00'	S84° 30' 07"W	
L3	225.27'	S89° 56' 27"W	
L4	662.52'	N00° 05' 41"E	
L5	8.00'	N89° 53' 36"E	
L6	537.53'	N00° 05' 41"E	
L7	524.45'	N89° 50' 45"E	
L8	362.90'	S00° 04' 28"W	
L9	79.84'	N89° 53' 36"E	
L10	30.00'	S00° 06' 24"E	
L11	22.30'	S00° 04' 28"W	
L12	728.97'	N89° 53' 36"E	
L13	643.63'	S00° 04' 28"W	

EXHIBIT "F-1"

ASSESSMENT DIAGRAM,
ASSESSMENT DISTRICT No. _____,
CITY OF HANFORD, COUNTY OF KINGS
STATE OF CALIFORNIA
ASSESSMENT DISTRICT
ANNEXATION No. XX-XX-X



SCALE: 1"=300'



W. 1/4 COR. OF
SEC. 22-18/21

CIVIL ENGINEERS
ZUMWALT
HANSEN &
LAND SURVEYORS

609 N. Irwin St.
Hanford, CA 93230
Office: (559) 582-1056
Fax: (559) 584-4143

**AREA TO BE
ASSESSED
FOR
SAN JOAQUIN
VALLEY HOMES**

Job No. 0756712
Drawn By: JRJ
Checked By: Z
Indexed By: _____
Date: 12/8/2017

Sheet No

1 of 1

Packet Pg. 45

Attachment: LAD Exhibits (UE: Tract No. 918, Bella Vista Subdivision (LAD))

PARCEL LINE/ CURVE TABLE

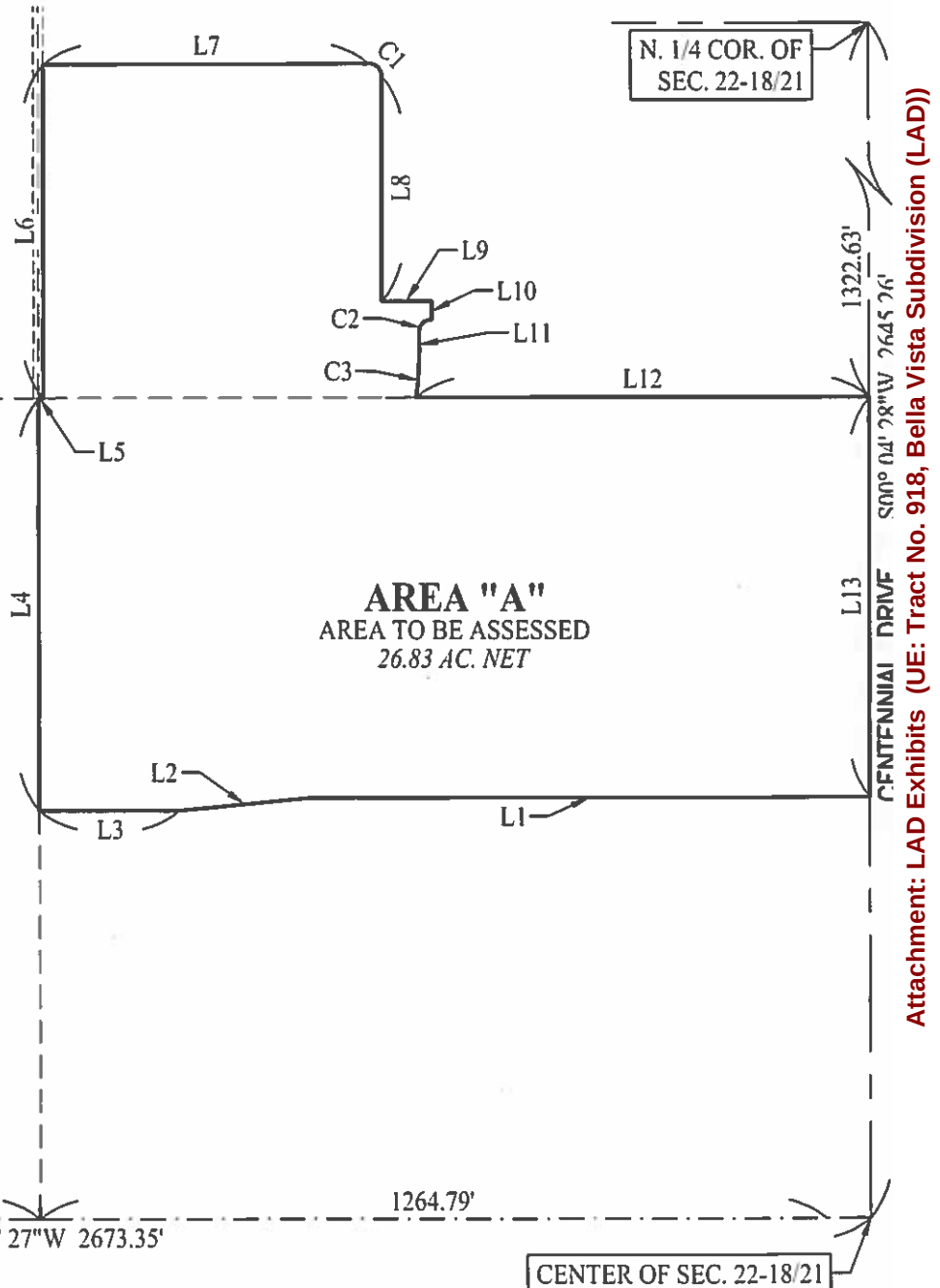
LINE #/ CURVE #	LENGTH	BEARING/ DELTA	RADIUS
C1	31.50'	90°13'43"	20.00'
C2	31.35'	89°49'08"	20.00'
C3	83.02'	7°33'00"	630.00'
L1	901.17'	S89° 56' 27"W	
L2	211.00'	S84° 30' 07"W	
L3	225.27'	S89° 56' 27"W	
L4	662.52'	N00° 05' 41"E	
L5	8.00'	N89° 53' 36"E	
L6	537.53'	N00° 05' 41"E	
L7	524.45'	N89° 50' 45"E	
L8	362.90'	S00° 04' 28"W	
L9	79.84'	N89° 53' 36"E	
L10	30.00'	S00° 06' 24"E	
L11	22.30'	S00° 04' 28"W	
L12	728.97'	N89° 53' 36"E	
L13	643.63'	S00° 04' 28"W	

EXHIBIT "F-1"

ASSESSMENT DIAGRAM,
ASSESSMENT DISTRICT No. _____,
CITY OF HANFORD, COUNTY OF KINGS
STATE OF CALIFORNIA
ASSESSMENT DISTRICT
ANNEXATION No. XX-XX-X



SCALE: 1"=300'



CIVIL ENGINEERS
**ZUMWALT
HANSEN &**
LAND SURVEYORS

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Hanford, CA 93230
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AREA TO BE
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VALLEY HOMES

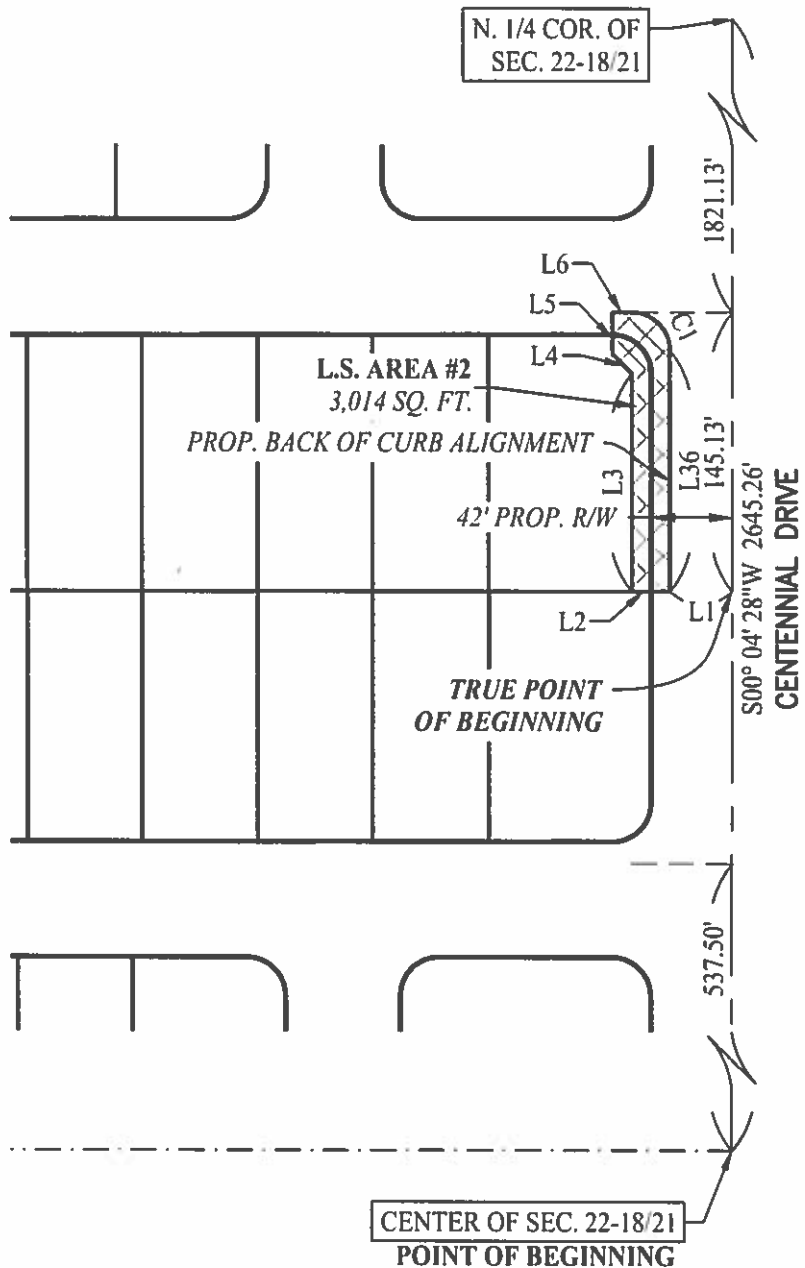
Job No. 0756712
Drawn By: JRJ
Checked By: Z
Indexed By:
Date: 12/11/2017

Sheet No.

1 of 1

EXHIBIT "F-2"

PARCEL LINE/ CURVE TABLE			
LINE #/ CURVE #	LENGTH	BEARING/ DELTA	RADIUS
C1	30.69'	90°10'52"	19.50'
L1	32.50'	S89° 56' 27"W	
L2	19.50'	S89° 56' 27"W	
L3	113.55'	S00° 04' 28"W	
L4	14.16'	N45° 00' 58"W	
L5	21.50'	N00° 06' 23"W	
L6	10.04'	N89° 53' 36"E	
L36	125.54'	S00° 04' 28"W	



SCALE: 1"=100'



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LAND SURVEYORS

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**AREA TO BE
MAINTAINED
FOR
SAN JOAQUIN
VALLEY HOMES**

Job No. 0756712
Drawn By: JRJ
Checked By: Z
Indexed By: _____
Date: 12/8/2017

Sheet No

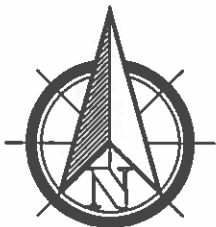
1 of 3

Packet Pg. 47

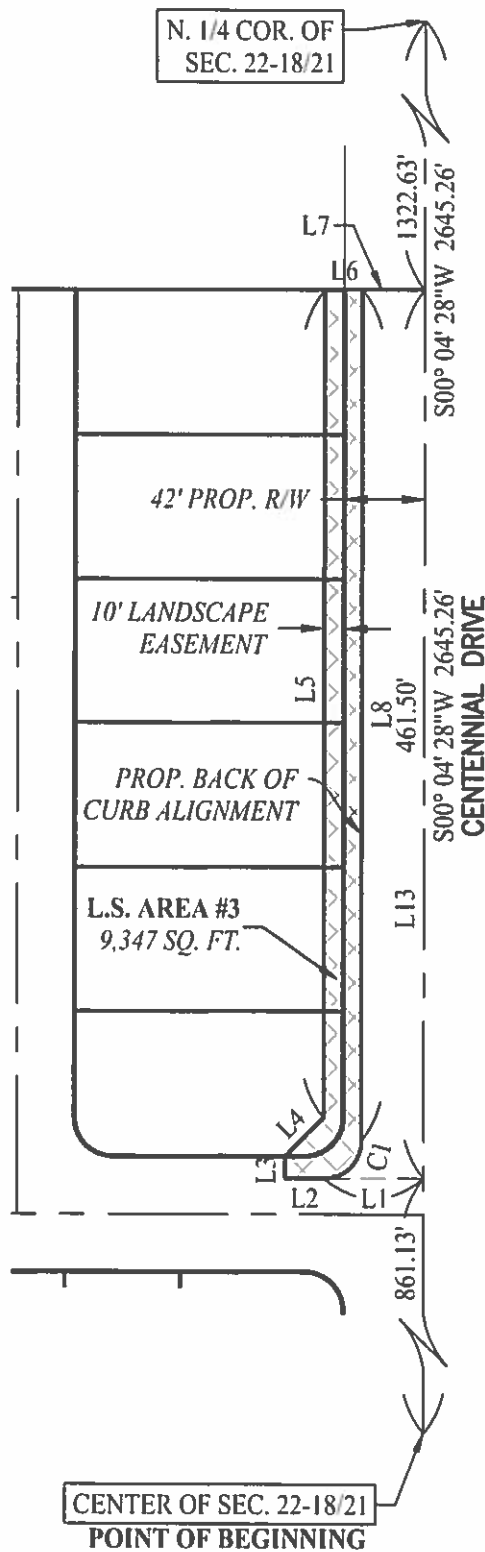
Attachment: LAD Exhibits (UE: Tract No. 918, Bella Vista Subdivision (LAD))

EXHIBIT "F-2"

PARCEL LINE/ CURVE TABLE			
LINE #/ CURVE #	LENGTH	BEARING/ DELTA	RADIUS
C1	30.57'	89°49'08"	19.50'
L1	51.94'	S89° 53' 36"W	
L2	19.99'	S89° 53' 36"W	
L3	11.50'	N00° 06' 24"W	
L4	28.28'	N44° 59' 02"E	
L5	430.03'	N00° 04' 28"E	
L6	19.50'	N89° 53' 20"E	
L8	442.07'	S00° 04' 28"W	



SCALE: 1"=100'



Attachment: LAD Exhibits (UE: Tract No. 918, Bella Vista Subdivision (LAD))

CIVIL ENGINEER
ZUMWALT
HANSEN &
LAND SURVEYORS

609 N. Irwin St.
Hanford, CA 93230
Office: (559) 582-1056
Fax: (559) 584-4143

**AREA TO BE
MAINTAINED
FOR
SAN JOAQUIN
VALLEY HOMES**

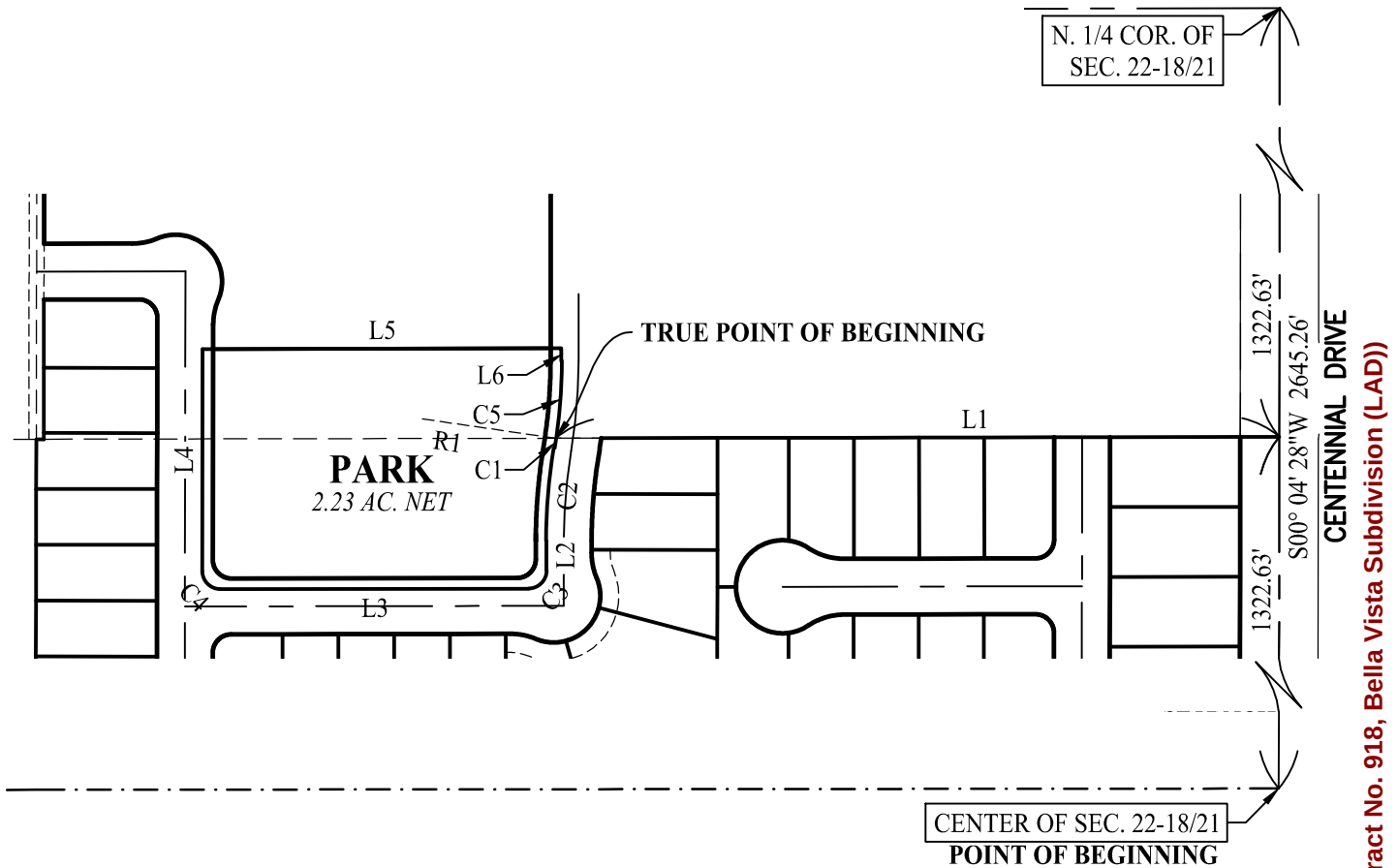
Job No. 0756712
Drawn By: JRJ
Checked By: Z
Indexed By:
Date: 12/8/2017

Sheet No.

2 of 3

Packet Pg. 48

EXHIBIT "F-2"

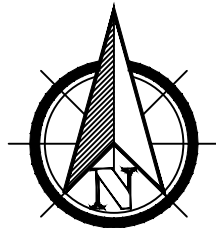


**PARCEL LINE/
CURVE TABLE**

LINE #/ CURVE #	LENGTH	BEARING/ DELTA	RADIUS
C1	10.75'	1°03'32"	581.50'
C2	99.94'	9°15'30"	618.50'
C3	30.57'	89°49'08"	19.50'
C4	30.70'	90°12'04"	19.50'
C5	83.21'	8°11'57"	581.50'
L1	777.95'	N89° 53' 36"E	
L2	31.96'	S00° 04' 28"W	
L3	331.13'	S89° 53' 36"W	
L4	238.50'	N00° 05' 41"E	
L5	385.68'	N89° 53' 36"E	
L6	13.66'	S00° 04' 28"W	

**RADIAL LINE
TABLE**

RADIAL #	BEARING
R1	N81° 43' 34"W



SCALE: 1"=200'



Attachment: LAD Exhibits (UE: Tract No. 918, Bella Vista Subdivision (LAD))

CML ENGINEERS
ZUMWALT
HANSEN &
LAND SURVEYORS

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Job No. 0756712
Drawn By: JRJ
Checked By: Z
Indexed By:
Date: 12/8/2017

Sheet No.

3 of 3

ATTACHMENT "A"

ENGINEER'S REPORT
ASSESSMENT DISTRICT NO. 18-01
(Pursuant to the Landscaping and Lighting Act of 1972)

Tract No. 918 – Bella Vista Subdivision – Centennial Drive

Johnathan L. Doyel, P.E., P.L.S., Deputy Public Works Director/City Engineer and Engineer of Work for Landscape Assessment District 18-01, City of Hanford, Kings County, California, makes this report as directed by City Council, pursuant to Section 22585 of the Streets and Highways Code (Landscaping and Lighting Act of 1972).

The improvements to be constructed and maintained in the District provide special benefits to all of the parcels within the District about and beyond general benefits conferred on parcels located in the District or to the public at large. Specifically, the particular and distinct special benefits include:

1. Reduction of traffic noise level from the street located adjacent to the District;
2. Restriction of unwanted pedestrian access onto the lots and parcels within the District;
3. Enhancement of appearance of the entrance into the subdivision which is included within the District;
4. Reduction of impact of dust and other particulate matter onto the lots and parcels within the District;

The improvements which are the subject of this report are briefly described as follows:

1. Decorative masonry block fencing, and landscaping & irrigation system improvements located along Centennial Drive adjacent to Tract No. 918.
2. The public park located at the north side of Vineyard Court fronting lots 39 through 44 of Tract No. 918
3. Interior street lighting with Tract No. 918

This report consists of six parts as follows:

Exhibit "A": Plans and specifications for the improvements are filed with the City Clerk. Although separately bound, the plans and specifications are a part of this report and are incorporated herein by reference.

Exhibit "B": An estimate of costs to maintain the improvements.

Exhibit "C": An assessment of the estimated maintenance costs on each benefited parcel of land within the Assessment District.

Exhibit "D": A statement of the method by which the undersigned has determined the amount proposed to be assessed against each parcel.

Exhibit "E": A list of the names and addresses of the property owners of real property within each assessment district as shown on the last equalized assessment roll for taxes, or known to the Clerk. The list is keyed to Exhibit "C" by assessment number.

Attachment: LAD Engineer's Report TR 918 (UE: Tract No. 918, Bella Vista Subdivision (LAD))

ATTACHMENT “A” continued...

Exhibit “F”: A diagram showing all of the parcels of real property within this assessment district. The diagram is keyed to Exhibit “C” by lot number.

Respectfully submitted,

Johnathan L. Doyel, P.E., P.L.S.
Public Utilities and Engineering Director
And City Engineer

ENGINEER'S REPORT

ASSESSMENT DISTRICT NO. 18-01
(Pursuant to the Landscaping and Lighting Act of 1972)

Tract No. 918 – Bella Vista Subdivision

The undersigned hereby respectfully submits the enclosed Engineer's Report as directed by the City Council.

DATED: _____

Johnathan L. Doyel, P.E., P.L.S.
Public Utilities and Engineering Director
And City Engineer

I HEREBY CERTIFY that the enclosed Engineer's Report, together with Assessments and Assessment Diagram thereto attached was filed with me on the _____ day of _____, 20__.

Jennifer Gomez
City of Hanford
Kings County, California

By _____

I HEREBY CERTIFY that the enclosed Engineer's Report, together with Assessments and Assessment Diagram thereto attached, was approved and confirmed by the City Council of the City of Hanford, California, on the _____ day of _____, 20__.

Jennifer Gomez
City of Hanford
Kings County, California

By _____

Attachment: LAD Engineer's Report TR 918 (UE: Tract No. 918, Bella Vista Subdivision (LAD))

EXHIBIT "A"

ASSESSMENT DISTRICT NO. 18-01
(Pursuant to the Landscaping and Lighting Act of 1972)

Tract No. 918 – Bella Vista Subdivision

Plans and specifications for the improvements are those prepared by Zumwalt-Hansen & Associates and San Joaquin Valley Homes for the City Engineer. These plans and specifications have been filed separately with the Clerk of the Legislative Body and are incorporated in this report by reference.

Attachment: LAD Engineer's Report TR 918 (UE: Tract No. 918, Bella Vista Subdivision (LAD))

EXHIBIT "B"

CITY OF HANFORD
ENGINEER'S REPORTASSESSMENT DISTRICT NO. 18-01
FISCAL YEAR 2019-2020ESTIMATED ASSESSMENTS
Tract No. 918 – Bella Vista Subdivision

ITEM NO.	DESCRIPTION	FY 2019-2020 ESTIMATE UNITS	RATE	AMOUNT
A. MAINTENANCE COSTS				
1.	Landscape and Irrigation System along Centennial Drive. (Labor and Materials)	109,500 SF ±	\$ 0.30/SF	\$ 32,850.00
2.	Decorative Block Walls along Centennial Drive. (Labor and Materials)	600 LF ±	\$ 0.50/LF	\$ 300.00
3.	Water Usage (\$200/mo./Service x 12 = \$420.00/Service)	Two services	\$ 2,400.00/ea	\$ 4,800.00
4.	Electricity Usage (\$30/mo./Meter x 12 = \$360.00/Meter)	Two meters	\$ 360.00/ea	\$ 720.00
5.	Street Light Usage (\$13/Lt./Mo. x 12 = \$156.00/Lt./Yr.)	12 St. Lights	\$ 144.00/Lt./Yr	\$ 1,872.00
B. INCIDENTAL COSTS/FORMATION COSTS				
1.	Staff Preparation of Documents		\$ 325.00	\$ 325.00
2.	Notice of Public Hearing		\$ 75.00	\$ 75.00
3.	Collection of Assessment		\$ 100.00	\$ 100.00
TOTAL ANNUAL SUBDIVISION ASSESSMENT AMOUNT				<u>\$ 41,042.00</u>
TRACT NO. 918, LOTS 1 THROUGH 68, LOT "B" BASIN, and LOT "A" PARK. SHALL BE ASSESSED:				<u>\$ 586.31</u>

Attachment: LAD Engineer's Report TR 918 (UE: Tract No. 918, Bella Vista Subdivision (LAD))

C. ADJUSTMENT FOR INFLATION IN ACCORDANCE WITH CALIFORNIA GOVERNMENT CODE SECTION 53739(b)(1).

The Annual Total Subdivision Assessment Amount will be adjusted for inflation on an annual basis in accordance with the following formula:

Commencing with the calendar year 2019-2020, and January 1 of each calendar year (“Adjustment Date”) thereafter during the life of the District, the Total Annual Subdivision Assessment Amount for the next fiscal year shall be an amount equal to the greater of:

- (i) the Total Annual Subdivision Assessment amount in effect immediately prior to the Adjustment Date, or
- (ii) the product obtained by multiplying the Total Annual Subdivision Assessment in effect immediately prior to the Adjustment Date by a fraction, the numerator of which is the Index published nearest but prior to the Adjustment Date and the denominator of which is the Index published nearest but prior to January 1 of the first year the Subdivision Assessment became effective.

The term “Index” means the Consumer Price Index for Urban Wage Earners and Clerical Workers, San Francisco-Oakland-San Jose Consolidated Statistical Area, 1982-1984, equals 100, published by the Bureau of Labor Statistics of the United States Department of Labor. If the Bureau of Labor Statistics revises the Index, the Bureau of Labor Statistics will be the sole judge of the comparability of successive indexes, but if that agency fails to supply indexes that it deems comparable or if no succeeding index is published, the City shall determine an appropriate alternative published price index.

EXHIBIT "C"

ASSESSMENT ROLL AND
ESTIMATED ASSESSMENTS

Tract No. 918 – Bella Vista Subdivision

<u>SPECIAL ASSESSMENT NUMBER</u>	<u>AMOUNT OF ASSESSMENT</u>	<u>PROPERTY DESCRIPTION OR ASSESSOR PARCEL NUMBER</u>
1	\$586.31	Tract 918, Lot 1
2	\$586.31	Tract 918, Lot 2
3	\$586.31	Tract 918, Lot 3
4	\$586.31	Tract 918, Lot 4
5	\$586.31	Tract 918, Lot 5
6	\$586.31	Tract 918, Lot 6
7	\$586.31	Tract 918, Lot 7
8	\$586.31	Tract 918, Lot 8
9	\$586.31	Tract 918, Lot 9
10	\$586.31	Tract 918, Lot 10
11	\$586.31	Tract 918, Lot 11
12	\$586.31	Tract 918, Lot 12
13	\$586.31	Tract 918, Lot 13
14	\$586.31	Tract 918, Lot 14
15	\$586.31	Tract 918, Lot 15
16	\$586.31	Tract 918, Lot 16
17	\$586.31	Tract 918, Lot 17
18	\$586.31	Tract 918, Lot 18
19	\$586.31	Tract 918, Lot 19
20	\$586.31	Tract 918, Lot 20
21	\$586.31	Tract 918, Lot 21
22	\$586.31	Tract 918, Lot 22
23	\$586.31	Tract 918, Lot 23
24	\$586.31	Tract 918, Lot 24
25	\$586.31	Tract 918, Lot 25
26	\$586.31	Tract 918, Lot 26
27	\$586.31	Tract 918, Lot 27
28	\$586.31	Tract 918, Lot 28
29	\$586.31	Tract 918, Lot 29
30	\$586.31	Tract 918, Lot 30
31	\$586.31	Tract 918, Lot 31
32	\$586.31	Tract 918, Lot 32
33	\$586.31	Tract 918, Lot 33
34	\$586.31	Tract 918, Lot 34
35	\$586.31	Tract 918, Lot 35
36	\$586.31	Tract 918, Lot 36
37	\$586.31	Tract 918, Lot 37
38	\$586.31	Tract 918, Lot 38

Attachment: LAD Engineer's Report TR 918 (UE: Tract No. 918, Bella Vista Subdivision (LAD))

EXHIBIT "C" ASSESSMENT ROLL, continued

SPECIAL ASSESSMENT NUMBER	AMOUNT OF ASSESSMENT	PROPERTY DESCRIPTION (ASSESSOR'S PARCEL NUMBER)
39	\$586.31	Tract 918, Lot 39
40	\$586.31	Tract 918, Lot 40
41	\$586.31	Tract 918, Lot 41
42	\$586.31	Tract 918, Lot 42
43	\$586.31	Tract 918, Lot 43
44	\$586.31	Tract 918, Lot 44
45	\$586.31	Tract 918, Lot 45
46	\$586.31	Tract 918, Lot 46
47	\$586.31	Tract 918, Lot 47
48	\$586.31	Tract 918, Lot 48
49	\$586.31	Tract 918, Lot 49
50	\$586.31	Tract 918, Lot 50
51	\$586.31	Tract 918, Lot 51
52	\$586.31	Tract 918, Lot 52
53	\$586.31	Tract 918, Lot 53
54	\$586.31	Tract 918, Lot 54
55	\$586.31	Tract 918, Lot 55
56	\$586.31	Tract 918, Lot 56
57	\$586.31	Tract 918, Lot 57
58	\$586.31	Tract 918, Lot 58
59	\$586.31	Tract 918, Lot 59
60	\$586.31	Tract 918, Lot 60
61	\$586.31	Tract 918, Lot 61
62	\$586.31	Tract 918, Lot 62
63	\$586.31	Tract 918, Lot 63
64	\$586.31	Tract 918, Lot 64
65	\$586.31	Tract 918, Lot 65
66	\$586.31	Tract 918, Lot 66
67	\$586.31	Tract 918, Lot 67
68	\$586.31	Tract 918, Lot 68
69	\$586.31	Tract 918, Lot "B" Basin
70	\$586.31	Tract 918, Lot "A" Park

Total Assessment: \$ 41,042.00

Attachment: LAD Engineer's Report TR 918 (UE: Tract No. 918, Bella Vista Subdivision (LAD))

EXHIBIT "D"

METHOD OF APPORTIONMENT OF ASSESSMENT

ASSESSMENT DISTRICT NO. 18-01
(Pursuant to the Landscaping and Lighting Act of 1972)

Tract No. 918 – Bella Vista Subdivision

This proportionate special benefit to each parcel in the District in relationship to the entirety of the cost to maintain and operate the improvements identified herein is equal to all parcels. The assessment applicable to each lot does not exceed the reasonable cost of the proportional special benefit conferred on each parcel. This established as follows:

Total cost of special benefit is \$41,042.00

Cost of proportional special benefit conferred on each lot is \$586.31

EXHIBIT “E”

PROPERTY OWNERS LIST

ASSESSMENT DISTRICT NO. 18-01

Tract No. 918 – Bella Vista Subdivision

<u>ASSESSMENT NUMBERS</u>	<u>PROPERTY DESCRIPTIONS</u>	<u>OWNERS NAME AND ADDRESS</u>
1 through 70	Lots 1 through 68, Lot “B” Basin, and Lot “A” Park of Tract No. 918	Presidio JJR Bella Vista 128, LLC. 5607 Avenida de los Robles Visalia, CA 93291

Attachment: LAD Engineer's Report TR 918 (UE: Tract No. 918, Bella Vista Subdivision (LAD))



AGENDA STAFF REPORT

MEETING DATE: 2/6/2018	AGENDA SECTION: I
-------------------------------	--------------------------

SUBJECT:

Utilities & Engineering: Permission to Advertise for Construction, and obtain Pre-authorization to Award the Purchase of Traffic Signal Poles and Mast Arms for the Hanford Armona Road at Irwin Street Traffic Signal Installation Project.

RECOMMENDATION:

That the City Council, by motion:

1. Authorize staff to advertise for bids for the construction, and for the traffic signal poles and mast arms materials bid, for the Hanford Armona Road at Irwin Street Traffic Signal Installation Project.
2. Pre-Authorize the City Manager to award and execute the contracts for both the signal poles materials, and for the construction of the project on behalf of the City to the lowest responsible bidder, providing the project bid is within the current budget appropriations.

BACKGROUND:

This project consists of installing a traffic signal, ADA ramp curb returns, and pavement channelization at the intersection of Hanford Armona Road at Irwin Street (10-1/2 Avenue). A sketch of the project vicinity is attached for Council review.

After bid opening, Staff will examine the bids, validate the lowest bidder's contractor's license status, and verify the contractor is in good standing. Staff is requesting the pre-authorization to award and execute the contract in order to expedite the process of delivery of projects.

Plans and specifications for the Hanford Armona Road at Irwin Street Traffic Signal Installation Project are complete. With Council approval, staff will solicit bids for this project. Construction is anticipated to begin in May 2018.

FISCAL IMPACT:

ATTACHMENTS:



AGENDA STAFF REPORT

MEETING DATE: 2/6/2018	AGENDA SECTION: J
-------------------------------	--------------------------

SUBJECT:

Utilities & Engineering: Award a contract to The Experienced Gardener of Visalia, CA to perform spraying services for the City's drainage basins and easements for an amount not to exceed \$33,083.

RECOMMENDATION:

That the City Council, by motion, award a contract to The Experienced Gardener of Visalia, CA to perform spraying services for the City's drainage basins and easements for an amount not to exceed \$33,083.

BACKGROUND:

The Storm Drainage Division is responsible for the maintenance and operations of drainage basins, easements and rights of way dealing with the storm drainage functions. The storm drainage facilities includes over 207 acres of basins and nearly 20 miles of fence lines and easements. The regulations dealing with storm water coupled with the regulations dealing with pesticide handling near bodies of water necessitate the contracting of a professional spraying service.

City staff contacted multiple spraying companies last year and the Experienced Gardener was the only company to submit a response that met the criteria established by the City. The Experienced Gardener is still currently contracted with the City to spray the Solar Field and various areas at the Waste Water Treatment Plant. In addition, the service they have performed this year has been very helpful in keeping down weed growth reduced the number of manhours spent on spraying and manual vegetation removal.

The proposal submitted by the Experienced Gardener is a zero percent (0%) increase from the previous year.

FISCAL IMPACT:

The FY17/18 Storm Drainage Operating Budget provides \$50,000 for vegetation control.

ATTACHMENTS:

Experienced Gardener Contract

CITY OF HANFORD

“STORM DRAIN PONDING BASIN SPRAYING PROJECT”

This contract is made by and between the City of Hanford, a Municipal Corporation (“City”), and **The Experienced Gardener** (“Contractor”)

The undersigned hereby agrees to perform work as described in the Scope of Work and the following criteria:

1. Prevailing Wage Requirement

In accordance with the provisions of Section 1770 to 1781 of the Labor Code, the City of Hanford has ascertained that the general prevailing rate of wages applicable to the work being done is as per wage scale on file in the City Engineer’s office. The Contractor to whom the contract is awarded shall pay not less than the specified wages to all workmen employed in the execution of the contract.

Each Contractor awarded a contract must have an agent of the firm to sign documents required by the California Labor Code and to receive proper state forms for the reporting of certified payroll. Except as may be otherwise required by law, all claims and disputes pertaining to the classification of labor employed on the Project under the Contract Documents shall be decided by the District’s Labor Compliance Officer.

Nothing contained herein shall be deemed to supersede any applicable laws, orders, or regulations issued by competent authority governing wages, hours of work of the employment of labor, nor to condone any violation of such laws orders, or regulations.

The Contractor shall post at appropriate conspicuous weatherproof points on the site of the Project a schedule showing the Prevailing Wage Determinations published by the Director of the California Department of Industrial Relations that are applicable to the Project.

Pursuant to the provisions of Division 2, Part 7, Chapter 1, Article 2 of the CALIFORNIA LABOR CODE at SECTION 1770, *et seq.*, the City has obtained from the Director of the California Department of Industrial Relations the general prevailing rate of per diem wages and the prevailing rate for straight time, holiday time, and overtime work in the locality in which the work is to be performed for each craft, classification, or type of worker needed to execute the contract, a copy of which Is available in the office of the City Engineer.

There shall be paid to each worker of the Contractor or any subcontractor, of any tier, engaged in the work not less than the general prevailing wage rate, regardless of any contractual relationship which may be alleged to exist between the Contractor or any subcontractor, of any tier, and such worker. The Contractor and subcontractors will be required to pay all workers on a weekly basis and to submit the certified payrolls to the Labor Compliance Office weekly.

The contractor shall forfeit Two Hundred Dollars (\$200.00) to the City for each calendar day or portion thereof, for each worker paid less than the prevailing rates as determined by the Director of the California Department of Industrial Relations for such work or craft in which such worker is employed by the contractor or by any subcontractor, of any tier, in connection with the work.

Pursuant to CALIFORNIA LABOR CODE SECTION 1775, the difference between such prevailing wage rates and the amount paid to each worker for each calendar day or portion thereof, for which each worker was paid less than the prevailing wage rate, shall be paid to each worker in the addition to the penalties.

CALIFORNIA LABOR CODE SECTION 1742.1 makes the Contractor, any subcontractor, and the payment bond insurer jointly and severally liable for liquidated damages equal to the total underpayment of wages remaining uncorrected for sixty (60) days after receipt of the first notice of the underpayment. The underpaid employee will receive both the liquidated damages and the underpayment amount. The District may also request imposition of penalties equal to Fifty Dollars (\$50.00) per day per worker in addition to the liquidated damages and underpayment.

Contractors shall maintain payrolls and basic records (e.g., time cards, canceled checks, cash, receipts, trust fund forms, accounting ledgers, tax forms, etc.) during the course of the work and shall preserve them for a period of three (3) years for workers of all trades at the District's project sites. Such records shall contain the name, address, and social security number of each worker, his or her classification, the rate of pay (including the rates of contributions for, or costs assumed to provide, fringe benefits), daily and weekly number of hours worked, deductions made, and actual wages paid.

The prime contractor shall be responsible for ensuring that the labor standards provisions are followed by its subcontractors and shall be responsible for the Labor Code violations of its subcontractors.

The City, through its Labor Compliance Officer or its designee, shall conduct periodic inspections/audits to determine whether the workers of all trades on project sites have been paid according to the prevailing wage rates.

The City, through its Labor Compliance Officer and its consultants, has the duty to enforce the Labor Code public works requirements (Chapter 1 of Part 7 of Divisions 2 and 3 of the CALIFORNIA LABOR CODE). It is the policy of the District to strictly enforce the public works prevailing wage requirements set for in the California Labor Code. To that end, Contractors and subcontractors that are found to be repeat violators of the Labor Code are subject to debarment from bidding on, or being awarded, any public works construction contract to the extent provided by law.

Within five days of approval, the City shall register the project with the Department of Industrial Relations of a Public Works Contract being awarded to the Contractor using the

online electronic form PWC-100. The contractor and all subcontractors on the project shall provide their DIR registration numbers for verification of coverage and notification of the project. Contractors and subcontractors must submit certified payroll records to the Labor Commissioner using the DIR's electronic certified payroll reporting (eCPR) system.

2. Insurance Requirements

The Contractor shall procure and maintain for the duration of the contract insurance against claims for injuries to persons or damages to property which may arise from or in connection with the performance of the work hereunder by the Contractor, his agents, representatives, employees, or subcontractors. Contractor will maintain the following coverage, and coverage shall be at least as broad as:

- (A) **Commercial General Liability (CGL):** Insurance Services Office (ISO) For CG 0001, including products and completed operations, with limits of no less than ONE MILLION AND NO/100 DOLLARS (\$1,000,000) per occurrence for bodily injury, personal injury, and property damage. If a general aggregate limit applies, either the general aggregate limit shall apply separately to this project/location or general aggregate limit shall be TWO MILLION AND NO/100 DOLLARS (\$2,000,000), twice the required occurrence limit.
- (B) **Automobile Liability:** ISO Form Number CA 0001 covering any auto (Code 1), with a limit no less than ONE MILLION AND NO/100 DOLLARS (\$1,000,000) combined single limit for each occurrence for bodily injury and property damage for all activities arising out of or in connection with the Services to be performed under this Agreement, including coverage for owned, hired, and non-owned vehicles.
- (C) **Worker's Compensation:** as required by the State of California, with Statutory Limits, and Employer's Liability Insurance with a limit of no less than ONE MILLION AND NO/100 DOLLARS (\$1,000,000) per accident for bodily injury or disease. In addition, Contractor shall require each subcontractor to similarly maintain worker's compensation insurance or employer's liability insurance in accordance with the laws of the State of California for all of subcontractor's employees. Any notice of cancellation, non-payment of premium, non-renewal or modification of any Workers compensation policies must be received by the City at least ten (10) days prior to such cancellation, non-renewal, or modification

If Contractor maintains higher limits than the minimums shown above, the City requires and shall be entitled to coverage for the higher limits maintained by Contractor.

Contractor's insurance policies shall be "occurrence" policies and not "claims-made" coverage.

Contractor may maintain an Umbrella policy in conjunction with the insurance policies referenced above. In such case, Contractor shall be deemed to have satisfied the insurance requirements of this contract as long as: (i) the coverage limits of the Umbrella policy and of

the underlying liability policy (ies), when combined, satisfy each of the per occurrence and aggregate requirements identified in this subsection a; and (ii) coverage under the Umbrella policy is as broad as and includes all incidents and events covered by the underlying insurance that it supplements.

Any deductibles or self-insured retentions must be declared to and approved by the City. The City may require Contractor to purchase coverage with a lower deductible or retention or provide proof of ability to pay losses and related investigations, claim administration, and defense expenses within the retention. Alternatively, the City may require Contractor to provide a financial guarantee satisfactory to the City guaranteeing payment of losses and related investigations, claim administration, and defense expenses within the retention.

The policies are to contain, or be endorsed to contain, the following provisions:

- (A) The City and its elected or appointed officers, officials, employees, agents and volunteers are to be covered as additional insureds on the CGL and automobile liability policies with respect to liability arising out of work or operations performed by or on behalf of Contractor including materials, parts, or equipment furnished in connection with such work or operations; products used by Contractor; or automobiles owned, leased, hired or borrowed by Contractor. General liability coverage can be provided in form of an endorsement to Contractor's insurance at least as broad as ISO Form CG 20 10 11 85 or if not available, through the addition of both CG 20 10 and CG 20 37 if a later edition is used. The coverage shall contain no special limitations on the scope of protection afforded to the City, its officers, officials, employees or volunteers.
- (B) For any claims related to this contract, Contractor's insurance coverage shall be primary insurance as respects the City and its officers, officials, employees, and volunteers. Any insurance or self-insurance maintained by the City and/or its officers, officials, employees or volunteers shall be in excess of Contractor's insurance and shall be non-contributory.
- (C) Each insurance policy required above shall provide that coverage shall not be canceled, except with notice to the City.
- (D) These policies of insurance shall be considered primary insurance as respects the City, its elected or appointed officers, officials, employees, agents and volunteers. Any insurance maintained by the City, including any self-insured retention the City may have shall be considered excess insurance only and shall not contribute with the policies of insurance obtained by Consultant.
- (E) These policies of insurance shall act for each insured and additional insured as though a separate policy has been written for each, except with respect to the limits of liability of the insuring company.

- (F) The insurer shall agree to waive all rights of subrogation against City, its officials, officers, agents, employees, and volunteers for losses arising from work performed by Consultant for City.
- (G) Any failure to comply with reporting provisions of the policies shall not affect coverage provided to the City, its elected or appointed officers, officials, employees, agents or volunteers.
- (H) The insurance provided by these policies shall not be suspended, voided, canceled, modified, or reduced in coverage or in limits except after thirty (30) days written notice has been received by the City.

Insurance is to be placed with insurers with current A.M. Best's rating of no less than A:VII and which are licensed to conduct business in California.

Contractor shall furnish the City with original certificates and amendatory endorsements or copies of the applicable policy language effecting coverage required by this clause. All certificates and endorsements are to be received and approved by the City before work commences. However, failure to obtain the required documents prior to the work beginning shall not waive the Contractor's obligation to provide them. The City reserves the right to require complete, certified copies of all required insurance policies, including endorsement required by these specifications, at any time.

Contractor hereby grants to City and its officers, officials, employees, and volunteers a waiver of any right to subrogation which any insurer of Contractor may acquire against the City and/or its officers, officials, employees, and volunteers by virtue of the payment of any loss under such insurance. Contractor agrees to obtain endorsements necessary to effect this waiver of subrogation, but this provision applies regardless of whether or not the City has received a waiver of subrogation endorsement from the insurer.

The City reserves the right to modify the insurance requirements contained in this contract including, without limitation, coverage limits, based on nature of the risk, prior experience, insurer, coverage, or other special circumstances.

Subcontractors

Contractor shall include all subcontractors as insureds under its policies or shall furnish separate certificates and endorsements for each subcontractor. All coverages for subcontractors shall be subject to all of the requirements stated herein.

City Indemnification

To the fullest extent allowable by law, Contractor agrees to indemnify, defend, and hold harmless the City and its officials, officers, employees, agents and volunteers from and against all claims, demands, actions, injuries, liabilities, losses, costs or damages, direct or indirect, and any and all attorneys' fees and other expenses which City or its officials,

officers, employees, agents or volunteers may sustain or incur as a consequence of or are in any way related to Contractor's or its owners, directors, officers, managers, employees, agents and subcontractor's willful or negligent acts or omissions in the performance of the services and Contractor's responsibilities and obligations to be performed under this agreement or its failure to perform or comply with any of its obligations or responsibilities contained in this agreement; excluding, however, such liability, claims, losses, damages or expenses arising from City's sole negligence or willful acts. This duty to indemnify, defend, and hold harmless shall survive the termination of this agreement.

4. Cost of Services

Contractor shall complete all work as identified in this bid proposal the lump sum price of

Written Proposal Amount: \$33,083

The contractor shall once each month prepare an estimate (on forms furnished by the Engineer) of the total amount of work done and acceptable materials on hand (materials furnished and delivered by the Contractor on the ground and not used). The Engineer shall review the Contractor's monthly estimate for compliance with the provisions of the contract. Upon the Engineer's approval of the Contractor's monthly estimate, the City of Hanford shall retain 10% of such estimated value of the work done and materials on hand and shall monthly pay to the Contractor, while carrying on the work, the balance not retained, as aforesaid, after deducting there from all previous payments and all sums to be kept or retained under the provisions of the contract. No such estimate or payment shall be required to be made, when in the judgement of the Engineer, the work is not the total value of the work done since the last estimate amounts to less than five hundred dollars (\$500).

5. Time of Completion

The Contractor shall complete all work as identified in this bid proposal in no more than 90 calendar days from the issuance by the City of a Notice to Proceed, which will occur immediately after this bid contract has been signed by both parties with a starting date of no later than 30 days.

Contractor shall comply with all applicable laws, rules, regulations and ordinances in its performance of this contract.

6. Compliance with Laws

Contractor shall use the proper standard of care in performing the services and shall comply with all applicable federal, state and local laws, codes, ordinances and regulations. In addition, if the request for proposal to provide professional services which are the subject of this contract cited any federal or state financial assistance involved in the project for which the services are provided, the Contractor shall perform all services in accordance with all applicable federal and state laws, rates and regulations.

7. Licenses

Contractor represents and warrants to City that it has all licenses, permits, qualifications, insurance and approvals of whatsoever nature which are legally required of Contractor to lawfully and competently perform the services. Contractor represents and warrants to City that Contractor shall, at its sole cost and expense, keep in effect, or obtain at all times during the term of this contract, any licenses, permits, insurance, and approvals which are legally required of Contractor to lawfully and competently perform the services. Contractor shall maintain a City of Hanford business license.

8. Assignment and Subcontracting

The parties recognize that a substantial inducement to City for entering into this contract is reputation, experience and competence of Contractor. Assignments of any or all rights, duties or obligations of the Contractor under this contract will be permitted only with the express consent of the City, which consent may be withheld in the sole and absolute discretion of City. Contractor shall not subcontract any portion of the services to be performed under this contract without the written consent of the City, which consent may be withheld in the sole and absolute discretion of City. If City consents to such subcontract, Contractor shall be fully responsible to City for all acts or omission of the subcontractor. Nothing in this contract shall: (1) create any contractual relationship between City and subcontractor; (2) create any obligation on the part of the City to pay or to see to the payment of any monies due to any such subcontractor; or (3) relieve Contractor of any of its obligations and responsibilities under this contract.

9. Attorney's Fees

If an action at law or in equity is necessary to enforce or interpret the terms of this contract, the prevailing party shall be entitled to reasonable attorneys' fees, costs and necessary disbursements, in addition to any other reasonable relief to which he may be entitled. With respect to any suit, action or proceeding arising out of or related to this contract or documentation related hereto, the parties hereby submit to the jurisdiction and venue of the Superior Court in the County of Kings, State of California for any proceeding arising hereunder.

10. Sole and Only Contract

This contract supersedes any and all other agreements, either oral or in writing, between the parties hereto with respect to the matters set forth herein and contains all of the covenants and agreements between the parties regarding said matters. Each party to this contract acknowledges that no representations, inducements, promises or agreements, orally or in writing, have been made by any party or anyone acting on behalf of any party which are not embodied in this contract, and no other agreement, statement of promise shall be valid or binding.

11. Invalidity

If any provision of this contract is held by a court of competent jurisdiction to be invalid, void or unenforceable, the remaining provisions shall nevertheless continue in full force and effect without being impaired or invalidated in any way.

12. Amendment

No change, amendment or modification of this contract shall be valid unless the same is in writing and signed by the parties hereto.

13. Governing Law

This contract shall be construed and governed pursuant to the laws of the State of California.

14. Waiver

Waiver of a breach or default under this contract shall not constitute a continuing waiver of a subsequent breach of the same or any other provision under this contract.

15. Authority to Enter Contract

Contractor has all requisite power and authority to conduct its business and to execute, deliver, and perform the contract. Each party warrants that the individuals who have signed this contract have the legal power, right and authority to make this contract and to bind each respective party.

16. Notice

Except as otherwise expressly provided herein, any notice, consent, authorization or other communication to be given hereunder shall be in writing and shall be deemed duly given and received when delivered personally, when transmitted by facsimile or email if receipt is acknowledged by the addressee, one business day after being deposited for next-day delivery with a nationally recognized overnight delivery service, or three business days after being mailed by first class mail, charges and postage prepaid, properly addressed to the party to receive such notice at the address identified below.

“STORM DRAIN PONDING BASIN SPRAYING PROJECT”

SCOPE OF WORK

See Attachment – or description of work

CONTRACTOR: The Experienced Gardener License No. N/A

ADDRESS: P.O. Box 6460, Visalia, CA 93290

PHONE NO: (559) 732-1667

SIGNATURE: _____ DATE: _____
(Name)

Sales Consultant
(Title)

NOTE: The City of Hanford reserves the right to reject any and all bids.

CITY OF HANFORD

ACCEPTED BY: _____ DATE: _____
(John Doyel, Utilities & Engineering Director)

Attachment: Experienced Gardener Contract (UE: Award contract for basin spraying)



**AGENDA
STAFF REPORT**

MEETING DATE: 2/6/2018

AGENDA SECTION: K

SUBJECT:

Finance: Warrant Register

RECOMMENDATION:

Approve warrant register for \$1,960,152.43

BACKGROUND:

FISCAL IMPACT:

ATTACHMENTS:

WARRANT REGISTER-01-31-18

Warrant Register

Division # and Name	Acct # and Name	Check Date	Check Number	Vendor Name	Transaction Amt	Inv#	Transaction Description	Void
001 GENERAL FUND	2020-001	1/24/18	125711	CALIF STATE BOARD OF EQUALIZATION	356.71		FY18 QTR2 USE TAX	
	USE TAXES PAYABLE			CALIF STATE BOARD OF EQUALIZATION				
Division Total 001 GENERAL FUND					356.71			
1100 CITY COUNCIL	7700	1/24/18	125722	LA TRAILITA TAQUERIA	4,826.25		CATERER 300 @\$15.00	
	EMPLOYEE SVC AWARD DINN			LA TRAILITA TAQUERIA				
	7700	1/24/18	125727	JOHN C RODRIGUEZ III	700.00		DJ SERVICE 5 HRS	
	EMPLOYEE SVC AWARD DINN			RODRIGUEZ, JOHN C III				
	7770	1/31/18	125753	DAVID AYERS	248.55	EXP 01/18	EXP/SACRA/01/18	
	TRAINING/TRAVEL/MEETING			AYERS, DAVID				
	7700	1/31/18	125779	ROSA CONTRERAS	59.00		CITY DNR BASKET	
	EMPLOYEE SVC AWARD DINN			CONTRERAS, ROSA				
	7902	1/31/18	125820	KINGS CO ECON DEVELOPMENT CORP	6,559.83	1978	2018-01	
	CONTRIB-KINGS ECON DEVEL			KINGS CO ECON DEVELOPMENT CORP				
	7495	1/31/18	125888	VALLIWIDE VAULT & SAFE INC	3.44	31603	VAULT DOOR/REPAIR	
	PROF AND SPEC SERVICES			VALLIWIDE VAULT & SAFE INC				
Division Total 1100 CITY COUNCIL					12,397.07			
1110 CITY MANAGER-CITY CLERK	7460	1/12/18	125647	ZOOM IMAGING SOLUTIONS INC	7.44	1878520	2017-12	
	DUPLICATING EXPENSE			ZOOM IMAGING SOLUTIONS INC				
	7460	1/12/18	125647	ZOOM IMAGING SOLUTIONS INC	55.93	1878520	2017-12	
	DUPLICATING EXPENSE			ZOOM IMAGING SOLUTIONS INC				
	7460	1/12/18	125647	ZOOM IMAGING SOLUTIONS INC	0.86	1878520	2017-12	
	DUPLICATING EXPENSE			ZOOM IMAGING SOLUTIONS INC				
	7320	1/31/18	125878	U S TELEPACIFIC CORP DBA	53.67	99471171-0	2018-01	
	COMMUNICATIONS			T P X COMMUNICATIONS				
	7495	1/31/18	125888	VALLIWIDE VAULT & SAFE INC	35.96	31603	VAULT DOOR/REPAIR	
	PROF AND SPEC SERVICES			VALLIWIDE VAULT & SAFE INC				

Attachment: WARRANT REGISTER-01-31-18 (FIN: WARRANT REGISTER)

Warrant Register

Division # and Name	Acct # and Name	Check Date	Check Number	Vendor Name	Transaction Amt	Inv#	Transaction Description	Void
1110 CITY MANAGER-CITY CLERK	7460 DUPLICATING EXPENSE	1/31/18	125898	XEROX CORP XEROX CORP	88.79	091814793	COPIES 11/21-12/21/17	
	7460 DUPLICATING EXPENSE	1/31/18	125898	XEROX CORP XEROX CORP	158.43	091814793	LEASE/CITY MGR	
	7460 DUPLICATING EXPENSE	1/31/18	125901	ZOOM IMAGING SOLUTIONS INC ZOOM IMAGING SOLUTIONS INC	16.02	1895075	2018-01	
	7460 DUPLICATING EXPENSE	1/31/18	125901	ZOOM IMAGING SOLUTIONS INC ZOOM IMAGING SOLUTIONS INC	76.96	1895075	2018-01	
	7460 DUPLICATING EXPENSE	1/31/18	125901	ZOOM IMAGING SOLUTIONS INC ZOOM IMAGING SOLUTIONS INC	0.23	1895075	2018-01	
	7460 DUPLICATING EXPENSE	1/31/18	125901	ZOOM IMAGING SOLUTIONS INC ZOOM IMAGING SOLUTIONS INC	4.31	1895075	2018-01	
Division Total 1110 CITY MANAGER-CITY CLERK					498.60			
1111 PERSONNEL	7460 DUPLICATING EXPENSE	1/12/18	125647	ZOOM IMAGING SOLUTIONS INC ZOOM IMAGING SOLUTIONS INC	2.43	1878520	2017-12	
	7460 DUPLICATING EXPENSE	1/12/18	125647	ZOOM IMAGING SOLUTIONS INC ZOOM IMAGING SOLUTIONS INC	27.12	1878520	2017-12	
	7320 COMMUNICATIONS	1/31/18	125739	A T & T A T & T (13982)	38.66	10759252	2017-12	
	7496 GRP INSUR ADM EXPENSE	1/31/18	125757	BENISTAR / HARTFORD-6795 BENISTAR / HARTFORD-6795	119.00	2018-01	RETIREE INS/B BROWN	
	7496 GRP INSUR ADM EXPENSE	1/31/18	125757	BENISTAR / HARTFORD-6795 BENISTAR / HARTFORD-6795	119.00	2018-01	RETIREE INS/D GARCIA	
	7496 GRP INSUR ADM EXPENSE	1/31/18	125757	BENISTAR / HARTFORD-6795 BENISTAR / HARTFORD-6795	119.00	2018-01	RETIREE INS/R MATTOS	
	7495 PROF AND SPEC SERVICES	1/31/18	125829	LEVIN, JOSHUA W. LEVIN, JOSHUA W.	525.00		TUIT 07/28-29	
	7495 PROF AND SPEC SERVICES	1/31/18	125834	GABRIEL C MARTINEZ MARTINEZ, GABRIEL C	325.00		TUIT 02/06-02/07	

Attachment: WARRANT REGISTER-01-31-18 (FIN: WARRANT REGISTER)

Warrant Register

Division # and Name	Acct # and Name	Check Date	Check Number	Vendor Name	Transaction Amt	Inv#	Transaction Description	Void
1111 PERSONNEL	7495 PROF AND SPEC SERVICES	1/31/18	125835	TOM MC KEAN MC KEAN, TOM	594.00		TUIT 08/17-10/25/17	
	7495 PROF AND SPEC SERVICES	1/31/18	125835	TOM MC KEAN MC KEAN, TOM	406.00		TUIT 10/18/17-1/09/18	
	7495 PROF AND SPEC SERVICES	1/31/18	125837	MECHEM, NICHOLAS MECHEM, NICHOLAS	108.65		TUIT 01/16-05/23	
	7320 COMMUNICATIONS	1/31/18	125878	U S TELEPACIFIC CORP DBA T P X COMMUNICATIONS	44.55	99471171-0	2018-01	
	7495 PROF AND SPEC SERVICES	1/31/18	125888	VALLIWIDE VAULT & SAFE INC VALLIWIDE VAULT & SAFE INC	33.82	31603	VAULT DOOR/REPAIR	
	7460 DUPLICATING EXPENSE	1/31/18	125898	XEROX CORP XEROX CORP	88.79	091814793	COPIES 11/21-12/21/17	
	7460 DUPLICATING EXPENSE	1/31/18	125898	XEROX CORP XEROX CORP	158.43	091814793	LEASE/PERS	
	7460 DUPLICATING EXPENSE	1/31/18	125901	ZOOM IMAGING SOLUTIONS INC ZOOM IMAGING SOLUTIONS INC	23.43	1895075	2018-01	
	7460 DUPLICATING EXPENSE	1/31/18	125901	ZOOM IMAGING SOLUTIONS INC ZOOM IMAGING SOLUTIONS INC	3.92	1895075	2018-01	
Division Total 1111 PERSONNEL					2,736.80			
1201 FINANCE-ACCOUNTING	7460 DUPLICATING EXPENSE	1/12/18	125647	ZOOM IMAGING SOLUTIONS INC ZOOM IMAGING SOLUTIONS INC	46.81	1878520	2017-12	
	7460 DUPLICATING EXPENSE	1/12/18	125647	ZOOM IMAGING SOLUTIONS INC ZOOM IMAGING SOLUTIONS INC	61.43	1878520	2017-12	
	7460 DUPLICATING EXPENSE	1/12/18	125647	ZOOM IMAGING SOLUTIONS INC ZOOM IMAGING SOLUTIONS INC	24.62	1878520	2017-12	
	7460 DUPLICATING EXPENSE	1/12/18	125647	ZOOM IMAGING SOLUTIONS INC ZOOM IMAGING SOLUTIONS INC	31.40	1878520	2017-12	
	7460 DUPLICATING EXPENSE	1/12/18	125647	ZOOM IMAGING SOLUTIONS INC ZOOM IMAGING SOLUTIONS INC	2.63	1878520	2017-12	

Attachment: WARRANT REGISTER-01-31-18 (FIN: WARRANT REGISTER)

Warrant Register

Division # and Name	Acct # and Name	Check Date	Check Number	Vendor Name	Transaction Amt	Inv#	Transaction Description	Void
1201 FINANCE-ACCOUNTING	7460 DUPLICATING EXPENSE	1/12/18	125647	ZOOM IMAGING SOLUTIONS INC ZOOM IMAGING SOLUTIONS INC	37.65	1878520	2017-12	
	7320 COMMUNICATIONS	1/31/18	125878	U S TELEPACIFIC CORP DBA T P X COMMUNICATIONS	53.46	99471171-0	2018-01	
	7999 CAL CARD CLEARING	1/31/18	125882	U S BANK CORPORATE PAYMENT SYSTEM U S BANK CORP - CAL CARD	12,051.98		CAL CARD 2018-01	
	7495 PROF AND SPEC SERVICES	1/31/18	125888	VALLIWIDE VAULT & SAFE INC VALLIWIDE VAULT & SAFE INC	70.97	31603	VAULT DOOR/REPAIR	
	7460 DUPLICATING EXPENSE	1/31/18	125898	XEROX CORP XEROX CORP	38.18	091814792	COPIES 11/21-12/21/17	
	7460 DUPLICATING EXPENSE	1/31/18	125898	XEROX CORP XEROX CORP	377.65	091814795	LEASE/COPIES C8055H	
	7460 DUPLICATING EXPENSE	1/31/18	125898	XEROX CORP XEROX CORP	322.36	091814792	LEASE/FINANCE	
	7460 DUPLICATING EXPENSE	1/31/18	125901	ZOOM IMAGING SOLUTIONS INC ZOOM IMAGING SOLUTIONS INC	45.07	1895075	2018-01	
	7460 DUPLICATING EXPENSE	1/31/18	125901	ZOOM IMAGING SOLUTIONS INC ZOOM IMAGING SOLUTIONS INC	4.90	1895075	2018-01	
	7460 DUPLICATING EXPENSE	1/31/18	125901	ZOOM IMAGING SOLUTIONS INC ZOOM IMAGING SOLUTIONS INC	34.30	1895075	2018-01	
	7460 DUPLICATING EXPENSE	1/31/18	125901	ZOOM IMAGING SOLUTIONS INC ZOOM IMAGING SOLUTIONS INC	75.92	1895075	2018-01	
	7460 DUPLICATING EXPENSE	1/31/18	125901	ZOOM IMAGING SOLUTIONS INC ZOOM IMAGING SOLUTIONS INC	98.09	1895075	2018-01	
	7460 DUPLICATING EXPENSE	1/31/18	125901	ZOOM IMAGING SOLUTIONS INC ZOOM IMAGING SOLUTIONS INC	15.94	1895075	2018-01	
Division Total 1201 FINANCE-ACCOUNTING					13,393.36			
1210 FINANCE-UTILITY BILLING	7440 OFFICE EXPENSE	1/12/18	125647	ZOOM IMAGING SOLUTIONS INC ZOOM IMAGING SOLUTIONS INC	37.19	1878520	2017-12	

Attachment: WARRANT REGISTER-01-31-18 (FIN: WARRANT REGISTER)

Warrant Register

Division # and Name	Acct # and Name	Check Date	Check Number	Vendor Name	Transaction Amt	Inv#	Transaction Description	Void
1210 FINANCE-UTILITY BILLING	7440 OFFICE EXPENSE	1/12/18	125647	ZOOM IMAGING SOLUTIONS INC ZOOM IMAGING SOLUTIONS INC	39.12	1878520	2017-12	
	7440 OFFICE EXPENSE	1/12/18	125647	ZOOM IMAGING SOLUTIONS INC ZOOM IMAGING SOLUTIONS INC	23.91	1878520	2017-12	
	7300 UNIFORM EXPENSE	1/31/18	125747	ARAMARK UNIFORM SERVICES, INC ARAMARK UNIFORM SERVICES, INC	51.20	518384812/1	2017-12 UNIFORMS	
	7412 EQUIPMENT MAINTENANCE	1/31/18	125813	SUMMIT TECHNOLOGY AFFILIATE CA1 LLC J M P OFFICE TECHNOLOGIES	609.96	INST067431	METER WJ150	
	7455 POSTAGE AND FREIGHT	1/31/18	125852	REBECCA KOZLOWSKI DBA PRESORT CENTER OF FRESNO, LLC	7.12	410043195	12/18-12/22/17	
	7455 POSTAGE AND FREIGHT	1/31/18	125852	REBECCA KOZLOWSKI DBA PRESORT CENTER OF FRESNO, LLC	5.83	410043449	12/26-12/29/17	
	7455 POSTAGE AND FREIGHT	1/31/18	125852	REBECCA KOZLOWSKI DBA PRESORT CENTER OF FRESNO, LLC	1,811.09	410043572	2017-12 DELINQ	
	7455 POSTAGE AND FREIGHT	1/31/18	125852	REBECCA KOZLOWSKI DBA PRESORT CENTER OF FRESNO, LLC	1,090.76	410043571	2017-12 FLAT	
	7455 POSTAGE AND FREIGHT	1/31/18	125852	REBECCA KOZLOWSKI DBA PRESORT CENTER OF FRESNO, LLC	6,199.07	410043571	2017-12 METER	
	7470 PRINTING	1/31/18	125852	REBECCA KOZLOWSKI DBA PRESORT CENTER OF FRESNO, LLC	1,705.02	410043571	2017-12 PRINTING	
	7470 PRINTING	1/31/18	125852	REBECCA KOZLOWSKI DBA PRESORT CENTER OF FRESNO, LLC	333.96	410043572	2017-12 PRINTING	
	7600 SPECIAL DEPARTMENTAL EX	1/31/18	125852	REBECCA KOZLOWSKI DBA PRESORT CENTER OF FRESNO, LLC	849.42	410043638	20,000 #24 BLUE ENV	
	7600 SPECIAL DEPARTMENTAL EX	1/31/18	125852	REBECCA KOZLOWSKI DBA PRESORT CENTER OF FRESNO, LLC	5,027.88	410043605	200,000 #10 WND0 ENV	
	7320 COMMUNICATIONS	1/31/18	125878	U S TELEPACIFIC CORP DBA T P X COMMUNICATIONS	53.46	99471171-0	2018-01	
	7495 PROF AND SPEC SERVICES	1/31/18	125888	VALLIWIDE VAULT & SAFE INC VALLIWIDE VAULT & SAFE INC	34.43	31603	VAULT DOOR/REPAIR	

Attachment: WARRANT REGISTER-01-31-18 (FIN: WARRANT REGISTER)

Warrant Register

Division # and Name	Acct # and Name	Check Date	Check Number	Vendor Name	Transaction Amt	Inv#	Transaction Description	Void
1210 FINANCE-UTILITY BILLING	7320 COMMUNICATIONS	1/31/18	125891	VERIZON WIRELESS VERIZON WIRELESS	5.16	9799818665	2018-01	
	7440 OFFICE EXPENSE	1/31/18	125901	ZOOM IMAGING SOLUTIONS INC ZOOM IMAGING SOLUTIONS INC	30.66	1895075	2018-01	
	7440 OFFICE EXPENSE	1/31/18	125901	ZOOM IMAGING SOLUTIONS INC ZOOM IMAGING SOLUTIONS INC	11.25	1895075	2018-01	
	7440 OFFICE EXPENSE	1/31/18	125901	ZOOM IMAGING SOLUTIONS INC ZOOM IMAGING SOLUTIONS INC	45.86	1895075	2018-01	
				Division Total 1210 FINANCE-UTILITY BILLING	17,972.35			
1314 COMPUTER REPL RESERVE	818657 OPEN GOV/BUDGET SYSTEM	1/31/18	125877	RAMUNDSEN SUPERIOR HOLDINGS LLC DBA SUPERION LLC	175.00	202813	OPENG0V/GOVT TRANS	
				Division Total 1314 COMPUTER REPL RESERVE	175.00			
1315 COMPUTER MAINTENANCE	7495 PROF AND SPEC SERVICES	1/24/18	125712	COMCAST BUSINESS COMCAST BUSINESS	2,856.90	60504727	939068019 ETHERNET	
	7495 PROF AND SPEC SERVICES	1/24/18	125714	COMCAST CABLE COMMUNICATIONS, INC COMCAST CABLE COMMUNICATIONS, INC	240.93	028756801/1	8155500390287568 INTERNET	
	7430 COMPUTER MAINTENANCE	1/31/18	125760	C D W GOVERNMENT LLC C D W GOVERNMENT LLC	815.10	LJS3511	MONITOR - DELL P1917S 19I	
	7430 COMPUTER MAINTENANCE	1/31/18	125760	C D W GOVERNMENT LLC C D W GOVERNMENT LLC	24.00	LJS3511	RECYCLE FEE	
	7430 COMPUTER MAINTENANCE	1/31/18	125760	C D W GOVERNMENT LLC C D W GOVERNMENT LLC	23.60	LJM4156	USB CABLE	
	7770 TRAINING/TRAVEL/MEETING	1/31/18	125796	ERIC FORCEY FORCEY, ERIC	176.55	EXP 1/11	EXP/SN CLARA/01/11	
	7320 COMMUNICATIONS	1/31/18	125878	U S TELEPACIFIC CORP DBA T P X COMMUNICATIONS	35.64	99471171-0	2018-01	

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1315 COMPUTER MAINTENANCE	7495 PROF AND SPEC SERVICES	1/31/18	125888	VALLIWIDE VAULT & SAFE INC VALLIWIDE VAULT & SAFE INC	14.36	31603	VAULT DOOR/REPAIR	
Division Total 1315 COMPUTER MAINTENANCE					4,187.08			
1411 PLANNING	7460 DUPLICATING EXPENSE	1/12/18	125647	ZOOM IMAGING SOLUTIONS INC ZOOM IMAGING SOLUTIONS INC	8.72	1878520	2017-12	
	7320 COMMUNICATIONS	1/31/18	125739	A T & T A T & T (13982)	7.84	10759242	2017-12 583-1633	
	7460 DUPLICATING EXPENSE	1/31/18	125784	DATAFLOW BUSINESS SYSTEMS, INC DATAFLOW BUSINESS SYSTEMS, INC	36.10	228314	TASKALFA 1/10-2/9	
	7460 DUPLICATING EXPENSE	1/31/18	125784	DATAFLOW BUSINESS SYSTEMS, INC DATAFLOW BUSINESS SYSTEMS, INC	20.00	228309	TASKALFA 12/10-1/19	
	7495 PROF AND SPEC SERVICES	1/31/18	125821	KINGS CO RECORDER KINGS CO RECORDER	32.00	1721168	LOT LINE ADJUSTMENT	
	7320 COMMUNICATIONS	1/31/18	125878	U S TELEPACIFIC CORP DBA T P X COMMUNICATIONS	35.64	99471171-0	2018-01	
	7495 PROF AND SPEC SERVICES	1/31/18	125888	VALLIWIDE VAULT & SAFE INC VALLIWIDE VAULT & SAFE INC	50.61	31603	VAULT DOOR/REPAIR	
	7460 DUPLICATING EXPENSE	1/31/18	125898	XEROX CORP XEROX CORP	83.76	091814796	LEASE/COPIES	
	7460 DUPLICATING EXPENSE	1/31/18	125901	ZOOM IMAGING SOLUTIONS INC ZOOM IMAGING SOLUTIONS INC	1.97	1895075	2018-01	
Division Total 1411 PLANNING					276.64			
1412 BUILDING INSPECTION	7460 DUPLICATING EXPENSE	1/12/18	125647	ZOOM IMAGING SOLUTIONS INC ZOOM IMAGING SOLUTIONS INC	49.84	1878520	2017-12	
	7320 COMMUNICATIONS	1/24/18	125734	VERIZON WIRELESS VERIZON WIRELESS	220.45	9799487496	2017-12	

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1412 BUILDING INSPECTION	7320 COMMUNICATIONS	1/31/18	125739	A T & T A T & T (13982)	7.84	10759242	2017-12 583-1633	
	7300 UNIFORM EXPENSE	1/31/18	125747	ARAMARK UNIFORM SERVICES, INC ARAMARK UNIFORM SERVICES, INC	87.45	518380812/1	2017-17 UNIFORMS	
	7460 DUPLICATING EXPENSE	1/31/18	125784	DATAFLOW BUSINESS SYSTEMS, INC DATAFLOW BUSINESS SYSTEMS, INC	36.11	228314	TASKALFA 1/10-2/9	
	7460 DUPLICATING EXPENSE	1/31/18	125784	DATAFLOW BUSINESS SYSTEMS, INC DATAFLOW BUSINESS SYSTEMS, INC	19.99	228309	TASKALFA 12/10-1/19	
	7455 POSTAGE AND FREIGHT	1/31/18	125800	GOLDEN STATE OVERNIGHT GOLDEN STATE OVERNIGHT	12.82	3538679	INTERWEST 01/11	
	7455 POSTAGE AND FREIGHT	1/31/18	125800	GOLDEN STATE OVERNIGHT GOLDEN STATE OVERNIGHT	56.82	3524861	INTERWEST 12/20-28	
	7924 VEHICLE ABATEMENT EXPEN	1/31/18	125802	RONALD HURT DBA HANFORD AUTO DISMANTLING	150.00	CE18-0236	TOW 1994 HONDA	
	7495 PROF AND SPEC SERVICES	1/31/18	125810	INTERWEST CONSULTING GROUP INC INTERWEST CONSULTING GROUP INC	7,754.96	38359	2017-12 PLAN CHECK	
	7495 PROF AND SPEC SERVICES	1/31/18	125810	INTERWEST CONSULTING GROUP INC INTERWEST CONSULTING GROUP INC	300.00	37799	FY16-1830 ADD #2	
	7495 PROF AND SPEC SERVICES	1/31/18	125810	INTERWEST CONSULTING GROUP INC INTERWEST CONSULTING GROUP INC	300.00	37800	FY16-1831 ADD #2	
	7495 PROF AND SPEC SERVICES	1/31/18	125810	INTERWEST CONSULTING GROUP INC INTERWEST CONSULTING GROUP INC	540.00	36991	FY17-1067 PLAN CHECK	
	7495 PROF AND SPEC SERVICES	1/31/18	125812	JASON ADISON SMITH CONSULTING DBA J A S PACIFIC	8,250.00	BI 12788	2017-12 BILL NIX	
	4210 CONSTRUCTION PERMITS	1/31/18	125849	JOE PINHEIRO PINHEIRO, JOE	147.00	FY18-0937	REFUND FY18-0937	
	7450 PUBLICATIONS AND DUES	1/31/18	125862	SAN JOAQUIN VALLEY CHAPTER OF ICC SAN JOAQUIN VALLEY CHAPTER OF ICC	180.00		2018 DUES 4 EMP	
	7320 COMMUNICATIONS	1/31/18	125878	U S TELEPACIFIC CORP DBA T P X COMMUNICATIONS	98.01	99471171-0	2018-01	

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1412 BUILDING INSPECTION	7495 PROF AND SPEC SERVICES	1/31/18	125888	VALLIWIDE VAULT & SAFE INC VALLIWIDE VAULT & SAFE INC	53.61	31603	VAULT DOOR/REPAIR	
	7460 DUPLICATING EXPENSE	1/31/18	125898	XEROX CORP XEROX CORP	144.05	091814796	LEASE/COPIES	
	7460 DUPLICATING EXPENSE	1/31/18	125901	ZOOM IMAGING SOLUTIONS INC ZOOM IMAGING SOLUTIONS INC	49.01	1895075	2018-01	
	Division Total 1412 BUILDING INSPECTION				18,457.96			
1413 CITY HFD PUBLIC HSG AUTH	7460 DUPLICATING EXPENSE	1/12/18	125647	ZOOM IMAGING SOLUTIONS INC ZOOM IMAGING SOLUTIONS INC	10.93	1878520	2017-12	
	7320 COMMUNICATIONS	1/31/18	125739	A T & T A T & T (13982)	7.84	10759242	2017-12 583-1633	
	7460 DUPLICATING EXPENSE	1/31/18	125784	DATAFLOW BUSINESS SYSTEMS, INC DATAFLOW BUSINESS SYSTEMS, INC	36.11	228314	TASKALFA 1/10-2/9	
	7460 DUPLICATING EXPENSE	1/31/18	125784	DATAFLOW BUSINESS SYSTEMS, INC DATAFLOW BUSINESS SYSTEMS, INC	19.99	228309	TASKALFA 12/10-1/19	
	7320 COMMUNICATIONS	1/31/18	125878	U S TELEPACIFIC CORP DBA T P X COMMUNICATIONS	26.73	99471171-0	2018-01	
	7495 PROF AND SPEC SERVICES	1/31/18	125888	VALLIWIDE VAULT & SAFE INC VALLIWIDE VAULT & SAFE INC	16.77	31603	VAULT DOOR/REPAIR	
	7460 DUPLICATING EXPENSE	1/31/18	125898	XEROX CORP XEROX CORP	65.48	091814796	LEASE/COPIES	
	7460 DUPLICATING EXPENSE	1/31/18	125901	ZOOM IMAGING SOLUTIONS INC ZOOM IMAGING SOLUTIONS INC	8.86	1895075	2018-01	
	Division Total 1413 CITY HFD PUBLIC HSG AUTH				192.71			
1431 CENTRL PRKNG & BUS ID-OP	7555-001 DOWNTOWN LANDSCAPE MA	1/31/18	125895	WINDTAMER TARPS INC WINDTAMER TARPS INC	210.00	29974	JUDGES STAND COVER	

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Division Total 1431 CENTRL PRKNG & BUS ID-OP					210.00			
1450-001 CDBG ENTITLEMENT REUSE FD	7495 PROF AND SPEC SERVICES	1/31/18	125797	G M S, INC G M S, INC	245.00	205522	12/17 LIC & WARRANTY	
	7495 PROF AND SPEC SERVICES	1/31/18	125797	G M S, INC G M S, INC	65.00	205523	12/17 SERV & SUPPORT	
	7495 PROF AND SPEC SERVICES	1/31/18	125797	G M S, INC G M S, INC	135.00	205524	ANNL MTC 1098	
Division Total 1450-001 CDBG ENTITLEMENT REUSE FD					445.00			
1450-017 CDBG ENTITLEMENT 2017/18	818662 EDUCATION-18	1/31/18	125794	TALX CORPORATION DBA EQUIFAX WORKFORCE SOLUTIONS	63.50	B1-873569	INCOME VERIFY SVC FEE	
	818660 CONTINUUM OF CARE-18	1/31/18	125825	KINGS TULARE CONTINUUM OF CARE KINGS TULARE CONTINUUM OF CARE	478.02	1250	2017-11 PROG DELIVERY	
	818662 EDUCATION-18	1/31/18	125889	VALU PLUMBING VALU PLUMBING	2,072.15	36001	GAS LINE 1409 BENGSTN	
Division Total 1450-017 CDBG ENTITLEMENT 2017/18					2,613.67			
1511 POLICE-SUPPORT SERVICE	7780 UTILITIES-ELECTRICITY	1/12/18	125643	SOUTHERN CALIF EDISON CO SOUTHERN CALIF EDISON CO	62.91		2017-12	
	7320 COMMUNICATIONS	1/12/18	125646	VERIZON WIRELESS VERIZON WIRELESS	20.04	9799104179	872315009 TRACKER	
	7495 PROF AND SPEC SERVICES	1/17/18	125653	COMCAST CABLE COMMUNICATIONS, INC COMCAST CABLE COMMUNICATIONS, INC	12.74	014669901/1	8155500390146699	
	7770 TRAINING/TRAVEL/MEETING	1/24/18	125709	CALIF NARCOTIC OFFICERS' ASSN CALIF NARCOTIC OFFICERS' ASSN	45.00	TR CARRILL	REG/HANFORD/01/29	
	7770 TRAINING/TRAVEL/MEETING	1/24/18	125710	CALIF NARCOTIC OFFICERS' ASSN CALIF NARCOTIC OFFICERS' ASSN	35.00	TR BARKER	REG/HANFORD/01/29	

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1511 POLICE-SUPPORT SERVICE	7770 TRAINING/TRAVEL/MEETING	1/24/18	125710	CALIF NARCOTIC OFFICERS' ASSN CALIF NARCOTIC OFFICERS' ASSN	45.00	TR COTTA	REG/HANFORD/01/29	
	7770 TRAINING/TRAVEL/MEETING	1/24/18	125710	CALIF NARCOTIC OFFICERS' ASSN CALIF NARCOTIC OFFICERS' ASSN	45.00	TR LEEDS	REG/HANFORD/01/29	
	7320 COMMUNICATIONS	1/24/18	125732	VERIZON WIRELESS VERIZON WIRELESS	1,244.68	978993825	381-0944 INVESTIGATIONS C	
	7320 COMMUNICATIONS	1/24/18	125733	VERIZON WIRELESS VERIZON WIRELESS	131.44	9799085617	771937214 AIR CARD	
	7320 COMMUNICATIONS	1/24/18	125735	VERIZON WIRELESS VERIZON WIRELESS	1,682.97	9799541414	BLANKET PURCHASE ORDER	
	7320 COMMUNICATIONS	1/31/18	125738	A T & T A T & T (11349)	374.55	0602251587	80008961114 CA DEPT OF JU	
	7320 COMMUNICATIONS	1/31/18	125739	A T & T A T & T (13982)	482.54	10759252	2017-12	
	7320 COMMUNICATIONS	1/31/18	125739	A T & T A T & T (13982)	849.06	10759174	2343419274620 CELL TOWER	
	7320 COMMUNICATIONS	1/31/18	125739	A T & T A T & T (13982)	20.25	10759250	585-0665 INV FAX	
	7320 COMMUNICATIONS	1/31/18	125739	A T & T A T & T (13982)	20.25	10759383	585-1010 DOJ BREATHALYZER	
	7320 COMMUNICATIONS	1/31/18	125739	A T & T A T & T (13982)	143.50	10759253	585-4700 CAL/LONG DISTANC	
	7320 COMMUNICATIONS	1/31/18	125739	A T & T A T & T (13982)	28.06	10759254	585-4977	
	7320 COMMUNICATIONS	1/31/18	125739	A T & T A T & T (13982)	38.84	10759255	585-8176 MOTOROLA MTCE LI	
	7320 COMMUNICATIONS	1/31/18	125739	A T & T A T & T (13982)	78.25	10759434	924-5333 LEMOORE LINE	
	7770 TRAINING/TRAVEL/MEETING	1/31/18	125742	CHAD ALLEN ALLEN, CHAD	112.00	TR ALLEN8	ADV/SANTA ANA/2/20-21	

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1511 POLICE-SUPPORT SERVICE	7770 TRAINING/TRAVEL/MEETING	1/31/18	125742	CHAD ALLEN ALLEN, CHAD	204.25	TR ALLEN8	LDG/SANTA ANA/2/20-21	
	7580 RENTS AND LEASES-EQUIP	1/31/18	125746	AMERIPRIDE UNIFORM SERVICE AMERIPRIDE UNIFORM SERVICE	64.03	1502060025	RUGS 01/09/18	
	7580 RENTS AND LEASES-EQUIP	1/31/18	125746	AMERIPRIDE UNIFORM SERVICE AMERIPRIDE UNIFORM SERVICE	64.03	1502069713	RUGS 01/23/18	
	7770 TRAINING/TRAVEL/MEETING	1/31/18	125777	COLLEGE OF THE SEQUOIAS COLLEGE OF THE SEQUOIAS	118.00	0110-SDL-23	REG/HFD/FARR/1/17-19	
	7770 TRAINING/TRAVEL/MEETING	1/31/18	125777	COLLEGE OF THE SEQUOIAS COLLEGE OF THE SEQUOIAS	118.00	0110-SDL-23	REG/HFD/ORTEGA/1/17-1	
	7770 TRAINING/TRAVEL/MEETING	1/31/18	125777	COLLEGE OF THE SEQUOIAS COLLEGE OF THE SEQUOIAS	118.00	0110-SDL-23	REG/HFD/RIVERA/1/17-1	
	7495 PROF AND SPEC SERVICES	1/31/18	125778	COMCAST CABLE COMMUNICATIONS, INC COMCAST CABLE COMMUNICATIONS, INC	199.95	0695141 1/1	8155500390695141	
	7770 TRAINING/TRAVEL/MEETING	1/31/18	125781	COTTA, JARRED COTTA, JARRED	224.00	TR COTTA6	ADV/ANAHEIM/2/20-23	
	7600 SPECIAL DEPARTMENTAL EX	1/31/18	125783	DASH MEDICAL GLOVES, INC DASH MEDICAL GLOVES, INC	76.04	INV1090074	GLOVES/BLK MAXX - NITRILE	
	7600 SPECIAL DEPARTMENTAL EX	1/31/18	125783	DASH MEDICAL GLOVES, INC DASH MEDICAL GLOVES, INC	152.08	INV1090074	GLOVES/BLK MAXX/NITRILE 4	
	7600 SPECIAL DEPARTMENTAL EX	1/31/18	125783	DASH MEDICAL GLOVES, INC DASH MEDICAL GLOVES, INC	76.04	INV1090074	GLOVES/BLK MAXX/NITRILE 4	
	7600 SPECIAL DEPARTMENTAL EX	1/31/18	125783	DASH MEDICAL GLOVES, INC DASH MEDICAL GLOVES, INC	152.08	INV1090074	GLOVES/BLK MAXX-NITRILE 4	
	7600 SPECIAL DEPARTMENTAL EX	1/31/18	125786	DIAMOND ACADEMY OF CENTRAL CA, LLC DIAMOND ACADEMY OF CENTRAL CA, LLC	300.00	17-101	PADDED FLOOR MATS/23 FOR	
	7770 TRAINING/TRAVEL/MEETING	1/31/18	125787	RAYMOND DIAS DIAS, RAYMOND	224.00	TR DIAZ	ADV/ANAHEIM/2/20-23	
	7770 TRAINING/TRAVEL/MEETING	1/31/18	125788	LAWRENCE DIENER DIENER, LAWRENCE	72.00	EXP 12/3-7	EXP/SAN DIEGO/12/3-7	

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1511 POLICE-SUPPORT SERVICE	7770 TRAINING/TRAVEL/MEETING	1/31/18	125790	ERIK J MC CAULEY DBA E J M DIGITAL LLC	320.00	TR COTTA	REG/ANAHEIM/2/20-23	
	7770 TRAINING/TRAVEL/MEETING	1/31/18	125790	ERIK J MC CAULEY DBA E J M DIGITAL LLC	320.00	TR DIAZ	REG/ANAHEIM/2/20-23	
	7770 TRAINING/TRAVEL/MEETING	1/31/18	125791	JAMES EDLUND II EDLUND II, JAMES	112.00	TR EDLUND	ADV/SANTA ANA/2/20-21	
	7770 TRAINING/TRAVEL/MEETING	1/31/18	125791	JAMES EDLUND II EDLUND II, JAMES	194.25	TR EDLUND	LDG/SANTA ANA/2/20-21	
	7450 PUBLICATIONS AND DUES	1/31/18	125808	INTERNATIONAL ASSC OF POLICE CHIEFS INTERNATIONAL ASSC OF POLICE CHIEFS	150.00	1001293832	2018-DUES/SEVER	
	7600 SPECIAL DEPARTMENTAL EX	1/31/18	125830	ROBERT OLIVEIRA DBA LORD'S UNIFORMS & TUXEDOS	128.65	082754	JACKET/ 5.11 CHAMELEON SO	
	7495 PROF AND SPEC SERVICES	1/31/18	125843	NICK CHAMPI ENTERPRISES INC NICK CHAMPI ENTERPRISES INC	48.26	20019	TEMP FNCE/PD PRKNGLOT	
	7602 SNIPER	1/31/18	125854	PROFORCE LAW ENFORCEMENT PROFORCE LAW ENFORCEMENT	2,026.10	334224	RIFLE/WR716G2-DMR-XFT/SIG	
	7603 SWAT	1/31/18	125854	PROFORCE LAW ENFORCEMENT PROFORCE LAW ENFORCEMENT	319.22	331597	HOLSTER-TACTICAL	
	7603 SWAT	1/31/18	125854	PROFORCE LAW ENFORCEMENT PROFORCE LAW ENFORCEMENT	133.74	333332	PANT-511 TDU / MUTLICAM/	
	7603 SWAT	1/31/18	125854	PROFORCE LAW ENFORCEMENT PROFORCE LAW ENFORCEMENT	123.64	333332	SHIRT 511 RAPID ASSAULT/L	
	7603 SWAT	1/31/18	125866	SHOOT STEEL, INC DBA SHOOTSTEEL.COM	599.94	33782	TARGET PACKAGES/SWAT/QUOT	
	7785 UTILITIES-GAS	1/31/18	125872	SOUTHERN CALIF GAS CO SOUTHERN CALIF GAS CO	250.22		2018-01 1505173000	
	7320 COMMUNICATIONS	1/31/18	125878	U S TELEPACIFIC CORP DBA T P X COMMUNICATIONS	493.55	99471171-0	2018-01	
	7495 PROF AND SPEC SERVICES	1/31/18	125888	VALLIWIDE VAULT & SAFE INC VALLIWIDE VAULT & SAFE INC	106.82	31603	VAULT DOOR/REPAIR	

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1511 POLICE-SUPPORT SERVICE	7320 COMMUNICATIONS	1/31/18	125890	MCI NETWORK SERV, INC DBA VERIZON BUSINESS SERVICES	613.77	70677122	CLETS SYSTEM SV100362	
	7600 SPECIAL DEPARTMENTAL EX	1/31/18	125893	CROMER EQUIPMENT COMPANY DBA WAREHOUSE SYSTEMS-A GRAYLIFT CO	218.05	30014835	DOOR REMOTES	
	Division Total 1511 POLICE-SUPPORT SERVICE 13,792.79							
1512-1 POLICE-RECORDS	7460 DUPLICATING EXPENSE	1/12/18	125647	ZOOM IMAGING SOLUTIONS INC ZOOM IMAGING SOLUTIONS INC	8.33	1878520	2017-12	
	7460 DUPLICATING EXPENSE	1/12/18	125647	ZOOM IMAGING SOLUTIONS INC ZOOM IMAGING SOLUTIONS INC	87.07	1878520	2017-12	
	7460 DUPLICATING EXPENSE	1/12/18	125647	ZOOM IMAGING SOLUTIONS INC ZOOM IMAGING SOLUTIONS INC	7.45	1878520	2017-12	
	7460 DUPLICATING EXPENSE	1/12/18	125647	ZOOM IMAGING SOLUTIONS INC ZOOM IMAGING SOLUTIONS INC	23.40	1878520	2017-12	
	7460 DUPLICATING EXPENSE	1/12/18	125647	ZOOM IMAGING SOLUTIONS INC ZOOM IMAGING SOLUTIONS INC	78.70	1878520	2017-12	
	7460 DUPLICATING EXPENSE	1/12/18	125647	ZOOM IMAGING SOLUTIONS INC ZOOM IMAGING SOLUTIONS INC	0.82	1878520	2017-12	
	7460 DUPLICATING EXPENSE	1/12/18	125647	ZOOM IMAGING SOLUTIONS INC ZOOM IMAGING SOLUTIONS INC	9.92	1878520	2017-12	
	7460 DUPLICATING EXPENSE	1/12/18	125647	ZOOM IMAGING SOLUTIONS INC ZOOM IMAGING SOLUTIONS INC	2.34	1878520	2017-12	
	7460 DUPLICATING EXPENSE	1/31/18	125833	MARLIN LEASING CORP DBA MARLIN BUSINESS BANK	690.70	15648290	LEASE-KYOCERA 401-1217419	
	7455 POSTAGE AND FREIGHT	1/31/18	125850	PITNEY BOWES / PURCHASE POWER PITNEY BOWES / PURCHASE POWER	62.34		POSTAGE REFILL	
	7495 PROF AND SPEC SERVICES	1/31/18	125867	SHRED-IT US JV LLC DBA SHRED-IT USA LLC	126.54	8123906659	DOC SHREDDING	
	7770 TRAINING/TRAVEL/MEETING	1/31/18	125875	MARIBEL V STINSON STINSON, MARIBEL V	56.11	EXP 01/24	EXP/CLOVIS/01/24	

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1512-1	7495	1/31/18	125888	VALLIWIDE VAULT & SAFE INC	34.23	31603	VAULT DOOR/REPAIR	
POLICE-RECORDS	PROF AND SPEC SERVICES			VALLIWIDE VAULT & SAFE INC				
	7460	1/31/18	125901	ZOOM IMAGING SOLUTIONS INC	6.99	1895075	2018-01	
	DUPLICATING EXPENSE			ZOOM IMAGING SOLUTIONS INC				
	7460	1/31/18	125901	ZOOM IMAGING SOLUTIONS INC	77.11	1895075	2018-01	
	DUPLICATING EXPENSE			ZOOM IMAGING SOLUTIONS INC				
	7460	1/31/18	125901	ZOOM IMAGING SOLUTIONS INC	7.48	1895075	2018-01	
	DUPLICATING EXPENSE			ZOOM IMAGING SOLUTIONS INC				
	7460	1/31/18	125901	ZOOM IMAGING SOLUTIONS INC	61.38	1895075	2018-01	
	DUPLICATING EXPENSE			ZOOM IMAGING SOLUTIONS INC				
	7460	1/31/18	125901	ZOOM IMAGING SOLUTIONS INC	0.92	1895075	2018-01	
DUPLICATING EXPENSE			ZOOM IMAGING SOLUTIONS INC					
7460	1/31/18	125901	ZOOM IMAGING SOLUTIONS INC	4.54	1895075	2018-01		
DUPLICATING EXPENSE			ZOOM IMAGING SOLUTIONS INC					
7460	1/31/18	125901	ZOOM IMAGING SOLUTIONS INC	1.28	1895075	2018-01		
DUPLICATING EXPENSE			ZOOM IMAGING SOLUTIONS INC					
7460	1/31/18	125901	ZOOM IMAGING SOLUTIONS INC	1.28	1895075	2018-01		
DUPLICATING EXPENSE			ZOOM IMAGING SOLUTIONS INC					
Division Total 1512-1 POLICE-RECORDS					1,348.93			
1512-2	7770	1/31/18	125798	JANET GIBBS	16.00	EXP 1/24	EXP/CLOVIS/01/24	
POLICE-COMMUNICATIONS	TRAINING/TRAVEL/MEETINGS			GIBBS, JANET				
	7412	1/31/18	125811	J ' S COMMUNICATIONS, INC	935.00	50757	EQUIPMENT REPAIR/TRANSMIS	
	EQUIPMENT MAINTENANCE			J ' S COMMUNICATIONS, INC				
	7770	1/31/18	125832	EILEEN MANESS	147.50	TR MANESS	ADV/BAKRSFLD/02/6-8	
	TRAINING/TRAVEL/MEETING			MANESS, EILEEN				
7770	1/31/18	125832	EILEEN MANESS	56.11	EXP 1/24	EXP/CLOVIS/01/24		
TRAINING/TRAVEL/MEETING			MANESS, EILEEN					
7495	1/31/18	125888	VALLIWIDE VAULT & SAFE INC	99.52	31603	VAULT DOOR/REPAIR		
PROF AND SPEC SERVICES			VALLIWIDE VAULT & SAFE INC					

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Division Total 1512-2 POLICE-COMMUNICATIONS					1,254.13			
1513	7533	1/17/18	125659	SHERWIN WILLIAMS COMPANY DBA	21.45	4684-0	PAINT & SUPPLIES	
POLICE-OPERATIONS	GRAFFITI CONTROL			FRAZEE INDUSTRIES				
	7533	1/17/18	125659	SHERWIN WILLIAMS COMPANY DBA	37.63	4845-7	PAINT & SUPPLIES	
	GRAFFITI CONTROL			FRAZEE INDUSTRIES				
	7600-022	1/31/18	125763	CALIF MILITARY DEPT ACCOUNTING	800.00		2018-02 RENT 902 11TH	
	PAL PROGRAM EXPENSE			CALIF MILITARY DEPT ACCOUNTING				
	7600	1/31/18	125799	ERIC DODD DBA	250.00	2749	CONF RM 3WAY LIGHTING	
	SPECIAL DEPARTMENTAL EX			GILBERT ELECTRIC CO				
	7495	1/31/18	125805	HANFORD VETERINARY HOSPITAL, INC	88.98	1078052	K-9 ARGOS VACCINE	
	PROF AND SPEC SERVICES			HANFORD VETERINARY HOSPITAL, INC				
	7495	1/31/18	125817	KENT M KAWAGOE, PH D	150.00		C BARKER/INC DEBRIEF	
	PROF AND SPEC SERVICES			KAWAGOE, KENT M				
	7495	1/31/18	125817	KENT M KAWAGOE, PH D	150.00		D TODD/INC DEBRIEF	
	PROF AND SPEC SERVICES			KAWAGOE, KENT M				
	7495	1/31/18	125817	KENT M KAWAGOE, PH D	150.00		J DAVIS/INC DEBRIEF	
	PROF AND SPEC SERVICES			KAWAGOE, KENT M				
	7495	1/31/18	125817	KENT M KAWAGOE, PH D	150.00		P JURDON/INC DEBRIEF	
	PROF AND SPEC SERVICES			KAWAGOE, KENT M				
	7600-022	1/31/18	125827	COMPONENT FABRICATORS INC DBA	5,600.00	44123	CABLE CROSSOVER PLUS (WRK	
	PAL PROGRAM EXPENSE			LEGEND FITNESS				
	7600	1/31/18	125830	ROBERT OLIVEIRA DBA	96.31	82569	R CANO GEAR	
	SPECIAL DEPARTMENTAL EX			LORD'S UNIFORMS & TUXEDOS				
	7495	1/31/18	125864	BENEVENTO'S CLEANING & RESTOR, INC	200.00	47848	CLEAN PARTOL CAR	
	PROF AND SPEC SERVICES			SERVICEMASTER BY BENEVENTO				
	7600	1/31/18	125876	SUN BADGE CO	25.00	378520	ESTIMATED SHIPPING/HANDLI	
	SPECIAL DEPARTMENTAL EX			SUN BADGE CO				
	7600	1/31/18	125876	SUN BADGE CO	288.77	378520	LIFESAVING MEDAL	
	SPECIAL DEPARTMENTAL EX			SUN BADGE CO				

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1513 POLICE-OPERATIONS	7600 SPECIAL DEPARTMENTAL EX	1/31/18	125876	SUN BADGE CO	288.77	378520	MEDAL OF MERIT	
	SUN BADGE CO							
	7600 SPECIAL DEPARTMENTAL EX	1/31/18	125876	SUN BADGE CO	139.96	378520	PRESENTATION CASE	
	7540 PARKING CITATN ADMIN COS	1/31/18	125881	TURBO DATA SYS INC	466.49	27112	2017-11	
	7540 PARKING CITATN ADMIN COS	1/31/18	125881	TURBO DATA SYS INC	349.53	27264	2017-12	
	7540 PARKING CITATN ADMIN COS	1/31/18	125881	TURBO DATA SYS INC	203.78	27112	TICKET PRO MONTHLY	
	7540 PARKING CITATN ADMIN COS	1/31/18	125881	TURBO DATA SYS INC	203.78	27264	TICKET PRO MONTHLY	
	7495 PROF AND SPEC SERVICES	1/31/18	125888	VALLIWIDE VAULT & SAFE INC	387.50	31603	VAULT DOOR/REPAIR	
				VALLIWIDE VAULT & SAFE INC				
	Division Total 1513 POLICE-OPERATIONS					10,047.95		
1514 POLICE-TRAFFIC ENFORCEMNT	7600 SPECIAL DEPARTMENTAL EX	1/31/18	125888	VALLIWIDE VAULT & SAFE INC	33.07	31603	VAULT DOOR/REPAIR	
	VALLIWIDE VAULT & SAFE INC							
Division Total 1514 POLICE-TRAFFIC ENFORCEMNT					33.07			
1515 POLICE-MULTI AGENCY T/F	7495 PROF AND SPEC SERVICES	1/31/18	125824	KINGS COUNTY SHERIFF'S OFFICE	2,275.44		FY18 Q2 NTF	
			KINGS COUNTY SHERIFF'S OFFICE					
	7495 PROF AND SPEC SERVICES	1/31/18	125888	VALLIWIDE VAULT & SAFE INC	31.92			
			VALLIWIDE VAULT & SAFE INC					
Division Total 1515 POLICE-MULTI AGENCY T/F					2,307.36			
1516 POLICE-SCHOOL OFFICER PRG	7600 SPECIAL DEPARTMENTAL EX	1/31/18	125888	VALLIWIDE VAULT & SAFE INC	64.02	31603	VAULT DOOR/REPAIR	
	VALLIWIDE VAULT & SAFE INC							

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Division Total 1516 POLICE-SCHOOL OFFICER PRG					64.02			
1517 POLICE-POP PROGRAM	7450 PUBLICATIONS AND DUES	1/31/18	125789	DANIEL ANDERSEN DBA DYNAMIC DESIGN SOFTWARE	299.00		SUBSCRIPT CRIME FREE MULIT	
	7600 SPECIAL DEPARTMENTAL EX	1/31/18	125888	VALLIWIDE VAULT & SAFE INC VALLIWIDE VAULT & SAFE INC	30.42	31603	VAULT DOOR/REPAIR	
	Division Total 1517 POLICE-POP PROGRAM				329.42			
1518 POLICE-ANIMAL CONTROL	7495 PROF AND SPEC SERVICES	1/31/18	125805	HANFORD VETERINARY HOSPITAL, INC HANFORD VETERINARY HOSPITAL, INC	49.50	1069854	EMERGENCY EXAM 10/03	
	7495 PROF AND SPEC SERVICES	1/31/18	125805	HANFORD VETERINARY HOSPITAL, INC HANFORD VETERINARY HOSPITAL, INC	188.69	1070535	EMERGENCY EXAM 10/09	
	7495 PROF AND SPEC SERVICES	1/31/18	125805	HANFORD VETERINARY HOSPITAL, INC HANFORD VETERINARY HOSPITAL, INC	71.88	1072247	EMERGENCY EXAM 10/27	
	7495 PROF AND SPEC SERVICES	1/31/18	125805	HANFORD VETERINARY HOSPITAL, INC HANFORD VETERINARY HOSPITAL, INC	129.50	1072249	EMERGENCY EXAM 10/27	
	7495 PROF AND SPEC SERVICES	1/31/18	125805	HANFORD VETERINARY HOSPITAL, INC HANFORD VETERINARY HOSPITAL, INC	407.03	1072582	EMERGENCY EXAM 10/30-	
	7495 PROF AND SPEC SERVICES	1/31/18	125805	HANFORD VETERINARY HOSPITAL, INC HANFORD VETERINARY HOSPITAL, INC	145.13	1073317	EMERGENCY EXAM 11/12-	
	7495 PROF AND SPEC SERVICES	1/31/18	125805	HANFORD VETERINARY HOSPITAL, INC HANFORD VETERINARY HOSPITAL, INC	404.63	1073961	EMERGENCY EXAM 11/21	
	7495 PROF AND SPEC SERVICES	1/31/18	125805	HANFORD VETERINARY HOSPITAL, INC HANFORD VETERINARY HOSPITAL, INC	443.31	1074408	EMERGENCY EXAM 11/29	
	7495 PROF AND SPEC SERVICES	1/31/18	125805	HANFORD VETERINARY HOSPITAL, INC HANFORD VETERINARY HOSPITAL, INC	80.00	1075268	EMERGENCY EXAM 12/09	
	7495 PROF AND SPEC SERVICES	1/31/18	125805	HANFORD VETERINARY HOSPITAL, INC HANFORD VETERINARY HOSPITAL, INC	116.23	1075270	EMERGENCY EXAM 12/09	
	7495 PROF AND SPEC SERVICES	1/31/18	125805	HANFORD VETERINARY HOSPITAL, INC HANFORD VETERINARY HOSPITAL, INC	316.28	1076454	EMERGENCY EXAM 12/26-	
	7495 PROF AND SPEC SERVICES	1/31/18	125805	HANFORD VETERINARY HOSPITAL, INC HANFORD VETERINARY HOSPITAL, INC				

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1518 POLICE-ANIMAL CONTROL	7495 PROF AND SPEC SERVICES	1/31/18	125805	HANFORD VETERINARY HOSPITAL, INC HANFORD VETERINARY HOSPITAL, INC	83.07	1069855	EMERGENCY EXM 10/03	
	7495 PROF AND SPEC SERVICES	1/31/18	125805	HANFORD VETERINARY HOSPITAL, INC HANFORD VETERINARY HOSPITAL, INC	139.50	1070773	EMERGENCY EXM 10/11	
	7510 ANIMAL CONTROL	1/31/18	125824	KINGS COUNTY SHERIFF'S OFFICE KINGS COUNTY SHERIFF'S OFFICE	91,261.86		FY18 Q2 ANIMAL CTRL	
	7495 PROF AND SPEC SERVICES	1/31/18	125888	VALLIWIDE VAULT & SAFE INC VALLIWIDE VAULT & SAFE INC	13.06	31603	VAULT DOOR/REPAIR	
	Division Total 1518 POLICE-ANIMAL CONTROL				93,849.67			
1610 FIRE-ADMIN/SUPPRESS ION	7495 PROF AND SPEC SERVICES	1/12/18	125634	AMERIPRIDE UNIFORM SERVICE AMERIPRIDE UNIFORM SERVICE	119.10	1502035082	BLANKET PURCHASE ORDER	
	7495 PROF AND SPEC SERVICES	1/12/18	125634	AMERIPRIDE UNIFORM SERVICE AMERIPRIDE UNIFORM SERVICE	121.45	1502035837	BLANKET PURCHASE ORDER	
	7495 PROF AND SPEC SERVICES	1/12/18	125634	AMERIPRIDE UNIFORM SERVICE AMERIPRIDE UNIFORM SERVICE	119.10	1502044876	BLANKET PURCHASE ORDER	
	7495 PROF AND SPEC SERVICES	1/12/18	125634	AMERIPRIDE UNIFORM SERVICE AMERIPRIDE UNIFORM SERVICE	121.45	1502045626	BLANKET PURCHASE ORDER	
	7495 PROF AND SPEC SERVICES	1/12/18	125634	AMERIPRIDE UNIFORM SERVICE AMERIPRIDE UNIFORM SERVICE	119.10	1502054378	BLANKET PURCHASE ORDER	
	7600 SPECIAL DEPARTMENTAL EX	1/12/18	125640	THE LAWNMOWER MAN LAWN MOWER MAN, THE	53.63	4723348	BLANKET PURCHASE ORDER	
	7780 UTILITIES-ELECTRICITY	1/12/18	125643	SOUTHERN CALIF EDISON CO SOUTHERN CALIF EDISON CO	712.37		2017-12 #2	
	7780 UTILITIES-ELECTRICITY	1/12/18	125643	SOUTHERN CALIF EDISON CO SOUTHERN CALIF EDISON CO	2,282.28		2017-12 #2	
	7460 DUPLICATING EXPENSE	1/12/18	125647	ZOOM IMAGING SOLUTIONS INC ZOOM IMAGING SOLUTIONS INC	24.55	1878520	2017-12	
	7460 DUPLICATING EXPENSE	1/12/18	125647	ZOOM IMAGING SOLUTIONS INC ZOOM IMAGING SOLUTIONS INC	10.35	1878520	2017-12	

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1610 FIRE-ADMIN/SUPPRESS ION	7460 DUPLICATING EXPENSE	1/12/18	125647	ZOOM IMAGING SOLUTIONS INC ZOOM IMAGING SOLUTIONS INC	31.28	1878520	2017-12	
	7495 PROF AND SPEC SERVICES	1/17/18	125679	TAYLOR BROTHERS, INC DBA R E S COM	52.00	1597447	H-0350 PEST CONTROL	
	7600 SPECIAL DEPARTMENTAL EX	1/17/18	125683	INTERLINE BRANDS INC DBA SUPPLYWORKS	162.44	422352799	BLANKET PURCHASE ORDER	
	7600 SPECIAL DEPARTMENTAL EX	1/17/18	125683	INTERLINE BRANDS INC DBA SUPPLYWORKS	44.72	423108000	BLANKET PURCHASE ORDER	
	7600 SPECIAL DEPARTMENTAL EX	1/17/18	125683	INTERLINE BRANDS INC DBA SUPPLYWORKS	27.12	423562321	BLANKET PURCHASE ORDER	
	7010 REGULAR EMPLOYEES	1/18/18	125704	THOMAS LEE LEE, THOMAS	2,490.46		CY18 PP002 NO DIR DEP	
	7495 PROF AND SPEC SERVICES	1/24/18	125728	SHAW'S AIR CONDITIONING & HEATING SHAW'S AIR CONDITIONING & HEATING	634.00		REISSUE CK 124962	
	7785 UTILITIES-GAS	1/24/18	125730	SOUTHERN CALIF GAS CO SOUTHERN CALIF GAS CO	449.65		2018-01 0260155100 #1	
	7320 COMMUNICATIONS	1/31/18	125739	A T & T A T & T (13982)	45.78	10759252	2017-12	
	7770 TRAINING/TRAVEL/MEETING	1/31/18	125792	CHRISTOPHER EKK EKK, CHRISTOPHER	36.00	EXP 01/25	EXP/LOSANGELES/01/25	
	7495 PROF AND SPEC SERVICES	1/31/18	125799	ERIC DODD DBA GILBERT ELECTRIC CO	650.58	2755	POWER, WIRING,CORD	
	7450 PUBLICATIONS AND DUES	1/31/18	125809	INTERNATIONAL ASSOC FIRE CHIEFS INTERNATIONAL ASSOC FIRE CHIEFS	279.00		EKK 11/17-10/18	
	7305 CALL FIREFIGHTERS	1/31/18	125826	L N CURTIS & SONS L N CURTIS & SONS	1,335.00	INV152020	GLOVES	
	7600 SPECIAL DEPARTMENTAL EX	1/31/18	125826	L N CURTIS & SONS L N CURTIS & SONS	1,173.68	INV152020	NFPA GLOVES STAFF	
	7495 PROF AND SPEC SERVICES	1/31/18	125857	TAYLOR BROTHERS, INC DBA R E S COM	45.00	1597492	H-10553 PEST CONTROL	

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1610 FIRE-ADMIN/SUPPRESSION	7785 UTILITIES-GAS	1/31/18	125872	SOUTHERN CALIF GAS CO SOUTHERN CALIF GAS CO	163.18		2018-01 0711175100 #2	
	7320 COMMUNICATIONS	1/31/18	125878	U S TELEPACIFIC CORP DBA T P X COMMUNICATIONS	204.93	99471171-0	2018-01	
	7495 PROF AND SPEC SERVICES	1/31/18	125888	VALLIWIDE VAULT & SAFE INC VALLIWIDE VAULT & SAFE INC	318.96	31603	VAULT DOOR/REPAIR	
	7460 DUPLICATING EXPENSE	1/31/18	125898	XEROX CORP XEROX CORP	282.68	091814797	2017-12 LEASE/COPIES	
	7460 DUPLICATING EXPENSE	1/31/18	125901	ZOOM IMAGING SOLUTIONS INC ZOOM IMAGING SOLUTIONS INC	21.63	1895075	2018-01	
	7460 DUPLICATING EXPENSE	1/31/18	125901	ZOOM IMAGING SOLUTIONS INC ZOOM IMAGING SOLUTIONS INC	10.12	1895075	2018-01	
	7460 DUPLICATING EXPENSE	1/31/18	125901	ZOOM IMAGING SOLUTIONS INC ZOOM IMAGING SOLUTIONS INC	37.09	1895075	2018-01	
Division Total 1610 FIRE-ADMIN/SUPPRESSION					12,178.68			
1610-001 FIRE CAP/EQUIP REPL RES	818041 1-AIR COMPRESSR (FIRE #1)	1/17/18	125690	VALLEY OXYGEN, INC VALLEY OXYGEN, INC	1,983.05	380789	AIR COMPRESS/STA 1	
	818041 1-AIR COMPRESSR (FIRE #1)	1/17/18	125690	VALLEY OXYGEN, INC VALLEY OXYGEN, INC	32.07	20171231	LATE FEE	
Division Total 1610-001 FIRE CAP/EQUIP REPL RES					2,015.12			
1611 FIRE-FIRE PREVENTION	7495 PROF AND SPEC SERVICES	1/12/18	125636	INTERWEST CONSULTING GROUP INC INTERWEST CONSULTING GROUP INC	150.00	37818	BLANKET PURCHASE ORDER	
	7495 PROF AND SPEC SERVICES	1/12/18	125636	INTERWEST CONSULTING GROUP INC INTERWEST CONSULTING GROUP INC	390.00	37844	BLANKET PURCHASE ORDER	
	7495 PROF AND SPEC SERVICES	1/31/18	125810	INTERWEST CONSULTING GROUP INC INTERWEST CONSULTING GROUP INC	210.00	38008	BLANKET PURCHASE ORDER	

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1611 FIRE-FIRE PREVENTION	7450 PUBLICATIONS AND DUES	1/31/18	125819	KINGS CO ASSESSORS OFFICE KINGS CO ASSESSORS OFFICE	31.75		ANNUAL MAP UPDATE	
	7455 POSTAGE AND FREIGHT	1/31/18	125844	EXPRESS MESSENGER SYSTEMS DBA ON TRAC	3.59	8725098	INTERWEST 12/14	
	7455 POSTAGE AND FREIGHT	1/31/18	125844	EXPRESS MESSENGER SYSTEMS DBA ON TRAC	3.59	8725098	INTERWEST 12/18	
	7455 POSTAGE AND FREIGHT	1/31/18	125844	EXPRESS MESSENGER SYSTEMS DBA ON TRAC	3.59	8725098	INTERWEST 12/18	
	7455 POSTAGE AND FREIGHT	1/31/18	125844	EXPRESS MESSENGER SYSTEMS DBA ON TRAC	3.59	8725098	INTERWEST 12/20	
	7455 POSTAGE AND FREIGHT	1/31/18	125844	EXPRESS MESSENGER SYSTEMS DBA ON TRAC	3.59	8725098	INTERWEST 12/20	
	7455 POSTAGE AND FREIGHT	1/31/18	125844	EXPRESS MESSENGER SYSTEMS DBA ON TRAC	3.59	8725098	INTERWEST 12/21	
	7455 POSTAGE AND FREIGHT	1/31/18	125844	EXPRESS MESSENGER SYSTEMS DBA ON TRAC	3.59	8725098	INTERWEST 12/27	
	7455 POSTAGE AND FREIGHT	1/31/18	125844	EXPRESS MESSENGER SYSTEMS DBA ON TRAC	3.59	8725098	INTERWEST 12/27	
	7455 POSTAGE AND FREIGHT	1/31/18	125844	EXPRESS MESSENGER SYSTEMS DBA ON TRAC	3.59	8725098	INTERWEST 12/27	
	7495 PROF AND SPEC SERVICES	1/31/18	125888	VALLIWIDE VAULT & SAFE INC VALLIWIDE VAULT & SAFE INC	7.64	31603	VAULT DOOR/REPAIR	
Division Total 1611 FIRE-FIRE PREVENTION					821.70			
1710 PARKS & REC-ADMIN	7450 PUBLICATIONS AND DUES	1/31/18	125861	S E S A C INC S E S A C INC	1,357.00	10141903	MUSIC LICENSE FEE	
	7320 COMMUNICATIONS	1/31/18	125878	U S TELEPACIFIC CORP DBA T P X COMMUNICATIONS	35.64	99471171-0	2018-01	
	7440 OFFICE EXPENSE	1/31/18	125888	VALLIWIDE VAULT & SAFE INC VALLIWIDE VAULT & SAFE INC	21.96	31603	VAULT DOOR/REPAIR	

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Division Total 1710 PARKS & REC-ADMIN				1,414.60				
1711	7780	1/12/18	125643	SOUTHERN CALIF EDISON CO	686.96		2017-12	
PARKS & REC-SPORTS	UTILITIES-ELECTRICITY			SOUTHERN CALIF EDISON CO				
	7320	1/31/18	125739	A T & T	22.33	10759240	2017-12 582-4092	
	COMMUNICATIONS			A T & T (13982)				
	7495	1/31/18	125806	RUDY HERNANDEZ	187.00		SFTBAL OFFCL 1/27-28	
	PROF AND SPEC SERVICES			HERNANDEZ, RUDY				
	7495	1/31/18	125847	KELLY PERREIRA	60.00		SFTBL OFFICAL 01/15	
	PROF AND SPEC SERVICES			PERREIRA, KELLY				
	7495	1/31/18	125863	ANTHONY SANCHEZ	220.00		SFTBAL OFFCL 1/12-18	
	PROF AND SPEC SERVICES			SANCHEZ, ANTHONY				
	7495	1/31/18	125863	ANTHONY SANCHEZ	451.00		SFTBAL OFFCL 1/20-28	
	PROF AND SPEC SERVICES			SANCHEZ, ANTHONY				
	7495	1/31/18	125868	STEPHEN SMITH	121.00		SFTBAL OFFCL 1/27-28	
	PROF AND SPEC SERVICES			SMITH, STEPHEN				
	7780	1/31/18	125870	SOUTHERN CALIF EDISON CO	299.28		2017-12 BABE RUTH	
	UTILITIES-ELECTRICITY			SOUTHERN CALIF EDISON CO				
	7780	1/31/18	125870	SOUTHERN CALIF EDISON CO	254.90		2017-12 CAMPUS	
	UTILITIES-ELECTRICITY			SOUTHERN CALIF EDISON CO				
	7780	1/31/18	125870	SOUTHERN CALIF EDISON CO	159.77		2017-12 GREENFIELD	
	UTILITIES-ELECTRICITY			SOUTHERN CALIF EDISON CO				
	7780	1/31/18	125870	SOUTHERN CALIF EDISON CO	34.13		2017-12 HARRIS	
	UTILITIES-ELECTRICITY			SOUTHERN CALIF EDISON CO				
	7780	1/31/18	125870	SOUTHERN CALIF EDISON CO	193.80		2017-12 LACEY	
	UTILITIES-ELECTRICITY			SOUTHERN CALIF EDISON CO				
	7780	1/31/18	125870	SOUTHERN CALIF EDISON CO	405.37		2017-12 SOFTBALL COMP	
	UTILITIES-ELECTRICITY			SOUTHERN CALIF EDISON CO				
	7495	1/31/18	125888	VALLIWIDE VAULT & SAFE INC	2.91	31603	VAULT DOOR/REPAIR	
	PROF AND SPEC SERVICES			VALLIWIDE VAULT & SAFE INC				

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Division Total 1711 PARKS & REC-SPORTS					3,098.45			
1713 PARKS & REC-LONGFIELD	7320 COMMUNICATIONS	1/31/18	125739	A T & T A T & T (13982)	24.46	10759252	2017-12	
	7600 SPECIAL DEPARTMENTAL EX	1/31/18	125754	B S N SPORTS, INC B S N SPORTS, INC	114.91	901323573	BLANKET PURCHASE ORDER	
	7780 UTILITIES-ELECTRICITY	1/31/18	125870	SOUTHERN CALIF EDISON CO SOUTHERN CALIF EDISON CO	1,286.46		2017-12	
	7785 UTILITIES-GAS	1/31/18	125872	SOUTHERN CALIF GAS CO SOUTHERN CALIF GAS CO	437.19		2018-01 1949155800	
	7495 PROF AND SPEC SERVICES	1/31/18	125888	VALLIWIDE VAULT & SAFE INC VALLIWIDE VAULT & SAFE INC	1.94	31603	VAULT DOOR/REPAIR	
Division Total 1713 PARKS & REC-LONGFIELD					1,864.96			
1714 PARKS & REC-POOL/SKATE	7780 UTILITIES-ELECTRICITY	1/24/18	125729	SOUTHERN CALIF EDISON CO SOUTHERN CALIF EDISON CO	1,178.82		2017-12	
	7320 COMMUNICATIONS	1/31/18	125739	A T & T A T & T (13982)	22.54	10759252	2017-12	
	7785 UTILITIES-GAS	1/31/18	125872	SOUTHERN CALIF GAS CO SOUTHERN CALIF GAS CO	15.78		2018-01 1234156900	
	7495 PROF AND SPEC SERVICES	1/31/18	125888	VALLIWIDE VAULT & SAFE INC VALLIWIDE VAULT & SAFE INC	1.88	31603	VAULT DOOR/REPAIR	
Division Total 1714 PARKS & REC-POOL/SKATE					1,219.02			
1716 PARKS & REC-FACILITIES	7495 PROF AND SPEC SERVICES	1/24/18	125715	COMCAST CABLE COMMUNICATIONS, INC COMCAST CABLE COMMUNICATIONS, INC	109.95	045492901/1	8155500390454929 ETHERNET	
	7495 PROF AND SPEC SERVICES	1/31/18	125888	VALLIWIDE VAULT & SAFE INC VALLIWIDE VAULT & SAFE INC	2.91	31603	VAULT DOOR/REPAIR	

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Division Total 1716 PARKS & REC-FACILITIES					112.86			
1719 PARKS & REC-YOUTH SERV	4471 CA-TEEN CTR CONCESSIONS	1/24/18	125711	CALIF STATE BOARD OF EQUALIZATION	260.00		FY18 QTR2 USE TAX	
	7495 PROF AND SPEC SERVICES	1/24/18	125717	DIRECTV LLC	83.74	3333174238	014877658 BLNKT PO	
	7320 COMMUNICATIONS	1/31/18	125739	A T & T	22.39	10759252	2017-12	
	7320 COMMUNICATIONS	1/31/18	125739	A T & T (13982)	20.25	10764742	2017-12 587-1658	
	7495 PROF AND SPEC SERVICES	1/31/18	125741	A T & T	260.26	180020	DDD/MS TICKETS	
	7600 SPECIAL DEPARTMENTAL EX	1/31/18	125795	ALL VALLEY PRINTING	446.16	5284	BLANKET PURCHASE ORDER	
	7600 SPECIAL DEPARTMENTAL EX	1/31/18	125795	F T G FINE EMBROIDERY & DESIGN	418.28	5285	BLANKET PURCHASE ORDER	
	7320 COMMUNICATIONS	1/31/18	125878	F T G FINE EMBROIDERY & DESIGN	17.82	99471171-0	2018-01	
	7495 PROF AND SPEC SERVICES	1/31/18	125888	U S TELEPACIFIC CORP DBA	4.70	31603	VAULT DOOR/REPAIR	
	7600 SPECIAL DEPARTMENTAL EX	1/31/18	125892	T P X COMMUNICATIONS	68.53	03035	BLANKET PURCHASE ORDER	
	7600 SPECIAL DEPARTMENTAL EX	1/31/18	125892	VALLIWIDE VAULT & SAFE INC	109.91	05748 12/17	BLANKET PURCHASE ORDER	
	7600 SPECIAL DEPARTMENTAL EX	1/31/18	125892	WAL MART	93.31	08211	BLANKET PURCHASE ORDER	
	7470 PRINTING	1/31/18	125898	WAL MART	212.43	091814798	LEASE/COPIES 2017-12	
				XEROX CORP				
				XEROX CORP				
Division Total 1719 PARKS & REC-YOUTH SERV					2,017.78			

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1720 PARKS & REC-ADULT/SPCL	7495 PROF AND SPEC SERVICES	1/24/18	125716	DIRECTV LLC DIRECTV LLC	34.69	3332228549	EARLY WITHDRAW FEE	
	7320 COMMUNICATIONS	1/31/18	125739	A T & T A T & T (13982)	22.54	10759252	2017-12	
	7470 PRINTING	1/31/18	125748	ART PRINT SERVICE ART PRINT SERVICE (A P S)	740.84	180010	SR CREATIVE WRITE BK	
	7600 SPECIAL DEPARTMENTAL EX	1/31/18	125773	SUSAN CHAVEZ CHAVEZ, SUSAN	31.91		CHALLENGER CNCRT MEALS	
	7600 SPECIAL DEPARTMENTAL EX	1/31/18	125795	F T G FINE EMBROIDERY & DESIGN F T G FINE EMBROIDERY & DESIGN	126.02	5286	BLANKET PURCHASE ORDER	
	7495 PROF AND SPEC SERVICES	1/31/18	125799	ERIC DODD DBA GILBERT ELECTRIC CO	550.00	2754	DATA LINE/TEEN CTR	
	7495 PROF AND SPEC SERVICES	1/31/18	125842	NATIONAL PEN CORPORATION NATIONAL PEN CORPORATION	25.00	109668350	LATE FEE CALENDARS	
	7495 PROF AND SPEC SERVICES	1/31/18	125842	NATIONAL PEN CORPORATION NATIONAL PEN CORPORATION	149.01	109668350	SR CALENDARS	
	7495 PROF AND SPEC SERVICES	1/31/18	125859	CINDY LYNN RODRIGUEZ RODRIGUEZ, CINDY LYNN	176.00		2018-01 AEROBICS	
	7320 COMMUNICATIONS	1/31/18	125878	U S TELEPACIFIC CORP DBA T P X COMMUNICATIONS	8.91	99471171-0	2018-01	
	7495 PROF AND SPEC SERVICES	1/31/18	125888	VALLIWIDE VAULT & SAFE INC VALLIWIDE VAULT & SAFE INC	2.82	31603	VAULT DOOR/REPAIR	
	7495 PROF AND SPEC SERVICES	1/31/18	125897	CATHERINE WUNDERLY WUNDERLY, CATHERINE	320.00		2018-01 ZUMBA	
Division Total 1720 PARKS & REC-ADULT/SPCL					2,187.74			
1721 PARKS & REC-COMM PROM/EVT	7440 OFFICE EXPENSE	1/12/18	125647	ZOOM IMAGING SOLUTIONS INC ZOOM IMAGING SOLUTIONS INC	10.72	1878520	2017-12	
	7600 SPECIAL DEPARTMENTAL EX	1/31/18	125804	HANFORD SENTINEL HANFORD SENTINEL 234-60001039	287.50		SUBSCRIPTION 52 WKS	

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1721 PARKS & REC-COMM PROM/EVT	7600 SPECIAL DEPARTMENTAL EX	1/31/18	125823	BRANDON K AINSWORTH DBA KINGS CO TROPHY & ENGRAVING	68.64	0785	NAME PLATES-COMMSNRS	
	7320 COMMUNICATIONS	1/31/18	125878	U S TELEPACIFIC CORP DBA T P X COMMUNICATIONS	8.91	99471171-0	2018-01	
	7495 PROF AND SPEC SERVICES	1/31/18	125888	VALLIWIDE VAULT & SAFE INC VALLIWIDE VAULT & SAFE INC	1.94	31603	VAULT DOOR/REPAIR	
	7600 SPECIAL DEPARTMENTAL EX	1/31/18	125892	WAL MART WAL MART	72.69	05410	BLANKET PURCHASE ORDER	
	7470 PRINTING	1/31/18	125898	XEROX CORP XEROX CORP	212.43	091814798	LEASE/COPIES 2017-12	
	7440 OFFICE EXPENSE	1/31/18	125901	ZOOM IMAGING SOLUTIONS INC ZOOM IMAGING SOLUTIONS INC	8.19	1895075	2018-01	
Division Total 1721 PARKS & REC-COMM PROM/EVT					671.02			
1722 PARKS & REC-PARKS	7770 TRAINING/TRAVEL/MEETING	1/12/18	125639	KINGS CO DEPT OF AG KINGS CO DEPT OF AG	140.00		PEST TRNING 14EMP@\$10	
	7780 UTILITIES-ELECTRICITY	1/12/18	125642	P G & E P G & E	9.85		2017-12 6276476966-7	
	7600 SPECIAL DEPARTMENTAL EX	1/17/18	125664	HOFMANS NURSERY HOFMANS NURSERY	54.70	23173	BLANKET PURCHASE ORDER	
	7600 SPECIAL DEPARTMENTAL EX	1/17/18	125665	HOLT LUMBER INC HOLT LUMBER INC	20.59	516681	BLANKET PURCHASE ORDER	
	7600 SPECIAL DEPARTMENTAL EX	1/17/18	125665	HOLT LUMBER INC HOLT LUMBER INC	35.88	516879	BLANKET PURCHASE ORDER	
	7600 SPECIAL DEPARTMENTAL EX	1/17/18	125665	HOLT LUMBER INC HOLT LUMBER INC	32.58	516908	BLANKET PURCHASE ORDER	
	7600 SPECIAL DEPARTMENTAL EX	1/17/18	125670	PHILLIP J GAPEN DBA KINGS CO MOBILE LOCKSMITH SVC	146.72	3057	BLANKET PURCHASE ORDER	
	7600 SPECIAL DEPARTMENTAL EX	1/17/18	125670	PHILLIP J GAPEN DBA KINGS CO MOBILE LOCKSMITH SVC	69.71	3130	BLANKET PURCHASE ORDER	

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1722 PARKS & REC-PARKS	7600 SPECIAL DEPARTMENTAL EX	1/17/18	125673	LAWRENCE TRACTOR CO LAWRENCE TRACTOR CO	17.62	260954	BLANKET PURCHASE ORDER	
	7600 SPECIAL DEPARTMENTAL EX	1/17/18	125674	MILLER'S RENTALAND MILLER'S RENTALAND	79.00	754083	BLANKET PURCHASE ORDER	
	7780 UTILITIES-ELECTRICITY	1/24/18	125729	SOUTHERN CALIF EDISON CO SOUTHERN CALIF EDISON CO	1,421.70		2017-12	
	7300 UNIFORM EXPENSE	1/31/18	125747	ARAMARK UNIFORM SERVICES, INC ARAMARK UNIFORM SERVICES, INC	251.90	518379812/1	2017-12 UNIFORMS	
	7600 SPECIAL DEPARTMENTAL EX	1/31/18	125840	MORGAN & SLATES MORGAN & SLATES	161.41	1485367	BLANKET PURCHASE ORDER	
	7600 SPECIAL DEPARTMENTAL EX	1/31/18	125840	MORGAN & SLATES MORGAN & SLATES	5.98	1485442	BLANKET PURCHASE ORDER	
	7600 SPECIAL DEPARTMENTAL EX	1/31/18	125840	MORGAN & SLATES MORGAN & SLATES	104.88	1486663	BLANKET PURCHASE ORDER	
	7600 SPECIAL DEPARTMENTAL EX	1/31/18	125840	MORGAN & SLATES MORGAN & SLATES	32.27	1486969	BLANKET PURCHASE ORDER	
	7550 OTHER CONTRACTUAL SERV	1/31/18	125848	PIEROTTE'S PLUMBING INC PIEROTTE'S PLUMBING INC	315.00	36786	LACEY PRK SEWER BLOCK	
	7320 COMMUNICATIONS	1/31/18	125878	U S TELEPACIFIC CORP DBA T P X COMMUNICATIONS	17.82	99471171-0	2018-01	
	7495 PROF AND SPEC SERVICES	1/31/18	125888	VALLIWIDE VAULT & SAFE INC VALLIWIDE VAULT & SAFE INC	90.96	31603	VAULT DOOR/REPAIR	
Division Total 1722 PARKS & REC-PARKS					3,008.57			
2010 PW-ADMINISTRATION & ENGR	7460 DUPLICATING EXPENSE	1/12/18	125647	ZOOM IMAGING SOLUTIONS INC ZOOM IMAGING SOLUTIONS INC	0.82	1878520	2017-12	
	7460 DUPLICATING EXPENSE	1/12/18	125647	ZOOM IMAGING SOLUTIONS INC ZOOM IMAGING SOLUTIONS INC	10.26	1878520	2017-12	
	7460 DUPLICATING EXPENSE	1/12/18	125647	ZOOM IMAGING SOLUTIONS INC ZOOM IMAGING SOLUTIONS INC	3.23	1878520	2017-12	

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2010 PW-ADMINISTRATION & ENGR	7320 COMMUNICATIONS	1/31/18	125739	A T & T A T & T (13982)	20.69	10759241	2017-12 583-1529	
	7300 UNIFORM EXPENSE	1/31/18	125747	ARAMARK UNIFORM SERVICES, INC ARAMARK UNIFORM SERVICES, INC	92.75	518365112/1	2017-12 UNIFORMS	
	7600 SPECIAL DEPARTMENTAL EX	1/31/18	125768	CALIF SURVEYING & DRAFTING SUPPLY CALIF SURVEYING & DRAFTING SUPPLY	10.72	309838/3	FUEL SURCHARGE	
	7600 SPECIAL DEPARTMENTAL EX	1/31/18	125768	CALIF SURVEYING & DRAFTING SUPPLY CALIF SURVEYING & DRAFTING SUPPLY	18.23	309838/3	SIGN STOP SLOW PADDLE	
	7600 SPECIAL DEPARTMENTAL EX	1/31/18	125768	CALIF SURVEYING & DRAFTING SUPPLY CALIF SURVEYING & DRAFTING SUPPLY	32.12	309838/3	VEST,SAFETY-XL	
	7600 SPECIAL DEPARTMENTAL EX	1/31/18	125768	CALIF SURVEYING & DRAFTING SUPPLY CALIF SURVEYING & DRAFTING SUPPLY	32.12	309838/3	VEST,SAFETY-XXL	
	7600 SPECIAL DEPARTMENTAL EX	1/31/18	125768	CALIF SURVEYING & DRAFTING SUPPLY CALIF SURVEYING & DRAFTING SUPPLY	32.13	309838/3	VESTS ,SAFETY- L	
	7495 PROF AND SPEC SERVICES	1/31/18	125839	MICHAEL SUTHERLAND & ASSN MICHAEL SUTHERLAND & ASSN	585.00	172624-1	TRACT 918-1ST REVIEW	
	7600 SPECIAL DEPARTMENTAL EX	1/31/18	125867	SHRED-IT US JV LLC DBA SHRED-IT USA LLC	63.53	8123905269	DOC SHREDDING	
	7320 COMMUNICATIONS	1/31/18	125878	U S TELEPACIFIC CORP DBA T P X COMMUNICATIONS	160.38	99471171-0	2018-01	
	7495 PROF AND SPEC SERVICES	1/31/18	125888	VALLIWIDE VAULT & SAFE INC VALLIWIDE VAULT & SAFE INC	157.45	31603	VAULT DOOR/REPAIR	
	7320 COMMUNICATIONS	1/31/18	125891	VERIZON WIRELESS VERIZON WIRELESS	27.75	9799818665	2018-01	
	7460 DUPLICATING EXPENSE	1/31/18	125898	XEROX CORP XEROX CORP	396.43	091814794	COPIES 11/21-12/21/17	
	7460 DUPLICATING EXPENSE	1/31/18	125898	XEROX CORP XEROX CORP	317.39	091814794	LEASE/PUBLIC WKS	
	7460 DUPLICATING EXPENSE	1/31/18	125901	ZOOM IMAGING SOLUTIONS INC ZOOM IMAGING SOLUTIONS INC	2.16	1895075	2018-01	

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2010 PW-ADMINISTRATION & ENGR	7460	1/31/18	125901	ZOOM IMAGING SOLUTIONS INC	7.62	1895075	2018-01	
	DUPLICATING EXPENSE			ZOOM IMAGING SOLUTIONS INC				
	7460	1/31/18	125901	ZOOM IMAGING SOLUTIONS INC	3.02	1895075	2018-01	
	DUPLICATING EXPENSE			ZOOM IMAGING SOLUTIONS INC				
Division Total 2010 PW-ADMINISTRATION & ENGR					1,973.80			
2011 PW-STREET MAINTENANCE	7780	1/24/18	125725	P G & E	273.50		2017-12 6899346425-1	
	UTILITIES-ELECTRICITY			P G & E				
	7300	1/31/18	125747	ARAMARK UNIFORM SERVICES, INC	213.18	518367112/1	2017-12 UNIFORMS	
	UNIFORM EXPENSE			ARAMARK UNIFORM SERVICES, INC				
	7780	1/31/18	125762	CALIF DEPT OF TRANSPORTATION	2,831.33	SL180354	10-12/17 HWY SIG<S	
	UTILITIES-ELECTRICITY			CALIF DEPT OF TRANSPORTATION				
	7600	1/31/18	125871	SOUTHERN CALIF EDISON CO	516.63	302072	11TH/LACEY MTR CHGOUT	
	SPECIAL DEPARTMENTAL EX			SOUTHERN CALIF EDISON CO				
	7600	1/31/18	125874	STATEWIDE TRAFFIC SAFETY & SIGNS	1,845.90	04003380	SOLAR BEACON SIGN	
	SPECIAL DEPARTMENTAL EX			STATEWIDE TRAFFIC SAFETY & SIGNS				
	7320	1/31/18	125878	U S TELEPACIFIC CORP DBA	17.82	99471171-0	2018-01	
	COMMUNICATIONS			T P X COMMUNICATIONS				
	7720	1/31/18	125880	TERRY JOHNSON TRUCKING, INC	1,932.31	100052	23.93 TONS COLD MIX	
	STREET CONST & MAINT MTR			TERRY JOHNSON TRUCKING, INC				
	7720	1/31/18	125880	TERRY JOHNSON TRUCKING, INC	250.00	100053	25 TONS SAND	
	STREET CONST & MAINT MTR			TERRY JOHNSON TRUCKING, INC				
	7600	1/31/18	125883	UNITED LABORATORIES	487.31	INV204436	GRAFFITI REMOVER	
	SPECIAL DEPARTMENTAL EX			UNITED LABORATORIES				
	7495	1/31/18	125884	UNITED PARCEL SERVICE	38.74	F7476V018	ZINC FIVE INC	
	PROF AND SPEC SERVICES			UNITED PARCEL SERVICE				
	7495	1/31/18	125888	VALLIWIDE VAULT & SAFE INC	80.08	31603	VAULT DOOR/REPAIR	
	PROF AND SPEC SERVICES			VALLIWIDE VAULT & SAFE INC				
	7320	1/31/18	125891	VERIZON WIRELESS	6.53	9799818665	2018-01	
	COMMUNICATIONS			VERIZON WIRELESS				

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Division Total 2011 PW-STREET MAINTENANCE					8,493.33			
2014	818655	1/31/18	125836	MEAD & HUNT INC	937.13	275516	2017-12 PHASE 4	
SPECIAL AVIATION	HANGER TAXILANE REHAB 4			MEAD & HUNT INC				
	817655	1/31/18	125902	ZUMWALT HANSEN, INC	3,720.75	12030	10/12-11/12/17 WO# 15	
	HANGER TAXILANE REHAB 2-			ZUMWALT HANSEN, INC				
Division Total 2014 SPECIAL AVIATION					4,657.88			
2020	7600	1/17/18	125659	SHERWIN WILLIAMS COMPANY DBA	57.74	9350.3	EXT PAINT & PRIMER	
AIRPORT-OPERATING	SPECIAL DEPARTMENTAL EX			FRAZEE INDUSTRIES				
	7600	1/17/18	125659	SHERWIN WILLIAMS COMPANY DBA	9.65	4257-5	MISC DRY GOODS	
	SPECIAL DEPARTMENTAL EX			FRAZEE INDUSTRIES				
	7495	1/24/18	125720	KINGS REHABILITATION CENTER, INC	125.00	6936	2017-12	
	PROF AND SPEC SERVICES			KINGS REHABILITATION CENTER, INC				
	7780	1/24/18	125729	SOUTHERN CALIF EDISON CO	1,122.55		2017-12	
	UTILITIES-ELECTRICITY			SOUTHERN CALIF EDISON CO				
	7785	1/24/18	125730	SOUTHERN CALIF GAS CO	96.23		2018-01 1052157816	
	UTILITIES-GAS			SOUTHERN CALIF GAS CO				
	7320	1/31/18	125739	A T & T	31.97	10759252	2017-12	
	COMMUNICATIONS			A T & T (13982)				
	7320	1/31/18	125739	A T & T	20.25	10759238	2017-12 582-0101	
	COMMUNICATIONS			A T & T (13982)				
	7320	1/31/18	125739	A T & T	107.25	10759248	DSL 584-8994	
	COMMUNICATIONS			A T & T (13982)				
	7785	1/31/18	125745	AMERIGAS - FRESNO	91.61	3073120457	2018 TANK RENTAL	
	UTILITIES-GAS			AMERIGAS - FRESNO				
	7785	1/31/18	125745	AMERIGAS - FRESNO	293.36	3073774495	PROPANE	
	UTILITIES-GAS			AMERIGAS - FRESNO				
	7785	1/31/18	125745	AMERIGAS - FRESNO	512.00	3073315346	PROPANE 140.1 GAL	
	UTILITIES-GAS			AMERIGAS - FRESNO				

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2020	7433	1/31/18	125764	CALIF STATE BOARD OF EQUALIZATION	360.90		CY17 TANK FEE	
AIRPORT-OPERATING	FUEL AND LUBE MAINTENANCE			CALIF STATE BOARD OF EQUALIZATION				
Division Total 2020 AIRPORT-OPERATING					2,828.51			
2031	7412	1/17/18	125667	J ' S COMMUNICATIONS, INC	2,110.29	50816	TRBO MOBILE RADIO-REFUSE	
REFUSE	EQUIPMENT MAINTENANCE			J ' S COMMUNICATIONS, INC				
	7600	1/17/18	125670	PHILLIP J GAPEN DBA	146.72	3045	BLANKET PURCHASE ORDER	
	SPECIAL DEPARTMENTAL EXPENSE			KINGS CO MOBILE LOCKSMITH SVC				
	7600	1/17/18	125670	PHILLIP J GAPEN DBA	8.02	3091	BLANKET PURCHASE ORDER	
	SPECIAL DEPARTMENTAL EXPENSE			KINGS CO MOBILE LOCKSMITH SVC				
	7412	1/17/18	125690	VALLEY OXYGEN, INC	206.71	381450	BLANKET PURCHASE ORDER	
	EQUIPMENT MAINTENANCE			VALLEY OXYGEN, INC				
	7412	1/17/18	125690	VALLEY OXYGEN, INC	35.60	381543	BLANKET PURCHASE ORDER	
	EQUIPMENT MAINTENANCE			VALLEY OXYGEN, INC				
	7550	1/24/18	125721	KINGS WASTE & RECYCLE AUTHORITY	190,865.97		2017-12 DUMP FEES	
	OTHER CONTRACTUAL SERVICES			KINGS WASTE & RECYCLE AUTHORITY				
	7300	1/31/18	125747	ARAMARK UNIFORM SERVICES, INC	364.10	518368212/1	2017-12 UNIFORMS	
	UNIFORM EXPENSE			ARAMARK UNIFORM SERVICES, INC				
	7770	1/31/18	125771	LOU CAMARA	139.82	EXP 01/05	EXP/SAN DIEGO/01/05	
	TRAINING/TRAVEL/MEETING			CAMARA, LOU				
	7320	1/31/18	125878	U S TELEPACIFIC CORP DBA	35.64	99471171-0	2018-01	
	COMMUNICATIONS			T P X COMMUNICATIONS				
	7495	1/31/18	125888	VALLIWIDE VAULT & SAFE INC	147.48	31603	VAULT DOOR/REPAIR	
	PROF AND SPEC SERVICES			VALLIWIDE VAULT & SAFE INC				
	7320	1/31/18	125891	VERIZON WIRELESS	40.47	9799818665	2018-01	
	COMMUNICATIONS			VERIZON WIRELESS				
	7412	1/31/18	125900	ZONAR SYSTEMS INC	1,002.24	SI332806	HANDHELD UNITS 2010-REFUS	
	EQUIPMENT MAINTENANCE			ZONAR SYSTEMS INC				
	7495	1/31/18	125900	ZONAR SYSTEMS INC	7,964.88	SI331676	EVIR CS INSPCT & SVC	
	PROF AND SPEC SERVICES			ZONAR SYSTEMS INC				

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Division Total 2031 REFUSE					203,067.94			
2032 REFUSE-STREET CLEANING	7300 UNIFORM EXPENSE	1/31/18	125747	ARAMARK UNIFORM SERVICES, INC ARAMARK UNIFORM SERVICES, INC	77.76	518368812/1	2017-12 UNIFORMS	
	7600 SPECIAL DEPARTMENTAL EX	1/31/18	125888	VALLIWIDE VAULT & SAFE INC VALLIWIDE VAULT & SAFE INC	26.68	31603	VAULT DOOR/REPAIR	
	Division Total 2032 REFUSE-STREET CLEANING				104.44			
2040 FLEET MAINTENANCE	7433 FUEL AND LUBE MAINTENANCE	1/12/18	125635	FLEETCOR TECHNOLOGIES INC DBA CHEVRON & TEXACO BUSINESS CARD SVC	102.76	52281348	2017-12 GAS CARD	
	7600 SPECIAL DEPARTMENTAL EX	1/17/18	125648	WILLIAM KORETOFF DBA ACME ROTARY BROOM SERVICE	2,435.24	7317	BLANKET PURCHASE ORDER	
	7600 SPECIAL DEPARTMENTAL EX	1/17/18	125649	CENTRAL VALLEY GMC DBA AFFINITY TRUCK CENTER	382.11	F003481388	BLANKET PURCHASE ORDERS	
	7600 SPECIAL DEPARTMENTAL EX	1/17/18	125649	CENTRAL VALLEY GMC DBA AFFINITY TRUCK CENTER	224.86	F003481455	BLANKET PURCHASE ORDERS	
	7600 SPECIAL DEPARTMENTAL EX	1/17/18	125649	CENTRAL VALLEY GMC DBA AFFINITY TRUCK CENTER	224.86	F003481583	BLANKET PURCHASE ORDERS	
	7600 SPECIAL DEPARTMENTAL EX	1/17/18	125649	CENTRAL VALLEY GMC DBA AFFINITY TRUCK CENTER	845.68	F003481747	BLANKET PURCHASE ORDERS	
	7600 SPECIAL DEPARTMENTAL EX	1/17/18	125649	CENTRAL VALLEY GMC DBA AFFINITY TRUCK CENTER	182.71	F003482644	BLANKET PURCHASE ORDERS	
	7600 SPECIAL DEPARTMENTAL EX	1/17/18	125649	CENTRAL VALLEY GMC DBA AFFINITY TRUCK CENTER	97.00	F003482875	BLANKET PURCHASE ORDERS	
	7600 SPECIAL DEPARTMENTAL EX	1/17/18	125649	CENTRAL VALLEY GMC DBA AFFINITY TRUCK CENTER	1,391.14	F003483104	BLANKET PURCHASE ORDERS	
	7434 TIRES AND TUBES	1/17/18	125652	BADASCI TIRE CO, INC BADASCI TIRE CO, INC	2,327.52	139939	BLANKET PURCHASE ORDER	
	7434 TIRES AND TUBES	1/17/18	125652	BADASCI TIRE CO, INC BADASCI TIRE CO, INC	1,886.32	139995	BLANKET PURCHASE ORDER	

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2040 FLEET MAINTENANCE	7434	1/17/18	125652	BADASCI TIRE CO, INC	1,970.09	140108	BLANKET PURCHASE ORDER	
	TIRES AND TUBES			BADASCI TIRE CO, INC				
	7434	1/17/18	125652	BADASCI TIRE CO, INC	5,264.40	140150	BLANKET PURCHASE ORDER	
	TIRES AND TUBES			BADASCI TIRE CO, INC				
	7434	1/17/18	125652	BADASCI TIRE CO, INC	59.99	140253	BLANKET PURCHASE ORDER	
	TIRES AND TUBES			BADASCI TIRE CO, INC				
	7434	1/17/18	125652	BADASCI TIRE CO, INC	59.99	140351	BLANKET PURCHASE ORDER	
	TIRES AND TUBES			BADASCI TIRE CO, INC				
	7434	1/17/18	125652	BADASCI TIRE CO, INC	59.99	140462	BLANKET PURCHASE ORDER	
	TIRES AND TUBES			BADASCI TIRE CO, INC				
	7434	1/17/18	125652	BADASCI TIRE CO, INC	59.99	140492	BLANKET PURCHASE ORDER	
	TIRES AND TUBES			BADASCI TIRE CO, INC				
	7495	1/17/18	125654	COOK'S COMMUNICATIONS CORP	187.50	134645	LBR/LIGHTBAR CBL #33	
	PROF AND SPEC SERVICES			COOK'S COMMUNICATIONS CORP				
	7495	1/17/18	125654	COOK'S COMMUNICATIONS CORP	130.00	135086	LBR/RADIO REMOTE #33	
	PROF AND SPEC SERVICES			COOK'S COMMUNICATIONS CORP				
	7600	1/17/18	125654	COOK'S COMMUNICATIONS CORP	73.57	135156	INTERFAC CABLES #23	
	SPECIAL DEPARTMENTAL EX			COOK'S COMMUNICATIONS CORP				
	7600	1/17/18	125654	COOK'S COMMUNICATIONS CORP	47.10	135086	PRTS/RADIO REMOTE #33	
	SPECIAL DEPARTMENTAL EX			COOK'S COMMUNICATIONS CORP				
	7495	1/17/18	125655	CUMMINS PACIFIC LLC	1,832.99	022-97212	LBR-FULL SVC/LOAD BANK GE	
	PROF AND SPEC SERVICES			CUMMINS PACIFIC LLC				
	7600	1/17/18	125655	CUMMINS PACIFIC LLC	2,002.84	022-97212	PARTS-FULL SVC/LOAD BANK	
	SPECIAL DEPARTMENTAL EX			CUMMINS PACIFIC LLC				
	7434	1/17/18	125656	DELRAY TIRE & RETREADING, INC	31.52	750021536	BLANKET PURCHASE ORDER	
	TIRES AND TUBES			DELRAY TIRE & RETREADING, INC				
	7434	1/17/18	125656	DELRAY TIRE & RETREADING, INC	1,191.92	750021992	BLANKET PURCHASE ORDER	
	TIRES AND TUBES			DELRAY TIRE & RETREADING, INC				
	7434	1/17/18	125656	DELRAY TIRE & RETREADING, INC	529.70	750021993	BLANKET PURCHASE ORDER	
	TIRES AND TUBES			DELRAY TIRE & RETREADING, INC				

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2040 FLEET MAINTENANCE	7434	1/17/18	125656	DELRAY TIRE & RETREADING, INC	242.73	750022025	BLANKET PURCHASE ORDER	
	TIRES AND TUBES			DELRAY TIRE & RETREADING, INC				
	7434	1/17/18	125656	DELRAY TIRE & RETREADING, INC	416.45	750022028	BLANKET PURCHASE ORDER	
	TIRES AND TUBES			DELRAY TIRE & RETREADING, INC				
	7434	1/17/18	125656	DELRAY TIRE & RETREADING, INC	774.10	750022058	BLANKET PURCHASE ORDER	
	TIRES AND TUBES			DELRAY TIRE & RETREADING, INC				
	7434	1/17/18	125656	DELRAY TIRE & RETREADING, INC	941.08	750022068	BLANKET PURCHASE ORDER	
	TIRES AND TUBES			DELRAY TIRE & RETREADING, INC				
	7434	1/17/18	125656	DELRAY TIRE & RETREADING, INC	81.46	750022107	BLANKET PURCHASE ORDER	
	TIRES AND TUBES			DELRAY TIRE & RETREADING, INC				
	7434	1/17/18	125656	DELRAY TIRE & RETREADING, INC	239.69	750022112	BLANKET PURCHASE ORDER	
	TIRES AND TUBES			DELRAY TIRE & RETREADING, INC				
	7434	1/17/18	125656	DELRAY TIRE & RETREADING, INC	975.35	750022327	BLANKET PURCHASE ORDER	
	TIRES AND TUBES			DELRAY TIRE & RETREADING, INC				
	7434	1/17/18	125656	DELRAY TIRE & RETREADING, INC	484.35	750022361	BLANKET PURCHASE ORDER	
	TIRES AND TUBES			DELRAY TIRE & RETREADING, INC				
	7434	1/17/18	125656	DELRAY TIRE & RETREADING, INC	88.03	750022378	BLANKET PURCHASE ORDER	
	TIRES AND TUBES			DELRAY TIRE & RETREADING, INC				
	7434	1/17/18	125656	DELRAY TIRE & RETREADING, INC	2,248.66	750022387	BLANKET PURCHASE ORDER	
	TIRES AND TUBES			DELRAY TIRE & RETREADING, INC				
	7433	1/17/18	125657	ELBERT DISTRIBUTING, INC	1,117.88	P10005318	BLANKET PURCHASE ORDER	
	FUEL AND LUBE MAINTENANCE			ELBERT DISTRIBUTING, INC				
	7433	1/17/18	125657	ELBERT DISTRIBUTING, INC	294.43	PI0004710	BLANKET PURCHASE ORDER	
	FUEL AND LUBE MAINTENANCE			ELBERT DISTRIBUTING, INC				
	7600	1/17/18	125657	ELBERT DISTRIBUTING, INC	76.54	P10004825	BLANKET PURCHASE ORDER	
	SPECIAL DEPARTMENTAL EXPENSE			ELBERT DISTRIBUTING, INC				
	7600	1/17/18	125660	GOLDEN STATE PETERBILT	106.30	F761415	BLANKET PURCHASE ORDER	
	SPECIAL DEPARTMENTAL EXPENSE			GOLDEN STATE PETERBILT				
	7600	1/17/18	125660	GOLDEN STATE PETERBILT	267.65	F7618002	BLANKET PURCHASE ORDER	
	SPECIAL DEPARTMENTAL EXPENSE			GOLDEN STATE PETERBILT				

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2040 FLEET MAINTENANCE	7600 SPECIAL DEPARTMENTAL EX	1/17/18	125660	GOLDEN STATE PETERBILT GOLDEN STATE PETERBILT	147.93	F762098	BLANKET PURCHASE ORDER	
	7600 SPECIAL DEPARTMENTAL EX	1/17/18	125660	GOLDEN STATE PETERBILT GOLDEN STATE PETERBILT	47.34	F763026	BLANKET PURCHASE ORDER	
	7600 SPECIAL DEPARTMENTAL EX	1/17/18	125662	HANFORD AUTO & TRUCK PARTS, INC HANFORD AUTO & TRUCK PARTS, INC	1,941.48	12312017	BLANKET PURCHASE ORDER	
	7495 PROF AND SPEC SERVICES	1/17/18	125663	HERWALDT AUTOMOTIVE GROUP INC DBA HERWALDT MOTORSPORTS	137.62	4130097	BLANKET PURCHASE ORDER	
	7495 PROF AND SPEC SERVICES	1/17/18	125663	HERWALDT AUTOMOTIVE GROUP INC DBA HERWALDT MOTORSPORTS	814.80	4130226	BLANKET PURCHASE ORDER	
	7495 PROF AND SPEC SERVICES	1/17/18	125663	HERWALDT AUTOMOTIVE GROUP INC DBA HERWALDT MOTORSPORTS	574.75	4130463	BLANKET PURCHASE ORDER	
	7600 SPECIAL DEPARTMENTAL EX	1/17/18	125663	HERWALDT AUTOMOTIVE GROUP INC DBA HERWALDT MOTORSPORTS	307.34	4130097	BLANKET PURCHASE ORDER	
	7600 SPECIAL DEPARTMENTAL EX	1/17/18	125663	HERWALDT AUTOMOTIVE GROUP INC DBA HERWALDT MOTORSPORTS	3,514.91	4130226	BLANKET PURCHASE ORDER	
	7600 SPECIAL DEPARTMENTAL EX	1/17/18	125663	HERWALDT AUTOMOTIVE GROUP INC DBA HERWALDT MOTORSPORTS	687.31	4130463	BLANKET PURCHASE ORDER	
	7600 SPECIAL DEPARTMENTAL EX	1/17/18	125666	INTERSTATE BATTERY SYSTEMS INTERSTATE BATTERY SYSTEMS	125.36	80031479	BLANKET PURCHASE ORDER	
	7600 SPECIAL DEPARTMENTAL EX	1/17/18	125666	INTERSTATE BATTERY SYSTEMS INTERSTATE BATTERY SYSTEMS	376.07	90038695	BLANKET PURCHASE ORDER	
	7600 SPECIAL DEPARTMENTAL EX	1/17/18	125668	JEFF'S AUTO SUPPLY JEFF'S AUTO SUPPLY	63.81	D206402	BLANKET PURCHASE ORDER	
	7600 SPECIAL DEPARTMENTAL EX	1/17/18	125668	JEFF'S AUTO SUPPLY JEFF'S AUTO SUPPLY	59.53	D206537	BLANKET PURCHASE ORDER	
	7600 SPECIAL DEPARTMENTAL EX	1/17/18	125668	JEFF'S AUTO SUPPLY JEFF'S AUTO SUPPLY	264.95	D206604	BLANKET PURCHASE ORDER	
	7600 SPECIAL DEPARTMENTAL EX	1/17/18	125668	JEFF'S AUTO SUPPLY JEFF'S AUTO SUPPLY	376.08	D206642	BLANKET PURCHASE ORDER	

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2040 FLEET MAINTENANCE	7600	1/17/18	125668	JEFF'S AUTO SUPPLY	679.26	D206683	BLANKET PURCHASE ORDER	
	SPECIAL DEPARTMENTAL EX			JEFF'S AUTO SUPPLY				
	7600	1/17/18	125668	JEFF'S AUTO SUPPLY	85.26	D206686	BLANKET PURCHASE ORDER	
	SPECIAL DEPARTMENTAL EX			JEFF'S AUTO SUPPLY				
	7600	1/17/18	125668	JEFF'S AUTO SUPPLY	177.38	D206688	BLANKET PURCHASE ORDER	
	SPECIAL DEPARTMENTAL EX			JEFF'S AUTO SUPPLY				
	7600	1/17/18	125668	JEFF'S AUTO SUPPLY	162.98	D206691	BLANKET PURCHASE ORDER	
	SPECIAL DEPARTMENTAL EX			JEFF'S AUTO SUPPLY				
	7600	1/17/18	125668	JEFF'S AUTO SUPPLY	41.07	D206719	BLANKET PURCHASE ORDER	
	SPECIAL DEPARTMENTAL EX			JEFF'S AUTO SUPPLY				
	7600	1/17/18	125668	JEFF'S AUTO SUPPLY	239.10	D206767	BLANKET PURCHASE ORDER	
	SPECIAL DEPARTMENTAL EX			JEFF'S AUTO SUPPLY				
	7600	1/17/18	125668	JEFF'S AUTO SUPPLY	239.49	D206775	BLANKET PURCHASE ORDER	
	SPECIAL DEPARTMENTAL EX			JEFF'S AUTO SUPPLY				
	7600	1/17/18	125668	JEFF'S AUTO SUPPLY	(239.10)	D206777	BLANKET PURCHASE ORDER	
	SPECIAL DEPARTMENTAL EX			JEFF'S AUTO SUPPLY				
	7600	1/17/18	125668	JEFF'S AUTO SUPPLY	18.46	D206802	BLANKET PURCHASE ORDER	
	SPECIAL DEPARTMENTAL EX			JEFF'S AUTO SUPPLY				
	7600	1/17/18	125669	KELLER MOTORS OF HANFORD	122.32	5064152	BLANKET PURCHASE ORDER	
	SPECIAL DEPARTMENTAL EX			KELLER MOTORS OF HANFORD				
	7600	1/17/18	125669	KELLER MOTORS OF HANFORD	40.23	5064262	BLANKET PURCHASE ORDER	
	SPECIAL DEPARTMENTAL EX			KELLER MOTORS OF HANFORD				
	7600	1/17/18	125669	KELLER MOTORS OF HANFORD	39.15	5064377	BLANKET PURCHASE ORDER	
	SPECIAL DEPARTMENTAL EX			KELLER MOTORS OF HANFORD				
	7600	1/17/18	125669	KELLER MOTORS OF HANFORD	43.93	5064462	BLANKET PURCHASE ORDER	
	SPECIAL DEPARTMENTAL EX			KELLER MOTORS OF HANFORD				
	7600	1/17/18	125671	KROEGER EQUIP & SUPPLY	51.98	K176059	BLANKET PURCHASE ORDER	
	SPECIAL DEPARTMENTAL EX			KROEGER EQUIP & SUPPLY				
	7600	1/17/18	125671	KROEGER EQUIP & SUPPLY	51.98	K176644	BLANKET PURCHASE ORDER	
	SPECIAL DEPARTMENTAL EX			KROEGER EQUIP & SUPPLY				

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2040 FLEET MAINTENANCE	7600	1/17/18	125671	KROEGER EQUIP & SUPPLY	371.96	K176697	BLANKET PURCHASE ORDER	
	SPECIAL DEPARTMENTAL EX			KROEGER EQUIP & SUPPLY				
	7600	1/17/18	125671	KROEGER EQUIP & SUPPLY	185.98	K177258	BLANKET PURCHASE ORDER	
	SPECIAL DEPARTMENTAL EX			KROEGER EQUIP & SUPPLY				
	7600	1/17/18	125673	LAWRENCE TRACTOR CO	88.74	260496	BLANKET PURCHASE ORDER	
	SPECIAL DEPARTMENTAL EX			LAWRENCE TRACTOR CO				
	7600	1/17/18	125673	LAWRENCE TRACTOR CO	27.09	262032	BLANKET PURCHASE ORDER	
	SPECIAL DEPARTMENTAL EX			LAWRENCE TRACTOR CO				
	7600	1/17/18	125673	LAWRENCE TRACTOR CO	68.75	262131	BLANKET PURCHASE ORDER	
	SPECIAL DEPARTMENTAL EX			LAWRENCE TRACTOR CO				
	7600	1/17/18	125673	LAWRENCE TRACTOR CO	(68.75)	262149	BLANKET PURCHASE ORDER	
	SPECIAL DEPARTMENTAL EX			LAWRENCE TRACTOR CO				
	7600	1/17/18	125673	LAWRENCE TRACTOR CO	28.63	263682	BLANKET PURCHASE ORDER	
	SPECIAL DEPARTMENTAL EX			LAWRENCE TRACTOR CO				
	7600	1/17/18	125673	LAWRENCE TRACTOR CO	118.47	264395	BLANKET PURCHASE ORDER	
	SPECIAL DEPARTMENTAL EX			LAWRENCE TRACTOR CO				
	7600	1/17/18	125673	LAWRENCE TRACTOR CO	188.16	264468	BLANKET PURCHASE ORDER	
	SPECIAL DEPARTMENTAL EX			LAWRENCE TRACTOR CO				
	7600	1/17/18	125673	LAWRENCE TRACTOR CO	46.25	264746	BLANKET PURCHASE ORDER	
	SPECIAL DEPARTMENTAL EX			LAWRENCE TRACTOR CO				
	7600	1/17/18	125677	O'REILLY AUTOMOTIVE STORES INC DBA	438.33	3632-158072	BLANKET PURCHASE ORDER	
	SPECIAL DEPARTMENTAL EX			O'REILLY AUTO PARTS				
	7600	1/17/18	125677	O'REILLY AUTOMOTIVE STORES INC DBA	8.60	3632-158222	BLANKET PURCHASE ORDER	
	SPECIAL DEPARTMENTAL EX			O'REILLY AUTO PARTS				
	7600	1/17/18	125677	O'REILLY AUTOMOTIVE STORES INC DBA	106.51	3632-158783	BLANKET PURCHASE ORDER	
	SPECIAL DEPARTMENTAL EX			O'REILLY AUTO PARTS				
	7600	1/17/18	125677	O'REILLY AUTOMOTIVE STORES INC DBA	126.99	3632-158989	BLANKET PURCHASE ORDER	
	SPECIAL DEPARTMENTAL EX			O'REILLY AUTO PARTS				
	7600	1/17/18	125677	O'REILLY AUTOMOTIVE STORES INC DBA	27.49	3632-159929	BLANKET PURCHASE ORDER	
	SPECIAL DEPARTMENTAL EX			O'REILLY AUTO PARTS				

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2040 FLEET MAINTENANCE	7600 SPECIAL DEPARTMENTAL EX	1/17/18	125677	O'REILLY AUTOMOTIVE STORES INC DBA O'REILLY AUTO PARTS	812.87	3632-160441	BLANKET PURCHASE ORDER	
	7600 SPECIAL DEPARTMENTAL EX	1/17/18	125678	QUINN COMPANY QUINN COMPANY	47.82	PC00039685	BLANKET PURCHASE ORDER	
	7600 SPECIAL DEPARTMENTAL EX	1/17/18	125680	SEQUOIA EQUIP CO INC SEQUOIA EQUIP CO INC	136.78	1102701	BLANKET PURCHASE ORDER	
	7433 FUEL AND LUBE MAINTENANC	1/17/18	125681	SILVAS OIL CO INC SILVAS OIL CO INC	20,378.24	841249	FUEL BLANKET PO	
	7600 SPECIAL DEPARTMENTAL EX	1/17/18	125682	SMITH AUTO PARTS, INC SMITH AUTO PARTS, INC	119.54	01IM236778	BLANKET PURCHASE ORDER	
	7600 SPECIAL DEPARTMENTAL EX	1/17/18	125682	SMITH AUTO PARTS, INC SMITH AUTO PARTS, INC	98.53	01IN229816	BLANKET PURCHASE ORDER	
	7600 SPECIAL DEPARTMENTAL EX	1/17/18	125682	SMITH AUTO PARTS, INC SMITH AUTO PARTS, INC	198.41	01IN233962	BLANKET PURCHASE ORDER	
	7600 SPECIAL DEPARTMENTAL EX	1/17/18	125682	SMITH AUTO PARTS, INC SMITH AUTO PARTS, INC	811.20	01IN234371	BLANKET PURCHASE ORDER	
	7600 SPECIAL DEPARTMENTAL EX	1/17/18	125682	SMITH AUTO PARTS, INC SMITH AUTO PARTS, INC	488.95	01IN235705	BLANKET PURCHASE ORDER	
	7600 SPECIAL DEPARTMENTAL EX	1/17/18	125682	SMITH AUTO PARTS, INC SMITH AUTO PARTS, INC	245.48	01IN236908	BLANKET PURCHASE ORDER	
	7600 SPECIAL DEPARTMENTAL EX	1/17/18	125688	TURF STAR INC TURF STAR INC	139.01	6998812-00	BLANKET PURCHASE ORDER	
	7600 SPECIAL DEPARTMENTAL EX	1/17/18	125688	TURF STAR INC TURF STAR INC	48.00	6998812-01	BLANKET PURCHASE ORDER	
	7600 SPECIAL DEPARTMENTAL EX	1/17/18	125690	VALLEY OXYGEN, INC VALLEY OXYGEN, INC	139.41	380865	BLANKET PURCHASE ORDER	
	7600 SPECIAL DEPARTMENTAL EX	1/17/18	125690	VALLEY OXYGEN, INC VALLEY OXYGEN, INC	188.38	381714	BLANKET PURCHASE ORDER	
	7495 PROF AND SPEC SERVICES	1/17/18	125692	CROMER EQUIPMENT COMPANY DBA WAREHOUSE SYSTEMS-A GRAYLIFT CO	353.00	24000526	SPROKET-ROLL-UP DOOR	

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2040	7495	1/17/18	125693	WATERDROPS EXPRESS CAR WASH LLC	64.00	129422	LACEY WASHES BLANKET PO	
FLEET MAINTENANCE	PROF AND SPEC SERVICES			WATERDROPS EXPRESS CAR WASH LLC				
	7495	1/17/18	125694	WATERDROPS EXPRESS CAR WASH LLC	52.00	937716	11TH AVE CAR WASHES-BLANK	
	PROF AND SPEC SERVICES			WATERDROPS EXPRESS CAR WASH LLC				
	7495	1/17/18	125695	WORLD OIL ENVIRONMENTAL SERVICES	280.77	1500002819	55 GAL/USED OIL MIXED	
	PROF AND SPEC SERVICES			WORLD OIL ENVIORNMENTAL SERVICES				
	7495	1/24/18	125724	LAWRENCE TRACTOR CO	202.24	261444	LABOR/CLUTCH #195	
	PROF AND SPEC SERVICES			LAWRENCE TRACTOR CO				
	7600	1/24/18	125724	LAWRENCE TRACTOR CO	314.67	261444	PRT/CLUTCH #195	
	SPECIAL DEPARTMENTAL EX			LAWRENCE TRACTOR CO				
	7780	1/24/18	125729	SOUTHERN CALIF EDISON CO	1,958.02		2017-12	
	UTILITIES-ELECTRICITY			SOUTHERN CALIF EDISON CO				
	7300	1/31/18	125747	ARAMARK UNIFORM SERVICES, INC	223.40	518369612/1	2017-12 UNIFORMS	
	UNIFORM EXPENSE			ARAMARK UNIFORM SERVICES, INC				
	7770	1/31/18	125749	AUTOMOTIVE TRAINING AUTHORITY, INC	209.00	160365	REG/FAGUNDES/DIESEL AFTER	
	TRAINING/TRAVEL/MEETING			AUTOMOTIVE TRAINING AUTHORITY, INC				
	7770	1/31/18	125749	AUTOMOTIVE TRAINING AUTHORITY, INC	209.00	160365	REG/FLORES/DIESEL AFTER T	
	TRAINING/TRAVEL/MEETING			AUTOMOTIVE TRAINING AUTHORITY, INC				
	7770	1/31/18	125749	AUTOMOTIVE TRAINING AUTHORITY, INC	209.00	160365	REG/LOHSE/DIESEL AFTER TR	
	TRAINING/TRAVEL/MEETING			AUTOMOTIVE TRAINING AUTHORITY, INC				
	7770	1/31/18	125749	AUTOMOTIVE TRAINING AUTHORITY, INC	209.00	160365	REG/MORADO/DIESEL AFTER T	
	TRAINING/TRAVEL/MEETING			AUTOMOTIVE TRAINING AUTHORITY, INC				
	7770	1/31/18	125750	AUTOMOTIVE TRAINING GROUP, INC.,THE	209.00	145992	REG/FRESNO/LOHSE- DIRECT	
	TRAINING/TRAVEL/MEETING			AUTOMOTIVE TRAINING GROUP, INC.,THE				
	7770	1/31/18	125750	AUTOMOTIVE TRAINING GROUP, INC.,THE	209.00	145992	REG/FRESNO/NOBLE- DIRECT	
	TRAINING/TRAVEL/MEETING			AUTOMOTIVE TRAINING GROUP, INC.,THE				
	7495	1/31/18	125756	W BANKS MOORE, INC DBA	100.00	WO-0024	2018-01 UST INSPECT	
	PROF AND SPEC SERVICES			BANKS & CO				
	7433	1/31/18	125759	BUFORD OIL COMPANY INC	21,395.42	61679	FUEL BLANKET PO	
	FUEL AND LUBE MAINTENANCE			BUFORD OIL COMPANY INC				

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2040 FLEET MAINTENANCE	7433 FUEL AND LUBE MAINTENANCE	1/31/18	125765	CALIF STATE BOARD OF EQUALIZATION CALIF STATE BOARD OF EQUALIZATION	1,425.60	2417	TANK FEE 10-12/17	
	7450 PUBLICATIONS AND DUES	1/31/18	125776	COLLECTIVE DATA INC COLLECTIVE DATA INC	750.00	15273	BARCODES SFTWRE ENHANCEMENT	
	7450 PUBLICATIONS AND DUES	1/31/18	125782	CUMMINS PACIFIC LLC CUMMINS PACIFIC LLC	599.00	027-7645	INSITE PRO REGISTRATION (	
	7495 PROF AND SPEC SERVICES	1/31/18	125782	CUMMINS PACIFIC LLC CUMMINS PACIFIC LLC	1,967.53	022-97810	LABOR FIRE #263	
	7600 SPECIAL DEPARTMENTAL EXP	1/31/18	125782	CUMMINS PACIFIC LLC CUMMINS PACIFIC LLC	873.09	022-97810	PARTS FIRE #263	
	7600 SPECIAL DEPARTMENTAL EXP	1/31/18	125840	MORGAN & SLATES MORGAN & SLATES	8.67	1484495	BLANKET PURCHASE ORDER	
	7600 SPECIAL DEPARTMENTAL EXP	1/31/18	125840	MORGAN & SLATES MORGAN & SLATES	140.81	1484614	BLANKET PURCHASE ORDER	
	7600 SPECIAL DEPARTMENTAL EXP	1/31/18	125840	MORGAN & SLATES MORGAN & SLATES	3.22	1485199	BLANKET PURCHASE ORDER	
	7600 SPECIAL DEPARTMENTAL EXP	1/31/18	125840	MORGAN & SLATES MORGAN & SLATES	22.28	1486136	BLANKET PURCHASE ORDER	
	7600 SPECIAL DEPARTMENTAL EXP	1/31/18	125840	MORGAN & SLATES MORGAN & SLATES	18.67	1487032	BLANKET PURCHASE ORDER	
	7600 SPECIAL DEPARTMENTAL EXP	1/31/18	125840	MORGAN & SLATES MORGAN & SLATES	33.23	1487549	BLANKET PURCHASE ORDER	
	7495 PROF AND SPEC SERVICES	1/31/18	125853	MARTY T KEETON DBA PRO TOW	220.00	2829	TOW/BURNED/PD #5	
	7433 FUEL AND LUBE MAINTENANCE	1/31/18	125860	ROE OIL COMPANY ROE OIL COMPANY	122.30	155918CT	FUEL PD MTRCYCLES	
	7495 PROF AND SPEC SERVICES	1/31/18	125869	SOUTH COAST EMERGENCY VEHICLE SVC SOUTH COAST EMERGENCY VEHICLE SVC	333.33	484925	LABOR #164	
	7600 SPECIAL DEPARTMENTAL EXP	1/31/18	125869	SOUTH COAST EMERGENCY VEHICLE SVC SOUTH COAST EMERGENCY VEHICLE SVC	99.92	484925	PARTS #164	

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Division # and Name	Acct # and Name	Check Date	Check Number	Vendor Name	Transaction Amt	Inv#	Transaction Description	Void
2040 FLEET MAINTENANCE	7785 UTILITIES-GAS	1/31/18	125872	SOUTHERN CALIF GAS CO SOUTHERN CALIF GAS CO	1,826.57		2018-01 1130155600	
	7320 COMMUNICATIONS	1/31/18	125878	U S TELEPACIFIC CORP DBA T P X COMMUNICATIONS	17.82	99471171-0	2018-01	
	7600 SPECIAL DEPARTMENTAL EX	1/31/18	125885	UNITED TRANSMISSION EXCHANGE UNITED TRANSMISSION EXCHANGE	621.83	0124220	SELECTOR PAD #142	
	7495 PROF AND SPEC SERVICES	1/31/18	125888	VALLIWIDE VAULT & SAFE INC VALLIWIDE VAULT & SAFE INC	54.89	31603	VAULT DOOR/REPAIR	
	7495 PROF AND SPEC SERVICES	1/31/18	125896	WORLD OIL ENVIRONMENTAL SERVICES WORLD OIL ENVIORNMENTAL SERVICES	120.00	1500002867	290 GAL USED OIL MIX	
Division Total 2040 FLEET MAINTENANCE					104,221.36			
2050 FLEET REPLACEMENT RESERVE	818300 5-CARS, PATROL	1/31/18	125814	JACK B MARTIN DBA JACK MARTIN'S SIGNWORKS	3,356.29	24983	GRPHICS, DODGE CHRGR, PD	
	817305 7-PICKUP 3/4 TON	1/31/18	125818	J V A C INC DBA KELLER FORD LINCOLN	35,528.88	1FTBF2B318	FORD LADDER RACK F250 PIC	
	817305 7-PICKUP 3/4 TON	1/31/18	125818	J V A C INC DBA KELLER FORD LINCOLN	35,420.56	1FTBF2B318	FORD ROLLER TOP F250 PICK	
	817305 7-PICKUP 3/4 TON	1/31/18	125818	J V A C INC DBA KELLER FORD LINCOLN	35,420.56	1FTBF2B318	FORD ROLLER TOP F250 PICK	
	817305 7-PICKUP 3/4 TON	1/31/18	125818	J V A C INC DBA KELLER FORD LINCOLN	35,420.56	1FTBF2B318	FORD ROLLER TOP F250 PICK	
Division Total 2050 FLEET REPLACEMENT RESERVE					145,146.85			
2061 STORM DRAINAGE-OPERATING	7600 SPECIAL DEPARTMENTAL EX	1/17/18	125675	NICK CHAMPI ENTERPRISES INC NICK CHAMPI ENTERPRISES INC	8.58	19810	BLANKET PURCHASE ORDER	
	7320 COMMUNICATIONS	1/31/18	125739	A T & T A T & T (13982)	20.25	10759249	2017-12 584-9430	

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2061 STORM DRAINAGE-OPERATING	7300 UNIFORM EXPENSE	1/31/18	125747	ARAMARK UNIFORM SERVICES, INC ARAMARK UNIFORM SERVICES, INC	96.03	518371012/1	2017-12 UNIFORMS	
	7600 SPECIAL DEPARTMENTAL EX	1/31/18	125801	FERGUSON ENTERPRISES INC 1423 DBA GROENIGER & CO	84.48	1339213	BOOTS/WD40 SPRAY	
	7600 SPECIAL DEPARTMENTAL EX	1/31/18	125840	MORGAN & SLATES MORGAN & SLATES	21.27	1486209	BLANKET PURCHASE ORDER	
	818628 INCR FLOW CAP-PEOP DITCH	1/31/18	125846	PEOPLES DITCH PEOPLES DITCH	4,202.71		2017 SHARE OF COST	
	7412 EQUIPMENT MAINTENANCE	1/31/18	125873	STANLEY VIERRA DBA STAN VIERRA ELECTRIC	117.75	115243	WIRE PUMP CONTROLS	
	7600 SPECIAL DEPARTMENTAL EX	1/31/18	125888	VALLIWIDE VAULT & SAFE INC VALLIWIDE VAULT & SAFE INC	27.25	31603	VAULT DOOR/REPAIR	
Division Total 2061 STORM DRAINAGE-OPERATING					4,578.32			
2062 STORM DRAINAGE-CAPITAL	817637 YAC-STORM DRAIN OUTFALL	1/24/18	125719	HAYDON CONSTRUCTION, INC HAYDON CONSTRUCTION, INC	1,467.75		5% RETAINAGE	
Division Total 2062 STORM DRAINAGE-CAPITAL					1,467.75			
2071 WASTEWATER OPERATING	7780 UTILITIES-ELECTRICITY	1/12/18	125643	SOUTHERN CALIF EDISON CO SOUTHERN CALIF EDISON CO	33,051.72		2017-12	
	7550 OTHER CONTRACTUAL SERV	1/17/18	125650	D S WATERS OF AMERICA, INC DBA ALHAMBRA & SIERRA SPRINGS	76.77	9408211111	BLANKET PURCHASE ORDER	
	7412 EQUIPMENT MAINTENANCE	1/17/18	125658	EVANTEC LAB SUPPLY EVANTEC LAB SUPPLY	831.51	172377	BLANKET PURCHASE ORDER	
	7412 EQUIPMENT MAINTENANCE	1/17/18	125658	EVANTEC LAB SUPPLY EVANTEC LAB SUPPLY	143.17	172560	BLANKET PURCHASE ORDER	
	7412 EQUIPMENT MAINTENANCE	1/17/18	125658	EVANTEC LAB SUPPLY EVANTEC LAB SUPPLY	203.05	172990	BLANKET PURCHASE ORDER	

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2071 WASTEWATER OPERATING	7412 EQUIPMENT MAINTENANCE	1/17/18	125661	GRAINGER, INC GRAINGER, INC	1,342.08	9640770328	BLANKET PURCHASE ORDER	
	7551 WWTP EFFLUENT DISPOSAL	1/17/18	125672	LAKESIDE IRRIGATION WATER DISTRICT LAKESIDE IRRIGATION WATER DISTRICT	3,900.00		2017-11 EFFLUENT WTR	
	7412 EQUIPMENT MAINTENANCE	1/17/18	125676	NORTH CENTRAL LABORATORIES NORTH CENTRAL LABORATORIES	272.52	399622	BLANKET PURCHASE ORDER	
	7412 EQUIPMENT MAINTENANCE	1/17/18	125684	TELSTAR INSTRUMENTS, INC TELSTAR INSTRUMENTS, INC	1,038.56	92688	BLANKET PURCHASE ORDER	
	7650 CHEMICALS	1/17/18	125685	THATCHER COMPANY OF CALIFORNIA INC THATCHER COMPANY OF CALIFORNIA INC	(6,000.00)	10018583	CHEMICALS-BLANKET PURCHAS	
	7650 CHEMICALS	1/17/18	125685	THATCHER COMPANY OF CALIFORNIA INC THATCHER COMPANY OF CALIFORNIA INC	11,422.08	10054750	CHEMICALS-BLANKET PURCHAS	
	7650 CHEMICALS	1/17/18	125685	THATCHER COMPANY OF CALIFORNIA INC THATCHER COMPANY OF CALIFORNIA INC	11,422.08	10055066	CHEMICALS-BLANKET PURCHAS	
	7550 OTHER CONTRACTUAL SERV	1/17/18	125686	TOTAL FILTRATION SERVICES, INC TOTAL FILTRATION SERVICES, INC	52.14	PSV1716968	BLANKET PURCHASE ORDER	
	7412 EQUIPMENT MAINTENANCE	1/17/18	125690	VALLEY OXYGEN, INC VALLEY OXYGEN, INC	357.95	381969	BLANKET PURCHASE ORDER	
	7495 PROF AND SPEC SERVICES	1/24/18	125708	ARAMARK UNIFORM SERVICES, INC ARAMARK UNIFORM SERVICES, INC	107.25	601539470	BLANKET PURCHASE ORDER	
	7495 PROF AND SPEC SERVICES	1/24/18	125708	ARAMARK UNIFORM SERVICES, INC ARAMARK UNIFORM SERVICES, INC	107.25	601554219	BLANKET PURCHASE ORDER	
	7495 PROF AND SPEC SERVICES	1/24/18	125708	ARAMARK UNIFORM SERVICES, INC ARAMARK UNIFORM SERVICES, INC	107.25	601569122	BLANKET PURCHASE ORDER	
	7495 PROF AND SPEC SERVICES	1/24/18	125708	ARAMARK UNIFORM SERVICES, INC ARAMARK UNIFORM SERVICES, INC	107.25	601583830	BLANKET PURCHASE ORDER	
	7495 PROF AND SPEC SERVICES	1/24/18	125708	ARAMARK UNIFORM SERVICES, INC ARAMARK UNIFORM SERVICES, INC	114.56	601598561	BLANKET PURCHASE ORDER	
	7650 CHEMICALS	1/24/18	125718	EVANTEC LAB SUPPLY EVANTEC LAB SUPPLY	853.81	173542	BLANKET PURCHASE ORDER	

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2071 WASTEWATER OPERATING	7320 COMMUNICATIONS	1/31/18	125739	A T & T A T & T (13982)	96.98	10759247	2017-12 584-8633 FAX	
	7300 UNIFORM EXPENSE	1/31/18	125747	ARAMARK UNIFORM SERVICES, INC ARAMARK UNIFORM SERVICES, INC	248.17	518384012/1	2017-12 UNIFORMS	
	7770 TRAINING/TRAVEL/MEETING	1/31/18	125793	APRIL ENGEN-GARZA ENGEN-GARZA, APRIL	144.00	TR ENGEN-	ADV/RIVERSIDE/2/12-14	
	7770 TRAINING/TRAVEL/MEETING	1/31/18	125793	APRIL ENGEN-GARZA ENGEN-GARZA, APRIL	231.27	TR ENGEN-	LDG/RIVERSIDE/2/12-14	
	7412 EQUIPMENT MAINTENANCE	1/31/18	125816	JOHNSON'S BOILER & CONTROL, INC JOHNSON'S BOILER & CONTROL, INC	16,463.90	13097	SEMI-ANNL MAINT #2 (EST O	
	7600 SPECIAL DEPARTMENTAL EX	1/31/18	125840	MORGAN & SLATES MORGAN & SLATES	5.18	1483880	BLANKET PURCHASE ORDER	
	7412 EQUIPMENT MAINTENANCE	1/31/18	125865	SHAPE INC SHAPE INC	100.00	123856	ESTIMATED SHIPPING/HANDLI	
	7412 EQUIPMENT MAINTENANCE	1/31/18	125865	SHAPE INC SHAPE INC	7,027.02	123856	ROTOR - POS DISPLC PUMP/C	
	7412 EQUIPMENT MAINTENANCE	1/31/18	125865	SHAPE INC SHAPE INC	350.71	123856	SLEEVE - POS DISPLC PUMP/	
	7412 EQUIPMENT MAINTENANCE	1/31/18	125865	SHAPE INC SHAPE INC	2,137.49	123856	STATOR - POS DISPLC PUMP/	
	7785 UTILITIES-GAS	1/31/18	125872	SOUTHERN CALIF GAS CO SOUTHERN CALIF GAS CO	2,331.69		2018-01 0732175100	
	7320 COMMUNICATIONS	1/31/18	125878	U S TELEPACIFIC CORP DBA T P X COMMUNICATIONS	80.19	99471171-0	2018-01	
	7495 PROF AND SPEC SERVICES	1/31/18	125888	VALLIWIDE VAULT & SAFE INC VALLIWIDE VAULT & SAFE INC	79.42	31603	VAULT DOOR/REPAIR	
	7320 COMMUNICATIONS	1/31/18	125891	VERIZON WIRELESS VERIZON WIRELESS	84.36	9799818665	2018-01	
Division Total 2071 WASTEWATER OPERATING					88,891.38			

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2072 SANITARY SEWER COLLECTION	7780 UTILITIES-ELECTRICITY	1/12/18	125642	P G & E P G & E	188.60		2017-12 5401477022-3	
	7412 EQUIPMENT MAINTENANCE	1/17/18	125684	TELSTAR INSTRUMENTS, INC TELSTAR INSTRUMENTS, INC	4,440.00	92675	BLANKET PURCHASE ORDER	
	7320 COMMUNICATIONS	1/24/18	125713	COMCAST CABLE COMMUNICATIONS, INC COMCAST CABLE COMMUNICATIONS, INC	52.96	043976301/1	8155500390439763 SCADA	
	7780 UTILITIES-ELECTRICITY	1/24/18	125725	P G & E P G & E	212.93		2017-12 6359810294-3	
	7780 UTILITIES-ELECTRICITY	1/24/18	125729	SOUTHERN CALIF EDISON CO SOUTHERN CALIF EDISON CO	64.96		2017-12	
	7780 UTILITIES-ELECTRICITY	1/24/18	125729	SOUTHERN CALIF EDISON CO SOUTHERN CALIF EDISON CO	3,320.63		2017-12	
	7300 UNIFORM EXPENSE	1/31/18	125747	ARAMARK UNIFORM SERVICES, INC ARAMARK UNIFORM SERVICES, INC	122.90	518383012/1	2017-12 UNIFORMS	
	7320 COMMUNICATIONS	1/31/18	125878	U S TELEPACIFIC CORP DBA T P X COMMUNICATIONS	17.82	99471171-0	2018-01	
	7495 PROF AND SPEC SERVICES	1/31/18	125888	VALLIWIDE VAULT & SAFE INC VALLIWIDE VAULT & SAFE INC	32.06	31603	VAULT DOOR/REPAIR	
	7320 COMMUNICATIONS	1/31/18	125891	VERIZON WIRELESS VERIZON WIRELESS	50.77	9799818665	2018-01	
Division Total 2072 SANITARY SEWER COLLECTION					8,503.63			
2074 WASTEWATER CAPITAL	817668 9THIHSTN AV SWR MN CONS	1/31/18	125758	BLAIR CHURCH & FLYNN INC BLAIR CHURCH & FLYNN INC	4,170.00	55125	12/04-12/31/17	
Division Total 2074 WASTEWATER CAPITAL					4,170.00			
2081 WATER-OPERATIONS	7770 TRAINING/TRAVEL/MEETING	1/12/18	125639	KINGS CO DEPT OF AG KINGS CO DEPT OF AG	60.00		PEST TRNING 6EMP@\$10	

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2081 WATER-OPERATIONS	7440 OFFICE EXPENSE	1/12/18	125647	ZOOM IMAGING SOLUTIONS INC ZOOM IMAGING SOLUTIONS INC	2.71	1878520	2017-12	
	7440 OFFICE EXPENSE	1/12/18	125647	ZOOM IMAGING SOLUTIONS INC ZOOM IMAGING SOLUTIONS INC	27.35	1878520	2017-12	
	7412 EQUIPMENT MAINTENANCE	1/17/18	125684	TELSTAR INSTRUMENTS, INC TELSTAR INSTRUMENTS, INC	999.76	92666	CHLORINE HOSES	
	7412 EQUIPMENT MAINTENANCE	1/17/18	125684	TELSTAR INSTRUMENTS, INC TELSTAR INSTRUMENTS, INC	428.00	92724	SEMI ANN SVC	
	7600 SPECIAL DEPARTMENTAL EX	1/17/18	125687	TRIPLE J CONCRETE TRIPLE J CONCRETE	185.81	11686	BLANKET PURCHASE ORDER	
	7650 CHEMICALS	1/17/18	125689	UNIVAR UNIVAR	421.62	F0881314	BLANKET PURCHASE ORDER	
	7650 CHEMICALS	1/17/18	125689	UNIVAR UNIVAR	517.79	F0881315	BLANKET PURCHASE ORDER	
	7650 CHEMICALS	1/17/18	125689	UNIVAR UNIVAR	517.79	F0881316	BLANKET PURCHASE ORDER	
	7650 CHEMICALS	1/17/18	125689	UNIVAR UNIVAR	303.28	F0881317	BLANKET PURCHASE ORDER	
	7650 CHEMICALS	1/17/18	125689	UNIVAR UNIVAR	310.67	F0881319	BLANKET PURCHASE ORDER	
	7650 CHEMICALS	1/17/18	125689	UNIVAR UNIVAR	390.56	F0881407	BLANKET PURCHASE ORDER	
	7320 COMMUNICATIONS	1/24/18	125713	COMCAST CABLE COMMUNICATIONS, INC COMCAST CABLE COMMUNICATIONS, INC	52.97	043976301/1	8155500390439763 SCADA	
	7780 UTILITIES-ELECTRICITY	1/24/18	125729	SOUTHERN CALIF EDISON CO SOUTHERN CALIF EDISON CO	14,128.92		2017-12	
	7650 CHEMICALS	1/24/18	125731	UNIVAR UNIVAR	458.60	F0881616	BLANKET PURCHASE ORDER	
	7650 CHEMICALS	1/24/18	125731	UNIVAR UNIVAR	221.90	F0881617	BLANKET PURCHASE ORDER	

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2081 WATER-OPERATIONS	7650 CHEMICALS	1/24/18	125731	UNIVAR UNIVAR	251.49	F0881618	BLANKET PURCHASE ORDER	
	7650 CHEMICALS	1/24/18	125731	UNIVAR UNIVAR	399.44	F0881619	BLANKET PURCHASE ORDER	
	7650 CHEMICALS	1/24/18	125731	UNIVAR UNIVAR	429.02	F0881620	BLANKET PURCHASE ORDER	
	7320 COMMUNICATIONS	1/31/18	125739	A T & T A T & T (13982)	18.85	10759245	2017-12 584-0137	
	7450 PUBLICATIONS AND DUES	1/31/18	125743	AMERICAN BACKFLOW PREVENTION ASC AMERICAN BACKFLOW PREVENTION ASC	75.00	2202340220	J BONE 10/17-09/18	
	7412 EQUIPMENT MAINTENANCE	1/31/18	125744	AMERICAN INCORPORATED AMERICAN INCORPORATED	2,732.00	5320245	HVAC COMPRESSOR TANK SITE	
	7300 UNIFORM EXPENSE	1/31/18	125747	ARAMARK UNIFORM SERVICES, INC ARAMARK UNIFORM SERVICES, INC	411.55	518371712/1	2017-12 UNIFORMS	
	7450 PUBLICATIONS AND DUES	1/31/18	125766	CALIF STATE WATER RESOURCE CTL BRD CALIF STATE WATER RESOURCE CTL BRD	70.00		B CORRIN GRD1 CERT	
	7450 PUBLICATIONS AND DUES	1/31/18	125766	CALIF STATE WATER RESOURCE CTL BRD CALIF STATE WATER RESOURCE CTL BRD	60.00		GRD2 CERT R BECERA	
	7495 PROF AND SPEC SERVICES	1/31/18	125767	CALIF STATE WATER RESOURCE CTL BRD CALIF STATE WATER RESOURCE CTL BRD	42,351.70	LW-1014460	WTR SYS FEE 7/17-6/18	
	818042 1-LAPTOP (2081 SCADA)	1/31/18	125785	DELL MARKETING LP DELL MARKETING LP	6.00	1021590721	ENVIRONMENTAL FEE	
	818042 1-LAPTOP (2081 SCADA)	1/31/18	125785	DELL MARKETING LP DELL MARKETING LP	32.16	1021590721	LAPTOP CASE-SCADA LAPTOP	
	818042 1-LAPTOP (2081 SCADA)	1/31/18	125785	DELL MARKETING LP DELL MARKETING LP	1,964.32	1021590721	SCADA LAPTOP - DELL LATIT	
	7600 SPECIAL DEPARTMENTAL EX	1/31/18	125840	MORGAN & SLATES MORGAN & SLATES	21.35	1483806	BLANKET PURCHASE ORDER	
	7600 SPECIAL DEPARTMENTAL EX	1/31/18	125843	NICK CHAMPI ENTERPRISES INC NICK CHAMPI ENTERPRISES INC	50.05	20016	TEMP FENCE/KENSINGTON	

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2081 WATER-OPERATIONS	7600 SPECIAL DEPARTMENTAL EX	1/31/18	125851	JOSEPH G POLLARD CO INC DBA POLLARDWATER.COM	379.94	0096823	DISPENSER-DPD FREE	
	7320 COMMUNICATIONS	1/31/18	125878	U S TELEPACIFIC CORP DBA T P X COMMUNICATIONS	35.64	99471171-0	2018-01	
	7650 CHEMICALS	1/31/18	125886	UNIVAR	221.90	F0882067	BLANKET PURCHASE ORDER	
	7650 CHEMICALS	1/31/18	125886	UNIVAR	258.89	F0882068	BLANKET PURCHASE ORDER	
	7650 CHEMICALS	1/31/18	125886	UNIVAR	384.64	F0882242	BLANKET PURCHASE ORDER	
	7650 CHEMICALS	1/31/18	125886	UNIVAR	236.70	F0882244	BLANKET PURCHASE ORDER	
	7650 CHEMICALS	1/31/18	125886	UNIVAR	399.44	F0882245	BLANKET PURCHASE ORDER	
	7650 CHEMICALS	1/31/18	125886	UNIVAR	236.70	F0882246	BLANKET PURCHASE ORDER	
	7650 CHEMICALS	1/31/18	125886	UNIVAR	436.42	F0882247	BLANKET PURCHASE ORDER	
	7495 PROF AND SPEC SERVICES	1/31/18	125888	VALLIWIDE VAULT & SAFE INC	116.06	31603	VAULT DOOR/REPAIR	
	7320 COMMUNICATIONS	1/31/18	125891	VERIZON WIRELESS	198.21	9799818665	2018-01	
	7440 OFFICE EXPENSE	1/31/18	125901	ZOOM IMAGING SOLUTIONS INC	2.03	1895075	2018-01	
	7440 OFFICE EXPENSE	1/31/18	125901	ZOOM IMAGING SOLUTIONS INC	7.79	1895075	2018-01	
Division Total 2081 WATER-OPERATIONS					70,815.02			
2091 INTERMODAL-OPERATING	7550 OTHER CONTRACTUAL SERV	1/31/18	125739	A T & T A T & T (13982)	37.19	10759244	2017-12 583-9688AMTRK	

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2091 INTERMODAL-OPERATING	7550 OTHER CONTRACTUAL SERV	1/31/18	125803	BERNADETTE A OLIVEIRA DBA HANFORD JANITORIAL SERVICE	415.00		2018-01 AMTRAK	
Division Total 2091 INTERMODAL-OPERATING					452.19			
2100 BUILDING MAINTENANCE	7550 OTHER CONTRACTUAL SERV	1/17/18	125651	ARAMARK UNIFORM SERVICES, INC ARAMARK UNIFORM SERVICES, INC	89.30	601604981	BLANKET PURCHASE ORDER	
	7600 SPECIAL DEPARTMENTAL EX	1/17/18	125659	SHERWIN WILLIAMS COMPANY DBA FRAZEE INDUSTRIES	154.76	4256-7	BLANKET PURCHASE ORDER	
	7600 SPECIAL DEPARTMENTAL EX	1/17/18	125659	SHERWIN WILLIAMS COMPANY DBA FRAZEE INDUSTRIES	9.57	4471-2	BLANKET PURCHASE ORDER	
	7600 SPECIAL DEPARTMENTAL EX	1/17/18	125659	SHERWIN WILLIAMS COMPANY DBA FRAZEE INDUSTRIES	64.06	9370-1	BLANKET PURCHASE ORDER	
	7600 SPECIAL DEPARTMENTAL EX	1/17/18	125665	HOLT LUMBER INC HOLT LUMBER INC	104.12	516620	BLANKET PURCHASE ORDER	
	7600 SPECIAL DEPARTMENTAL EX	1/17/18	125665	HOLT LUMBER INC HOLT LUMBER INC	12.24	516764	BLANKET PURCHASE ORDER	
	7600 SPECIAL DEPARTMENTAL EX	1/17/18	125665	HOLT LUMBER INC HOLT LUMBER INC	68.79	516885	BLANKET PURCHASE ORDER	
	7600 SPECIAL DEPARTMENTAL EX	1/17/18	125665	HOLT LUMBER INC HOLT LUMBER INC	14.95	516894	BLANKET PURCHASE ORDER	
	7600 SPECIAL DEPARTMENTAL EX	1/17/18	125665	HOLT LUMBER INC HOLT LUMBER INC	19.00	516927	BLANKET PURCHASE ORDER	
	7600 SPECIAL DEPARTMENTAL EX	1/17/18	125683	INTERLINE BRANDS INC DBA SUPPLYWORKS	909.00	422345835	BLANKET PURCHASE ORDER	
	7600 SPECIAL DEPARTMENTAL EX	1/17/18	125683	INTERLINE BRANDS INC DBA SUPPLYWORKS	55.38	423414770	BLANKET PURCHASE ORDER	
	7600 SPECIAL DEPARTMENTAL EX	1/17/18	125683	INTERLINE BRANDS INC DBA SUPPLYWORKS	1,323.22	423807395	BLANKET PURCHASE ORDER	
	7550 OTHER CONTRACTUAL SERV	1/17/18	125691	GEIL ENTERPRISES, INC DBA VALLEY SECURITY & ALARM	180.00	336318	BLANKET PURCHASE ORDER	

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Warrant Register

Division # and Name	Acct # and Name	Check Date	Check Number	Vendor Name	Transaction Amt	Inv#	Transaction Description	Void
2100 BUILDING MAINTENANCE	7320 COMMUNICATIONS	1/31/18	125739	A T & T A T & T (13982)	37.19	10759243	2017-12 583-8452 PW	
	7320 COMMUNICATIONS	1/31/18	125739	A T & T A T & T (13982)	38.84	10764741	2017-12 583-8911VETS	
	7320 COMMUNICATIONS	1/31/18	125739	A T & T A T & T (13982)	38.87	10759251	2017-12 585-0706CTYHL	
	7320 COMMUNICATIONS	1/31/18	125739	A T & T A T & T (13982)	38.85	10759256	2017-12 589-6436CTYHL	
	7300 UNIFORM EXPENSE	1/31/18	125747	ARAMARK UNIFORM SERVICES, INC ARAMARK UNIFORM SERVICES, INC	269.75	518381712/1	2017-12 UNIFORMS	
	7550 OTHER CONTRACTUAL SERV	1/31/18	125799	ERIC DODD DBA GILBERT ELECTRIC CO	750.00	2447	FIRE ALARM PH/CITY HL	
	7550 OTHER CONTRACTUAL SERV	1/31/18	125799	ERIC DODD DBA GILBERT ELECTRIC CO	1,301.64	2748	LITE BALLAST/426 LACY	
	7550 OTHER CONTRACTUAL SERV	1/31/18	125799	ERIC DODD DBA GILBERT ELECTRIC CO	569.86	2734	WIRING FOLLD LITE/PD	
	7600 SPECIAL DEPARTMENTAL EX	1/31/18	125831	M V P TRUCK & AUTO ACCESSORIES M V P TRUCK & AUTO ACESSORIES	83.64	64787 A	SHOCKS TRUCK BOX	
	7785 UTILITIES-GAS	1/31/18	125872	SOUTHERN CALIF GAS CO SOUTHERN CALIF GAS CO	67.16		2018-01 0961156800	
	7320 COMMUNICATIONS	1/31/18	125878	U S TELEPACIFIC CORP DBA T P X COMMUNICATIONS	26.73	99471171-0	2018-01	
	7600 SPECIAL DEPARTMENTAL EX	1/31/18	125888	VALLIWIDE VAULT & SAFE INC VALLIWIDE VAULT & SAFE INC	45.48	31603	VAULT DOOR/REPAIR	
	7320 COMMUNICATIONS	1/31/18	125891	VERIZON WIRELESS VERIZON WIRELESS	51.80	9799818665	2018-01	
	7600 SPECIAL DEPARTMENTAL EX	1/31/18	125895	WINDTAMER TARPS INC WINDTAMER TARPS INC	737.88	30027	LNGFLD COOLER COVERS	
Division Total 2100 BUILDING MAINTENANCE					7,062.08			

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2104 ACCUM CAPITAL OUTLAY	814644 6TH/DOUTY PKNG LOT RENO	1/12/18	125633	AGEE CONSTRUCTION CORP AGEE CONSTRUCTION CORP	16,224.31		5% RETAINAGE	
	818611 ADA PARKS/REC MODIFICATN	1/31/18	125841	PARKS ASSOCIATES, INC DBA N S P 3	3,163.88	IN-1800040	DRINKING FOUNTAIN	
	818611 ADA PARKS/REC MODIFICATN	1/31/18	125841	PARKS ASSOCIATES, INC DBA N S P 3	570.00	IN-1800040	ESTIMATED SHIPPING/HANDLI	
	813602 GENERAL/MASTR PLAN UPDA	1/31/18	125856	QUAD KNOFF, INC QUAD KNOFF, INC	1,666.76	91201	11/19-12/16/17 SVC	
Division Total 2104 ACCUM CAPITAL OUTLAY					21,624.95			
2131 COURTHOUSE SQUARE-OPERTNG	7780 UTILITIES-ELECTRICITY	1/24/18	125729	SOUTHERN CALIF EDISON CO SOUTHERN CALIF EDISON CO	809.00		2017-12	
	7495 PROF AND SPEC SERVICES	1/31/18	125739	A T & T A T & T (13982)	15.49	10759246	2017-12 584-8145CRTHS	
	7495 PROF AND SPEC SERVICES	1/31/18	125803	BERNADETTE A OLIVEIRA DBA HANFORD JANITORIAL SERVICE	500.00		2018-01 CRTHOUSE	
	7785 UTILITIES-GAS	1/31/18	125872	SOUTHERN CALIF GAS CO SOUTHERN CALIF GAS CO	37.80		2018-01 0919156843	
Division Total 2131 COURTHOUSE SQUARE-OPERTNG					1,362.29			
2180 PARKS FACILITY IMPACT FEE	817616 ROTARY FIELD LIGHTING	1/31/18	125740	ALAMEDA ELECTRIC SUPPLY INC DBA ALAMEDA ELECTRICAL DISTRIBUTORS INC	1,690.46	S4164270.00	ELECTRICL MAT, ROTARY FIE	
	818034 2-CAMERA/PARKS (POL)	1/31/18	125799	ERIC DODD DBA GILBERT ELECTRIC CO	850.00	2750	DATA LINE-CIVIC AUD	
	818613 COE PARK ARBOR	1/31/18	125841	PARKS ASSOCIATES, INC DBA N S P 3	3,163.88	IN-1800041	ADA DRINKING FOUNTAIN	
	818613 COE PARK ARBOR	1/31/18	125841	PARKS ASSOCIATES, INC DBA N S P 3	570.00	IN-1800041	ESTIMATED SHIPPING/HANDLI	

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2180 PARKS FACILITY IMPACT FEE	818613 COE PARK ARBOR	1/31/18	125841	PARKS ASSOCIATES, INC DBA N S P 3	900.00	IN-1800042	ESTIMATED SHIPPING/HANDLI	
	818613 COE PARK ARBOR	1/31/18	125841	PARKS ASSOCIATES, INC DBA N S P 3	6,107.89	IN-1800042	PICNIC TABLE 8FT-A3-4251-	
	818613 COE PARK ARBOR	1/31/18	125841	PARKS ASSOCIATES, INC DBA N S P 3	1,188.33	IN-1800042	PICNIC TABLE ADA-A3-4255-	
	817616 ROTARY FIELD LIGHTING	1/31/18	125843	NICK CHAMPI ENTERPRISES INC NICK CHAMPI ENTERPRISES INC	70,796.85		PMT #2 10/24-12/19/17	
	818034 2-CAMERA/PARKS (POL)	1/31/18	125855	Q P C S LLC Q P C S LLC	5,670.30	14920	CAMERA / TWO SMARTIQ FIXE	
	818034 2-CAMERA/PARKS (POL)	1/31/18	125855	Q P C S LLC Q P C S LLC	6,949.80	14921	SURVEILLANCE/INDOOR REMOT	
	Division Total 2180 PARKS FACILITY IMPACT FEE				97,887.51			
2181 TRANSPORTN FACLTY IMP FEE	815665 LCY REALIGN-SH43/SIERRA	1/24/18	125726	PINNACLE POINTE, LLC PINNACLE POINTE, LLC	900.00		CONSTRUCT EASEMENT	
	815665 LCY REALIGN-SH43/SIERRA	1/31/18	125894	WILLIAMS SCOTSMAN, INC WILLIAMS SCOTSMAN, INC	2,775.66	5499615	PORTABLE BLDG/HELENA- INS	
	Division Total 2181 TRANSPORTN FACLTY IMP FEE				3,675.66			
2183 POLICE PROTECTION IMP FEE	818669 POLICE BLDG REMODEL	1/31/18	125772	CARVALHO CONSTRUCTION INC CARVALHO CONSTRUCTION INC	133,837.82		#02 11/30/17-01/11/18	
	Division Total 2183 POLICE PROTECTION IMP FEE				133,837.82			
240 LAD 90-1 T606 PINECASTLE	7550 OTHER CONTRACTUAL SERV	1/31/18	125775	CLEAN CUT LANDSCAPE MANAGEMENT INC CLEAN CUT LANDSCAPE MANAGEMENT INC	1,027.42	1142	2017-12	
	Division Total 240 LAD 90-1 T606 PINECASTLE				1,027.42			

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Division # and Name	Acct # and Name	Check Date	Check Number	Vendor Name	Transaction Amt	Inv#	Transaction Description	Void
241 LAD 90-2 T610 PARK MONTRY	7550	1/31/18	125775	CLEAN CUT LANDSCAPE MANAGEMENT INC	89.20	1143	2017-12	
	OTHER CONTRACTUAL SERV			CLEAN CUT LANDSCAPE MANAGEMENT INC				
	7780	1/31/18	125870	SOUTHERN CALIF EDISON CO	48.78		2017-12	
	UTILITIES-ELECTRICITY			SOUTHERN CALIF EDISON CO				
Division Total 241 LAD 90-2 T610 PARK MONTRY					137.98			
242 LAD 90-3 T595 MANS #7 & 8	7550	1/31/18	125775	CLEAN CUT LANDSCAPE MANAGEMENT INC	93.26	1143	2017-12	
	OTHER CONTRACTUAL SERV			CLEAN CUT LANDSCAPE MANAGEMENT INC				
	7600	1/31/18	125858	RICHARD K GONZALES DBA	600.00	1341	REMOVE STREET TREES	
	SPECIAL DEPARTMENTAL EX			RICHARD'S TREE SERVICE				
Division Total 242 LAD 90-3 T595 MANS #7 & 8					693.26			
243 LAD 90-4 T619 HYDE PARK	7550	1/31/18	125775	CLEAN CUT LANDSCAPE MANAGEMENT INC	19.80	1145	2017-12	
	OTHER CONTRACTUAL SERV			CLEAN CUT LANDSCAPE MANAGEMENT INC				
	7780	1/31/18	125870	SOUTHERN CALIF EDISON CO	24.14		2017-12	
	UTILITIES-ELECTRICITY			SOUTHERN CALIF EDISON CO				
Division Total 243 LAD 90-4 T619 HYDE PARK					43.94			
244 LAD 91-1 T641 SIERA VISTA	7780	1/24/18	125729	SOUTHERN CALIF EDISON CO	126.45		2017-12	
	UTILITIES-ELECTRICITY			SOUTHERN CALIF EDISON CO				
	7550	1/31/18	125775	CLEAN CUT LANDSCAPE MANAGEMENT INC	105.84	1145	2017-12	
	OTHER CONTRACTUAL SERV			CLEAN CUT LANDSCAPE MANAGEMENT INC				
Division Total 244 LAD 91-1 T641 SIERA VISTA					232.29			
245 LAD 92-1 PORTOFINO 1 & 2	7550	1/31/18	125775	CLEAN CUT LANDSCAPE MANAGEMENT INC	152.21	1142	2017-12	
	OTHER CONTRACTUAL SERV			CLEAN CUT LANDSCAPE MANAGEMENT INC				
Division Total 245 LAD 92-1 PORTOFINO 1 & 2					152.21			

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Division # and Name	Acct # and Name	Check Date	Check Number	Vendor Name	Transaction Amt	Inv#	Transaction Description	Void
246	7550	1/31/18	125775	CLEAN CUT LANDSCAPE MANAGEMENT INC	78.36	1144	2017-12	
LAD 92-2 CIELO EN TIERRA	OTHER CONTRACTUAL SERV			CLEAN CUT LANDSCAPE MANAGEMENT INC				
Division Total 246 LAD 92-2 CIELO EN TIERRA					78.36			
247	7550	1/31/18	125775	CLEAN CUT LANDSCAPE MANAGEMENT INC	128.73	1144	2017-12	
LAD 93-1 T634 VINTAGE EST	OTHER CONTRACTUAL SERV			CLEAN CUT LANDSCAPE MANAGEMENT INC				
Division Total 247 LAD 93-1 T634 VINTAGE EST					128.73			
248	7550	1/31/18	125775	CLEAN CUT LANDSCAPE MANAGEMENT INC	191.36	1145	2017-12	
LAD 93-2 T673 WALNUT FRST	OTHER CONTRACTUAL SERV			CLEAN CUT LANDSCAPE MANAGEMENT INC				
	7550	1/31/18	125775	CLEAN CUT LANDSCAPE MANAGEMENT INC	44.13	1145	2017-12 SLOUGH FRNTGE	
	OTHER CONTRACTUAL SERV			CLEAN CUT LANDSCAPE MANAGEMENT INC				
	7780	1/31/18	125870	SOUTHERN CALIF EDISON CO	48.36		2017-12	
	UTILITIES-ELECTRICITY			SOUTHERN CALIF EDISON CO				
Division Total 248 LAD 93-2 T673 WALNUT FRST					283.85			
249	7780	1/24/18	125729	SOUTHERN CALIF EDISON CO	52.92		2017-12	
LAD 94-1 T712 GATEWAY EST	UTILITIES-ELECTRICITY			SOUTHERN CALIF EDISON CO				
	7550	1/31/18	125775	CLEAN CUT LANDSCAPE MANAGEMENT INC	91.80	1142	2017-12	
	OTHER CONTRACTUAL SERV			CLEAN CUT LANDSCAPE MANAGEMENT INC				
	7550	1/31/18	125775	CLEAN CUT LANDSCAPE MANAGEMENT INC	45.56	1142	2017-12 BASIN	
	OTHER CONTRACTUAL SERV			CLEAN CUT LANDSCAPE MANAGEMENT INC				
Division Total 249 LAD 94-1 T712 GATEWAY EST					190.28			
250	7550	1/31/18	125775	CLEAN CUT LANDSCAPE MANAGEMENT INC	925.44	1143	2017-12 FRNTAGE	
LAD 94-2 T708 STONECREST	OTHER CONTRACTUAL SERV			CLEAN CUT LANDSCAPE MANAGEMENT INC				
	7550	1/31/18	125775	CLEAN CUT LANDSCAPE MANAGEMENT INC	472.73	1143	2017-12 PRK FRNTAGE	
	OTHER CONTRACTUAL SERV			CLEAN CUT LANDSCAPE MANAGEMENT INC				

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Division # and Name	Acct # and Name	Check Date	Check Number	Vendor Name	Transaction Amt	Inv#	Transaction Description	Void
250 LAD 94-2 T708 STONECREST	7550 OTHER CONTRACTUAL SERV	1/31/18	125775	CLEAN CUT LANDSCAPE MANAGEMENT INC CLEAN CUT LANDSCAPE MANAGEMENT INC	466.46	1143	2017-12 RR FRNTAGE	
	7600 SPECIAL DEPARTMENTAL EX	1/31/18	125841	PARKS ASSOCIATES, INC DBA N S P 3	3,733.88	IN-1800038	ADA DRINKING FOUNTAIN	
	7780 UTILITIES-ELECTRICITY	1/31/18	125870	SOUTHERN CALIF EDISON CO SOUTHERN CALIF EDISON CO	173.99		2017-12	
	Division Total 250 LAD 94-2 T708 STONECREST				5,772.50			
251 LAD 94-3 T696 QUAIL RUN	7550 OTHER CONTRACTUAL SERV	1/31/18	125775	CLEAN CUT LANDSCAPE MANAGEMENT INC CLEAN CUT LANDSCAPE MANAGEMENT INC	209.55	1143	2017-12	
	7550 OTHER CONTRACTUAL SERV	1/31/18	125775	CLEAN CUT LANDSCAPE MANAGEMENT INC CLEAN CUT LANDSCAPE MANAGEMENT INC	826.98	1143	2017-12 INTERIOR PRK	
	Division Total 251 LAD 94-3 T696 QUAIL RUN				1,036.53			
252 LAD 97-1 T711 ROSEWOOD	7550 OTHER CONTRACTUAL SERV	1/31/18	125775	CLEAN CUT LANDSCAPE MANAGEMENT INC CLEAN CUT LANDSCAPE MANAGEMENT INC	49.91	1145	2017-12	
	Division Total 252 LAD 97-1 T711 ROSEWOOD				49.91			
253 LAD 97-2 T742 SUMMERFLD	7780 UTILITIES-ELECTRICITY	1/24/18	125729	SOUTHERN CALIF EDISON CO SOUTHERN CALIF EDISON CO	24.15		2017-12	
	7550 OTHER CONTRACTUAL SERV	1/31/18	125775	CLEAN CUT LANDSCAPE MANAGEMENT INC CLEAN CUT LANDSCAPE MANAGEMENT INC	39.49	1142	2017-12	
	Division Total 253 LAD 97-2 T742 SUMMERFLD				63.64			
254 LAD 97-3 T743 COUNTRY CR	7780 UTILITIES-ELECTRICITY	1/24/18	125729	SOUTHERN CALIF EDISON CO SOUTHERN CALIF EDISON CO	74.06		2017-12	
	7550 OTHER CONTRACTUAL SERV	1/31/18	125775	CLEAN CUT LANDSCAPE MANAGEMENT INC CLEAN CUT LANDSCAPE MANAGEMENT INC	602.65	1145	2017-12	

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Division Total 254 LAD 97-3 T743 COUNTRY CR					676.71			
255 LAD 98-1 T747 CRYSTL SPR	7550 OTHER CONTRACTUAL SERV	1/31/18	125775	CLEAN CUT LANDSCAPE MANAGEMENT INC CLEAN CUT LANDSCAPE MANAGEMENT INC	215.58	1142	2017-12	
Division Total 255 LAD 98-1 T747 CRYSTL SPR					215.58			
256 LAD 98-2 T759 MT VW #1	7550 OTHER CONTRACTUAL SERV	1/31/18	125775	CLEAN CUT LANDSCAPE MANAGEMENT INC CLEAN CUT LANDSCAPE MANAGEMENT INC	428.77	1145	2017-12	
	7780 UTILITIES-ELECTRICITY	1/31/18	125870	SOUTHERN CALIF EDISON CO SOUTHERN CALIF EDISON CO	48.20		2017-12	
Division Total 256 LAD 98-2 T759 MT VW #1					476.97			
257 LAD 01-1 T680 PAC GR #1	7550 OTHER CONTRACTUAL SERV	1/31/18	125775	CLEAN CUT LANDSCAPE MANAGEMENT INC CLEAN CUT LANDSCAPE MANAGEMENT INC	102.09	1144	2017-12	
	7550 OTHER CONTRACTUAL SERV	1/31/18	125775	CLEAN CUT LANDSCAPE MANAGEMENT INC CLEAN CUT LANDSCAPE MANAGEMENT INC	44.23	1144	2017-12 BASIN	
	7780 UTILITIES-ELECTRICITY	1/31/18	125870	SOUTHERN CALIF EDISON CO SOUTHERN CALIF EDISON CO	48.22		2017-12	
Division Total 257 LAD 01-1 T680 PAC GR #1					194.54			
258 LAD 01-2 T770 CAMBRIA #1	7550 OTHER CONTRACTUAL SERV	1/31/18	125775	CLEAN CUT LANDSCAPE MANAGEMENT INC CLEAN CUT LANDSCAPE MANAGEMENT INC	110.57	1143	2017-12	
	7550 OTHER CONTRACTUAL SERV	1/31/18	125775	CLEAN CUT LANDSCAPE MANAGEMENT INC CLEAN CUT LANDSCAPE MANAGEMENT INC	205.61	1143	2017-12 RR FRNTAGE	
	7780 UTILITIES-ELECTRICITY	1/31/18	125870	SOUTHERN CALIF EDISON CO SOUTHERN CALIF EDISON CO	51.13		2017-12	
Division Total 258 LAD 01-2 T770 CAMBRIA #1					367.31			

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259 LAD 01-3 T771 POPPY HILL	7550 OTHER CONTRACTUAL SERV	1/31/18	125775	CLEAN CUT LANDSCAPE MANAGEMENT INC CLEAN CUT LANDSCAPE MANAGEMENT INC	97.87	1143	2017-12	
Division Total 259 LAD 01-3 T771 POPPY HILL					97.87			
260 LAD 01-4 T769 SILVER OAK	7780 UTILITIES-ELECTRICITY	1/12/18	125643	SOUTHERN CALIF EDISON CO SOUTHERN CALIF EDISON CO	144.02		2017-12	
	7550 OTHER CONTRACTUAL SERV	1/31/18	125775	CLEAN CUT LANDSCAPE MANAGEMENT INC CLEAN CUT LANDSCAPE MANAGEMENT INC	1,220.75	1144	2017-12	
Division Total 260 LAD 01-4 T769 SILVER OAK					1,364.77			
261 LAD 02-1 T776 ASHTON PARK	7780 UTILITIES-ELECTRICITY	1/12/18	125643	SOUTHERN CALIF EDISON CO SOUTHERN CALIF EDISON CO	47.90		2017-12	
	7550 OTHER CONTRACTUAL SERV	1/31/18	125775	CLEAN CUT LANDSCAPE MANAGEMENT INC CLEAN CUT LANDSCAPE MANAGEMENT INC	832.31	1145	2017-12	
Division Total 261 LAD 02-1 T776 ASHTON PARK					880.21			
262 LAD 03-1 T789 LA PARC	7550 OTHER CONTRACTUAL SERV	1/31/18	125775	CLEAN CUT LANDSCAPE MANAGEMENT INC CLEAN CUT LANDSCAPE MANAGEMENT INC	98.18	1144	2017-12	
	7550 OTHER CONTRACTUAL SERV	1/31/18	125775	CLEAN CUT LANDSCAPE MANAGEMENT INC CLEAN CUT LANDSCAPE MANAGEMENT INC	269.51	1144	2017-12	
	7780 UTILITIES-ELECTRICITY	1/31/18	125870	SOUTHERN CALIF EDISON CO SOUTHERN CALIF EDISON CO	25.63		2017-12	
Division Total 262 LAD 03-1 T789 LA PARC					393.32			
263 LAD 04-1 T810 SIDONIA	7550 OTHER CONTRACTUAL SERV	1/31/18	125775	CLEAN CUT LANDSCAPE MANAGEMENT INC CLEAN CUT LANDSCAPE MANAGEMENT INC	172.75	1145	2017-12	
	7780 UTILITIES-ELECTRICITY	1/31/18	125870	SOUTHERN CALIF EDISON CO SOUTHERN CALIF EDISON CO	24.16		2017-12	

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Division Total 263 LAD 04-1 T810 SIDONIA					196.91			
264 LAD 04-2 T799 CAMBRIDGE	7550 OTHER CONTRACTUAL SERV	1/31/18	125775	CLEAN CUT LANDSCAPE MANAGEMENT INC	505.37	1143	2017-12	
				CLEAN CUT LANDSCAPE MANAGEMENT INC				
	7550 OTHER CONTRACTUAL SERV	1/31/18	125775	CLEAN CUT LANDSCAPE MANAGEMENT INC	82.11	1143	2017-12 INTERIOR BASN	
	7780 UTILITIES-ELECTRICITY	1/31/18	125870	SOUTHERN CALIF EDISON CO	95.80		2017-12	
Division Total 264 LAD 04-2 T799 CAMBRIDGE					683.28			
265 LAD 04-3 T795 CAMBRIDGE	7550 OTHER CONTRACTUAL SERV	1/31/18	125775	CLEAN CUT LANDSCAPE MANAGEMENT INC	994.14	1144	2017-12 PARK	
				CLEAN CUT LANDSCAPE MANAGEMENT INC				
	7550 OTHER CONTRACTUAL SERV	1/31/18	125775	CLEAN CUT LANDSCAPE MANAGEMENT INC	256.18	1144	2017-12 RR	
	7550 OTHER CONTRACTUAL SERV	1/31/18	125775	CLEAN CUT LANDSCAPE MANAGEMENT INC	885.70	1144	2017-12 STREET	
Division Total 265 LAD 04-3 T795 CAMBRIDGE					2,136.02			
266 LAD 04-4 T802-3 SIERRA	7780 UTILITIES-ELECTRICITY	1/24/18	125729	SOUTHERN CALIF EDISON CO	80.15		2017-12	
				SOUTHERN CALIF EDISON CO				
	7550 OTHER CONTRACTUAL SERV	1/31/18	125775	CLEAN CUT LANDSCAPE MANAGEMENT INC	235.67	1142	2017-12	
Division Total 266 LAD 04-4 T802-3 SIERRA					315.82			
2665 GAS TAX - 2103	816621 12TH RESURF/SJVRR-HOME D	1/31/18	125752	AVISON CONSTRUCTION INC	57,019.35		#07 08/24-09/26 FINAL	
				AVISON CONSTRUCTION INC				
	817626 LACEY RESURF/MALL-MAGNA	1/31/18	125884	UNITED PARCEL SERVICE	18.20	F7476V028	TULARE-KINGS BLDRS	
				UNITED PARCEL SERVICE				

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2665 GAS TAX - 2103	817627	1/31/18	125902	ZUMWALT HANSEN, INC	8,923.65	12031	09/18-11/12/17 WO#17	
	LACEY RESURF/IRWIN-11TH			ZUMWALT HANSEN, INC				
	818624	1/31/18	125902	ZUMWALT HANSEN, INC	5,018.65	12033	9/18-11/12/17 WO#18	
	12TH WID/HAR-SPRINGCREST			ZUMWALT HANSEN, INC				
Division Total 2665 GAS TAX - 2103					70,979.85			
2666 GAS TAX - ROAD MTC REHAB	818656	1/31/18	125879	T R C ENGINEERS, INC	675.00	19921	2017-11 WO#1	
	GRADE SEP FEASBLTY/GRGV			T R C ENGINEERS, INC				
Division Total 2666 GAS TAX - ROAD MTC REHAB					675.00			
2667 T.D.A. - TRANSPORTATION	816671	1/31/18	125752	AVISON CONSTRUCTION INC	121,459.29		#06 08/24-09/26 FINAL	
	11TH AVE RESRF-IVY-GRNGV			AVISON CONSTRUCTION INC				
Division Total 2667 T.D.A. - TRANSPORTATION					121,459.29			
2669 REGIONAL STP EXCHANGE FDS	815625	1/31/18	125752	AVISON CONSTRUCTION INC	73,970.94		#08 08/24-09/26 FINAL	
	LACEY RESURF/GRNFD-MALL			AVISON CONSTRUCTION INC				
Division Total 2669 REGIONAL STP EXCHANGE FDS					73,970.94			
267 LAD 05-1 MISSION PARK	7780	1/24/18	125729	SOUTHERN CALIF EDISON CO	27.35		2017-12	
	UTILITIES-ELECTRICITY			SOUTHERN CALIF EDISON CO				
	7550	1/31/18	125775	CLEAN CUT LANDSCAPE MANAGEMENT INC	35.95	1142	2017-12	
	OTHER CONTRACTUAL SERV			CLEAN CUT LANDSCAPE MANAGEMENT INC				
	7550	1/31/18	125775	CLEAN CUT LANDSCAPE MANAGEMENT INC	38.88	1142	2017-12 BASIN	
	OTHER CONTRACTUAL SERV			CLEAN CUT LANDSCAPE MANAGEMENT INC				
Division Total 267 LAD 05-1 MISSION PARK					102.18			
268 LAD 05-2 T835 COPPER VLLY	7550	1/31/18	125775	CLEAN CUT LANDSCAPE MANAGEMENT INC	527.51	1144	2017-12	
	OTHER CONTRACTUAL SERV			CLEAN CUT LANDSCAPE MANAGEMENT INC				

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Division # and Name	Acct # and Name	Check Date	Check Number	Vendor Name	Transaction Amt	Inv#	Transaction Description	Void
Division Total 268 LAD 05-2 T835 COPPER VLLY					527.51			
269 LAD 06-1 T794 QUAIL PARK	7550 OTHER CONTRACTUAL SERV	1/31/18	125775	CLEAN CUT LANDSCAPE MANAGEMENT INC CLEAN CUT LANDSCAPE MANAGEMENT INC	1,034.29	1143	2017-12	
	7780 UTILITIES-ELECTRICITY	1/31/18	125870	SOUTHERN CALIF EDISON CO SOUTHERN CALIF EDISON CO	98.94		2017-12	
	Division Total 269 LAD 06-1 T794 QUAIL PARK				1,133.23			
270 LAD 09-1 T877 VICTORY	7550 OTHER CONTRACTUAL SERV	1/31/18	125775	CLEAN CUT LANDSCAPE MANAGEMENT INC CLEAN CUT LANDSCAPE MANAGEMENT INC	84.30	1144	2017-12	
	Division Total 270 LAD 09-1 T877 VICTORY				84.30			
271 LAD 09-2 T843 LENNAR	7780 UTILITIES-ELECTRICITY	1/24/18	125729	SOUTHERN CALIF EDISON CO SOUTHERN CALIF EDISON CO	83.70		2017-12	
	7550 OTHER CONTRACTUAL SERV	1/31/18	125775	CLEAN CUT LANDSCAPE MANAGEMENT INC CLEAN CUT LANDSCAPE MANAGEMENT INC	305.33	1145	2017-12	
	7550 OTHER CONTRACTUAL SERV	1/31/18	125775	CLEAN CUT LANDSCAPE MANAGEMENT INC CLEAN CUT LANDSCAPE MANAGEMENT INC	459.72	1145	2017-12 IND II	
	7550 OTHER CONTRACTUAL SERV	1/31/18	125775	CLEAN CUT LANDSCAPE MANAGEMENT INC CLEAN CUT LANDSCAPE MANAGEMENT INC	665.12	1145	2017-12 UNIT III	
	Division Total 271 LAD 09-2 T843 LENNAR				1,513.87			
273 LAD 14-01 T843 INDEP SUB3	7780 UTILITIES-ELECTRICITY	1/24/18	125729	SOUTHERN CALIF EDISON CO SOUTHERN CALIF EDISON CO	72.32		2017-12	
	7550 OTHER CONTRACTUAL SERV	1/31/18	125775	CLEAN CUT LANDSCAPE MANAGEMENT INC CLEAN CUT LANDSCAPE MANAGEMENT INC	790.00	1145	2017-12 UNIT IV	
	Division Total 273 LAD 14-01 T843 INDEP SUB3				862.32			

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Division # and Name	Acct # and Name	Check Date	Check Number	Vendor Name	Transaction Amt	Inv#	Transaction Description	Void
274 LAD 15-01 T887 SLVER OAK3	7550 OTHER CONTRACTUAL SERV	1/31/18	125775	CLEAN CUT LANDSCAPE MANAGEMENT INC	725.00	1144	2017-12 FRONT	
				CLEAN CUT LANDSCAPE MANAGEMENT INC				
	7550 OTHER CONTRACTUAL SERV	1/31/18	125775	CLEAN CUT LANDSCAPE MANAGEMENT INC	1,710.00	1144	2017-12 INTERIOR	
				CLEAN CUT LANDSCAPE MANAGEMENT INC				
Division Total 274 LAD 15-01 T887 SLVER OAK3					2,435.00			
2910 WATER CAPITAL	818644 FLAT TO METER CONVERSION	1/31/18	125899	ZENNER PERFORMANCE METERS INC	110,129.67	0039194-IN	2W/18" BARE WIRE-SLEATH	
				ZENNER PERFORMANCE METERS INC				
	818644 FLAT TO METER CONVERSION	1/31/18	125899	ZENNER PERFORMANCE METERS INC	11,797.50	0039252-IN	2W/18" BARE WIRE-SLEATH	
				ZENNER PERFORMANCE METERS INC				
	818644 FLAT TO METER CONVERSION	1/31/18	125899	ZENNER PERFORMANCE METERS INC	16,259.14	0039194-IN	DIRECT POTTING/READER (ST	
				ZENNER PERFORMANCE METERS INC				
	818644 FLAT TO METER CONVERSION	1/31/18	125899	ZENNER PERFORMANCE METERS INC	1,741.74	0039252-IN	DIRECT POTTING/READER (ST	
				ZENNER PERFORMANCE METERS INC				
	818644 FLAT TO METER CONVERSION	1/31/18	125899	ZENNER PERFORMANCE METERS INC	1,710.31	0039194-IN	ESTIMATED SHIPPING/HANDLI	
				ZENNER PERFORMANCE METERS INC				
	818644 FLAT TO METER CONVERSION	1/31/18	125899	ZENNER PERFORMANCE METERS INC	200.25	0039252-IN	ESTIMATED SHIPPING/HANDLI	
				ZENNER PERFORMANCE METERS INC				
	818644 FLAT TO METER CONVERSION	1/31/18	125899	ZENNER PERFORMANCE METERS INC	9,010.60	0039194-IN	LID LOCKS W/EXTENSIONS/SL	
				ZENNER PERFORMANCE METERS INC				
	818644 FLAT TO METER CONVERSION	1/31/18	125899	ZENNER PERFORMANCE METERS INC	63,341.64	0039194-IN	WTR MTRS 1"-POSITIVE DISP	
				ZENNER PERFORMANCE METERS INC				
	818644 FLAT TO METER CONVERSION	1/31/18	125899	ZENNER PERFORMANCE METERS INC	23,459.87	0039252-IN	WTR MTRS 1"-POSITIVE DISP	
				ZENNER PERFORMANCE METERS INC				
	818644 FLAT TO METER CONVERSION	1/31/18	125899	ZENNER PERFORMANCE METERS INC	4,258.90	0039194-IN	WTR MTRS 2"-POSITIVE DISP	
				ZENNER PERFORMANCE METERS INC				
	818644 FLAT TO METER CONVERSION	1/31/18	125899	ZENNER PERFORMANCE METERS INC	106,398.99	0039194-IN	WTR MTRS 3/4"-POSITIVE DI	
				ZENNER PERFORMANCE METERS INC				
	818644 FLAT TO METER CONVERSION	1/31/18	125899	ZENNER PERFORMANCE METERS INC	(106,399.00)	0039201-CM	WTR MTRS 3/4"-POSITIVE DI	
				ZENNER PERFORMANCE METERS INC				

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Division # and Name	Acct # and Name	Check Date	Check Number	Vendor Name	Transaction Amt	Inv#	Transaction Description	Void
2910 WATER CAPITAL	818644 FLAT TO METER CONVERSION	1/31/18	125899	ZENNER PERFORMANCE METERS INC ZENNER PERFORMANCE METERS INC	106,399.00	0039202-IN	WTR MTRS 3/4"-POSITIVE DI	
Division Total 2910 WATER CAPITAL					348,308.61			
358 STORM DRAINAGE	2020-001 USE TAXES PAYABLE	1/24/18	125711	CALIF STATE BOARD OF EQUALIZATION CALIF STATE BOARD OF EQUALIZATION	85.55		FY18 QTR2 USE TAX	
Division Total 358 STORM DRAINAGE					85.55			
361 WASTEWATER OPERATION	2020-001 USE TAXES PAYABLE	1/24/18	125711	CALIF STATE BOARD OF EQUALIZATION CALIF STATE BOARD OF EQUALIZATION	157.91		FY18 QTR2 USE TAX	
Division Total 361 WASTEWATER OPERATION					157.91			
390 WATER-OPERATIONS	2020-002 UNAPPLIED CREDITS FOR UB	1/12/18	125637	KARWOWSKI, RICHARD & MELANIE KARWOWSKI, RICHARD & MELANIE	155.53	REFUND	UB REFUND	
	2020-002 UNAPPLIED CREDITS FOR UB	1/12/18	125638	KILLEBREW, EDWARD L KILLEBREW, EDWARD L	72.43	REFUND	UB REFUND	
	2020-002 UNAPPLIED CREDITS FOR UB	1/12/18	125641	MIYA FARMS, INC MIYA FARMS, INC	215.53	REFUND	UB REFUND	
	2020-002 UNAPPLIED CREDITS FOR UB	1/12/18	125644	STOCKTON, JOSHUA T STOCKTON, JOSHUA T	21.92	REFUND	UB REFUND	
	2020-002 UNAPPLIED CREDITS FOR UB	1/12/18	125645	TODD, DANIEL R TODD, DANIEL R	116.02	REFUND	UB REFUND	
	2020-001 USE TAXES PAYABLE	1/24/18	125711	CALIF STATE BOARD OF EQUALIZATION CALIF STATE BOARD OF EQUALIZATION	1.09		FY18 QTR2 USE TAX	
	2020-002 UNAPPLIED CREDITS FOR UB	1/24/18	125723	LARSON, KARLIE-RAE E LARSON, KARLIE-RAE E	128.92	REFUND	UB REFUND	
Division Total 390 WATER-OPERATIONS					711.44			

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Division # and Name	Acct # and Name	Check Date	Check Number	Vendor Name	Transaction Amt	Inv#	Transaction Description	Void
3940-004 GVT CAP WTR LEASE PUR AGM	7930 PRINCIPAL PAYMENT	1/31/18	125755	BANC OF AMERICA LEASING	142,217.89	R66878	PRIN/NBLC #7618291	
				BANC OF AMERICA LEASING				
	7960 INTEREST EXPENSE	1/31/18	125755	BANC OF AMERICA LEASING	6,035.23	R66878	INT/NBLC #7618291	
				BANC OF AMERICA LEASING				
Division Total 3940-004 GVT CAP WTR LEASE PUR AGM 148,253.12								
400 CITY PAYROLL REVOLVING	2073 AMERICAN FID FLEX DEF	1/18/18	125696	AMERICAN FIDELITY ASSURANCE-FLEX	2,576.76		DED:396 AMFLEX DEF	
				AMERICAN FIDELITY ASSURANCE-FLEX				
	2063 EMPLOYEES ATTACHMENT P	1/18/18	125697	CALIF STATE DISBURSEMENT UNIT	541.85		DED:206 ATTACHMENT	
				CALIF STATE DISBURSEMENT UNIT				
	2063 EMPLOYEES ATTACHMENT P	1/18/18	125698	FRANCHISE TAX BOARD	351.63		DED:210 ATTACHMENT	
				FRANCHISE TAX BOARD				
	2059 EMPLOYEES ASSOCNS PAYA	1/18/18	125699	G E M A 1121211070	750.00		DED:621 GEMA	
				G E M A				
	2059 EMPLOYEES ASSOCNS PAYA	1/18/18	125700	H M E A 0000129193	34.00		DED:600 HMEA	
				H M E A				
	2059 EMPLOYEES ASSOCNS PAYA	1/18/18	125701	H P O A 3242162141	2,964.00		DED:607 HPOA	
				H P O A				
	2059 EMPLOYEES ASSOCNS PAYA	1/18/18	125702	I A F F, LOCAL 3898 A/C#9129026	1,171.50		DED:615 I A F F	
				I A F F, LOCAL 3898				
	2063 EMPLOYEES ATTACHMENT P	1/18/18	125703	KINGS COUNTY SHERIFF'S OFFICE	290.00		DED:209 ATTACHMENT	
				KINGS COUNTY SHERIFF'S OFFICE				
	2059 EMPLOYEES ASSOCNS PAYA	1/18/18	125705	S E I U LOCAL 521	2,703.36		DED:601 SEIU MEMBR	
				S E I U LOCAL 521				
	2059 EMPLOYEES ASSOCNS PAYA	1/18/18	125705	S E I U LOCAL 521	416.69		DED:602 SEIU FEEPR	
				S E I U LOCAL 521				
	2059 EMPLOYEES ASSOCNS PAYA	1/18/18	125705	S E I U LOCAL 521	1.51		DED:602 SEIU FEEPR	
				S E I U LOCAL 521				
	2063 EMPLOYEES ATTACHMENT P	1/18/18	125706	U S DEPT OF EDUCATION	179.61		DED:212 ATTACHMENT	
				U S DEPT OF EDUCATION				

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Division # and Name	Acct # and Name	Check Date	Check Number	Vendor Name	Transaction Amt	Inv#	Transaction Description	Void
400 CITY PAYROLL REVOLVING	2072 AMERICAN FID ASSURANCE	1/24/18	125707	AMERICAN FIDELITY ASSURANCE AMERICAN FIDELITY ASSURANCE	2,256.22	B705622	2018-01 AMFID ASSUR	
	2073 AMERICAN FID FLEX DEF	1/30/18	125736	AMERICAN FIDELITY ASSURANCE-FLEX AMERICAN FIDELITY ASSURANCE-FLEX	454.16		AMFID FLEX CY18 PP001	
	2068 EMPLOYEE ASSISTNT PAYAB	1/31/18	125761	C S A C EXCESS INSURANCE AUTHORITY C S A C EXCESS INSURANCE AUTHORITY	7,091.00	18100382	WCOMP PREMIUM	
	Division Total 400 CITY PAYROLL REVOLVING				21,782.29			
511 MISC CASH DEPOSITS TRUST	2020-001 USE TAXES PAYABLE	1/24/18	125711	CALIF STATE BOARD OF EQUALIZATION CALIF STATE BOARD OF EQUALIZATION	73.74		FY18 QTR2 USE TAX	
	3005-070 DISAB ACCES-BL-SB1186	1/31/18	125737	A A A QUALITY SERVICES, INC A A A QUALITY SERVICES, INC	5.00		LICENSE REFUND	
	3001-1 REC-AUDITORIUM DEP TRUST	1/31/18	125769	CALIFORNIA BANDITS-JAIME RAMOS CALIFORNIA BANDITS-JAIME RAMOS	250.00	2003213	REFUND FIELD DEP 8966	
	3005-070 DISAB ACCES-BL-SB1186	1/31/18	125770	CALIFORNIA BUDGET FINANCE #620 CALIFORNIA BUDGET FINANCE #620	54.00		LICENSE REFUND	
	3005-070 DISAB ACCES-BL-SB1186	1/31/18	125815	JENNS PLAY STATION ACADEMY JENNS PLAY STATION ACADEMY	5.00		LICENSE REFUND	
	3005-070 DISAB ACCES-BL-SB1186	1/31/18	125838	MELINDA DAVIS, FINISHING TOUCH MELINDA DAVIS, FINISHING TOUCH	7.50		LICENSE REFUND	
	3001-1 REC-AUDITORIUM DEP TRUST	1/31/18	125845	FATIMA PARREIRA PARREIRA, FATIMA	1,250.00	2003209	REFUND CIVIC CEP 8235	
	Division Total 511 MISC CASH DEPOSITS TRUST				1,645.24			
	5601 RENTERS INS DEP-JANUARY	1/31/18	125807	HUB INTERNATIONAL OF CA INS SVC INC HUB INTERNATIONAL INSURANCE SVC INC	169.32		1/06 F PARREIRA#8235	
	5601 RENTERS INS DEP-JANUARY	1/31/18	125807	HUB INTERNATIONAL OF CA INS SVC INC HUB INTERNATIONAL INSURANCE SVC INC	109.46		1/13 E TORRES #9940	

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Division # and Name	Acct # and Name	Check Date	Check Number	Vendor Name	Transaction Amt	Inv#	Transaction Description	Void
513 RENTER INSURANCE DEPOSITS	5601	1/31/18	125807	HUB INTERNATIONAL OF CA INS SVC INC	226.08		1/18 S GONZALEZ #9789	
	RENTERS INS DEP-JANUARY			HUB INTERNATIONAL INSURANCE SVC INC				
	5601	1/31/18	125807	HUB INTERNATIONAL OF CA INS SVC INC	109.46		1/27 A RODRIGUEZ#9966	
	RENTERS INS DEP-JANUARY			HUB INTERNATIONAL INSURANCE SVC INC				
Division Total 513 RENTER INSURANCE DEPOSITS					614.32			
520 TRAFFIC SAFETY FUND	4305-002	1/31/18	125751	CITY OF AVENAL	203.26		2017-11 AVENAL	
	PARKING FINES-AVENAL			AVENAL, CITY OF				
	4305-002	1/31/18	125751	CITY OF AVENAL	159.31		2017-12 AVENAL	
	PARKING FINES-AVENAL			AVENAL, CITY OF				
	4305-003	1/31/18	125780	CITY OF CORCORAN	443.58		2017-12 CORCORAN	
	PARKING FINES-CORCORAN			CORCORAN, CITY OF				
	4305-001	1/31/18	125822	KINGS CO TREASURER	625.00		2017-11 CTHS/JAIL FDS	
	PARKING FINES-HANFORD			KINGS CO TREASURER				
	4305-001	1/31/18	125822	KINGS CO TREASURER	357.50		2017-11 PENLTY EQ/REG	
	PARKING FINES-HANFORD			KINGS CO TREASURER				
	4305-001	1/31/18	125822	KINGS CO TREASURER	450.00		2017-12 CTHS/JAIL FDS	
	PARKING FINES-HANFORD			KINGS CO TREASURER				
	4305-001	1/31/18	125822	KINGS CO TREASURER	280.00		2017-12 PENLTY EQ/REG	
	PARKING FINES-HANFORD			KINGS CO TREASURER				
	4305-002	1/31/18	125822	KINGS CO TREASURER	125.00		2017-11 CTHS/JAIL FDS	
	PARKING FINES-AVENAL			KINGS CO TREASURER				
	4305-002	1/31/18	125822	KINGS CO TREASURER	55.00		2017-11 PENLTY EQ/REG	
	PARKING FINES-AVENAL			KINGS CO TREASURER				
	4305-002	1/31/18	125822	KINGS CO TREASURER	112.50		2017-12 CTHS/JAIL FDS	
	PARKING FINES-AVENAL			KINGS CO TREASURER				
	4305-002	1/31/18	125822	KINGS CO TREASURER	202.50		2017-12 PENLTY EQ/REG	
	PARKING FINES-AVENAL			KINGS CO TREASURER				
	4305-003	1/31/18	125822	KINGS CO TREASURER	75.00		2017-11 CTHS/JAIL FDS	
	PARKING FINES-CORCORAN			KINGS CO TREASURER				

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Division # and Name	Acct # and Name	Check Date	Check Number	Vendor Name	Transaction Amt	Inv#	Transaction Description	Void
520 TRAFFIC SAFETY FUND	4305-003	1/31/18	125822	KINGS CO TREASURER	153.00		2017-11 PENLTY EQ/REG	
	PARKING FINES-CORCORAN			KINGS CO TREASURER				
	4305-003	1/31/18	125822	KINGS CO TREASURER	162.50		2017-12 CTHS/JAIL FDS	
	PARKING FINES-CORCORAN			KINGS CO TREASURER				
	4305-003	1/31/18	125822	KINGS CO TREASURER	153.00		2017-12 PENLTY EQ/REG	
	PARKING FINES-CORCORAN			KINGS CO TREASURER				
	4305-005	1/31/18	125822	KINGS CO TREASURER	87.50		2017-11 CTHS/JAIL FDS	
	PARKING FINES-LEMOORE			KINGS CO TREASURER				
	4305-005	1/31/18	125822	KINGS CO TREASURER	110.00		2017-11 PENLTY EQ/REG	
	PARKING FINES-LEMOORE			KINGS CO TREASURER				
	4305-005	1/31/18	125822	KINGS CO TREASURER	100.00		2017-12 CTHS/JAIL FDS	
	PARKING FINES-LEMOORE			KINGS CO TREASURER				
	4305-005	1/31/18	125822	KINGS CO TREASURER	220.00		2017-12 PENLTY EQ/REG	
	PARKING FINES-LEMOORE			KINGS CO TREASURER				
	4305-005	1/31/18	125828	CITY OF LEMOORE	27.68		2017-11 LEMOORE	
	PARKING FINES-LEMOORE			LEMOORE, CITY OF				
	4305-005	1/31/18	125828	CITY OF LEMOORE	237.65		2017-12 LEMOORE	
	PARKING FINES-LEMOORE			LEMOORE, CITY OF				
	4305-002	1/31/18	125881	TURBO DATA SYS INC	19.74	27112	2017-11	
	PARKING FINES-AVENAL			TURBO DATA SYS INC				
	4305-002	1/31/18	125881	TURBO DATA SYS INC	51.69	27264	2017-12	
	PARKING FINES-AVENAL			TURBO DATA SYS INC				
	4305-003	1/31/18	125881	TURBO DATA SYS INC	19.26	27112	2017-11	
	PARKING FINES-CORCORAN			TURBO DATA SYS INC				
	4305-003	1/31/18	125881	TURBO DATA SYS INC	24.66	27264	2017-12	
	PARKING FINES-CORCORAN			TURBO DATA SYS INC				
	4305-005	1/31/18	125881	TURBO DATA SYS INC	54.07	27112	2017-11	
	PARKING FINES-LEMOORE			TURBO DATA SYS INC				
	4305-005	1/31/18	125881	TURBO DATA SYS INC	77.35	27264	2017-12	
	PARKING FINES-LEMOORE			TURBO DATA SYS INC				

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Division # and Name	Acct # and Name	Check Date	Check Number	Vendor Name	Transaction Amt	Inv#	Transaction Description	Void
Division Total 520 TRAFFIC SAFETY FUND					4,586.75			
					1,960,152.43			

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AGENDA STAFF REPORT

MEETING DATE: 2/6/2018	AGENDA SECTION: A
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SUBJECT:

Community Development: Approve the Draft Substantial Amendment to the Community Development Block Grant Action Plans for Fiscal Year 2017-18

RECOMMENDATION:

It is recommended that the City Council review and provide direction related to the proposed 2017-18 Community Development Block Grant (CDBG) Action Plan Amendment.

BACKGROUND

The U.S. Department of Housing and Urban Development (HUD) requires all entitlement communities receiving Community Development Block Grant (CDBG) funds, to prepare and submit a Consolidated Plan every five years to establish a unified, strategic vision for community development, housing and economic development actions. The Consolidated Plan encompasses the analysis of local community needs and coordinates appropriate responses to those needs and priorities.

The City of Hanford City Council adopted the Five Year Consolidated Plan for Fiscal Year 2014-18 on June 3, 2014. The City adopted its current 2017- 18 Action Plan on May 2, 2017. Since adoption of 2017-18 Action Plan, the City has received unanticipated program income from loan payoffs. A total of \$226,407 is available to be reallocated to new projects. While minor project budget changes may be made administratively, the amount to be reallocated in this case requires a formal amendment to the Action Plan.

Per the City's CDBG Citizen Participation Plan, a substantial amendment to an Annual Action Plan is required when a "substantial" change is proposed, including:

- Substantial changes in the allocation priorities or substantial changes in the method of distribution of funds;
- Cancellation of an existing activity or addition of a new activity;

- Carrying out an activity, using funds from any program not covered by the consolidated plan (including program income), not previously described in the consolidated plan; or
- a substantial change to the purpose, scope, location, or beneficiaries of an activity;
- an increase or reduction of the amount allocated to an activity by more than \$15,000.

HUD requires CDBG grantees to have no more than 1.5 times their annual allocation available under grant agreements 60 days prior to the end of the current program year, which is April 30, 2018. This is referred to as timeliness standard. Failure to meet the next 60-day test may result in a reduction of the City's 2018-19 grant. In an effort to meet the timeliness standard staff is proposing the following changes, summarized in Table 1:

Table 1: Substantial Amendment to 2017-18 Action Plan (changes highlighted)

Activity	Original Budget	Substantial Amendment Budget	Change
Housing Rehabilitation	\$150,000	\$0.00	(\$150,000)
Parkside Project/Self Help	\$90,000	\$0.00	(\$90,000)
First Time Homebuyers	\$217,198*	+\$181,126	\$398,324
Continuum of Care	\$10,000	\$0.00	(\$10,000)
KCAO	\$58,000	\$0.00	(\$58,000)
Fair Housing	\$7,000	\$0.00	(\$7,000)
Utility Assistance Program	\$13,000	\$0.00	(\$13,000)
Harris Street Ball Park	\$60,000	\$0.00	(\$60,000)
Lacey Park Play Ground Improvements	\$126,904	\$0.00	(\$126,904)
Public Infrastructure Improvements	\$211,645	\$0.00	(\$211,645)
Longfield Center Cooling Improvements	\$25,466	\$0.00	(\$25,466)
Administration	\$127,376	+\$45,281	\$172,657
Total Budget	\$1,096,589	+\$226,407	\$1,322,996

A Notice of Public Hearing and the commencement of the 30-day public review period was published in the newspaper on January 3, 2018, informing the public of the proposed substantial amendments and inviting comments at the public hearing. The public review period began on January 3, 2018, to date no comments have been received.

Summary:

Affordable Housing First Time Homebuyers. Funding will be utilized for providing affordable housing opportunities to Hanford residents. Funds will be used to provide loans for eligible first time homebuyers, activity delivery cost will be included for the management of the loan program.

Original Allocation: \$217, 198 proposed increase \$181,126 (17/18 program income) to \$398,323.

*\$90,000 of the \$217,198 was allocated to assist four LMI families with down payment

assistance for Parkside Project due to County delay. Staff will now assist current eligible buyers with those funds.

Outcomes: 7 LMI families will benefit from the proposed activity becoming homeowners in the City of Hanford.

Planning and Administration. Funding will be utilized for eligible costs include, but are not limited to, paying staff time for administrative duties associated with carrying out the grant, paying for training, materials, and advertising.

Original Allocation: \$127,376 proposed increase \$45,281 (20% of program income) to \$172,657.

FISCAL IMPACT:

Approval of the action plans will result in the City meeting its expenditure milestones and will result in funding being recaptured

ATTACHMENTS:



AGENDA STAFF REPORT

MEETING DATE: 2/6/2018	AGENDA SECTION: B
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SUBJECT:

Community Development: Adopt Resolution 18-02-R adopting the Pedestrian and Bicycle Master Plan, a plan to improve safety, encourage transportation alternatives, develop a definitive policy document and conceptual plan for the development of safe, functional, convenient, and attractive pedestrian and bicycle facilities throughout the City of Hanford, and to serve as a resource for planning purposes.

RECOMMENDATION:

That the City Council hold a public hearing and adopt Resolution 18-02-R adopting the Pedestrian and Bicycle Master Plan, attached as Exhibit A, as recommended by the Planning Commission.

PLANNING COMMISSION:

On December 12, 2017, the Planning Commission held a public hearing on the Pedestrian and Bicycle Master Plan. No one spoke on the matter during the public hearing. There were some questions regarding the location of bicycle racks and the sample Bicycle Parking Ordinance in the Appendix C. It was explained to the commission that Policy 3.3 in the plan states that the City will “Adopt a bicycle parking ordinance that specifies parking needs for commercial, office, multi-family, and industrial developments of a certain size.” The sample ordinance is a sample and not intended to be the final Bicycle Parking Ordinance. The adoption of the Pedestrian and Bicycle Master Plan will assist City staff in requiring bicycle parking facilities in commercial and industrial development and will also assist staff with identifying appropriate locations for additional bicycle parking in existing areas, such as the Downtown. The Planning Commission staff report and signed resolution is attached.

BACKGROUND:

In 2013, the City of Hanford was awarded \$230,750 in grant funds to develop a pedestrian and bicycle plan. The grant funds were provided by the California Department of Transportation (Caltrans), Division of Transportation Planning, and Environmental Justice Planning Grant. The grant program promotes the involvement of low-income and minority communities and Native

American tribal governments in the planning for transportation projects. The main goal of the program is to help residents of disadvantaged communities become involved in the planning process.

In 2014, the City awarded a contract to Quad Knopf, to prepare the Pedestrian and Bicycle Plan “Plan”. Since then, City of Hanford staff and Quad Knopf have collaborated on outreach mechanisms to engage community residents in the development of the Plan. Outreach efforts included a booth at Thursday Night Market, three workshops, a meeting at Parking and Traffic Commission, Planning Commission and City Council, which took place from September 2014 to February 2016.

In 2016, the Draft Pedestrian and Bicycle Plan was presented to the Planning Commission and City Council for acceptance. The Plan was not adopted because it was being prepared to be consistent with the 2035 General Plan, which was not adopted until 2017, and would rely upon the 2035 General Plan Environmental Impact Report to evaluate potential impacts that will result from the Plan. The Plan is compatible with the 2035 General Plan goals and objectives and supports utilizing alternative modes of transportation. The adoption of the Plan implements Policies T39 and T40, and further implements Policies T43, T44, T64, T65, T69, T70, T71, T79, H65, H66. “T” denotes policies found in the Transportation and Circulation Element, “H” denotes Health, Safety and Noise Element.

PROJECT EVALUATION:

The Pedestrian and Bicycle Master Plan presents opportunities for pedestrians and bicyclists by encouraging additional transportation methods, providing exercise, and improving mobility for community members in the City of Hanford.

The Plan includes the following components:

- **Chapter 1** - Introduction and purpose of Pedestrian and Bicycle Plan including: background, setting, land use patterns, and transportation system;
- **Chapter 2** - Community Involvement and Relevant Plans and Policies;
- **Chapter 3** - Bicycle Network including: existing conditions, bicycle collision analysis, existing and future bicycle usage, needs assessment, recommended bikeway network, and bicycle programs and support facilities;
- **Chapter 4** - Pedestrian Network including: existing conditions, pedestrian collision analysis, pedestrian safety, ADA Self Evaluation and Transition Plan, recommended pedestrian network, improvements, support facilities, and programs;
- **Chapter 5** - Implementation Plan including: process, policies, criteria, prioritization, cost estimates, environmental assessment, funding opportunities, maintenance and security of bikeways and pedestrian walkways;

Relationship of the Pedestrian and Bicycle Master Plan to the General Plan

The Pedestrian and Bicycle Master Plan serves as a tool for the City of Hanford to implement the goals and policies of the 2035 Hanford General Plan , the 2010 Hanford Air Quality Element, the Kings County Regional Bike Plan, and the 2014 Kings County Regional Transportation Plan.

The primary purpose of this Pedestrian and Bicycle Master Plan is to facilitate the development of pedestrian and bicycle facilities. To accomplish this goal, the Master Plan focuses on the following objectives:

- Guide the City in their overall pedestrian/bicycle transportation program;
- Provide an assessment of existing and proposed walkways/bikeways and pedestrian/bicycle programs;
- Develop a feasible and comprehensive plan to meet Hanford's pedestrian and bicycle transportation needs;
- Assure consistency with existing relevant documents, including the Hanford General Plan and the Kings County Regional Bicycle Transportation Plan;
- Provide recommendations for pedestrian and bicycle facilities with a five-year priority outlook;
- Identify potential funding sources; and
- Conduct public outreach workshops to involve the public in the development of the Master Plan.

ENVIRONMENTAL ASSESSMENT

The California Environmental Quality Act Section 15183(a) states that projects that are consistent with the development density established by General Plan Policies for which an Environmental Impact Report was certified shall not require additional environmental review, except as might be necessary to examine whether there are project specific significant effects which are peculiar to the project or its site.

The City Council of the City of Hanford certified the Environmental Impact Report (SCH# 2015041024) prepared for the 2035 General Plan Update on April 24, 2017. The proposed project is consistent with the 2035 General Plan and implements the policies contained in the 2035 General Plan. There are no impacts that will result from the project that will not adequately analyzed and addressed in the Environmental Impact Report, therefore further environmental review is not required..

PUBLIC COMMENTS

Noticing of the Pedestrian and Bicycle Master Plan was published in the newspaper on January 19, 2018. The Community Development Department has not received comments on the project as of the preparation of this report.

FISCAL IMPACT:**ATTACHMENTS:**

CC Resolution 18-02-R

Exhibit A: Pedestrian Bike Plan FINAL 02-06-2018

Planning Commission Staff Report and Resolution

RESOLUTION 18-02-R**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF HANFORD ADOPTING
THE PEDESTRIAN AND BICYCLE MASTER PLAN**

At a regular meeting of the City Council of the City of Hanford duly called and held on February 6, 2018, at 7:00 p.m., it was moved by Councilmember _____, and seconded by Councilmember _____, that the following resolution be adopted:

WHEREAS, the City has prepared the Pedestrian and Bicycle Master Plan, attached as Exhibit A, in collaboration with City staff and members of the public; and

WHEREAS, the City of Hanford Planning Commission considered the evidence presented in the staff report and testimony presented during the public hearing on December 12, 2018; and

WHEREAS, The City of Hanford certified Environmental Impact Report prepared for the 2035 General Plan (SCH#2015041024).

WHEREAS, the Pedestrian and Bicycle Master Plan is consistent with the development densities established by General Plan Policies and evaluated in the 2035 General Plan Environmental Impact Report. There are no impacts that will result from the project that were not adequately analyzed and addressed in the Environmental Impact Report, therefore further environmental review is not required in accordance with California Environmental Quality Act Section 15183(a).

NOW, THEREFORE, BE IT RESOLVED, on the basis of the facts and evidence provided in the staff report and the written and oral evidence presented at the public hearing, the Planning Commission hereby makes the following findings:

1. That the Pedestrian and Bicycle Master Plan is consistent with the goals and objectives in the 2035 General Plan specifically T39, T40, T43, T44, T64, T65, T69, T70, T71, T79, H65, H66.
2. That there are no impacts that will result from the project that were not adequately analyzed and addressed in the Environmental Impact Report prepared for the 2035 General Plan, therefore further environmental review is not required.

BE IT FURTHER RESOLVED that the City of Hanford City Council adopts the Pedestrian and Bicycle Master Plan.

PASSED, ADOPTED AND APPROVED this _____ day of _____, 2018 by the following vote:

AYES: _____

NOES: _____

ABSTAIN: _____

ABSENT: _____

DAVID G. AYERS
MAYOR of the City of Hanford

Attest:

JENNIFER GOMEZ
CITY CLERK

STATE OF CALIFORNIA)
COUNTY OF KINGS) ss
CITY OF HANFORD)

I, Jennifer Gomez, City Clerk of the City of Hanford, do hereby certify the foregoing Resolution was duly passed and adopted at a regular meeting of the City Council of the City of Hanford held on the _____ day of _____, 2018.

Date: _____

City Clerk

Attachment: CC Resolution 18-02-R (Pedestrian and Bicycle Plan)

EXHIBIT A
PEDESTRIAN AND BICYCLE MASTER PLAN

CITY OF HANFORD PEDESTRIAN AND BICYCLE MASTER PLAN

November 2017

Attachment: Exhibit A: Pedestrian Bike Plan FINAL 02-06-2018 (Pedestrian and Bicycle Plan)



Quad Knopf

HANFORD PEDESTRIAN AND BICYCLE MASTER PLAN



Prepared for:
 City of Hanford
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 559-585-2590

Consultant:



Quad Knopf

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 Visalia, California 93292
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 (559) 733-0440

November 2017

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140304

Attachment: Exhibit A: Pedestrian Bike Plan FINAL 02-06-2018 (Pedestrian and Bicycle Plan)

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EXECUTIVE SUMMARY

EXECUTIVE SUMMARY

Walking and bicycling provide opportunities for healthy exercise and to improve mobility for all members of the community. In addition, these alternative transportation modes benefit a community by reducing impacts on air and noise quality, relieving traffic congestion, vehicle parking demand, and reducing consumption of energy resources. The principal goal of this City of Hanford's Pedestrian and Bicycle Master Plan (Plan) is ***to provide the means to support bicycling and walking as an alternative mode of transportation for work, daily activities, and recreational trips.***

According to the California Streets and Highways Code, Sections 890 to 892, a city may complete a Bicycle Transportation Plan (BTP), which can then be used as part of grant applications to obtain funding in building infrastructure that is identified in the plan. Section 891.2 describes eleven (11) key elements that should be in the plan:

1. Number of Existing and Future Bicycle Commuters
2. Land Use and Settlement Patterns
3. Existing and Proposed Bikeways
4. Existing and Proposed Bicycle Parking Facilities
5. Existing and Proposed Access to other Transportation Modes
6. Facilities for Changing and Storing Clothes and Equipment
7. Bicycle Safety, Education, and Enforcement Programs
8. Citizen and Community Involvement in the Development of the Plan
9. Coordination and Consistency with Other Plans
10. Projects Proposed in the Plan and their Priority for Implementation
11. Past Expenditures for Bicycle Facilities and Future Financial Needs

A Bicycle Transportation Plan should be updated approximately every five years. The last such plan adopted by the City of Hanford was the 2011 Kings County Regional Bicycle Plan. Due to changes in state legislation such as the California Global Warming Solutions Act of 2006 (AB 32); Transportation Planning, Travel Demand Models, Sustainable Communities Strategy, Environmental Review Act of 2008 (SB 375); and, the California Complete Streets Act of 2008 (AB 1358), the purpose of this plan was to focus on integrating land use planning and public health into transportation planning decisions. This Pedestrian and Bicycle Master Plan is intended to be an update to that plan.

The study area for this Master Plan is the Urban Development Boundary shown in the 2035 Hanford General Plan. The Master Plan identifies what is needed to improve Hanford's pedestrian and bicycle infrastructure. It then recommends improvements that can be constructed now, as funding becomes available, as the city expands and grows.

A (1) vision, (2) goal, and (3) objectives and policies were developed and presented at a series of public workshops held at Coe Hall and Park with city staff, community members, and the consultant team.

Workshop #1 introduced the project to the public, define project parameters, and solicit opinions and concerns from the community to help shape the development of the Pedestrian and Bicycle Master Plan. The workshop also included a walking tour and audit of existing conditions of two round trip segments of City of Hanford streets.

Workshop #2 summarized the community's input on the walking tours; identified key destinations and sought suggestions for other key destinations; reviewed the 2011 Bicycle Plan and the routes that have been completed to date; suggested new pedestrian and bicycle routes to link destinations and connect existing routes; reviewed potential safety and education programs; and, begin the process of prioritizing pedestrian and bicycle routes and programs.

Workshop #3 summarized contents of the draft 2016 Pedestrian and Bicycle Master Plan. Three stations were set up that focused on the proposed pedestrian network, the proposed bicycle network, and programs for public safety and education. Participants were invited to visit each station at their leisure, learn more about the draft master plan, and fill out comment forms and questionnaires. The third workshop sought input from the public for finalizing the prioritization of routes and programs.

During the series of workshops and meetings with the City of Hanford, a community vision, and overall project goal, and objectives and policies of the pedestrian and bicycle plan are briefly summarized here and were further developed and identified in Chapter 5 of this report.

1. Vision

Hanford - A city where walking and cycling are fully integrated into daily life, providing environmentally-friendly transportation alternatives that are both safe and convenient for people of all ages and abilities.

2. Goal

An interconnected bikeway and community pedestrian network that facilitates and encourages non-motorized travel throughout Hanford.

3. Objectives and Policies

The following list of ten overall objectives was developed with the assistance and approval of community members and city staff. . The intent of the objectives is to guide policies in specific areas. Policies were developed in this master plan that are summarized and further detailed in Chapter 5 of this document. Policies begin to define the approach to achieve the vision, and goal, and objectives of the plan.

Objective 1: Prepare and maintain a Pedestrian and Bicycle Master Plan that identifies existing and future needs, provides specific recommendations for facilities and programs, and identifies priorities and funding sources for implementation.

Objective 2: Develop a comprehensive pedestrian and bikeway network that is feasible, fundable

over the life of the Master Plan, and serves the pedestrian's as well as bicyclist's needs for all trip purposes.

Objective 3: Provide the related support facilities and amenities necessary for bicycle travel to assume a significant role as a local alternative mode of transportation and recreation.

Objective 4: Improve safety for pedestrians and bicyclists by implementing education and promotion programs for all Hanford residents and by enforcing pedestrian, bicycle, and motorist laws and regulations affecting pedestrian and bicycle safety.

Objective 5: Require that routine maintenance of local roads consider pedestrian and bicycle safety.

Objective 6: Increase public awareness of the benefits of available walking and bicycling programs.

Objective 7: Encourage methods to increase pedestrian access and mobility for ages and ability.

Objective 8: Street crossings should be safe and accessible.

Objective 9: Maximize the amount of funding for pedestrian and bicycle projects and programs throughout Hanford, with an emphasis on implementation of this Master Plan.

Objective 10: Integrate pedestrian and bicycle facilities with public transit.

In order to meet the vision and goals, this Master Plan describes improvements to the infrastructure that can be made in Chapters 3 and 4. It also recommends programs to improve pedestrian and bicycle usage as well as pedestrian and bicycle safety. These programs can be found in Chapter 5.

CHAPTER 1

INTRODUCTION

INTRODUCTION

1.1 *Purpose of the Plan*

The City of Hanford's Pedestrian and Bicycle Master Plan (Master Plan) is intended to guide pedestrian and bikeway policies, programs, and facility improvements to improve safety, comfort, and convenience for pedestrians and bicyclists in Hanford. The Master Plan serves as a tool for the City of Hanford to implement the goals of the 2035 Hanford General Plan, the 2010 Hanford Air Quality Element, the Kings County Regional Bike Plan, and the RTP and the Kings County Regional Transportation Plan/Sustainable Communities Strategy.

The primary purpose of this Master Plan is to facilitate the development of pedestrian and bicycle facilities. To accomplish this goal, the Master Plan focuses on the following objectives:

- Guide the City in their overall pedestrian/bicycle transportation program;
- Provide an assessment of existing and proposed walkways/bikeways and pedestrian/bicycle programs;
- Develop a feasible and comprehensive plan to meet Hanford's pedestrian and bicycle transportation needs;
- Assure consistency with existing relevant documents, including the Hanford General Plan and the Kings County Regional Bicycle Transportation Plan;
- Provide recommendations for pedestrian and bicycle facilities with a five-year priority outlook;
- Identify potential funding sources; and
- Conduct public outreach workshops to involve the public in the development of the Master Plan.

Walking and bicycling are low-cost, non-polluting, sustainable, and healthy forms of transportation. Once considered primarily a recreational activity, bicycling is now recognized as a viable alternative to the automobile. Societal benefits from walking and bicycling include: reduced motor vehicle traffic; reduced consumption of fuel resources; improved air quality; and, reduced health care costs due to a healthier population. Walking and bicycling are vital components in addressing environmental, traffic, and quality of life concerns for the citizens of Hanford.

1.2 Background

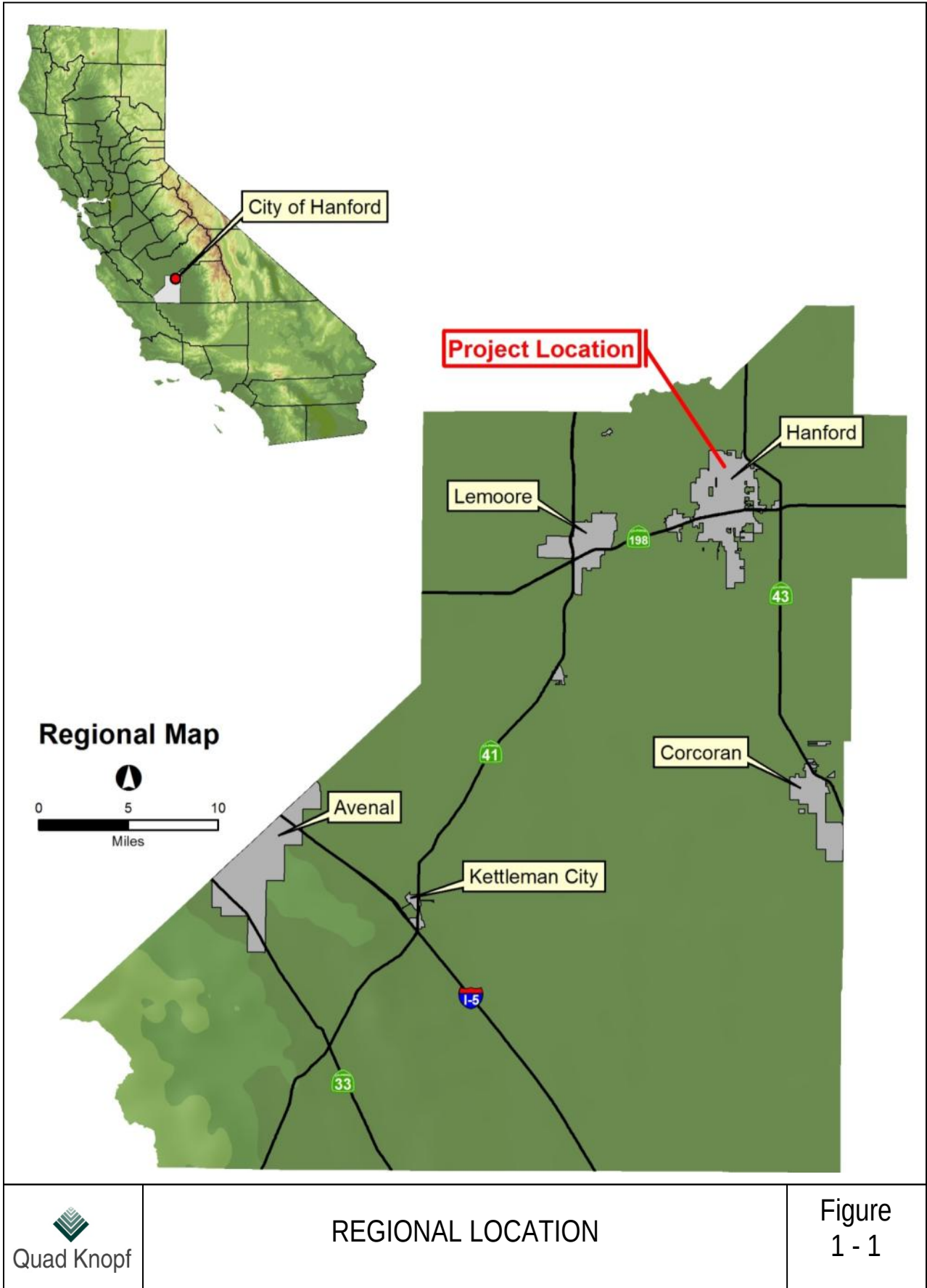
The City of Hanford last updated its bicycle transportation plan through the adoption of the 2011 Kings County Regional Bicycle Plan, joint planning document prepared by the Kings County Association of Governments (KCAG.) This Master Plan is an update to that document and now includes plans and policies for pedestrians. California Department of Transportation (Caltrans) guidelines recommend revisiting a bicycle transportation plan every five years.

The study area for this Master Plan is the Urban Growth Boundary that is proposed in the draft 2035 General Plan Update. This draft General Plan is anticipated to be adopted in the summer of 2016.

According to California Streets and Highways Code Sections 890 to 892, a local agency may prepare a bicycle transportation plan that includes elements list in Table 1-1. Once adopted and submitted to the county transportation agency, in this case KCAG, the City of Hanford can submit the Master Plan to Caltrans in connection with an application for funds for bikeways and related facilities that will implement the Master Plan. The following list indicates where the master plan elements are located this document.

**Table 1-1
Elements of a Bicycle Transportation Plan**

Description from Streets and Highways Code 891.2	Section(s) Where Addressed Within This Master Plan
(a) Estimated number of existing and future bicycle commuters	3.3
(b) Map and description of land use and settlement patterns	1.4, 3.1.3, Appendix A
(c) Map and description of existing and proposed bikeways	3.5.4
(d) Map and description of bicycle parking facilities	3.1.2, 3.6.4
(e) Map and description of multimodal connections	3.1.4, 3.6.6
(f) Map and description of facilities for changing and storing clothes and equipment	3.6.5
(g) Description of bicycle safety and education programs	3.6.1
(h) Description of citizen and community participation	Chapter 2
(i) Description of coordination with transportation, air quality, and energy conservation plans	1.5, 2.2
(j) Description of proposed bicycle projects and priority for implementation	5.1 to 5.5
(k) Description of past expenditures and future financial needs for bicycle facilities	5.5, Appendix F



1.3 Setting

Hanford is centrally located in California's San Joaquin Valley and is the county seat and largest city in Kings County. See Figure 1-1 (Regional Location.) It currently covers about 17 square miles. Hanford's estimated population on January 1, 2013, was approximately 55,122 based on California Department of Finance statistics. According to the proposed 2035 General Plan Update, Hanford's population is expected to grow to a projected population of 90,000 persons by the year 2035, which is roughly a 2.1% annual growth rate. Hanford is a family-friendly community that has retained its small town atmosphere. Downtown Hanford is the commercial, cultural, historic, and civic center of the community. Downtown's central location provides easy access from all parts of the city.

Hanford is located on the Valley floor with a very shallow natural slope in its terrain. Hanford's average monthly high temperatures from October through May are 54 to 83 degrees. Hanford receives an average of 8.2 inches of rain annually and has an average of 266 sunny days per year. For the most part, the terrain and climate of Hanford makes it an ideal setting for walking and bicycling.

Hanford, rich in history and culture, is a progressive city that continues to preserve its past and plan for its future. The city has a diversified employment base, including the agricultural, manufacturing, educational, medical, and service industries. Besides its vibrant downtown, there are several commercial shopping centers, a multimodal transportation center, community and neighborhood parks, and a municipal airport. Hanford is a great place for both residents and visitors to explore, live, and enjoy.

From a pedestrian's and bicyclist's perspective, Hanford is an appealing city to travel with many opportunities for enhancement. The flat local topography is ideally suited for both pedestrian and bicycle use. The many quiet, tree shaded streets offer pedestrians and cyclists comfort and safety. The size of the city also makes most areas accessible within a 20-minute bicycle ride.

Hanford does face many challenges for developing future bicycle and pedestrian facilities and increasing pedestrian and bicycle usage. Hanford's most significant barrier is the seasonal temperature extremes that can make walking and bicycling undesirable for some. As in most California cities, Hanford's roadways are dominated by the automobile, making a typical trip uncomfortable for many bicyclists. Traffic conditions will continue to worsen as Hanford continues to grow. However, the City can increase the number and connectivity of pedestrian and bicycle facilities, thereby improving the ease and desirability of walking and bicycling in the community.

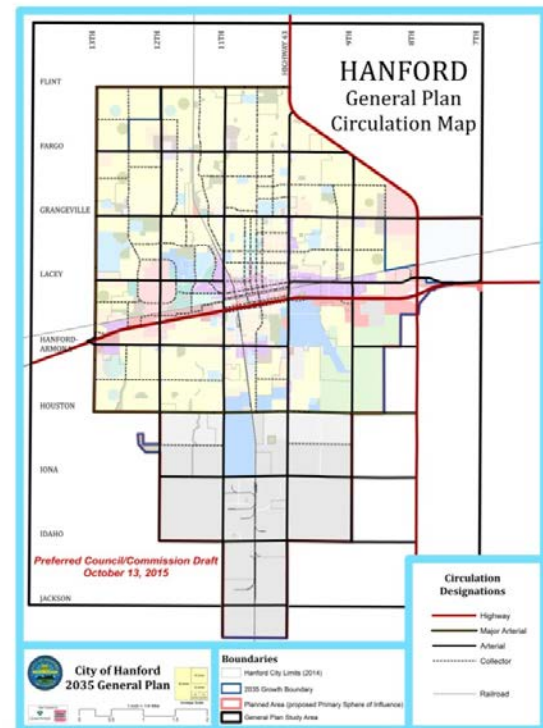
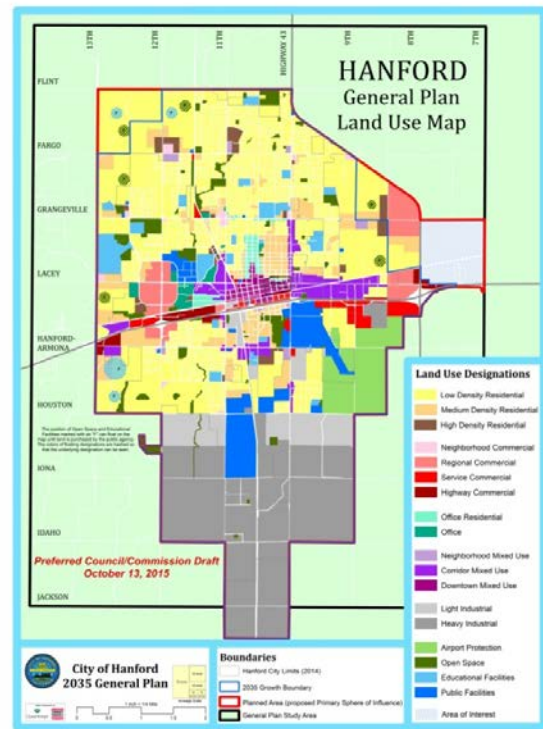
1.4 Land Use Pattern

Hanford's land use pattern focuses on its downtown, which is both the physical center of the community, as well as the commercial, cultural, and civic center of the community. There are two regional commercial areas, one centered around the intersection at 12th Avenue and Lacey Boulevard, and a future center on Lacey Boulevard just west of State Route (SR) 43. Hanford currently has three high schools, an off-site extension of the larger College of the Sequoias community college, and a number of elementary and middle schools. Residential neighborhoods are dominated by single-family housing, multi-family housing, and neighborhood commercial with office centers. The Land Use Element Map from the draft 2035 Hanford General Plan is provided in Appendix A of this Master Plan.

1.5 Transportation System

Hanford's transportation system includes freeways, arterials, collectors, and local streets. The system is based on a one-mile square grid pattern of east-west and north-south arterials and collectors. SR 43, along the eastern edge of Hanford, is a major north-south corridor providing access between the cities of Selma to the north and Corcoran, Wasco, Shafter, and Bakersfield to the south. SR 198 is a grade-separated highway running east-west through the center of the Hanford, connecting to SR 99, Visalia, and Sequoia National Park to the east and to Lemoore, SR 41, and Naval Air Station (NAS) Lemoore to the west.

SR 43 is open to bicycle travel. SR 198 is open to bicycle travel east of SR 43 and west of NAS Lemoore. The Bicycle Guide for District 6 (Caltrans, 2015) recommends that bicyclists traveling on SR 198 use Houston Avenue and SR 43 when traveling through Hanford. The Circulation Element Map from the draft 2035 Hanford General Plan is provided in Appendix B of this Master Plan.



CHAPTER 2

COMMUNITY INVOLVEMENT AND RELEVANT PLANS AND POLICIES

COMMUNITY INVOLVEMENT AND RELEVANT PLANS AND POLICIES

2.1 Community Involvement

A number of opportunities were made available to the public to participate in the development of this Master Plan. These opportunities included meetings, walking tours, surveys, questionnaires, comment cards, the City's website (for information), and public hearings.

In order to include as many members of the local disadvantaged community in Hanford into the public outreach process as possible, Quad Knopf held all of the workshops in Coe Park Hall located south of Highway 198 on Douty Street. The surrounding residential areas include many lower income families. In order to achieve maximum turnout, all events were well-publicized in both English and Spanish. Quad Knopf provided a Spanish translator at every workshop. Kings Community Action Organization, Inc. is the local organization that administers several programs and services to help low-income individuals and families achieve and maintain self-sufficiency.

The consultant team met with the organization's director and posters were posted for each outreach event. The Latino Environmental Advancement & Policy (LEAP) also attended the workshops and were represented by Rey Leon, the organization's executive director. Valley LEAP is an environmental justice community institution that engages San Joaquin Valley communities for grass roots leadership development, social justice and the empowerment of Latinos, immigrants and youth to achieve environmental sustainable justice while improving community health. Community input from the participants at the workshops was included in the policies of the Pedestrian and Bicycle Master Plan document.

2.1.1 STAKEHOLDERS GROUPS

The responsibilities of the following stakeholder groups were defined:

City Council (CC): The City Council is the final decision-maker and authority on the contents of the Pedestrian and Bicycle Master Plan. Meetings were noticed on the City's website, by email distribution to workshop participants, and to those who requested email notification.

Planning Commission (PC): The Planning Commission is responsible for reviewing and directing actions and approaches taken by the City staff. They reviewed recommendations made by the consultant team, City staff, and then made formal recommendations to the City Council. Meetings were noticed on the City's website, by email distribution to all the workshop participants, and those who have requested email notification.

Other Meetings: The consultant team contacted and/or met with the following groups in order to solicit a broad spectrum of community participants for the workshops and encourage participation by children, seniors, disabled individuals, and all income groups. The following organizations were contacted to participate at the workshops:

- California Highway Patrol
- Kings Community Action Organization;
- Kings County Bicyclists;
- Hanford Chamber of Commerce;
- Main Street Hanford;
- City of Hanford Parks and Recreation Department;
- Kings County Community Development; and
- Local Schools.
- Latino Environmental Advancement & Policy (LEAP), represented by Rey Leon.

Technical Advisory Committee (TAC): The Technical Advisory Committee (TAC) is made up of the consultant team and City staff. They reviewed administrative drafts of documents prior to public release and made decisions on technical issues. The team met with the City of Hanford Parking and Traffic Commission on December 3, 2015, to present a summary of the previous workshops and gather input and comments from them.

Community Based Workshops: Public workshops were open to all interested residents, business owners, and stakeholders. Three workshops were held on November 15, 2014, June 27, 2015, and November 14, 2015. All Planning Commissioners and the City Council were invited, but not required to attend. Public workshops were noticed via email distribution, posters at selected locations throughout the City, City website, and the Hanford Sentinel. Spanish translators were available at every workshop. Sign Language interpreters were made available upon advance request. The workshops were held on Saturday mornings to allow a wide range of participants to attend. The workshops were held at Coe Park Hall, just south of downtown.

2.1.2 ADVERTISING THE COMMUNITY WORKSHOPS

A number of techniques were used to market that the City of Hanford was hosting a series of workshops to gather input from the community on their needs and desires for pedestrianways, bikeways, pedestrian and bicycle facilities, and safety and education issues and programs relative to both. The following advertising was done to promote the workshops:

Hanford Sentinel: Quarter page advertisements were placed in the newspaper prior to each workshop.

City of Hanford Website: Information about the workshops was posted to the City's website.

Displayed Posters: Posters were placed at Hanford City Hall and the Hanford Branch of the Kings County Library. Extra copies of the poster were made available at City Hall and the Main Street Hanford office for businesses to pick up and post at their place of business. Figure 2-1 shows the poster from Workshop #1. Posters for the other workshops were similar.

Emailed Posters: The following organizations were emailed a PDF version of the poster for the workshop to advertise via their social media contacts:

 HANFORD BICYCLE & PEDESTRIAN PLAN	MAKE A DIFFERENCE IN HANFORD'S FUTURE! City of Hanford Bicycle and Pedestrian Plan Update WORKSHOP #1* WHAT: Walking Tour to learn more about the bicycle and pedestrian opportunities and constraints in Hanford WHERE: Meet at Coe Park Hall 543 S. Douty Street Hanford, CA 93230 WHEN: Saturday, November 15th, 2014 9:30 AM WHY: Let us know what you want for the future of Hanford's Pedestrian and Bicycle network!   Dress in comfortable clothing and walking shoes For more information: www.ci.hanford.ca.us or contact Jan Alexander (559) 733-0440  * If you require a Spanish translator or Sign Language Interpreter, please contact us by November 7th to make arrangements.	
	WORKSHOP #1 POSTER	Figure 2 - 1

- Kings Community Action Group;
- City of Hanford Parks and Recreation Department;
- Main Street Hanford;
- Kings County Bicyclists;
- Rotary Club of Hanford;
- Hanford Chamber of Commerce;
- Kings County Community Development;
- Local Schools; and
- City of Hanford Parking and Traffic Commission.
- Planning Commission
- City Council.



Thursday Night Marketplace. When the consultant team presented information about the 2035 General Plan update process to the community at our booth at the September 25, 2014, Thursday Night Marketplace, the team also informed the public about the Pedestrian and Bicycle Plan with the goal of attracting interested community members to participate in future workshops for the Master Plan. Announcements were distributed, a brief survey was presented, and local citizens were asked to sign up if they wanted to be notified to participate in the workshops.

2 1 3 COMMUNITY WORKSHOP DESCRIPTIONS

The following describes each of the three community workshops that took place on November 15, 2014, June 27, 2015, and November 14, 2015.

Community Workshop #1: Introduction and Walking Tour

The first community workshop included a walking tour that began and ended at Coe Park Hall located south of Second Street and east of Douty Street. The walking routes for the tour were determined prior to the community workshop, and a route map was distributed to all participants. The route was divided into two tours. Each tour was selected for its diversity of conditions and character. Figure 2-2 shows the Walking Tour Map.

- Tour 1 crossed SR 198 both over and under the freeway, crossed a railroad, and passed through several blocks of downtown, and a residential area. Streets included Douty Street, Sixth Street, Phillips Street, and Second Street.
- Tour 2 passed Lincoln Elementary School, the Soccer Complex, and included Douty Street, Irwin Street, Hanford-Armona Road, and Harris Street.

Each participant was asked to score the selected segment of roadway using a “walking audit” survey. The walking audit survey is meant to identify qualities such as deficiencies, conflicts, barriers, aesthetics, universal accessibility, comfort, and maintenance. Following the walking tour, the workshop included





Attachment: Exhibit A: Pedestrian Bike Plan FINAL 02-06-2018 (Pedestrian and Bicycle Plan)

use of TurningPoint (handheld response keypad) Technology and a PowerPoint presentation. Bicycle access, bicycle parking, and pedestrian access were addressed.

The intent of the first workshop was to introduce the project to the public, define project parameters, and solicit opinions and concerns from the community to help shape the development of the Pedestrian and Bicycle Plan. The consultant team conducted preliminary research and identified findings on existing conditions including pedestrian/vehicle collisions and bicycle/vehicle collisions to the participants during the workshop. The process of soliciting ideas, needs, concerns, and record comments from the community were used as a basis for planning exercise(s). The contents of the first workshop included:

- Objective and purpose of the study;
- Benefits of walking and bicycling;
- Collision data;
- Preliminary findings on existing conditions;
- Current bicycle routes to and within Hanford; and
- Walking tours with walking audit surveys.

Community Workshop #2: Map Your Route

Since the participants from the first workshop recommended meeting again at the same location, the second community workshop was also held at Coe Hall. The meeting consisted of an interactive presentation-style workshop using large format exhibits that included the existing Bicycle Master Plan, the proposed plan maps for both pedestrianways and bikeways, and a map of the trip attractors in Hanford. The conceptual pedestrian and bicycle plans allowed the participants to chart their preferences and priorities for pedestrian access, bikeways, and destinations. The consultant team used “dot-macracry” (voting dots) to gauge their preferences.

The second workshop focused on identifying the key findings, components, and priorities. PowerPoint and TurningPoint software were used again. The contents of the second workshop focused on the following:



- Workshop #1 summary and recap;
- Survey results (from both TurningPoint, open-ended questions, and walking audit surveys);
- Destinations/Trip Attractors Map;
- Suggestions for new destinations not currently linked by pedestrian paths or bikeways;
- Bikeway Map (existing and recommended bikeways);
- Pedestrian Plan (existing and recommended pedestrian corridors);
- Bicycle facilities “tool kit”;
- Examples of policies and programs to improve safety and encourage bicycling and walking;
- Priority list of improvements as determined by participants; and
- An overview of the Safe Routes to School Program.



Community Workshop #3: Preliminary Draft Plan and Public Safety

The third community workshop was another open house event located at Coe Park Hall, and consisted of a presentation-style workshop that summarized the contents of the draft Master Plan document. The presentation and handouts were made available and all presented materials were posted to the City’s website.

This workshop focused on refining and finalizing the ideas discussed during the second workshop and development of the draft Master Plan. The consultant team solicited input from the community on the draft plan maps and document contents. PowerPoint software and large scale maps and exhibits were used in our workshop. Three stations were set up for workshop participants to visit on their own and observe and learn more about the pedestrianways, bikeways, and potential safety and education programs. Once again, each workshop was open to the public, without restriction. Surveys were provided at each table in English



and Spanish, and participants were asked to prioritize pedestrianways, bikeways, and safety and education programs.

2.2 Relevant Plans and Policy Documents

Hanford has a number of existing planning documents that plan for pedestrians and bicycles. This section describes these documents and summarizes the goals and policies that contribute to improving pedestrian and bicycle access throughout the Hanford and in Kings County.

2.2.1 KINGS COUNTY REGIONAL BICYCLE PLAN 2011

The 2011 Kings County Region Bicycle Plan was prepared by the Kings County Association of Governments (KCAG) in collaboration with the member jurisdictions of Avenal, Corcoran, Lemoore, and Hanford and the Bicycle Advisory Committee in consultation with the people of Kings County. This plan was prepared to provide guidance in developing bicycling networks and support programs to the communities in Kings County.

The bicycle plan for Kings County is unique because it was designed to serve dual purposes: (1) to provide a regional bicycle plan that ensures facilities planned within all five local jurisdictions are integrated and compatible and (2) to provide “stand-alone” bicycle plans for each jurisdiction which are independent and can be used by each agency to secure funding and implement individual bicycle plans. In addition, the plan focuses on developing a countywide network of routes that would provide bicycle access between communities for commuting and recreational trips. Figure 2-3 shows the City of Hanford Planned and Existing Bikeways from the 2011 Kings County Regional Bike Plan. The identified countywide bikeways connecting to and traveling through Hanford were considered in development of this Master Plan.

Goals and policies of the Kings County Regional Bicycle Transportation Plan that also serve to influence the planning, design, and implementation of the Hanford Pedestrian and Bicycle Master Plan include:

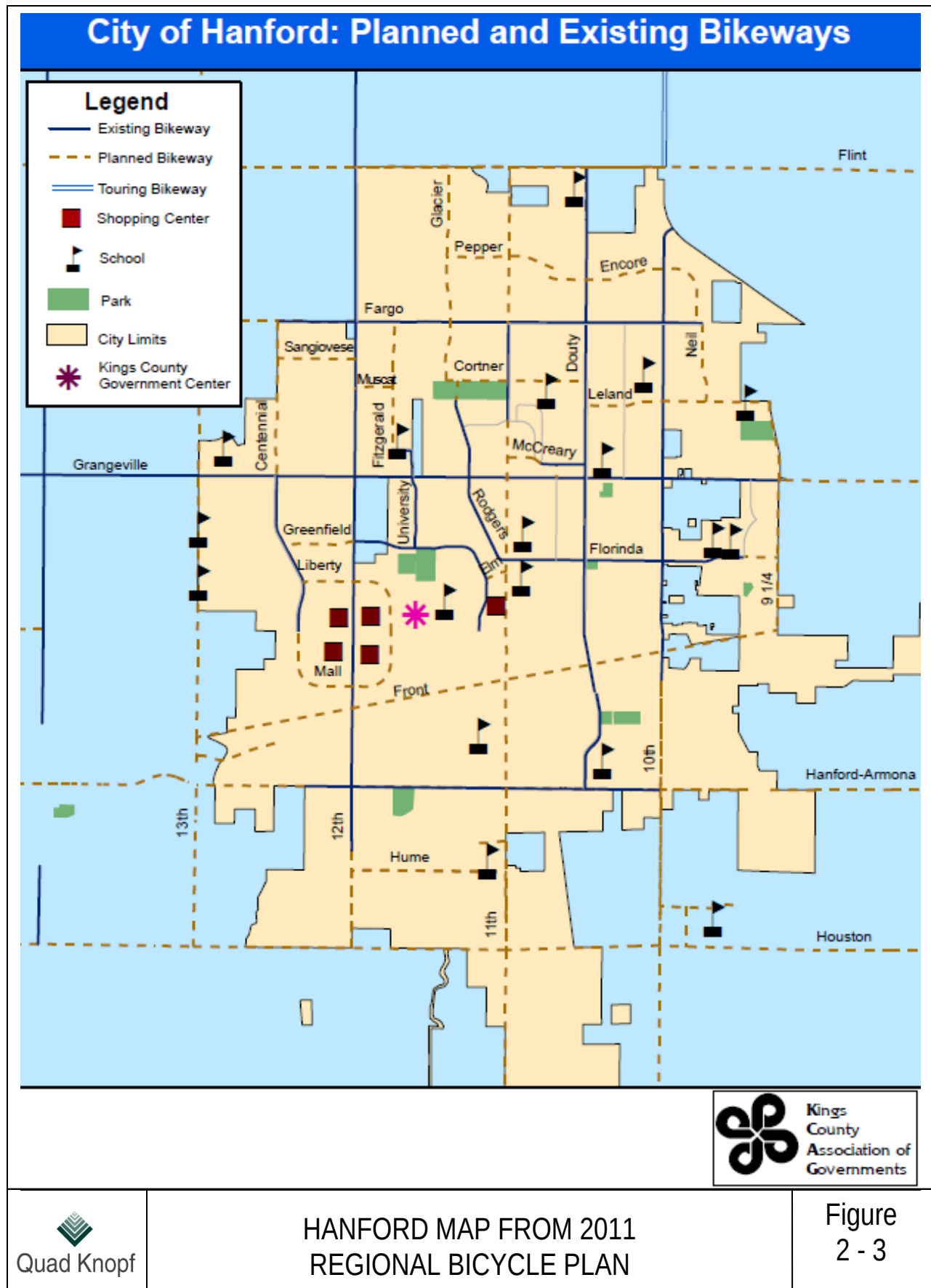
Goal 1: Provide a well-developed, safe, and convenient, interregionally connected system of bikeways complete with support facilities.

Policy 1.1: Design bikeways with adequate width to safely accommodate bicycles by conforming to the Caltrans Highway Design Manual, the California Manual on Uniform Traffic Control Devices (MUTCD), and the Federal MUTCD.

Policy 1.2: Exploit all available federal, state, and local grant funding sources to develop and enhance bikeways.

Policy 1.3: Ensure that the bikeway system is consistent with the availability of funds to construct, operate, and maintain. Also identify responsibility for each of these functions.

Policy 1.4: Identify, where possible, desirable alternative routes to those with high traffic volumes and high accidents as well as to take measures to make high traffic volume routes safer.



Policy 1.5: Design bikeways to ensure safe passage of cyclists (lighting, removal or trimming of foliage adjacent to the bikeway, etc).

Policy 1.6: Define and prioritize logical project limits for bicycle routes which ensure continuity between routes, especially across jurisdictional boundaries within the County and encourage links with other counties.

Policy 1.7: Identify key areas for the placement of bicycle racks and support facilities.

2 2 2 CITY OF HANFORD GENERAL PLAN CIRCULATION ELEMENT

The Circulation Element makes references to bicycle travel and bikeways. As most bikeways are located on roadways, the focus of this report on roadways and circulation is especially pertinent to the Master Plan and bicycle access.

The 2035 General Plan Circulation Element presents a classification of Hanford roadways. Much of the policy discussion is relevant to bicycle and pedestrian travel in Hanford particularly in providing an integrated transportation system for the safe and efficient movement of people and goods in the Hanford planning area. While maintaining an acceptable level of service (LOS) on all roadways, there is also the consideration of facilitating a balanced use of all travel modes, including bicycles. Of particular interest to this Master Plan are the policies requiring adequate safety measures, including appropriate maintenance, lighting, traffic controls and signage; policies related to giving priority to projects that complete links on the existing system or relieve deficiencies; and policies focusing on encouraging bicycle usage. The 2035 Circulation Element Map is shown in Appendix B.

The Circulation Element and the Bicycle Plan promote the establishment of a shared use roadway system, but encourages newly developing areas to provide for bicycle facilities along certain roadways and as part of an overall link to open space and recreational amenities and other land uses.

2035 General Plan Circulation Element Goals and Policies Related to this Master Plan

Goal T8: An interconnected bikeway and community pedestrian network that facilitates and encourages nonmotorized travel throughout Hanford.

Policy T39 – Accommodating All Modes of Traffic: Plan, design, and construct new transportation improvement projects to safely accommodate the needs of pedestrians, bicyclists, transit riders, motorists and persons of all abilities.

Policy T40 – Pedestrian and Bicycle Placemaking: Promote pedestrian and bicycle improvements that improve connectivity between neighborhoods, provide opportunities for distinctive neighborhood features, and foster a greater sense of community.

Policy T64 – Bicycle Network Master Planning: Maintain a Bicycle Master Plan to coordinate existing and planned infrastructure to support, encourage and promote bicycle transportation, with effective connections to downtown, major shopping areas, mixed use neighborhoods, community facilities, schools, parks, and employment areas.

Policy T65 – Bicycle Network: Prioritize the elimination of gaps in the bicycle network to connect destinations across Hanford.

Policy T66 – Public Bicycle Parking: Increase the amount of publicly accessible bicycle parking and storage throughout the city and adopt standards for bicycle parking at new development projects.

Policy T67 – Bicycle Safety Programs: Support programs that educate bicyclists and motorists about bicycle safety.

Policy T68 – Bicycle Transportation Ordinance: Consider adoption of a bicycle transportation ordinance that addresses safe use and operation of bicycles.

Policy T69 – Road Projects with Bicycle Facilities: Incorporate planned bicycle facilities into road maintenance projects where feasible.

Policy T70 – Pedestrian Connections: Increase connectivity through direct and safe pedestrian connections to public amenities, neighborhoods, village centers and other destinations throughout the city.

Policy T71 – Pedestrian and Bicycle Crossings: Identify and enhance key pedestrian and bicycle crossings that cross physical barriers, such as highways or railroad tracks.

Policy T72 – Reduction of Pedestrian Barriers: Coordinate with utility providers to reduce or eliminate barriers to pedestrian mobility created by utility infrastructure, such as utility poles that obstruct accessibility.

Policy T92 – Amenities that Support Alternative Modes of Transportation: Encourage new developments to include on-site amenities that support alternative modes of transportation. Emphasize pedestrian and bicycle-friendly design, accessibility to transit, preferred rideshare parking, showers and lockers, on-site food service, and child care, where appropriate.

2 2 3 CITY OF HANFORD GENERAL PLAN LAND USE ELEMENT

This Land Use Element describes the extent of the Hanford General Plan Planning Area. It describes the location and type of future land uses. The 2035 General Plan Land Use Map is shown in Appendix A. Specific to walkways and bikeways, it addresses the need for alternative modes of transportation for commuting to improve the quality of air in the City of Hanford and its air basin. It includes the following implementing policies:

2035 General Plan Land Use Element Related to this Master Plan

Policy L96 – Types of Uses in Open Space Land Use Designation: Typical uses in the Open Space land use designation include parks, pathways, storm drainage basins and water recharge areas, reservations for future freeway interchanges, areas designated for noise attenuation, and major landscape corridors along entryways into the city.

2 2 4 CITY OF HANFORD GENERAL PLAN HEALTH SAFETY AND NOISE ELEMENT

Communities can be developed in such a way that promotes good health. Components of healthy living include walkable and bikeable streets, convenient and accessible parks, increased opportunities for social interaction, access to healthy foods and medical services, safe neighborhoods and public places, and policies that promote healthier living. A community's overall health depends on multiple factors, including the environment they live in. A healthier living environment reduces health risks and promotes better lifestyle choices.

Policy H65 – Comfortable Walking and Biking Environments: Provide comfortable environments and destinations for walking and bicycling to integrate physical activity into daily routines.

Policy H66 – Non-Vehicular Access: Improve bicycle, pedestrian, and public transportation access to residential areas, educational and childcare facilities, employment centers, commercial centers, recreational areas, and other destination points.

2 2 5 CITY OF HANFORD GENERAL PLAN AIR QUALITY ELEMENT JULY 2010

The following objectives or policies that serve to improve air quality through alternative modes of transportation such as walking and biking are:

Objective AQ 2: Educate the public on the impact that individual choices and decisions regarding land use, transportation, lifestyle, and energy use have on our air quality and climate.

Objective AQ 6: Design new development projects within the City that provide facilities and programs that improve the effectiveness of transportation control measures and congestion management programs such as bicycle paths and lanes, sidewalks and pedestrian paths, secure bicycle parking, transit stops at appropriate locations, transportation demand management programs at large employers, and transportation improvements that reduce congestion and improve traffic flow.

Policy AQ 6.3: Provide end of trip facilities such as preferential parking for vanpools and rideshare, bicycle parking, and other facilities suitable for the type of business for projects with the potential for over 100 employees to support compliance with San Joaquin Valley Air Pollution Control District Rule 9410.

Policy AQ 7.7: Promote urban forestry projects that shade buildings, homes, streets, pedestrian walkways, and urban core areas to reduce surface and ambient temperatures and reduce energy required for cooling.

2.2 2011 KINGS COUNTY REGIONAL TRANSPORTATION PLAN

With an increased focus on green infrastructure at the state, local, and federal levels, nonmotorized facilities have been elevated to greater importance as a necessary component of the overall transportation system. The RTP and the Kings County Regional Transportation Plan/Sustainable Communities Strategy, covering the 25-year period from 2010 to 2035, is a continuation of Kings County's transportation planning process which began in 1975 with the adoption of its first RTP. The RTP and the Kings County Regional Transportation Plan/Sustainable Communities Strategy are intended to serve many purposes that impact local levels such as the City of Hanford. The RTP and the Kings County Regional Transportation Plan/Sustainable Communities Strategy are designed to provide the foundation for transportation decisions by local, regional, and state officials, identify transportation improvements, and set forth an action plan to address transportation issues and needs. The action plan is detailed in the Implementation Strategies that follow.

1. Carry out the recommendations of the Kings County Regional Bicycle Plan.
2. On designated shared-use roads, provide adequate shoulder space, stripe the pavement, place bike route indicator signs, and maintain a good riding surface.
3. Ensure that public and private sectors provide adequate bicycle parking. This can be done by amending each jurisdiction's zoning ordinance. The ordinances could be written to allow installation of secure bicycle parking "in lieu" of a portion of automobile parking normally required.
4. Utilize existing private and public bicycle safety seminars. Seminars can be scheduled at schools, adult education programs, local retailing outlets, and public workshops. Funding opportunities should be explored in the private sector (retailers, social service clubs, recreational clubs, etc.) and in public/private partnerships. Additional funds could be drawn from state traffic safety grants.
5. Local police departments should conduct regular campaigns and enforce traffic laws regarding, riding against traffic, disregarding traffic signals and signs, and the appropriate use of working bicycle lights in the evening or early morning as well as efforts to educate motorists concerning the rights of cyclists on the roadway.
6. Each city should have an active bicycle registration program.
7. KCAG should join with other counties to petition the State Department of Motor Vehicles to require knowledge of bicycle traffic laws in licensing tests. DMV should be held responsible for making motorists aware of bicyclists' rights and responsibilities.
8. Seek all available state, federal, and private grant funds to install and maintain bicycle facilities and to conduct educational programs.

9. Local agencies should consider bicycle issues in all phases of planning for transportation. This includes local land use, air quality, zoning and circulation elements of general plans, capital improvement plans, and recreational programs.

KCAG should consider bicycle issues in its Regional Transportation Plan, Federal Transportation Improvement Program, and Regional Transportation Improvement Plan. KCAG should also ensure that bicycle issues are represented at annual LTF allocation discussions and public hearings.

10. Better coordination in developing and implementing bicycle plans can be achieved by:
 - a. Designating a single individual within each jurisdiction to ensure that bicycle issues are represented in that agency's various functions; and
 - b. Encouraging bicycle advisory and support groups to work closely with local officials in identifying and seeking solutions to bicycle problems. These groups should assume the responsibility of keeping bicycle issues before decision-makers.
11. The rehabilitation of roads will benefit bicycle users. As roads are repaved, wider shoulders should be provided to upgrade the riding surface for bicyclists.
12. Bicycle parking facilities should be installed at transit stops, park-and-ride lots, and intermodal stations to provide a seamless transition with other transportation modes. Transit buses should continue to be equipped with bicycle transporting racks.
13. Encourage newly developing areas to incorporate bicycle facilities along appropriate roadways and off-road systems as part of open space and recreational amenities.
14. Continue to develop and maintain a safe sidewalk system that facilitates pedestrian and ADA access to public transit for commuting, recreation, or other purposes.
15. The abandonment of rail lines provides an opportunity to establish trails for nonmotorized, recreational, or open space uses. Converting abandoned rail corridors into trails also preserves the right-of-ways for any future transit use.

In addition, Caltrans recommends that the City of Hanford develop an Active Transportation Program Plan that is coordinated with a Kings County Regional Active Transportation Plan. The City of Hanford Bicycle and Pedestrian Master Plan would be incorporated into these plans.



CHAPTER 3

BICYCLE NETWORK

BICYCLE NETWORK

3.1 Existing Conditions

3.1.1 BIKEWAYS

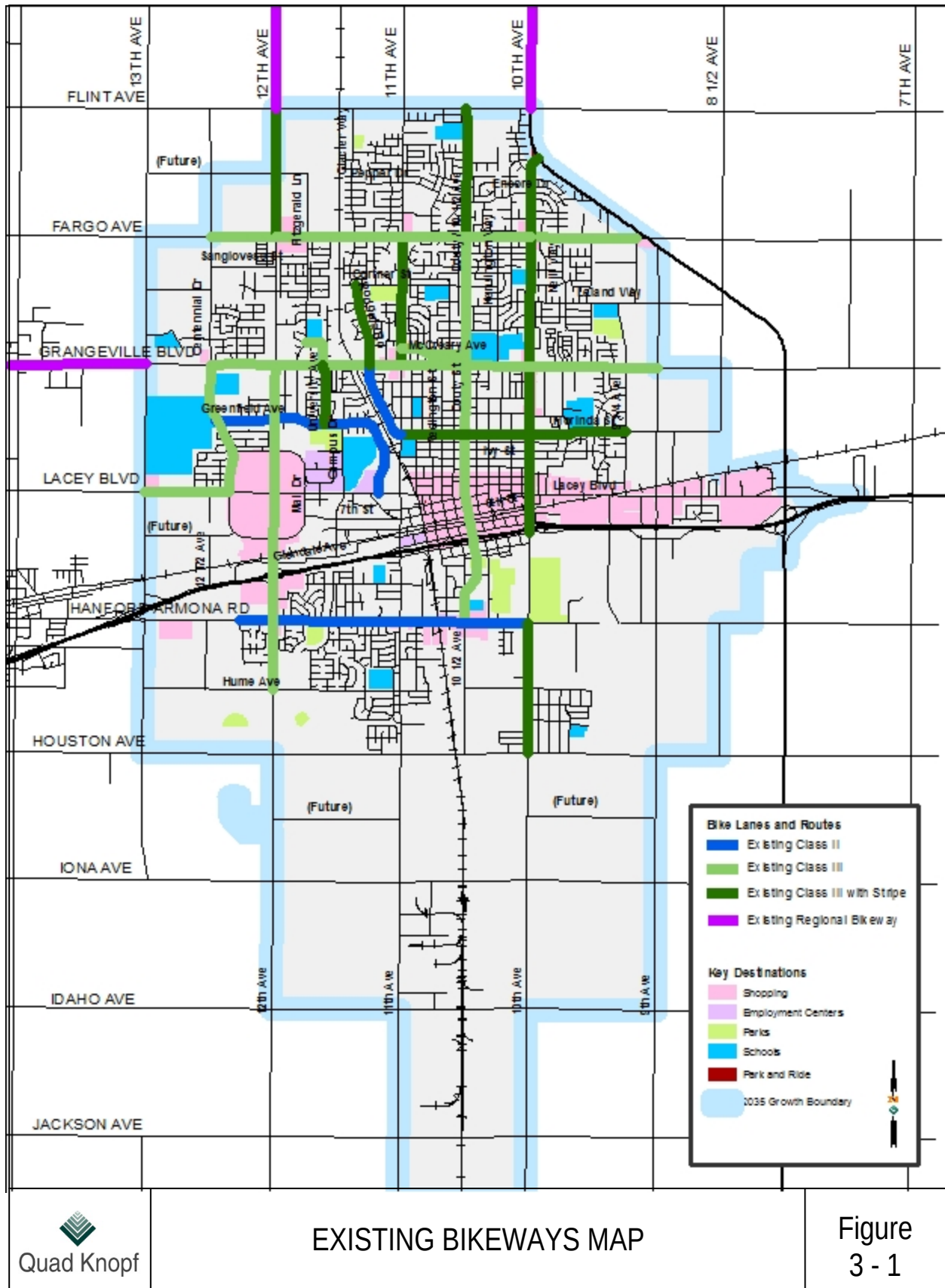
Currently, there are 30.56 miles of existing bikeways in the City of Hanford, as shown in Table 3-1. Hanford's bikeways are currently classified into three categories: Class II (Bike Lanes), Class III (Bike Routes), and Class III (Bike Routes with Stripes).

Generally, Class II bike lanes in Hanford are five to six feet wide and, where located adjacent to a parking lane, are striped with a line on both sides of the street such as Hanford-Armona Road, Rodgers Road, and Greenfield Avenue. The bike lane is designated by black and white bike lane signage near major intersections and bike lane pavement markings on each block. Some Class II bike lanes are located on streets that are designed for four travel lanes, but are currently striped for two lanes until traffic warrants an expansion. The typical cross section includes one travel lane, a bicycle lane, and a parking lane in each direction, and a center turn lane. If additional vehicular travel lane capacity is warranted in the future and the roadway cannot be widened due to right-of-way constraints, the Class II bike lane may need to be reclassified to a Class III bike route.

Hanford has a large number of Class III bike routes. The bike routes are typically provided as connections between bike lane facilities where there may be limited street width to accommodate a designated bike lane. The bike route is designated by green and white bike route signage near intersections. In some instances, as is the case with 10th Avenue and Florinda Street, Class III bike routes are delineated by a white stripe on the pavement and a bike route sign. Parking is permitted between the stripe and the curb. Fargo Avenue, Grangeville Avenue, and Lacey Boulevard are examples of Class III bikeways that are not striped but are designated with bike route signs. The breakdown of bikeway classifications and mileages are shown in Table 3-1. A map of the existing bikeways is shown in Figure 3-1.

Table 3-1
Total Length of Existing Bikeways by Classification

Bikeway Classification	Mileage
Class I Bike Paths	0.00
Class II Bike Lanes	5.69
Class III Bike Routes	15.99
Class III w/Stripe	8.88
Total	30.56



A field review of the existing bikeway facilities was conducted. A brief description of each facility including facility type by street segment, posted speed limits, and signs or pavement markings located on the facility is presented below.

**Table 3-2
Existing Conditions by Classification**

EXISTING CONDITIONS				
Street Name	Segment	Speed	Bike Lane/Route Signs	Pavement Markings
Class II				
Rodgers Road	Grangeville to Florinda	35 mph	✓	✓
Greenfield Avenue	Centennial to Lacey	35 mph	✓	✓
Hanford-Armona Road	Greenbrier to 10 th	40 mph	✓	✓
Class III				
Centennial Drive	Grangeville to Lacey	45 mph	✓	×
12 th Avenue	Fargo to Hume	40 mph	✓	×
Kings Road/Berkshire Way	Fitzgerald to Grangeville	30 mph	✓	×
Douty Avenue	Fargo to Hanford-Armona	25-40 mph	✓	×
Fargo Avenue	Centennial to 9¼	35 mph	✓	×
McCreary Avenue	11 th to Douty	25 mph	✓	×
Grangeville Boulevard	Centennial to 9 th Ave	45 mph	✓	×
Lacey Boulevard	13 th to Centennial	45 mph	✓	×
Class III with Stripe				
12 th Avenue	Flint to Fargo	55 mph	✓	×
11 th Avenue	Fargo to Grangeville	40 mph	✓	✓
University Avenue	Grangeville to Greenfield	35 mph	✓	✓
Rodgers Road	Mallard to Grangeville	30 mph	✓	✓
Douty Street	Flint to Fargo	40 mph	✓	✓
10 th Avenue	SR 43 to Third	35-45 mph	✓	✓
10 th Avenue	Hanford-Armona to Houston	55 mph	✓	×
Florinda Street	11 th to 9¼	35 mph	✓	✓

Existing Conditions by Classification – Descriptions

The following paragraphs describe the existing bikeways, their classification, and condition.

CLASS II

Rodgers Road – Grangeville Boulevard to Florinda Street: Rodgers Road is a north-south collector roadway with a striped and signed north-south bikeway. It provides one vehicular travel lane and a four (4) foot wide bike lane in both directions connecting Grangeville Boulevard to Florinda Street. The posted speed limit is 25 mph. These bike lanes also provide connections to

the existing Class III bike route on Rodgers Road between Mallard Way and Grangeville Boulevard.

Greenfield Avenue – Centennial Avenue to Lacey Boulevard: Greenfield Avenue is a collector roadway connecting Lacey Boulevard to 12th Avenue. It provides one travel lane, one lane of parking, and one bike lane on both sides of the street. This segment has both bike lane signs and pavement markings. The posted speed limit is 35 mph between Lacey Boulevard and University Avenue. Greenfield Avenue serves Hanford's Youth Athletic Complex, Hanford West High School, and many professional offices. Participants at this Master Plan's public workshops named Greenfield Avenue as one of their favorite bikeways.

Hanford-Armona Road – Greenbrier Drive to 10th Avenue: Hanford-Armona Road is an arterial roadway with a striped and signed east-west bikeway. It provides one vehicular travel lane and bike lane in both directions, parking on both sides of the street, and a center turn lane. The bikeway is a four (4) foot wide bike lane adjacent to a parking lane. This bikeway provides access to parks, school, a church, and the Kings County Fairgrounds.

CLASS III

Centennial Drive – Grangeville Avenue to Lacey Boulevard: Centennial Drive is a north-south two lane collector that serves Sierra Pacific High School and residential uses. This segment of bikeway is a striped bike route with pavement markings. The posted speed limit is 45 mph.

12th Avenue – Fargo Avenue to Hume Avenue: 12th Avenue is a north-south arterial. From Fargo Avenue to Grangeville Avenue it consists of one travel lane on either side of the street. Most of this segment includes uneven and sometimes narrow shoulders. The bikeway includes bike lane signs and the speed limit is posted at 45 and 55 mph. One bike lane sign is posted on each side of the street. From Grangeville to Hume, 12th Avenue is a north-south arterial passing through a mix of residential development and commercial and office uses north of SR 198 including the regional shopping district at the 12th Avenue and Lacey Boulevard intersection. The roadway is a signed bike route with posted speed limits of 40 and 45 mph.

Kings Road/Berkshire Way – Fitzgerald Street to Grangeville Avenue: Kings Road and Berkshire Way are local streets that serve as a connection between the University Avenue bike route and Fitzgerald Lane. There are two vehicular travel lanes and parking is allowed.

11th Avenue – Fargo Avenue to Grangeville Boulevard: 11th Avenue is a north-south arterial street. The bike route extends from Grangeville Avenue north to Fargo Avenue. This segment has bike lane signs (should be bike route) but no actual striped lane. It shares two travel lanes and parking on both sides of the street. This segment provides access to residential neighborhoods and Hidden Valley Park. The posted speed limit is 40 mph.

Douty Street – Fargo Avenue to Hanford-Armona Road: Douty Street is a north-south collector roadway that serves residential neighborhoods, Coe Park, Longfield Center, Lincoln Elementary School, Immaculate Heart of Mary Catholic Church, Central Valley Hospital, Lacey Park, Earl F. Johnson High School, Hanford High School, Pioneer Middle School, Monroe

Elementary School, and downtown Hanford. It has two vehicle travel lanes and parking on both sides of the street. This segment of bikeway is identified with bike route signs and no pavement markings. The speed limit is 35 and 40 mph.

Fargo Avenue – Centennial Avenue to 9¼ Avenue: From 12th Avenue to 11th Avenue, Fargo Avenue is a four lane arterial roadway with no parking permitted. It shares commercial and residential uses. The roadway has bike route signs with a posted speed limit of 45 mph west of 11th Avenue. Fargo Avenue becomes a three-lane roadway east of 11th Avenue and a two lane roadway with parking permitted on both sides east of Fir Lane to Neill Way/Encore Drive. The speed limit reduces to 35 and 40 mph in residential areas. There is no curb and gutter east of Neill Way/Encore Drive. The speed limit increases to 50 mph outside the city limits of Hanford.

McCreary Avenue – 11th Avenue to Douty Street: McCreary Avenue is a local street serving residential land uses. It is a two-lane roadway with permitted parking during limited hours of the day. The roadway is a signed bike route. This route provides direct connections to bike lanes on Douty Street and Mulberry Drive. The bikeway provides access to residential neighborhoods and Hanford High School. The posted speed limit is 25 mph. Most of McCreary Avenue lacks curb-and-gutter (between Douty Street and Peralta Way). Shoulders are uneven or nonexistent. McCreary Avenue stops at Mulberry Drive and does not connect to 11th Avenue. Mulberry Drive provides the bikeway to 11th Avenue.

Grangeville Boulevard – Centennial Avenue to 9th Avenue: Grangeville Boulevard is an east-west four lane arterial street with a center turn lane. Bike route signs have been installed. Parking is not permitted on Grangeville Boulevard. The speed limit is 45 mph and slows to 25 mph near Hanford High School. This facility is part of a planned route eastward through the City of Lemoore. It will be a direct connection to future facilities planned within Hanford's city limits. Currently, the bike route does not extend westward from 12th Avenue. The bikeway provides access to many residential neighborhoods, Hanford High School, shopping centers, restaurants, and coffee shops.

Lacey Boulevard – 13th Avenue to Centennial Avenue: Lacey Boulevard is an east-west arterial street. From 13th Avenue to Centennial Avenue there is a Class III bike route with signs. The roadway provides access to College of the Sequoias and Sierra Pacific High School.

CLASS III WITH STRIPE

Previous bicycle master plans for Hanford utilized a standard that combined a bike route with on-street parallel parking. They were designated Class III with stripe because they have a single stripe that separates the motorized travel lane from the bike route/parking area.

12th Avenue – Flint Avenue to Fargo Avenue: 12th Avenue is a 2-lane arterial road located in an area that is mostly undeveloped, but is planned to have development in the future as the City grows. There are Class III signs with a single stripe and no parking.

University Avenue – Grangeville Boulevard to Greenfield Avenue: University Avenue is a north-south collector street that extends from Grangeville Boulevard to Greenfield Avenue. It has

two vehicular travel lanes and two eight (8') foot bike/parking lanes on each side of the street. The bike/parking lanes are currently shared between bicycles and parked vehicles. University Avenue provides access to Joseph Simas Elementary School to the north and the Youth Sports Complex south of Greenfield Avenue.

Rodgers Road – Mallard Way to Grangeville Boulevard: Rodgers Road is a north-south collector street with a striped and signed bikeway. The speed limit is posted at 30 mph. This bikeway terminates at Hidden Valley Park. There are bike/parking lanes that are shared between bicycles and parked vehicles.

Douty Street – Flint Avenue to Fargo Avenue: Douty Street is a north-south collector street that extends from Flint Avenue to Cortner Street. The speed limit is 40 mph. The roadway consists of two lanes of vehicular traffic. Two eight (8') bicycle/parking lanes on each side of the street are located south of Fareway Lane. Striping and signage do not exist north of Fareway Lane. Shoulders here are uneven or nonexistent. Currently, the bike lanes are also used for vehicle parking. Numerous driveways and side streets line both sides of Douty Street.

10th Avenue – SR 43 to Third Avenue: 10th Avenue is a north-south four lane arterial roadway. It has two travel lanes and one eight (8) foot wide bike route on either side of the street with a center turn lane from SR 43 to Orange Street. From Orange Street to SR 198, the roadway becomes a divided arterial with two travel lanes and one bike lane on either side of the street. From Orange Avenue to Leland Way, the bike route on the east side of the street is eight (8) feet wide and it is four (4) feet wide on the west side of the street. "No Parking" signs are posted on the west side of the street and parking is permitted in the bike route on the east side of the street. There are "No Parking" signs from Leland Way to Grangeville and the posted speed limit varies from 35 to 40 mph. The bikeways provide access to commercial retail uses, residential neighborhoods, and Hanford's downtown area. Bike routes are shared with parked vehicles between Fargo Avenue and Lacey Boulevard. No parking is allowed from Fargo Avenue to SR 43.

10th Avenue – Hanford-Armona Road to Houston Avenue: On 10th Avenue from Hanford-Armona Road to Houston Avenue there is one bike lane sign per side, uneven shoulders (some narrow) and a 55 mph speed limit. This segment also includes access to the unincorporated community of Home Garden. Destinations include Kings County Fairgrounds, Hanford Cemetery, and Hanford Municipal Airport.

Florinda Street – 11th Avenue to 9¼ Avenue: Florinda Street is an east-west collector street. This segment of bikeway has striped bike/parking lanes with bike route signs. It has two vehicular travel lanes. The eight (8) foot wide bike/parking lanes are shared with parked cars. The Florinda Street bikeway provides access to residential neighborhoods, Woodrow Wilson High School, John F. Kennedy Junior High School, Lee Richmond Elementary School, Central Valley General Hospital, Lacey Park, St. Brigid's Catholic Church, St. Rose Catholic School, and KART bus stops. The posted speed limit is 30 mph.

CLASS I BIKE PATHS

A Class I Bikeway (Bike Path) provides a completely separated right-of-way for the exclusive use of bicycles and pedestrians with crossflow by motorists minimized. Generally, bike paths should be used to serve corridors not served by streets and highways or where wide right-of-way exists, permitting such facilities to be constructed away from the influence of parallel streets.

Class I bikeways or bike paths offer opportunities not provided by the road system. They can either provide a recreational opportunity, or in some instances, can serve as direct high-speed commute routes if cross flow by motor vehicles and pedestrian conflicts can be minimized. The most common applications are along drainage corridors, streams, canals, utility right of way or abandoned railroad rights-of-way.



Hanford has irrigation canals and sloughs that flow through private property, and behind residences. While initially thought to be attractive locations for Class I bike paths, the cost of pursuing an easement, construction costs, potential public safety problems, and potential for litigation are factors that make trails along irrigation canals and sloughs an unsuccessful proposition in Hanford. Two operating railroad lines (San Joaquin Valley Railroad and Union Pacific Railroad) cross through the City of Hanford. Each railroad passes along properties that are mostly developed. Although there have been attempts by the City of Hanford to identify areas along the San Joaquin Valley Railroad that might allow a bike path to be constructed, railroad companies have not been open to granting an easement for bike path use.

The construction cost for Class I bike paths is estimated at \$300,000 per mile and includes installation of signage, pavement markings, and amenities. Costs do not include contingencies, design and administrative costs, fencing, right-of-way acquisition, or inflation factors. For these reasons, there are no existing Class I bike paths and no new paths are identified in this Master Plan.

CLASS IV BIKEWAYS

Class IV bikeways or "cycletracks:" or "protected bike lanes, " provide a right-of-way designated exclusively for bicycle travel within a roadway and which are protected from other vehicle traffic with devices, including, but not limited to, grade separation, flexible posts, inflexible physical barriers, or parked cars.



3 1 2 EXISTING BICYCLE SUPPORT FACILITIES

Bicycle support facilities are essential components of bicycle travel. Support facilities include bicycle parking (covered or open), bicycle parking signage, shower and changing space, and secure storage (lockers or cages) for bicycle gear. These support facilities encourage bicycling, and in some cases their availability may be the determining factor as to whether or not the trip is made by bicycle.

Bicycle parking, in the form of bicycle racks, is available at Hanford's public schools, College of the Sequoias, parks, and other major trip attractors such as Hanford Mall, County Civic Center, Kings County Library, and some downtown locations. Shower and storage facilities located in schools and private facilities, such as health clubs, are not currently available to the general public and therefore do not represent potential resources. The list of existing facilities with available bicycle parking in the form of bicycle racks includes:

College of the Sequoias	Semas Elementary School
Hanford High School	Washington Elementary School
Hanford West High School	Wilson Elementary School
Sierra Pacific High School	Bob Hill Youth Athletic Complex
Kennedy Middle School	Coe Park
Pioneer Middle School	Longfield Center
Frontier Elementary School	Vineyard Park
Hamilton Elementary School	Civic Center
Jefferson Elementary School	Teen Center
Lee Richmond Elementary School	Hanford Mall
Lincoln Elementary School	County Civic Center
Martin Luther King, Jr. Elementary School	Kings County Library
Monroe Elementary School	Various downtown locations
Roosevelt Elementary School	

3 1 3 EXISTING AND FUTURE LAND USE TRIP ATTRACTORS

Understanding existing and future land use patterns in Hanford is important to developing a fully interconnected pedestrian and bikeway system. Connections should be provided between trip generators (residential areas) and trip attractors or destinations. Activity centers, including downtown businesses and government centers, schools, shopping centers, parks, athletic fields, and employment centers serve as 'attractors' or destinations for pedestrian and bicycle trips. Convenient access to these locations from the pedestrian and bicycle network is crucial to the ability of the network to encourage and promote bicycle and pedestrian trips. A map of trip attractors in Hanford is shown in Figure 3-2. This map was compiled from a review of aerial photography, General Plan Maps, and field observation. The 2035 Land Use Map (see Appendix A) can also assist in predicting future development patterns and identifying future bicycle facility needs. The list of trip attractors includes the following destinations:

<u>Schools</u>	<u>Schools (continued)</u>
College of the Sequoias	Sierra Pacific High School
Hanford High School	Kennedy Middle School
Hanford West High School	Pioneer Middle School

Frontier Elementary School
 Hamilton Elementary School
 Jefferson Elementary School
 Lee Richmond Elementary School
 Lincoln Elementary School
 Martin Luther King, Jr. Elementary School
 Monroe Elementary School
 Roosevelt Elementary School
 Semas Elementary School
 Washington Elementary School
 Wilson Elementary School

City Parks and Facilities

Airport Park
 BMX Track
 Bob Hill Youth Athletic Complex
 Centennial Park
 Coe Hall
 Coe Park
 Civic Center and Courthouse Grounds
 Community Garden
 Earl F Johnson Park
 Encore Park
 Fairgrounds
 Freedom Park
 Gateway Park
 Harris Street Ball Park
 Hidden Valley Park
 Hye Park
 Lacey Park
 Lakewood Park
 Longfield Center
 The Plunge and Skate Park
 Quail Park
 Quail Run Park
 Redwood Park
 Sherwood Park
 Soc Com Park

Softball Complex
 Stone Crest Park
 Teen Center
 Veterans-Senior Center
 Vineyard Park

Commercial Centers

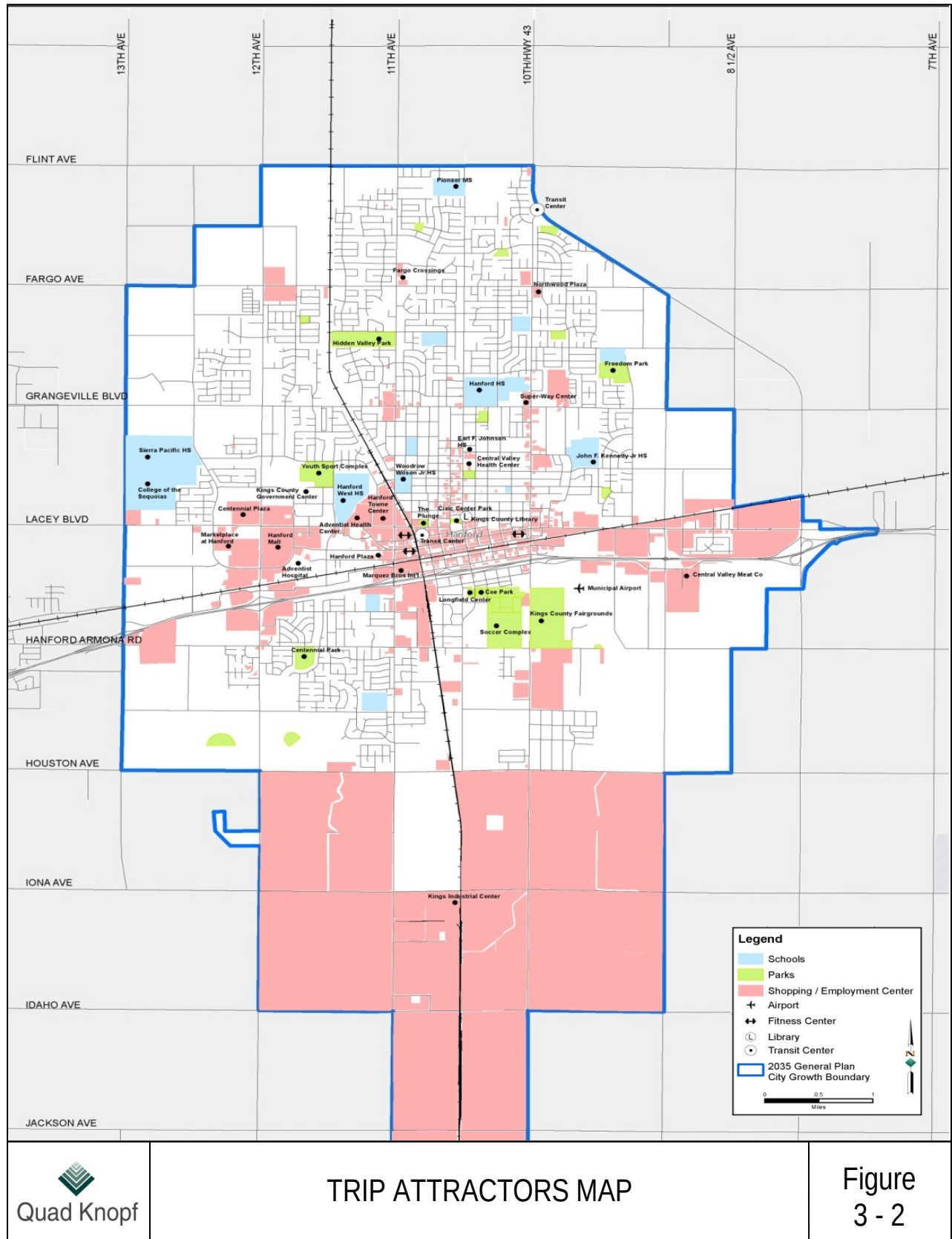
Centennial Plaza
 Marketplace at Hanford
 Hanford Mall
 Hanford Towne Center
 Hanford Plaza
 Downtown
 East Downtown/China Alley
 Super-Way Center
 Northwest Plaza
 Fargo Crossings
 Lacey/SR 43 Regional Shopping (future)

Transit Facilities

Amtrak Station
 Transit Center
 10th and 43 Park and Ride
 Hanford Municipal Airport

Other Facilities and Large Employers

Adventist Hospital
 Adventist Health Center
 Central Valley Health Center
 Central Valley Meat Company
 Fourth and Fifth Streets Area south of downtown
 Kings County Fairgrounds
 Kings County Library
 Marquez Bros. International
 Kings Industrial Center



The primary trip attractors for the current land uses and the proposed 2035 General Plan land uses are:

- Downtown;
- Hanford Mall/Centennial Plaza/Marketplace at Hanford Shopping District;
- Hanford Towne Centre/Hanford Plaza/Adventist Health Center;
- Future Regional Shopping District at SR 43 and Lacey Boulevard;
- Coe Park/Soccer Complex/Longfield Center/ Kings County Fairgrounds;
- College of the Sequoias/Sierra Pacific High School;
- Hanford West High School/Youth Sports Complex; and
- Hanford High School and Ballpark/Super-Way Shopping Center.

Hanford has several concentrations of employment centers that would also serve as trip attractors. Those locations are as follows:

- Kings Industrial Park;
- Kings County Government Center;
- Central Valley Meat Company;
- Central Valley Health Center; and
- Fourth and Fifth Street area south of downtown.

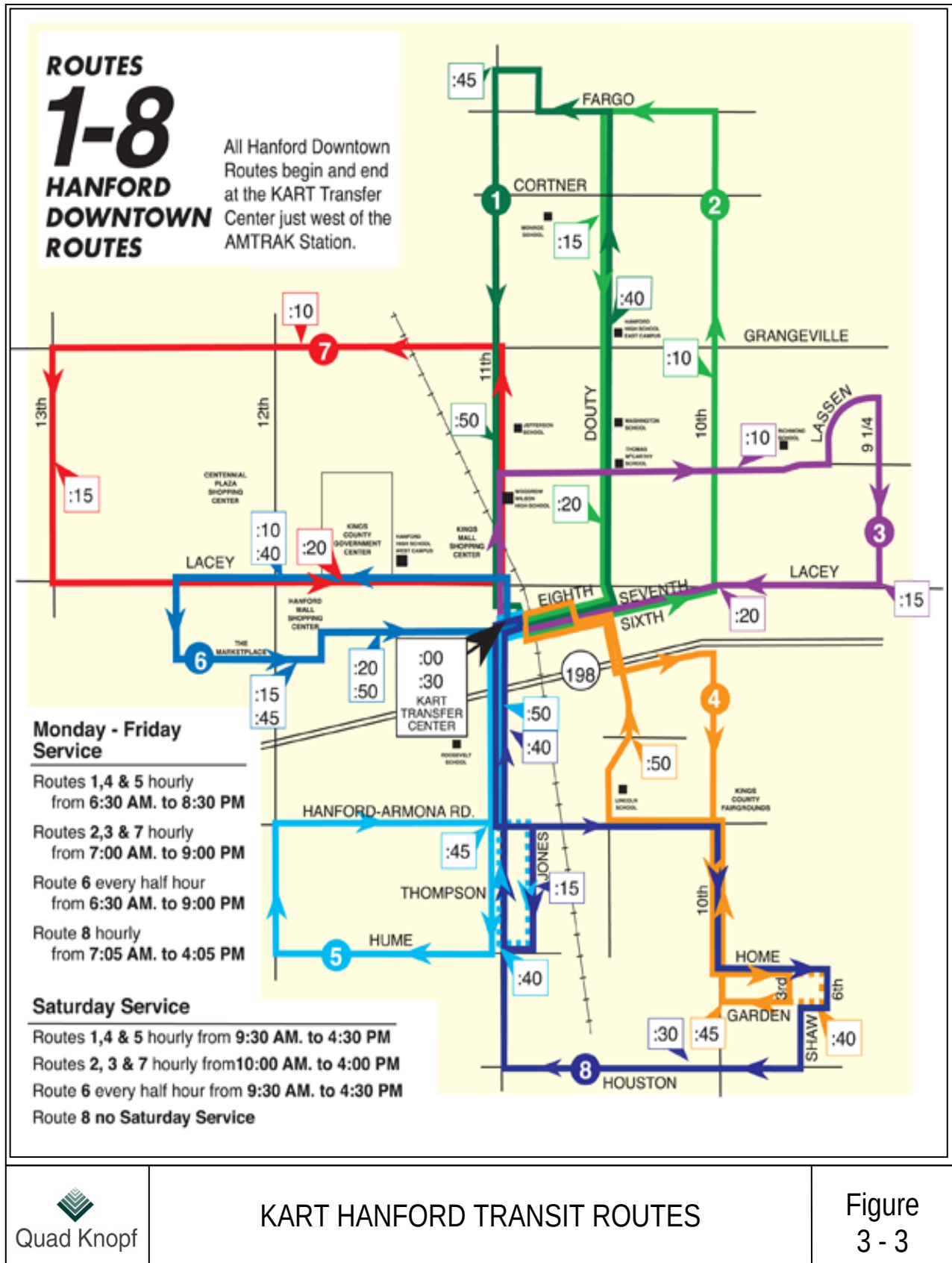
3 1 4 INTERMODAL OPPORTUNITIES

KART

Some bicycle parking is currently available at the Hanford Train Station and KART Transfer Facility located at Seventh Street and Santa Fe Avenue in downtown Hanford. The 2035 Hanford General Plan has identified policies to provide for a multi-modal facility at this location that includes bicycle access. The General Plan policy states “Support multi-modal access to and from the existing Amtrak station”.

Allowing bicycles on buses encourages an intermodal (i.e., connected) transportation network, increases transit ridership, and provides another alternative to automobile use. KART currently offers bicycle racks on the front of all their buses. While KART will continue to expand its services and ridership, the need for bicycles racks will continue to be an essential part of the service.

KART currently provides bus service on eight routes throughout Hanford. A map of the routes is shown in Figure 3-3. Some routes begin as early as 6:30 AM and end as late as 9:00 PM during the week. Saturday service is also available from 9:30 AM to 4:30 PM. All routes run on Saturday. All downtown routes begin and end at the KART Transfer Center just west of the Amtrak Station.



AMTRAK

Full-size bicycles may not be carried on trains at the Hanford Amtrak station. Bicycles would need to be boxed and checked for a fee. Each traveler who checks a bicycle can either box it themselves or purchase a box at the station. Recumbent, tandem and special bicycles that are larger than the standard bicycle dimensions and will not fit in a standard bicycle box are prohibited. There are no plans to provide designated walk-on bicycle service on any Amtrak trains in the San Joaquin Valley.

3.1.5 BICYCLE SAFETY EDUCATION ENFORCEMENT AND PROMOTION PROGRAMS

In general, bicycle education programs can be described as those that develop awareness and provide information, such as posters, brochures and videos; and, those that change behavior and/or develop skills, such as programs with on-bike instruction. Programs can take many forms including hands-on riding instruction for adults and children, curriculum for adults who supervise children (i.e. teachers, day care persons), public awareness programs aimed at the whole community, instruction for motorists, law enforcement and community events. Key to any bicycle education program is engaging the target audience; in other words, getting people to participate. Bicycle promotion programs are intended to increase the community's awareness of the benefits of bicycling and can also serve to improve safety for bicyclists.

Although education programs are provided for the school-aged population, since the prevalence of adult bicycle rider collisions is much higher than school aged riders, the need for adult education programs is important as well.

3.2 Bicycle Collision Analysis

Bicycle-involved collision data was obtained from the Transportation Injury Mapping System (TIMS) and the Statewide Integrated Traffic Records System (SWITRS) for a five-year period from January 2008 through December 2012. This data represents all reported bicycle-involved collisions occurring within Hanford. It should be noted that bicycle-involved collisions are typically underreported. Therefore, it is likely that some collisions are not included in the TIMS data. Collisions that occur off the street are also not included in TIMS data. A summary of total collisions by year and severity are shown in Table 3-3.

Table 3-3
Bicycle-Involved Collision Summary

Year	Total Collisions	Injury	Fatality
2008	12	12	0
2009	9	9	0
2010	13	13	0
2011	14	14	0
2012	11	11	0
Total	59	59	0

Source: California Highway Patrol SWITRS data 2008-2012

Collision data was analyzed to identify patterns in the occurrence of bicycle-involved collisions which might highlight specific improvements needed in the City of Hanford's bicycle program. This analysis primarily focused on collision location, primary cause, party at fault, age of parties involved, and helmet use. Analysis results will be used to determine not only the need for physical improvements, such as bike lanes, to increase bicyclist safety, but also to identify the areas of most concern for education, enforcement, and safety programs.

The variation of bicycle-related collisions by time of day, day of week and season of year are typical of expected travel patterns. Consequently, the higher numbers of collisions experienced in Hanford during peak travel times are most likely the result of higher volumes of bicycle and motor vehicle traffic rather than any other contributing factor. Weekdays account for 79.7% of the bicycle-involved collisions. During the weekday peak periods, the evening (4:00 PM to 6:00 PM) commute had 50% more collisions than the morning commute (7:00 AM to 9:00 AM.) A review of seasonal variations shows that the incidences of collisions are highest in the autumn, and lowest in the winter. The highest monthly rates are in September, October, and November, while the lowest rates are in January, February, March, July, and December. As mentioned above, these variations are consistent with normal traffic patterns for both bicycles and motor vehicles.

3 2 1 LOCATION

Intersections pose the highest safety hazard for all traffic and the greatest challenge to traffic engineers. Of the 59 bicycle-involved collisions reported between 2008 and 2012, 49 (or over 83.1%) occurred at or within 100 feet of an intersection. The locations with the highest collision rates identify the areas which have hazards for bicycling or driving and/or carry the higher volumes of bicycle and vehicle traffic. Tables 3-4 and 3-5 identify the roadways and intersections with the highest number of bicycle collisions. Figure 3-4 maps the locations.

Table 3-4
Roadways with Highest Number of Bicycle-Involved Collisions

Roadway	Number of Collisions
11 th Avenue	18
Hanford-Armona Road	5
Lacey Boulevard	5
Redington Street	5

Source: California Highway Patrol SWITRS 2008-2012

Table 3-5

Intersections with Highest Number of Bicycle-Involved Collisions

Intersection	Number of Collisions		Total
	Within 100' of intersection	Over 100' from intersection	
11 th Avenue at 6 th Street	3	0	3
11 th Avenue at Lacey Boulevard	2	1	3
11 th Avenue at 3 rd Street	2	0	2
Harris Street at Elm Street	2	0	2
11 th Avenue at Grangeville Boulevard	1	1	2
11 th Avenue at Hanford-Armona Road	1	1	2

Source: California Highway Patrol SWITRS 2008-2012

3 2 2 PARTY AT FAULT

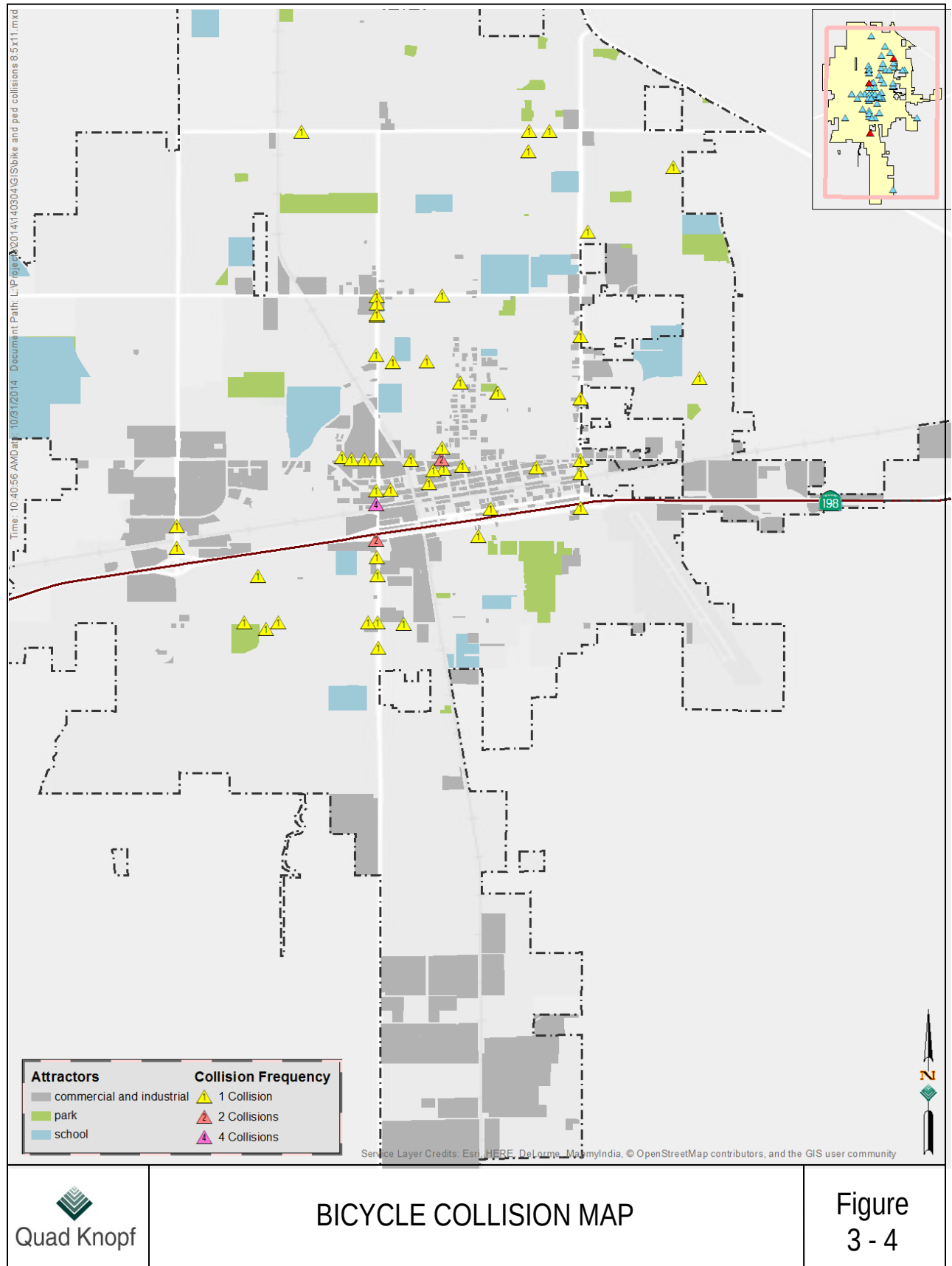
This analysis includes all age groups of motorists from beginning drivers to seniors. Intersections, driveways, and other junctions continue to be locations where about three-fourths of the bicycle/vehicle crashes occur. For pedestrian/vehicle crashes, forty-one percent of crashes occurred at roadway intersections, and an additional 8 percent occurred in driveways or alley intersections. Table 3-6 summarizes the primary cause of the collision as stated in the SWITRS reports.



Table 3-6
Collisions by Primary Cause

Primary Cause of Collision	Number	Percentage
Wrong Side of the Road (Bicycle)	26	44.1%
Right-of-Way Violation (Auto)	14	23.7%
Failure to Obey Stop Sign or Traffic Signal	6	10.2%
Improper Turn	5	8.5%
Alcohol or Drugs	2	3.4%
Not Stated	2	3.4%
Right-of-Way Violation (Pedestrian)	1	1.7%
Unsafe Speed	1	1.7%
Unsafe Starting or Backing	1	1.7%
Other Improper Driving	1	1.7%

Source: California Highway Patrol SWITRS 2008-2012



Attachment: Exhibit A: Pedestrian Bike Plan FINAL 02-06-2018 (Pedestrian and Bicycle Plan)

Of the 59 total bicycle collisions, a bicyclist riding on the wrong side of the road was overwhelmingly determined to be the primary cause. This behavior was more common to adult bicyclists, as 88.5% of this collision cause were the fault of an adult bicyclist. Child and adult bicyclists were found at fault in 33.3% and 66.7%, respectively, for not obeying traffic signs. In fact, for all primary causes of bicycle collisions, adult bicyclists were found at fault significantly more often than child bicyclists.

Of the collisions where drivers were determined to be at fault, the majority were due to right-of-way violations and improper turning movements, 23.7% and 8.5%, respectively. These types of driver-at-fault collisions can be attributed to the difficulty in seeing a bicyclist, especially under low light or dark conditions, improper assessment of the speed in which the bicycle is traveling, and/or a lack of awareness or disregard of the bicyclist's right to be on the roadway.

Of the collisions classified by type, 49.2% were identified as 'broadside' in the SWITRS reports. This type of collision generally occurs at intersections and is primarily the result of improperly executed right and left turning movements. In the case of bicyclists, this type of collision is greatly exacerbated by the tendency of 'wrong way' bicycling.

3.2.3 HELMET USE

According to the National Highway Traffic Safety Association (NHTSA), wearing a bicycle helmet is 85% to 88% effective in mitigating head and brain injuries. The use of a bicycle helmet is the most effective way to reduce head injuries and fatalities resulting from bicycle crashes. The NHTSA estimates the annual cost of bicycle related injuries and deaths is \$8 billion. It is estimated that every dollar spent on bicycle helmets saves society \$30 in indirect costs. This is because bicycle related head injuries have the potential to require medical treatment for the rest of one's lifetime.



In 1994, Section 21212, "Youth Bicycle Helmets: Minors" was added to the California Vehicle Code requiring bicyclists under the age of 18 to wear an approved and properly fitted bicycle helmet. This was amended in 2002 to require minor children to wear helmets when operating non-motorized scooters or skateboards, or wearing in-line or roller skates. This requirement also applies to passengers on bicycles, non-motorized scooters, or skateboards. Of bicyclists in collisions in Hanford from 2008 to 2012 under the age of 18 and required by State law to wear a helmet, none were wearing them.

3.3 Existing and Future Bicycle Usage

Table 3-7 identifies the percentage of existing bicycle usage by San Joaquin Valley city and mode of transportation. It should be noted that the Journey to Work data does not include non-commute

bicycling trips, such as errands or trips to school. It also does not include individuals that may ride to work periodically.

Table 3-7
Existing Mode Split Percentage – Journey to Work

City	Drive Alone*	Carpool*	Public Transportation*	Bicycle**	Walk**	Other
Hanford	79.5%	14.7%	0.8%	0.8%	2.00%	2.9%
Visalia	78.1%	10.9%	0.9%	.7%	1.3%	6.9%
Bakersfield	77.4%	13.4%	1.9%	0.5%	1.5%	5.0%
Clovis	70.6%	12.0%	0.6%	.4%	1.4%	10.0%
Fresno	74.4%	14.4%	2.8%	0.8%	1.9%	4.9%
Merced	74.2%	15.9%	0.9%	.6%	2.7%	4.8%
Modesto	76.9%	11.7%	1.6%	.8%	1.3%	5.9%
Sacramento	65.9%	16.4%	5.9%	2.5%	3.2%	5.9%
State of California*	71.8%	14.5%	5.0%	0.8%	2.9%	5.0%

* Source: Census 2000 Journey to Work, as taken from the City of Fresno Bicycle Master Plan, 2010

** Source: Bicycle and Walk Journeys to Work from 2008-2012 Census Data

Future bicycle and pedestrian use, whether by commuters or other users, is difficult to project. The simplest method is to assume a straight line increase. With a current population of roughly 55,000 people and a future projected 2035 population of 90,000 people, walking and bicycling to get to work should increase by roughly 39%. However, since most of the destinations are in areas of the city that already have existing roadways, almost all of that increase will occur on streets that exist today. This increases the need to repurpose existing roadways into the complete streets that can accommodate motorized vehicles, bicyclists, and pedestrians.

3.4 Needs Assessment

Based upon field review and discussions with City staff, several issues and opportunities were identified to improve opportunities for bicycle travel in Hanford. These needs are based upon the various types of bicyclists and trip purposes that can be found in the community. The following discussion is general to the City; needs and improvements related to specific portions of the roadway and bikeway system will be addressed in this Chapter 5 – Implementation Plan.

3.4.1 CONTINUOUS BIKEWAY LINKS

Several existing bikeways identified in the 2011 bikeway plan have not yet been completed. In other cases, bike lanes end without linking to other bicycle facilities. Continuation of existing facilities is necessary to provide the most inter-connected bikeway network possible. The following streets could provide links to other bikeways:

- Fitzgerald Lane connecting Fargo Avenue to Grangeville Boulevard;
- Liberty Street, Kings County Drive, Mall Drive, and Centennial Drive to Lacey Boulevard;

- Elm Street between Greenfield and 11th Avenue;
- Neill Way between Fargo Avenue and Leland Way;
- 10th Avenue south of SR 198;
- Hanford-Armona Road from 10th Avenue to Hanford Municipal Airport;
- 11th Avenue south of SR 198; and
- Hume Avenue from 12th Avenue to 11th Avenue.

3 4 2 LINKS TO MAJOR ATTRACTORS

Hanford's existing and planned bikeways will provide access to the major attractors in the community. Many of the bikeways are planned, but not yet installed. Priority focus should be given to the lanes and routes that connect people to the major attractors.

3 4 3 REDUCTION OF TRAFFIC SPEEDS TRAFFIC CONTROL VIOLATIONS

Like all communities in California and the nation, the automobile continues to be the dominant mode of transportation. Unfortunately, the travel speed differential between cars, bicycles and pedestrians continues to rise as some motorists respond to increasing congestion and the desire to get to their destinations by speeding and running red lights and stop signs. What saves the motorist a few seconds in travel time can cost the bicyclist or pedestrian his life. Efforts to decrease motorist travel speeds and control violations can include traffic calming designs, improved enforcement, and increased public awareness. In some cases, the addition of bike lanes and crosswalks often serve as the traffic calming device needed to reduce those travel speeds.

3 4 4 LINKS TO COUNTY ROUTES

While bicycle connectivity within the City of Hanford is the main focus of this plan, connections to the regional bicycle network and adjacent communities are also important. After all, bicycle trips do not always end at the city limits.

The 2011 Kings County Bicycle Master Plan designates several routes near Hanford that can be extensions of Hanford's bikeway network. County bikeways are included on:

- Existing Routes
 - 12th Avenue, north of Flint Avenue
 - SR 43/10th Avenue, north of Flint Avenue
 - Grangeville Boulevard, west of 13th Avenue
- Proposed Routes
 - 13th Avenue, north of Fargo Avenue
 - Flint Avenue, west of 13th Avenue
 - Grangeville Boulevard, east of 8½ Avenue
 - Hanford-Armona Road, west of 13th Avenue
 - Houston Avenue, west of 13th Avenue

- Houston Avenue, east of 9th Avenue

3.5 Recommended Bikeway Network

This section presents the recommended bikeway network. First, the benefits of bicycling in the transportation system are discussed. Goals and objectives to guide development of this Master Plan are then presented. These are followed by a discussion of the methodology used to identify the network, including information on different types of users served by the network. Finally, the recommended bikeway network is described in table and map form. Recommendations for bicycle support facilities and programs are included in Section 5.

3 5 1 BICYCLING BENEFITS IN THE TRANSPORTATION SYSTEM

The benefits of a well-connected pedestrian and bicycle network encourage healthier lifestyles, increase the convenience of car-free travel, and provide first-and-last mile connectivity to public transit. The “Regional Transportation Plan/Sustainable Communities Strategy Support” study by Kittelson & Associates, Inc. prepared in June 2014 has shown that expenditures on bicycle and pedestrian projects result in benefits for both low-income and non-low-income communities, with low-income communities benefiting more from bicycle and pedestrian projects than non-low-income households.

The goals and objectives of a Master Plan are important as guides throughout the development and implementation process. They are also crucial in gaining public and political support as they become succinct, understandable arguments on the importance of funding the Plan’s recommended improvements. Before reasonable and supportable arguments can be made to support bicycling and walking in Hanford, the benefits of bicycling and walking to the community should be understood.

- Flexible – Any trip purpose can be accomplished by bicycle and walking in a community that has appropriate infrastructure and support facilities. Bicycling and walking is used for school trips, work trips, shopping/errand trips, and recreational trips.
- Energy Efficient – Bicycling is the most efficient form of transportation in terms of energy expended per mile traveled. It is eight times as efficient as a passenger train at capacity, and 24 times as efficient as a single occupant automobile.
- Reduction in Environmental Impacts – Bicycling is better for the environment than most other modes of transportation for many reasons. The most obvious are reduced traffic congestion, improved air quality, and reduced use of fuel resources. More subtle, but just as real, improvements include reduced noise pollution, water pollution from roadway storm water run-off, and loss of habitat and natural open space to paved roads and parking lots.
- Time Efficient – Bicycling can provide competitive travel times to that of automobiles for short trips (under two miles), especially where parking is hard to find.

- **Space Efficient** – Bicycling is also very space efficient; in particular, 2,400 bicycles per hour can be accommodated in 3.28 feet of roadway space, versus 2,200 cars per hour in 12 feet of roadway space. Furthermore, ten to twelve bicycles can be parked in the space of one automobile. The average cost of a parking space is \$4,000. If those ten to twelve bicycles were vehicles, the cost to park them would be \$40,000 to \$48,000.
- **Congestion Relief** – Bicycling does not contribute to traffic congestion; in fact, bicycling as well as walking to school or work from within neighborhoods can remove vehicle trips from arterials and collectors. If everyone used a non-motorized mode of transportation only one day per week, it would be the equivalent of increasing roadway capacity by 20 percent.
- **Expanded transit catchment** – Bicycle access to transit expands the service area of a transit route and increases the transit system's ability to attract additional riders.
- **Improved Mobility** – Bicycling offers mobility options to those who do not have access to cars, who cannot drive because of age or physical reasons, or who choose not to drive. It is estimated that almost 8% of Hanford's households have no motor vehicle.
- **Cost Efficient** – Bicycling is chosen by people both with and without cars as the most cost-effective way to travel. According to the American Automobile Association (AAA), the cost of driving an average sedan for one year is approximately \$7,800. The cost of operating a bicycle for a year is only \$120 (League of American Bicyclists). When there is a charge for car parking, bicycling is even more cost-effective.
- **Better Health** – Finally, bicycling and walking is popular among those who are concerned with health and fitness. Bicycling provides excellent cardio-vascular conditioning, and studies have shown that employees who regularly bike to work are sick less often than the average employee. Many bicycle commuters recognize that the time spent commuting to work is time that does not have to be spent at the gym or on a home treadmill.

3 5 2 METHODOLOGY

Opportunities and constraints for new bikeways were determined via extensive field reviews, analysis of existing bikeway and walkway locations, and other sources such as collision histories, review of existing planning documents, input from area bicyclists, three public workshops, and analysis of trip attractor and generator locations. It should be noted that this Master Plan does not distinguish between facilities used primarily for transportation or recreation. Many facilities which at first appear to be primarily recreational are indeed used for commuting or other transportation purposes, and vice-versa. Just as roadways are built and maintained for motorists without regard to trip purpose, all the recommended facilities described in this Plan should be considered important, regardless of whether they are primarily used for transportation or recreation.

Streets that are not yet built to their ultimate width should incorporate the Master Plan's recommended bicycle lanes or routes into their design when widened. Where existing streets cannot feasibly be widened, and it is determined that additional travel lanes are warranted, this Master Plan should not be used to prohibit implementation of the recommendations of the warrant

study. If the warrant study recommends modifications inconsistent with this Master Plan, the Public Works Director, and ultimately the City Council, can make such modifications upon finding that the modifications are the best solution to maintain safety for all travel modes.

Everyone shares equally in the benefits of a well connected and extensive bicycle and pedestrian system.

Health and Fitness: By offering more opportunities for the residents of Hanford to ride bikes on a greater number of bikeway options, the prospect of improving the health and fitness of the disadvantaged as well as the entire community is enhanced.

Access: The goal of providing a well connected and extensive network of bikeways to schools, parks, shopping, and particularly connectivity for the community south of Highway 198 to the downtown and the north side of Hanford will increase access to all destinations for the disadvantaged as well as the entire community. Highway 198 currently is seen as a barrier to bicyclists and pedestrians who live on the south side of the City who want better access to downtown and activities and facilities on the north side.

Safety: Well striped and signed bikeways will improve safety or enable more independent mobility for all residents.

Social benefits: By increasing access to places of public gathering, special events, parks, schools, and community centers, a sense of social connectivity to the entire community is increased

ADA: Disabled members of the community will also seen the benefit of new sidewalks, crosswalks, curb ramps, and other ADA facilities.

Transit: A well connected and extensive bikeway and pedestrian network will improve access to and from transit stops for the lower income community who can't afford to drive.

Disadvantaged Communities: The majority of minority and low income communities live south of SR 198. The Master Plan focuses specifically on how bicyclists and pedestrians south of SR 198 can cross the highway and gain better access to the downtown.

Recognizing that there are limited financial resources that can be devoted to development of the Master Plan, recommended bikeway projects were prioritized for implementation. Five characteristics or prioritization criteria were used to judge or evaluate the relative importance of each bikeway project to the overall network. Those projects ranking highest in this evaluation were identified as high priority. All other projects were identified as either medium or low priority. Each is discussed in the following section. Schedules or timing of project construction will depend on availability of funding. The criteria used to prioritize the projects were:

1. Community and City support: Projects that were rated high in the community outreach workshops were given high priority;
2. Locations of high collision activity: Using information obtained from the Transportation Injury Mapping System (TIMS) and the Statewide Integrated Traffic Records System (SWITRS), locations that exhibited the highest amount of collisions were placed high on the list of priority projects by the citizens and the City representatives.
3. Closure of a gap or gaps in the pedestrian/bicycle plan: Connectivity is important and projects that enable direct travel are given higher priority;
4. Expansion of existing network: Projects that improve pedestrian/bicycle access extending existing facilities by infill of the network grid for better walkway and bikeway coverage are given higher priority. Completion of bikeway network that were identified in the 2011 Hanford Bicycle Master Plan were given a high priority status; and,
5. Ease of Implementation: Projects that are currently mostly in County jurisdiction were given low priority whereas existing City roadways were given a higher priority.

3 5 3 RECOMMENDED BIKEWAY TYPES

The California Streets and Highways Code Section 890.4 define a “Bikeway” as a facility that provides primarily for, and promotes bicycle travel. Two types of bikeways are recommended in the Hanford bikeway network: Class II Bike Lanes and Class III Bike Routes. Class I Bike Paths were evaluated for Hanford along railroad lines and sloughs. Both were deemed infeasible due to physical obstacles and safety concerns. The sloughs in particular were discouraged because they are mostly hidden behind backyard fences for long stretches with no “eyes on” to help keep the pedestrian or cyclist safe. Class IV Cycletracks would likely be accepted in Hanford, but there was no location designated where they would have been the most suitable choice.



Class II Bike Lane

The purpose of a bike lane is to improve conditions for bicyclists within a shared transportation corridor. Bike lanes are intended to delineate the portion of the right-of-way assigned exclusively to bicyclists. The striped bike lane is enhanced by bike lane signs and pavement markings.



Bike lanes should be provided when traffic volumes exceed a certain threshold, such as 4,000 vehicles per day on a two-lane street. Below this traffic volume,

there should be adequate gaps in oncoming traffic for motor vehicles to safely pass bicyclists. However, if adequate width is available to separate vehicular from bicycle traffic, without loss to levels of service, the installation of bicycle lanes should still be considered.

Bike lanes are intended for the exclusive use of bicycles, with exceptions. Motorists may drive in a bike lane to park where permitted, to enter or leave the roadway, or to prepare for a right-turn within 200 feet from the intersection.

The California Manual on Uniform Traffic Control Devices (MUTCD) provides the technical specifications for bike lanes in its Section 9C.04 Markings for Bike Lanes.

In general, bike lanes are to be striped and identified as bike lanes with a BI KE LANE signs and pavement markings. The bike lane is to be placed adjacent to the curb if on-street parking is not allowed or between the parking lane and the motorized travel lane if parking is allowed.

Class III Bike Route

Class III bike routes are intended to provide continuity to other bicycle facilities (generally to connect bike lanes) or to designate the preferred route through a high-demand corridor. As such, the signing of a bike route should indicate to bicyclists that certain advantages exist to using this route compared to others. It is expected that measures have been taken through design and maintenance to assure that these routes are suitable for shared use.



Bike route signing is used to alert motorists to the presence of bicyclists on the roadway. Signage and pavement markings used on Class III routes to provide additional warning to motorists and bicyclists can include Bicycle Warning (W11-1) signs in conjunction with the Share the Road (W16-1) plaque or the Shared Roadway Bicycle Marking, commonly referred to as 'Sharrow'. The sharrow is used to assist bicyclists with positioning on a shared roadway with on-street parallel parking and to alert road users of the location a bicyclist may occupy within the travel way.



3 5 4 RECOMMENDED BIKEWAY NETWORK

Bikeway recommendations have been divided into two stages. The 2016 Initial Bikeway Plan describes actions that can be taken now without the need to widen or build a street. The 2035 Bikeway Plan describes the recommendations once streets are widened or built to their full width. The mileage of the recommended bicycle network is summarized in Table 3-8. Table 3-9 is a four-page table that lists each of the bikeway road segments with existing or planned bikeways and then describes their characteristics. This table corresponds with Figure 3-5, which shows the 2016 Initial Stage Bikeway Plan and Figure 3-6, which shows the 2035 Bikeway Plan.

Table 3-8
Mileage Summary of Recommended Bikeway Network

Facility Type	Existing	2016 Existing & Planned	2035 Planned	Total
Class II (Bike Lane)	5.69	9.34	39.23	48.57
Class III (Bike Route)	24.87	87.26	8.55	95.81
Totals (miles)	30.56	96.60	47.78	144.38

The following are descriptions of the columns in Table 3-9, Bikeway Plan Street Segments:

Street Name – identifies the street segment’s name. North-south streets are listed first in order from west to east. Then east-west streets are listed in order from north to south.

Segment From-To – identifies the extent of the street segment

Miles – identifies the length of the street segment

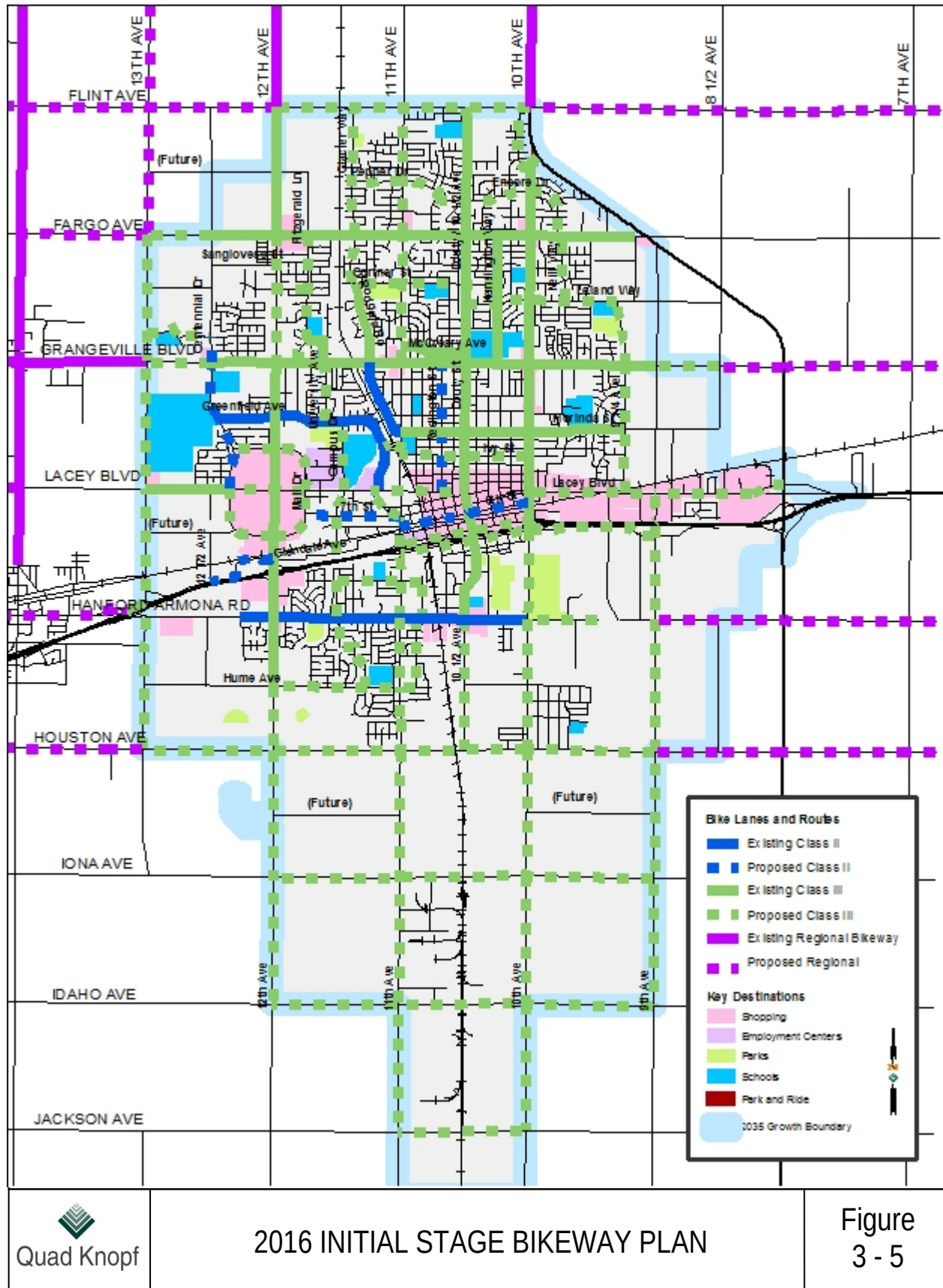
General Plan Street Classification – Identifies the street classification given by the 2035 General Plan Circulation Element. Classifications (from highest level to lowest) are major arterial, arterial, collector, and local.

Speed Limit (mph) – Identifies the existing speed limit of the street segment. N/A means that the street segment does not yet exist, but is planned in the 2035 General Plan.

Existing Motor Vehicle Travel – Shows the number of lanes (#) and the width of the outside travel lane.

Existing Bikeway and Parking – Identifies street segments with existing bikeways and the type of bikeway (Class II or III). The lane width identifies the width of the bike lane. “Share” means that it is a shared travel lane. The ability to park on the street segment is identified with yes or no if there is no parking stripe or the width of the parking lane if there is a parking stripe.

2016 Initial Bikeway Plan and 2035 Bikeway Plan – Identifies street segments with bikeways in the 2016 Initial Stage Bikeway Plan and the 2035 Bikeway Plan, respectively, with the type of bikeway (Class II or III). Classes shown in bold identify that the class has changed from the previous condition. Lane width identifies the width of the bike lane. “Share” means that it is a shared lane in the travel lane. The ability to park on the street segment is identified with yes or no if there is no parking stripe or the width of the parking lane if there is a parking stripe.



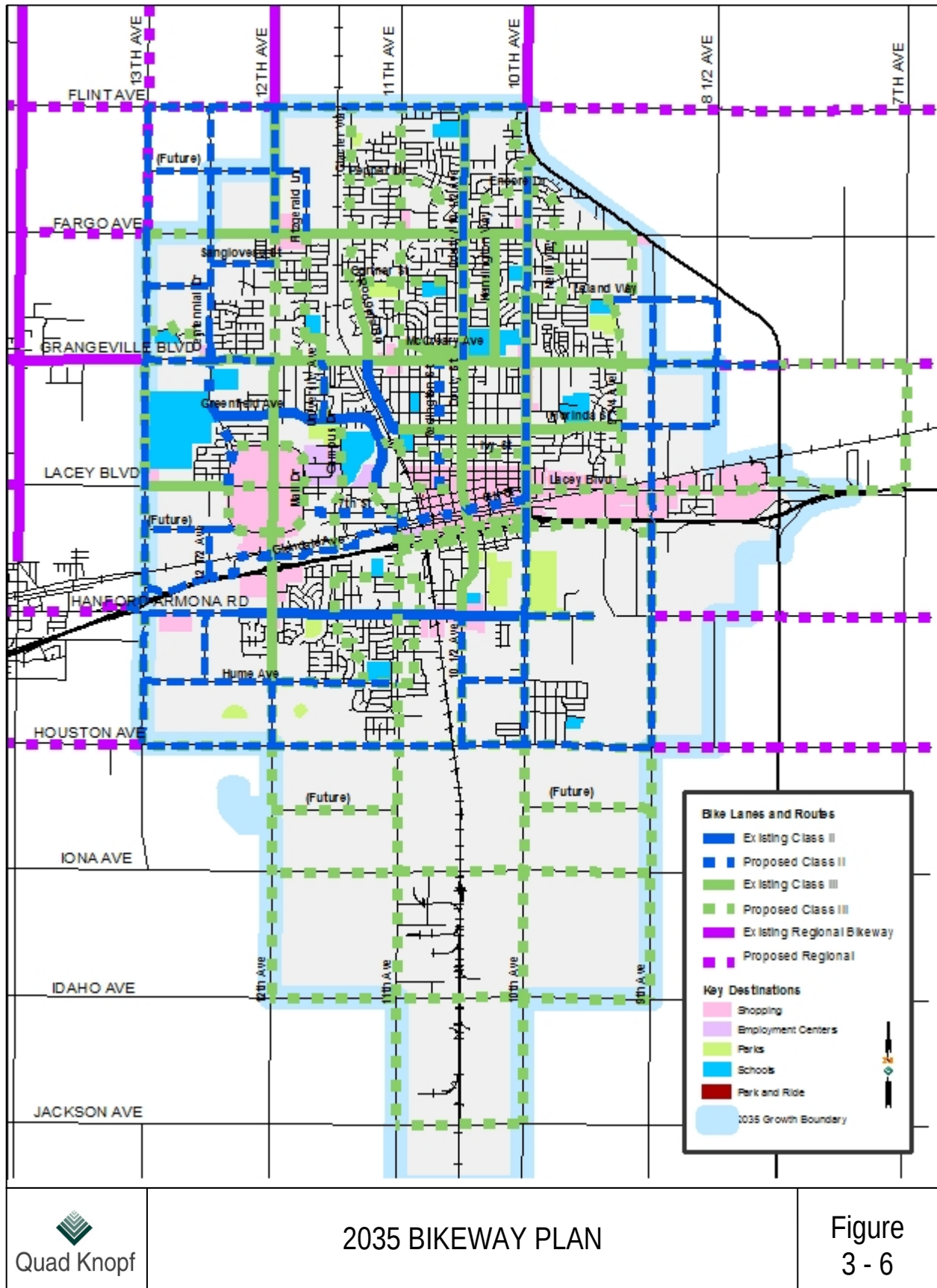


Table 3-9
Bikeway Plan Street Segments (page 1 of 4)

Street Name	Segment			General Plan Street Classification	Speed Limit (mph)	Existing Motor Vehicle Travel		Parking Marked?	Existing			2016 Initial Bikeway Plan			2035 Full Bikeway Plan					Comment
	From	To	Miles			#	Width (ft) (outside lane)		Class	Lane Width (ft)	Width (ft) or yes/no	Bikeway		Parking	Motor Vehicle		Bikeway		Parking	
												Class	Lane Width (ft)		Width (ft) or yes/no	# (change in bold)	Width (ft) (outside lane)	Class (change in bold)		
NORTH - SOUTH																				
13th Ave	Flint	Fargo	1.00	Major Arterial	50	2	12	-	-	-	no	-	-	no	4	12	II	8	no	Change to Class II when roadway is widened.
	Fargo	Grangeville	1.00	Major Arterial	55	2	12	-	-	-	no	III	share	no	4	12	II	8	no	
	Grangeville	Lacey	1.00	Major Arterial	40-45	3	12	-	-	-	no	III	share	no	4	12	II	8	no	
	Lacey	Hanford-Armona	1.11	Major Arterial	55	2	12	-	-	-	no	III	share	no	4	12	II	8	no	
	Hanford-Armona	Houston	1.19	Major Arterial	55	2	12	-	-	-	no	III	share	no	4	12	II	8	no	
Centennial Dr	Flint	Fargo	1.00	Collector	N/A	N/A	-	-	-	-	no	-	-	no	2	12	II	5	8	Install after road is constructed.
	Fargo	Berkshire	0.81	Collector	35	2	12-32	-	-	-	no	-	-	no	2	12	II	5	8	
	Berkshire	Grangeville	0.20	Collector	35	2	12-32	-	-	-	no	II	5	no	2	12	II	5	8	
	Grangeville	Greenfield	0.45	Collector	45	2	12-32	-	III	6	no	II	5	no	2	12	II	5	8	
	Greenfield	Lacey	0.60	Collector	45	2	32	-	III	6	no	II	7	no	2	12	II	7	no	No parking when restriped for Class II lanes.
	Lacey	12th	0.65	Collector	35	4	12	-	-	-	no	III	share	yes	4	12	III	share	yes	
12 1/2 (Aquifer)	Future Street	Glendale	0.39	Collector	N/A	N/A			-	-	yes	-	-	yes	2	12	II	5	8	Install after road is constructed.
	Hanford-Armona	Hume	0.54	Collector	N/A	N/A			-	-	yes	-	-	yes	2	12	II	5	8	
12th Ave	Flint	Fargo	1.00	Arterial	55	2	12	-	III	share	no	III	share	no	4	12	II	5	8	Travel lane may need to be reduced to accommodate 5' bike lane. Alternative: remove parking
	Fargo	Grangeville	1.00	Arterial	45	4	11	-	-	-	no	III	share	no	4	11	III	share	no	
	Grangeville	Lacey	1.00	Arterial	45	4	11	-	III	share	no	III	share	no	4	11	III	share	yes	
	Lacey	RR Tracks	0.49	Arterial	40	4	11	-	III	share	no	III	share	no	4	11	III	share	yes	Drop to existing Class III at the railroad crossing and over the freeway on narrow segment.
	RR Tracks	Hanford-Armona	0.51	Arterial	40	2	12	-	III	share	no	III	share	yes	4	12	III	share	yes	
	Hanford-Armona	Hume	0.54	Arterial	40	2	12	N	III	share	7	III	share	yes	4	12	III	share	yes	Remove stripe
	Hume	Houston	0.50	Arterial	50	2	12	-	-	-	no	III	share	no	4	12	II	8	no	Min. of 5' Bike Lane from FOC, no parking on arterial street; if parking is allowed, stripe Bike Lane to be 5' from 8' parking lane.
	Houston	Iona	1.00	Arterial	55	2	12	-	-	-	no	III	share	no	4	12	III	share	yes	
	Iona	Idaho	1.00	Arterial	55	2	12	-	-	-	no	III	share	no	4	12	III	share	yes	
Fitzgerald Ave	Pepper alignment	Fargo	0.47	Collector	N/A	N/A		-	-	-	no	-	-	no	2	12	II	5	8	Install after road is constructed.
	Fargo	Grangeville	1.03	Collector	35	2	24	N	-	-	8	III	share	yes	2	12	III	share	yes	
Kings Rd/Berkshire	Fitzgerald	Grangeville	0.30	Local	30	2	19	N	III	share	8	III	share	yes	2	12	III	share	yes	
University Ave	Grangeville	Greenfield	0.46	Collector	35	2	16	-	III	8	8	III	share	yes	2	12	II	5	7	Travel lane width could accommodate Class II if parking lane is reduced to 7'.
Campus Dr	Greenfield	Lacey	0.55	Collector	35	2	15-18	N	-	-	8	III	share	yes	2	11	III	share	yes	
	Lacey	Glendale	0.51	Collector	30	2	20	N	-	-	8	III	share	yes	2	12	III	share	yes	
11 1/2 /Milpas/Echo	Davis	Hume	0.99	Local	25	2	24	N	-	-	6	III	share	yes	2	12	III	share	yes	
Glacier Way	Flint	Fargo	1.01	Collector	35	2	24	-	-	-	no	III	share	no	2	12	III	share	yes	
	Fargo	Cortner	0.38	Collector	30	2	24	-	-	-	no	III	share	no	2	12	III	share	yes	
Rodgers Rd	Mallard	Grangeville	0.64	Collector	30	2	12	Y	III	8	8	III	share	yes	2	12	III	share	yes	Remove stripe
	Grangeville	Florinda	0.62	Collector	35	2	17	Y	II	5	8	II	5	8	2	17	II	5	8	

Table 3-9
Bikeway Plan Street Segments (page 2 of 4)

Street Name	Segment			General Plan Street Classification	Speed Limit (mph)	Existing Motor Vehicle Travel		Parking	Existing			2016 Initial Bikeway Plan			2035 Full Bikeway Plan					Comment		
	From	To	Miles			#	Width (ft) (outside lane)		Marked?	Class	Lane Width (ft)	Width (ft) or yes/no	Bikeway		Parking		Motor Vehicle		Bikeway		Parking	
													Class	Lane Width (ft)	Width (ft) or yes/no	Class (change in bold)	Lane Width (ft)	Width (ft) or yes/no	# (change in bold)			Width (ft) (outside lane)
NORTH - SOUTH (continued)																						
11th Ave	Flint	Fargo	1.01	Arterial	45	2	30	-	-	-	no	III	share	no	4	12	III	share	no			
	Fargo	Grangeville	1.01	Arterial	40	2	12-24	Y	II	8	8	III	share	yes	4	12	III	share	yes	Remove striping and add signs/sharrows		
	Florinda	Ivy	0.18	Arterial	40	4	12	N	-	-	no	III	share	no	4	12	III	share	no			
	Seventh	Hanford-Armona	0.81	Arterial	35-40	2	12	N	-	-	6	III	share	6	4	12	III	share	no	No parking when change to 4 lanes		
	Hanford-Armona	Hume	0.54	Arterial	40	4	12	N	-	-	6	III	share	yes	4	12	III	share	yes	Remove stripe in 2016 Plan		
	Hume	Houston	0.49	Arterial	45	4	12	-	-	-	no	III	share	no	4	12	III	share	yes			
	Houston	Iona	1.00	Arterial	50	2	12	-	-	-	no	III	share	no	4	12	III	share	yes			
	Iona	Idaho	1.00	Arterial	50	2	12	-	-	-	no	III	share	no	4	12	III	share	yes			
Idaho	Jackson	1.00	Arterial	55	2	12-23	-	-	-	no	III	share	no	4	12	III	share	yes				
Williams/Jones	Davis	Hume	0.83	Local	25	2	24	N	-	-	6	III	share	yes	2	12	III	share	yes			
Redington St	Grangeville	Lacey	1.01	Collector	30	2	16-24	N	-	-	8	II	5	7	2	12	II	5	7			
10-1/2 (Douty St)	Flint	Fargo	1.01	Collector	40	2	15-23	Y	III	8	8	III	share	yes	2	12	II	5	8	Add sharrows outside of parking lane		
	Fargo	Grangeville	1.01	Collector	35-40	2	17-25	Y & N	III	0-8	8	III	share	yes	2	11	II	5	7	Available travel lane width can accommodate bike lane where parking lane is reduced to 7'.		
	Grangeville	Eighth	1.03	Collector	25-35	2	16	N	III	share	6	III	share	yes	2	11	III	share	yes			
	Eighth	Third	0.36	Collector	25	4	16	-	III	share	no	III	share	yes	4	11	III	share	yes			
	Third	Hanford-Armona	0.66	Collector	35	2	23-32	N	III	share	6	III	share	yes	2	11	III	share	yes			
10-1/2 (Irwin St)	Hanford-Armona	Houston	1.03	Collector	40	2	12	-	-	-	yes	III	share	yes	2	11	II	5	8	Change to Class II only after road is widened.		
Kensington Way	Fargo	Grangeville	1.01	Collector	25	2	20	N	III	share	6	III	share	yes	2	12	III	share	yes			
Mission Dr	Flint	10th	0.56	Local	25	2	20		-	-	yes	III	share	yes	2	12	III	share	yes			
10th Ave (HWY 43)	HWY 43	Mission	0.12	Arterial	45	4	18	Y	III	6-8	8	III	share	yes	4	11	III	share	yes	Remove stripe		
	Mission	Grangeville	1.54	Arterial	40	4	14	N & Y	III	5-8	5-8	III	share	yes	4	11	II	5	no	All lanes (parking and travel) need to be reduced to accommodate addition of bike lane. Parking may be lost in some areas		
	Grangeville	Lacey	1.02	Arterial	40	4	15	Y	III	8	8	III	share	yes	4	11	II	5	no			
	Lacey	Third	0.30	Arterial	35	4	18	Y	III	6	6	III	share	yes	4	12	II	5	no	Alternatively, would stay as Class III in 2035 Full Plan if center turn lane is warranted for traffic needs.		
	Third	Hanford-Armona	0.71	Arterial	45	2	24	-	-	-	no	III	share	no	4	12	II	8	no			
	Hanford-Armona	Houston	1.01	Arterial	55	2	12	-	-	-	no	III	share	no	4	12	II	8	no			
	Houston	Iona	1.00	Arterial	55	2	12	-	-	-	no	III	share	no	4	12	III	share	yes			
	Iona	Idaho	1.01	Arterial	50	2	12	-	-	-	no	III	share	no	4	12	III	share	yes			
Idaho	Jackson	1.01	Arterial	45	2	12	-	-	-	no	III	share	no	4	12	III	share	yes				
Neill Way	Fargo	Leland	0.51	Local	25	2	20	N	-	-	6	III	share	yes	2	12	III	share	yes			
9-1/4 Ave	Fargo	Leland	0.51	Local	25	2	10	-	-	-	no	-	-	no	2	10	III	share	yes	Install when road is extended.		
	Leland	Grangeville	0.51	Collector	35	2	12-24	-	-	-	yes	III	share	yes	2	11	III	share	yes			
	Grangeville	Lacey	1.01	Collector	45	2	12-29	-	-	-	yes	III	share	yes	2	11	III	share	yes	CTL should be installed to increase safety by providing refuge for turning vehicles due to high posted speed limit. Change to Class II only after road is widened.		
9th Ave	Leland	Lacey	1.51	Arterial	N/A	N/A					yes	-	-	yes	4	12	II	5	8	Change to Class II when road is widened.		
	Lacey	Hanford-Armona	0.96	Arterial	40	2	10-12	-	-	-	no	III	share	no	2	12	II	5	8			
	Hanford-Armona	Houston	1.04	Arterial	50	2	10	-	-	-	no	III	share	no	2	12	II	5	8			
	Houston	Iona	1.00	Arterial	55	2	10	-	-	-	no	III	share	no	2	12	III	share	yes			
	Iona	Idaho	1.00	Arterial	55	2	10	-	-	-	no	III	share	no	2	12	III	share	yes			
8 1/2 Ave	Leland	Florinda	1.01	Collector	N/A	N/A	10	-	-	-	no	-	-	no	2	12	II	5	8	Install after road is constructed/widened.		
7th Ave	Grangeville	Lacey	0.98	Arterial	55	2	10	-	-	-	no	-	-	no	2	10	III	share	yes			

Table 3-9
Bikeway Plan Street Segments (page 3 of 4)

Street Name	Segment		Miles	General Plan Street Classification	Speed Limit (mph)	Existing Motor Vehicle Travel		Parking Marked?	Existing			2016 Initial Bikeway Plan			2035 Full Bikeway Plan					Comment
	From	To				#	Width (ft) (outside lane)		Bikeway		Parking	Bikeway		Parking	Motor Vehicle		Bikeway		Parking	
									Class	Lane Width (ft)		Width (ft) or yes/no	Class (change in bold)		Lane Width (ft)	Width (ft) or yes/no	# (change in bold)	Width (ft) (outside lane)		
EAST - WEST																				
Flint Ave	13th	12th	1.00	Major Arterial	55	2	11	-	-	-	no	-	-	no	2	12	II	8	No	Change to Class II when road is widened.
	12th	11th	1.00	Major Arterial	50	2	11	-	-	-	no	III	share	no	2	12	II	8	No	
	11th	Hwy 43	1.00	Major Arterial	50	2	11	-	-	-	no	III	share	no	2	12	II	8	No	
Pepper alignment	13th	Fitzgerald	1.29	Collector	N/A	N/A		-	-	-	no	-	-	no	2	12	II	5	8	Add Class II when road is constructed.
Pepper Drive/Aspen	Glacier	11th	0.41	Local	25	2	16	N	-	-	6	III	share	yes	2	16	III	share	yes	
	11th	Encore	0.36	Local	25	2	16	N	-	-	6	III	share	yes	2	16	III	share	yes	
Encore Drive	Aspen	10th	0.77	Local	30	2	12	N	-	-	6	III	share	yes	2	12	III	share	yes	
	10th	Fargo	0.50	Local	30	2	12	N	-	-	6	III	share	yes	2	12	III	share	yes	
Fargo Ave	13th	Centennial	0.50	Arterial	50	2	11-32	-	-	-	0	III	share	yes	2	11	III	share	yes	
	Centennial	12th	0.52	Arterial	50	2	11-32	N	III	share	no	III	share	no	2	11	III	share	yes	
	12th	11th	0.99	Arterial	45-50	2-4	11-26	N	III	share	no	III	share	no	2-4	11	III	share	yes	
	11th	10th	1.00	Arterial	35	2	24	N	III	share	6	III	share	yes	2	12	III	share	yes	
	10th	9 1/4	0.83	Arterial	40	2	11-24	N	III	share	6	III	share	yes	2	12	III	share	yes	
Sangiovese St	Centennial	12th	0.51	Local	25	2	24	N	-	-	6	-	-	yes	2	16	II	7	no	No parking on street.
Muscat alignment	13th	Centennial	0.50	Collector	N/A	N/A		N	-	-	yes	-	-	yes	2	12	II	5	8	Add Class II when road is constructed.
Muscat Pl	12th	Fitzgerald	0.24	Local	25	2	24	N	-	-	6	III	share	yes	2	16	III	share	yes	
Cortner St	Glacier	Kensington	1.16	Collector	30	2	20	N	-	-	6	III	share	yes	2	12	III	share	yes	
Leland Way	Douty	10th	0.51	Collector	30	2	24	N	-	-	6	III	share	yes	2	16	III	share	yes	
	10th	9 1/4	0.69	Collector	35	2	12-24	N	-	-	6	III	share	yes	2	12	III	share	yes	
	9 1/4	8 1/2	0.81	Collector	N/A	N/A		-	-	-	yes	-	-	yes	2	12	II	5	8	Install with road construction.
Mustang/Berkshire	13th	Centennial	0.55	Local	25	2		N	-	-	7	III	share	yes	2	12	III	share	yes	
McCreary Ave	11th	Douty	0.51	Collector	25	2	16-30	N	III	share	6	III	share	yes	2	16	III	share	yes	
Grangeville Blvd	13th	Centennial	0.51	Arterial	50	2	12	-	-	-	no	III	share	no	2	12	II	5	8	Change to Class II when road is widened.
	Centennial	12th	0.51	Arterial	50	2-3	12-18	-	III	share	no	III	share	no	2	12	II	5	8	
	12th	11th	0.99	Arterial	40	4	13-14	N	III	share	0-6	III	share	yes	4	14	III	share	yes	
	11th	10th	1.01	Arterial	35	4	14	-	III	share	no	III	share	no	4	14	III	share	yes	
	10th	9th	1.00	Arterial	45	4	14	-	III	share	no	III	share	no	4	14	III	share	yes	
	9th	8 1/2	0.50	Arterial	55	2	12		-	-	no	III	share	no	4	12	II	5	8	Change to Class II when road is widened.
	8 1/2	8th (HWY 43)	0.50	Arterial	55	2	12	-	-	-	no	-	-	no	4	12	II	5	8	
Greenfield	Centennial	12th	0.46	Collector	35	2	20	Y	II	5	7	II	5	7	2	12	II	5	7	
	12th	Lacey	1.34	Collector	35	2	12	Y	II	5	8	II	5	8	2	12	II	5	8	
	11th	Douty	0.51	Collector	30	2	16	Y	III	7	7	III	share	yes	2	12	III	share	yes	Remove stripe
Florinda St	Douty	10th	0.51	Collector	35	2	15	Y	III	8	8	III	share	yes	2	12	III	share	yes	
	10th	9 1/4 Ave	0.76	Collector	30	2	30	N	III	6	6	III	share	yes	2	11	III	share	yes	
	9 1/4 Ave	8 1/2 Ave	0.75	Collector	N/A	N/A		-	-	-	yes	-	-	yes	2	12	II	5	8	Install with road construction.
Elm St	Greenfield	11th	0.14	Collector	30	4	12	N	-	-	no	III	share	no	2	12	III	share	no	
Ivy St	11th	10th	1.01	Collector	30	2	20	N	-	-	6	III	share	yes	2	12	III	share	yes	
Liberty St	Centennial	12th	0.33	Collector	35	2	13-24	-	-	-	0	III	share	yes	2	12	III	share	no	
Kings County Dr	12th	Lacey	0.51	Collector	30	2	18	N & Y	-	-	0-6	III	share	yes	2	12	III	share	yes	
Mall Dr	12th	Lacey	0.53	Collector	35	2	18	-	-	-	no	III	share	no	2	12	III	share	no	

Table 3-9
Bikeway Plan Street Segments (page 4 of 4)

Street Name	Segment			General Plan Street Classification	Speed Limit (mph)	Existing Motor Vehicle Travel		Parking	Existing			2016 Initial Bikeway Plan			2035 Full Bikeway Plan					Comment	
	From	To	Miles			#	Width (ft) (outside lane)		Marked?	Bikeway		Parking	Bikeway		Parking	Motor Vehicle		Bikeway			Parking
										Class	Lane Width (ft)		Width (ft) or yes/no	Class (change in bold)		Lane Width (ft)	Width (ft) or yes/no	# (change in bold)	Width (ft) (outside lane)		
EAST - WEST (continued)																					
Lacey Blvd	13th	Centennial	0.66	Arterial	45	2-4	12-22	-	III	share	no	III	share	no	2-4	12	III	share	yes		
	Centennial	Mall Dr	0.60	Arterial	35-40	4	12-22	-	-	-	no	III	share	no	4	12	III	share	yes		
	Garner	Irwin	0.65	Arterial	30-35	4	12-22	-	-	-	no	III	share	no	4	12	III	share	yes		
	10th	9th	0.99	Arterial	40	2	12-25	-	-	-	no	III	share	no	2	12	III	share	yes		
	9th	8th (HWY 43)	1.03	Arterial	40	2	12	-	-	-	no	III	share	no	2	12	III	share	yes	Consider Class II lanes if major road widening occurs.	
	8th (HWY 43)	7th	1.01	Arterial	55	2	12	-	-	-	no	-	-	no	2	12	III	share	yes		
Garner Ave	Lacey	Seventh	0.34	Collector	35	2	12		-	-	yes	III	share	no	2	12	III	share	yes		
Seventh St	Mall	11th	0.75	Collector	35	2	17-24	N & Y	-	-	yes	II	5	0-6	2	11	II	5	0-6	5' BL where parking is allowed, 6' BL where parking is not allowed	
Future steet west of Target Store	13th	Centennial	0.71	Collector	N/A	N/A			-	-	yes	-	-	yes	2	12	II	5	8	Install with road construction.	
Sixth St	11th	Redington	0.37	Collector	35	2	26-30	N	-	-	8	II	5	8	2	12	II	5	8		
	Redington	Douty	0.18	Collector	35	2	14	Y	-	-	diagonal	II	5	8	2	12	II	5	8	Diagonal parking to change to parallel.	
	Douty	10th	0.48	Collector	35	2	26-30	N	-	-	7	II	5	8	2	12	II	5	8		
Glendale Ave	13th	12 1/2 (Aquifer)	0.53	Collector	45	2	23	-	-	-	no	-	-	no	2	12	II	5	8	Add Class II when road is widened.	
	12 1/2 (Aquifer)	12th	0.61	Collector	30	2	16		-	-	yes	II	5	8	2	12	II	5	8		
	12th	11th	1.10	Collector	N/A	N/A	12	-	-	-	no	-	-	no	2	12	II	5	8	Install with road construction.	
Fourth Street	11th	10th	1.00	Collector	40	2	12	Y	-	-	no	III	share	no	2	12	III	share	no	One-way street	
Third Street	11th	10th	1.00	Collector	40	2	12	Y	-	-	no	III	share	no	2	12	III	share	no	One-way street	
Third St	10th	9th	1.03	Collector	50	2	13	-	-	-	no	III	share	no	2	13	III	share	yes		
Davis St	11 1/2	Williams	0.67	Local	25	2		N	-	-	7	III	share	yes	2	12	III	share	yes		
Hanford-Armona	13th	Greenbrier	0.76	Arterial	55	2	13	-	-	-	no	-	-	-	2	12	II	5	8	Add Class II when road is widened.	
	Greenbrier	12th	0.25	Arterial	45	2	12	Y	II	5	8	II	5	8	2	12	II	5	8		
	12th	11th	1.00	Arterial	40	2	12	Y	II	5	8	II	5	8	2	12	II	5	8		
	11th	10th	1.00	Arterial	40	2	12-18	Y	II	5	8	II	5	8	2	12	II	5	8		
	10th	Airport entrance	0.55	Local	40	2	12	-	-	-	no	III	share	no	2	12	II	5	8	Change to Class II if road is widened.	
Hume Ave	13th	12th	1.02	Collector	N/A	N/A		-	-	-	yes	-	-	yes	2	12	II	5	8	Install with road construction.	
	12th	11th	1.00	Collector	35-40	2	10-23	-	-	-	no	III	share	no	2	12	II	5	8	Change to Class II with road widening.	
	11th	Jones	0.05	Local	25	2	12		-	-	yes	III	share	yes	2	12	III	share	yes		
Orchard alignment	Douty	10th	0.50	Collector	N/A	N/A		-	-	-	yes	-	-	yes	2	12	II	5	8	Install with road construction.	
Houston	13th	12th	1.02	Major Arterial	55	2	12	-	-	-	no	III	share	no	2	12	II	8	no	Change to Class II when road is widened.	
	12th	11th	1.00	Major Arterial	55	2	11	-	-	-	no	III	share	no	2	12	II	8	no		
	11th	10th	1.00	Major Arterial	45-50	2	11	-	-	-	no	III	share	no	2	12	II	8	no		
	10th	9th	1.00	Major Arterial	45-55	2	12	-	-	-	no	III	share	no	2	12	II	8	no		
Industrial Collector	12th	11th	1.00	Collector	N/A	N/A		-	-	-	yes	-	-	yes	2	12	III	share	yes		
	10th	9th	1.00	Collector	N/A	N/A		-	-	-	yes	-	-	yes	2	12	III	share	yes		
Iona	12th	11th	1.00	Arterial	55	2	10	-	-	-	no	III	share	no	2	12	III	share	yes	Parking can be accommodated in the 2035 Plan with street widening	
	11th	10th	1.00	Arterial	45	2	11-22	-	-	-	no	III	share	no	2	12	III	share	yes		
	10th	9th	1.01	Arterial	45	2	12	-	-	-	no	III	share	no	2	12	III	share	yes		
Idaho	12th	11th	1.00	Arterial	55	2	11	-	-	-	no	III	share	no	2	12	III	share	yes		
	11th	10th	1.00	Arterial	45	2	12-17	-	-	-	no	III	share	no	2	12	III	share	yes		
	10th	9th	1.00	Arterial	50	2	13	-	-	-	no	III	share	no	2	12	III	share	yes		
Jackson	11th	10th	1.00	Arterial	55	2	11	-	-	-	no	III	share	no	2	12	III	share	yes		

3 5 5 LOW VOLUME TRAFFIC BIKEWAY LOOPS

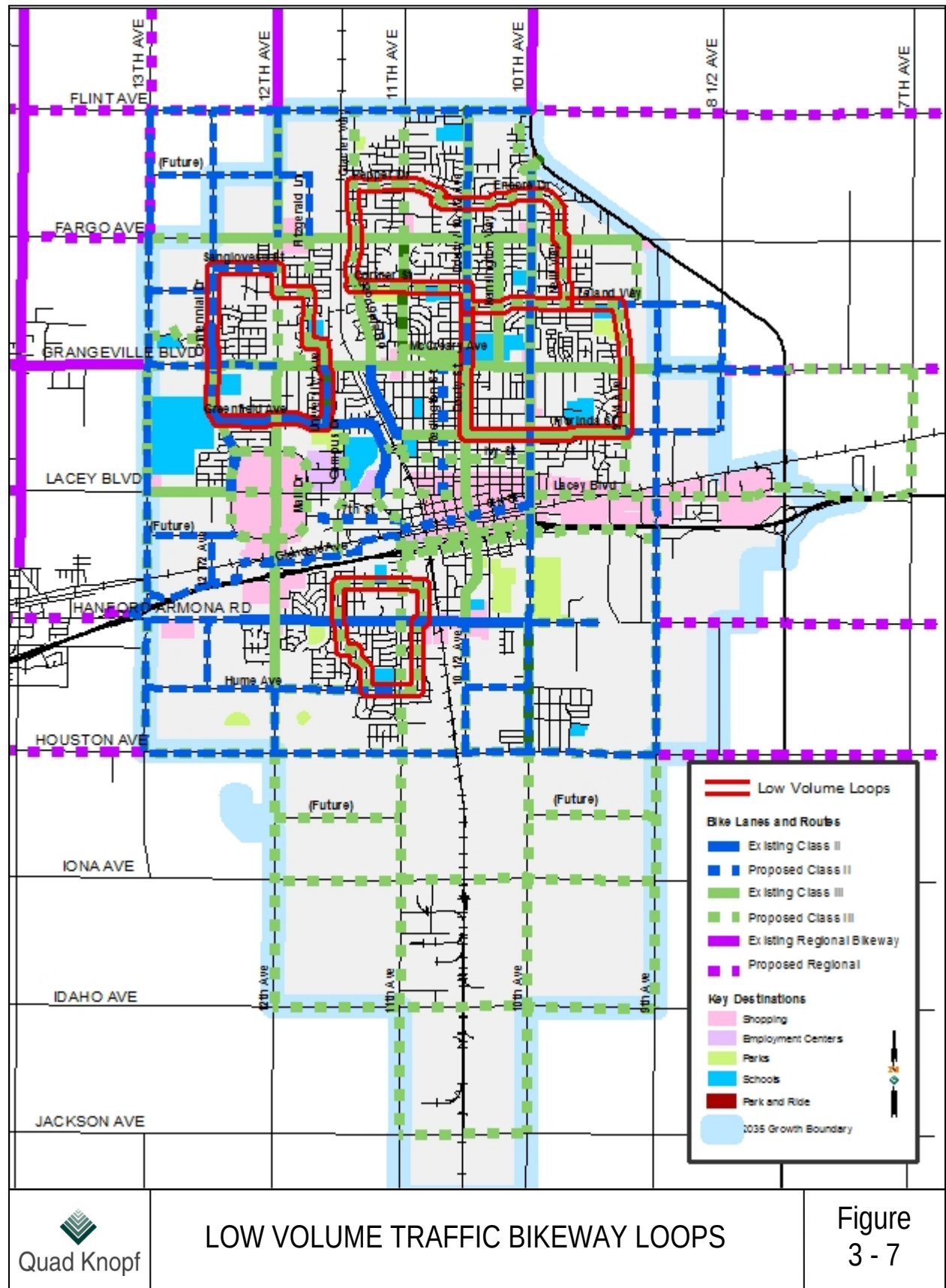
During the public workshops, mothers who ride bikes with their kids described how they were looking for a safer alternative than busy streets and public sidewalks. Many currently use the public sidewalks for riding bicycles. Riding bicycles on the sidewalk is dangerous for three main reasons: speed, visibility and predictability. Cyclists travel faster than people on foot. Pedestrians aren't looking out for bicycles on the sidewalk. A great variety of sidewalk users – people with strollers, wheelchairs or walkers, seniors, children, and even pets – are not compatible with fast-moving bicyclists.

In response to the request, **Low Volume Traffic Bikeway Loops** have been identified in each of the four quadrants of Hanford. These Class II lanes and Class III routes are located on low traffic volume street. Most intersections along the bikeways are signalized. The intent is that these bikeways can be promoted as a type of training area for adults to teach children how to safely ride bicycles on the street.

The Low Volume Traffic Bikeway Loops have the following characteristics:

- Low vehicular traffic volume;
- Class II or Class III bikeways or a combination of bikeway classifications;
- Primarily through residential neighborhoods;
- Streets with speed limits of 35 mph or less; and,
- Access to schools and parks.

These low volume traffic bikeway loops can be used by parents to educate children on bicycle and traffic safety before they venture out onto the Class II and Class III bikeways located on larger collector and arterial roadways. Four loops were identified with lengths ranging from 2.9 to 5.2 miles in locations where residents can access them conveniently from their homes, parks or schools. Three of the four loops can be implemented on existing streets. The fourth loop can be developed as the future segments of Centennial Drive and Sangiovese Street are constructed.



3.6 *Bicycle Programs and Support Facilities*

More than just a good pedestrian and bicycle plan is needed to encourage walking and bicycling. Additional support facilities and programs are also essential for increasing public awareness of walking and bicycling opportunities in the community. This section describes bicycle detection, bicycle parking, shower/locker facilities needs, and bicycle access to transit facilities, and provides policies for bicycle education and promotion programs.

The safety of bicyclists can be increased by improving a number of factors. Education programs are needed to encourage both children and adults about the benefits of wearing bicycle helmets and following traffic laws. A large portion of bicyclists' injuries were due to either not wearing a helmet, riding the wrong way on a street, or both. Maintenance of bicycle infrastructure is another factor that affects safety. Uneven pavement, potholes, unsafe drainage grates, debris, trash cans, or gravel in the bicycle lane can cause bicycle collisions.

3 1 BICYCLE SAFETY EDUCATION PROGRAMS

Although constructing bicycle facilities is the most effective way to increase the number of bicycle riders, bicycle education is also important for encouraging bicycling and improving safety. Bicycle education programs are designed to increase bicycle safety by educating bicyclists of the proper rules of the road and by improving their bicycling skills. Simultaneously, these programs can be used to help motorists understand the rights of bicyclists on the road. One of the difficulties in providing bicycle education programs is the need to tailor training sessions for groups of varying ages and knowledge needs. For example, young children should be taught the basic rules of the road in conjunction with hands-on bicycling instruction. Adults benefit most from a program demonstrating how to ride safely on the road and how to drive safely around bicyclists. Information on bicycle commuting and its benefits will also benefit most adults. Target audiences for education programs include:

- Current and potential bicyclists;
- Drivers;
- Students;
- Children and families; and
- Law enforcement.

Education programs can be time consuming and costly, especially when first establishing them. Funding and staffing are in short supply in almost all jurisdictions. For these reasons, agencies must explore all possible avenues in designing and implementing a bicycle education strategy. Various City departments, including Community Development, Engineering, Parks and Recreation, Police, and Public Works should be brought into the effort. Schools, community and civic organizations, employers, local businesses, and cycling clubs should also be tapped as resources. Some of the most successful programs are the result of a public and private coalition working together toward a common goal. Hanford currently has limited educational programs, including Stop-on-a-Dime organized by the Hanford Police Department.

According to the 2011 Kings County Regional Bicycle Master Plan, a 2004 telephone survey of public schools showed that 72% of those schools have some form of bicycle safety or education program. The survey also indicated 44% of junior highs and high schools do not currently have an existing program(s). Those existing elementary school-based programs occur annually and are typically presented by law enforcement officials. Additionally, the Optimists have an on-going local bicycle safety program. School officials feel that these programs are effective and should be continued. Listed below are sources of information which may be considered for a local bicycle safety program:

- Safe bicycling pamphlets available for distribution to area schools;
- League of American Bicyclists courses for adults and children;
- Legislation requiring bicycle helmets for children under 18 years old;
- Kings County Bikeway Maps which list the rules of the road, preferred bicycle route, and safety tips; and
- Stop-on-a-Dime programs presented by the Hanford Police Department.

Although education programs are provided through these sources for the school aged population, since the prevalence of adult bicycle rider collisions is much higher than school aged riders, there is a need for adult education programs as well.

Appendix D includes bicycle education programs which have been developed for use in communities throughout the country. Resources for program materials and assistance are also provided. In general, bicycle education programs can be described as those which promote awareness and provide information, and those which change behavior and/or develop skills. Programs vary, but may include hands-on riding instruction, teaching adults who supervise children, public awareness campaigns, community events, and education for motorists. The key to any bicycle education program is to reach your target audience and get people to participate.

Existing City of Hanford Programs

On October 15, 2015, the Hanford Police Department hoped to curb the number of bicycle-related traffic collisions by reaching out to the community's youngest riders. School resource officers and traffic officers visit schools in the Hanford Elementary School District to teach kids about basic bicycle safety laws and the importance of wearing a helmet every time they ride.

Some basic traffic laws and tips to keep kids safe when they ride their bikes included:

- Always wear a helmet. Make sure it's properly buckled so it won't fall off;
- Use a light when riding at night;
- Make sure safety features like reflectors and brakes are all working properly;
- Ride the same direction as cars. Don't ride against traffic;
- Stop, look, and listen when crossing the street. Use crosswalks whenever possible;
- Observe all stop signs, traffic signals, and railroad crossings; and
- Don't wear headphones when riding.

The Hanford Police Department has noted an increased number of complaints about bicycle-related violations. Bicyclists tend to be at fault in a collision, often because they are riding the wrong way. State law requires bicycles to observe the same rules as motorists. That means bikes must ride in the same direction as other traffic. The most common complaints involve cyclists darting across roadways, riding against traffic or failing to acknowledge stop signs. Hanford Police Department's Traffic Division consists of three people. This staff is responsible for traffic enforcement and collision investigation; however, no officers are specifically assigned to bicycle or pedestrian safety.

The following programs are currently in operation or are being adopted.

Student Safety Information for Schools: Traffic officers are working with school resource officers and local school districts to help teach students to ride safely.

Helmet Program: This is a new program to provide helmets to minors. The California Vehicle Code prohibits anyone younger than 18 from operating a bicycle, scooter, skateboard, or skates without a helmet. The law also applies to minors riding as passengers. The police department recently bought 400 bicycle helmets for the program. Riders younger than 18 who are caught riding without a helmet will be issued a warning citation and given an application for a free helmet. The application process will allow police to track who has already received a helmet and deal with repeat offenders.

Bicycle Safety Day: The City of Hanford Police Department is considering an event that would likely include a course to demonstrate basic riding skills, as well as bicycle inspections to ensure students have properly adjusted seats, handlebars and safety features like brakes and reflectors.

Possible Future Programs

The existing schools that provide bicycle safety or education programs should continue their programs. In schools where there is not a current program established, one should be established (particularly for younger children). There are several agencies at the state and national levels that are available to help organize a program. The bicycle safety or education program should include one or more of the following.

- Annual or bi-annual bicycle safety presentations and discussions.
- Explanations of existing laws including: riding with the direction of traffic and stopping at traffic stop signs and traffic signals, and requiring children to wearing a helmet.
- An annual bicycle rodeo to be held at schools and/or shopping centers. This event might include: a basic skills course, safety instructions or a maintenance clinic.
- Distribution of information through the medium of public service announcements, local TV commercials, and newspaper articles should be targeted toward bicycle safety for Hanford youth.

- Distribution of the Hanford Bicycle Map to the community that contains a summary of the bicycle section of the California Vehicle Code, bicycle safety tips, bicycle routes within the County, and phone numbers to get more information about local bikeways.
- Efforts should be made to enhance and strengthen bicycle safety and education awareness, with the goal of reducing the number of bicycle collisions in the future. While there are some costs involved in starting bicycle safety and education programs and establishing and maintaining bicycle lanes and routes, the benefits are worth the cost if collisions can be prevented and lives saved.

The following programs should be considered for improving bicyclist safety in the City of Hanford.

Special Enforcement Days. Police could schedule special enforcement days where motor officers and traffic officers will specifically enforce bicycle laws. Cyclists should follow the rules closely and be extra cautious, as they are more likely to suffer serious injuries in a crash. As necessary, the Police Department may consider assigning more police to traffic control and issuing citations for traffic violations more frequently. Enhanced police enforcement should be used in conjunction with sting operations and walking audits to focus on improving locations most dangerous for bicyclists and pedestrians. Before such a program is implemented, police officers need education on how best to approach an offender and what violations should be targeted for enforcement.

Bicycle Traffic School. Bicycle safety should be an integral part of traffic school curricula for motorists; however, cyclists hold an equal obligation to adhere to traffic rules. Accordingly, the City should consider instating a traffic school for cyclists. Such a program would parallel conventional motorist traffic schools and would allow cyclists cited with a moving violation to take a class to lessen or eliminate their financial penalty. A similar, albeit less formal program might also be required of youths who are stopped for illegal cycling maneuvers. In this “diversion” program, youths who ride illegally must attend a one-day remedial cycling skills course, which is typically held on a weekend and conducted by the police department.

Driver Education. Driver education courses should include the importance of sharing the road and teach each new driver their responsibilities when it comes to sharing the road. Sharing the road with bicyclists should be included in high school driver education programs, local Hanford driver education schools, and traffic schools. The *2015 California Driver Handbook* includes extensive information on sharing the road with bicyclists. Bicycles are legally considered to be vehicles in California. Therefore, bicyclists are required to obey most of the same laws and have most of the same rights as do automobile drivers. The motor vehicle code addresses issues associated with the registration, necessary equipment, and operation of bicycles on the roadway. Over 100 bicyclists are killed each year in California. Every six hours a bicyclist is fatally injured in the US. 49% of all bicyclist deaths occur to youths age 16 or younger. 86% of all bicycle collisions involve an automobile or truck. Motorists failing to yield the right-of-way to a bicycle cause 42% of bicycle-related collisions. 39% of bicycle collisions occur because cars make turns without noticing bicyclists. 87% of bicyclists in California who die in a collision were not wearing a safety helmet.

“Share the Road” Signage. Signage on roadways, such as "Share the Road" signs and bicycle stencils on the street are also an additional tool and reminder which alert motorists to the presence of bicyclists.

The following programs are geared towards age groups, motorists, bicyclists, and law enforcement officials.

Bicycle Safety Programs for Children

Most bicycle safety efforts target elementary school-aged children and their parents. Programs for parents of beginning bicyclists, between the ages of five and eight, focus on the role the parent plays in selecting the proper size and type of equipment, in supervising their child's use of that equipment, and in teaching the basic mechanical skills needed to start, balance, steer, and stop a bicycle. Parents may be reached through parent-teacher associations and children through programs sponsored by the schools, day care centers, summer camps, and boys and girls clubs.



Children pose a special safety problem as they learn to ride bicycles. Learning to ride by the rules, look for traffic and use of hand signals are not second nature - these skills must be taught. Bicycle education programs should start early as children learn to ride and be modified as the years go by to focus on the needs of the particular age group. There is a critical juncture when children migrate from riding on the sidewalk to riding on the street. Although this age varies from child to child, children between the ages of nine and ten are generally old enough to learn street cycling skills. They can learn how to enter and exit the roadway; scan ahead, behind and to the side while riding straight; and communicate and cooperate with other road users and pedestrians. The following recommendations are made for programs that improve bicycle safety for children:

Bicycle Helmets. Helmet distribution programs should be continued and a citation alternative program should be adopted to encourage the purchase and use of bicycle helmets. Bicyclists under the age of 18 are required by state law to wear a properly fitted and fastened bicycle helmet. Before 1994 when this law went into effect, over 25% of bicycle collisions involved head injuries. Of these, more than one-half were life threatening.

Youth Bicycle Programs. There are many programs available for linking youth with bicycles. These programs, usually organized by non-profit organizations or a police department, have been very successful in involving teenagers and giving them something constructive to do with their time. While teaching bicycle safety and proper riding practices, these programs have had favorable results in keeping kids away from drugs, gangs and crime while instilling in them a sense of purpose and worth. Some of the highlights of these programs are:

- After school bicycle maintenance and repair;
- Recycle a bike program - kids fix up bikes and keep them;

- Earn-a-bike program through community service;
- Drop-in repair classes - also good for adult bicyclists; and
- Bicycle trips for kids programs.

Programs for Adult Bicyclists

There are few materials and programs that focus on the adult rider. Most adult bicyclists have not had any formal bicycle education in childhood outside of learning the basic mechanical skills. At the same time, there are misconceptions, myths, and outdated advice that further challenge adult bicyclists' safety. For instance, some believe a bicyclist should ride facing traffic, and it is still common to see a bicyclist at night not using the required lights and reflectors. Bicycle education programs developed for the adult cyclist need to educate cyclists about bicyclists' rights and responsibilities on the road, about techniques for sharing the road with motorists, and about secure bike locking techniques. Adults should also be educated about pedestrian rights and the need to be aware of people with mobility, hearing, and/or vision impairments. The following recommendations are made for programs that improve bicyclist safety for adults:

- Conduct a public awareness campaign focused on responsible road behavior and directed to bicyclists and motorists alike. Make use of public service space from newspapers, television, radio, bus advertising, posters and flyers mailed in utility bills;
- Promotional events such as Bike to Work Day enhance bicycle education;
- Community events such as charity bike rides, costume rides, bike fairs and bicycle rodeos are useful in attracting adults and families in more recreational surroundings. Include bicycle safety checks and helmet giveaways as part of these rides;
- Educate parent groups and adult groups that supervise children, like PTAs, day care centers, and youth camp operators, on safe bicycling practices;
- Conduct a public awareness campaign emphasizing the individual and community benefits of using a bicycle for daily trips. As part of this campaign have a city-wide contest for number of miles bicycled, oldest bicyclist, farthest commuter, etc.;
- Programs for motorists discussed in the following section can also reach adult bicyclists since most adults drive;
- Work with businesses that sell bicycles to provide incentives for adults to purchase helmets and safety gear, such as lights;
- Develop informational materials and programs specifically addressing the cycling needs of seniors, such as a tricycle program;
- The City should work with and encourage students about proper, effective cycling in Hanford; and

- The adult-targeted Effective Cycling course by the League of American Bicyclists (LAB) would serve the public need for cycling education and can be offered at bike shops and community centers. Kings County has a local chapter of the LAB.

Programs for Motorists

Motorists are probably the most difficult group to reach with bicycle education. Existing motorist-oriented programs typically reach their intended audience only at specific points. Some amount of bicycle education is distributed during driver education courses, driver licensing exams and traffic schools for violators. While these methods can be improved upon, for most motorists, these events will only occur once every several years. Additionally, programs targeted to children can benefit motorists as children bring home information to their families.

The following recommendations are made for programs that improve safety for motorists:

- Public awareness campaigns are most useful for educating the motorist on how to safely share the road with bicyclists and overall awareness of bicyclists' rights and responsibilities. Media campaigns including bumper stickers and banners, could be developed;
- Make use of public service space from newspapers, television, radio, bus advertising, posters and flyers mailed in utility bills;
- Incorporate "sharing the road" training into driver's education programs; and
- Signage on roadways, such as "Share the Road" signs and bicycle stencils on the street, both of which are proposed for Class 3 bike routes, are also an educational tool which alert motorists to the presence of bicyclists.

Programs for Law Enforcement Officials

Bicycle safety education and promotion programs will hopefully reduce the need for heavy investments in enforcement. Nonetheless, the Hanford Police Department should enforce traffic regulations for both children and adult bicyclists and motorists. Police officers are generally hesitant to cite bicycle offenders, especially children, because they believe it will result in negative publicity for the department. As a result, some bicyclists are under the impression that they can do whatever they want while on a bicycle. However, roughly half of bicycle/automobile collisions are caused by the bicyclist who is not obeying traffic laws, i.e. riding on the wrong side of the street or riding without lights at night. (Source: Federal Highway Administration, "*Pedestrian and Bicycle Crash Types of the Early 1990's*", Publication No. FHWA-RD-95-163, June 1996). Enforcement should be viewed as another component of a bicycle education program and as a most effective way to reduce the number of bicycle collisions and injuries. The following recommendations are made for programs for law enforcement officials:

- Police officers and departments need to be convinced that enforcing traffic regulations for bicyclists is a good idea. Officers also need some education on the laws regarding bicyclists' rights and responsibilities, on how best to approach the bicyclist offender, and on what offenses

should be earmarked for enforcement. Any bicycle enforcement program should start first with a citation alternative program and warnings, and then move to giving citations;

- In 1994, California made it easier to use enforcement as a bicycle education and safety tool by allowing local authorities to reduce fines for bicycle offenses. Previously, bicyclists were fined at the same rates as motor vehicle offenders. Most police officers and departments felt that these fines for a bicyclist, especially a child, were excessive and were hesitant to impose them. The City should develop its own bicycle fine structure so that bicycle fines will not be excessive and officers will be more willing to impose them;
- A citation alternative program, such as those developed for children not wearing a helmet, should be developed for adults. Attendance at an education program, similar to auto traffic school, would allow fees to be waived. Motorists involved in a bicycle collision could also be required to attend, to learn how to safely share the road;
- Posted speed limits should be enforced. High auto speeds make bicyclists feel unsafe, discourage people from trying out cycling, and increase the severity of collisions;
- Traffic officers should enforce the “Three Feet for Safety Law” signed in September 2013 by Governor Jerry Brown which requires drivers of motor vehicles to remain a distance of at least three feet from bicyclists when passing them on the roadway. Failure to obey the law would result in a fine. The fine would increase if the bicyclist is injured by the motorist.
- The City should expand opportunities for people to register their bicycles by either increasing the hours for bicycle registration or allowing businesses that sell bicycles to register bikes when they are sold; and
- When asked to prioritize specific programs that are designed to increase bicycle and pedestrian safety, the community workshop participants preferred that traffic officers cite both bicyclists and motor vehicle drivers who break parking and traffic laws, particularly at critical locations throughout the City.

3 2 BICYCLE PROMOTION PROGRAMS

Bicycle promotion programs are intended to increase a community’s awareness of the benefits of bicycling and improve safety for bicyclists. Through marketing campaigns and incentive programs, the community is encouraged to bicycle. As a viable alternative to the automobile, bicycling reduces traffic, improves air quality, and improves personal health. The three main components of a bicycle promotion program are described below:

Identify benefits of bicycle commuting. Bicycling is an enjoyable, low-cost, non-polluting, sustainable, and healthy alternative to the traditional motorized commute. Bicycling reduces the cost of commuting for employees, improves health through exercise, reduces traffic, improves air quality, and reduces consumption of fuel resources;

Provide an incentive for bicycle commuting. Many agencies and employers use monetary or other incentives to lure the prospective participant out of his/her single occupant vehicle and into a carpool or transit. These programs should be expanded to include incentives for bicycle commuting; and

Support and applaud bicycle commuting. Endorsement of bicycle commuting by the City is a significant aspect of a promotion program. Prospective bicycle commuters are more apt to try out this underutilized mode if it is accepted and supported by city officials. Endorsement from “the people in charge” will go a long way towards persuading employers to establish their own programs and encouraging individuals to commute by bicycle.

Possible bicycle promotion programs and activities, appropriate for use in Hanford, are outlined in Appendix E. Programs focused on encouraging employees to bicycle are often adopted by city governments as an example to other employers within their jurisdiction. Some activities can be implemented in conjunction with other community groups; and thereby minimize the cost to the city. The programs described in the Appendix include possible employee programs as well as activities aimed at the general population.

3 3 BICYCLE DETECTION

In 2009, Caltrans issued Traffic Operations Policy Directive (TOPD) 09-06, which requires that bicycle and motorcycle detection be implemented at all new or modified traffic signals. The TOPD was issued to implement Assembly Bill 1581 (CVC Section 21450.5), which became law on January 1, 2008, requiring bicycle and motorcycle traffic-actuated signals and related signal timing. Subsequently, Part 4, Highway Traffic Signals, of the CA MUTCD was updated to reflect the new requirements.

TOPD 09-06 indicates that bicycle and motorcycle detection must be provided on all new and modified approaches to actuated traffic signals. Each lane of the intersection, on a public or private road or driveway, shall include detection for bicycles and motorcycles at all new traffic signals whether detection loops or video detectors. If more than 50 percent of the limit line detectors need replacing at an existing signalized intersection, then the entire intersection should be improved to include bicycle/motorcycle limit line detection in every lane. In addition, traffic signal timing shall include minimum green times to accommodate bicyclists.

Two types of bicycle detection technology are available: detection loops and video detectors. Bicycle detection loops (also called inductive loop sensors) are used for detection of traffic at demand-actuated traffic signals, and can be configured and adjusted to detect bicycles with metal rims. These loops establish a magnetic field in the loop area that changes when metal, such as a vehicle or bicycle, moves over the loop. This change is detected, and subsequently, triggers a change to the traffic signal operations. All in-pavement detectors are not capable of detecting bicycles. Type D detectors have been found to be most sensitive for detecting bicycles in the middle of the loop area. There are some detection loops in Hanford already in use.

Video detectors are a sensor technology in use more often than detection loops in Hanford. Video detector systems use digital image processing to detect a change in the image at a specific location

in the travel lane due to the presence of a vehicle. Video camera technology potentially allows a wider variety of vehicles to be detected than inductive loop sensors.

Permanent recall or fixed-time operation of the traffic signal is allowed. These types of timing allow for a green light for a predetermined period of time for all approaches. They are not traffic-responsive; and therefore, do not require detection of vehicles or bicycles. As these can be fairly inefficient, they are usually used in urban areas, where traffic is fairly predictable. In Hanford, they are used at some locations in and around downtown.

Since many bicyclists and motorists are not familiar with traffic signal detection, particularly bicycle/motorcycle detection, a pavement marking indicating where the bicyclists should stop to be detected should mark the lanes where bicyclists are expected. These would be the outside through lane and outside left-turn lane on each approach. Should a Class II bike lane extend to the intersection, it would be marked instead of the outside through lane.

Bicycle detection and signal timing requirements must be included with traffic signal installation or modification. As this requirement is California law, it cannot be waived. The City should update the city standard drawings and specifications to include these new requirements. It is recommended the requirements include installing the bicycle loop detector symbol pavement marking.

Bicycle detection and timing should be implemented on a City-wide basis, as funding and implementation opportunities occur. In addition, correct operation of vehicle and bicycle detection should be monitored. Bicycle/motorcycle detector loops should be calibrated to ensure their detection by bicyclists. Extended waiting times at a traffic signal, due to inoperable detector loops, may make motorists and bicyclists take the risk of running a red light. Proper maintenance of detector systems and signal timing is essential.

3 4 BICYCLE PARKING

Safe, secure, and convenient bicycle parking is a necessity for promoting bicycle use. Bicycle parking facilities are sometimes classified into Class I and Class II facilities (see description below). Although bicycle parking is available at public schools, parks, and other trip attractors, some of these are Class III facilities (see description below) and are no longer considered appropriate, except in guarded areas or locked rooms. Class II bike racks are preferred as they allow the user to lock the frame and at least one wheel to the rack. The type of bicycle parking provided at a destination should reflect the type of parking demand expected at that location. Bicycle parking demand falls into three general duration categories:

- Short-term: 2 hours or less; typical application is the shopping trip;
- Long-term: 3 hours to a full day; typical application is the work trip; and,
- Overnight: one night to two weeks or more; typical application is the weekend or vacation trip, but is also used by commuters who do not ride home the same day they rode to work.

When selecting the type of bicycle parking to be installed at a location, a mix of parking types may be the most appropriate. Attention should be paid to the varying requirements for the different potential users of the facility. For example, a shopping mall will need short-term parking for shoppers, as well as long-term parking for employees. Bicycle parking facilities have been grouped into three general categories. A description of these categories and how they meet the need for bicycle parking are discussed below.

Class I: These facilities are storage spaces which protect the entire bicycle and its components from theft, vandalism, and inclement weather. It is appropriate for long-term bicycle parking, such as at major employment centers, multi-family residential units, park and ride lots, or transit stations. Examples are bike lockers, bike rooms with key access for regular bike commuters, guarded parking areas, and valet or check-in parking. A common variation of Class I parking is often found at schools where racks are placed within a fenced area to provide more security to discourage thieves, but do not protect from the weather. These are not true Class I facilities.



Class II: These facilities are defined as a rack or stand to which the frame and at least one wheel can be secured with a user-provided U-lock or padlock and cable. This type of parking is appropriate for short-term parking such as at shopping areas, libraries, and other places where the typical parking duration is about two hours. Examples of racks popular with bicyclists are the inverted U-rack or horse rail rack, and the wave or ribbon rack. Increasingly popular are higher security Class II racks.



Class III: These facilities secure only one wheel to the rack. Class III facilities have historically been popular in school yards; however, these are relatively unsecure facilities. Potential thieves are able to steal most of the bicycle while leaving just the locked wheel behind. These are never recommended, except in guarded areas or locked rooms, where they are used inside Class I facilities.



Bike Rack Placement. The placement of bike racks is important for several reasons:

- To ensure they are safe from vandalism;
- To ensure they are easily accessible to bicyclists;

- To avoid adversely impacting pedestrian circulation; and,
- To ensure they can be used to their maximum design capacity

The following guidelines for bike rack placement should be followed:

- Racks should not be obscured by landscaping, fences, or other obstructions;
- Racks should be lit at night to protect both the bicycle and the user;
- Visibility should be provided to at least one of the following: security guard, station agent, parking garage attendants, clerks, vendors, or passing pedestrians;
- Racks should be located within 50 feet of a building entrance and should be clearly visible from the building entrance and its approaches;
- Protection from the weather should be provided for a portion of the rack supply at locations that attract long-term parking;
- Ground surface of the bicycle parking area should be an all-weather and drainable material such as asphalt or concrete; care should be taken when using brick, or other materials that can become slippery when wet;
- Racks should be located outside the typical pedestrian travel path, with additional room for bicyclists to maneuver outside the pedestrian way;
- Racks shall be located at a sufficient distance from motor vehicles to prevent damage to parked bicycles and motor vehicles;
- Signage should be posted to direct bicyclists to the locations of bicycle racks that may not be readily apparent, such as in parking garages; and
- Signage indicating the location of bicycle parking should be posted wherever a 'No Bicycle Parking' sign is posted.

An indication of needed bicycle parking is bicycles parked to trees, poles or parking meters. Locations with frequent use of other objects to secure bicycles should be provided with suitable bicycle parking. Additionally, a program sponsored by the City to provide parking at the request of businesses could be implemented.

One way to ensure that bicycle parking is installed where needed is to require it to be installed by property owners or developers. The City of Hanford currently does not have a bicycle parking ordinance, requiring the installation of facilities when certain criteria are met. It is recommended that the City consider adopting a bicycle parking ordinance that targets different uses and requires both long-term and short-term parking. Two recent sample parking ordinances from the City of

San Jose, California and Bend, Oregon are included in Appendix C. While this ordinance may be more detailed than what is needed by Hanford, bicycle parking requirements should be considered for new commercial buildings, existing buildings undergoing major renovations, building change of use, City-owned and leased buildings, and public and privately owned parking lots.

3 5 SHOWER LOCKER FACILITIES

Shower and locker facilities in Hanford are located in schools, health clubs, offices, and hospitals. These facilities are not currently available to the general public. Shower and locker facilities are most needed at the workplace, as employees are more likely to commute via bicycle if these facilities can be conveniently accessed.

3 BICYCLE ACCESS TO TRANSIT

Bicycles can be carried on the primary transit systems serving the City - Kings Area Rapid Transit (KART). Regional service is provided via Orange Belt Stages and Greyhound. Bicycles can be carried in the luggage compartment of Orange Belt Stages with no boxing requirement; Greyhound requires boxing to transport bicycles. No bicycles can be carried on the Amtrak Thruway bus for connection to the train in Hanford. Short-term, Class II bicycle parking is available at the City's transit center. Policies for bicycle access to transit are located in Chapter 5 of this report.

CHAPTER 4

PEDESTRIAN NETWORK

PEDESTRIAN NETWORK

4.1 Existing Conditions

Pedestrian facilities include walkways, traffic signals, crosswalks, refuge islands, pedestrian-scale illumination, and benches. The different types of walkways are described below:

4.1.1 SIDEWALKS

Sidewalks are located along roadways, separated with a curb and/or planting strip or swale, and have a hard, smooth surface. Sidewalks in residential areas are sometimes used by bicyclists, but many cities ban bicycle riding on sidewalks.



The principal reason for a sidewalk is pedestrian safety. The sidewalk gives the pedestrian a place to walk outside of the vehicular travel lanes. Curb, gutter and sidewalk are required for all new development in the City. Some areas of Hanford lack sidewalks and curb and gutter such as McCreary Avenue. Currently, pedestrians walk in the street at these locations. The City's standard for a sidewalk requires a minimum of 4'-6" wide sidewalk for residential areas. In commercial areas, the requirement is a minimum 7'-6" wide sidewalk. When placed adjacent to the street, the curb would add another six (6) inches to the sidewalk width. In some residential areas, the sidewalk is separated from the street by a 7'-6" parkway. Canopy trees are usually planted at these locations. In some residential areas, sidewalks meander between adjacent arterial roads and the property lines.



Sidewalks are sometimes wider than are required by the City of Hanford Public Works Construction Standards such as in areas next to a school or a park. Most downtown sidewalks are ten (10) feet in width.

The preferred material for sidewalks is Portland Cement Concrete (PCC), which provides a smooth, durable finish that is easy to grade. A light broom finish parallel to the direction of flow is required.

4.1.2 PATHS OR PATHWAYS

Paths or pathways are typically used by pedestrians and some cyclists. Paths typically develop randomly as a means to travel the shortest distance between point of trip origin to destination by walking or bicycling and often when paved walkways are unavailable. For example, students have created their own well-trodden walking paths between the Country Crossings residential

community at Centennial Drive/Lacey Boulevard intersection and the College of the Sequoias and Sierra Pacific High School.

4 1 3 SHOULDERS

Shoulders serve pedestrians in many areas outside the city limits. The Caltrans-recommended shoulder widths are usually adequate to accommodate pedestrians. In areas where population densities are too low to justify sidewalks, shoulders should be wide enough (6 feet) to accommodate pedestrian and bicycle traffic. Many areas in and around Hanford such as the County islands and areas outside the city limits do not have sidewalks. Examples include Lacey Boulevard east of 10th Avenue, Fairview Place and Fargo Place northeast of the city, Kings Road in the central portion of the city, Furlong Drive in the north central area of the city, the streets in the unincorporated area of Home Garden, and the following roadways located east of 10th Avenue and north of Lacey Boulevard: Kruger Avenue, Miller Street, Jessie Avenue, Whitney Drive, Elm Street, Myrtle Street, Forrest Way, Gladys Way, and Ivy Street.



4 1 4 BRIDGES

Sidewalks on bridges should always be provided on both sides of bridges where pedestrian use can be expected. According to Caltrans Design Manual Basic Design Policies Section 105.2 Sidewalks and Walkways, (“the minimum width of sidewalk should be 6 feet when contiguous to a curb”). Wider sidewalks should be considered in urban settings with high pedestrian use. The bridge sidewalk must not be narrower than the approach sidewalk. Sidewalks on bridges with design speeds greater than 40 MPH require a vehicle barrier at the curb line.

4 1 5 UNDERPASSES

Sidewalks under bridges should always be provided on both sides of underpasses where pedestrian use can be expected. In Hanford, currently two streets pass under SR 198 and provide north-south connections to the City – Phillips Street and 11th Avenue. Currently, the design speed for streets that pass under the highway in Hanford is 30 mph. Sidewalk widths are less than six (6) feet under bridges.

4 1 SCHOOL ACCESS

The Pedestrian Network Map (Figure 4-2) identifies eighteen public school facilities including elementary, middle, and high schools, and the College of the Sequoias with roughly a 1,000 foot walking distance where Safe Routes to School improvements may be located. Safe Routes to School are discussed in Section 4.7.2 of this chapter. School access can include bicycles and

pedestrians. Currently many schools in Hanford have some signage and marked crosswalks at the primary entrance to the school grounds and the speed limit is reduced to within 500 feet of the school. Some schools, such as Pioneer Middle School, should increase the extent of striping, marked crosswalks, ADA curb ramp improvements, and signage to improve safety around schools.

4.2 Pedestrian Collision Analysis

Bicycle-involved collision data was obtained from the Transportation Injury Mapping System (TIMS) and the Statewide Integrated Traffic Records System (SWITRS) for a five-year period from January 2008 through December 2012. This data represents all reported pedestrian-involved collisions occurring in Hanford. Collisions that occur on off-street paths are also not included. A summary of total reported pedestrian collisions by year and severity are shown in Table 4-1.

Table 4-1
Pedestrian-Involved Collision Summary

Year	Total Collisions	Injury	Fatality
2008	18	17	1
2009	16	15	1
2010	11	10	1
2011	16	16	0
2012	11	11	0
Total	72	69	3

Source: California Highway Patrol SWITRS data 2008-2012

Collision data was analyzed to identify patterns in the occurrence of pedestrian-involved collisions which might highlight specific improvements needed in the City of Hanford's pedestrian program. This analysis primarily focused on collision location, primary cause, party at fault, and age of parties involved. Analysis results will be used to determine not only the need for physical improvements, such as sidewalk or marked crosswalks, to increase pedestrian safety, but also to identify the areas of most concern for education, enforcement, and safety programs.

The variation of pedestrian-related collisions by time of day, day of the week, and season of the year are typical of expected travel patterns. Consequently, the higher numbers of collisions experienced in Hanford during peak travel times are most likely the result of higher volumes of pedestrian and motor vehicle traffic rather than any other contributing factor. Weekdays account for 86.1% of the pedestrian-involved collisions. During the weekday peak periods, the evening (4:00 PM to 6:00PM) commute had twice as many collisions as the morning (7:00 AM to 9:00 AM.) A review of seasonal variations indicates that the incidences of collisions are highest in the autumn and lowest in the spring and early summer. The highest monthly rates are in November, September, August, October, and January, while the lowest rates are in July, March, April, May, and June.

4 2 1 LOCATION

Intersections pose the highest safety hazard for all traffic and the greatest challenge to traffic engineers. Of the 72 pedestrian-involved collisions reported between 2008 and 2012, 63, or 87.5%, occurred at or within 100 feet of an intersection. Tables 4-2 and 4-3 identify the roadways and intersections with the highest number of pedestrian collisions. The results will be used in developing pedestrian walkway recommendations in this Master Plan.

Table 4-2
Roadways with Highest Number of Pedestrian-Involved Collisions

Roadway	Number of Collisions
11 th Avenue	22
7 th Street	14
10 th Avenue	9
Lacey Boulevard	9
Florinda Street	6
Douty Street	6
Grangeville Boulevard	5
Hanford-Armona Road	5
Irwin Street	5

Source: California Highway Patrol SWITRS data 2008-2012

Table 4-3
Intersections with Highest Number of Pedestrian-Involved Collisions

Intersection	Collisions within 100' of intersection	Collisions over 100' from intersection
11 th Avenue at 7 th Street	4	0
11 th Avenue at Lacey Boulevard	2	0
11 th Avenue at 6 th Street	2	0
11 th Avenue at Florinda Street	2	0
10 th Avenue at Leland Way	2	0
7 th Street at Irwin Street	2	0
Lacey Boulevard at Greenfield Avenue	2	0
Lacey Boulevard at Park Avenue	2	0
11 th Avenue at Beverly Drive	0	2

Source: From California Highway Patrol SWITRS data 2008-2012

4 2 2 PARTY AT FAULT

Table 4-4 summarizes the primary cause of Hanford's pedestrian collisions as stated in the SWITRS reports. Figure 4-1 shows the locations of these collisions.

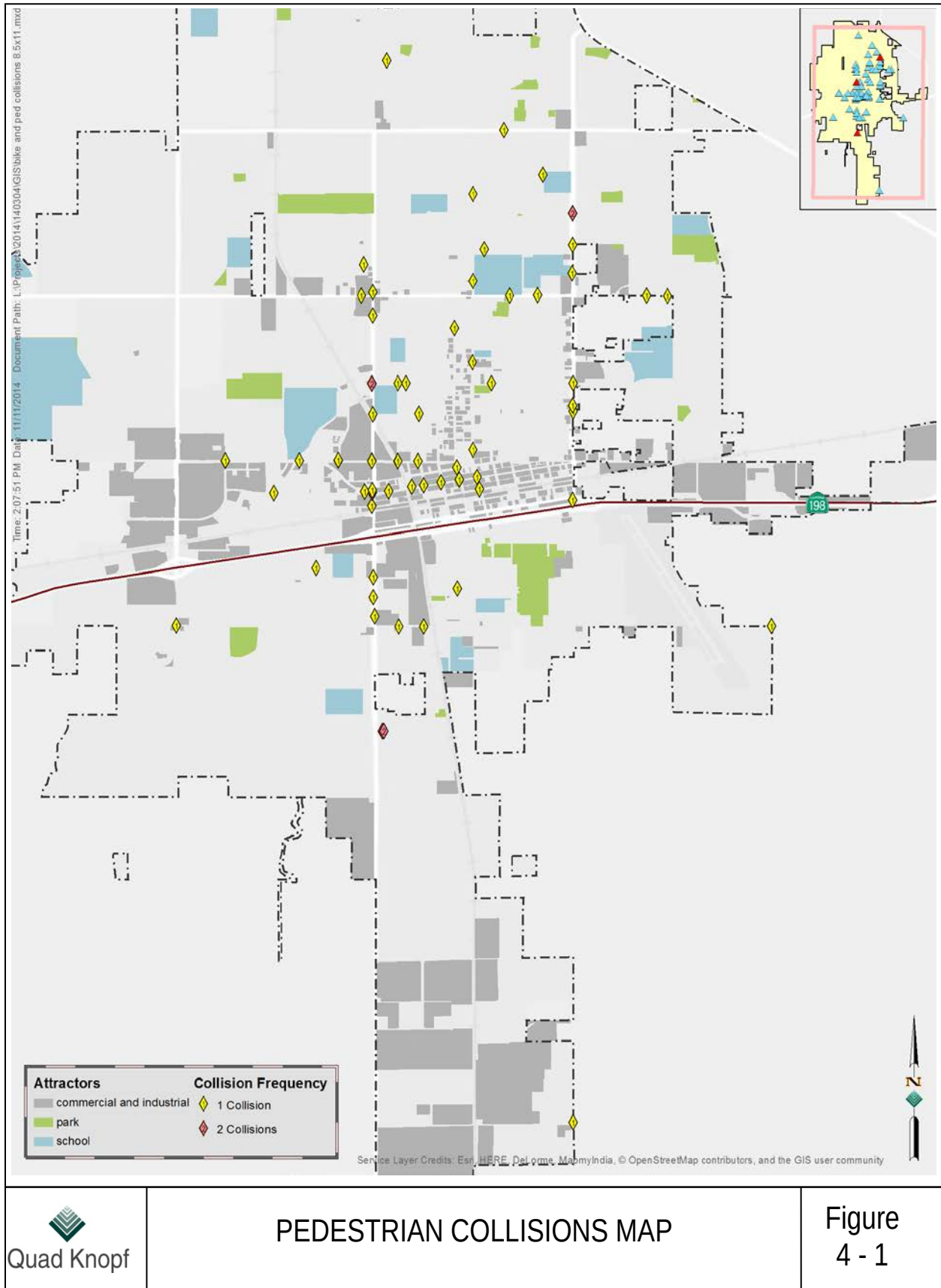
Table 4-4
Collisions by Primary Cause

Primary Cause of Collision	Number	Percentage
Pedestrian Right-of-Way (Crosswalk or Intersection)	31	43.1%
Pedestrian Violation	21	29.2%
Unsafe Speed	4	5.6%
Unsafe Starting or Backing	4	5.6%
Improper Turn	3	4.2%
Not Stated	3	4.2%
Other Improper Driving	2	2.8%
Failure to Obey Stop Sign or Traffic Signal	1	1.4%
Unknown	1	1.4%
Other Hazardous Violation	1	1.4%
Other than Driver (or Pedestrian)	1	1.4%
Total	72	100%

Source: California Highway Patrol SWITRS data 2008-2012

Of the 72 total pedestrian collisions, a pedestrian being struck at a crosswalk or intersection was determined to be the primary cause. Of the collisions where pedestrians were determined to be at fault, the overwhelming majority were due to pedestrians crossing the roadway outside of marked or unmarked crosswalks. This behavior was more common with adult pedestrians, as 66.7% of this collision cause were the fault of a pedestrian.





4.3 *Pedestrian Safety*

Pedestrian safety education targeted at all road users is an important means for promoting safe interactions between pedestrians, motorists, and cyclists. Currently, no programs or initiatives are currently in place in Hanford targeted specifically for pedestrian safety.

4.4 *ADA Self Evaluation and Transition Plan*

4 4 1 AMERICANS WITH DISABILITIES ACT

The Americans with Disabilities Act (ADA) is a comprehensive civil rights law for persons with disabilities. The ADA states that its purpose is to provide a "clear and comprehensive national mandate for the elimination of discrimination against individuals with disabilities." Congress emphasized that the ADA seeks to dispel stereotypes and assumptions about disabilities and to assure equality of opportunity, full participation, independent living, and economic self-sufficiency for people with disabilities. The ADA states that a public entity must reasonably modify its policies, practices, or procedures to avoid discrimination against people with disabilities.

4 4 2 ADA TRANSITION PLAN

The City of Hanford developed an ADA Transition Plan in 1995 and updated, with the public's input, in 2010-2011. As part of the update, the City performed a city-wide survey of its existing facilities and sidewalks to identify barriers for accessibility and developed a plan to update and improve pedestrian accessibility on its street rights-of-way. The City has established a 20-year time frame to remove pedestrian barriers that limit program accessibility to facilities and sidewalks.

Based on criteria listed in the ADA, the City will continue to prioritize and improve projects that include: government offices and facilities; bus stops and transportation facilities; places of public accommodation such as commercial and business areas; facilities containing employers; and other areas such as residential neighborhoods and underdeveloped regions of the City.

Hanford's General Plan will promote opportunities for pedestrian traffic throughout the City's more than 200 miles of roadway by continuing to develop and maintain a safe sidewalk system that facilitates pedestrian access for all persons, including the disabled, to public transit for commuting, recreation or other uses and destinations. City sidewalks will be planned and constructed in connection with street construction. The General Plan also states that subdivision layouts should include safe and pleasant designs which promote pedestrian access to arterial and collector streets, and consider the location of community services such as schools, parks and neighborhood shopping activity centers in the accessibility of their design for all persons.

4 4 3 ONGOING MAINTENANCE REPAIR AND NEW CONSTRUCTION

The City of Hanford's Design Standards for sidewalks, driveways, and curb ramps have been reviewed for consistency with state and federal accessibility requirements. The review found that

several of the City standard details need to be brought up to current accessibility standards. The City engages in annual maintenance efforts to repair cracked or heaved sidewalks and to address sidewalk improvements based on citizen's requests and/or needs at specific locations as budget allows. Street overlay and street re-construction projects include repair of sidewalk and construction of ADA compliant curb ramps. Other capital improvement projects with ADA components are completed every year and when applicable, the City works with developers to ensure that accessibility is included in the scope of their project.

4 4 4 ADA STANDARDS FOR SIDEWALKS

Safe and accessible sidewalk connections are the backbone of creating a pedestrian-friendly city. The City of Hanford has a very extensive sidewalk network. However, in order to build off of this existing network and promote connectivity and accessibility, the City needs to ensure that all sidewalk surfaces meet ADA standards. Meeting or exceeding ADA standards will contribute to a better pedestrian environment for all users.

ADA standards require a minimum of four (4) feet of unobstructed sidewalk. Some exceptions may be made to a minimum of three (3) feet because of right-of-way restrictions, natural barriers, or other existing conditions. Sidewalks should have a continuous surface that is not interrupted by steps or abrupt changes in level and have a slip resistant surface.

There are instances within the City of Hanford where the sidewalks are not up to standard for a number of reasons. In many cases, sidewalks are old and their age has caused the surface to crack and cause abrupt level changes. Additionally, sidewalks are frequently obstructed by signs, poles, benches, or other streetscape amenities, which encroach on the minimum four (4) foot sidewalk. There are also areas within the City where there may be a gap in the existing sidewalk network. As part of the ADA Transition Plan, the City should conduct an audit of the sidewalks and identify locations that need to be updated to meet the minimum ADA requirements.

4 4 5 ADA STANDARDS FOR CURB RAMPS

Curb ramps allow people with mobility impairments to gain access to the sidewalks and to pass through median islands in streets. Without curb ramps, these individuals would be forced to travel in streets and roadways, where they are in potential conflict with vehicles and/or are prevented from reaching their destination.

Curb ramps are required at every intersection where a pedestrianway crosses a curb. The preferred orientation is for two curb ramps per corner that align with the direction of the crosswalks. Sometimes the limited width of a sidewalk makes it necessary to locate one curb ramp in the center of the curb return. However, in locations where space is limited curb extensions should be considered as a method to widen the sidewalk and provide adequate room for curb ramps.

4.5 Recommended Pedestrian Network

4.5.1 RECOMMENDED ROUTE SELECTION CRITERIA

The Pedestrian Network Map (Figure 4-2) was created using available aerial photography, the General Plan Land Use Map, and on-site tours and evaluation. Although there are many miles of sidewalk throughout the City of Hanford that pedestrians are encouraged to use, the sidewalks on this Master Plan were selected based on the following criteria.

- **Connections to trip attractors:** Pedestrian routes provide links to shopping, parks, schools, and jobs.
- **Proximity to bus stops:** Although bus stops in the City are located along streets with sidewalks, the routes selected on the Pedestrian Network Map (Figure 4-2) meet two or more of the criteria listed here.
- **Exhibits or is earmarked as a great opportunity for future improvement:** Streets such as Lacey Boulevard east of 10th Avenue and 10th Avenue south of SR 198 are located in areas that are in the county, but when annexed into the City of Hanford, will be eventually improved. Zoning for Lacey includes mixed-use, regional retail, and higher density housing, all pedestrian traffic generating uses.

4.5.2 RECOMMENDED PEDESTRIAN NETWORK ROUTES

The Pedestrian Network Plan has been developed to encourage walking; improve the health of Hanford's citizens; connect residents to places where they can shop, relax, meet, pray, go to school, and work; and, explore the City where they live. Although residents and visitors are encouraged to walk on all sidewalks in the City, the following sidewalks were selected from the criteria identified in the previous section and represent the key locations where improvements should be prioritized. Improvements would include, but not be limited to, upgraded ADA-compliant curb ramps, marked crosswalks, street trees, bus shelters, sidewalk repairs, sidewalk widening, and new sidewalk installation.

- **Centennial Drive from Fargo Avenue to Lacey Boulevard:** The sidewalk meanders in a twenty foot (20') wide landscape strip and is separated from the street by a parkway. Shade trees help make a comfortable environment, and the privacy wall is composed of attractive masonry. The city should require that all future development create the same or similar pedestrian environment.
- **Irwin Street from Grangeville to Downtown:** The homes along this portion of Irwin Street display a variety – almost a history -- of architecture in the City of Hanford. Beautiful timeless examples exist of Craftsman, Tudor, American Farmhouse, Spanish Colonial, and Monterey style. In addition, parkways are wide, often include mature shade trees, and make for a pleasant walking experience. The City may want to look at opportunities for crosswalks to improve connectivity and safety. Further analysis of Irwin Street may need to be

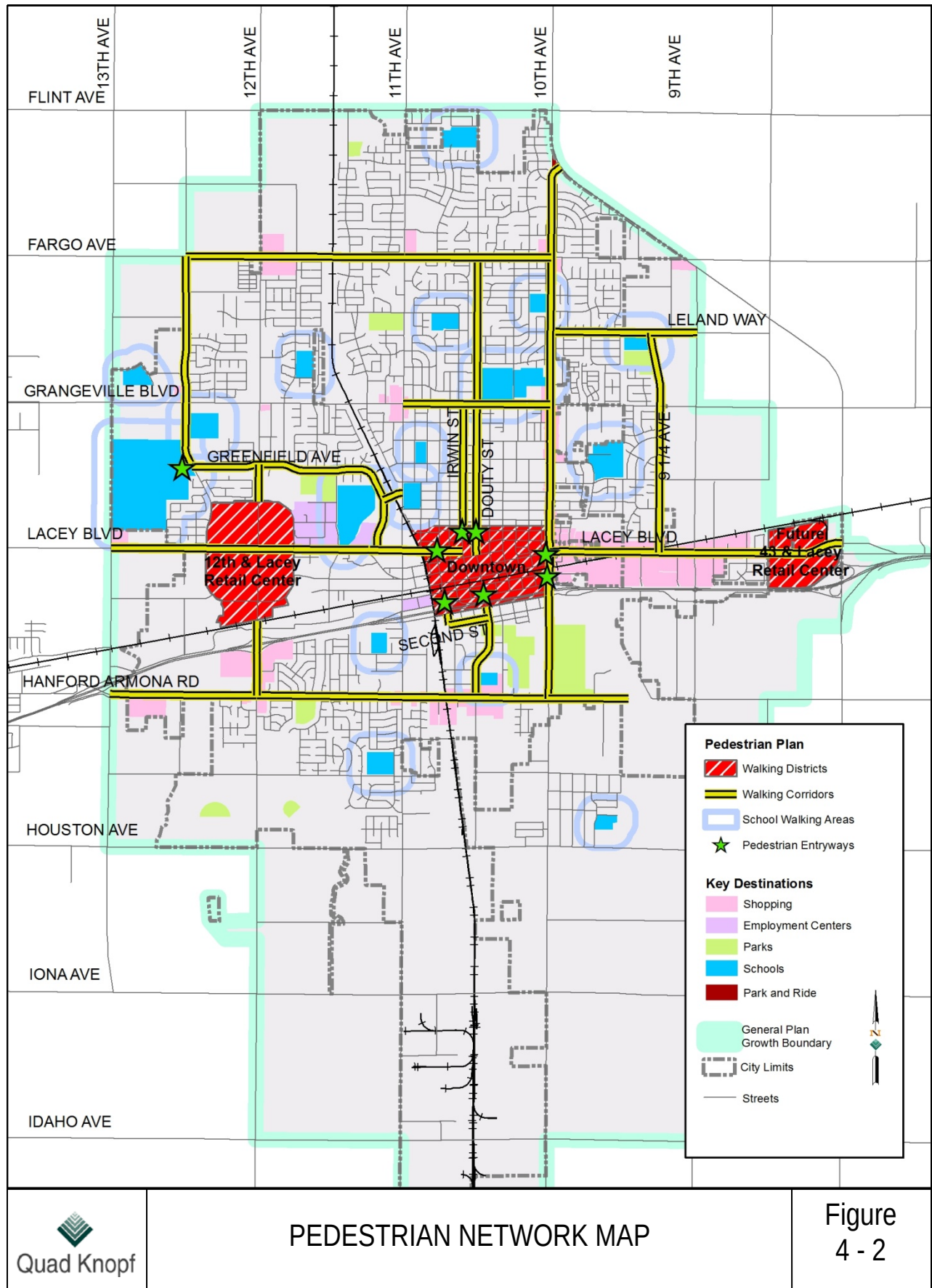
performed to determine potential crosswalk locations. Curb ramps may need to be upgraded to be ADA compliant.

- Douty Street from Fargo Avenue to Downtown:** Like Irwin Street, many of the homes along Douty Street from Ivy Street to Grangeville Boulevard display a variety – almost a history of architecture in the City of Hanford. Parkways are wide, often include mature shade trees, and make for a pleasant walking experience. Douty Street provides access to Hanford High School, Lacey Park, Earl F. Johnson High School, Central Valley Hospital, and St. Rose Catholic School north of SR 198. Douty Street provides connections to Coe Park, Longfield Center, Lincoln Elementary School, and Immaculate Heart of Mary Church south of SR 198. The City may want to look at opportunities for crosswalks to improve connectivity and safety. Further analysis of Douty Street may need to be performed to determine potential crosswalk locations. The intersection of Irwin Street at Douty Street 400 feet (400') north of Lincoln Elementary School is likely to require pedestrian safety improvements. Curb ramps may need to be upgraded to be ADA compliant.


- 10th Avenue from SR 43 to Hanford-Armona Road:** This nearly four (4) mile route provides access from residential neighborhoods to shopping, schools, the downtown core, Kings County Fairgrounds, the youth soccer complex, and other designated routes on the pedestrian network. Many of the sidewalks meander in 15', 20', or 25' landscaped setbacks. Some sidewalks abut the street curb. South of Crass Street, sidewalks take on a more urban feel where they abut the street with street trees located in cut-outs in the concrete. Curb ramps may need to be upgraded to be ADA compliant.
- 9 ¼ Avenue from Leland Way to Lacey Boulevard:** The west side of 9-¼ Avenue is one of the few streets on the recommended pedestrian network where sidewalks abut the street curb. It was selected because as properties develop, it does provide future opportunities on the east side of the street as well as a portion from Lacey Boulevard to a point one hundred feet (100') south of Hawthorn Street to require developers to separate five foot (5') minimum sidewalks from the street curb by a landscaped tree covered parkway. Crosswalks may also be considered at controlled intersections to improve connectivity. Further analysis of 9-¼ and 9th Avenues may need to be performed to determine the suitability of potential crosswalk locations. There are many locations where shade trees have been planted between the sidewalk and the property line. The City should make efforts to add trees in the locations where space exists and trees are lacking or nonexistent. During the workshops, the community identified this segment as one of their key sidewalk improvement priorities on the pedestrian plan.
- Fargo Avenue from Centennial Drive to 10th Avenue:** Portions of this section include a meandering sidewalk within the twenty foot (20') width landscape buffer, and landscaping.

The sidewalk is separated from the street curb by a variable width parkway with shade trees. This section of roadway provides access to shopping at 10th and 11th Avenues, a park at Glacier Way, and connections to the pedestrian network at 10th Avenue and Douty Street. Many homes front Fargo Avenue between Aspen Street and 10th Avenue resulting in a large number of driveways. The City should ensure that new development plans include a similar approach to the pedestrian network here.

- **Leland Way from 10th Avenue to 9th Avenue:** Leland Way is one of the few streets on the recommended pedestrian network where sidewalks abut the street curb. It was selected because it provides access to 10th Avenue, Hamilton Elementary School, and Freedom Park (via 9-¼ Avenue). As the area develops, crosswalks should be considered at busy intersections to improve connectivity. Further analysis of Leland Way may need to be performed to determine potential crosswalk locations. Curb ramps may need to be upgraded to be ADA compliant and sidewalks may need to be widened where light poles and utility poles interfere with adequate width.
- **Grangeville Boulevard from 11th Avenue to 10th Avenue:** This one mile portion of Grangeville Boulevard provides access to Hanford High School, the shopping center at 11th Avenue and Grangeville Boulevard, shopping at 10th Avenue and Grangeville Boulevard, and connections to the pedestrian network at Irwin and Douty Streets. One of the priorities along this portion of Grangeville Boulevard is the upgrading of curb ramps. Much of this area lacks street trees which should also be a consideration.
- **Greenfield Avenue from Centennial Drive to Lacey Boulevard and Elm Street to Wilson Junior High School:** The sidewalks provide access from the residential neighborhoods to Hanford West High School, Youth Sports Complex, shopping along Lacy Boulevard, and Adventist Health Center. Further analysis of Greenfield Avenue may need to be performed to determine potential crosswalk locations. During the public workshops, the community identified this section of the pedestrian plan as one of their preferred locations for walking and biking. They selected this street as an ongoing priority for sidewalks, curb ramps, and amenity improvements.
- **West Lacey Boulevard from 13th Avenue to Civic Center Park:** Lacey Boulevard is the City's main east to west commercial corridor. West Lacey Boulevard provides access to and from many trip attractors including Centennial Plaza and Hanford Mall, Kings County Government Center, Adventist Medical Center, Hanford Towne Center, and Downtown.



- East Lacey Boulevard from Downtown to SR 43:** East Lacey Boulevard provides access to and from downtown, shops like Smart & Final, and the proposed regional center at SR 43. Lacey Boulevard is the City's main east to west commercial corridor. Sidewalks and ADA ramps will need to be installed as Lacey Boulevard is improved. The City could consider requiring up to ten feet (10') of buffer from the street curb to the property line. The ten feet should include a minimum five foot (5') sidewalk separated from the curb by a landscaped parkway that includes shade trees to encourage walking. During the workshops, the community selected the corridor of sidewalks between 10th Avenue and SR 43 as one of their key priority improvement projects.
- Hanford-Armona Road from 13th Avenue to Hanford Municipal Airport:** Hanford-Armona Road is also one of the City's bike lanes. Efforts should be made to install shade trees in the parkways between the curb and the sidewalk or between the sidewalk and the property line. ADA access should be improved around utility poles that are embedded in the sidewalk wherever additional width is available. Crosswalks should be considered in high traffic areas such as Harris Street at the Immaculate Heart of Mary Church. Further analysis of Hanford-Armona Road may need to be performed to determine this potential crosswalk location.


- Second Street from Douty Street to Phillips Street:** Second Street is a residential street with wide unlandscaped parkways. Second Street gets pedestrians from Coe Park, Longfield Center, and residential neighborhoods to downtown via Phillips Street, which provides access to downtown under SR 198. Providing more pedestrian and bicyclist opportunities for access from the homes, schools, and businesses south of SR 198 to downtown is a signature goal of this report.
- Phillips Street from Second Street to Downtown:** Providing more pedestrian and bicyclist opportunities for access from the homes, schools, and businesses south of SR 198 to downtown is a signature goal of this report. Phillips Street is one of two streets that pass under SR 198. The City might consider improving lighting and installing a mural here at the underpass which would encourage greater pedestrian use to downtown and the jobs on Fourth and Fifth Streets. Curb ramps may need to be upgraded to be ADA compliant. Crosswalks at the Third Street intersection should be considered. Completion of a sidewalk between Fourth Street and the alley north of Fourth Street will need to be installed. Further analysis of Phillips Street may need to be performed to determine potential crosswalk locations.
- 12th Avenue from SJVRR tracks to Hanford-Armona Road:** This segment serves to connect the Lacey Boulevard/12th regional retail center with Hanford-Armona Road and the commercial and mixed uses along the way. The 12th Avenue interchange with SR 198 is currently being upgraded and will have improved pedestrian access over the freeway.

4.6 Recommended Improvements

4 1 ADA TRANSITION PLAN

The City should continue the efforts for improvements on facilities identified in the “ADA Self Evaluation and Transition Plan”, as well as all sidewalks in street rights-of-way. At the time of its publication, the schedule requires that all improvements be completed in fifteen years (2025-2026) for facilities and twenty years (2030-2031) for sidewalks in street rights-of-way.

4 2 ASSESS AND REPAIR SIDEWALK SURFACE

Safe and accessible sidewalk connections are the backbone of creating a pedestrian-friendly city. The City of Hanford has a very extensive sidewalk network. However, in order to build off of this existing network and promote connectivity and accessibility, the City needs to ensure that all sidewalk surfaces meet ADA standards and is void of any tripping hazards to everyone. Meeting or exceeding ADA standards will contribute to a better pedestrian environment for all users.

ADA standards require a minimum of four feet (4') of unobstructed sidewalk. Some exceptions may be made to a minimum of three feet (3') because of right-of-way restrictions, natural barriers, or other existing conditions. Sidewalks should have a continuous surface that is not interrupted by steps or abrupt changes in level and have a slip resistant surface.

There are instances within the City of Hanford where the sidewalks are not up to standard for a number of reasons. In many cases, sidewalks are old and their age has caused the surface to crack and cause abrupt level changes. In some instances, tree roots in close proximity to a sidewalk have forced the concrete to rise causing tripping hazards and obstacles for the elderly or disabled.

Additionally, sidewalks are frequently obstructed by signs, poles, benches, or other streetscape amenities, which encroach on the minimum four foot (4') sidewalk. There are also areas within the City where there may be a gap in the existing sidewalk network. As part of the ADA Self Evaluation and Transition Plan, the City should conduct an audit of the sidewalks and identify locations that need to be updated to meet the minimum ADA requirements. These areas should be prioritized by the City based upon their proximity to major destinations.



4 3 MARKED CROSSWALKS

Pedestrians are only prohibited from crossing a street at unmarked locations between two adjacent signalized crossings in California. Crosswalks are generally marked to indicate the preferred locations for pedestrians to cross the street and to designate right-of-way for motorists to yield to pedestrians. Crosswalk markings should not be used indiscriminately. In 2002, the Federal Highway Administration released the results of a nationwide study of 1,000 marked crosswalks and 1,000 unmarked crossings at uncontrolled (without stop signs or traffic signals) intersections that lacked any traffic calming or special pedestrian crossing devices (i.e. bulb outs, flashing beacons). The study found that marked crosswalks alone did not significantly reduce the number of pedestrian crashes. In fact, on multi-lane streets with over 12,000 vehicles per day, **marked crosswalks were associated with higher incidents of pedestrian crashes**. In general, crosswalks may be marked under the following conditions:

- At locations with traffic signals or stop signs;
- At non-signalized crossings in designated school zones;
- At non-signalized locations where an engineering judgment may find a crosswalk desirable due to the number of vehicle lanes, traffic speeds, traffic volumes, and the geometry of the location;
- In some instances, marked crosswalks alone may not be sufficient:
 - On streets where the speed limit exceeds 40 miles per hour;
 - On roadways with four or more lanes, average daily traffic over 12,000, and without a raised median or crossing island; and
 - On roadways with four or more lanes that do have a raised median or crossing island but with average daily traffic exceeding 15,000.

Other crossing improvements can include traffic calming measures (i.e. curb extensions, raised crosswalks, “road diets”), traffic signals and pedestrian signals where warranted, enhanced overhead lighting, or other substantial crossing improvements. Crosswalks shall be white unless located in a school zone, where they are to be yellow.

4 4 PARKING RESTRICTIONS AT INTERSECTIONS AND CROSSWALKS

Vehicles parked in parking lanes adjacent to the curb can limit the visibility of pedestrians at intersections and crosswalks. Implementing parking restrictions adjacent to intersections and crosswalks is a relatively easy method of improving pedestrian visibility.

Based upon the California Manual on Uniform Traffic Control Devices’ (MUTCD) recommendations, the City should ensure that parking is restricted for a minimum of 1.5-car lengths (30 feet) on the nearside of signalized intersection and for 1-car length (20 feet) on the

far side of a signalized intersection. Similarly, a parking restriction of 1-car length (20 feet) should be installed adjacent to both sides of all marked crosswalks. Red “no parking zones” should be regularly maintained to enforce these recommendations.

The City of Hanford Municipal Code *Title 10: Vehicles and Traffic* states that it is unlawful for the driver of a vehicle to stop or park their vehicle “within fifteen (15) feet of a crosswalk at an intersection in any business district” or “within fifteen (15) feet of the approach to any traffic signal, boulevard stop sign, official electric flashing device” or in high violation areas. The curb in these locations should be painted red. To create a culture of compliance for these existing and newly proposed rules, the City needs to consistently enforce these rules through warnings and ticketing.

4 5 PEDESTRIAN SIGNALS

We are all familiar with the pedestrian signals of the walking person or walk and raised hand or DON'T WALK at traffic signals, but pedestrian signals can be enhanced with other technologies.

Accessible Pedestrian Signals (APS): Accessible pedestrian signals (APS) are devices that communicate information about the pedestrian signal timing in non-visual formats such as audible tones, verbal messages, and/or vibrating surfaces. These devices should be used at signalized intersections that are difficult to cross for pedestrians with visual disabilities, including those locations with complex signal operations, right turn on red, wide streets, quiet traffic, and traffic circles. APS signals are usually installed at particular intersections at the request of a visually impaired individual or their family member.

When audible tones are used, the sound will only activate during the WALK interval. These sounds can be bells, buzzing, birdcalls, or speech messages (for example, “Lacey. Walk sign is on to cross Lacey”). Different and distinct sounds should be used for east/west travel and for north/south travel. The installation of Audible Pedestrian Signals may be considered when an engineering study and evaluation have been conducted and minimum conditions have been met (see CA MUTCD Section 4E).

Vibrotactile APS: Vibrotactile APS involves either the push button or a raised arrow on the housing vibrating during the WALK interval. The vibration may be slow during the DON'T WALK interval and fast during WALK.

Countdown Signals: Pedestrian countdown signals should be provided at all new signals. Countdown signals display how many seconds remain in the pedestrian change interval (flashing upraised hand). This reduces the number of pedestrians that get stranded in the middle of the street when the light changes. This application is particularly useful at wide crossings and where there are a high number of mobility-impaired pedestrians.



Push Buttons: The push buttons used to activate a pedestrian signal have their own design requirements. Since 2012, all new APS installations are required to have a tactile arrow on the pushbutton and are required to be a minimum of two inches (2”) in diameter so they can be operated using a closed fist. This is especially helpful for persons with mobility impairments or if one’s hands are full and cannot activate the button with their fingers. Push buttons should be located convenient to the corresponding crosswalk so as to encourage their use by both pedestrians and people in wheelchairs. Push buttons should be located no more than five feet from the crosswalk and should be placed on signal poles if they are adjacent to the crosswalk area. Separate pedestrian push button posts should be used when the signal poles are more than five feet from the crosswalk.

Mid-Block Crossings: There are instances when a mid-block crossing is desirable, especially on long blocks where crossings are far apart or where there is a concentration of pedestrians crossing mid-block anyway. With proper design and placement, mid-block crossings can provide safety benefits. Before installing a mid-block crossing, consideration must be given to traffic speeds and volumes, roadway width, sight distance, nearby land uses, and lighting. As roadway widths, traffic volumes, and traffic speeds increase, mid-block crossings may require more safety features. For example, a crossing on a two-lane local road may need no more than just a marked crosswalk and required signage whereas a four-lane arterial street may require a marked crosswalk, signage, beacons, and a refuge island.

If gaps in traffic flow are inadequate and pedestrians become impatient, they may endanger themselves by crossing when it is not safe. Mid-block crossings along busy streets may need to be improved with pedestrian actuated signals.

Reductions in Crossing Widths: The less time a pedestrian spends in the roadway, the smaller the risk of conflict with automobiles. Reducing pedestrian crossings is a desirable design feature when feasible. Crossing islands (center islands, refuge islands, pedestrian islands, median slow points) are placed in the center of the street and allow pedestrians to cross one direction of traffic at a time. This treatment is especially helpful for children, seniors, and people with disabilities who may not be able to cross the entire width during short gaps in traffic. Islands and medians are also traffic calming devices because they narrow the roadway which often slows motorists. A well-designed island provides a cut-through (rather than ramps) that is at least four feet (4’) wide and eight feet (8’) long with detectable warnings at both ends.

Another way to narrow crossing widths is with curb extensions or bulb outs that extend the sidewalk into the parking lane and usually reduces the radius of the corners to slow turning vehicles. This brings pedestrians closer to the travel lanes, making them more visible to motorists.

4 STREETScape ENHANCEMENTS

Streetscape enhancements are pedestrian improvements beyond the minimum standard that help to create an enhanced pedestrian experience and contribute to the overall livability of the City. Streetscape enhancements include pedestrian scaled lighting, street trees and landscaping, street furniture, colored or decorative paving, and decorative crosswalks. During the public

workshops, the community identified pedestrian scale and street lighting, shade trees, benches, and access to bus stops as their key priorities for improving the pedestrian network in Hanford. In addition, traffic calming measures are often employed to reduce crossing distances and traffic speeds and increase visibility of pedestrians crossing the street. Streetscape enhancements should be prioritized for locations adjacent to major trips attractors identified in Chapter 3 and on Figure 3-2.

4 KART BUS STOPS

The City should work with KART to increase the number of bus shelters along each of its routes particularly in areas where there is high passenger use. The pedestrian network is particularly important to transit riders, who will most often begin and end their trips as pedestrians. Because people with disabilities and senior citizens often rely on transit as a vital means of transportation, accessible routes to transit stops and site design must accommodate their needs. As a general rule, riders are willing to walk one-quarter mile to and from a transit stop. At a minimum, the City needs to ensure that dense pedestrian networks - including paved sidewalks, curb ramps, and safe crossings - are in place within a quarter mile radius of transit stops.



Bus stops must be designed for safety and accessibility. They should be equipped with bus stop signage, lighting, trash receptacles, and shelters with seating. If a bus shelter is in place, there must be a clear path allowing pedestrians to comfortably pass. Stops should be located on the far side of intersections so pedestrians cross the street behind the bus where motorists are more likely to see pedestrians. It is also imperative to provide a wider sidewalk at stops to allow enough room to operate wheelchair lifts.

4 DRIVEWAY CROSSINGS

Driveways can be an especially challenging obstacle for people in wheelchairs or using walkers. Problems occur most often when the sidewalk is located adjacent to the curb which forces pedestrians to walk across the driveway apron. Driveway aprons are constructed similar to curb ramps with flares on either side of the ramp. So when the sidewalk leads right to the driveway apron, pedestrians must travel over the flares. These flares and ramps can have slopes greater than two percent that can cause wheelchairs to tip and provides an unstable surface for walkers. Driveway crossings must be designed with a level pedestrian zone to meet ADA requirements.

4.7 Pedestrian Support Facilities and Programs

4 1 SUPPORT FACILITIES

A number of elements that are not necessary for pedestrians, but will enhance the pedestrian environment are:

- Benches placed in retail areas, parks, and at bus stops;
- Trash receptacles provide a service for pedestrians and keep pedestrian areas clean; and,
- Landscaping can create a more inviting environment in which to walk, especially when trees provide much needed shade on warm days. Trees and shrubs need to be maintained so as not to intrude upon the pedestrian space – both horizontally and vertically – and to not block motorists' ability to see pedestrians at intersections and driveways.

4 2 EDUCATION PROGRAMS

Pedestrian safety education targeted at all road users is an important means for promoting safe interactions between pedestrians, motorists, and cyclists. The following programs and initiatives should be considered for the City of Hanford:

- Community education programs: Community education programs relating to pedestrians and bicyclists;
- Neighborhood Traffic Calming Program: The City of Hanford may consider adopting a Neighborhood Traffic Calming Program, traffic enforcement, and traffic safety education;
- Walking audits: The City should consider holding periodic walking audits at locations with high incidence of pedestrian collisions. These events would bring together City transportation staff, police officers, bicycle and pedestrian advocates, and community members to strategize ways of improving walking conditions and general safety at these locations;
- Local walking promotions: Walk-your-child-to-school day, monthly community walking days, employer lunchtime walks, and organized walk-to-transit campaigns are all examples of simple initiatives that can conveniently and seamlessly integrate walking into a variety of lifestyles;
- Pedestrian map: As a companion piece to the Bicycle Master Plan, the City should consider publishing a citywide pedestrian guide complete with safe walking tips, key pedestrian zones, annual or recurring events such as festivals and farmers markets, and

contacts for additional walking information. The City should consider preparing a Pedestrian Network Map that can be distributed to the residents of Hanford in order to identify safe, comfortable, and attractive environments where they would be encouraged to walk. Walking encourages people to rely less on the use of the automobile, improves health and mental attitudes, and serves as opportunities to improve and increase social activities; and

- Public education campaigns: These campaigns are designed to promote walking, as well as bicycling, focusing on the benefits of non-motorized travel modes;
 - As funding or other opportunities become available, consider using volunteers or City staff to create public service announcements for display on television, the internet, and/or outdoor billboards;
 - Partner with KART to display posters promoting safe interactions between road users on transit vehicles and at bus stops;
 - Partner with other cities to share and obtain traffic safety information and best practices; and
 - Utilize home mailings and utility bills to distribute brochures, newsletters, and other safety and education materials. Consider providing different materials depending on the target audience, which might vary by location or age.

4 3 SAFE ROUTES TO SCHOOL

Safe Routes to School (SR2S) is a shorthand name for a broad array of programs designed to encourage walking and cycling to school. These programs focus on improving traffic safety around schools and promoting the health benefits of increased walking and biking. At the same time, SR2S programs benefit non-participating motorists and transit users with reductions in traffic congestion around schools. SR2S programs typically involve partnerships among municipalities, school districts, community volunteers, and law enforcement. Safe Routes to School programs encompass a five-pronged strategy known as the “Five E’s”:

- Education: For Safe Routes to School programs, students are taught bicycle, pedestrian and traffic safety skills, and educational campaigns aimed at drivers are developed;



- **Encouragement:** Events and contests such as walkathons are used to encourage walking, bicycling, or carpooling. These events are especially effective when they include participation by parents in an effort to change their travel behaviors as well;
- **Enforcement:** Law enforcement agencies use a variety of specialized enforcement tactics, such as pedestrian safety stings and speed radar trailers;
- **Engineering:** Signing, striping, and infrastructure improvements are put in place to create clearly delineated walking and cycling routes to schools; and
- **Evaluation:** Monitoring and documenting outcomes, attitudes and trends through the collection of data before and after activities and projects so modifications can be made if needed.

The Sustainable Transportation Planning Grant Program was created to support the California Department of Transportation's (Caltrans) current Mission: Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability. The goals of the grant program are directed to emphasize more transportation planning efforts that promote sustainability.

Transportation planning grant applications for Sustainable Communities Grants fund transportation planning projects for 2016 – 2017 were due in December 31, 2015. The City of Hanford will need to wait until the next round of grant funding is available for safe routes to school plans. The City would need to work with the school district, individual schools, and parents to identify barriers to walking and bicycling and prepare a plan with detailed recommendations and supportive policies for physical changes to streets, sidewalks, and intersections that will support safe and active transportation to all the schools within the City.



The Pedestrian Network Map (Figure 4-2) identifies eighteen public school facilities including elementary, middle, high, and college with roughly a 1,000 foot walking distance where Safe Routes to School improvements can be focused in order to improve safe pedestrian and bicycle access around schools. Signing, striping, and infrastructure improvements will need to be identified on a school-by-school basis to determine the needs and funding availability.

CHAPTER 5

IMPLEMENTATION PLAN

IMPLEMENTATION PLAN

This section presents the implementation plan for the Hanford Pedestrian and Bicycle Master Plan. It first describes the many ways that projects can be implemented. The action steps necessary to implement and maintain a pedestrian and bicycle-friendly street network are addressed. Criteria developed for prioritizing projects are discussed, followed by a listing of the projects. Finally, cost estimates for constructing the pedestrian and bicycle plan and potential funding sources are provided.

5.1 *Implementation Process*

The actual implementation of the projects described in this Master Plan will occur incrementally through a variety of methods. While many projects will be planned, designed, and constructed as stand-alone projects, others can be implemented in conjunction with road maintenance projects or new development projects. The four most common ways this can occur are:

- **Standard repaving program:** When an arterial or collector is scheduled for repaving, reevaluate roadway and lane configurations with bike lanes and routes in accordance with the Master Plan. If necessary, consider restriping for narrower inside travel lanes. Lower volume collectors and local streets may be able to support 11-foot wide lanes.
- **Frontage development or redevelopment:** When the frontage of a roadway is developed, the roadway should be designed and constructed to have bike lanes or routes as proposed in this Master Plan.
- **Roadway extensions:** When a roadway is built or extended, bike lanes or bike routes, as proposed in this Master Plan, should be included as part of the total project.
- **New developments:** New streets in new developments should be constructed in conformance with this Master Plan.

Bicycle education programs face serious challenges; they must compete for funds, and for public interest and participation with school, work, family, and all the usual daily distractions. Attempts by a community to provide all these programs can put stress on a system that is already overloaded; money and staff are in short supply in every jurisdiction. For this reason, a community must explore all possible avenues in designing and implementing a bicycle education strategy and prioritize which programs are the most important. School districts and city departments such as Planning, Public Works, Police, etc. must be brought into the effort. Community and civic organizations, employers, local businesses, and cycling clubs should also be recruited as resources and volunteers. Some of the most successful programs are a result of coalitions of public agencies and private groups working together towards a common goal.

This section prioritizes projects, but this does not mean that low and medium priority projects must wait until high priority projects are implemented. Rather, due to the variety of ways projects can be funded and constructed, all the projects in this Master Plan should be considered

important. If one of the above opportunities arises that could implement any of these bikeways within the scope of another project, the project should be included. In reality, the highest priority projects are those projects whose implementation can be efficiently and effectively achieved with the resources at hand.

5.2 Implementation Policies

In addition to implementing project-specific improvements, the following policies will help provide the needed staff directive to keep Hanford a pedestrian-friendly and bicycle-friendly city.

Objective 1: *Prepare and maintain a Pedestrian and Bicycle Master Plan that identifies existing and future needs, provides specific recommendations for facilities and programs, and identifies priorities and funding sources for implementation.*

Policy 1.1: Implement the Pedestrian and Bicycle Master Plan which identifies existing and future needs.

Policy 1.2: Update the Pedestrian and Bicycle Master Plan to meet requirements of funding opportunities approximately every four to five years.

Policy 1.3: Schedule pedestrian and bicycle network improvements in annual updates to the Capital Improvement Program (CIP).

Policy 1.4: In the annual staff, operations, and maintenance budgets, include funding for regular facility evaluation, maintenance, and repair, as well as funding to review development and zoning proposals for effect on mobility.

Policy 1.5: Establish a spot improvement program for low-cost, small-scale improvements, such as pavement maintenance, hazard removal, or bicycle rack installation.

Policy 1.6: Work with Caltrans on pedestrian and bikeway issues related to State highways.

Policy 1.7: Assign a project coordinator to oversee implementation of the Pedestrian and Bicycle Master Plan and coordinate activities between City departments and other jurisdictions.

Policy 1.8: Initiate a program to identify and repair unsafe areas along designated bikeways, such as unsafe drainage grates and uneven pavement.

Policy 1.9: Develop procedures to ensure proper communication between Public Works, Police, and Fire Departments to ensure access to walkways/bikeways, quick response times, and cleanup after special events such as vehicle collisions, severe storms, and other events.

Policy 1.10: Involve nearby businesses, residents, and appropriate organizations and nonprofits to assist with maintenance responsibilities, watch programs, litter collection days, and similar events.

Policy 1.11: Require proposed development to implement and develop funding mechanisms to 1) maintain sidewalks, roadway paving, and landscaping 2) implement streetscape design improvements, and 3) accommodate growth with an emphasis on reduced reliance on the automobile.

Policy 1.12: Consider the California Highway Design Manual (HDM), the California Manual of Uniform Traffic Control Devices (MUTCD), the National Association of City Transportation Officials (NACTO) guidelines, and the American Association of State Highway Transportation Officials (AASHTO) Guidelines when designing pedestrian and bicycle facilities.

Policy 1.13: Accommodate the needs of bicyclists of all types (commuters, recreational riders, children, and families) in planning, developing, and maintaining a bikeway network that is safe and convenient.

Policy 1.14: Work with the College of the Sequoias and Sierra Pacific High School to provide a multi-use trail from Greenfield Avenue at Centennial Drive through the school properties to 13th Avenue.

Policy 1.15: Consider development of a loop trail system within the Youth Soccer Complex and the Bob Hill Youth Athletic Complex by cooperating and coordinating efforts with the complexes' managers.

Policy 1.16: Where existing streets cannot feasibly be widened, and it is determined that additional travel lanes are warranted, this Master Plan should not be used to prohibit implementation of the recommendations of the warrant study. If the warrant study recommends modifications inconsistent with this Master Plan, the Public Works Director, and ultimately the City Council, can make such modifications upon finding that the modifications are the best solution to maintain safety for all travel modes.

Objective 2: *Develop a comprehensive pedestrian and bikeway network that is feasible, fundable over the life of the Master Plan, and serves the pedestrian's as well as bicyclist's needs for all trip purposes.*

Policy 2.1: Expand the current bikeway network to fill the gaps in existing routes, provide links to trip attractors, and enhance safety for all roadway users and bicyclists of all abilities.

Policy 2.2: Develop a pedestrian and bikeway network that enhances safety and convenience of walking and bicycling to work and to school as a means to reduce dependence on the automobile, improve air quality, and promote healthy exercise.

Policy 2.3: Include facilities that support bicycling in all new development projects. This should include pedestrian/bicycle connections from contemporary subdivision designs to surrounding arterials and collectors, bicycle parking at shopping, employment, and recreational centers, and bikeways on new collector roadways.

Policy 2.4: For schools in the City of Hanford, evaluate and consider opportunities to improve pedestrian and bicycle safety within a quarter mile radius of school grounds, including, but not limited to, crosswalks, lighting, signage, pavement markings, traffic calming, ADA access, crossing supervision, and wide sidewalks.

Objective 3: *Provide the related support facilities and amenities necessary for bicycle travel to assume a significant role as a local alternative mode of transportation and recreation.*

Policy 3.1: Consider the support of facilities such as secure bicycle parking, showers, and storage lockers for equipment and clothing for City employees. Encourage other employers to provide similar programs.

Policy 3.2: Require secure bicycle parking at shopping, employment, and recreational centers.

Policy 3.3: Adopt a bicycle parking ordinance that specifies parking needs for commercial, office, multi-family, and industrial developments of a certain size.

Policy 3.5: Encourage new large scale commercial, office, and industrial development to provide a variety of support facilities such as secure and convenient bicycle parking and shower/locker facilities.

Policy 3.6: Ensure secure, adequate and easily accessible bike parking at destinations throughout Hanford.

Policy 3.7: Install directional and informational signage, “Share the Road” signs, markers, and stencils on on-street bikeways, local roads, and State Routes to improve “way-finding” for bicyclists, assist emergency personnel, and heighten motorist’s awareness.

Policy 3.8: Encourage all Hanford school districts to provide and actively maintain sufficient, convenient, safe, and attractive bicycle racks at all public schools.

Objective 4: *Improve safety for pedestrians and bicyclists by implementing education and promotion programs for all Hanford residents and by enforcing pedestrian, bicycle, and motorist laws and regulations affecting pedestrian and bicycle safety.*

Policy 4.1: Develop and distribute pedestrian/bicycle safety material and education programs for child pedestrians and bicyclists and develop programs for adult bicyclists and motorists that increase knowledge of safe walking/bicycling practices and encourage individual behavior change with emphasis on walking/bicycle safety and laws related to walking and cycling.

Policy 4.2: Continue the enforcement of the California Vehicle Code (CVC) with respect to pedestrian and bicyclists’ rights and responsibilities in order to reduce CVC violations that result in collisions.

Policy 4.3: Consider assigning an officer to pedestrian and bicycle safety.

Policy 4.4: Develop a schedule of fines applicable to infractions committed by bicyclists within the City of Hanford (allowable under CVC Section 42001 (d)).

Policy 4.5: Promote programs that reduce incidences of theft and continue efforts to recover stolen bicycles through the bicycle license program.

Policy 4.6: Coordinate the delivery of bicycle safety education programs to schools, utilizing assistance from law enforcement agencies, local sports and/or bicycle shops, and other appropriate groups and organizations.

Policy 4.7: Improve safety of busy intersection crossings using one or more of the following: routine pedestrian signal cycles, pedestrian push buttons, high-visibility crosswalk markings, signage, and education.

Policy 4.8: Prioritize safety improvements in the vicinity of schools, public transit, and other high-priority pedestrian destinations.

Policy 4.9: Improve collection and analysis of collision data. The Public Works Department shall review this data to identify problem areas which require immediate attention.

Policy 4.10: Maximize traffic safety for automobile, transit, bicycle users, and pedestrians.

Policy 4.11: Restrict parking near intersections to ensure visibility and traffic safety.

Policy 4.12: Work to reduce the rate of pedestrian and bicycle collisions, injuries, and fatalities.

Policy 4.13: Identify safety counter measures at areas of high collision activity. Recommend and implement safety improvements.

Policy 4.14: Driveways and driveway landscaping shall be designed to minimize interference with pedestrians.

Policy 4.15: Ensure that on-street parking does not conflict with Class II bike lanes.

Policy 4.16: The City shall include bicycle detection and signal timing requirements along with traffic signal installation or modification requirements for new developments. Bicycle detection and timing should be implemented on a City-wide basis, as funding and implementation opportunities occur.

Objective 5: *Require that routine maintenance of local roads consider pedestrian and bicycle safety.*

Policy 5.1: Work with the City's existing maintenance reporting system with a central point of contact that can be used to report, track, and respond to routine pedestrian and bicycle maintenance issues in a timely manner and increase public awareness of the existing system as a means to report pedestrian and bicycle facilities needing repair and/or clean-up.

Policy 5.2: Establish a standard for trimming intrusive and obstructive vegetation and clearing of debris from pedestrian and bicycle areas.

Policy 5.3: Maintain and/or improve the quality, operation, and condition of pedestrian and bicycle infrastructure.

Policy 5.4: Maintain geometry, pavement surface condition, debris removal, markings, and signage on Class II and Class III bikeways to the same standards and condition as the adjacent motor vehicle lanes.

Policy 5.5: Continue and encourage residents to report maintenance issues through the maintenance reporting system on the City's website.

Policy 5.6: Require that road construction projects minimize their impacts on pedestrians and bicycles through the proper placement of construction signs and equipment, and by providing adequate detours.

Objective 6: *Increase public awareness of the benefits of available walking and bicycling programs.*

Policy 6.1: Provide current and easily accessible information and public outreach programs about the bicycle and pedestrian plan, bicycle parking, and other related programs.

Policy 6.2: Encourage bicycling and walking through incentive/awareness programs.

Policy 6.3: Develop and promote education and encouragement programs, including but not limited to Bike to Work Day, Bike to School Day, Walk to School Day, Bicycle Safety courses and City-wide pedestrian and bicycle network maps. School programs to encourage walking and biking should include the elementary, middle, and high school levels. Promote programs of the Police Department such as Bicycle Rodeos, bicycle and pedestrian pamphlets, senior and historic walks/tours, and classroom education. Evaluate the success and effectiveness of each program and introduce at least one new initiative each year.

Policy 6.4: Participate in the development and maintenance of a pedestrian and bicycle safety campaign as a tool to deliver comprehensive safety awareness, driver, cyclist, and pedestrian education information.

Objective 7: *Encourage methods to increase pedestrian access and mobility for ages and ability.*

Policy 7.1: Encourage the inclusion of amenities, such as benches, landscaping, or art, in pedestrian improvement projects.

Policy 7.2: Continue to implement the City's ADA Self Evaluation and Transition Plan and make ongoing improvements to facilities and sidewalks in public streets.

Policy 7.3: Review City sidewalk design standards to ensure continued compliance with requirements of the Americans with Disabilities Act and to better serve pedestrian needs.

Policy 7.4: Identify gaps and deficiencies in the City's existing pedestrian network and develop strategies to rectify them.

Policy 7.5: Consider the use of root barriers to help prevent sidewalk deterioration from street trees.

Policy 7.6: In the Downtown, facilitate the flow of traffic and access to Downtown businesses and activities consistent with maintaining a pedestrian-friendly environment.

Policy 7.8: Consider a program for installing shade trees along streets where currently little or none exist to encourage walking.

Policy 7.9: Create a pedestrian network map that showcases access to Hanford's historic buildings, parks, and places to shop and dine.

Objective 8: *Street crossings should be safe and accessible.*

Policy 8.1: Crosswalks should be a minimum of 6 feet in width, and at least 10 feet in business districts.

Policy 8.2: Appropriate pedestrian crossing signage should be displayed in advance of and adjacent to all marked controlled crosswalks in order to enhance visibility of pedestrians by motorists.

Policy 8.3: Controlled pedestrian crosswalks should be well marked with high visibility paint, be adequately lighted, have clear sight distances, and be free from obstructions, such as foliage and poles.

Policy 8.4: Mid-block crosswalks, if supported by an engineering study, should be designated in areas with relatively high pedestrian activity and crossing patterns, mainly in the Downtown.

Policy 8.5: Where feasible, pedestrian crossing islands should be considered where pedestrians are required to cross a wide multi-lane street, especially at uncontrolled locations.

Policy 8.6: Curb extensions should be considered at intersection corners in highly urbanized areas as a way to minimize the crossing distance of pedestrians and to increase visibility in areas of high urban activity.

Policy 8.7: Identify and mitigate impediments and obstacles to walking to locations that attract pedestrians, such as business districts, schools, transit stops, recreational facilities, and senior facilities.

Policy 8.8: Modify signal timing as needed to provide pedestrians with sufficient crossing time and minimize pedestrian/vehicle conflicts.

Policy 8.9: Identify locations where lighting should be enhanced to provide better visibility and a more comfortable nighttime environment for pedestrians.

Policy 8.10: Consider opportunities to upgrade existing pedestrian signals by adding countdown, audible, and tactile/vibrational signals.

Objective 9: *Maximize the amount of funding for pedestrian and bicycle projects and programs throughout Hanford, with an emphasis on implementation of this Master Plan.*

Policy 9.1: Work with federal, state, regional, and local agencies and any other available public or private funding sources to secure funding for the pedestrian and bicycle system.

Policy 9.2: Encourage multi-jurisdictional funding applications to implement the regional pedestrian and bicycle system.

Policy 9.3: Seek funding from the Active Transportation Program (ATP) and other grants for alternative transportation.

Objective 10: *Integrate pedestrian and bicycle facilities with public transit.*

Policy 10.1: Develop and enhance opportunities for pedestrians and bicyclists to easily access other modes of transportation.

Policy 10.2: Continue to work with KART to accommodate bicycles on transit and plan for the need for additional bicycle storage capacity on transit to ensure capacity keeps up with demand.

5.3 *Bikeway Prioritization Criteria*

Recognizing that there are limited financial resources that can be devoted to development of the Master Plan, recommended bikeway projects were prioritized for implementation (recommended pedestrian projects are not prioritized.) Five characteristics or prioritization criteria were used to judge or evaluate the relative importance of each bikeway project to the overall network. Those projects ranking highest in this evaluation were identified as high priority. All other projects were identified as either medium or low priority. Each is discussed in the following section. The criteria used to prioritize the projects are:

1. Community and City support: Projects that were rated high in the community outreach workshops were given high priority;
2. Locations of high collision activity: Using information obtained from the Transportation Injury Mapping System (TIMS) and the Statewide Integrated Traffic Records System (SWITRS), locations that exhibited the highest amount of collisions were placed high on the list of priority projects by the citizens and the City representatives.

3. Closure of a gap or gaps in the pedestrian/bicycle plan: Connectivity is important and projects that enable direct travel are given higher priority;
4. Expansion of existing network: Projects that improve pedestrian/bicycle access extending existing facilities by infill of the network grid for better walkway and bikeway coverage are given higher priority. Completion of bikeway network that were identified in the 2011 Hanford Bicycle Master Plan were given a high priority status; and,
5. Ease of Implementation: Projects that are currently mostly in County jurisdiction were given low priority whereas existing City roadways were given a higher priority.

5.4 *Bikeway Project Prioritization*

Based upon the criteria described above, bikeway projects were divided into high, medium, and low priority projects. High priority projects meet the above criteria by filling gaps in the existing network, extending the existing network to provide connections between residential neighborhoods and trip attractors, increasing coverage of the pedestrian and bicycle network, providing connections to the regional network, and promoting walking and bicycle use. These projects also ranked highest by the participants at the community outreach workshops. Low priority projects are mostly on the edge of the community and will require coordination with Kings County since many of the road segments are currently outside the city limits. A detailed listing of projects by segment, including segment length and estimated costs, are described below in Tables 5-1, 5-2, and 5-3. The methodology used for calculating costs is shown in Appendix F.

5.5 *Pedestrian and Bikeway Project Cost Estimates*

The costs to implement the bikeway project segments are presented in Tables 5-1, 5-2, and 5-3. The costs to implement the pedestrian projects are presented in Table 5-4. The estimated costs were developed using unit construction cost assumptions obtained from similar projects in California, Kings County, and the City of Hanford. More detailed estimates should be developed after completion of a feasibility analysis, preliminary engineering, and design.

Costs are not included for pavement repair. These costs also do not include right-of-way acquisition, any needed pavement construction or reconstruction, or inflation factors. It is recommended that an additional eight percent (8%) of the estimated costs shown in the tables be added to the project for mobilization and traffic control.

Although the cost estimates are based on actual costs experienced locally and in various California communities, more detailed cost estimates should be developed after preliminary engineering designs are completed for each proposed project. These cost estimates are to be used primarily for project planning and grant applications.

Table 5-1
High Priority 2016 Bikeway Project Improvements

Roadway Segment	Class	Miles	Estimated Cost
12 th Avenue from Hume to Houston	III	0.50	\$2,300
11½ Avenue/Milpas/Echo from Davis to Hume	III	0.99	\$14,059
Glacier Way from Flint to Fargo	III	1.01	\$13,254
Glacier Way from Fargo to Cortner	III	0.38	\$7,130
11 th Avenue from Florinda to Ivy	III	0.18	\$2,243
Williams/Jones Street from Davis to Hume	III	0.8.	\$10,149
Redington Street from Grangeville to Lacey	II	1.01	\$22,963
Irwin Street (10½) from Hanford-Armona to Houston	III	1.03	\$4,687
10 th Avenue from Third to Hanford-Armona	III	0.71	\$3,767
10 th Avenue from Hanford-Armona to Houston	III	1.01	\$8,079
9¼ Avenue from Leland to Grangeville	III	.51	\$2,329
9¼ Avenue from Grangeville to Lacey	III	1.01	\$8,942
Leland Way from Douty to 10 th	III	0.51	\$8,367
Leland Way from 10 th to 9¼	III	0.69	\$11,472
Elm Street from Greenfield to 11 th	III	0.14	\$1,265
Ivy Street from 11 th to 10 th	III	1.01	\$11,529
Sixth from 11 th to 10 th	II	1.03	\$18,548
Davis Street from 11½ to Williams	III	0.67	\$8,827
Hume Avenue from 12 th to Jones	III	1.05	\$9,919
Houston Avenue from 12 th to 10 th	III	2.00	\$10,063
Subtotal			\$179,892
Mobilization and Traffic Control (8%)			14,391
Total		16.10	\$194,283

Table 5-2
Medium Priority 2016 Bikeway Project Improvements

Roadway Segment	Class	Miles	Estimated Cost
13 th Avenue from Grangeville to Lacey	III	1.00	\$3,738
Centennial Drive from Berkshire to Grangeville	II	0.20	\$2,613
Centennial Drive from Grangeville to Greenfield	II	0.45	\$4,509

Roadway Segment	Class	Miles	Estimated Cost
Centennial Drive from Greenfield to Lacey	II	0.60	\$11,110
Centennial Drive from Lacey to 12 th	III	0.65	\$3,594
12 th Avenue from Fargo to Grangeville	II	1.00	\$11,961
Fitzgerald Avenue from Fargo to Grangeville	III	1.03	\$16,762
University Avenue from Grangeville to Greenfield	III	0.46	\$6,498
Campus Drive from Greenfield to Lacey	III	0.55	\$4,169
Campus Drive from Lacey to Glendale	III	0.51	\$4,054
11 th Avenue from Flint to Fargo	III	1.01	\$11,529
11 th Avenue from Fargo to Grangeville	III	1.01	\$12,201
11 th Avenue from Seventh to Hanford-Armona	III	0.81	\$10,954
11 th Avenue from Hanford-Armona to Hume	III	0.54	\$7,095
11 th Avenue from Hume to Houston	III	0.49	\$6,584
Mission Drive from Flint to 10 th	III	0.56	\$9,373
Neill Way from Fargo to Leland	III	0.51	\$8,367
Pepper Drive from Glacier to 11 th	III	0.41	\$4,629
Pepper Drive/Aspen from 11 th to Encore	III	0.36	\$4,485
Encore Drive from Aspen to 10 th	III	0.77	\$9,114
Encore Drive from 10 th to Fargo	III	0.50	\$8,338
Muscat Place from 12 th to Fitzgerald	III	0.24	\$3,278
Cortner Street from Glacier to Kensington	III	1.16	\$13,685
Mustang/Berkshire from 13 th to Centennial	III	0.55	\$4,169
Grangeville from 13 th to Centennial	III	0.51	\$2,329
Liberty Street from Centennial to 12 th	III	0.33	\$2,674
Kings County Drive from 12 th to Lacey	III	0.51	\$4,054
Mall Drive from 12 th to Lacey	III	0.53	\$4,112
Lacey Boulevard from Centennial to Mall Drive	III	0.60	\$2,588
Lacey Boulevard from Garner to Irwin	III	0.65	\$8,769
Lacey Boulevard from 10 th to 9 th	III	0.90	\$8,022
Lacey Boulevard from 9 th to 8 th (SR 43)	III	1.03	\$9,862
Garner Avenue from Lacey to Seventh	III	0.34	\$3,565
Seventh from Mall Drive to 11 th	II	0.75	\$8,971
Third Street from 10 th to 9 th	III	1.03	\$6,412
Hanford-Armona Boulevard from 10 th to airport	III	0.55	\$3,307
Subtotal			\$247,474
Mobilization and Traffic Control (8%)			19,798
Total		23.10	\$267,272

Table 5-3
Low Priority 2016 Bikeway Project Improvements

Roadway Segment	Class	Miles	Estimated Cost
13 th Avenue from Fargo to Grangeville	III	1.00	\$4,600
13 th Avenue from Lacey to Hanford-Armona	III	1.11	\$5,779
13 th Avenue from Hanford-Armona to Houston	III	1.19	\$6,872
12 th Avenue from Houston to Iona	III	1.00	\$5,256
12 th Avenue from Iona to Idaho	III	1.00	\$3,738
11 th Avenue from Houston to Iona	III	1.00	\$4,600
11 th Avenue from Iona to Idaho	III	1.00	\$3,738
11 th Avenue from Idaho to Jackson	III	1.00	\$3,738
10 th Avenue from Houston to Iona	III	1.00	\$4,600
10 th Avenue from Iona to Idaho	III	1.01	\$3,767
10 th Avenue from Idaho to Jackson	III	1.01	\$3,767
9 th Avenue from Lacey to Hanford-Armona	III	0.96	\$5,348
9 th Avenue from Hanford-Armona to Houston	III	1.04	\$5,578
9 th Avenue from Houston to Iona	III	1.00	\$4,600
9 th Avenue from Iona to Idaho	III	1.00	\$3,738
Flint Avenue from 12 th to 11 th	III	1.00	\$4,600
Flint Avenue from 11 th to SR 43	III	1.00	\$6,325
Fargo Avenue from 13 th to Centennial	III	0.50	\$2,300
Grangeville from 9 th to 8½	III	0.50	\$2,300
Glendale Avenue from 12½ to 12 th	II	0.61	\$4,797
Houston Avenue from 13 th to 12 th	III	1.02	\$3,795
Houston Avenue from 10 th to 9 th	III	1.00	\$7,188
Iona Avenue from 12 th to 9 th	III	3.01	\$11,242
Idaho Avenue from 12 th to 9 th	III	3.00	\$11,213
Jackson Avenue from 11 th to 10 th	III	1.00	\$3,738
Subtotal			\$127,217
Mobilization and Traffic Control (8%)			10,177
Total		27.35	\$137,394

**Table 5-4
Pedestrian 2016 Project Improvements**

Project	Units	Estimated Cost
9¼ Avenue from Leland to Lacey – 18 ADA curb ramps	18 ramps	\$103,500
Phillips Street from alley north of Fourth to Third – sidewalk and 8 ADA curb ramps	580 ft & 8 ramps	\$79,350
Phillips Street underpass @ SR 198 – improve lighting and consider wall murals	N/A	\$35,938
10 th Avenue from Grangeville to Terrace – 10 ADA curb ramps	10 ramps	\$57,500
Leland Way from 10 th to 9 th – 35 ADA curb ramps	35 ramps	\$201,250
Irwin Street from Grangeville to downtown – 48 ADA curb ramps	48 ramps	\$276,000
Monroe Elementary School – add curbs/gutter, ramps, and sidewalk on Leoni Drive from Monroe to Grangeville	2,660 ft. & 26 ramps	\$417,163
Update/refurbish signing and school crosswalks around schools using thermoplastic and fluorescent green signs	70 crosswalks & estimated 280 signs	\$267,663
Restripe crosswalks and other pavement markings in the Downtown area with thermoplastic	300 crosswalks & 309 pavement markings	\$544,721

5.6 *Environmental Assessment*

This Master Plan was prepared at roughly the same time that the City of Hanford updated its General Plan. The Environmental Impact Report (EIR) that was prepared for the General Plan Update was written so that it could be utilized as the environmental document for this Master Plan, and was identified as such as a subsequent implementation project in the EIR.

Due to the timelines for the grant that funded the preparation of this Master Plan, it may need to be accepted, but not adopted, prior to the completion of the EIR. Once the EIR is certified, the Master Plan will be brought to the City Council for official adoption.

5.7 Funding Opportunities

This section describes the most probable funding sources to implement the projects recommended in this Master Plan. These sources include regional/local, State, Federal, and non-traditional private funding opportunities. These sources were available at the time of writing, but could be modified or made unavailable in the future.

5 1 REGIONAL AND LOCAL FUNDING SOURCES

California Clean Air Act (CCAA) – SJVAPCD Remove II Program. These funds, otherwise known as Clean Air Funds, are generated by a surcharge on automobile registration imposed by authorized air districts in California to provide funds to meet responsibilities mandated under the California Clean Air Act (CCAA). For the City of Hanford, this program is administered by the San Joaquin Valley Air Pollution Control District (SJVAPCD). The Remove II Grant Program includes a bicycle infrastructure component to assist with the development or expansion of a comprehensive bicycle transportation network. The program provides incentives for construction of Class I, Class II, and Class III bicycle facilities. The program serves to promote bicycling as a viable option of transportation for residents traveling short distances to school, work, and commercial sites. Applications are accepted on an ongoing basis as funds are available. More information for the program can be found at:

http://valleyair.org/General_info/Grant_Programs/GrantPrograms.htm

The purpose of this program is to assist with the development or expansion of a comprehensive bicycle transportation network. Residents of the San Joaquin Valley can utilize commuter bicycling as an alternative to daily vehicular travel. Therefore, the program serves to promote bicycling as a viable option of transportation for residents traveling short distances (less than five miles) to school, work and commercial sites. Funds are available for eligible projects that meet specific program criteria on a first-come, first-serve basis until the program funds are exhausted. Projects serving commuters, rather than recreational users are given higher priority for funding. The maximum incentive for a Class I bicycle path and a Class II bicycle lane is \$150,000 and \$100,000.

City of Hanford. Bicycle projects can be implemented in conjunction with another project including pavement resurfacing, new developments, and frontage development. Local funds to implement projects can also come from a dedication of a certain dollar amount in a City's Capital Improvements Program (CIP). Developers can contribute either directly or indirectly through impact fees.

General Fund. As with any public improvement, local general fund revenues can be used to build and maintain pedestrian and bicycle facilities, or to provide a match for State and Federal grants.

Developer Fees. Development fees could be levied and administered by local jurisdictions to provide improvements to accommodate new development.

Other Local Programs. Local agencies may implement other local programs to provide bikeways and bicycle facilities including "adopt-a-bikeway" and memorials. These programs require that private individuals or groups donate money, property, or time for the design, acquisition, and construction of bikeway facilities.

5 2 STATE FUNDING SOURCES

Active Transportation Program (ATP). The Active Transportation Program (ATP) program was originally enacted in 2013. The ATP consolidates existing federal and state transportation programs, including the Transportation Alternatives Program (TAP), Bicycle Transportation Account (BTA), and State Safe Routes to School (SR2S), into a single program. The program focuses on increasing bicycle and pedestrian trips, health, and safety. The latest cycle approved \$360 million with an annual grant application process between March and May. This is currently the most important funding source for pedestrian and bikeway improvements. More information and application procedures can be obtained at <http://www.dot.ca.gov/hq/LocalPrograms/atp/>

California Infrastructure and Economic Development Bank (I-Bank). The mission of I-Bank is to finance public infrastructure and private development to promote economic growth, revitalize communities, and enhance quality of life for Californians. The Infrastructure State Revolving Fund Program (ISRF) provides low-cost financing to public agencies for a wide variety of infrastructure projects. Funding is available from \$50,000 to \$25,000,000 with loan terms of up to 30 years. Preliminary applications are accepted continuously. Additional information may be found at http://www.ibank.ca.gov/infrastructure_loans.htm.

California Office of Traffic Safety (OTS). This funding source can be used for pedestrian and bicycle safety projects as well as roadway projects. It can also be used for traffic calming projects and programs and safety and education programs. It is one of the few sources that funds support programs in addition to capital projects. For example, traffic safety rodeos may be funded for elementary, middle, and high schools, and community groups in an effort to increase awareness among various age groups. To boost compliance with the law and decrease injuries, safety helmets can be properly fitted and distributed to children in need. Court diversion courses may be established in communities for those violating the bicycle helmet law. Other programs target high-risk populations and areas with multicultural public education addressing safer driving, biking and walking behaviors. Information on available grant programs can be found at www.ots.ca.gov/

Local Transportation Fund (LTF). Under Transportation Development Act (TDA) Article III, LTF allocations include return-to-source funds generated from the sales tax on gasoline. They are returned to the source county for local transportation projects; up to two percent of these funds may be set aside for bicycle and pedestrian projects. These funds can be used for engineering, right-of-way acquisition, and the construction of projects emphasizing bicycle commuters rather than recreational bicycle users. Projects may include trails serving major transportation corridors, bicycle safety programs, restriping Class II bicycle lanes, secure bicycle parking at employment centers, retrofitting to comply with American with Disabilities Act (ADA), and route improvements. Each county establishes its own formula for allocating the funds to the local jurisdictions within that county. Up to 20 percent of the amount available each

year to the City may be allocated to restripe Class II bicycle lanes. These funds can be used directly for bicycle and pedestrian projects or as the local match for competitive State and Federal sources. Projects must be approved by a local Bicycle Advisory Committee and be included in the bicycle plan, transportation element, or other adopted plan. More information and application procedures can be obtained at <http://www.dot.ca.gov/hq/MassTrans/State-TDA.html>.

State Transportation Improvement Program (STIP). The STIP is a multi-year capital improvement program of transportation projects funded with both Federal and State monies. The available funding is divided into two programs: the Interregional Transportation Improvement Plan (ITIP) and the Regional Transportation Improvement Plan (RTIP). The City would work through KCAG to nominate projects for inclusion in the STIP. Additional information can be found at: <http://www.dot.ca.gov/hq/LocalPrograms/stip.htm>

Land and Water Conservation Fund Program. This program provides grants to plan, acquire, and develop recreation parks and facilities including bikeway and pedestrian trails. The California Department of Parks and Recreation provides reimbursement grant funds of 50% of the total projects costs. More information and application procedures can be obtained at: http://www.parks.ca.gov/?page_id=21360

Mello-Roos Community Facilities District Act of 1982. This program allows a sponsoring agency to issue a special tax bond for a community facilities district to finance public facilities and services such as parks, recreation areas, parkways, and open spaces. Bicycle and pedestrian projects could be included in any proposed public facility. More information and application procedures can be obtained at <http://www.leginfo.ca.gov/cgi-bin/displaycode?section=gov&group=53001-54000&file=53311-53317.5>

5 3 FEDERAL FUNDING SOURCES

Congestion Management and Air Quality (CMAQ) Program. The purpose of the CMAQ Program is to fund transportation projects or programs that will contribute to attainment or maintenance of the National Ambient Air Quality Standards for ozone and carbon monoxide by reducing congestion and improving air quality. This program will fund the construction of bicycle and pedestrian facilities, as well as bicycle support programs such as brochures, maps, and public service announcements. The projects must be mainly for transportation rather than recreation, be included in Transportation Improvement Projects (TIP), and complete the National Environmental Policy Act (NEPA) requirements. Additional information can be found at: http://www.dot.ca.gov/hq/transprog/federal/cmaq/Official_CMAQ_Web_Page.htm.

Highway Safety Improvement Program (HSIP). The purpose of this program is to reduce traffic fatalities and serious injuries on public roads through the implementation of infrastructure-related highway safety improvements. Work on any publicly-owned roadway or pedestrian/bicycle pathway or trail that corrects or improves the safety for its users is eligible. Project types may include intersection safety improvements; pavement and shoulder widening; installation of rumble strips or other warning devices; installation of skid-resistant surfaces; improved safety for bicyclists, pedestrians, and persons with disabilities; elimination of hazards

at railway-highway crossings; traffic calming features; improved signage or pavement markings; and improvement in the collection and analysis of crash data. More information on the HSIP can be found at <http://www.dot.ca.gov/hq/LocalPrograms/hsip.htm>.

Recreational Trails Program (RTP). This program provides funds to develop and maintain recreational trails and trail related facilities for both motorized and nonmotorized recreational trail users. Uses can include maintenance, new trail development, purchase of right-of-way and education programs. The RTP is an assistance program of the Department of Transportation's Federal Highway Administration (FHWA). Federal transportation funds benefit recreation including hiking and bicycling. More information about this possible funding source can be found at http://www.parks.ca.gov/?Page_id=24881.

TIGER Discretionary Grants. On April 3, 2015, U.S. Transportation Secretary Anthony Foxx announced \$500 million will be made available for transportation projects across the country under a seventh round of the highly successful U.S. Department of Transportation's (DOT) Transportation Investment Generating Economic Recovery (TIGER) competitive grant program. In 2015, TIGER 2015 discretionary grants funded capital investments in surface transportation infrastructure and were awarded on a competitive basis to projects that have a significant impact on the nation, a region, or metropolitan area. The TIGER 2015 grant program will continue to make transformative surface transportation investments by providing significant and measurable improvements over existing conditions. The grant program focused on capital projects that generate economic development and improve access to reliable, safe and affordable transportation for disconnected communities both urban and rural, while emphasizing improved connection to employment, education, services and other opportunities, workforce development, or community revitalization. More information about this possible funding source can be found at <http://www.transportation.gov/tiger>

Revised Surface Transportation Program (STP). On July 6, 2012, the President signed the Moving Ahead for Progress in the 21st Century Act (MAP-21) into law. The effective date of this MAP-21 STP eligibility guidance is October 1, 2012. The STP requirements in effect on October 1, 2012, will apply to all related funding obligated on or after that date, whether carryover or new. The funding is for bicycle transportation and pedestrian walkways and the modification of public sidewalks to comply with the Americans with Disabilities Act. More information about this possible funding source can be found at http://www.dot.ca.gov/hq/transprog/federal/rstp/Official_RSTP_Web_Page.htm

5 4 PRIVATE FUNDING SOURCES

In addition to the sources listed above, there are several non-traditional funding sources that are available for the implementation of project and program recommendations. The following paragraphs briefly describe several of the innovative ways that communities have funded parts of their bicycle programs.

California Conservation Corps (CCC). The program provides emergency assistance and public service conservation work for City, County, State, Federal and non-profit organizations. Both urban and rural projects are eligible and are selected on the basis of environmental and

natural resource benefits and public use and on-the-job training opportunities. Use of the CCC would be effective at reducing project costs. The Active Transportation Program encourages participation of the CCC and Local Conservation Corps. More information may be found at <http://www.ccc.ca.gov/work/programs/ATP/Pages/ATP%20home.aspx>.

Grant and Foundation Opportunities. Private foundations provide excellent opportunities for funding specific capital projects or single event programs. Generally, to qualify for these types of funds, a bicycle advisory committee or established non-profit group acting in its behalf must exist. Typically, private foundations are initially established for specific purposes, e.g. children and youth needs, promotion of certain professional objectives, educational opportunities, the arts, and community development. An excellent source of information about foundations and their funding potential can be found in the Foundation Directory, available at many public libraries or on-line at www.fconline.foundationcenter.org/. Several foundations to consider are:

- People for Bikes;
- Bikes Belong Coalition;
- Compton Foundation, Inc.;
- REI Corporate Contribution Programs; and
- Robert Wood Johnson Foundation.

Memorial Funds. These programs are advertised as potential donor projects to be funded via ongoing charitable contributions or funds left to a particular project through a will. Most memorial projects include a memorial plaque at a location specific to the improvement or at a scenic vista point.

Revenue-Producing Operations. As part of the development of a trail or bike path, plans can specifically include the location of a revenue-producing operation adjacent to the proposed improvement. For example, bicycle rental facilities, food and drink establishments, bike storage facilities and equipment centers, and/or equestrian centers would be appropriate uses. The on-going lease revenues from these operations could then be used for trail and/or path maintenance.

5.8 Maintenance and Security of Bikeways

Both off-street and on-street bikeways need regular maintenance. Bicycles are more susceptible than motor vehicles to pavement irregularities such as cracks, potholes, broken glass, sand, or gravel. Roadway construction activities present additional maintenance and safety needs because of increased roadway wear from heavy vehicle traffic and increased debris. Unmaintained landscaping causes safety issues by obstructing travel lanes and hindering visibility. Major storms can leave debris in bikeways, presenting hazards to cyclists.

5 1 BIKEWAY FACILITY MAINTENANCE

Maintenance of street rights-of-way and adjacent landscaping has direct impacts to nearby, on-street Class II and III bikeways. The City's street maintenance and repair operations should include the following policies to ensure that they reflect the needs of bicyclists:

Street sweeping. As motor vehicles travel along the roadway, debris is pushed to the outside lanes and shoulders, and the center of intersections. Roads that also serve as Class II or III bikeways should be swept frequently, and should include removing debris on the shoulder and at intersections;

Minor repairs and improvements. Potholes and cracks along the shoulder of roadways affect bicyclists more than motor vehicles. Repairs should be made in a timely manner and should be flush to the existing pavement surface. Striping and restriping of bike lanes should occur on a regularly scheduled basis and whenever slurry seal or asphalt overlay is completed;

Trash pickup. The purpose of having bicycle lanes is thwarted when trash cans are placed in the bicycle travel lane. Encourage the public to not place trash cans awaiting pickup in bike lanes;

Street resurfacing. When streets are resurfaced, utility covers, grates and other in-street items should be brought up to the new level of pavement. Similarly, the new asphalt should be tapered to meet the gutter edge and provide a smooth transition between the roadway and the gutter pan. When only partial resurfacing is needed, resurfacing should include the bicycle lane. This will ensure a smoother, more bicycle-friendly riding surface;

Actively coordinate with maintenance workers. Maintenance supervision and staff should be involved in the development of bicycle-related maintenance policies to ensure that City staff and maintenance workers understand each others' needs and limitations;

Proactively sweep streets after special events. The Public Works Department should work closely with the Police Department to ensure that streets with Class II and III bicycle facilities are swept after automobile collisions, severe storms, parades, and other events when debris may be deposited in the bikeways; and,

Drainage grates. When repaving or maintaining roadways, drainage grates should be inspected to ensure that grate patterns are perpendicular to the road so that bicycle wheels cannot fall between grates. Replacement of bicycle-unfriendly grates should occur as soon as practical after they are identified.

5 2 BIKEWAYS IN CONSTRUCTION ONES

Street construction and longer duration maintenance activities present particular challenges for bicyclists. Road construction and maintenance can sometimes force bicyclists out into travel lanes with vehicles. To help alleviate impacts to bicyclists during road construction and maintenance, several guidelines are recommended to help inform bicyclists of and protect them from obstacles:

Bicycle traffic control. Ensure that bicycle facilities are not reduced or eliminated in construction zones and that roadway improvement projects provide reasonable and appropriate bicycle detours.

Construction vehicles. To the extent feasible, avoid parking construction or maintenance vehicles in bicycle lanes or on designated bicycle routes.

Signage and warnings. Provide suitable construction warning signs for any activities that involve work in a designated bikeway. Signage should warn bicyclists well in advance of any location where the bicycle lane is closed for construction or maintenance activities.

Construction detours. Provide detour routes, designated with traffic cones, for bicyclists using bikeways that are undergoing long-term construction.



Temporary speed limits in construction zones. A temporary reduction of speed limits or work zone speed limit should be considered on roadways where motor vehicles travel 40 mph or greater.

Temporary transitions during construction. Metal plates that cross or cover bicycle lanes or routes that occur for longer durations should have temporary transition paving to allow the bicycle to easily ride up onto the plate. A sign warning that the plate may be slippery should be posted.



5.9 Maintenance and Security of the Pedestrian Network

The City of Hanford Street Maintenance Division provides residents and visitors with maintenance of 207 miles of roadway that includes sidewalks. The Division installs 30,000 square feet of sidewalks each year. The City asks residents to help them maintain City streets and sidewalks by contacting them or filling out the website form if they spot any damaged asphalt or sidewalks.

5 1 STRATEGIES FOR IMPROVED SIDEWALK MAINTENANCE

The City's sidewalk maintenance and repair operations should include the following strategies to ensure that they reflect the needs of pedestrians.

Deficient Maintenance Practices Negatively Affect Safety and Security. Without appropriate maintenance practices, the safety and security of users is at a higher level of risk. Poor maintenance practices that allow graffiti, trash, and general disrepair sends the signal that nobody cares or is watching. In addition, quality maintenance practices will reduce incidents of litter, graffiti, and vandalism. The most common ADA complaints relate to sidewalk maintenance are: cracks, holes, and loose gravel. Poor sidewalk surfaces such as swelling,

cracking, and other repair issues are ADA problems. Also, poor maintenance practices can lead to dangerous conditions or physical obstacles, which have been linked to causing constraints for pedestrians. Consider the following ongoing approach to routine maintenance:

- Conduct regular inspections to identify trip hazards, cracks, and other surface problems;
- Use GIS or other technology systems to efficiently conduct annual inspections and repairs; and
- Identify areas that are frequented with litter and debris.

Pavement. The most common ADA complaints relate to sidewalk maintenance are: cracks, holes, and loose gravel. Frequent sidewalk problems include step separation (vertical displacement of 0.5 inches or greater), badly cracked concrete (holes and rough spots wider than 0.5 inches), spalled areas (crumbling or flaking concrete), depressions that trap water (depressions, reverse cross-slopes, indentations), and tree root damage. Typical shared-use path maintenance issues are virtually identical to sidewalks including step separation, badly cracked pavement, settled areas that trap water, tree root damage, and vegetation overgrowth.

Sidewalk Design. Tight budgets and timelines can lead to lower quality design and construction. However, the difficulty of finding and receiving additional funding for issues is well-noted and thus the likelihood that facilities will receive additional funding to correct or improve their facilities in the near future is unlikely. When designing and constructing sidewalks or shared-use paths, the City should subscribe to the following principles to ensure quality design:

- Treat sidewalks and shared-use paths as the transportation facilities they are;
- Design and construct facilities correctly the first time and to the highest standards;
- Ensure designers are trained in bicycle and pedestrian design;
- Adopt uniform statewide standards that incorporate ADA guidelines and requirements;
- Incorporate quality control into the construction process to ensure that the facility designed is the facility that is built. Particular attention should be given to accessibility issues such as grades and slopes;
- Design for safety first. Keep safety in mind throughout facility design; and
- Design for all users. Assume a range of skill levels and different groups of users will be utilizing the facility.

5 2 STRATEGIES FOR IMPROVING SECURITY

There is no way to “ensure” total security on any transportation facility. However, there are many strategies that can be utilized to enhance it. Communities like Hanford should consider regular inspections of facilities. Inadequate maintenance involving vegetation removal can create security issues. The City could implement an easy system for users to report problems and complaints such as an online reporting system for users to report maintenance issues such as downed trees, burned-out lighting, or security problems such as vandalism or suspicious behavior.

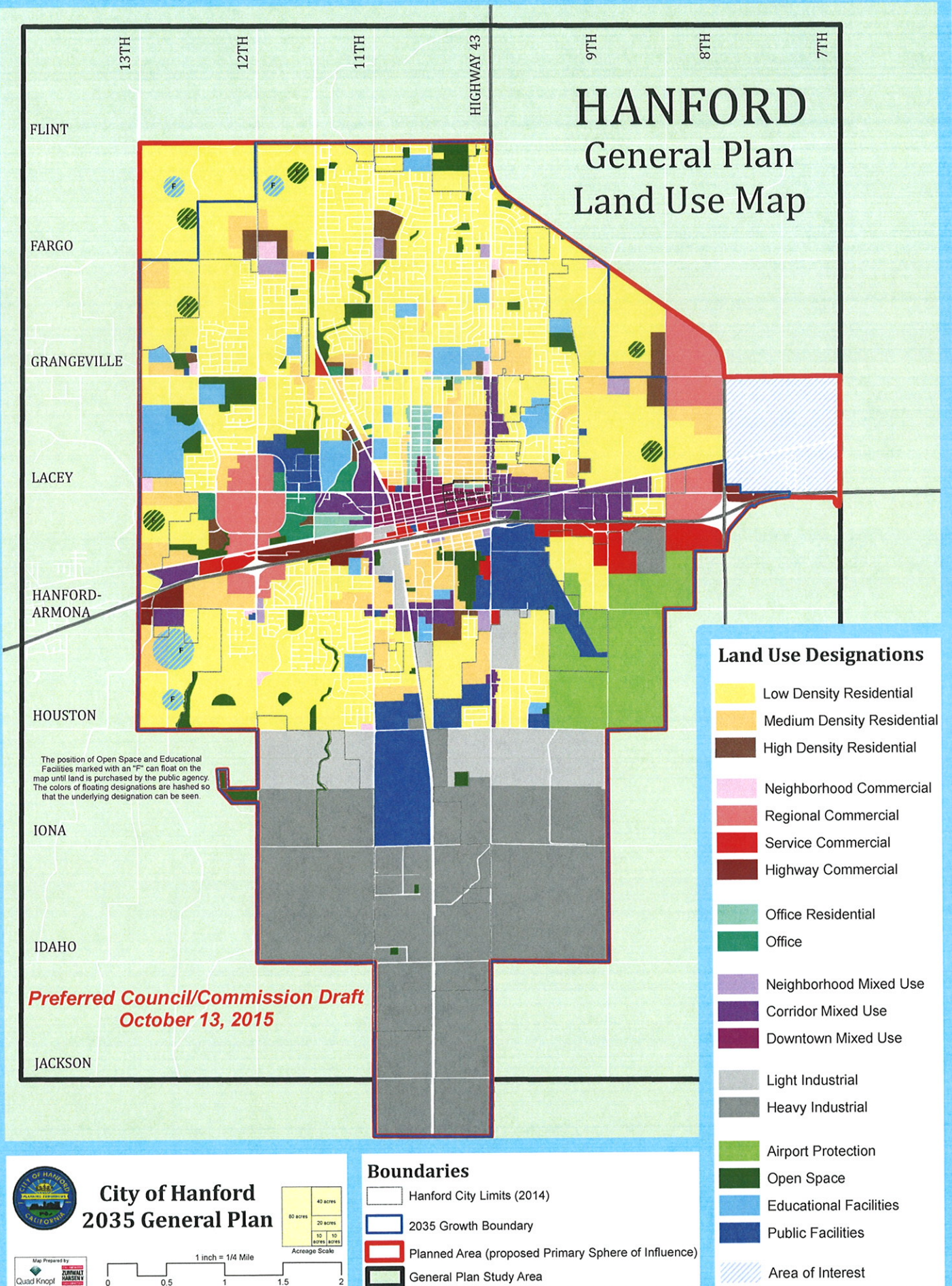
Facilities with More Users Have Fewer Security Issues. Another important component of security is “eyes,” in other words, the more people present, the less likelihood of criminal activity. To that end, the design of sidewalks and multi-use paths should create a pleasant environment where people want to spend time. Heavily used facilities typically experience less crime.

Fear of Crime and Appearance. Even when reported data indicate that a facility has experienced almost no incidents of criminal activity, public perception of crime may lead to the avoidance of the facility. Research has shown that fear of crime is higher for women than men, and women are more likely to avoid walking after dark. Physical factors such as litter, poorly maintained buildings, and graffiti as well as social influences like publicly intoxicated individuals, homeless people, and groups of youth all affect an individual’s perception of risk. Studies have also found that a lack of familiarity with an area and dark areas create an increased fear of crime.

APPENDICES

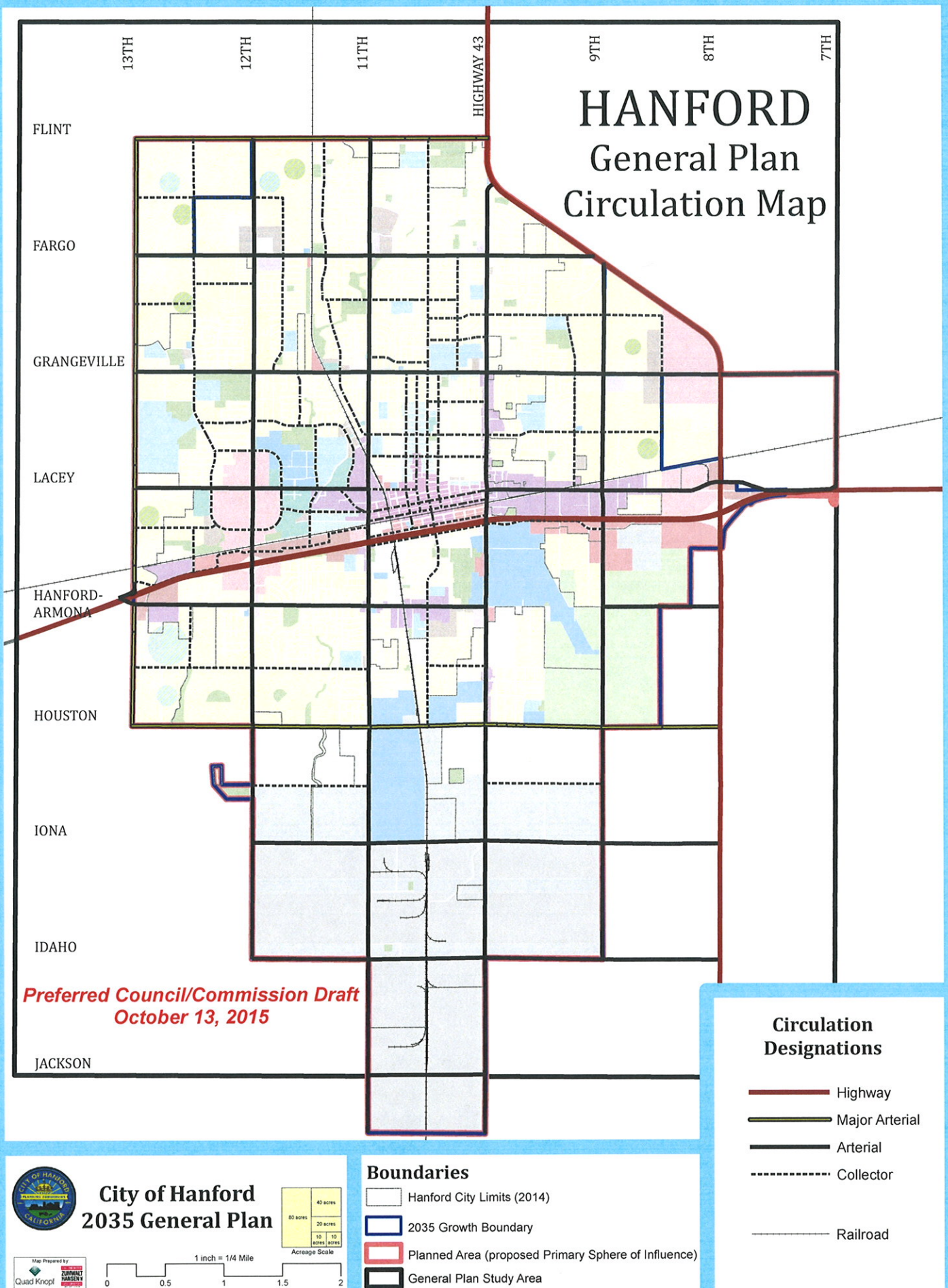
APPENDIX A

**HANFORD 2035 GENERAL PLAN
LAND USE MAP**



APPENDIX B

**HANFORD 2035 GENERAL PLAN
CIRCULATION MAP**



APPENDIX C

SAMPLE BICYCLE PARKING ORDINANCES

SAMPLE BICYCLE PARKING ORDINANCES

BEND OREGON – BICYCLE PARKING ORDINANCE

3.3.600 Bicycle Parking Standards.

All uses that are subject to Site Development Review shall provide bicycle parking, in conformance with the following standards, which are evaluated during Site Development Review. This section does not apply to single-family, two-family, and three-family housing (attached, detached or manufactured housing), home occupations or other developments with fewer than 10 vehicle parking spaces.

A. Number of Bicycle Parking Spaces. A minimum of one bicycle parking space per use is required for all uses subject to Site Development Review. Table 3.3.600 lists additional standards that apply to specific types of development:

Table 3.3.600

Required On-Site Bicycle Parking

Use	Requirement
Multifamily dwellings with 4 units or more:	1 covered space per unit. Covered bicycle parking spaces may be located within a garage, storage shed, basement, utility room or similar area. In those instances in which the residential complex has no garage or other easily accessible storage unit, the bicycle parking spaces may be sheltered from sun and precipitation under an eave, overhang, an independent structure, or similar cover.
Retirement home or assisted living complex:	2 covered spaces or 1 covered space for every 10 employees, whichever is greater
Retail sales and service	1 covered space for every 10 employees plus 1 space for every 20 motor vehicle spaces
Multiple uses	For buildings with multiple uses (such as a commercial or mixed-use center), bicycle parking standards shall be calculated by using the total number of motor vehicle parking spaces required for the entire development. A minimum of one bicycle parking space for every 10 motor vehicle parking spaces is required.
Street vendors, itinerant merchants, and similar temporary sales operations	No bicycle spaces required

Table 3.3.600

Required On-Site Bicycle Parking

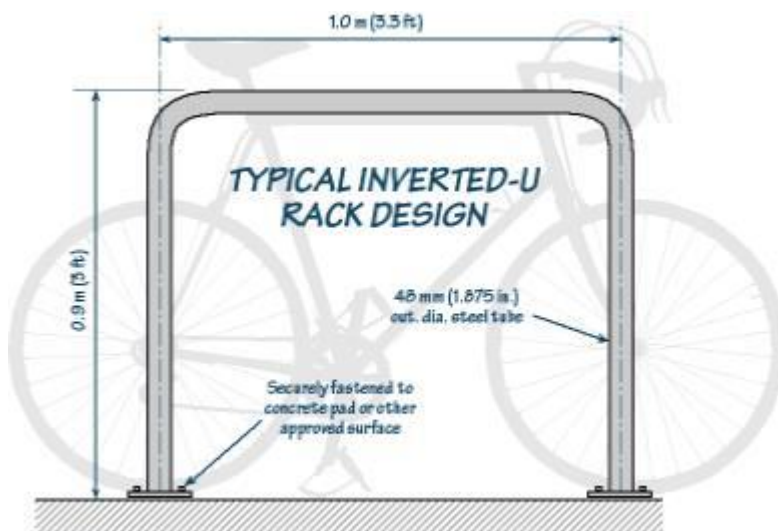
Use	Requirement
Restaurants, cafes, and bars	1 covered space for every 10 employees plus 1 space for every 20 motor vehicle spaces
Professional office	1 covered space for every 10 employees plus 1 space for every 20 motor vehicle spaces
Medical or dental office or clinic or hospital	1 covered space for every 10 employees plus 1 space for every 20 motor vehicle spaces
Stadium, arena, theater or similar use	1 covered space for every 20 seats
Public or private recreational facility	1 space for every 10 employees plus 1 space for every 20 motor vehicle spaces
Parking lots	All public and commercial parking lots and parking structures shall provide a minimum of one bicycle parking space for every 10 motor vehicle parking spaces.
Industrial uses without retail trade or service	1 covered space for every 20 employees
Industrial uses with retail	1 covered space for every 20 employees
Elementary school	1 covered space for every 25 students. All spaces should be sheltered under an eave, overhang, independent structure, or similar cover.
Junior high school	1 covered space for every 25 students. All spaces should be sheltered under an eave, overhang, independent structure, or similar cover.
High school	1 covered space for every 25 students. All spaces should be sheltered under an eave, overhang, independent structure, or similar cover.
College, university or trade school	1 space for every 10 motor vehicle spaces plus 1 covered space for every dormitory unit. Colleges and trade schools shall provide one bicycle parking space for every 10 motor vehicle spaces plus one space for every dormitory unit. Fifty percent of the bicycle parking spaces shall be sheltered under an eave, overhang, independent structure, or similar cover.

B. Special Standards for the Central Business District. Within the Central Business District, bicycle parking for customers shall be provided in the right-of-way along the street either on the sidewalks or in specially constructed areas such as pedestrian curb extensions at a rate of one space per 3,000 square feet of gross floor area of the building. In addition, individual uses shall

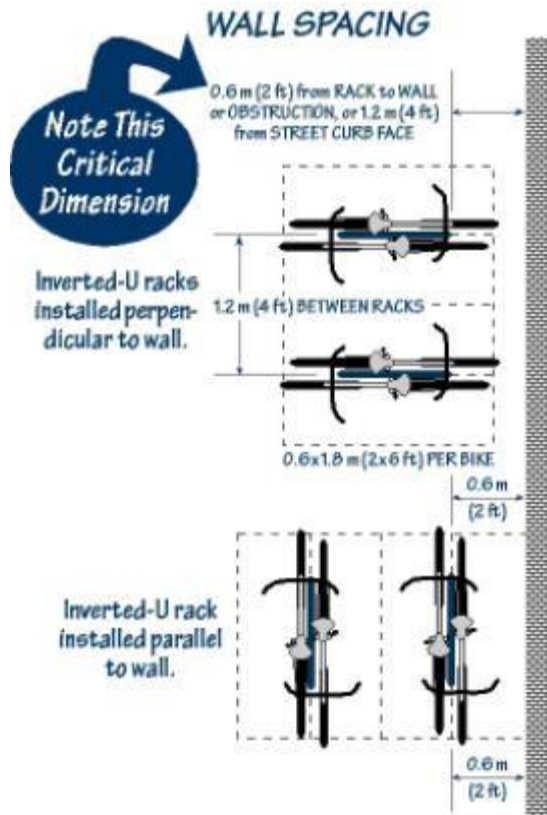
provide covered bicycle parking at the rate of one bicycle space for every 10 employees. At a minimum, each use shall provide one covered bicycle parking space. The bicycle parking shall not exceed six bicycles per parking area. Only when providing the required bicycle parking spaces is not feasible as determined by the City, the developer may pay a fee established by City.

C. Location and Design.

1. All bike racks shall have following design features:
 - a. Inverted ñUò style racks or similar design as illustrated below.
 - b. Each rack shall provide each bicycle parking space with at least two points of contact for a standard bicycle frame.
 - c. The bike rack shall have rounded surfaces and corners.
 - d. The bike rack shall be coated in a material that will not damage the bicycle's painted surfaces.



2. Each required bicycle parking space shall be on asphaltic concrete, portland cement, or similar hard surface material and each space shall be at least two feet wide by six feet long with a minimum vertical clearance of seven feet. An access aisle width of at least five feet wide shall be provided and maintained beside or between each row of bicycle parking.
3. The location of the rack and subsequent parking shall not interfere with pedestrian passage, leaving a clear area of at least 36 inches between bicycles and other existing and potential obstructions. Customer spaces may or may not be sheltered. When provided, sheltered parking (within a building, or under an eave, overhang, or similar structure) shall be provided at a rate of one space per 10 employees, with a minimum of one space per use.



4. Bicycle parking shall be conveniently located to both the street right-of-way and at least one building entrance (e.g., no farther away than the closest parking space). It should be incorporated whenever possible into building design and coordinated with the design of street furniture when it is provided. Street furniture includes benches, street lights, planters and other pedestrian amenities.

D. **Visibility and Security.** Bicycle parking shall be visible to cyclists from street sidewalks or building entrances, so that it provides sufficient security from theft and damage, except for bicycles stored per subsection (E) of this section.

E. **Options for Storage.** Bicycle parking requirements for long-term and employee parking can be met by providing a bicycle storage room, bicycle lockers, racks, or other secure storage space inside or outside of the building.

F. **Lighting.** Bicycle parking should be at least as well-lit as vehicle parking for security.

G. **Reserved Areas.** Areas set aside for bicycle parking should be clearly marked and reserved for bicycle parking only.

H. **Hazards.** Bicycle parking shall not impede or create a hazard to pedestrians. Parking areas shall be located so as not to conflict with vision clearance standards (BDC Chapter 3.1, Lot, Parcel and Block Design, Access and Circulation). [Ord. NS-2016, 2006]

SAN JOSE BICYCLE PARKING ORDINANCE

Part 2.5 - BICYCLE PARKING REQUIREMENTS

20.90.190 - Bicycle parking space design standards.

- A. For the purpose of this section, "bicycle parking facilities" shall refer to long-term and short-term bicycle parking facilities as defined in Section 20.90.050.
1. All bicycle parking spaces provided shall be on a hard and stable surface.
 2. All bicycle parking facilities shall be securely anchored to the surface so they cannot be easily removed and shall be of sufficient strength to resist vandalism and theft.
 3. All bicycle parking facilities shall support bicycles by at least two contact points on the bicycle to prevent the bicycle from falling over and to prevent damage to wheels, frame, or other components.
 4. All bicycle parking facilities within vehicle parking areas shall be separated by a curb or other physical barrier to protect bicycles from damage by automobiles and other moving vehicles.
 5. Short-term bicycle parking facilities are subject to and shall meet all the following requirements:
 - a. The facilities shall be located at least three feet away from any wall, fence, or other structure.
 - b. When multiple short-term bicycle parking facilities are installed together in sequence, they shall be installed at least three feet apart and located in a configuration that provides space for parked bicycles to be aligned parallel to each other.
 - c. The facilities shall be installed in a clear space at least two feet in width by six feet in length to allow sufficient space between parked bicycles.
 - d. Permanently anchored bicycle racks shall be installed to allow the frame and one or both wheels of the bicycle to be securely locked to the rack.

20.90.195 - Bicycle parking space location.

- A. Short-term bicycle parking facilities that consist of permanently anchored bicycle racks shall be located in a convenient, highly visible and well lighted area within twenty feet of a building entrance and within view of pedestrian traffic.

- B. Short-term bicycle parking facilities that consist of: covered, lockable enclosures with permanently anchored racks for bicycles; or lockable bicycle rooms with permanently anchored racks; or lockable, permanently anchored bicycle lockers shall be located in a convenient, highly visible and well-lighted area within one hundred feet of a common publicly accessible building entrance and within view of pedestrian traffic.
- C. Long-term bicycle parking facilities for tenant and occupant use shall be conveniently accessible by pedestrians from the street and located within one hundred feet of building entrances accessible by tenants and occupants.

APPENDIX D

BICYCLE AND PEDESTRIAN SAFETY EDUCATION PROGRAMS

SAMPLE BICYCLE AND PEDESTRIAN SAFETY EDUCATION PROGRAMS

California Safe Routes to School Program. Safe Routes to Schools programs are designed to decrease traffic and pollution and increase the health of children and the community. Safe Routes to Schools promotes walking and biking to school using education. The program addresses parents' safety concerns by educating children and the public, partnering with traffic law enforcement, and developing plans to create safer streets.

<http://saferoutestoschools.org>

http://guide.saferoutesinfo.org/education/strategies_for_educating_children.cfm

An Organizers Guide to Bicycle Rodeos. A rodeo is a bicycle skills event which provides an opportunity for bicyclists to practice and develop skills that will help them to become better bicyclists and avoid typical crashes. Some rodeos are designed as large, municipal events with skills activities, exhibits and games, while others are much smaller in format, requiring a smaller number of volunteers. The goal of any bicycle rodeo is to provide an opportunity for the participants to learn, practice, and demonstrate their bicycle handling skills in a fun, noncompetitive atmosphere.

http://saferoutespartnership.org/sites/default/files/pdf/Bike_Rodeo_CT.pdf

League of American Bicyclists. Kids I - Designed for parents, instructors explain how to teach a child to ride a bike. Topics include how to perform a bicycle safety check, helmet fitting and bike sizing. Includes 10-minute “Kids Eye View” video and parent brochure. Kids II - 7-hour class for 5th & 6th graders includes on-bike skills and safe riding routes.

<http://bikeleague.org>

International Bicycle Fund. This website offers education programs for bike safety, health, and use of bicycle helmets. It offers numerous learning opportunities in both video and literature.

<http://www.ibike.org/education>

Bike Smart Youth Bicycle Safety Program. Bike Smart conducts bicycle skills training for Santa Cruz County youth in grades 3rd -12th. They offer classroom presentations, assemblies, hands-on bicycle skills obstacle courses (“Rodeos”), community rides (on-street training), as well as education booths at local fair and special events. The programs are carried out at schools, community centers and events. The website identifies various activities and events for educating the public on bicycle safety. Since 2003 Bike Smart has worked with over 17,000 youth throughout Santa Cruz and Monterey Counties.

<http://bikesmart.org>

APPENDIX E

SAMPLE BICYCLE PROMOTION PROGRAMS

SAMPLE BICYCLE PROMOTION PROGRAMS

CITY OF BERKELEY

Bicycle Promotion Programs

Bicycling has gained significant publicity, both positive and negative, in the San Francisco Bay Area over the past few years due in great measure to the efforts of bicycle activists and coverage by the media. Attention grabbing events such as Critical Mass in San Francisco, conflicts with bike messengers, and protest rides for better bicycle access on Bay Area bridges have gained national attention. Bicyclists have received a vote of confidence from the general public with the recent decision to include a bicycle path on the new eastern span of the San Francisco-Oakland Bay Bridge. AC Transit has added new buses with front loading bicycle racks to many of its local and transbay routes. In addition, bicycle access to the BART system was improved this July by the relaxing of some commute-hour restrictions. The most notable of these was the opening of the Fremont-Richmond line, which serves the Berkeley area, to bicyclists at all times. Through this exposure, both good and bad, bicycling is becoming more visible in the Bay Area. The question now is: What else can be done to promote bicycling as a viable transportation mode, and in particular what can the City of Berkeley do?

Implementing many of the infrastructure and education elements of this Plan will itself promote bicycling in Berkeley. A basic first step towards encouraging people to bike is providing them with safe and convenient bicycle facilities.

This Chapter focuses on promoting bicycle use for commute trips, since commute trips cause much of the traffic congestion and are a group of trips that can be easily targeted with employer programs. It is acknowledged that there are many other types of trips, such as shopping and entertainment. In the future, the City can explore ways to be involved in promoting bicycle use for these types of trips as well.

Guidelines for a Bicycle Promotion Program in Berkeley

In the present climate of concern over the crowded conditions of our roads and the lack of adequate parking, a variety of Transportation Demand Management (TDM) programs have been implemented by state and local governments and private industry. These programs have focused on education and incentives to get people away from the SOV (single occupant vehicle), with carpools, vanpools, and transit being the most popular alternative modes. Bicycle commuting is often an overlooked or underutilized opportunity for attaining trip reduction goals.

Like the rest of the San Francisco Bay Area, Berkeley suffers from congestion on its streets and highways; parking is at a premium in the commercial and residential neighborhoods. The following section provides the City of Berkeley with the tools to develop an effective bicycle promotion program to increase bicycle commuting and alleviate some of the demand on the overcrowded transportation infrastructure.

The following bicycle promotion program for Berkeley is based on research of existing bicycle commute programs in the Bay Area and around the country sponsored by both government agencies and private industry. Although any city, company, university or other organization can implement a bike commute promotion program, the most successful programs result from collaboration between the public and private sectors. The City of Berkeley's primary role will be to serve as the "model employer" for the bicycle commute promotion program. With the City setting the example, other employers in Berkeley can be more successfully persuaded to institute programs of their own.

Whether the bicycle commute program is sponsored by the City or by a local company, an effective bicycle commuting promotion program must do the following:

Identify benefits of bicycle commuting - Before bicycling will be considered as a commute alternative, the feasibility and benefits of bicycle commuting must be made known to the potential cyclist. Many people are unaware of the opportunities that bicycle commuting can provide. Bicycle commuting reduces the costs of commuting to the employee; bicycle commuting improves health through exercise and can lower employer costs through a reduction in health insurance costs and better performance by employees; bicycle commuting can save time for the employees during the actual commute and can replace time and money spent in lengthy workouts in a gym; bicycle commuting reduces the demand on overcrowded streets and highways and the need for parking; bicycle commuting does not pollute the air. In sum, bicycle commuting is an enjoyable, low cost and healthy alternative to the traditional commute.

Provide an incentive to use bicycle commuting - Many of the existing TDM programs use monetary or other incentives to lure the prospective participant out of their single-occupant-vehicle and into a carpool or transit. These TDM programs should be expanded to include incentives for bicycle commuting.

Support and applaud bicycle commuting - Endorsement of bicycle commuting by those in charge is a significant aspect of a promotion program. Prospective bicycle commuters are more apt to try out this underutilized mode if it is accepted and supported by elected officials and city department heads. Endorsement from "the people in charge" of city government will go a long way towards persuading individuals to bicycle commute, and companies to establish bicycle commute programs of their own.

Implementation of a Bicycle Promotion Program

The implementation of bicycle promotion programs, typically part of an overall trip reduction program, is usually staff intensive. Currently, minimal staff resources are dedicated to the City's trip reduction program, due to funding constraints. This section proposes many possible programs and activities which are appropriate for the bicycle promotion program in Berkeley. However, the amount of funding available for staff and programs will determine how many of the following programs can be implemented. Programs targeting the entire Berkeley community could be developed and implemented by Berkeley TRiP, if they are provided adequate funding for this task. Local bicycle merchants are natural allies in any effort to promote cycling, and their participation should be solicited.

The bicycle promotion program has been divided into two segments; one directed at city employees and the other geared for the general population of Berkeley.

Elements of a City Employee Campaign to Identify Benefits of Bicycle Commuting

- **Info Flyer** - Publish a "Bicycle Commute Info sheet" with information on bicycles and other needed equipment, where the safe and secure bicycle parking is located, where bike shops are located, and the available transit-access options.
- **Informational Materials** - Make available bicycle route maps, safety information, effective-cycling pamphlets and flyers of upcoming bicycle events.
- **Bicycle Club** - Start a bicycle commuter club and information network to advise the potential bicycle commuter of their best commute routes, to locate experienced bicycle commuters in their area ("Bicycle Buddies") who are willing to assist and escort them during their first bicycle commutes, and to find out what events and activities are coming up. RIDES for Bay Area Commuters provides this service for potential bicycle commuters, including information about bicycle access on bridges and transit throughout the area.
- **Bicycle Safety Demonstrations** - Hold demonstrations during the lunch hour on safe-riding, how to bicycle commute, and bicycle repair. The City, local businesses, local bicycling clubs or advocacy groups can sponsor these events.
- **Bicycle Commute Competition** - Hold a competition between city departments and agencies to determine which has the most bicycle commuters during a week.

Elements of a Citywide Campaign to Identify Benefits of Bicycle Commuting

- **Media Campaigns** - Television and radio public service announcements can help reach a broad audience. A weekly bicycle newspaper column that can discuss local bicycling news as well as advertise upcoming events.
- **Bicycle Hot Line** - Telephone Hot Line for reporting potholes, missing bike route signs or other bicycle related hazards. The system could also be expanded to provide bicycle news on upcoming events. Also provide comparable service on the World Wide Web.
- **Bicycle safety demonstrations** - Expand the program of demonstrations discussed above to include presentations at schools, fairs or other city events. Get the Police Department involved in developing and presenting these programs.
- **"Berkeley Bicycle Safety Week"** - Develop a week-long event to promote the benefits of bicycling to the citywide audience. Include activities in the schools as part of the program. This event can culminate in a "Berkeley Fun Ride" one evening bringing together all the participants.
- **City Bicycle Rides** - To maintain interest and attention on bike commuting after the "Bicycle Safety Week" is over, a monthly or quarterly City ride could be organized. These rides should be supervised and designed with clear safety guidelines and a pre-determined route. Or a Bike Day could be instituted once a month when everyone is encouraged to use a bicycle for that day's trips. Or, a ride could be organized with a popular Berkeley personality, like a writer or U.C. athlete.

Elements of a City Employee Bicycle Commuting Incentive Campaign

- **Parking** ĩ Secure and protected long-term parking must be provided. Options include bicycle lockers, bicycle storage rooms, locked cages, attendant parking or allowing bicycles into the workplace.
- **Cash Incentives** – There are many types of cash incentives which can be used to encourage bike commuting. The cost of these programs can be mitigated by soliciting sponsorships from stores, restaurants and other retailers. They include:
 - Cash dividends for each day of bicycling, similar to a transit subsidy;
 - Monthly drawings for prizes;
 - Mileage reimbursement for city business travel by bike;
 - Discount coupons or credit at bike stores, restaurants or other retail businesses;
 - Bike purchase financing;
 - Parking cash-out program.
- **Convenience Incentives** ĩ One of the major obstacles to bicycle commuting is the perceived inconvenience factor. The following list of programs addresses these concerns.
 - “Guaranteed Ride Home” (the City currently participates in a program organized by Alameda County)
 - Fleet bicycles for business travel (the City has instituted this program)
 - Trial commute bikes
 - On-site bicycle repair kits
 - On-call bicycle repair services
 - Flex hours
 - Showers and locker rooms (or gym membership)
 - Relaxed dress codes

Elements of a Citywide Bicycle Commuting Incentive Campaign

- **Bikeways** - Implementation of the bicycle network in this Plan will be critical to a successful encouragement program. Bicycle route maps and identifiable route signage systems are also necessary to support the route network.
- **Parking** - The provision of secure, protected, convenient and inexpensive bicycle parking, as identified in this Plan, is crucial to lure the commuter to the bicycle.

Elements of a City Employee Campaign to Support and Applaud Bicycle Commuting

- **"Ride with an Elected Official"** ĩ Sponsor a ride for city employees with an elected official and/or department heads to demonstrate their support and enthusiasm for bicycle commuting.
- **Special Programs** ĩ Organize Berkeley bicycle commute events for city employees to coincide with regional and national events such as Bike to Work Day, Beat the Backup Day, Earth Day and Transit Week.

Elements of a Citywide Campaign to Support and Applaud Bicycle Commuting

Efforts to support and applaud bicycle commuting to the general population of Berkeley will be primarily accomplished through the media campaigns, education programs and special events discussed above. In addition, the City of Berkeley can choose to encourage other Berkeley employers to organize bicycle commute programs of their own. In particular, the City should encourage U.C. Berkeley and B.U.S.D., two of the largest employers in Berkeley, to promote bicycling to their staff, faculty, students, and parents.

With the City's Bicycle Commute Program firmly established, the City can provide valuable assistance to the employers willing to undertake this important task. An employer resource kit, most likely put together by Berkeley TRiP, could be provided to each interested employer. The kit should include:

- Text for a letter from the CEO/President explaining the Bicycle Commute Program and urging his/her employees to consider the bicycle when making commute choices;
- Articles about bicycling as a great commute alternative. These stories can be used in company newsletters, as all-staff memos, bulletin board fliers or any other outreach method in place at the company.
- A list of programs and events for use in the company's program. The list will provide details of existing events as well as new programs that could be implemented. City-sponsored events should be included in this list.
- A resource list detailing sample bicycle promotion programs, resource centers for bicycle promotion assistance, and local bicycle coalitions. This list will be invaluable for the companies that may not be aware of the benefits of bicycle commuting.
- Route maps showing the best bike commute routes in Berkeley to be distributed and posted. Many potential bike commuters could find the option more appealing with information about the fastest, safest and easiest routes to use.
- Bicycle Safety and Road Sharing Brochures developed through the education program discussed in Chapter 5.
- Sample bicycle promotional items such as T-shirts, water bottles, etc.

PEDESTRIAN AND BICYCLE INFORMATION CENTER, U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

Strategies to Promote Walking and Bicycling

Getting people walking and bicycling will help build support for creation of more walkable places, decrease air pollution and traffic congestion and improve physical health, among other benefits. Research reveals that creating places for walking and bicycling and other forms of physical activity may be associated with increased physical activity.

Below is a list of strategies that a walking or bicycling coalition or partnership may select from to get going. If there is not yet an established coalition in your community, then find out more about how to build a coalition. The ideas below can be used to inspire and motivate people to get out of their cars and walk.

1. Make Walking and Bicycling Part of the Business: Walk at work programs

Partner with large employers to design and publicize routes to walk or bike to work, give time for walking or bicycling during the day or foster walking or bicycling groups.

One example is Berkeley's walking groups for employees. Some employers also offer incentives for physical activity through their insurance provider. American Heart Association provides support to business-based walking programs through incentive items, printable material and recognition.

2. Offer Incentives and Buddies: Mileage clubs

Use online and community-based programs that encourage walking and bicycling and provide incentives for reaching mileage goals either individually or in groups. See the America on the Move program or a "Walk Across a State" program like this one in Texas.

3. Provide a Guide: Walking and bicycling maps

Provide maps of local attractions as well as locations of practical amenities such as restrooms. For inspiration, see examples from Feet First and Walk Arlington. Add walking routes to the Trails web site and invite community members to view them. Walking maps can also include the walking time required to reach a variety of popular destinations.

4. Plant the Seeds: Marketing campaigns

The City of Tempe's Tempe in Motion program includes a marketing campaign with signage on buses, street banners, water bill inserts, and television.

5. Build on What's There: Existing programs

Work with commute trip reduction programs to encourage walking and bicycling to work. For an example, see Pierce, Wa.'s [Commute Reduction Program](#). Loaner car programs like [Zip Car](#) help employees get errands done without driving their own vehicle to work.

6. Make it Appealing: Special events

Hold a [Car Free Day](#) event. Hold a walk to raise money or enjoy an aspect of the community. This might be an art walk or fundraising walk. See [March of Dimes Walk](#) or the [Walk for Alzheimer's](#) program for starting ideas—there are many other worthwhile organizations that use walks to raise money. The [American Volkssport Association](#) offers organized walking routes, special walking events and a point accrual system.

7. Involve Children and Families: Walk/Bike to school day programs

Organize a [Walk/Bike to School Day](#) event to encourage children and families to walk and/or bike to school. This event can also be a way to attract media attention and involve community leaders.

8. Add a Little History: Educational and historical walks or bike tours

One example of educational and historical walking programs is run by Walk Boston, which offers [educational and guided walking tours](#), some of which focus on historical areas of the city.

9. Jump on the Bandwagon: Partner with popular programs

For example, if environmental groups are active and successful in a community, it makes sense to find ways to partner with them to promote walking and bicycling. For many tools on how to develop programs that promote behaviors that help the environment, go to the [Tools of Change](#) web site.

Need more ideas?

For strategies to increase physical activity for entire communities, visit the [Centers for Disease Control](#) web site. Other sites have ideas on how individuals can [get motivated to walk](#).

How do you make these ideas happen?

Having a group of people that care about increasing the safety and appeal of walking and bicycling will help make this possible. They're finding out who's making decisions regarding traffic in their hometowns and how they can be a part of the policy and planning process. They're lobbying city officials for traffic calming, more sidewalks, new bike lanes, and standardized bicycle and pedestrian facilities for the disabled. And, most importantly, they're biking and walking.

There are different ways to find strength in numbers and coalitions and to organize an effective outreach campaign so you can get your ideas across and generate walkable, bikeable solutions.

Your coalition or group has the potential to be your most valuable tool in promoting walkability and bikability in your community. That's why it's so important that your group makes the most of its resources and energy, and learn to work with agencies, the private sector, and the media to gain support for your projects.

Whether you've already gathered a group together, or are simply thinking of putting together a pedestrian coalition, you'll benefit from these tips, tools, and resources designed to help you effectively organize and mobilize, initiate and grow.

Take some valuable pointers from [America Walks](#) and the [League of American Bicyclists](#), two of the nation's largest support and advocacy groups for walking and bicycling. On their sites, you'll find plenty of helpful resources to get your own campaigns going.

The Federal Highway Administration (FHWA)'s [Pedestrian Safety Toolkit & Resource Catalog](#) is divided into these six helpful sections:

1. Making a Commitment: Motivate key decision-makers to take action in making your community safer and more walkable.
2. Getting Organized: Establish a formal Coordinating Committee and announce the program to the general public.
3. Gathering Data: Compile statistics to define the pedestrian safety problems facing your community.
4. Developing a Plan: Define communities' priorities and specify action to be taken in support of the program goals.
5. Implementing Your Program: Take action and keep the media informed about your activities.
6. Evaluation & Feedback: Figure out what works and doesn't work and make the necessary adjustments to the program.

APPENDIX F

**HANFORD BIKEWAY SIGNING AND STRIPING
PRELIMINARY OPINION OF
PROBABLE IMPROVEMENT COSTS**

Install Bike Lane Sign-Class II	\$300.00	EA
Remove Existing Stripe	\$0.20	LF
Install 4" Stripe	\$0.19	LF
Install 6" Stripe	\$0.21	LF
Install Sharrow-Class III	\$100.00	EA
Install Bike Lane Stencil - Pavement Marking	\$80.00	EA
Install Bike Route Sign-Class III	\$300.00	EA
Contingency	25%	EA
Construction Engineering	15%	EA

		1.00 miles	2 intersection(s)		
1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	2	intersection	\$600	\$1,200
3	Install Share the Road Signs (4 per 1/2 mile)	1.00	Mile	\$1,200	\$1,200
4	Add Sharrow Pavement Marking (8 per 1/2 mile)	1.00	Mile	\$800	\$800
				Subtotal:	\$3,200
				Contingencies:	\$800
				Construction Engineering	\$600
Potential Funding Sources: CCAA, City Funds, ATP, I-Bank, OTS, LTF, STIP, CMAQ, HSIP, TIGER, STP, CCC, pvt. grants					

		1.00 miles	1 intersection(s)		
1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	1	intersection	\$600	\$600
3	Install Share the Road Signs (4 per 1/2 mile)	1.00	Mile	\$1,200	\$1,200
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	1.00	Mile	\$800	\$800
				Subtotal:	\$2,600
				Contingencies:	\$650
				Construction Engineering	\$488
Potential Funding Sources: CCAA, City Funds, ATP, I-Bank, OTS, LTF, STIP, CMAQ, HSIP, TIGER, STP, CCC, pvt. grants					

		1.11 miles	3 intersection(s)		
1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	3	intersection	\$600	\$1,800
3	Install Share the Road Signs (4 per 1/2 mile)	1.11	Mile	\$1,200	\$1,332
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	1.11	Mile	\$800	\$888
				Subtotal:	\$4,020
				Contingencies:	\$1,005
				Construction Engineering	\$754
Potential Funding Sources: CCAA, City Funds, ATP, I-Bank, OTS, LTF, STIP, CMAQ, HSIP, TIGER, STP, CCC, pvt. grants					

1.19 miles

4 intersection(s)

1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	4	intersection	\$600	\$2,400
3	Install Share the Road Signs (4 per 1/2 mile)	1.19	Mile	\$1,200	\$1,428
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	1.19	Mile	\$800	\$952
				Subtotal:	\$4,780
				Contingencies:	\$1,195
				Construction Engineering	\$897
Potential Funding Sources: CCAA, City Funds, ATP, I-Bank, OTS, LTF, STIP, CMAQ, HSIP, TIGER, STP, CCC, pvt. grants					

0.20 miles

1 intersection(s)

1	Remove Existing Stripe (grind)	0.20	Mile	\$1,056	\$212
2	Install Bike Lane Signs (2 per intersection)	1	intersection	\$600	\$600
3	Install 6" Stripe	0.20	Mile	\$2,218	\$444
4	Install 4" Stripe	0.20	Mile	\$2,006	\$402
5	Bike Lane Stencil-Pavement Marking (2 per int.)	1	intersection	\$160	\$160
				Subtotal:	\$1,818
				Contingencies:	\$455
				Construction Engineering	\$341
Potential Funding Sources: CCAA, City Funds, ATP, I-Bank, OTS, LTF, STIP, CMAQ, HSIP, TIGER, STP, CCC, pvt. grants					

0.45 miles

1 intersection(s)

1	Remove Existing Stripe (grind)	0.45	Mile	\$1,056	\$476
2	Install Bike Lane Signs (2 per intersection)	1	intersection	\$600	\$600
3	Install 6" Stripe	0.45	Mile	\$2,218	\$998
4	Install 4" Stripe	0.45	Mile	\$2,006	\$903
5	Bike Lane Stencil-Pavement Marking (2 per int.)	1	intersection	\$160	\$160
				Subtotal:	\$3,137
				Contingencies:	\$784
				Construction Engineering	\$588
Potential Funding Sources: CCAA, City Funds, ATP, I-Bank, OTS, LTF, STIP, CMAQ, HSIP, TIGER, STP, CCC, pvt. grants					

0.60 miles

6 intersection(s)

1	Remove Existing Stripe (grind)	0.60	Mile	\$1,056	\$634
2	Install Bike Lane Signs (2 per intersection)	6	intersection	\$600	\$3,600
3	Install 6" Stripe	0.60	Mile	\$2,218	\$1,331
4	Install 4" Stripe	0.60	Mile	\$2,006	\$1,204
5	Bike Lane Stencil-Pavement Marking (2 per int.)	6	intersection	\$160	\$960
				Subtotal:	\$7,729
				Contingencies:	\$1,932
				Construction Engineering	\$1,449
Potential Funding Sources: CCAA, City Funds, ATP, I-Bank, OTS, LTF, STIP, CMAQ, HSIP, TIGER, STP, CCC, pvt. grants					

0.65 miles

2 intersection(s)

1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	2	intersection	\$600	\$1,200
3	Install Share the Road Signs (4 per 1/2 mile)	0.65	Mile	\$1,200	\$780
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	0.65	Mile	\$800	\$520
				Subtotal:	\$2,500
				Contingencies:	\$625
				Construction Engineering	\$469
Potential Funding Sources: CCAA, City Funds, ATP, I-Bank, OTS, LTF, STIP, CMAQ, HSIP, TIGER, STP, CCC, pvt. grants					

1.00 miles

4 intersection(s)

1	Remove Existing Stripe (grind)	1.00	Mile	\$1,056	\$1,056
2	Install Bike Route Signs (2 per intersection)	4	intersection	\$600	\$2,400
3	Install Share the Road Signs (4 per 1/2 mile)	1.00	Mile	\$1,200	\$1,200
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	1.00	Mile	\$800	\$800
				Subtotal:	\$5,456
				Contingencies:	\$1,364
				Construction Engineering	\$1,023
Potential Funding Sources: CCAA, City Funds, ATP, I-Bank, OTS, LTF, STIP, CMAQ, HSIP, TIGER, STP, CCC, pvt. grants					

0.50 miles

1 intersection(s)

1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	1	intersection	\$600	\$600
3	Install Share the Road Signs (4 per 1/2 mile)	0.50	Mile	\$1,200	\$600
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	0.50	Mile	\$800	\$400
				Subtotal:	\$1,600
				Contingencies:	\$400
				Construction Engineering	\$300
Potential Funding Sources: CCAA, City Funds, ATP, I-Bank, OTS, LTF, STIP, CMAQ, HSIP, TIGER, STP, CCC, pvt. grants					

1.00 miles

1 intersection(s)

1	Remove Existing Stripe (grind)	1.00	Mile	\$1,056	\$1,056
2	Install Bike Route Signs (2 per intersection)	1	intersection	\$600	\$600
3	Install Share the Road Signs (4 per 1/2 mile)	1.00	Mile	\$1,200	\$1,200
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	1.00	Mile	\$800	\$800
				Subtotal:	\$3,656
				Contingencies:	\$914
				Construction Engineering	\$686
Potential Funding Sources: CCAA, City Funds, ATP, I-Bank, OTS, LTF, STIP, CMAQ, HSIP, TIGER, STP, CCC, pvt. grants					

		1.00 miles	1 intersection(s)		
1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	1	intersection	\$600	\$600
3	Install Share the Road Signs (4 per 1/2 mile)	1.00	Mile	\$1,200	\$1,200
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	1.00	Mile	\$800	\$800
				Subtotal:	\$2,600
				Contingencies:	\$650
				Construction Engineering	\$488
Potential Funding Sources: CCAA, City Funds, ATP, I-Bank, OTS, LTF, STIP, CMAQ, HSIP, TIGER, STP, CCC, pvt. grants					

		1.03 miles	16 intersection(s)		
1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	16	intersection	\$600	\$9,600
3	Install Share the Road Signs (4 per 1/2 mile)	1.03	Mile	\$1,200	\$1,236
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	1.03	Mile	\$800	\$824
				Subtotal:	\$11,660
				Contingencies:	\$2,915
				Construction Engineering	\$2,187
Potential Funding Sources: CCAA, City Funds, ATP, I-Bank, OTS, LTF, STIP, CMAQ, HSIP, TIGER, STP, CCC, pvt. grants					

		0.46 miles	6 intersection(s)		
1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	6	intersection	\$600	\$3,600
3	Install Share the Road Signs (4 per 1/2 mile)	0.46	Mile	\$1,200	\$552
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	0.46	Mile	\$800	\$368
				Subtotal:	\$4,520
				Contingencies:	\$1,130
				Construction Engineering	\$848
Potential Funding Sources: CCAA, City Funds, ATP, I-Bank, OTS, LTF, STIP, CMAQ, HSIP, TIGER, STP, CCC, pvt. grants					

		0.55 miles	3 intersection(s)		
1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	3	intersection	\$600	\$1,800
3	Install Share the Road Signs (4 per 1/2 mile)	0.55	Mile	\$1,200	\$660
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	0.55	Mile	\$800	\$440
				Subtotal:	\$2,900
				Contingencies:	\$725
				Construction Engineering	\$544
Potential Funding Sources: CCAA, City Funds, ATP, I-Bank, OTS, LTF, STIP, CMAQ, HSIP, TIGER, STP, CCC, pvt. grants					

0.51 miles

3 intersection(s)

1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	3	intersection	\$600	\$1,800
3	Install Share the Road Signs (4 per 1/2 mile)	0.51	Mile	\$1,200	\$612
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	0.51	Mile	\$800	\$408
				Subtotal:	\$2,820
				Contingencies:	\$705
				Construction Engineering	\$529
Potential Funding Sources: CCAA, City Funds, ATP, I-Bank, OTS, LTF, STIP, CMAQ, HSIP, TIGER, STP, CCC, pvt. grants					

0.99 miles

13 intersection(s)

1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	13	intersection	\$600	\$7,800
3	Install Share the Road Signs (4 per 1/2 mile)	0.99	Mile	\$1,200	\$1,188
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	0.99	Mile	\$800	\$792
				Subtotal:	\$9,780
				Contingencies:	\$2,445
				Construction Engineering	\$1,834
Potential Funding Sources: CCAA, City Funds, ATP, I-Bank, OTS, LTF, STIP, CMAQ, HSIP, TIGER, STP, CCC, pvt. grants					

1.01 miles

12 intersection(s)

1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	12	intersection	\$600	\$7,200
3	Install Share the Road Signs (4 per 1/2 mile)	1.01	Mile	\$1,200	\$1,212
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	1.01	Mile	\$800	\$808
				Subtotal:	\$9,220
				Contingencies:	\$2,305
				Construction Engineering	\$1,729
Potential Funding Sources: CCAA, City Funds, ATP, I-Bank, OTS, LTF, STIP, CMAQ, HSIP, TIGER, STP, CCC, pvt. grants					

0.38 miles

7 intersection(s)

1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	7	intersection	\$600	\$4,200
3	Install Share the Road Signs (4 per 1/2 mile)	0.38	Mile	\$1,200	\$456
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	0.38	Mile	\$800	\$304
				Subtotal:	\$4,960
				Contingencies:	\$1,240
				Construction Engineering	\$930
Potential Funding Sources: CCAA, City Funds, ATP, I-Bank, OTS, LTF, STIP, CMAQ, HSIP, TIGER, STP, CCC, pvt. grants					

1.01 miles 10 intersection(s)

1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	10	intersection	\$600	\$6,000
3	Install Share the Road Signs (4 per 1/2 mile)	1.01	Mile	\$1,200	\$1,212
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	1.01	Mile	\$800	\$808
				Subtotal:	\$8,020
				Contingencies:	\$2,005
				Construction Engineering	\$1,504
Potential Funding Sources: CCAA, City Funds, ATP, I-Bank, OTS, LTF, STIP, CMAQ, HSIP, TIGER, STP, CCC, pvt. grants					

1.01 miles 9 intersection(s)

1	Remove Existing Stripe (grind)	1.01	Mile	\$1,056	\$1,067
2	Install Bike Route Signs (2 per intersection)	9	intersection	\$600	\$5,400
3	Install Share the Road Signs (4 per 1/2 mile)	1.01	Mile	\$1,200	\$1,212
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	1.01	Mile	\$800	\$808
				Subtotal:	\$8,487
				Contingencies:	\$2,122
				Construction Engineering	\$1,592
Potential Funding Sources: CCAA, City Funds, ATP, I-Bank, OTS, LTF, STIP, CMAQ, HSIP, TIGER, STP, CCC, pvt. grants					

0.18 miles 2 intersection(s)

1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	2	intersection	\$600	\$1,200
3	Install Share the Road Signs (4 per 1/2 mile)	0.18	Mile	\$1,200	\$216
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	0.18	Mile	\$800	\$144
				Subtotal:	\$1,560
				Contingencies:	\$390
				Construction Engineering	\$293
Potential Funding Sources: CCAA, City Funds, ATP, I-Bank, OTS, LTF, STIP, CMAQ, HSIP, TIGER, STP, CCC, pvt. grants					

0.81 miles 10 intersection(s)

1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	10	intersection	\$600	\$6,000
3	Install Share the Road Signs (4 per 1/2 mile)	0.81	Mile	\$1,200	\$972
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	0.81	Mile	\$800	\$648
				Subtotal:	\$7,620
				Contingencies:	\$1,905
				Construction Engineering	\$1,429
Potential Funding Sources: CCAA, City Funds, ATP, I-Bank, OTS, LTF, STIP, CMAQ, HSIP, TIGER, STP, CCC, pvt. grants					

0.54 miles

5 intersection(s)

1	Remove Existing Stripe (grind)	0.81	Mile	\$1,056	\$855
2	Install Bike Route Signs (2 per intersection)	5	intersection	\$600	\$3,000
3	Install Share the Road Signs (4 per 1/2 mile)	0.54	Mile	\$1,200	\$648
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	0.54	Mile	\$800	\$432
				Subtotal:	\$4,935
				Contingencies:	\$1,234
				Construction Engineering	\$926
Potential Funding Sources: CCAA, City Funds, ATP, I-Bank, OTS, LTF, STIP, CMAQ, HSIP, TIGER, STP, CCC, pvt. grants					

0.49 miles

6 intersection(s)

1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	6	intersection	\$600	\$3,600
3	Install Share the Road Signs (4 per 1/2 mile)	0.49	Mile	\$1,200	\$588
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	0.49	Mile	\$800	\$392
				Subtotal:	\$4,580
				Contingencies:	\$1,145
				Construction Engineering	\$859
Potential Funding Sources: CCAA, City Funds, ATP, I-Bank, OTS, LTF, STIP, CMAQ, HSIP, TIGER, STP, CCC, pvt. grants					

1.00 miles

2 intersection(s)

1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	2	intersection	\$600	\$1,200
3	Install Share the Road Signs (4 per 1/2 mile)	1.00	Mile	\$1,200	\$1,200
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	1.00	Mile	\$800	\$800
				Subtotal:	\$3,200
				Contingencies:	\$800
				Construction Engineering	\$600
Potential Funding Sources: CCAA, City Funds, ATP, I-Bank, OTS, LTF, STIP, CMAQ, HSIP, TIGER, STP, CCC, pvt. grants					

1.00 miles

1 intersection(s)

1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	1	intersection	\$600	\$600
3	Install Share the Road Signs (4 per 1/2 mile)	1.00	Mile	\$1,200	\$1,200
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	1.00	Mile	\$800	\$800
				Subtotal:	\$2,600
				Contingencies:	\$650
				Construction Engineering	\$488
Potential Funding Sources: CCAA, City Funds, ATP, I-Bank, OTS, LTF, STIP, CMAQ, HSIP, TIGER, STP, CCC, pvt. grants					

1.00 miles

1 intersection(s)

1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	1	intersection	\$600	\$600
3	Install Share the Road Signs (4 per 1/2 mile)	1.00	Mile	\$1,200	\$1,200
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	1.00	Mile	\$800	\$800
				Subtotal:	\$2,600
				Contingencies:	\$650
				Construction Engineering	\$488
Potential Funding Sources: CCAA, City Funds, ATP, I-Bank, OTS, LTF, STIP, CMAQ, HSIP, TIGER, STP, CCC, pvt. grants					

0.83 miles

9 intersection(s)

1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	9	intersection	\$600	\$5,400
3	Install Share the Road Signs (4 per 1/2 mile)	0.83	Mile	\$1,200	\$996
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	0.83	Mile	\$800	\$664
				Subtotal:	\$7,060
				Contingencies:	\$1,765
				Construction Engineering	\$1,324
Potential Funding Sources: CCAA, City Funds, ATP, I-Bank, OTS, LTF, STIP, CMAQ, HSIP, TIGER, STP, CCC, pvt. grants					

1.01 miles

14 intersection(s)

1	Remove Existing Stripe (grind)	1.01	Mile	\$1,056	\$1,067
2	Install Bike Lane Signs (2 per intersection)	14	intersection	\$600	\$8,400
3	Install 6" Stripe	1.01	Mile	\$2,218	\$2,240
4	Install 4" Stripe	1.01	Mile	\$2,006	\$2,027
5	Bike Lane Stencil-Pavement Marking (2 per int.)	14	intersection	\$160	\$2,240
				Subtotal:	\$15,974
				Contingencies:	\$3,994
				Construction Engineering	\$2,995
Potential Funding Sources: CCAA, City Funds, ATP, I-Bank, OTS, LTF, STIP, CMAQ, HSIP, TIGER, STP, CCC, pvt. grants					

1.03 miles

2 intersection(s)

1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	2	intersection	\$600	\$1,200
3	Install Share the Road Signs (4 per 1/2 mile)	1.03	Mile	\$1,200	\$1,236
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	1.03	Mile	\$800	\$824
				Subtotal:	\$3,260
				Contingencies:	\$815
				Construction Engineering	\$612
Potential Funding Sources: CCAA, City Funds, ATP, I-Bank, OTS, LTF, STIP, CMAQ, HSIP, TIGER, STP, CCC, pvt. grants					

0.56 miles 9 intersection(s)

1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	9	intersection	\$600	\$5,400
3	Install Share the Road Signs (4 per 1/2 mile)	0.56	Mile	\$1,200	\$672
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	0.56	Mile	\$800	\$448
				Subtotal:	\$6,520
				Contingencies:	\$1,630
				Construction Engineering	\$1,223
Potential Funding Sources: CCAA, City Funds, ATP, I-Bank, OTS, LTF, STIP, CMAQ, HSIP, RTP, TIGER, STP, CCC, pvt. grants					

0.71 miles 2 intersection(s)

1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	2	intersection	\$600	\$1,200
3	Install Share the Road Signs (4 per 1/2 mile)	0.71	Mile	\$1,200	\$852
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	0.71	Mile	\$800	\$568
				Subtotal:	\$2,620
				Contingencies:	\$655
				Construction Engineering	\$492
Potential Funding Sources: CCAA, City Funds, ATP, I-Bank, OTS, LTF, STIP, CMAQ, HSIP, TIGER, STP, CCC, pvt. grants					

1.01 miles 6 intersection(s)

1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	6	intersection	\$600	\$3,600
3	Install Share the Road Signs (4 per 1/2 mile)	1.01	Mile	\$1,200	\$1,212
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	1.01	Mile	\$800	\$808
				Subtotal:	\$5,620
				Contingencies:	\$1,405
				Construction Engineering	\$1,054
Potential Funding Sources: CCAA, City Funds, ATP, I-Bank, OTS, LTF, STIP, CMAQ, HSIP, TIGER, STP, CCC, pvt. grants					

1.00 miles 2 intersection(s)

1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	2	intersection	\$600	\$1,200
3	Install Share the Road Signs (4 per 1/2 mile)	1.00	Mile	\$1,200	\$1,200
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	1.00	Mile	\$800	\$800
				Subtotal:	\$3,200
				Contingencies:	\$800
				Construction Engineering	\$600
Potential Funding Sources: CCAA, City Funds, ATP, I-Bank, OTS, LTF, STIP, CMAQ, HSIP, TIGER, STP, CCC, pvt. grants					

1.01 miles			1 intersection(s)		
1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	1	intersection	\$600	\$600
3	Install Share the Road Signs (4 per 1/2 mile)	1.01	Mile	\$1,200	\$1,212
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	1.01	Mile	\$800	\$808
				Subtotal:	\$2,620
				Contingencies:	\$655
				Construction Engineering	\$492
Potential Funding Sources: CCAA, City Funds, ATP, I-Bank, OTS, LTF, STIP, CMAQ, HSIP, TIGER, STP, CCC, pvt. grants					

1.01 miles			1 intersection(s)		
1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	1	intersection	\$600	\$600
3	Install Share the Road Signs (4 per 1/2 mile)	1.01	Mile	\$1,200	\$1,212
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	1.01	Mile	\$800	\$808
				Subtotal:	\$2,620
				Contingencies:	\$655
				Construction Engineering	\$492
Potential Funding Sources: CCAA, City Funds, ATP, I-Bank, OTS, LTF, STIP, CMAQ, HSIP, TIGER, STP, CCC, pvt. grants					

0.51 miles			8 intersection(s)		
1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	8	intersection	\$600	\$4,800
3	Install Share the Road Signs (4 per 1/2 mile)	0.51	Mile	\$1,200	\$612
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	0.51	Mile	\$800	\$408
				Subtotal:	\$5,820
				Contingencies:	\$1,455
				Construction Engineering	\$1,092
Potential Funding Sources: CCAA, City Funds, ATP, I-Bank, OTS, LTF, STIP, CMAQ, HSIP, TIGER, STP, CCC, pvt. grants					

0.51 miles			1 intersection(s)		
1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	1	intersection	\$600	\$600
3	Install Share the Road Signs (4 per 1/2 mile)	0.51	Mile	\$1,200	\$612
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	0.51	Mile	\$800	\$408
				Subtotal:	\$1,620
				Contingencies:	\$405
				Construction Engineering	\$304
Potential Funding Sources: CCAA, City Funds, ATP, I-Bank, OTS, LTF, STIP, CMAQ, HSIP, TIGER, STP, CCC, pvt. grants					

1.01 miles

7 intersection(s)

1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	7	intersection	\$600	\$4,200
3	Install Share the Road Signs (4 per 1/2 mile)	1.01	Mile	\$1,200	\$1,212
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	1.01	Mile	\$800	\$808
				Subtotal:	\$6,220
				Contingencies:	\$1,555
				Construction Engineering	\$1,167
Potential Funding Sources: CCAA, City Funds, ATP, I-Bank, OTS, LTF, STIP, CMAQ, HSIP, TIGER, STP, CCC, pvt. grants					

0.96 miles

3 intersection(s)

1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	3	intersection	\$600	\$1,800
3	Install Share the Road Signs (4 per 1/2 mile)	0.96	Mile	\$1,200	\$1,152
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	0.96	Mile	\$800	\$768
				Subtotal:	\$3,720
				Contingencies:	\$930
				Construction Engineering	\$698
Potential Funding Sources: CCAA, City Funds, ATP, I-Bank, OTS, LTF, STIP, CMAQ, HSIP, TIGER, STP, CCC, pvt. grants					

1.04 miles

3 intersection(s)

1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	3	intersection	\$600	\$1,800
3	Install Share the Road Signs (4 per 1/2 mile)	1.04	Mile	\$1,200	\$1,248
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	1.04	Mile	\$800	\$832
				Subtotal:	\$3,880
				Contingencies:	\$970
				Construction Engineering	\$728
Potential Funding Sources: CCAA, City Funds, ATP, I-Bank, OTS, LTF, STIP, CMAQ, HSIP, TIGER, STP, CCC, pvt. grants					

1.00 miles

2 intersection(s)

1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	2	intersection	\$600	\$1,200
3	Install Share the Road Signs (4 per 1/2 mile)	1.00	Mile	\$1,200	\$1,200
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	1.00	Mile	\$800	\$800
				Subtotal:	\$3,200
				Contingencies:	\$800
				Construction Engineering	\$600
Potential Funding Sources: CCAA, City Funds, ATP, I-Bank, OTS, LTF, STIP, CMAQ, HSIP, TIGER, STP, CCC, pvt. grants					

1.00 miles			1 intersection(s)		
1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	1	intersection	\$600	\$600
3	Install Share the Road Signs (4 per 1/2 mile)	1.00	Mile	\$1,200	\$1,200
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	1.00	Mile	\$800	\$800
Subtotal:					\$2,600
Contingencies:					\$650
Construction Engineering					\$488
Potential Funding Sources: CCAA, City Funds, ATP, I-Bank, OTS, LTF, STIP, CMAQ, HSIP, TIGER, STP, CCC, pvt. grants					

1.00 miles			2 intersection(s)		
1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	2	intersection	\$600	\$1,200
3	Install Share the Road Signs (4 per 1/2 mile)	1.00	Mile	\$1,200	\$1,200
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	1.00	Mile	\$800	\$800
Subtotal:					\$3,200
Contingencies:					\$800
Construction Engineering					\$600
Potential Funding Sources: CCAA, City Funds, ATP, I-Bank, OTS, LTF, STIP, CMAQ, HSIP, TIGER, STP, CCC, pvt. grants					

1.00 miles			4 intersection(s)		
1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	4	intersection	\$600	\$2,400
3	Install Share the Road Signs (4 per 1/2 mile)	1.00	Mile	\$1,200	\$1,200
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	1.00	Mile	\$800	\$800
Subtotal:					\$4,400
Contingencies:					\$1,100
Construction Engineering					\$825
Potential Funding Sources: CCAA, City Funds, ATP, I-Bank, OTS, LTF, STIP, CMAQ, HSIP, TIGER, STP, CCC, pvt. grants					

0.41 miles			4 intersection(s)		
1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	4	intersection	\$600	\$2,400
3	Install Share the Road Signs (4 per 1/2 mile)	0.41	Mile	\$1,200	\$492
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	0.41	Mile	\$800	\$328
Subtotal:					\$3,220
Contingencies:					\$805
Construction Engineering					\$604
Potential Funding Sources: CCAA, City Funds, ATP, I-Bank, OTS, LTF, STIP, CMAQ, HSIP, TIGER, STP, CCC, pvt. grants					

0.36 miles

4 intersection(s)

1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	4	intersection	\$600	\$2,400
3	Install Share the Road Signs (4 per 1/2 mile)	0.36	Mile	\$1,200	\$432
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	0.36	Mile	\$800	\$288
				Subtotal:	\$3,120
				Contingencies:	\$780
				Construction Engineering	\$585
Potential Funding Sources: CCAA, City Funds, ATP, I-Bank, OTS, LTF, STIP, CMAQ, HSIP, TIGER, STP, CCC, pvt. grants					

0.77 miles

8 intersection(s)

1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	8	intersection	\$600	\$4,800
3	Install Share the Road Signs (4 per 1/2 mile)	0.77	Mile	\$1,200	\$924
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	0.77	Mile	\$800	\$616
				Subtotal:	\$6,340
				Contingencies:	\$1,585
				Construction Engineering	\$1,189
Potential Funding Sources: CCAA, City Funds, ATP, I-Bank, OTS, LTF, STIP, CMAQ, HSIP, TIGER, STP, CCC, pvt. grants					

0.50 miles

8 intersection(s)

1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	8	intersection	\$600	\$4,800
3	Install Share the Road Signs (4 per 1/2 mile)	0.50	Mile	\$1,200	\$600
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	0.50	Mile	\$800	\$400
				Subtotal:	\$5,800
				Contingencies:	\$1,450
				Construction Engineering	\$1,088
Potential Funding Sources: CCAA, City Funds, ATP, I-Bank, OTS, LTF, STIP, CMAQ, HSIP, TIGER, STP, CCC, pvt. grants					

0.50 miles

1 intersection(s)

1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	1	intersection	\$600	\$600
3	Install Share the Road Signs (4 per 1/2 mile)	0.50	Mile	\$1,200	\$600
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	0.50	Mile	\$800	\$400
				Subtotal:	\$1,600
				Contingencies:	\$400
				Construction Engineering	\$300
Potential Funding Sources: CCAA, City Funds, ATP, I-Bank, OTS, LTF, STIP, CMAQ, HSIP, TIGER, STP, CCC, pvt. grants					

0.24 miles

3 intersection(s)

1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	3	intersection	\$600	\$1,800
3	Install Share the Road Signs (4 per 1/2 mile)	0.24	Mile	\$1,200	\$288
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	0.24	Mile	\$800	\$192
				Subtotal:	\$2,280
				Contingencies:	\$570
				Construction Engineering	\$428
Potential Funding Sources: CCAA, City Funds, ATP, I-Bank, OTS, LTF, STIP, CMAQ, HSIP, TIGER, STP, CCC, pvt. grants					

1.16 miles

12 intersection(s)

1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	12	intersection	\$600	\$7,200
3	Install Share the Road Signs (4 per 1/2 mile)	1.16	Mile	\$1,200	\$1,392
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	1.16	Mile	\$800	\$928
				Subtotal:	\$9,520
				Contingencies:	\$2,380
				Construction Engineering	\$1,785
Potential Funding Sources: CCAA, City Funds, ATP, I-Bank, OTS, LTF, STIP, CMAQ, HSIP, TIGER, STP, CCC, pvt. grants					

0.51 miles

8 intersection(s)

1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	8	intersection	\$600	\$4,800
3	Install Share the Road Signs (4 per 1/2 mile)	0.51	Mile	\$1,200	\$612
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	0.51	Mile	\$800	\$408
				Subtotal:	\$5,820
				Contingencies:	\$1,455
				Construction Engineering	\$1,092
Potential Funding Sources: CCAA, City Funds, ATP, I-Bank, OTS, LTF, STIP, CMAQ, HSIP, TIGER, STP, CCC, pvt. grants					

0.69 miles

11 intersection(s)

1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	11	intersection	\$600	\$6,600
3	Install Share the Road Signs (4 per 1/2 mile)	0.69	Mile	\$1,200	\$828
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	0.69	Mile	\$800	\$552
				Subtotal:	\$7,980
				Contingencies:	\$1,995
				Construction Engineering	\$1,497
Potential Funding Sources: CCAA, City Funds, ATP, I-Bank, OTS, LTF, STIP, CMAQ, HSIP, TIGER, STP, CCC, pvt. grants					

0.55 miles

3 intersection(s)

1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	3	intersection	\$600	\$1,800
3	Install Share the Road Signs (4 per 1/2 mile)	0.55	Mile	\$1,200	\$660
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	0.55	Mile	\$800	\$440
				Subtotal:	\$2,900
				Contingencies:	\$725
				Construction Engineering	\$544
Potential Funding Sources: CCAA, City Funds, ATP, I-Bank, OTS, LTF, STIP, CMAQ, HSIP, TIGER, STP, CCC, pvt. grants					

0.51 miles

1 intersection(s)

1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	1	intersection	\$600	\$600
3	Install Share the Road Signs (4 per 1/2 mile)	0.51	Mile	\$1,200	\$612
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	0.51	Mile	\$800	\$408
				Subtotal:	\$1,620
				Contingencies:	\$405
				Construction Engineering	\$304
Potential Funding Sources: CCAA, City Funds, ATP, I-Bank, OTS, LTF, STIP, CMAQ, HSIP, TIGER, STP, CCC, pvt. grants					

0.50 miles

1 intersection(s)

1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	1	intersection	\$600	\$600
3	Install Share the Road Signs (4 per 1/2 mile)	0.50	Mile	\$1,200	\$600
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	0.50	Mile	\$800	\$400
				Subtotal:	\$1,600
				Contingencies:	\$400
				Construction Engineering	\$300
Potential Funding Sources: CCAA, City Funds, ATP, I-Bank, OTS, LTF, STIP, CMAQ, HSIP, TIGER, STP, CCC, pvt. grants					

0.14 miles

1 intersection(s)

1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	1	intersection	\$600	\$600
3	Install Share the Road Signs (4 per 1/2 mile)	0.14	Mile	\$1,200	\$168
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	0.14	Mile	\$800	\$112
				Subtotal:	\$880
				Contingencies:	\$220
				Construction Engineering	\$165
Potential Funding Sources: CCAA, City Funds, ATP, I-Bank, OTS, LTF, STIP, CMAQ, HSIP, TIGER, STP, CCC, pvt. grants					

1.01 miles

10 intersection(s)

1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	10	intersection	\$600	\$6,000
3	Install Share the Road Signs (4 per 1/2 mile)	1.01	Mile	\$1,200	\$1,212
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	1.01	Mile	\$800	\$808
				Subtotal:	\$8,020
				Contingencies:	\$2,005
				Construction Engineering	\$1,504
Potential Funding Sources: CCAA, City Funds, ATP, I-Bank, OTS, LTF, STIP, CMAQ, HSIP, TIGER, STP, CCC, pvt. grants					

0.33 miles

2 intersection(s)

1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	2	intersection	\$600	\$1,200
3	Install Share the Road Signs (4 per 1/2 mile)	0.33	Mile	\$1,200	\$396
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	0.33	Mile	\$800	\$264
				Subtotal:	\$1,860
				Contingencies:	\$465
				Construction Engineering	\$349
Potential Funding Sources: CCAA, City Funds, ATP, I-Bank, OTS, LTF, STIP, CMAQ, HSIP, TIGER, STP, CCC, pvt. grants					

0.51 miles

3 intersection(s)

1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	3	intersection	\$600	\$1,800
3	Install Share the Road Signs (4 per 1/2 mile)	0.51	Mile	\$1,200	\$612
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	0.51	Mile	\$800	\$408
				Subtotal:	\$2,820
				Contingencies:	\$705
				Construction Engineering	\$529
Potential Funding Sources: CCAA, City Funds, ATP, I-Bank, OTS, LTF, STIP, CMAQ, HSIP, TIGER, STP, CCC, pvt. grants					

0.53 miles

3 intersection(s)

1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	3	intersection	\$600	\$1,800
3	Install Share the Road Signs (4 per 1/2 mile)	0.53	Mile	\$1,200	\$636
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	0.53	Mile	\$800	\$424
				Subtotal:	\$2,860
				Contingencies:	\$715
				Construction Engineering	\$537
Potential Funding Sources: CCAA, City Funds, ATP, I-Bank, OTS, LTF, STIP, CMAQ, HSIP, TIGER, STP, CCC, pvt. grants					

0.60 miles

1 intersection(s)

1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	1	intersection	\$600	\$600
3	Install Share the Road Signs (4 per 1/2 mile)	0.60	Mile	\$1,200	\$720
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	0.60	Mile	\$800	\$480
				Subtotal:	\$1,800
				Contingencies:	\$450
				Construction Engineering	\$338
Potential Funding Sources: CCAA, City Funds, ATP, I-Bank, OTS, LTF, STIP, CMAQ, HSIP, TIGER, STP, CCC, pvt. grants					

0.65 miles

8 intersection(s)

1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	8	intersection	\$600	\$4,800
3	Install Share the Road Signs (4 per 1/2 mile)	0.65	Mile	\$1,200	\$780
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	0.65	Mile	\$800	\$520
				Subtotal:	\$6,100
				Contingencies:	\$1,525
				Construction Engineering	\$1,144
Potential Funding Sources: CCAA, City Funds, ATP, I-Bank, OTS, LTF, STIP, CMAQ, HSIP, TIGER, STP, CCC, pvt. grants					

0.99 miles

6 intersection(s)

1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	6	intersection	\$600	\$3,600
3	Install Share the Road Signs (4 per 1/2 mile)	0.99	Mile	\$1,200	\$1,188
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	0.99	Mile	\$800	\$792
				Subtotal:	\$5,580
				Contingencies:	\$1,395
				Construction Engineering	\$1,047
Potential Funding Sources: CCAA, City Funds, ATP, I-Bank, OTS, LTF, STIP, CMAQ, HSIP, TIGER, STP, CCC, pvt. grants					

1.03 miles

8 intersection(s)

1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	8	intersection	\$600	\$4,800
3	Install Share the Road Signs (4 per 1/2 mile)	1.03	Mile	\$1,200	\$1,236
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	1.03	Mile	\$800	\$824
				Subtotal:	\$6,860
				Contingencies:	\$1,715
				Construction Engineering	\$1,287
Potential Funding Sources: CCAA, City Funds, ATP, I-Bank, OTS, LTF, STIP, CMAQ, HSIP, TIGER, STP, CCC, pvt. grants					

0.34 miles

3 intersection(s)

1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	3	intersection	\$600	\$1,800
3	Install Share the Road Signs (4 per 1/2 mile)	0.34	Mile	\$1,200	\$408
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	0.34	Mile	\$800	\$272
				Subtotal:	\$2,480
				Contingencies:	\$620
				Construction Engineering	\$465
Potential Funding Sources: CCAA, City Funds, ATP, I-Bank, OTS, LTF, STIP, CMAQ, HSIP, TIGER, STP, CCC, pvt. grants					

0.75 miles

3 intersection(s)

1	Remove Existing Stripe (grind)	0.75	Mile	\$1,056	\$792
2	Install Bike Lane Signs (2 per intersection)	3	intersection	\$600	\$1,800
3	Install 6" Stripe	0.75	Mile	\$2,218	\$1,664
4	Install 4" Stripe	0.75	Mile	\$2,006	\$1,505
5	Bike Lane Stencil-Pavement Marking (2 per int.)	3	intersection	\$160	\$480
				Subtotal:	\$6,241
				Contingencies:	\$1,560
				Construction Engineering	\$1,170
Potential Funding Sources: CCAA, City Funds, ATP, I-Bank, OTS, LTF, STIP, CMAQ, HSIP, TIGER, STP, CCC, pvt. grants					

1.03 miles

11 intersection(s)

1	Remove Existing Stripe (grind)	0.18	Mile	\$1,056	\$191
2	Install Bike Lane Signs (2 per intersection)	11	intersection	\$600	\$6,600
3	Install 6" Stripe	1.03	Mile	\$2,218	\$2,285
4	Install 4" Stripe	1.03	Mile	\$2,006	\$2,067
5	Bike Lane Stencil-Pavement Marking (2 per int.)	11	intersection	\$160	\$1,760
				Subtotal:	\$12,903
				Contingencies:	\$3,226
				Construction Engineering	\$2,419
Potential Funding Sources: CCAA, City Funds, ATP, I-Bank, OTS, LTF, STIP, CMAQ, HSIP, TIGER, STP, CCC, pvt. grants					

0.61 miles

1 intersection(s)

1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Lane Signs (2 per intersection)	1	intersection	\$600	\$600
3	Install 6" Stripe	0.61	Mile	\$2,218	\$1,353
4	Install 4" Stripe	0.61	Mile	\$2,006	\$1,224
5	Bike Lane Stencil-Pavement Marking (1 per int.)	1	intersection	\$160	\$160
				Subtotal:	\$3,337
				Contingencies:	\$834
				Construction Engineering	\$626
Potential Funding Sources: CCAA, City Funds, ATP, I-Bank, OTS, LTF, STIP, CMAQ, HSIP, TIGER, STP, CCC, pvt. grants					

		1.03 miles	4 intersection(s)		
1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (1 per intersection)	11	intersection	\$300	\$3,300
3	Install Share the Road Signs (2 per 1/2 mile)	1.00	Mile	\$600	\$600
4	Add Sharrow Pavement Marking (2 per 1/2 mile)	1.00	Mile	\$400	\$400
				Subtotal:	\$4,300
				Contingencies:	\$1,075
				Construction Engineering	\$807
Potential Funding Sources: CCAA, City Funds, ATP, I-Bank, OTS, LTF, STIP, CMAQ, HSIP, TIGER, STP, CCC, pvt. grants					

		1.03 miles	4 intersection(s)		
1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	11	intersection	\$300	\$3,300
3	Install Share the Road Signs (2 per 1/2 mile)	1.00	Mile	\$600	\$600
4	Add Sharrow Pavement Marking (2 per 1/2 mile)	1.00	Mile	\$400	\$400
				Subtotal:	\$4,300
				Contingencies:	\$1,075
				Construction Engineering	\$807
Potential Funding Sources: CCAA, City Funds, ATP, I-Bank, OTS, LTF, STIP, CMAQ, HSIP, TIGER, STP, CCC, pvt. grants					

		1.03 miles	4 intersection(s)		
1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	4	intersection	\$600	\$2,400
3	Install Share the Road Signs (4 per 1/2 mile)	1.03	Mile	\$1,200	\$1,236
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	1.03	Mile	\$800	\$824
				Subtotal:	\$4,460
				Contingencies:	\$1,115
				Construction Engineering	\$837
Potential Funding Sources: CCAA, City Funds, ATP, I-Bank, OTS, LTF, STIP, CMAQ, HSIP, TIGER, STP, CCC, pvt. grants					

		0.67 miles	8 intersection(s)		
1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	8	intersection	\$600	\$4,800
3	Install Share the Road Signs (4 per 1/2 mile)	0.67	Mile	\$1,200	\$804
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	0.67	Mile	\$800	\$536
				Subtotal:	\$6,140
				Contingencies:	\$1,535
				Construction Engineering	\$1,152
Potential Funding Sources: CCAA, City Funds, ATP, I-Bank, OTS, LTF, STIP, CMAQ, HSIP, TIGER, STP, CCC, pvt. grants					

0.55 miles 2 intersection(s)

1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	2	intersection	\$600	\$1,200
3	Install Share the Road Signs (4 per 1/2 mile)	0.55	Mile	\$1,200	\$660
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	0.55	Mile	\$800	\$440
				Subtotal:	\$2,300
				Contingencies:	\$575
				Construction Engineering	\$432
Potential Funding Sources: CCAA, City Funds, ATP, I-Bank, OTS, LTF, STIP, CMAQ, HSIP, TIGER, STP, CCC, pvt. grants					

1.05 miles 8 intersection(s)

1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	8	intersection	\$600	\$4,800
3	Install Share the Road Signs (4 per 1/2 mile)	1.05	Mile	\$1,200	\$1,260
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	1.05	Mile	\$800	\$840
				Subtotal:	\$6,900
				Contingencies:	\$1,725
				Construction Engineering	\$1,294
Potential Funding Sources: CCAA, City Funds, ATP, I-Bank, OTS, LTF, STIP, CMAQ, HSIP, TIGER, STP, CCC, pvt. grants					

1.02 miles 1 intersection(s)

1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	1	intersection	\$600	\$600
3	Install Share the Road Signs (4 per 1/2 mile)	1.02	Mile	\$1,200	\$1,224
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	1.02	Mile	\$800	\$816
				Subtotal:	\$2,640
				Contingencies:	\$660
				Construction Engineering	\$495
Potential Funding Sources: CCAA, City Funds, ATP, I-Bank, OTS, LTF, STIP, CMAQ, HSIP, TIGER, STP, CCC, pvt. grants					

2.00 miles 5 intersection(s)

1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	5	intersection	\$600	\$3,000
3	Install Share the Road Signs (4 per 1/2 mile)	2.00	Mile	\$1,200	\$2,400
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	2.00	Mile	\$800	\$1,600
				Subtotal:	\$7,000
				Contingencies:	\$1,750
				Construction Engineering	\$1,313
Potential Funding Sources: CCAA, City Funds, ATP, I-Bank, OTS, LTF, STIP, CMAQ, HSIP, TIGER, STP, CCC, pvt. grants					

		1.00 miles	5 intersection(s)		
1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	5	intersection	\$600	\$3,000
3	Install Share the Road Signs (4 per 1/2 mile)	1.00	Mile	\$1,200	\$1,200
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	1.00	Mile	\$800	\$800
				Subtotal:	\$5,000
				Contingencies:	\$1,250
				Construction Engineering	\$938
Potential Funding Sources: CCAA, City Funds, ATP, I-Bank, OTS, LTF, STIP, CMAQ, HSIP, TIGER, STP, CCC, pvt. grants					

		3.01 miles	3 intersection(s)		
1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	3	intersection	\$600	\$1,800
3	Install Share the Road Signs (4 per 1/2 mile)	3.01	Mile	\$1,200	\$3,612
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	3.01	Mile	\$800	\$2,408
				Subtotal:	\$7,820
				Contingencies:	\$1,955
				Construction Engineering	\$1,467
Potential Funding Sources: CCAA, City Funds, ATP, I-Bank, OTS, LTF, STIP, CMAQ, HSIP, TIGER, STP, CCC, pvt. grants					

1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	3	intersection	\$600	\$1,800
3	Install Share the Road Signs (4 per 1/2 mile)	3.00	Mile	\$1,200	\$3,600
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	3.00	Mile	\$800	\$2,400
				Subtotal:	\$7,800
				Contingencies:	\$1,950
				Construction Engineering	\$1,463
Potential Funding Sources: CCAA, City Funds, ATP, I-Bank, OTS, LTF, STIP, CMAQ, HSIP, TIGER, STP, CCC, pvt. grants					

		1.00 miles	1 intersection(s)		
1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	1	intersection	\$600	\$600
3	Install Share the Road Signs (4 per 1/2 mile)	1.00	Mile	\$1,200	\$1,200
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	1.00	Mile	\$800	\$800
				Subtotal:	\$2,600
				Contingencies:	\$650
				Construction Engineering	\$488
Potential Funding Sources: CCAA, City Funds, ATP, I-Bank, OTS, LTF, STIP, CMAQ, HSIP, TIGER, STP, CCC, pvt. grants					

40.23 miles			141 intersection(s)		
1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Lane Signs (2 per intersection)	141	intersection	\$600	\$84,600
Subtotal:					\$277,093
Contingencies:					\$69,273
Construction Engineering					\$51,955
Potential Funding Sources: CCAA, City Funds, ATP, I-Bank, OTS, LTF, STIP, CMAQ, HSIP, TIGER, STP, CCC, pvt. grants					

5.55 miles			13 intersection(s)		
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	5.55	Mile	\$800	\$4,440
Subtotal:					\$18,900
Contingencies:					\$4,725
Construction Engineering					\$3,544
Potential Funding Sources: CCAA, City Funds, ATP, I-Bank, OTS, LTF, STIP, CMAQ, HSIP, TIGER, STP, CCC, pvt. grants					

ADA curb ramps	\$4,000.00	EA
Curb/gutter	\$30.00	LF
Sidewalk (5 feet wide)	\$40.00	LF
Traffic signs	\$400.00	LF
Thermoplastic crosswalks	\$1,060.00	EA

18 ADA ramps

1	Install ADA curb ramps	18	ramp	\$4,000	\$72,000
2	Install curb and gutter	0	foot	\$30	\$0
3	Install sidewalk	0	foot	\$40	\$0
				Subtotal:	\$72,000
				Contingencies:	\$18,000
				Construction Engineering	\$13,500
Potential Funding Sources: City Funds, ATP, I-Bank, OTS, LTF, STIP, CMAQ, HSIP, TIGER, STP, CCC, pvt. grants					

8 ADA ramps

580 feet

1	Install ADA curb ramps	8	ramp	\$4,000	\$32,000
2	Install sidewalk	580	foot	\$40	\$23,200
				Subtotal:	\$55,200
				Contingencies:	\$13,800
				Construction Engineering	\$10,350
Potential Funding Sources: City Funds, ATP, I-Bank, OTS, LTF, STIP, CMAQ, HSIP, TIGER, STP, CCC, pvt. grants					

1	Improve lighting	1	each	\$10,000	\$10,000
2	Add murals	1	each	\$15,000	\$15,000
				Subtotal:	\$25,000
				Contingencies:	\$6,250
				Construction Engineering	\$4,688
Potential Funding Sources: City Funds, ATP, I-Bank, OTS, LTF, STIP, CMAQ, HSIP, TIGER, STP, CCC, pvt. grants					

10 ADA ramps

1	Install ADA curb ramps	10	ramp	\$4,000	\$40,000
2	Install curb and gutter	0	intersection	\$30	\$0
3	Install sidewalk		foot	\$40	\$0
4	Install fluorescent green school signs		each	\$800	\$0
				Subtotal:	\$40,000
				Contingencies:	\$10,000
				Construction Engineering	\$7,500
Potential Funding Sources: City Funds, ATP, I-Bank, OTS, LTF, STIP, CMAQ, HSIP, TIGER, STP, CCC, pvt. grants					

35 ADA ramps

1	Install ADA curb ramps	35	ramp	\$4,000	\$140,000
2	Install curb and gutter	0	intersection	\$30	\$0
3	Install sidewalk		foot	\$40	\$0
4	Install fluorescent green school signs		each	\$800	\$0
Subtotal:					\$140,000
Contingencies:					\$35,000
Construction Engineering					\$26,250
Potential Funding Sources: City Funds, ATP, I-Bank, OTS, LTF, STIP, CMAQ, HSIP, TIGER, STP, CCC, pvt. grants					

48 ADA ramps

1	Install ADA curb ramps	48	ramp	\$4,000	\$192,000
2	Install curb and gutter	0	intersection	\$30	\$0
3	Install sidewalk		foot	\$40	\$0
4	Install fluorescent green school signs		each	\$800	\$0
Subtotal:					\$192,000
Contingencies:					\$48,000
Construction Engineering					\$36,000
Potential Funding Sources: City Funds, ATP, I-Bank, OTS, LTF, STIP, CMAQ, HSIP, TIGER, STP, CCC, pvt. grants					

26 ADA ramps 2660 feet

1	Install ADA curb ramps	26	ramp	\$4,000	\$104,000
2	Install curb and gutter	2660	foot	\$30	\$79,800
3	Install sidewalk	2660	foot	\$40	\$106,400
4	Install fluorescent green school signs		each	\$800	\$0
Subtotal:					\$290,200
Contingencies:					\$72,550
Construction Engineering					\$54,413
Potential Funding Sources: City Funds, ATP, I-Bank, OTS, LTF, STIP, CMAQ, HSIP, TIGER, STP, CCC, pvt. grants					

70 crosswalks 280 signs

1	Thermoplastic crosswalks	70	each	\$1,060	\$74,200
2	Fluorescent traffic signs	280	each	\$400	\$112,000
3	Install sidewalk		foot	\$40	\$0
4	Install fluorescent green school signs		each	\$800	\$0
Subtotal:					\$186,200
Contingencies:					\$46,550
Construction Engineering					\$34,913
Potential Funding Sources: City Funds, ATP, I-Bank, OTS, LTF, STIP, CMAQ, HSIP, TIGER, STP, CCC, pvt. grants					

		300 crosswalks	309 pavement markings		
1	Thermoplastic crosswalks	300	each	\$1,060	\$318,000
2	Thermoplastic markings (AHEAD text)	2	each	\$248	\$496
3	Thermoplastic markings (arrow)	64	each	\$120	\$7,680
4	Thermoplastic markings (combo arrow)	11	each	\$216	\$2,376
5	Thermoplastic markings (railroad crossing)	15	each	\$880	\$13,200
6	Thermoplastic markings (STOP text)	124	each	\$176	\$21,824
7	Thermoplastic markings (stop bar)	78	each	\$160	\$12,480
8	Thermoplastic markings (YIELD text)	15	each	\$192	\$2,880
				Subtotal:	\$378,936
				Contingencies:	\$94,734
				Construction Engineering	\$71,051
Potential Funding Sources: City Funds, LTF, STIP, CMAQ, HSIP					



AGENDA STAFF REPORT

MEETING DATE: 12/12/2017

AGENDA SECTION:

SUBJECT:

PEDESTRIAN AND BICYCLE MASTER PLAN, is a plan to improve safety, encourage transportation alternatives, develop a definitive policy document and conceptual plan for the development of safe, functional, convenient, and attractive pedestrian and bicycle facilities throughout the City of Hanford, and to serve as a resource for planning purposes.

RECOMMENDATION:

That the Planning Commission hold a public hearing and adopt Resolution 2017-22 making a recommendation to the City Council to adopt the Pedestrian and Bicycle Master Plan.

BACKGROUND:

In 2013, the City of Hanford was awarded \$230,750 in grant funds to develop a pedestrian and bicycle plan. The grant funds were provided by the California Department of Transportation (Caltrans), Division of Transportation Planning, and Environmental Justice Planning Grant. The grant program promotes the involvement of low-income and minority communities and Native American tribal governments in the planning for transportation projects. The main goal of the program is to help residents of disadvantaged communities become involved in the planning process.

In 2014, the City awarded a contract to Quad Knopf, to prepare the Pedestrian and Bicycle Plan "Plan". Since then, City of Hanford staff and Quad Knopf have collaborated on outreach mechanisms to engage community residents in the development of the Plan. Outreach efforts included a booth at Thursday Night Market, three workshops, a meeting at Parking and Traffic Commission, Planning Commission and City Council, which took place from September 2014 to February 2016.

In 2016, the Draft Pedestrian and Bicycle Plan was presented to the Planning Commission and City Council for acceptance. The Plan was not adopted because it was being prepared to be consistent with the 2035 General Plan, which was not adopted until 2017, and would rely upon the 2035 General Plan Environmental Impact Report to evaluate potential impacts that will result from the

Plan. The Plan is compatible with the 2035 General Plan goals and objectives and supports utilizing alternative modes of transportation. The adoption of the Plan implements Policies T39 and T40, and further implements Policies T43, T44, T64, T65, T69, T70, T71, T79, H65, H66. “T” denotes policies found in the Transportation and Circulation Element, “H” denotes Health, Safety and Noise Element.

PROJECT EVALUATION

The Pedestrian and Bicycle Master Plan presents opportunities for pedestrians and bicyclists by encouraging additional transportation methods, providing exercise, and improving mobility for community members in the City of Hanford.

The Plan includes the following components:

- **Chapter 1** - Introduction and purpose of Pedestrian and Bicycle Plan including: background, setting, land use patterns, and transportation system;
- **Chapter 2** - Community Involvement and Relevant Plans and Policies;
- **Chapter 3** - Bicycle Network including: existing conditions, bicycle collision analysis, existing and future bicycle usage, needs assessment, recommended bikeway network, and bicycle programs and support facilities;
- **Chapter 4** - Pedestrian Network including: existing conditions, pedestrian collision analysis, pedestrian safety, ADA Self Evaluation and Transition Plan, recommended pedestrian network, improvements, support facilities, and programs;
- **Chapter 5** - Implementation Plan including: process, policies, criteria, prioritization, cost estimates, environmental assessment, funding opportunities, maintenance and security of bikeways and pedestrian walkways;

Relationship of the Pedestrian and Bicycle Master Plan to the General Plan

The Pedestrian and Bicycle Master Plan serves as a tool for the City of Hanford to implement the goals and policies of the 2035 Hanford General Plan, the 2010 Hanford Air Quality Element, the Kings County Regional Bike Plan, and the 2014 Kings County Regional Transportation Plan.

The primary purpose of this Pedestrian and Bicycle Master Plan is to facilitate the development of pedestrian and bicycle facilities. To accomplish this goal, the Master Plan focuses on the following objectives:

- Guide the City in their overall pedestrian/bicycle transportation program;
- Provide an assessment of existing and proposed walkways/bikeways and pedestrian/bicycle programs;
- Develop a feasible and comprehensive plan to meet Hanford’s pedestrian and bicycle

transportation needs;

- Assure consistency with existing relevant documents, including the Hanford General Plan and the Kings County Regional Bicycle Transportation Plan;
- Provide recommendations for pedestrian and bicycle facilities with a five-year priority outlook;
- Identify potential funding sources; and
- Conduct public outreach workshops to involve the public in the development of the Master Plan.

ENVIRONMENTAL ASSESSMENT

The California Environmental Quality Act Section 15183(a) states that projects that are consistent with the development density established by General Plan Policies for which an Environmental Impact Report was certified shall not require additional environmental review, except as might be necessary to examine whether there are project specific significant effects which are peculiar to the project or its site.

The City Council of the City of Hanford certified the Environmental Impact Report (SCH# 2015041024) prepared for the 2035 General Plan Update on April 24, 2017. The proposed project is consistent with the 2035 General Plan and implements the policies contained in the 2035 General Plan. There are no impacts that will result from the project that will not adequately analyzed and addressed in the Environmental Impact Report, therefore further environmental review is not required..

PUBLIC COMMENTS

Noticing of the Pedestrian and Bicycle Master Plan was published in the newspaper on December 2, 2017. The Community Development Department has not received comments on the project as of the preparation of this report.

FISCAL IMPACT:

ATTACHMENTS:

PC Resolution 2017-22 adoption
Pedestrian Bike Plan Complete 11-30-2017

RESOLUTION NO. 2017-22**A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF HANFORD
RECOMMENDING TO THE CITY COUNCIL APPROVAL OF THE PEDESTRIAN AND
BICYCLE MASTER PLAN**

At a regular meeting of the Planning Commission of the City of Hanford duly called and held on December 12, 2017, at 7:00 p.m., it was moved by Commissioner Paden, and seconded by Commissioner HAM, that the following resolution be adopted:

WHEREAS, the City has prepared the Pedestrian and Bicycle Master Plan, attached as Exhibit A, in collaboration with City staff and members of the public; and

WHEREAS, the City of Hanford Planning Commission considered the evidence presented in the staff report and testimony presented during the public hearing; and

WHEREAS, The City of Hanford certified Environmental Impact Report prepared for the 2035 General Plan (SCH#2015041024).

WHEREAS, the Pedestrian and Bicycle Master Plan is consistent with the development densities established by General Plan Policies and evaluated in the 2035 General Plan Environmental Impact Report. There are no impacts that will result from the project that were not adequately analyzed and addressed in the Environmental Impact Report, therefore further environmental review is not required in accordance with California Environmental Quality Act Section 15183(a).

NOW, THEREFORE, BE IT RESOLVED, on the basis of the facts and evidence provided in the staff report and the written and oral evidence presented at the public hearing, the Planning Commission hereby makes the following findings:

1. That the Pedestrian and Bicycle Master Plan is consistent with the goals and objectives in the 2035 General Plan specifically T39, T40, T43, T44, T64, T65, T69, T70, T71, T79, H65, H66.
2. That there are no impacts that will result from the project that were not adequately analyzed and addressed in the Environmental Impact Report prepared for the 2035 General Plan, therefore further environmental review is not required.

BE IT FURTHER RESOLVED that the City of Hanford Planning Commission recommends that the City Council adopt the Pedestrian and Bicycle Master Plan.

MOTION PASSED at a regular meeting of the Planning Commission of the City of Hanford held on the 12th day of December 2017, by the following vote:

EXHIBIT A
PEDESTRIAN AND BICYCLE MASTER PLAN



AGENDA STAFF REPORT

MEETING DATE: 2/6/2018	AGENDA SECTION: A
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SUBJECT:

Utilities & Engineering: Introduce and waive the first reading and pass to a second reading Ordinance 18-01 amending Section 10.16.130(B) for Red Curb / "No Parking" request on Seventh Street between Mall Drive and Campus Drive.

RECOMMENDATION:

That the City Council, by motion, introduce and waive the first reading and pass to a second reading Ordinance 18-01, an amendment to Ordinance Section 10.16.130(B) of the City of Hanford Municipal Code, to prohibit parking at any time at the designated location.

16. Seventh Street

c. Both sides, from approximately 350 feet east of the centerline of Mall Drive and extending 900 feet east.

BACKGROUND:

On February 16, 2016, the City Council accepted the Pedestrian and Bicycle Master Plan and is scheduled to adopt the master plan at tonight's meeting.

City staff applied for and received a federal grant for the construction of the medium and high priority bikeway improvements as shown in the Pedestrian and Bicycle Master Plan. The project will include construction and installation of new Class II bicycle lanes and Class III bicycle routes in conformance with the plan.

The master plan identifies Seventh Street to be designated with Class II bike lanes on both sides between Mall Drive and Grangeville Boulevard. The segment of roadway between Mall Drive and Campus Drive needs to be designated as "No Parking" due to the road width which will not allow street parking once the bike lanes are placed.

The segment of Seventh Street between Mall Drive and Campus Drive has a street width of 48' curb to curb, and a speed limit of 35MPH. With the addition of the bike lanes on both sides of the street, there is not adequate width for street parking between Mall Drive and Campus Drive.

Based on the street width and the need for bike lanes per the approved Pedestrian and Bicycle Master Plan, staff recommends that the City Council approve and pass to second reading, an amendment to the City of Hanford Municipal Code to designate Seventh Street between Mall Drive and Campus Drive as "No Parking".

FISCAL IMPACT:

The Financial Impact to the city budget will be minimal. "No Parking" signs will be installed, and the red curb and bike lanes will be painted with the Bicycle and Pedestrian Facilities Improvements project, which has received Federal funding for the project.

ATTACHMENTS:

Aerial

Ord 10.16.030(B)-Seventh Street Parking Prohibited- Word Doc

Seventh Street

Red Curb Request

14.A.a

Red Curb/"No Parking" request to allow bike lanes on both sides of Seventh Street.

Google Earth

© 2017 Google

600 ft

Packet Pg. 332

Attachment: Aerial (UE: Red Curb Request on Seventh Street between Mall Drive and Campus Drive)

ORDINANCE NO. 18-01

AN ORDINANCE OF THE CITY OF HANFORD AMENDING
SECTION 10.16.130(B) OF THE HANFORD MUNICIPAL CODE
PERTAINING TO PROHIBITED PARKING

The City Council of Hanford does hereby ordain as follows:

Section 1. Section 10.16.130(B), Prohibited Parking, of the Hanford Municipal Code is hereby amended to read as follows:

1. Subparagraph (16) Seventh Street shall be amended to add section (c.) to read as follows:
“c. Both sides, from approximately 350 feet east of the centerline of Mall Drive and extending 900 feet east.”

Section 2. This Ordinance shall take effect thirty (30) days after its passage and shall be published once in the Hanford Sentinel within fifteen (15) days after its passage.

Passed and adopted at a regular meeting of the City Council of the City of Hanford, duly called and held on the ____ day of _____, 2018, by the following vote:

AYES: _____

NOES: _____

ABSTAIN: _____

ABSENT: _____

APPROVED

DAVID G. AYERS,
MAYOR of the City of Hanford

ATTEST:

JENNIFER GOMEZ
CITY CLERK

STATE OF CALIFORNIA)
COUNTY OF KINGS) ss
CITY OF HANFORD)

I, Jennifer Gomez, City Clerk of the City of Hanford, do hereby certify the foregoing ordinance was duly introduced at a regular meeting of the City Council of the City of Hanford on the ____ day of _____, 2018, and it was duly passed and adopted at a regular meeting of the City Council of the City of Hanford held on the ____ day of _____, 2018.

Dated: _____

Jennifer Gomez, City Clerk