

AGENDA
PLANNING COMMISSION
of the
CITY OF HANFORD

COUNCIL CHAMBERS
400 N. Douty St.
7:00 PM, Tuesday, December 12, 2017

CALL TO ORDER

ROLL CALL

INVOCATION

FLAG SALUTE

PUBLIC COMMENT

*This is the time for citizens to comment on subject matters not on the agenda and that are within the jurisdiction of the Commission. 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.

- 1. Approval of the Minutes of the October 10, 2017 Meeting**
- 2. Approval of Time Extension No. 2017-03: A request to extend the life of Tentative Tract Map No. 887 for one year. The project is applicable to the property located west of Centennial Drive, north of Berkshire Avenue (APN 009-030-150).**

PUBLIC HEARING

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.

GENERAL BUSINESS

Review and make a recommendation on the Implementation Plan for the Hanford 2035 General Plan to the City Council.

DIRECTOR'S COMMENTS

COMMISSIONER'S ITEMS OF INTEREST

ADJOURNMENT

Materials related to an item on this Agenda submitted to the Planning Commission after distribution of the agenda packet are available to public inspection in the Planning Division Office located at 317 N. Dooty Street, Hanford, California 93230, during normal business hours. Such documents are also available at the city's website, www.cityofhanfordca.com subject to staff's ability to post documents before the meeting.

If you need a disability-related modification or accommodation, including auxiliary aids or services, to participate in this meeting, please contact the Planning Division's office, 559-585-2580, 317 N. Dooty Street, Hanford, California 93230, at least 2 days prior to the meeting {28 CFR 35.102.35.104 ADA Title II}

APPEALS:

Any action of the Planning Commission, which is a final project decision, may be appealed to the City Council by the applicant or any adversely affected person. To file an appeal, an appeal application and filing fee of \$1,000.00 must be submitted to the Community Development Department, 317 N. Dooty Street, Hanford, California, within ten (10) days following the date of the final decision of the Planning Commission.



**AGENDA
STAFF REPORT**

MEETING DATE: 12/12/2017	AGENDA SECTION: 1
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SUBJECT:

Approval of the Minutes of the October 10, 2017 Meeting

RECOMMENDATION:

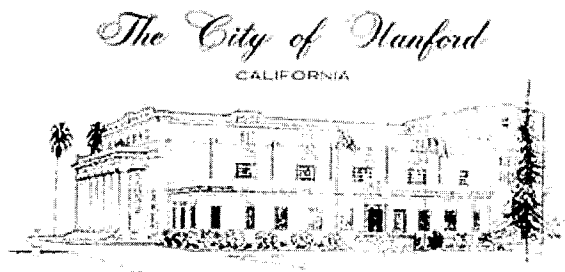
Approve the Minutes of the October 10, 2017 Meeting

BACKGROUND:

FISCAL IMPACT:

ATTACHMENTS:

PC Minutes 10-10-17



MINUTES
PLANNING COMMISSION
of the
CITY OF HANFORD

COUNCIL CHAMBERS
400 N. Douty St.
7:00 PM, Tuesday, October 10, 2017

CALL TO ORDER

Chairperson JOHNSTON called the meeting to order at 7:00 p.m.

ROLL CALL

Attendee Name	Title	Status	Arrived
Dennis Ham		Present	
Richard Douglas		Present	
Michael Johnston		Present	
Travis Paden		Present	
Savino Perico		Present	
Angel Vee Galvan		Present	
Jacob Sanchez		Present	

INVOCATION

Pastor Walt Black, New Beginnings Church, gave the invocation.

FLAG SALUTE

Commissioner DOUGLAS led the flag salute.

PUBLIC COMMENT

*This is the time for citizens to comment on subject matters not on the agenda and that are within the jurisdiction of the Commission. 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.*

There were no public comments.

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.

Approval of the Minutes of the September 12, 2017 Meeting

Motion by Commissioner HAM, seconded by Commissioner DOUGLAS, to approve the Consent Calendar. Motion carried by the following roll call vote:

AYES: Commissioners HAM, DOUGLAS, GALVAN, PADEN, PERICO, SANCHEZ, JOHNSTON
 NOES: Commissioners NONE
 ABSTAIN: Commissioners NONE
 ABSENT: Commissioners NONE

PUBLIC HEARING

- 1. General Plan Amendment No. 2017-03 (A): a request to change the land use designation on a 9.48-acre portion of a parcel from Office to High-Density Residential. Rezone No. 2017-01: a request to change the zoning designation on a 9.48-acre portion of a parcel from O Office to R-H High-Density Residential. Tentative Parcel Map No. 2017-01: a request to divide the 19.68-acre parcel, located at APN 011-020-042, into one parcel, totaling 9.48 acres (Parcel A), and a designated remainder, totaling 10.2 acres. Mitigated Negative Declaration No. 2017-11: a request to certify that the project will not have a significant effect on the environment with the incorporation of mitigation measures. The project is located at the southwest intersection of Centennial Drive and Lacey Boulevard (APN 011-020-042).**

Chairperson JOHNSTON read the project description, opened the Public Hearing at 7:09 p.m., and called for the Staff Report. Associate Planner de Silva presented the Staff Report and acknowledged a letter of opposition to the project received October 6 from William Hofmans (owner of Hofmans Nursery). She stated that only the south portion of the parcel would be zoned residential, which should not be an issue. She also mentioned that a recorded Right to Farm document would be required when a project application is submitted. She recommended approval and invited questions of staff.

Following questions of staff, Chairperson JOHNSTON opened Public Comment:

FAVOR

John Zumwalt, of Zumwalt-Hansen, representing the applicant, expressed support of staff's recommendation. He added that the air control district appreciates housing in close proximity to job providers, and this is close to 12th-and-Lacey employment. He stated that Hanford has a housing shortage, and the applicant intends to build next year.

OPPOSED

Mrs. Bill Hofmans, owner of Hofmans Nursery, spoke in his behalf, stating that they were previously not aware that only the south portion of the site would be residential. She stated that they would not oppose what is proposed, and she asked for a site map that shows the division of the parcel. Mr. Zumwalt provided that.

Dick Congdon, who lives just west of the proposed residential portion of the project, stated that he and his wife moved into that area assuming that the project area would be offices. They are concerned about the amount of traffic apartments would bring to the area.

Community Development Director Mata explained that the project site map that was mailed with the Notice of Public Hearing only shows the project area. It does not show the division; however, the notice itself did give those details. She also addressed other expressed concerns.

Following Commission Discussion, Chairperson JOHNSTON closed the Public Hearing at 7:30 p.m. and called for a motion.

Motion by Commissioner HAM, seconded by Commissioner DOUGLAS, to recommend approval to the City Council of Mitigated Negative Declaration No. 2017-11 for the project. Motion carried by the following roll call vote:

AYES: Commissioners HAM, DOUGLAS, GALVAN, PADEN, PERICO, SANCHEZ, JOHNSTON
 NOES: Commissioners NONE
 ABSTAIN: Commissioners NONE
 ABSENT: Commissioners NONE

Motion by Commissioner PERICO, seconded by Commissioner DOUGLAS, to adopt Resolution No. 2017-15, recommending approval of General Plan Amendment No. 2017-03 (A) to the City Council. Motion carried by the following roll call vote:

AYES: Commissioners PERICO, DOUGLAS, HAM, GALVAN, PADEN, SANCHEZ, JOHNSTON
 NOES: Commissioners NONE
 ABSTAIN: Commissioners NONE
 ABSENT: Commissioners NONE

Motion by Commissioner DOUGLAS, seconded by Commissioner PERICO, to adopt Resolution No. 2017-16, recommending approval of Rezone No. 2017-01 to the City Council. Motion carried by the following roll call vote:

AYES: Commissioners DOUGLAS, PERICO, HAM, GALVAN, PADEN, SANCHEZ, JOHNSTON
 NOES: Commissioners NONE
 ABSTAIN: Commissioners NONE
 ABSENT: Commissioners NONE

Motion by Commissioner HAM, seconded by Commissioner SANCHEZ, to adopt Resolution No. 2017-17, recommending approval of Tentative Parcel Map No. 2017-01 to the City Council. Motion carried by the following roll call vote:

AYES: Commissioners HAM, SANCHEZ, GALVAN, PADEN, PERICO, SANCHEZ, JOHNSTON
 NOES: Commissioners NONE
 ABSTAIN: Commissioners NONE
 ABSENT: Commissioners NONE

2. **General Plan Amendment No. 2017-03 (B): a request to change the designation for the property located at 206 W. Grangeville Boulevard from Low-Density Residential to Office Residential. Rezone No. 2017-02: a request to change the zoning designation for the property located at 206 W. Grangeville Boulevard from R-L-5 Low-Density Residential to O-R Office Residential. Site Plan Review No. 2017-11: a request to convert an existing single-family residence to a professional office. Mitigated Negative Declaration No. 2017-12: a request to certify that the project would not have a significant impact on the environment with the incorporation of mitigation measures. The project is located at the northwest corner of Grangeville Boulevard and Leoni Drive, 206 W. Grangeville Boulevard (APN 008-282-003).**

Chairperson Johnston read the project description, opened the Public Hearing at 7:35 p.m., and called for the Staff Report. Associate Planner de Silva presented the Staff Report, recommended approval, and invited questions of staff.

There being no questions of staff, Chairperson JOHNSTON opened Public Comment:

FAVOR

Dan Conner, of London Properties and owner/applicant for the project, noted that the property has been in foreclosure twice, has been vacant for several years, and is in poor condition. He has visited all the neighbors surrounding the property and obtained letters of support for the project. He offered to answer questions from the Commissioners.

OPPOSED

There was no opposition.

Commissioner PADEN stated that he grew up on Leoni and appreciates the restoration of this beautiful house. Commissioner SANCHEZ grew up on Grangeville and is also happy that this house will be restored.

Following Commission Discussion, Chairperson JOHNSTON closed the Public Hearing at 7:45 p.m. and called for a motion.

Motion by Commissioner PADEN, seconded by Commissioner HAM, to recommend approval to the City Council of Mitigated Negative Declaration No. 2017-12 for the project. Motion carried by the following roll call vote:

AYES: Commissioners PADEN, HAM, GALVAN, DOUGLAS, PERICO, SANCHEZ, JOHNSTON
 NOES: Commissioners NONE
 ABSTAIN: Commissioners NONE
 ABSENT: Commissioners NONE

Motion by Commissioner DOUGLAS, seconded by Commissioner GALVAN, to adopt Resolution 2017-18, recommending approval of General Plan Amendment No. 2017-03 (B) to the City Council. Motion carried by the following roll call vote:

AYES: Commissioners DOUGLAS, GALVAN, HAM, PADEN, PERICO, SANCHEZ, JOHNSTON
 NOES: Commissioners NONE
 ABSTAIN: Commissioners NONE
 ABSENT: Commissioners NONE

Motion by Commissioner PADEN, seconded by Commissioner PERICO, to adopt Resolution No. 2017-19, recommending approval of Rezone No. 2017-02 to the City Council. Motion carried by the following roll call vote:

AYES: Commissioners PADEN, PERICO, HAM, GALVAN, DOUGLAS, SANCHEZ, JOHNSTON
 NOES: Commissioners NONE
 ABSTAIN: Commissioners NONE
 ABSENT: Commissioners NONE

Motion by Commissioner SANCHEZ, seconded by Commissioner HAM, to adopt Resolution No. 2017-20, recommending approval of Site Plan Review NO. 2017-11 to the City Council. Motion carried by the following roll call vote:

AYES: Commissioners SANCHEZ, HAM, GALVAN, PADEN, DOUGLAS, PERICO, JOHNSTON
 NOES: Commissioners NONE
 ABSTAIN: Commissioners NONE
 ABSENT: Commissioners NONE

DIRECTOR'S COMMENTS

Director Mata shared the following information:

1. The "O-R" zone district is intended for projects such as Item 2 on this agenda. Streets that are no longer suited to residential allows beautiful historic homes to be restored and maintained, rather than become a neighborhood eyesore. Following this comment, the applicant expressed appreciation to the City for being forward-thinking and allowing these former residences to be used as offices. He mentioned that the budget for the building restoration and new landscaping is \$500,000. Most homebuyers would not want or be able to invest that much time and finances into an older home on a busy street.
2. Due to formatting issues with the agenda software program, staff reports for agenda items are now being added as attachments. The recommended motions do not have to be worded exactly as they appear in the staff report; however, for projects such as those on this agenda, the motions must be made in a specific order.
3. The intersection at 13th Avenue and Lacey Boulevard will be closed for three weeks, beginning Monday, October 16.

COMMISSIONERS' ITEMS OF INTEREST

Commissioner HAM inquired about training for the new Commissioners. Director Mata stated that she will put training items on agendas, when appropriate, and she is looking for available training to send the Commissioners to.

Commissioner PADEN asked if applicants for rezonings can obtain building permits and begin working on remodels while waiting for the projects to be approved by the Planning Commission. Director Mata replied that the City would not issue a remodel building permit until the Planning project is approved. They could obtain a building permit for a re-roof and certain other types of work, but they could not begin to remodel for a different use before a rezone has been approved.

Commissioner PERICO asked if the cost of a General Plan Amendment is paid by the applicant or by the City. Director Mata replied that the applicant pays the application fee, unless the City is the applicant.

Chairperson JOHNSTON asked for an update on the Cannabis permit process. Director Mata replied that the application period closed October 2 at 4:00 p.m. Five different parties submitted applications, with 26 different permits. The locations are spread out through the Heavy Industrial Zone. She explained the four-step approval process. Those who are awarded a permit by the City Council must then submit Conditional Use Permit (CUP) applications. These will come before the Planning Commission, spread out over a few meetings, probably not before January 2018.

Director Mata announced that there will not be a Planning Commission meeting December 26, 2017, and there most likely will not be a meeting October 24, 2017.

ADJOURNMENT

Chairperson JOHNSTON adjourned the meeting at 8:01 p.m.

Respectfully submitted,

Diana Black
Recording Secretary



AGENDA STAFF REPORT

MEETING DATE: 12/12/2017	AGENDA SECTION: 2
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SUBJECT:

Approval of Time Extension No. 2017-03: A request to extend the life of Tentative Tract Map No. 887 for one year. The project is applicable to the property located west of Centennial Drive, north of Berkshire Avenue (APN 009-030-150).

See staff report, attached.

FISCAL IMPACT:

ATTACHMENTS:

Staff Report - Time Extension No. 2017-03 (TT 887)
 Resolution No. 2017-21
 Exhibit A - Tentative Tract 887
 Exhibit B - Planning Commisison Staff Report Tentative Tract 887
 Exhibit C - Planning Commission Resolution No. 2013-11
 Exhibit D - Recorded Unit I of Tract 887
 Exhibit E - Planning Commission Resolution 2015-27 (TE 2015-02)

CITY OF HANFORD PLANNING COMMISSION STAFF REPORT

MEETING DATE: Tuesday, December 12, 2017

PROJECT: **TIME EXTENSION 2017-03**, a request to extend the life of Tentative Tract 887 for one year.

LOCATION: The property is located west of Centennial Drive, north of Berkshire Avenue (009-030-150)

PROJECT PLANNER: Gabrielle de Silva, Associate Planner

STAFF RECOMMENDATION

Staff recommends that the Planning Commission:

1. Adopt Resolution No. 2017-21, approving Time Extension No. 2017-03.

RECOMMENDED MOTION

1. I move to adopt Resolution No. 2017-21, approving Time Extension No. 2017-03.

PROJECT PROPOSAL

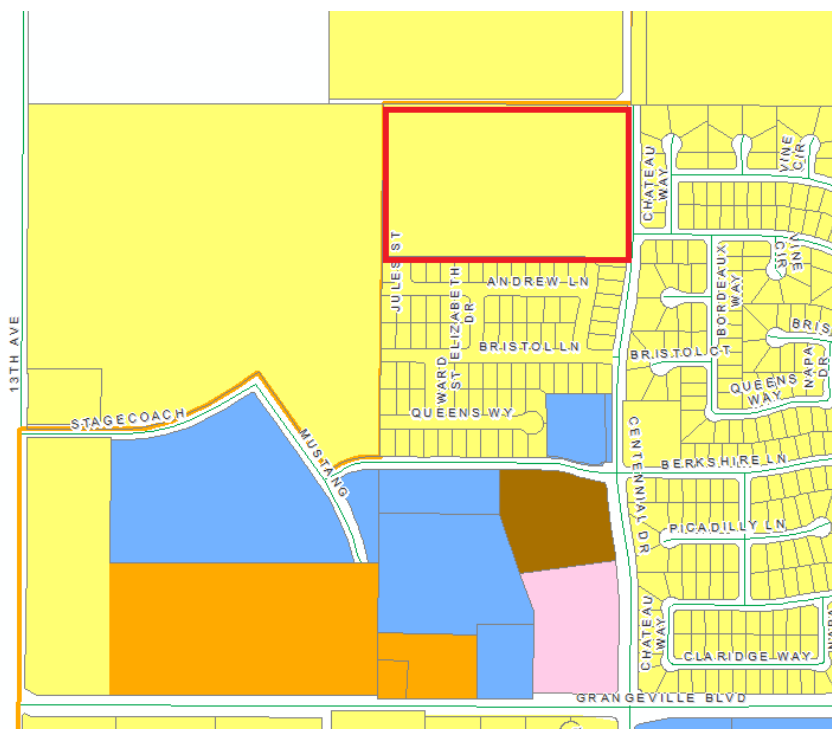
Time Extension No. 2017-03 is a request to the Planning Commission, by Cal Clark Farms, to extend the life of Tentative Tract Map 887 for one year, in order to record the final phase of Tract 887. If approved, the time extension would extend the expiration of the project until November 12, 2018.

Tentative Tract Map 887 is attached, as **Exhibit A**.

BACKGROUND INFORMATION

On November 12, 2013, the Planning Commission approved Tentative Tract Map 887, filed by Cal Clark Farms, subdividing 35.39 acres into 141 residential lots. The project is applicable to the property located west of Centennial Drive, north of Berkshire Avenue.

Figure 1: Land Use

Figure 2: Zoning Designation
R-L-5 Low-Density Residential

A full analysis of Tentative Tract Map 887 appears in the original Planning Commission staff report, attached as **Exhibit B**, for the Commission's review. Under Planning Commission Resolution 2013-11, attached as **Exhibit C**, the Planning Commission approved Tentative Tract 887 for two years, November 12, 2013 to November 12, 2015.

On October 19, 2015, Unit I of Tract 887 was recorded. A copy of the recorded final map is attached as **Exhibit D**.

In November 2015, the applicant requested that the Planning Commission grant a two-year time extension, thus extending the expiration of Tentative Tract 887 to November 12, 2017. The Planning Commission granted the extension on December 8, 2015. Resolution No. 2015-27 is attached as **Exhibit E**.

PROJECT EVALUATION

Due to the need to record the final phase of Tract 887, the applicant is requesting a one-year time extension, thus extending the expiration of Tract 887 to November 12, 2018.

In accordance with Section 16.32.090 of the Subdivision Ordinance, “an approved or conditionally approved vesting tentative map shall expire at the end of the same time period, and shall be subject to the same extensions established by the California Government Code (Section 66452.6), as amended for non vesting tentative maps. The total of all time extensions for vesting tentative maps shall not exceed three years, except when automatically extended, as provided by California Government Code Section 66452.6, as amended.”

Analysis:

The Planning Commission may grant a total time extension of three years. The map’s expiration has previously been extended for two years; therefore, the map is eligible for an additional one-year extension.

No automatic State map extensions are applicable to this project.

The applicant has been diligently working with the Engineering Division, in order to record the final phase of Tract 887. If the map is extended, recording shall take place in January, according to the Engineering Division.

ENVIRONMENTAL ASSESSMENT

Negative Declaration Addendum No. 2009-03 was certified for Tentative Tract 887 on November 12, 2013.

CONDITIONS OF APPROVAL

All conditions of the original approval, outlined in Resolution 2013-11, shall apply. Additionally, all new conditions of Resolution No. 2017-21 shall apply, including the increase in impact fees to reflect the City's current fees.

Applicant/Owner

**Cal Clark Farms
PO Box 221815
Carmel, CA 93922**

RESOLUTION NO. 2017-21

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF HANFORD APPROVING TIME EXTENSION NO. 2017-03, A REQUEST TO EXTEND THE LIFE OF TENTATIVE TRACT 887 FOR ONE YEAR. THE PROJECT PERTAINS TO PROPERTY LOCATED WEST OF CENTENNIAL DRIVE, NORTH OF BERKSHIRE AVENUE (APN 009-030-150).

At a regular meeting of the Planning Commission of the City of Hanford duly called and held on December 12, 2017, by motion of Commissioner _____, seconded by Commissioner _____, and duly carried, the following resolution was adopted:

WHEREAS, Time Extension No. 2017-03, filed by Cal Clark Farms, proposing to extend the life of Tentative Tract 887, for one year, has been reviewed by the Planning Commission of the City of Hanford as an advisory agency, in accordance with Title 16 of the Hanford Municipal Code;

WHEREAS, the project pertains to property located west of Centennial Drive, north of Berkshire Avenue (APN 009-030-150); and

WHEREAS, a time extension was requested by the applicant pursuant to Resolution No. 2013-11 and Section 66463.5(c) of the Subdivision Map Act; and

WHEREAS, in accordance with Section 16.32.090 of the Subdivision Ordinance, a vesting tentative map may be extended for a total time of three years, except when automatically extended, as provided by California Government Code Section 66452.6; and

WHEREAS, findings were made pursuant to Section 66474 of the Subdivision Map Act in Planning Commission Resolution No. 2013-11; and

THEREFORE, BE IT RESOLVED, that a one-year time extension for Tentative Tract Map 887 be approved, in accordance with the existing conditions in Resolution No. 2013-11, adopted November 12, 2013, and with the addition of the following conditions:

1. That the new expiration date of Tentative Tract Map 887 be November 12, 2018.
2. That all subdivision improvements shall conform to the City of Hanford Construction Standards, Specifications, Ordinances and Policies in effect on the date of the extension approval and shall be subject to fees currently in effect at time of development.

PASSED AND ADOPTED at a regular meeting of the Planning Commission of the City of Hanford on December 12, 2017 by the following vote:

Attachment: Resolution No. 2017-21 (Time Extension No. 2017-03 (TT 887))

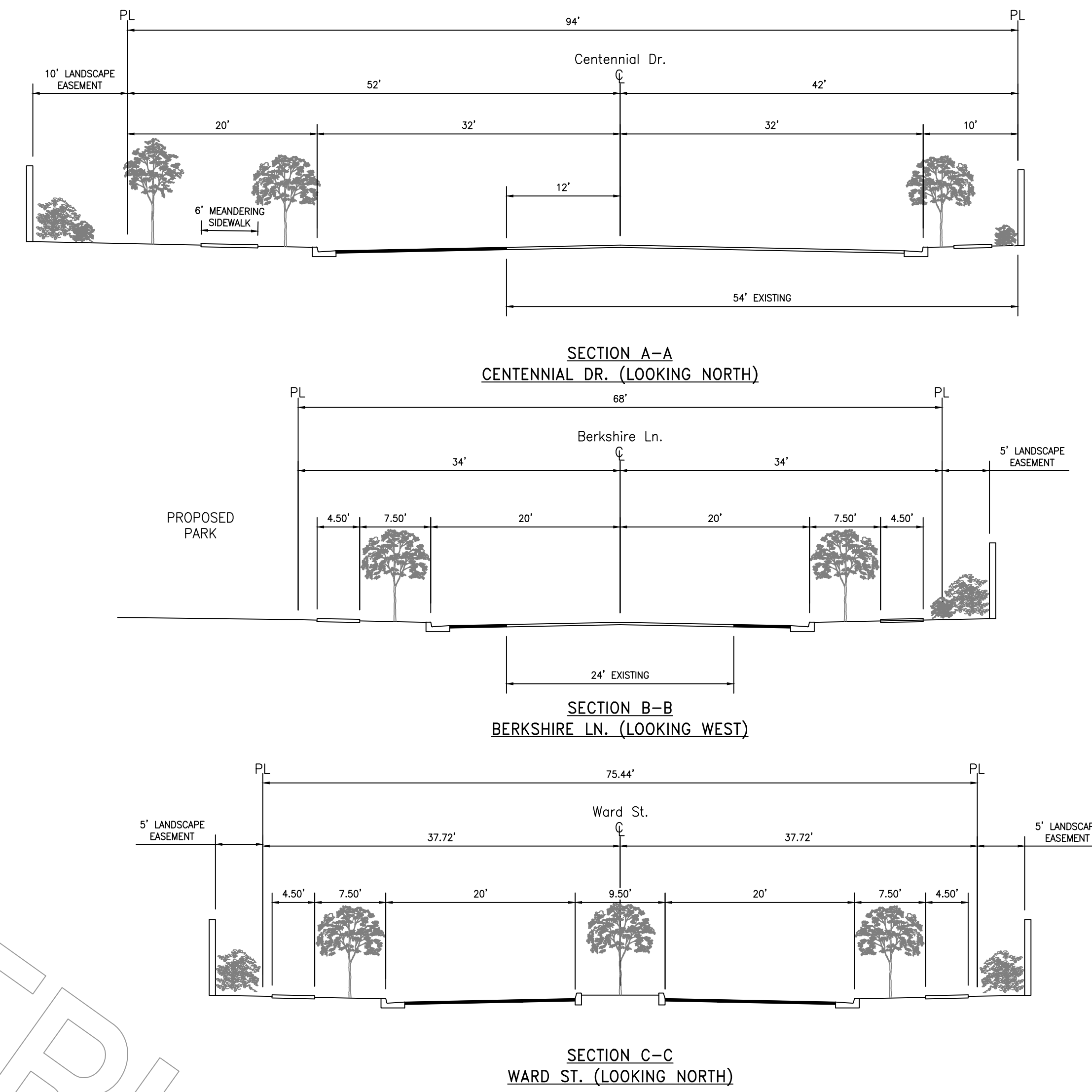
AYES: Commissioners
 NOES: Commissioners
 ABSTAIN: Commissioners
 ABSENT: Commissioners

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

I, **Darlene R. Mata**, Secretary of the Planning Commission of the City of Hanford,
 do hereby certify the foregoing Resolution was duly passed and adopted by the
 Planning Commission of the City of Hanford at a regular meeting thereof held on the
 12th day of December, 2017.

Darlene R. Mata, Secretary

Attachment: Resolution No. 2017-21 (Time Extension No. 2017-03 (TT 887))



609 N. Irwin St.
Hanford, CA 93232
Office: (559) 582-1056
Fax: (559) 584-4143

DRAWN BY:	CA
CHECKED BY:	AD
INDEXED BY:	
DATE:	7/22/2013
JOB NO.:	0656111
SHEET:	2 OF 2

**HANFORD CITY PLANNING COMMISSION STAFF REPORT
PERTAINING TO
REVISED VESTING TENTATIVE SUBDIVISION MAP NO. 887
November 12, 2013**

Property Owner

Cal Clark Farms (Lots)
Stulena Holdings (Park)
PO Box 22185
Carmel, CA 93922

Applicant

Lennar Homes Fresno
808 N. Palm Avenue, Suite 110
Fresno, CA 93711

Engineer/Surveyor

Zumwalt-Hansen and
Associates
609 N. Irwin Street
Hanford, CA 93230

PROPOSAL

Revised Vesting Tentative Subdivision Map No. 887 (VTT 887) proposes to subdivide a 35.39 acres into 141 single family lots lying north of W. Berkshire Lane, and create one 2.43 acre lot for park space on the south side of W. Berkshire Lane (total project area being 37.82 acres). Approximately 2.69 acres will be dedicated to the City for additional right-of-way along the site's frontages of Devon Street, Centennial Drive, and W. Berkshire Lane.

LOCATION

The approximately 40-acre Project site is located primarily at the northwest quadrant of the intersection of W. Berkshire Lane and Centennial Drive, in the City of Hanford, California, with the exception of the 2.43 acre parcel proposed for Park use which lies along the south side of W. Berkshire Lane roughly 286 feet west of Centennial Drive.

The site is also identified by the County Assessor as Assessor Parcel Nos.

APN: 090-030-140 (proposed residential phases: Units I and II) and

APN: 090-030-141 (proposed Park).

The approximate center of site is located at Latitude: N 36° 20' 48.8316" and Longitude: W 119° 41' 31.3937".

PROPERTY CHARACTERISTICS

History of the Project Site: The approximately 40-acre Project site (including the 2.43-acre parcel proposed for park use on the south side of W. Berkshire Lane) was rezoned from "UR" Urban Reserve to "R-1-6" Single Family Residential (6,000 sq. ft. minimum parcel size) as part of the approval of GPA 2008-04.A and RZ 2008-05 (City Council Resolutions 2009-15 and 09-11 respectively). The General Plan already designated the Project site for Low Density Residential. At that time the original version of VTT 887 proposed 122 lots, a park site more central to the subdivision, and the 2.43 acre portion south of W. Berkshire Lane was to be incorporated into a drainage basin intended to serve the larger quarter section master planned community and drainage from Pioneer Elementary School to the west.

Existing Land Use: The property is vacant; however, historically the site has been used for agricultural uses. The property is not located in a flood plain (Flood Insurance Rate Map 06031C0185C, June 16, 2009).

Unique Site Characteristics: None

General Plan Designation and Zoning: The City of Hanford General Plan designates the property as “Low Density Residential” and the property is zoned “R-1-6” Single Family Residential. The proposed land division is consistent with the General Plan 2002 Update and the Zoning Ordinance.

ADJACENT LAND USE AND ZONING

	<u>USE</u>	<u>ZONED</u>
NORTH:	Citrus groves and other cultivated and non-cultivated agricultural uses	“R-1-6” (pre-zone)
SOUTH:	Vacant, fallow agricultural land, & Public Facilities	“R-1-6”(pre-zone) & “PF”
EAST:	Single family residential detached houses	“R-1-6”
WEST:	Agricultural land, & Pioneer Elementary School	“R-1-6”(pre-zone) & “PF”

A. Project Design:

Total Area: **35.39 acres** (32.96 net acres excluding the 2.43 acre park)

Number of Lots: **141 Single Family Lots** (and a 2.43 acre park south of W. Berkshire Lane)

Maximum units per net acre allowed by Hanford General Plan: **2-9 units per net acre**

Proposed units per net acre: **4.28 (excluding exterior street dedications and park)**

Total Land Area proposed for Street Dedications (Exterior: Devon St., Centennial Dr., and W. Berkshire Lane): **2.69 acres (8.1%)**

Total Land Area proposed for the temporary Drainage Basin: **Will use Silver Oaks Basin (E)**
(generally located due south of the site between W. Berkshire Lane and W. Grangeville Blvd.)

Potential increase in City population: **261** (3.0 persons per household x 87 households = 261)

B. Residential Lot Sizes: Range between 6,305 sq. ft. and 17,787 sq. ft.

<u>Required</u>	<u>Smallest</u>	<u>Largest</u>	<u>Average</u>
6,000 sq. ft. (min.)	6,305 sq. ft. (Lots 85 & 100)	17,787 sq. ft. (Lot 127)	7,389 sq. ft.

All proposed lots meet or exceed minimum width, depth, and area requirements of the “R-1-6” zone district, and appear to have a buildable configuration.

C. Phasing:

Although phasing is not specifically identified, the Revised VTT 887 map does indicate two “units” which are assumed to represent phases of development. “Unit I” includes roughly the south half of the subdivision, including lots 1-79 and their respective roadway frontages. “Unit II” includes the remaining northern-most lots 80-141 and their respective roadway frontages. Construction start date estimated to be in 2014, with development of Units I and II to be completed in four years. Modifications to allowed phasing are to be approved by the City Public Works and Community Development Departments.

D. Public Works Requirements:

The development shall be subject to the requirements of the City Public Works Department and City-adopted Building Department, Wastewater System, Sanitary Sewer Area of Benefit District, and Transportation Impact Fees as set forth in Attachment A.

Other Requirements and Improvements:

In order to meet the City’s affordable housing goals, 10 residences shall be dedicated to the City of Hanford for use in its affordable housing program. An agreement between the City and the applicant is required for financing and to ensure that the homes remain affordable for the required number of years (depending on funds used). The agreement is to be finalized/recorded prior to or concurrent with the recording of the final map.

The proposed subdivision is near and adjacent to agricultural uses. A right-to-farm document will need to be recorded in order that future residents of the proposed subdivision are informed that normal and usual farming operations and activities are allowed and not considered a nuisance.

Each lot in the subdivision is required to have four street trees in the front yard with corner lots having at least two of the trees on the street side yard of a corner lot. Other standard requirements by various departments are conditions of approval and will include a complete soils report, dust control during construction (including pursuant to APCD permitting and Fugitive Dust Rule), reimbursements for sewer and water systems, abandonment of agricultural wells to state standards, fencing of the drainage basin, payment of Kings County Impact Fees, etc.

That each lot owner within Tract No. 877 shall care for and maintain the trees and lawn area located in the parkway in front of their lot(s). For corner lots, the lot owner shall also care for and maintain the parkway trees and lawn area along the street side of their lot. . All species of trees shall be selected from a list approved by the City Street Tree Commission. The parkway is defined as that land area located between the street curb and the public sidewalk.

The formation of a tax assessment district for the maintenance of landscaping, subdivision street lighting, and decorative fencing along W. Berkshire Lane, Centennial Avenue, and Devon Street is required.

PUBLIC NOTICING:

Noticing of the development was published in the newspaper on October 24, 2013, and mailed to property owners within 500 feet of the development site on October 24, 2013. The

Community Development Department has not received any written comments as of the date of this report.

REQUIRED FINDINGS FOR VESTING TENTATIVE SUBDIVISION MAP NO. 887:

Pursuant to Section 16.04.010 of the Hanford Subdivision Ordinance, Section 66474 of the Subdivision Map Act, and the Zoning Ordinance, the Planning Commission can make the following findings:

A. Consistency Finding:

That the proposed subdivision is consistent with the State Subdivision Map Act, General Plan and Zoning Ordinance. This finding can be made based on the following:

1. The subdivision map is being processed in accordance with the Subdivision Map Act.
2. The subdivision map is in compliance with the goals and objectives of the General Plan.
3. The proposed lots meet all minimum requirements of the Zoning Ordinance specifically the "R-1-6" single family zone district.

Evidence:

Subdivision Map Act; General Plan; Zoning Ordinance; Subdivision design.

B. Design Finding:

That the design or improvement of the subdivision is consistent with general and specific plans. This finding can be made based on the following:

1. The proposed lots are designed for the future homes to meet front, side and rear yard setbacks of the "R-1-6" Single Family Residential Zone District.
2. When developed the lots will all have frontage and access to public streets, public utilities and services.
3. That all street and City utility improvements will be constructed to City Public Works Improvement Standards.

Evidence:

Zoning Ordinance; Conditions of Approval of attached resolution; Public Works Construction Standards; General Plan; subdivision design.

C. Type of Development Finding:

That the site is physically suitable for the proposed type of development. This finding can be made based on the following:

1. That the subdivision is within the urbanized area of the City and will be developed to City improvement standards.

2. The future development will utilize City sewer and water.
3. Private utility companies have been contacted and have stated that the utilities can be extended from adjacent streets.
4. The site is flat and not located in a flood hazard zone.

Evidence:

Flood Insurance Rate Map 06031C0185C; City sewer and water maps, subdivision design.

D. Density Finding:

That the site is physically suitable for the proposed density of development. This finding can be made based on the following:

1. The General Plan designates the property for Low Density Residential uses (2-9 units per acre) with the zoning of Single Family Residential. The proposed development of single family homes is within the density allowed by the General Plan.

Evidence:

General Plan and Zoning Ordinance.

E. Environmental Finding:

That the design of the subdivision and/or the proposed improvements are not likely to cause substantial environmental damage, or substantial and unavoidable injury to fish or wildlife or their habitat. This finding can be made based on the following:

1. Neither this division of land, nor the proposed improvement, will cause serious, substantial environmental damage since this property is not habitat of any endangered species, nor is it the primary home to a substantial number of any form of wildlife.
2. The Final EIR for the Hanford General Plan has addressed environmental concerns for residential developments. All feasible mitigation measures and alternatives developed, or identified in the General Plan EIR, will be incorporated into the proposed project as conditions of approval.

Evidence:

Vesting Tentative Subdivision Map No. 887 design, Final EIR for the Hanford General Plan and Planning Commission Resolution Conditions of Approval.

F. Public Health Finding:

That the design of the subdivision map and/or type of improvements are not likely to cause serious public health problems. This finding can be made based on the following:

1. This application has been reviewed by the Public Works Engineering Department, Any improvements or mitigations required for public health and safety have been applied to this application as conditions of approval.

Evidence:

Vesting Tentative Subdivision Map No. 887 and Planning Commission Resolution Conditions of Approval.

G. Improvements & Access Findings:

That the design of the subdivision and/or the type of improvements will not conflict with easements, acquired by the public at large, for access through or use of property within the proposed parcels. This finding can be made based on the following:

1. Improvements such as curbs, gutters, sidewalks, drive approaches, and transitional paving, when installed by the developer, will be inspected and/or verified to ensure the design, material, and installation of said improvements meet or exceed standards adopted by the City of Hanford.
2. The proposed lots will be adjacent to public streets, which will be provided by the developer.
3. The developer will supply the City with a title report, legal descriptions, and deed drawings for all existing and required right-of-way and utility easements on the property.

Evidence:

Vesting Tentative Subdivision Map No. 887 and Planning Commission Resolution Conditions of Approval.

ENVIRONMENTAL ASSESSMENT

The proposed project was reviewed in the context of the Negative Declaration 2009-03 and the prior General Plan Final EIR and it has been determined:

- 1) All potential significant environmental effects of this proposed project have been addressed in the Negative Declaration 2009-03 and prior General Plan Final EIR;
- 2) Additional environmental review is not required, and
- 3) A Statement of Overriding Considerations for agriculture and air quality, adopted for General Plan Amendment No. 2002-01 Final EIR and set forth in City Council Resolution No. 02-39-R is applicable to Vesting Tentative Subdivision No. 887.

Therefore, Negative Declaration Addendum No. 2009-03 is recommended for approval for Vesting Tentative Subdivision No. 887.

RECOMMENDATIONS

1. That Negative Declaration Addendum No. 2009-03 be approved for Vesting Tentative Subdivision Map No. 887.
2. That Vesting Tentative Subdivision Map No. 887 be approved subject to the findings and conditions of the attached resolution.

Respectfully submitted,

HANFORD COMMUNITY DEVELOPMENT DEPARTMENT

Melody Haigh
Community Development Manager

Darrel Pyle
City Manager

Attachment: Exhibit B - Planning Commission Staff Report Tentative Tract 887 (Time Extension No. 2017-03 (TT 887))

**CITY OF HANFORD PLANNING COMMISSION RESOLUTION NO. 2013-11
FOR VESTING TENTATIVE SUBDIVISION MAP NO. 887
FILED BY: LENNAR HOMES FRESNO**

At a regular meeting of the Planning Commission of the City of Hanford duly called and held on November 12, 2013, by motion of Commissioner **ESCOBAR**, seconded by Commissioner **FROBERG**, and duly carried, the following resolution was adopted:

WHEREAS, Vesting Tentative Subdivision Map No. 887, filed by Lennar Homes Fresno has been reviewed by the Planning Commission of the City of Hanford as an advisory agency in accordance with Title 16 of the Hanford Municipal Code; and

WHEREAS, the Planning Commission has carefully considered recommendations and testimony presented at the public hearing of November 12, 2013; and

WHEREAS, various governmental department agencies and the Planning Commission staff have given careful consideration to this tentative subdivision map and have made recommendations thereon; and

WHEREAS, the proposed project was filed in furtherance of implementation of the current City General Plan and Zoning; and

WHEREAS, the proposed project was reviewed for consistency with and in the context of the General Plan Update 2002 and Final EIR to determine if additional environmental documentation is required. Based on this review and the staff level determination that the proposed Vesting Tentative Subdivision Map No. 887 is consistent with the current General Plan and Zoning the following findings can be made: (1) that in none of the circumstances as outlined in CEQA Guidelines Section 15162 exist requiring the preparation of a subsequent EIR; (2) all potential significant environmental effects of this proposed project were within the scope of and were addressed in the General Plan Final EIR; (3) additional environmental review will not be required and (4) the Statement of Overriding Considerations for agriculture and air quality adopted by Council Resolution 02-39-R in the adoption of the General Plan 2002 Update and certification of its Final EIR

WHEREAS, Environmental Assessment (Negative Declaration No. 2008-03) was filed and approved by City Council in accordance with the California Environmental Quality Act for General Plan Amendment 2008-04.8 and Rezone No. 2008-05 and the original Vesting Tentative Subdivision Map. No. 887; and

WHEREAS, the Planning Commission has made the following findings pursuant to Section 66474 of the Subdivision Map Act regarding Revised Vesting Tentative Subdivision Map No. 887 (VTT 887):

- a.) That the proposed subdivision map is consistent with the State Subdivision Map Act, General Plan, and Zoning Ordinance;
- b.) That the design or improvement of the subdivision is consistent with general or specific plans;
- c.) That the site is physically suitable for the type of development;

- d.) That the site is physically suitable for the proposed density of development;
- e.) That the design of the subdivision and the proposed improvements are not likely to cause substantial environmental damage, or substantially and unavoidably injure fish or wildlife or their habitat;
- f.) That the design of the subdivision and type of improvements are not likely to cause serious public health problems; and
- g.) That the design of the subdivision and the type of improvements will not conflict with easements, acquired by the public at large, for access through or use of the property within the proposed subdivision.

THEREFORE, BE IT RESOLVED that Vesting Tentative Subdivision Map No. 887 be approved subject to the following conditions:

ADMINISTRATION DEPARTMENT

Contact City Attorney thru the Planning Department at (559) 585-2580
Concerning questions that you may have on the conditions listed below:

Defense and Indemnification Provisions:

1. That the applicant shall defend, indemnify, and hold harmless the City of Hanford ("City"), its officials, officers, employees, representatives, agents and attorneys, from and against all claims, damages, losses, judgments, liabilities, expenses and other costs, including litigation costs and attorney's fees, arising out of, resulting from, or in connection with, the City's act or acts leading up to and including approval of any environmental document and/or granting of any approvals relating to the Project. Applicant's obligation to defend, indemnify and hold the City harmless specifically includes, but is not limited to, any suit or challenge by any third party against the City which challenges or seeks to set aside, void or annul the legality or adequacy of any environmental document approved by the City or any approval related to the Project.
2. That the applicant's obligations to defend, indemnify and hold the City, its officials, officers and employees, representatives, agents and attorneys harmless under the provisions of this paragraph shall include, but not be limited to, the cost of preparation of any administrative record by City, staff time, copying costs, court costs, the costs of any judgments or awards against the City for damages, losses, litigation costs, or attorney's fees arising out of a suit or challenge contesting the adequacy of any approval of the environmental document, or any approval related to the Project, and the costs of any settlement representing damages, litigation costs and attorney's fees to be paid to other parties arising out of a suit or challenge contesting the adequacy of the approval of the environmental document or any other approval related to the Project, if the settlement so provides.
3. That the City may, at any time, require the applicant to reimburse City for costs that have been, or which the City reasonably anticipates will be, incurred by the City during the course of any action. Applicant shall reimburse City within thirty (30) days of receipt of an itemized written invoice from City. Failure of the Applicant to timely reimburse the City shall be considered a material violation of the conditions of approval of the Project.

4. That the applicant shall defend, indemnify, and hold harmless the City of Hanford, its officials, officers, employees, representatives, agents and attorneys, from and against any and all claims, damages, losses, judgments, liabilities, expenses and other costs, including, without limitation, litigation costs and attorney's fees, arising out of, resulting from, or in any way in connection with any violation or claim of violation of any prevailing wage law, rule or regulation applicable to any portion or aspect of the Project. Applicant's obligation to defend, indemnify and hold the City of Hanford harmless specifically includes, but is not limited to, any suit or administrative action against the City of Hanford which claims a violation of any prevailing wage law, rule or regulation applicable to any portion or aspect of the Project.
5. That the applicant obligations to defend, indemnify and hold the City of Hanford, its officials, officers, employees, representatives, agents and attorneys harmless as set forth herein, shall include, but shall not be limited to, staff time, copying costs, court costs, the costs of any judgments or awards against the City of Hanford for damages, losses, litigation costs, or attorney fees arising out of any violation or claim of violation of any prevailing wage law, rule or regulation applicable to any portion or aspect of the Project and costs of any settlement representing damages, litigation costs and attorney's fees to be paid to other parties arising out of any such proceeding or suit.
6. That the City of Hanford may, at any time, require the Applicant to reimburse the City of Hanford for costs that have been, or which the City of Hanford reasonably anticipates will be, incurred by the City of Hanford during the course of any action. Applicant shall reimburse the City of Hanford within thirty (30) days of receipt of an itemized written invoice from the City of Hanford. Failure of the Applicant to timely reimburse the City of Hanford shall be considered a material violation of the conditions of approval of the Project.

PLANNING DEPARTMENT

Contact Community Development Manager Melody Haigh (559) 585-2578
Concerning questions that you may have on the conditions listed below:

General:

1. That the applicant hereby agrees to hold the City of Hanford and all of its departments, officers, agents, and employees free and harmless of and from all claims of any kind or nature arising out of or by reason of the approval of this project.
2. That approval of this project does not exempt compliance with all applicable sections of the Uniform Fire and Building Codes, Zoning Ordinance, Public Works Improvement Standards, and other City Ordinances and except as may be determined by development rights of a Vesting Tentative Map per the Subdivision Map Act.
3. That the final map be submitted to the City Engineer and Community Development Department for compliance with the Vesting Tentative Subdivision Map approval prior to recording the final map.
4. That in accordance with Title 16 of the Hanford Municipal Code, all conditions of this subdivision listed herein, and contained in subsequent improvement agreements, excluding the landscape district, must be completed and accepted for maintenance by the City Council prior to the final building inspection and occupancy permits being issued for the first house in the subdivision.

5. That a minimum of four trees per lot shall be planted in the front yards of homes at the time each lot is landscaped in accordance with City Ordinance 17.18.100(F). Trees planted in the park strip shall be located in conformance with City Standard GE-13. Developer shall submit a landscape and irrigation system improvement plan for each house plan proposed within the subdivision for City Community Development department review and approval.
6. That all species of street trees shall be selected from a list approved by the City Street Tree Commission.

Zoning:

1. That the proposed subdivision is subject to the "R-1-6" Single-Family Residential zone district standards.
2. That any changes to the proposed phasing be approved by the Community Development Department.

Special Requirements:

1. A right-to-farm document will need to be recorded in order that future residents of the proposed subdivision are informed that normal and usual farming operations and activities adjacent and surrounding the development area are allowed and not considered a nuisance.
2. That each lot owner within Revised VTT 887 shall care for and maintain the trees and lawn area located in the parkway in front of their lot(s). For corner lots, the lot owner shall also care for and maintain the parkway trees and lawn area along the street side of their lot. All species of trees shall be selected from a list approved by the City Street Tree Commission. The parkway is defined as that land area located between the street curb and the public sidewalk.
3. That the tree(s) and lawn area are to be properly pruned, mowed, sprayed, watered and fertilized on a regular on-going basis in order to preserve the health and life of the tree(s) and lawn area.
4. That should the tree(s) and lawn area become damaged, severely pruned, neglected, removed or die, the lot owner shall replace said tree(s) and lawn area within thirty (30) days after the date of written notice from the City of Hanford. The tree(s) shall be replaced with a 15 gal. size tree of the same species that was originally planted. The lawn area shall be replaced with lawn. Rocks, bark, ground cover, plants or paving are not allowed in the parkway
5. That the "NOTICE, DISCLOSURE, ACKNOWLEDGMENT AND AGREEMENT OF CONTINUED CARE AND MAINTENANCE BY LOT OWNER OF THE TREES AND LAWN AREA PLANTED IN THE PARKWAY" be recorded concurrent with the recording of the subdivision final map to insure that future residents of homes in the subdivision are aware of the obligation to maintain the landscaping within the park strip. Each lot owner is to be provided a copy of said Notice, Disclosure, Acknowledgement, and Agreement, attached as Exhibit "A".

Dust & Pollution Control Requirements:

1. That the project is subject to all rules and regulations of the San Joaquin Valley Unified Air Pollution Control District for the development.
2. That if fireplaces are proposed in the residential units, natural gas fireplaces or EPA certified wood-burning fireplaces/stoves are to be installed in every unit that has a fireplace. Conventional open-hearth fireplaces are not allowed.
3. That electric or low nitrogen oxide (NO) emitting gas-fired water heaters be installed in each house.
4. That natural gas lines and electrical outlets be installed in backyards or patios to encourage use of gas and/or electric barbecues for each house.
5. That electrical outlets be installed around the exterior of the residential units to encourage use of electric lawn mower, edgers, etc.
6. That the project may be subject to the San Joaquin Valley Unified Air Pollution Control District's Indirect Source Review Rule 9510. **An application may be required to be filed with the District immediately upon approval of project.** For more information and instruction, contact the District's ISR staff by telephone at (559) 230-5800 or by email at ISR@valleyair.org.
7. That the following dust control practices be implemented:

Pre-construction

That material excavated or graded be sufficiently watered to prevent excessive amounts of dust. Watering should occur at least twice a day with complete coverage, preferably in the late morning and after work is completed for the day.

That clearing, grading, earth moving, or excavation activities cease during periods of high winds greater than 20 mph.

That earth material transported off-site be either sufficiently watered or securely covered to prevent excessive amounts of dust.

That areas disturbed by clearing, earth moving, or excavation activities be minimized at all times.

That where acceptable to the Fire Department, weed control should be accomplished by mowing instead of disking, thereby leaving the ground undisturbed and with a mulch covering.

During Construction

After clearing, grading, earth moving, or excavation operations, during the construction phase, fugitive emissions should be controlled by the following methods:

That non-active portions of the construction site be restricted from vehicular movement.

That active portions of the site should be sufficiently watered to prevent excessive amounts of dust.

General Fugitive Dust

At all times, fugitive dust emissions should be controlled using the following procedures:

That on site vehicle speed should be limited to 15 mph.

That areas with vehicle traffic be watered periodically or have petroleum-based palliatives applied for stabilization of dust emissions.

That during rough grading and construction, streets next to the project site be swept at least once per day, or as required to remove silt, which may have accumulated from construction activities.

That during rough grading and construction, access to the site should require the building of an apron into the project site from adjoining paved roadways. The apron should be paved or have a petroleum-based palliative applied.

Ozone Precursors

At all times, ozone precursor emissions should be controlled by the following methods:

That all internal combustion engine drive equipment be properly maintained and well tuned according to the manufacturer's specifications.

Archeological:

1. That if any archeological resources or endangered species are discovered during the construction, the contractor shall stop excavation and notify the Community Development Department for appropriate mitigation measures.

PRIVATE UTILITY COMPANIES

Contact the following persons concerning questions that you

may have on the conditions listed below:

Southern California Edison Co., Daniel Filla: (559) 685-3295 or Daniel.Filla@sce.com

AT&T, John Lewis: (559) 739-6455: jl2695@att.com

Southern California Gas Co., Scott Stults: (559) 739-2327 or sstults@semprautilities.com

Comcast, Brian Copeland: (559) 455-4580 or brian_copeland@cable.comcast.com

USA: 1 (800) 642-2444

Public Utilities:

1. That all utilities, including cable TV, shall be installed underground within the subdivision. The developer shall be required to notify the utility companies in writing of this requirement.
2. That all utility transformers within the development are recommended to be subsurface type installations. The developer has the option of placing the transformers above or below ground. If above ground transformers are to be installed, the developer is to meet with City Engineering and Edison Company to determine an appropriate location of the transformer away from street view. The developer is responsible for notifying Southern California Edison Company in writing of the type of installation.

3. That all financial and other arrangements for service planning, engineering, scheduling, installation of and/or relocation of electric, gas, telecommunications, or other privately owned public utilities are the sole responsibility of the developer. The developer is advised that significant project delays may result if public utility issues are not resolved prior to start of construction.

PUBLIC WORKS DEPARTMENT

Contact Senior Engineer Eric Froberg (559) 585-2556
Concerning questions that you may have on the conditions listed below:

Maps and Plans:

1. That the developer shall submit to the City Engineer a set of construction plans on 24" x 36" sheets for all required improvements. Plans shall be prepared by a registered civil engineer and shall include a drainage and utility plan identifying sizes and location of sanitary sewer, storm drainage and water mains, curbs, gutters, sidewalks, masonry walls, street lights, street improvements and other infrastructure required for development. All plans shall be approved by the City Engineer and all other involved agencies before the release of the building permits.
2. That prior to beginning any construction or within ten (10) calendar days after the approved plans are released by the City, the developer shall submit to the City of Hanford Engineering Division one (1) reproducible and four (4) bond copies of the approved set of construction plans and four (4) bound sets of the approved construction specifications, if any.
3. That within twenty (20) calendar days after all improvements have been constructed and accepted by the City, the developer shall submit to the City of Hanford Engineering Division one (1) reproducible and one (1) bond copy of the approved set of construction plans revised to reflect all field revisions and marked "RECORD DRAWING."

Easements:

1. That all easements shall be designated on the subdivision final map as required by the utility companies and where needed for providing service to street lights and landscape improvements as designated by the City Public Works Department.
2. Those easements for any existing irrigation ditches and/or irrigation pipelines shall be legally abandoned or relocated to the satisfaction of the City Engineer prior to the recording of a subdivision final map.
3. That all proposed landscape/public utility easements, located as shown on the tentative subdivision map, shall be dedicated to the City and be delineated on the final subdivision map. Landscape/public utility easements shall meet or exceed the following minimum widths:
 - a.) Centennial Drive and the east-west collector street located along the north tract boundary - ten feet.
 - b.) W. Berkshire Lane - five feet.

Dedications:

1. That all proposed streets and street extensions, located as shown on the tentative subdivision map, shall be dedicated to the City as public right-of-way, and any alteration of existing utilities shall be the responsibility of the developer.
2. That the proposed neighborhood park, located as shown on the tentative subdivision map, shall be dedicated or otherwise conveyed to the City concurrent with the recording of a subdivision final map for the first phase of the development.

Restricted Access:

1. That a one-foot reservation strip shall be established at the end or sides of streets abutting undeveloped property and shall be indicated on the final subdivision map.
2. That all access shall be restricted from lots at the property lines backing or siding onto Centennial Drive, W. Berkshire Lane, and the east-west collector street located along the north tract boundary, and shall be indicated on the subdivision final map.

Street Improvements:

1. That all improvements consisting of sanitary sewers, storm sewers, water mains, concrete curbs, gutters, sidewalks, street lights, street sub-grading, surfacing and striping and all other improvements shall be installed in accordance with Chapter 16.24, "Improvements", of the Hanford Municipal Code and this resolution pertaining to subdivision improvements in effect at the time of filing the tentative subdivision map.
2. That all streets within the subdivision shall be developed to residential street standards (City Standard ST-32) except the following:
 - a. Construction of the west side of Centennial Drive, from Devon Street to W. Bristol Lane, shall be completed in conformance with City Standards ST-17 and ST-23 as a Major Collector Street, modified with an additional 10 ft. width right of way dedication for a total dedicated width of 94 ft. in order to accommodate additional landscape improvements and extra-width meandering sidewalk, as shown on the tentative map. Construction of the west side of Centennial Drive from W. Bristol Lane south to W. Berkshire Lane (Including the future Fire Station parcel frontage) shall be completed in conformance with City Standards ST-17 and ST-23 as a Major Collector Street with standard 84 ft. right of way width & improvements. (Developer shall be reimbursed for installation of concrete street frontage improvements for the future Fire Station parcel, subject to City Engineer review & approval of improvement costs prior to construction.)
 - b. Devon Street shall be developed as a Major Collector Street in conformance with City Standard ST-23, modified as follows:
 - 1) Traffic Index of 8.0 shall be used for the design of the pavement structural section.
 - 2) Improvements south of the developed street centerline shall include, but not be limited to, the installation of concrete curb & gutter, sidewalk, landscaping, masonry block walls, street lights, street striping, signing, and pavement. (Raised median island not required).

- 3) Improvements north of the developed street centerline shall be a 12' wide paved westbound travel lane with a 4' paved shoulder.
- c. Construction of the north side of W. Berkshire Lane (Including the future Fire Station parcel frontage) shall be completed in conformance with City Standards ST-17 and ST-26 as a "Minor Collector Street" from Centennial Drive to the west boundary of the subdivision. (Developer may be reimbursed for installation of concrete street frontage improvements for the future Fire Station parcel, subject to City Engineer review & approval of improvement costs prior to construction.)
3. That street lights shall be installed throughout the subdivision in conformance with City Standard GE-56. Street lights shall be located as designated by City Engineer.

Parkway Requirements:

1. That the developer shall design and construct the following improvements along the development frontages of Centennial Drive, W. Berkshire Lane, and the east-west collector street located along the north tract boundary:
 - a. A minimum six foot high decorative masonry block wall with continuous reinforced concrete footings. Masonry walls shall be treated with anti-graffiti repellent. The minimum height of the wall shall be measured from the highest elevation grade of the property located adjacent to either side of the wall. Wall heights shall be maintained at a uniform grade/slope whenever possible. If elevation changes are required, steps shall be introduced at pilaster locations and/or changes in wall direction. Wall improvement plans shall be designed to incorporate architectural, civil and structural components into one set of drawings. Wall plans shall be reviewed and approved by both the City Public Works and Community Development Departments.
 - b. Masonry block walls shall be constructed along the development frontages of Centennial Drive, W. Berkshire Lane, and the east-west collector street located along the north tract boundary for all residential lots backing or siding onto said streets.
 - c. 4-1/2 ft. wide (minimum) width attached residential sidewalks shall be constructed along the development frontages of Centennial Drive south of W. Bristol Lane, W. Berkshire Lane, and Devon Street.
 - d. Landscaping and irrigation system improvements along the development frontages of Centennial Drive, W. Berkshire Lane, and the east-west collector street located along the north tract boundary. (Including both right of way and landscape easement areas). Landscape plans shall be prepared by a licensed landscape architect. Plans shall be reviewed and approved by both the City Public Works and Community Development Departments.
2. That four trees per lot shall be planted in the front yards of homes at the time each lot is landscaped in accordance with City Ordinance 17.18.100(F). For corner lots, a minimum of two trees are to be planted between the curb and sidewalk along both street frontages located adjacent to the lot. Trees planted in the park strip shall be located in conformance with City Standard GE-13. Developer shall submit a landscape and irrigation system improvement plan for each house plan proposed within the subdivision for City Community Development Department review and approval.

3. That all species of trees and plants shall be selected from a list approved by the City Street Tree Commission.
4. That all new and existing electrical boxes, control boxes and other equipment boxes (excluding traffic control) cabinets along the street frontage shall be painted hunter green or be of a color compatible with the landscaping. Prior to painting, all metal surfaces shall be treated with an etching primer (zinc chromate) or equivalent. All above-ground pedestals and other utility boxes shall be located between back of sidewalk and masonry wall.
5. That a covenant including each residential lot within the subdivision and requiring care and maintenance of local street park strip landscape improvements along the individual lot frontage(s) by the homeowners thereof shall be recorded concurrent with the final map.

Neighborhood Park Improvements:

1. That the developer shall consult with City Parks & Recreation and Public Works staff prior to the design and construction of park facility improvements. The design and construction of park facility improvements shall be concurrent with the first phase of development. Park improvements shall include, but may not be limited to: Recreational areas, decorative landscaping and irrigation system improvements, drinking fountains, park benches, decorative security lights and trash receptacles. In addition, a 5 ft. wide (minimum) all-weather surfaced pedestrian access way shall be constructed within a dedicated easement from the west end of W. Queens Way, to the northeast corner of W. Berkshire Lane and N. Mustang Drive, where a wheelchair accessible street crossing for park access purposes shall be provided. The developer shall retain the services of a licensed landscape architect to design all park facility improvements.
3. That the development is subject to a park development mitigation impact fee as required by City Municipal Code Section 15.44 and any revisions thereof. Developer shall be entitled to a credit towards the subdivision park impact fee obligation for all park improvements constructed by the developer in accordance with the Municipal Code. Developer shall submit competitive bid cost proposals to substantiate cost for reimbursable items for City Public Works department review and approval prior to beginning construction. Reimbursement for park land acquisition costs shall be determined based upon the market value of the property at the time of filing the tentative subdivision map with the city as per Section 66480 of the Subdivision Map Act.

Sewer Improvements:

1. That the developer's engineer shall provide a sanitary sewer master plan complete with calculations for the entire subdivision for City Public Works Department review and approval prior to recording a subdivision final map. Consideration shall be given to provide service for future areas of development located adjacent to the subdivision.
2. That a minimum 10" diameter sanitary sewer main and appurtenances shall be required to be extended within Devon Street in accordance with city master plan requirements. Said sanitary sewer main shall be extended from the existing sanitary sewer manhole located at the northerly terminus of Centennial Drive to the western boundary of the subdivision.
3. That the developer shall be entitled to a refund for sanitary sewer main over-sizing in accordance with City Municipal Code Section 13.08 and any revisions thereof. Developer

shall submit competitive bid cost proposals to substantiate costs for sanitary sewer main over-sizing, if applicable, for Public Works department review and approval prior to beginning construction.

Storm Drainage Improvements:

1. That the developer's engineer shall provide a storm drainage master plan complete with calculations for the entire subdivision for City review and approval prior to recording a subdivision final map. Consideration shall be given to provide service for future areas of development located adjacent to the subdivision.
2. That the existing drainage basin located south of W. Berkshire Drive shall be expanded to the east right of way line of N. Mustang Drive as shown on the tentative tract map in order to provide additional storm water storage capacity. The existing drainage basin access located on the south side of W. Berkshire Lane shall be improved along the east boundary of the proposed park site, with a concrete drive approach and a 12 ft. wide paved access road extending to the existing basin access gates.
3. That the developer shall comply with all State of California requirements applicable to the National Pollutant Discharge Elimination System (NPDES). A Notice of Intent for the development shall be electronically filed by the developer and accepted by the State Water Resource Control Board (SWRCB) prior to any disturbance of soils onsite. Documentation of SWRCB approval of the development shall be provided to the City of Hanford prior to start of construction, and the developer shall comply with all SWRCB General Construction Permit requirements during construction. Contact the SWRCB at www.swrcb.ca.gov for further information. Track-out of soil, gravel, or other construction-related materials on to public streets is prohibited.

Water System:

1. That the developer's engineer shall provide a Water System Master Plan complete with calculations for the entire subdivision for city review and approval prior to recording a subdivision final map. Consideration shall be given to provide service for future areas of development located adjacent to the subdivision.
2. That a minimum 12" diameter water main and appurtenances shall be installed within Devon Street along the north project boundary, from the existing 18" water main located within Centennial Drive to the west boundary of the tract in accordance with City master plan requirements.
3. That the developer shall be entitled to a refund for water main over-sizing in accordance with City Municipal Code Section 13.04 and any revisions thereof. Developer shall submit competitive bid cost proposals to substantiate costs for water main over-sizing, if applicable, for Public Works Department review and approval prior to beginning construction.
4. That any existing water wells located within the proposed development shall be abandoned in conformance with State of California Department of Health Services standards.

Assessment District:

1. That the developer shall enter into an agreement with the City for the formation of a tax assessment district for maintenance of landscaping improvements, subdivision street lighting, and decorative fencing along Centennial Drive, W. Berkshire Lane, and Devon Street.
2. That prior to the time funding from the tax assessment district becomes available to the city, the developer shall be responsible for maintenance of all public street and landscape easement area landscaping, irrigation system, and decorative fencing improvements.

City Development Impact Fees:

1. That development is subject to a Police Development Impact Fee as required by City Ordinance No. 98-14, and any revisions thereof, if applicable. Fee payable with each building permit.
2. That development is subject to a Fire Development Impact Fee as required by City Ordinance No. 98-14, and any revisions thereof, if applicable. Fee payable with each building permit.
3. That development is subject to a Park Development Impact Fee as required by City Ordinance No. 90-10, and any revisions thereof, if applicable. Fee payable with each building permit.
4. That development is subject to a Transportation Mitigation impact fee as required by City Ordinance No. 90-09, and any revisions thereof, if applicable. Fee payable with each building permit.
5. That development is subject to a Wastewater System Development Impact fee as required by City Ordinance No. 98-14, and any revisions thereof, if applicable. Fee payable with each building permit.
6. That development is subject to a Water System Development Impact Fee as required by City Ordinance No. 98-14, and any revisions thereof, if applicable. Fee payable with each building permit.
7. That development is subject to a 12th Avenue Sanitary Sewer area of benefit district assessment fee as required by City Ordinance No. 92-03, and any revisions thereof, if applicable. Fee shall be payable prior to recording of final subdivision map.
8. That development is subject to a Storm Drainage Development Impact Fee as required by City Ordinance No. 98-14, and any revisions thereof, if applicable. Fee shall be payable prior to recording of final subdivision map.
9. That development is subject to a Refuse and Recycling Development Impact Fee as required by City Ordinance No. 05-16, or any revisions thereof, if applicable. Fee shall be payable with each building permit.
10. That development is subject to a recorded Reimbursement Agreement in favor of Centex Homes, a Nevada General Partnership, for construction of water mains, sanitary sewer

mains, and sanitary sewer lift station infrastructure improvements installed within and adjacent to Centennial Drive concurrent with the development of Units 2, 3, and 4 of Tract No. 769, Silver Oaks Subdivision. Said Agreement was approved by the City Council of the City of Hanford on June 6, 2008. The Agreement provides that, in the event of development of properties along Centennial Drive within the limits of the improvements subject to reimbursement, lineal foot frontage charges for pipeline improvements and gallons per minute lift station charges, plus interest, according to the terms of the agreement, shall be collected by the City of Hanford for the purpose of reimbursement of said improvement constructions costs to Centex Homes.

FIRE DEPARTMENT

Contact Fire Chief Tim Ieronimo (559) 585-2545
Concerning questions that you may have on the conditions listed below:

General:

1. That water mains and fire hydrants be installed before construction (unless otherwise approved by the Fire Department) and be of sufficient capacity for fire protection as well as domestic supply. Fire hydrant(s) are to be located as designated by the Fire Department. All fire hydrants and mains are to meet City standards.
2. That water mains and fire hydrants be installed as per specifications of the Hanford Water Department and shall be of sufficient capacity for fire protection as well as domestic supply. Fire hydrants are to be located as designated by the City Fire Department.
3. That the blue dot location marker(s) be installed six inches from the middle of the street on the hydrant side.
4. Access road shall be a minimum width of 20 feet and no less than 14 feet of clearance, and as shown on the tentative map. Access roads shall be maintained throughout the duration of the project.
5. No combustible materials shall be allowed on site prior to the hydrant system being operational and approved.

BUILDING DIVISION

Contact Building Official: Tom Webb (559) 585-2584
Concerning questions that you may have on the conditions listed below:

Soils:

1. That a preliminary soils report, prepared by a qualified soil's engineer, be provided to the Engineering and Building Departments prior to approval of Subdivision Improvement Plans.
2. That a final soils report, prepared by a qualified soils engineer, be provided to the Engineering and Building Departments prior to acceptance of the subdivision improvements by the City or issuance of building permits or whichever comes first.
3. That the developer retain the design engineer to inspect and verify that grading within the subdivision was constructed as per the approved design, and a copy of the report be provided to the Building Department prior to building permit issuance.

Street Names and Addresses:

1. That street addresses for each lot, as provided by the Building Division, be included on the subdivision final map.
2. That street names, as shown on the tentative subdivision map, be included on the subdivision final map.
3. That all single family dwellings within the subdivision have illuminated address numbers 2-¼ inches high or be within an illuminated area with 3-½ inch high address numbers installed on the front most part of the building leading to the entrance. In either case the address numbers shall be of contrasting colors with the background.

Kings County Impact Fees:

1. That Kings County Impact fees shall apply.

EXPIRATION:

That this vesting tentative subdivision map becomes null and void after 24 months has elapsed from the date of approval, if the above conditions have not been satisfied or bonded for, and a final map recorded. A time extension may be granted by the Commission upon written request by the applicant. The time extension, if approved, will be subject to the improvement standards and fees in effect at the time the extension for the tentative subdivision map is granted.

PASSED AND ADOPTED at a regular meeting of the Planning Commission of the City of Hanford by the following vote:

VOTING:

AYES:	Commissioners	ESCOBAR, FROBERG, DOUGLAS, NAHAL, BEARD, HAM
NOES:	Commissioners	NONE
ABSTAIN:	Commissioners	NONE
ABSENT:	Commissioners	DROKER

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

I, **Melody N. Haigh**, Secretary of the Planning Commission of the City of Hanford, do hereby certify the foregoing Resolution was duly passed and adopted by the Planning Commission of the City of Hanford at a regular meeting thereof held on the ~ day of ~, 2013

Melody N. Haigh, Secretary

SILVER OAKS
ADDITION III UNIT I

CITY OF HANFORD,
COUNTY OF KINGS, STATE OF CALIFORNIA
COUNTY TRACT NO. 887

OWNER'S STATEMENT

WE, THE UNDERSIGNED, DO HEREBY STATE THAT WE ARE THE OWNERS OF OR HAVE SOME RIGHT, TITLE OR INTEREST IN AND TO THE REAL PROPERTY INCLUDED WITH THE SUBDIVISIONS SHOWN UPON THIS MAP AND THAT WE ARE THE ONLY PERSONS WHOSE CONSENT IS NECESSARY TO PASS A CLEAR TITLE TO SAID PROPERTY AND THAT WE CONSENT TO THE MAKING OF SAID MAP AND SUBDIVISION AS SHOWN ON THIS MAP AND DO HEREBY DEDICATE IN FEE TO PUBLIC USE ALL OF THE STREETS AND EASEMENTS AS SHOWN UPON THIS MAP. WE DEDICATE IN FEE TO PUBLIC USE FOR STREET PURPOSES THOSE CERTAIN STRIPS OF LAND DESIGNATED AS "FUTURE STR-ETS", RESERVING TO OURSELVES FOR THE USE OF OURSELVES AND THE SUCCESSIVE OWNERS, ALL ORDINARY USES OF SAID LAND UNTIL SUCH TIME AS THE PROPER LEGISLATIVE BODY SHALL ACCEPT DEDICATION OF, OR ACQUIRE ADDITIONAL RIGHT OF WAY, TO CONSTITUTE THE PERMANENT WIDTH AND/OR EXTENSIONS OF THOSE STREETS HAVING A PARTIAL WIDTH AND/OR DEAD-ENDING, AS SHOWN HEREON. WE ALSO DEDICATED TO PUBLIC USE EASEMENTS FOR SIDEWALKS, SIDEWALK USE, CONSTRUCTION, AND MAINTENANCE. WE ALSO DEDICATE PARCEL "C" FOR PARK PURPOSES.

CAL-CLARK FARMS, INC., A CALIFORNIA CORPORATION

BY: [Signature]
STUART A. CLARK, PRESIDENT

STULENA HOLDINGS, L.L.C., A CALIFORNIA LIMITED LIABILITY COMPANY

BY: [Signature]
STUART A. CLARK, MANAGING MEMBER

A NOTARY PUBLIC OR OTHER OFFICER COMPLETING THIS CERTIFICATE VERIFIES ONLY THE IDENTITY OF THE INDIVIDUAL WHO SIGNED THE DOCUMENT TO WHICH THIS CERTIFICATE IS ATTACHED, AND NOT THE TRUTHFULNESS, ACCURACY, OR VALIDITY OF THAT DOCUMENT.

STATE OF CALIFORNIA
COUNTY OF Monterey
ON 09/17/2015 BEFORE ME, Adam Matthew Dalbeyos NOTARY PUBLIC, PERSONALLY
APPEARED STUART A. CLARK

WHO PROVED TO ME ON THE BASIS OF SATISFACTORY EVIDENCE TO BE THE PERSON(S) WHOSE NAME(S) IS/ARE SUBSCRIBED TO THE WITHIN INSTRUMENT AND ACKNOWLEDGED TO ME THAT HE/SHE/IT/HEY EXECUTED THE SAME IN HIS/HER/OTHER AUTHORIZED CAPACITY(IES), AND THAT BY HIS/HER/OTHER SIGNATURE(S) ON THE INSTRUMENT THE PERSON(S), OR THE ENTITY UPON BEHALF OF WHICH THE PERSON(S) ACTED, EXECUTED THE INSTRUMENT.

I CERTIFY UNDER PENALTY OF PERJURY UNDER THE LAWS OF THE STATE OF CALIFORNIA THAT THE FOREGOING PARAGRAPH IS TRUE AND CORRECT.
WITNESS MY HAND AND OFFICIAL SEAL

SIGNATURE [Signature]
(PRINT NAME) Adam Matthew Dalbeyos

MY COMMISSION NO. 2044925 MY COMMISSION EXPIRES 10/11/2017

PRINCIPAL OFFICE IN COUNTY OF Monterey

A NOTARY PUBLIC OR OTHER OFFICER COMPLETING THIS CERTIFICATE VERIFIES ONLY THE IDENTITY OF THE INDIVIDUAL WHO SIGNED THE DOCUMENT TO WHICH THIS CERTIFICATE IS ATTACHED, AND NOT THE TRUTHFULNESS, ACCURACY, OR VALIDITY OF THAT DOCUMENT.

STATE OF CALIFORNIA
COUNTY OF Monterey
ON 09/17/2015 BEFORE ME, Adam Matthew Dalbeyos NOTARY PUBLIC, PERSONALLY
APPEARED STUART A. CLARK

WHO PROVED TO ME ON THE BASIS OF SATISFACTORY EVIDENCE TO BE THE PERSON(S) WHOSE NAME(S) IS/ARE SUBSCRIBED TO THE WITHIN INSTRUMENT AND ACKNOWLEDGED TO ME THAT HE/SHE/IT/HEY EXECUTED THE SAME IN HIS/HER/OTHER AUTHORIZED CAPACITY(IES), AND THAT BY HIS/HER/OTHER SIGNATURE(S) ON THE INSTRUMENT THE PERSON(S), OR THE ENTITY UPON BEHALF OF WHICH THE PERSON(S) ACTED, EXECUTED THE INSTRUMENT.

I CERTIFY UNDER PENALTY OF PERJURY UNDER THE LAWS OF THE STATE OF CALIFORNIA THAT THE FOREGOING PARAGRAPH IS TRUE AND CORRECT.
WITNESS MY HAND AND OFFICIAL SEAL

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MY COMMISSION NO. 2044925 MY COMMISSION EXPIRES 10/11/2017

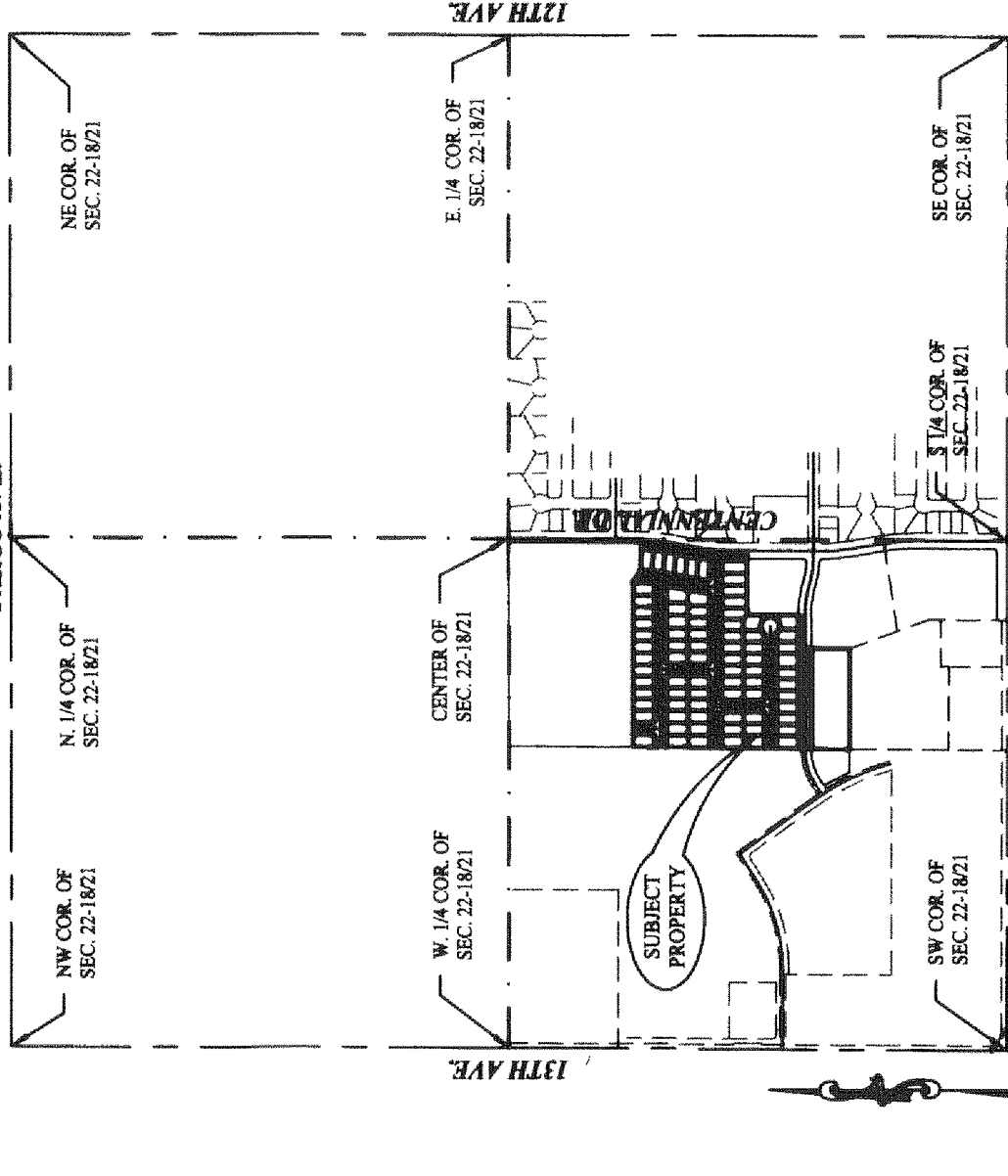
PRINCIPAL OFFICE IN COUNTY OF Monterey



ZUMWALT

HANSEN &

LAND SURVEYORS



VICINITY MAP
NOT TO SCALE

TAX COLLECTOR'S STATEMENT

THIS IS TO CERTIFY THAT THE PROVISIONS OF ARTICLE 8 OF CHAPTER 4 OF THE GOVERNMENT CODE HAVE BEEN COMPLIED WITH REGARDING DEPOSITS.

DATE: September 14, 2015

REBECCA VALENZUELA, DIRECTOR OF FINANCE

BY: [Signature]
Allie M. Allen, Deputy

ENGINEER'S STATEMENT

THIS MAP CONSISTING OF FOUR SHEETS WAS PREPARED BY ME OR UNDER MY DIRECTION AND IS BASED UPON A FIELD SURVEY IN CONFORMANCE WITH THE REQUIREMENTS OF THE SUBDIVISION MAP ACT AND LOCAL ORDINANCE AT THE REQUEST OF MR. BILL WALLS OF LENNAR FRESNO, INC., IN THE MONTH OF APRIL, 2015. I HEREBY STATE THAT THIS MAP SUBSTANTIALLY CONFORMS TO THE CONDITIONALLY APPROVED TENTATIVE MAP.

DATED THIS 15th DAY OF September, 2015

[Signature]
JOHN A. ZUMWALT, R.C.E. 21489

ACTING CITY SURVEYOR

I, JOHN B. HARDIN, HEREBY STATE THAT I HAVE CAREFULLY EXAMINED THE ANNEXED MAP, THAT I AM SATISFIED THAT SAID MAP IS TECHNICALLY CORRECT, AND IN ACCORDANCE WITH SECTIONS 66425 THROUGH 66450, INCLUSIVE, OF THE GOVERNMENT CODE.

[Signature]
JOHN B. HARDIN, R.C.E. 21753
ACTING FOR THE CITY OF HANFORD

CITY ENGINEER'S STATEMENT

I, JORNATHAN L. DOYEL, HEREBY STATE THAT I HAVE CAREFULLY EXAMINED THE ANNEXED MAP, THAT THE SUBDIVISION AS SHOWN IS SUBSTANTIALLY THE SAME AS IT APPEARED ON THE TENTATIVE MAP, AND ANY APPROVED ALTERATIONS THEREOF AND THAT ALL PROVISIONS OF ANY LOCAL ORDINANCES AND SECTIONS 66425 THROUGH 66450 OF THE GOVERNMENT CODE APPLICABLE AT THE TIME OF APPROVAL OF THE TENTATIVE MAP HAVE BEEN COMPLIED WITH.

DATED THIS 9th DAY OF October, 2015

[Signature]
JORNATHAN L. DOYEL,
CITY ENGINEER R.C.E. 62044

CITY CLERK'S CERTIFICATE

I HEREBY STATE THAT AT A REGULAR MEETING OF THE HANFORD CITY COUNCIL HELD ON THE 6th DAY OF October, 2015, AN ORDER WAS DULY AND REGULARLY MADE AND ENTERED APPROVING THIS MAP AND SUBDIVISION AND ACCEPTING, SUBJECT TO IMPROVEMENT, ON BEHALF OF THE GENERAL PUBLIC, PARCEL "C" FOR PARK PURPOSES AND THE STREETS AND EASEMENTS AS INCLUDED WITHIN THE BOUNDARIES OF THE SUBDIVISION SHOWN UPON THIS MAP.

DATED THIS 13 DAY OF October, 2015

[Signature]
JENNIFER GOMEZ, CITY CLERK

PLANNING COMMISSION CERTIFICATE

APPROVED BY THE HANFORD PLANNING COMMISSION IN ACCORDANCE WITH THE REQUIREMENTS OF LAW IN DULY AUTHORIZED MEETING HELD November 12, 2013.
DATED THIS 12th DAY OF October, 2015

[Signature]
BARLENE MATA,
COMMUNITY DEVELOPMENT DIRECTOR

RECORDER'S CERTIFICATE

~~THE BOOK NO. 1517111, FEE PAID \$14.00~~
RECORDED AT THE REQUEST OF ZUMWALT-HANSEN & ASSOCIATES, INC. ON THIS 14th DAY OF October, 2015, AT 2:46 MINUTES PAST 9 O'CLOCK IN VOLUME 25 OF LICENSED SURVEYORS' PLATS, AT PAGE 41, KINGS COUNTY RECORDS.

KRISTINE LEE, KINGS COUNTY RECORDER

BY: [Signature]
DEPUTY

SILVER OAKS
ADDITION III UNIT I

CITY OF HANFORD
COUNTY OF KINGS, STATE OF CALIFORNIA
COUNTY TRACT NO. 887

LEGAL DESCRIPTION

A PORTION OF THE "DESIGNATED REMAINDER" & PARCEL C OF PARCEL MAP RECORDED IN BOOK 19 AT PAGE 65 OF PARCEL MAPS, IN THE OFFICE OF THE KINGS COUNTY RECORDER, LOCATED IN THE CITY OF HANFORD, COUNTY OF KINGS, STATE OF CALIFORNIA, AND BEING A PORTION OF THE SOUTHWEST QUARTER OF SECTION 22, T. 18 S., R. 21 E., MOUNT DIABLO BASE AND MERIDIAN,

CONTAINING 21.40 ACRES MORE OR LESS.

BASIS OF BEARINGS

THE SOUTH LINE OF THE SOUTHWEST QUARTER OF SECTION 22, T. 18 S., R. 21 E., M.D.B. & M., BEARS N 89° 59' 41" W PER P.M. 19-65, K.C.R.

SURVEYOR'S NOTE

ALL CURVES ARE TANGENT UNLESS OTHERWISE NOTED

MONUMENT NOTE:

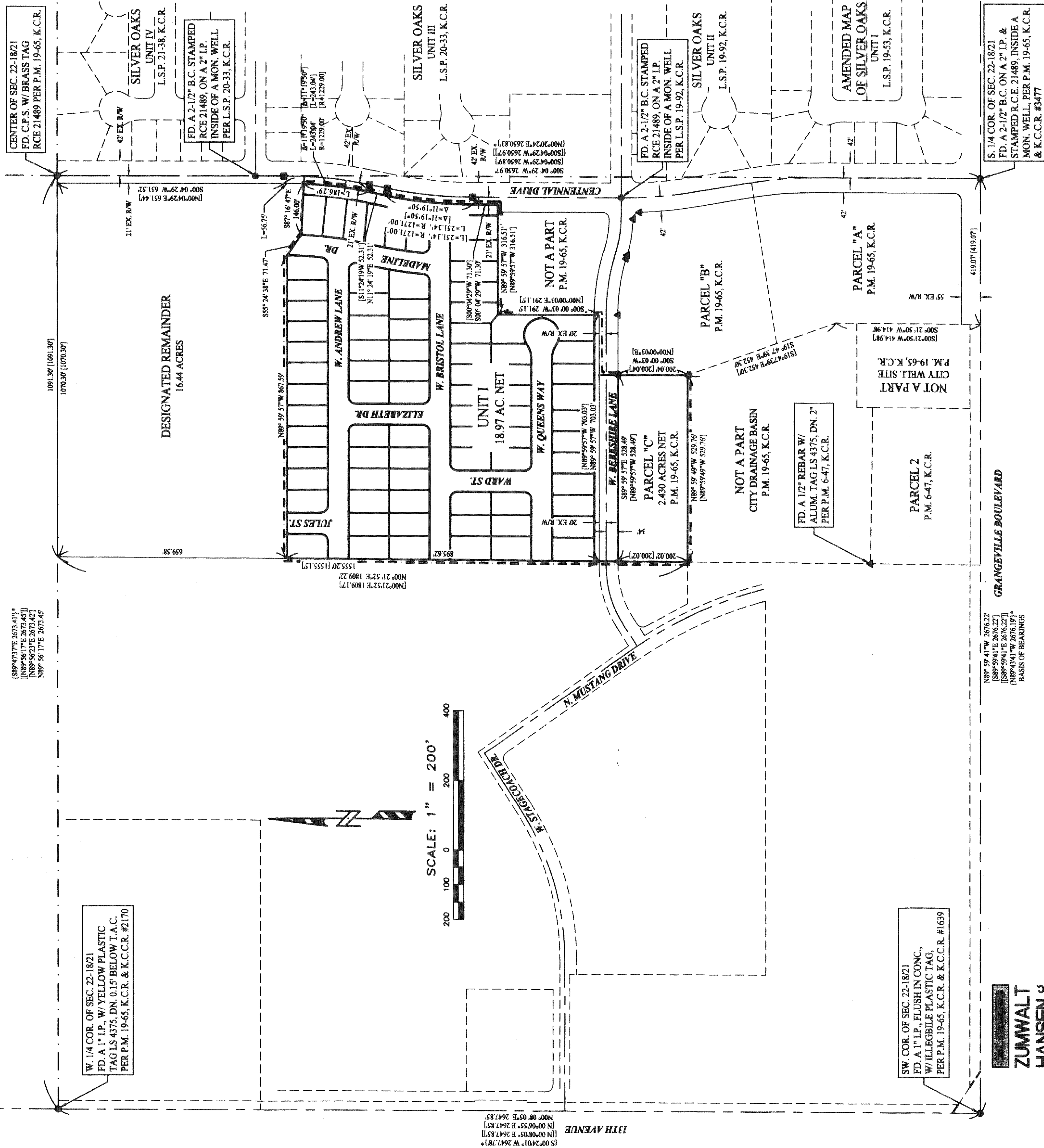
- SIDE AND REAR LOT CORNERS ADJACENT TO CENTENNIAL DR. ARE MONUMENTED BY 1/2" REBAR, 30" LONG, WITH YELLOW PLASTIC TAG MARKED R.C.E. 21489, SET 6"± DEEP, ON THE LOT LINE A DISTANCE OF 12.00' FROM THE SIDE OR REAR CORNER.
- REAR LOT CORNERS ADJACENT TO W. BERKSHIRE LANE ARE MONUMENTED BY 1/2" REBAR, 30" LONG, WITH YELLOW PLASTIC TAG MARKED R.C.E. 21489, SET 6" DEEP, ON THE LOT LINE A DISTANCE OF 7.00' FROM THE 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.

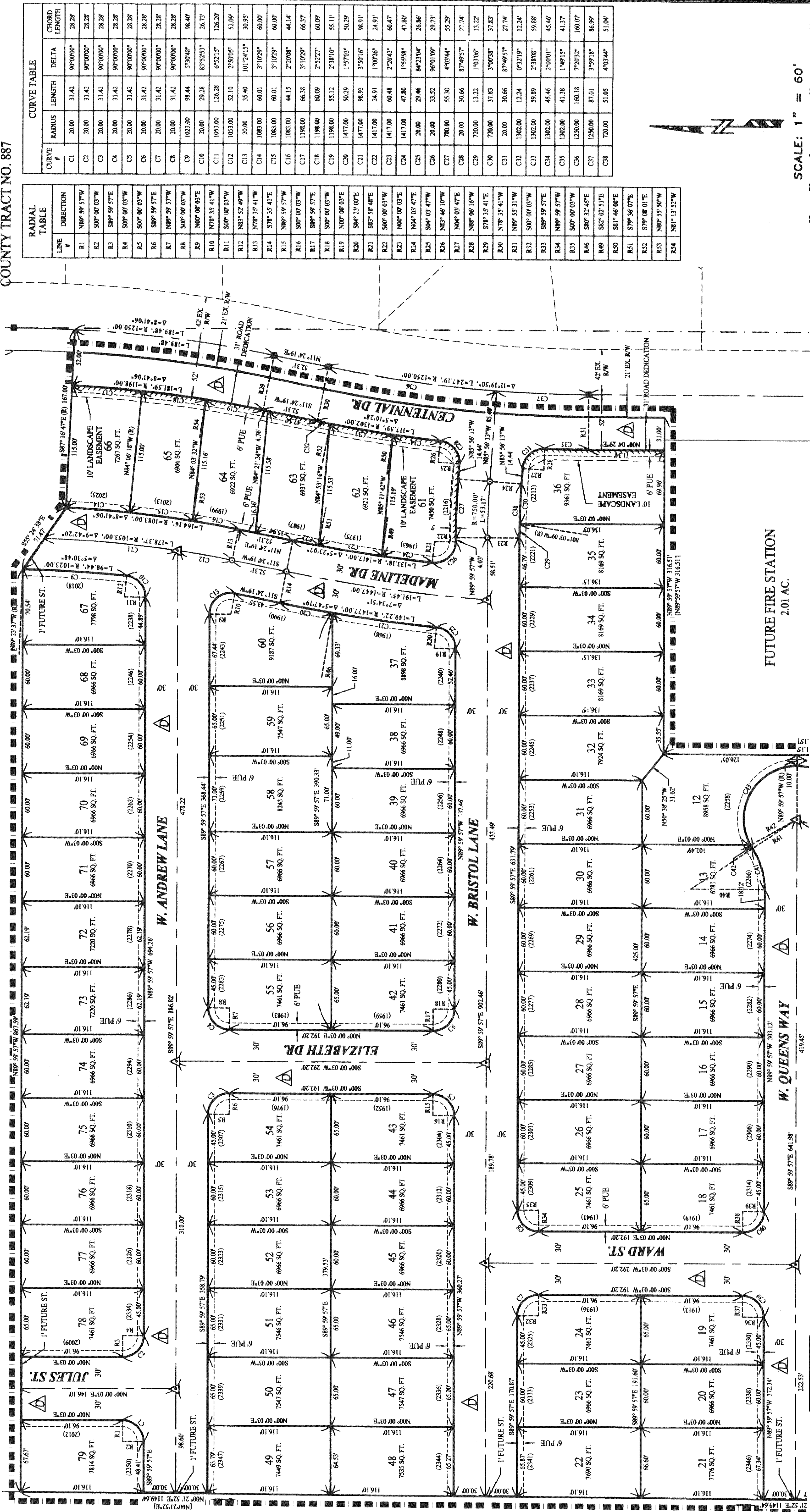
LEGEND

- FOUND MONUMENT AS NOTED
 - SET STEEL SPIKE WITH BRASS TAG, R.C.E. 21489, FLUSH IN PAVEMENT
 - △ SET 2"x24" GALV. LP. WITH BRASS CAP STAMPED R.C.E. 21489 IN MONUMENT WELL, MONUMENT WELL SET FLUSH IN PAVEMENT
 - ▲ FOUND A 1/2" REBAR TAGGED RCE 21489, PER P.M. 19-65, K.C.R.
 - FOUND A C.P.S. W/ BRASS TAG RCE 21489, PER L.S.P. 20-33, K.C.R.
 - LOTT 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 19-65, K.C.R.
 - [] RECORD DATA PER LSP 21-53, K.C.R.
 - [] RECORD DATA PER LSP 23-41, K.C.R.
 - DISTANCE WAS CONVERTED FROM GRID TO GROUND BY A MULTIPLIER OF 1.0000506282 PER L.S.P. 21-53, K.C.R.
 - () INDICATES STREET ADDRESSES
 - ACCESS DENIED TO CENTENNIAL DRIVE & W. BERKSHIRE LANE
 - EXTERIOR BOUNDARY OF THE LAND WITHIN THE SUBDIVISION
- ALL DIMENSIONS ARE IN FEET AND DECIMALS THEREOF



SILVER OAKS
ADDITION III UNIT I

CITY OF HANFORD
COUNTY OF KINGS, STATE OF CALIFORNIA
COUNTY TRACT NO. 887



RADIAL TABLE				CURVE TABLE			
CURVE #	DIRECTION	RADIUS	LENGTH	DELTA	CHORD LENGTH		
C1	N89° 59' 57" W	20.00	31.42	90° 00' 00"	28.28"		
R1	S00° 00' 03" W	20.00	31.42	90° 00' 00"	28.28"		
C2	S89° 59' 57" E	20.00	31.42	90° 00' 00"	28.28"		
C3	S00° 00' 03" W	20.00	31.42	90° 00' 00"	28.28"		
C4	S89° 59' 57" E	20.00	31.42	90° 00' 00"	28.28"		
C5	S00° 00' 03" W	20.00	31.42	90° 00' 00"	28.28"		
C6	S89° 59' 57" E	20.00	31.42	90° 00' 00"	28.28"		
C7	S00° 00' 03" W	20.00	31.42	90° 00' 00"	28.28"		
C8	S89° 59' 57" E	20.00	31.42	90° 00' 00"	28.28"		
C9	S00° 00' 03" W	20.00	31.42	90° 00' 00"	28.28"		
C10	S89° 59' 57" E	20.00	31.42	90° 00' 00"	28.28"		
C11	S00° 00' 03" W	20.00	31.42	90° 00' 00"	28.28"		
C12	S89° 59' 57" E	20.00	31.42	90° 00' 00"	28.28"		
C13	S00° 00' 03" W	20.00	31.42	90° 00' 00"	28.28"		
C14	S89° 59' 57" E	20.00	31.42	90° 00' 00"	28.28"		
C15	S00° 00' 03" W	20.00	31.42	90° 00' 00"	28.28"		
C16	S89° 59' 57" E	20.00	31.42	90° 00' 00"	28.28"		
C17	S00° 00' 03" W	20.00	31.42	90° 00' 00"	28.28"		
C18	S89° 59' 57" E	20.00	31.42	90° 00' 00"	28.28"		
C19	S00° 00' 03" W	20.00	31.42	90° 00' 00"	28.28"		
C20	S89° 59' 57" E	20.00	31.42	90° 00' 00"	28.28"		
C21	S00° 00' 03" W	20.00	31.42	90° 00' 00"	28.28"		
C22	S89° 59' 57" E	20.00	31.42	90° 00' 00"	28.28"		
C23	S00° 00' 03" W	20.00	31.42	90° 00' 00"	28.28"		
C24	S89° 59' 57" E	20.00	31.42	90° 00' 00"	28.28"		
C25	S00° 00' 03" W	20.00	31.42	90° 00' 00"	28.28"		
C26	S89° 59' 57" E	20.00	31.42	90° 00' 00"	28.28"		
C27	S00° 00' 03" W	20.00	31.42	90° 00' 00"	28.28"		
C28	S89° 59' 57" E	20.00	31.42	90° 00' 00"	28.28"		
C29	S00° 00' 03" W	20.00	31.42	90° 00' 00"	28.28"		
C30	S89° 59' 57" E	20.00	31.42	90° 00' 00"	28.28"		
C31	S00° 00' 03" W	20.00	31.42	90° 00' 00"	28.28"		
C32	S89° 59' 57" E	20.00	31.42	90° 00' 00"	28.28"		
C33	S00° 00' 03" W	20.00	31.42	90° 00' 00"	28.28"		
C34	S89° 59' 57" E	20.00	31.42	90° 00' 00"	28.28"		
C35	S00° 00' 03" W	20.00	31.42	90° 00' 00"	28.28"		
C36	S89° 59' 57" E	20.00	31.42	90° 00' 00"	28.28"		
C37	S00° 00' 03" W	20.00	31.42	90° 00' 00"	28.28"		
C38	S89° 59' 57" E	20.00	31.42	90° 00' 00"	28.28"		

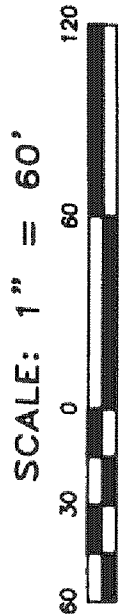
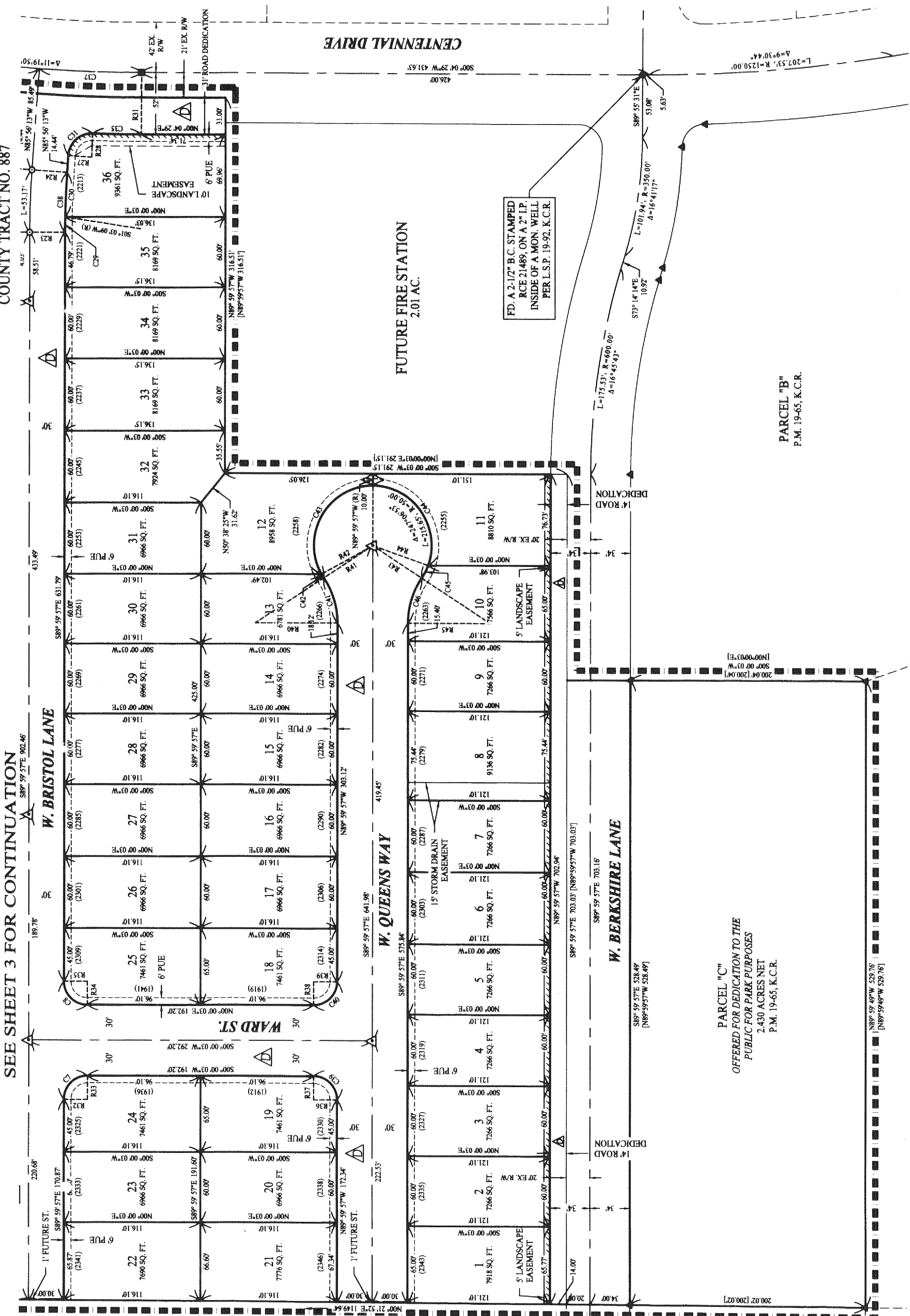
SCALE: 1" = 60'

ZUMWALT
HANSEN &
LAND

SEE SHEET 4 FOR CONTINUATION

SILVER OAKS
ADDITION III UNIT I

CITY OF HANFORD
COUNTY OF KINGS, STATE OF CALIFORNIA
COUNTY TRACT NO. 887



RADIAL TABLE		CURVE TABLE	
LINE #	DIRECTION	LINE #	DIRECTION
R27	N44° 03' 47"E	R36	S00° 00' 03"W
R28	N88° 06' 16"W	R37	N88° 59' 57"W
R32	S00° 00' 03"W	R38	N89° 59' 56"W
R33	S89° 59' 57"E	R39	N00° 00' 03"E
R34	N89° 59' 57"W	R40	S00° 00' 04"W
R35	S00° 00' 03"W	R41	N33° 33' 24"W

CURVE #	RADIUS	LENGTH	DELTA	CHORD LENGTH
C39	20.00	31.42	90°00'00"	28.28'
C40	20.00	31.42	90°00'00"	28.28'
C41	70.00	41.00	33°33'26"	40.41'
C42	50.00	3.74	4°16'57"	3.74'
C43	50.00	104.09	119°16'29"	86.28'
C44	50.00	95.60	109°32'33"	81.69'
C45	50.00	12.23	14°00'33"	12.19'
C46	70.00	41.00	33°33'26"	40.41'

CURVE #	RADIUS	LENGTH	DELTA	CHORD LENGTH
C39	20.00	31.42	90°00'00"	28.28'
C40	20.00	31.42	90°00'00"	28.28'
C41	70.00	41.00	33°33'26"	40.41'
C42	50.00	3.74	4°16'57"	3.74'
C43	50.00	104.09	119°16'29"	86.28'
C44	50.00	95.60	109°32'33"	81.69'
C45	50.00	12.23	14°00'33"	12.19'
C46	70.00	41.00	33°33'26"	40.41'

ZUMWALT
HANSEN &
LAND

RESOLUTION NO. 2015-27

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF HANFORD APPROVING TIME EXTENSION 2015-02 EXTENDING THE LIFE OF PREVIOUSLY APPROVED TENTATIVE TRACT MAP 887 FOR AN ADDITIONAL TWO YEARS

At a regular meeting of the Planning Commission of the City of Hanford duly called and held on December 8, 2015, by motion of Commissioner **DOUGLAS**, seconded by Commissioner **PADEN**, and duly carried, the following resolution was adopted:

WHEREAS, Tentative Tract Map 887, filed by Cal Clark Farms, proposing the subdivision of 35.39 acres into 141 residential lots, generally west of Centennial Drive, north of Berkshire Avenue (APN 009-030-141) has been reviewed by the Planning Commission of the City of Hanford as an advisory agency, in accordance with Title 16 of the Hanford Municipal Code;

WHEREAS, a time extension was requested by the applicant pursuant to Resolution No. 2013-11 and Section 66463.5(c) of the Subdivision Map Act; and

WHEREAS, findings were made pursuant to Section 66474 of the Subdivision Map Act in Planning Commission Resolution No. 2013-11.

THEREFORE, BE IT RESOLVED, that a two-year time extension for Tentative Tract Map 887 be approved, in accordance with the existing conditions in Resolution No. 2013-11, adopted November 12, 2013, and with the addition of the following conditions:

1. That the new expiration date of Tentative Tract Map 887 be November 12, 2017.
2. That all subdivision improvements shall conform to the City of Hanford Construction Standards, Specifications, Ordinances and Policies in effect on the date of the extension approval and shall be subject to fees currently in effect at time of development.

PASSED AND ADOPTED at a regular meeting of the Planning Commission of the City of Hanford on December 8, 2015 by the following vote:

AYES:	Commissioners	DOUGLAS, PADEN, NAHAL, JOHNSTON, HAM
NOES:	Commissioners	NONE
ABSTAIN:	Commissioners	NONE
ABSENT:	Commissioners	NONE

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

I, **Darlene R. Mata**, Secretary of the Planning Commission of the City of Hanford, do hereby certify the foregoing Resolution was duly passed and adopted by the Planning Commission of the City of Hanford at a regular meeting thereof held on the 8th day of December, 2015.



Darlene R. Mata, Secretary



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 _____, and seconded by Commissioner _____, 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:

AYES: Commissioners
NOES: Commissioners
ABSTAIN: Commissioners
ABSENT: Commissioners

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

I, **Darlene R. Mata**, Secretary of the Planning Commission of the City of Hanford, do hereby certify the foregoing Resolution was duly passed and accepted by the Planning Commission of the City of Hanford at a regular meeting thereof held on the 12th day of December 7, 2017.

Darlene R. Mata, Secretary

EXHIBIT A
PEDESTRIAN AND BICYCLE MASTER PLAN

CITY OF HANFORD PEDESTRIAN AND BICYCLE MASTER PLAN

November 2017

Attachment: Pedestrian Bike Plan Complete 11-30-2017 (Pedestrian and Bicycle Master Plan)

HANFORD PEDESTRIAN AND BICYCLE MASTER PLAN



Prepared for:
City of Hanford
Contact: Darlene Mata
317 N. Douty Street
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559-585-2590

Consultant:



Quad Knopf

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November 2017

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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

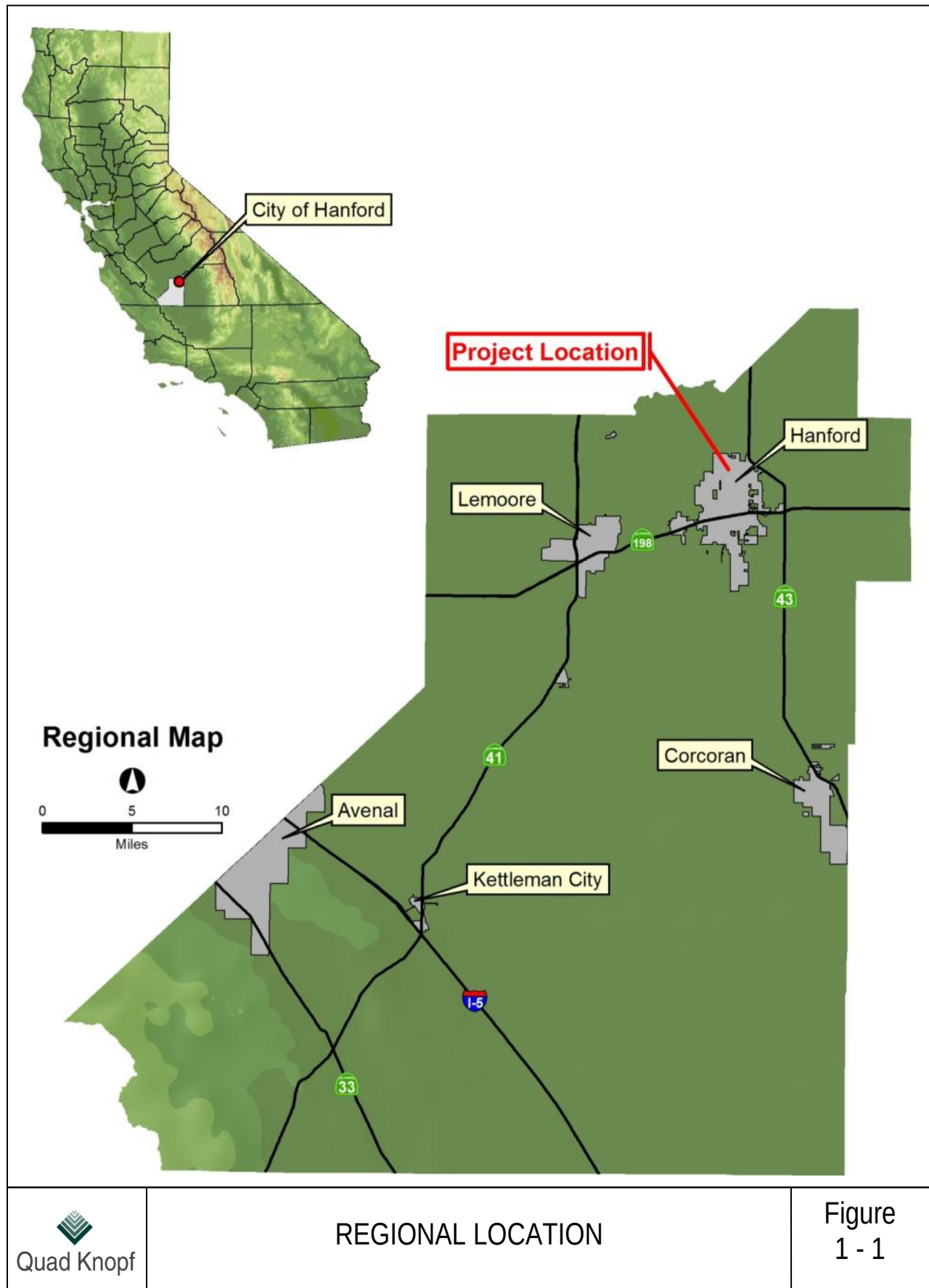
The City of Hanford last updated its bicycle transportation plan through the adoption of the 2011 Kings County Regional Bicycle Plan, joint planning document prepared by the Kings County Association of Governments (KCAG.) This Master Plan is an update to that document and now includes plans and policies 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.

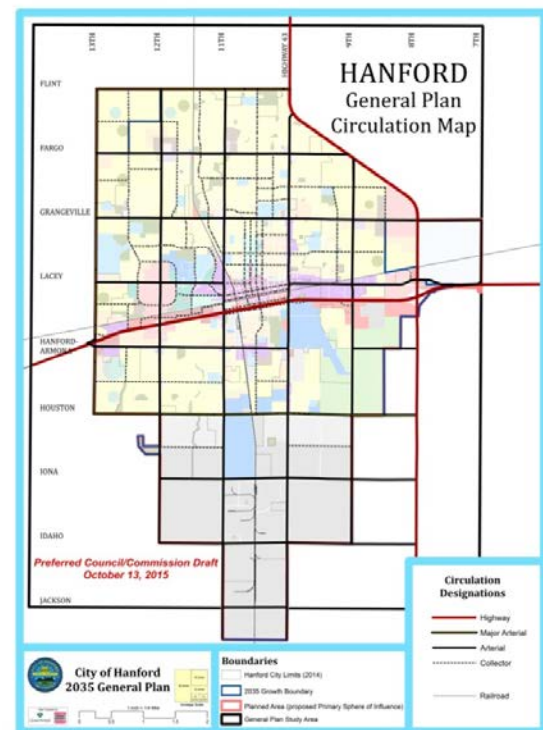
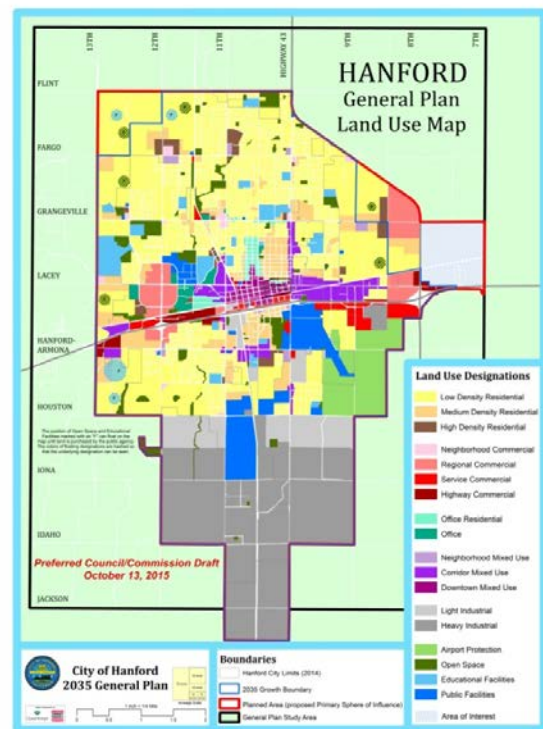
1.4 Land Use Pattern

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:



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!

**RAFFLE
PRIZES!**



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





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

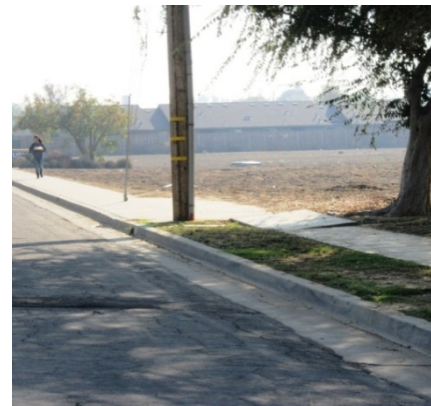
The intent of the first workshop was to introduce the project to the public, define project parameters, and solicit opinions and concerns from the community to help shape the development of the Pedestrian and Bicycle Plan. The consultant team conducted preliminary research and identified findings on 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:

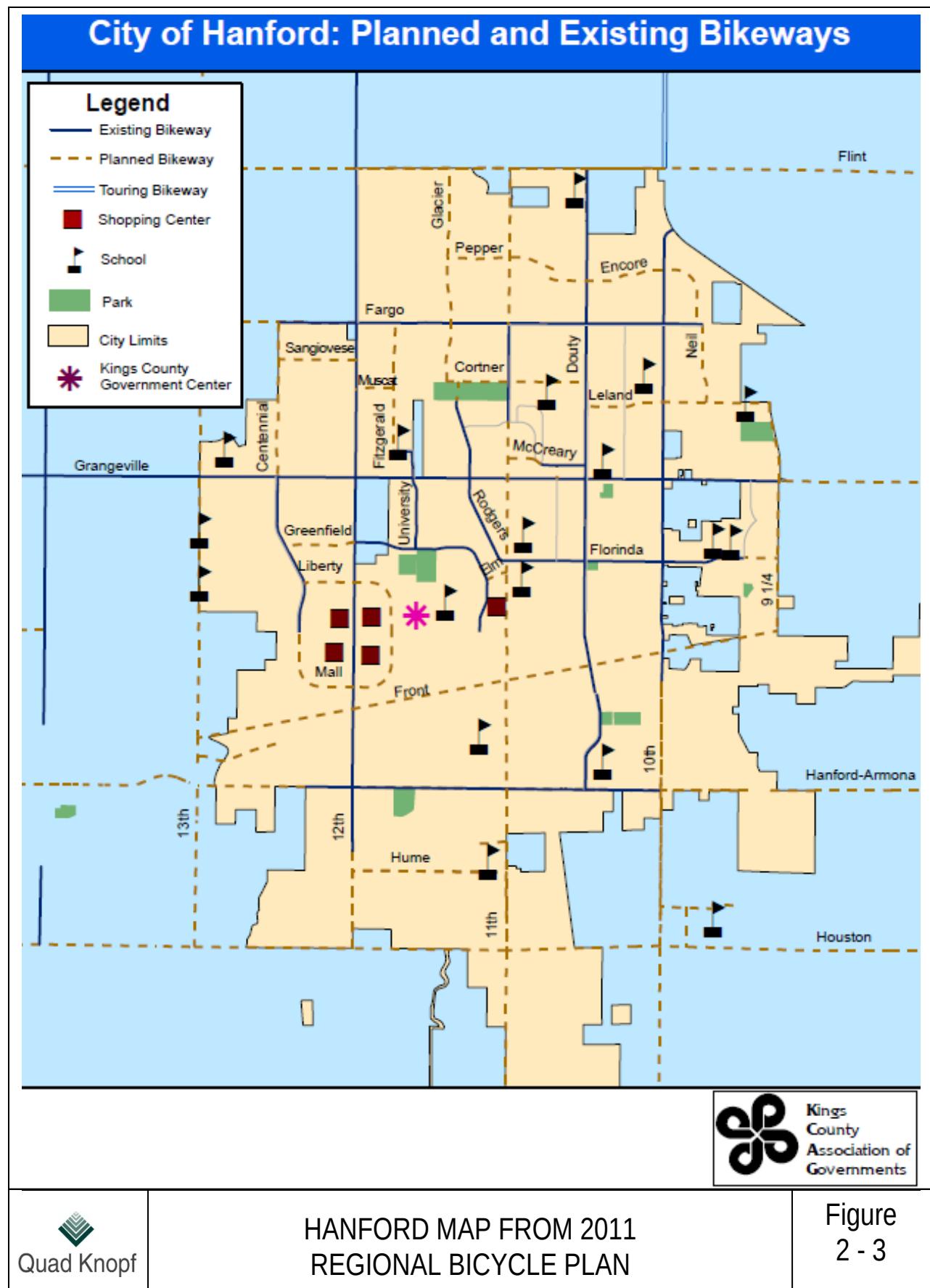
Goal 1: Provide a well-developed, safe, and convenient, interregionally connected system of bikeways complete with support facilities.

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

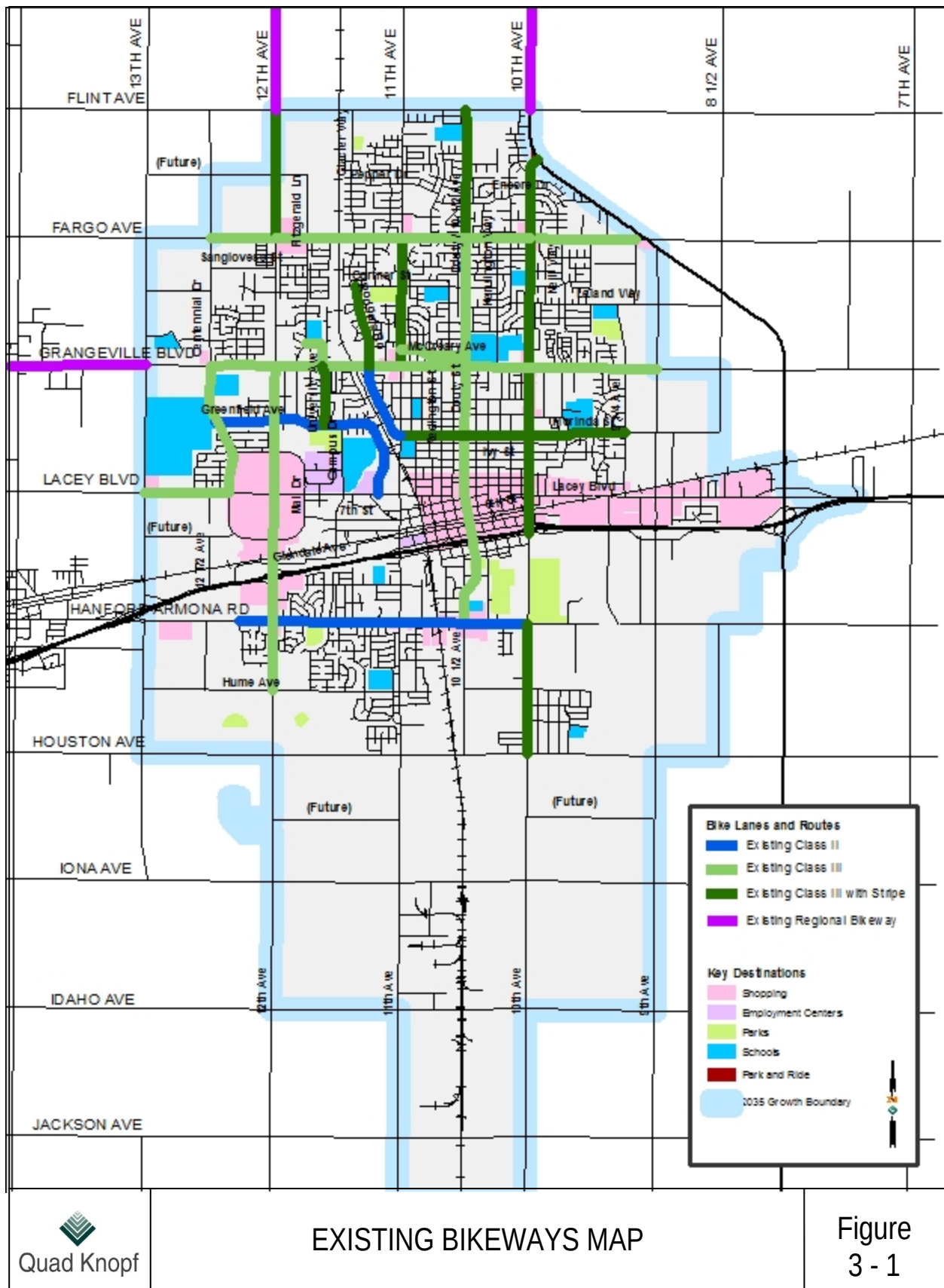
Currently, there are 30.56 miles of existing bikeways in the City of Hanford, as shown in Table 3-1. Hanford's bikeways are currently classified into three categories: Class II (Bike Lanes), Class III (Bike Routes), and Class III (Bike Routes with Stripes).

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

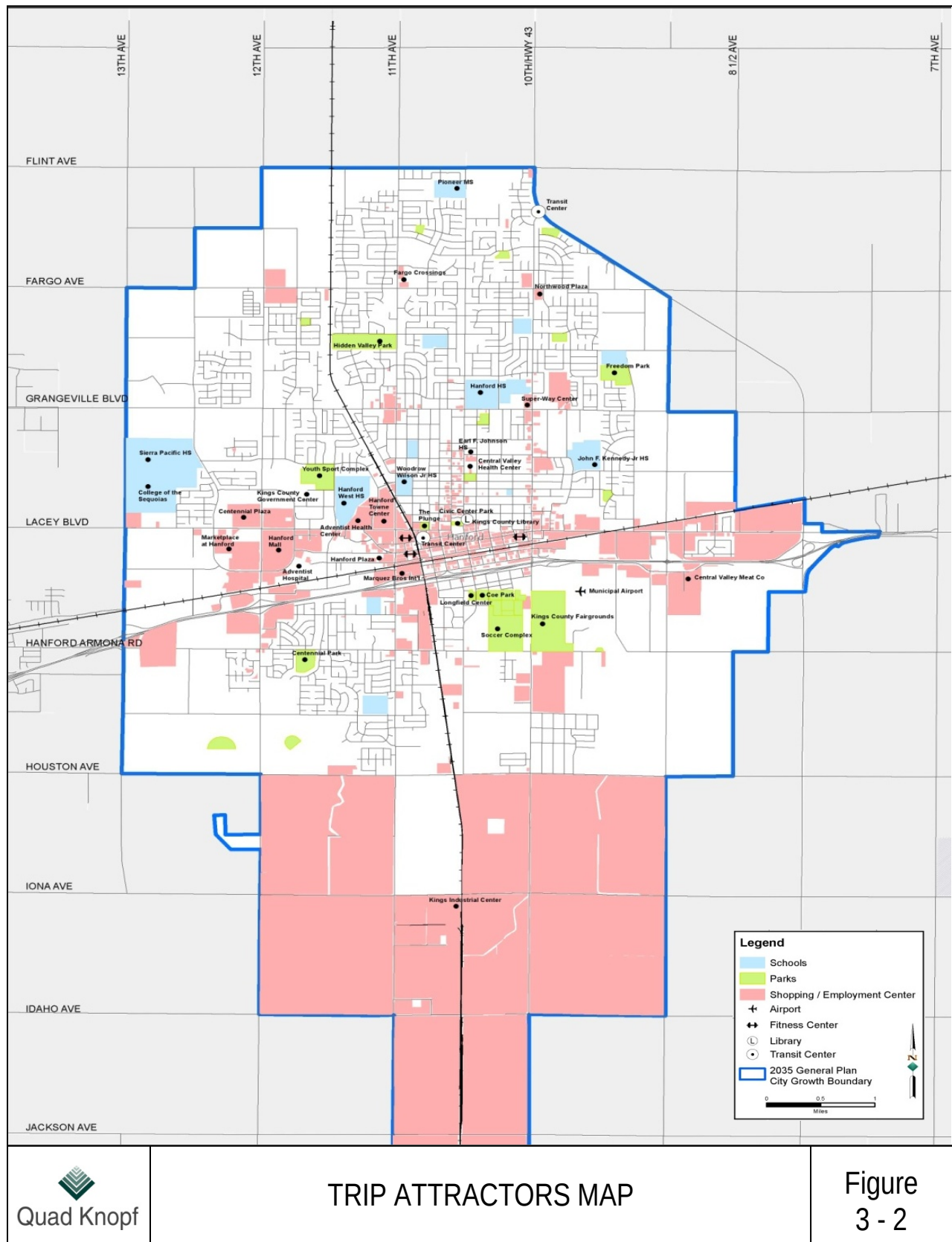
Centennial Plaza
 Marketplace at Hanford
 Hanford Mall
 Hanford Towne Center
 Hanford Plaza
 Downtown
 East Downtown/China Alley
 Super-Way Center
 Northwest Plaza
 Fargo Crossings
 Lacey/SR 43 Regional Shopping (future)

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.

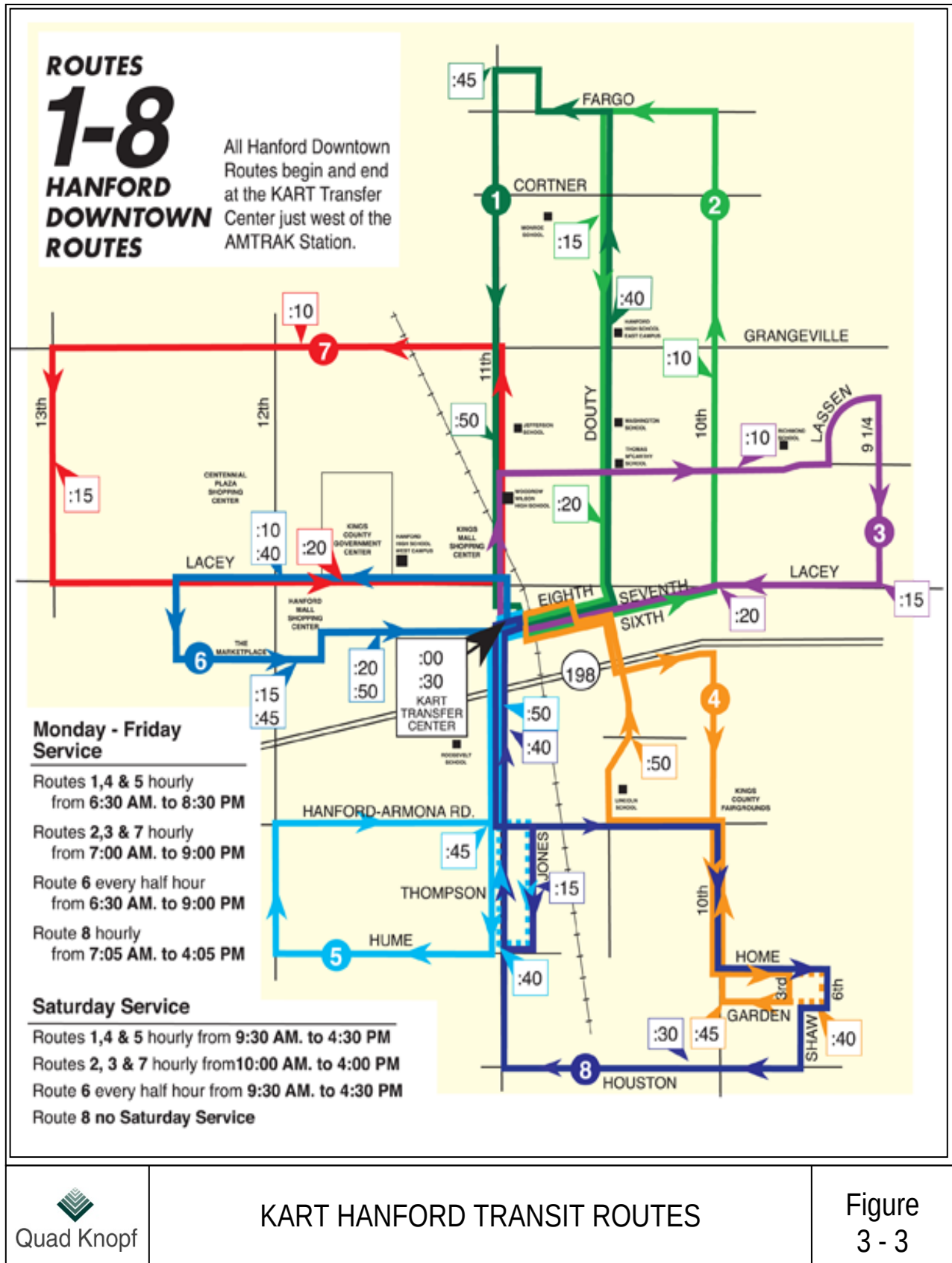
3 1 4 INTERMODAL OPPORTUNITIES

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

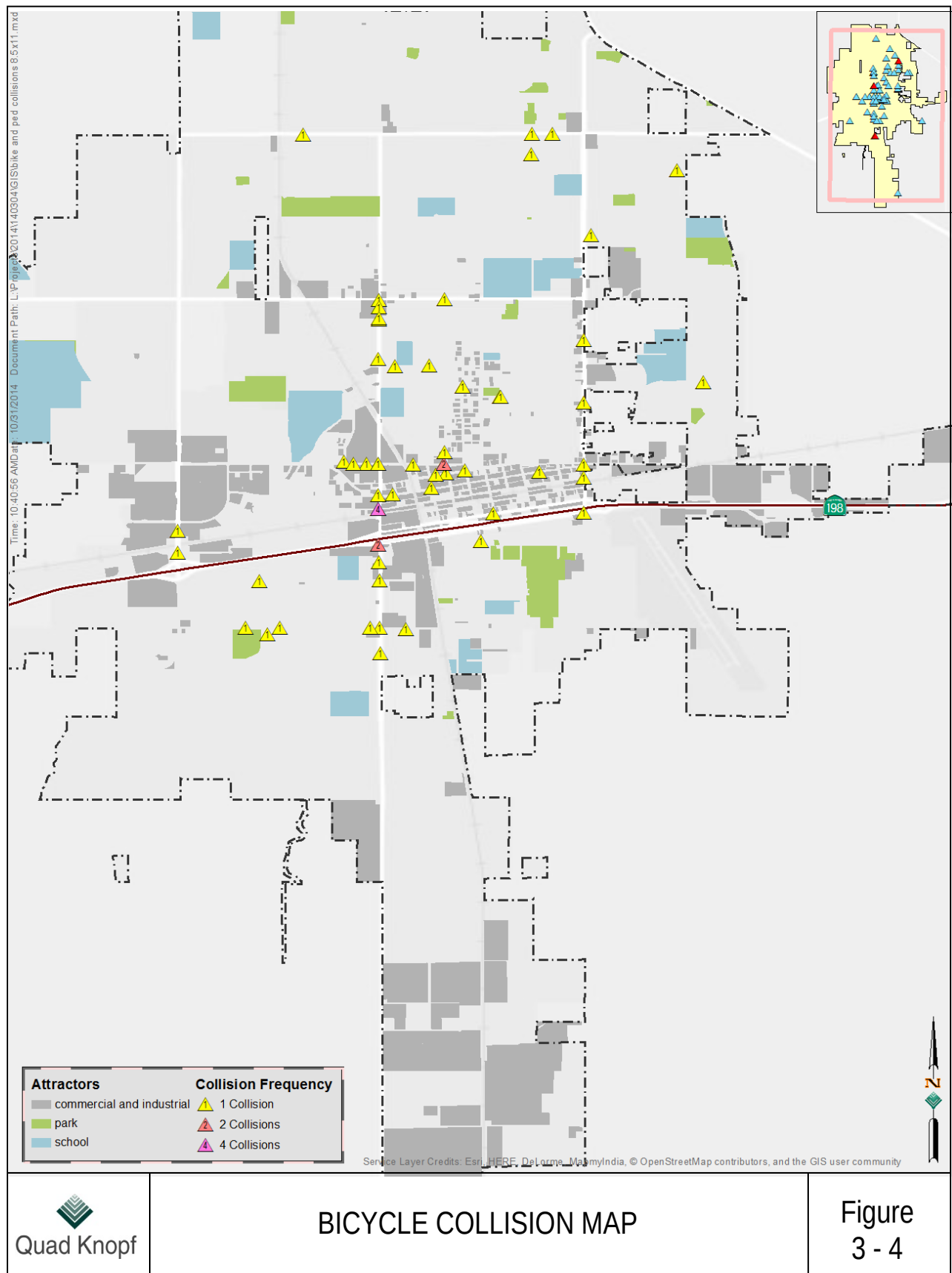
This analysis includes all age groups of motorists from beginning drivers to seniors. Intersections, driveways, and other junctions continue to be locations where about three-fourths of the bicycle/vehicle crashes occur. For pedestrian/vehicle crashes, forty-one percent of crashes occurred at roadway 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



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.

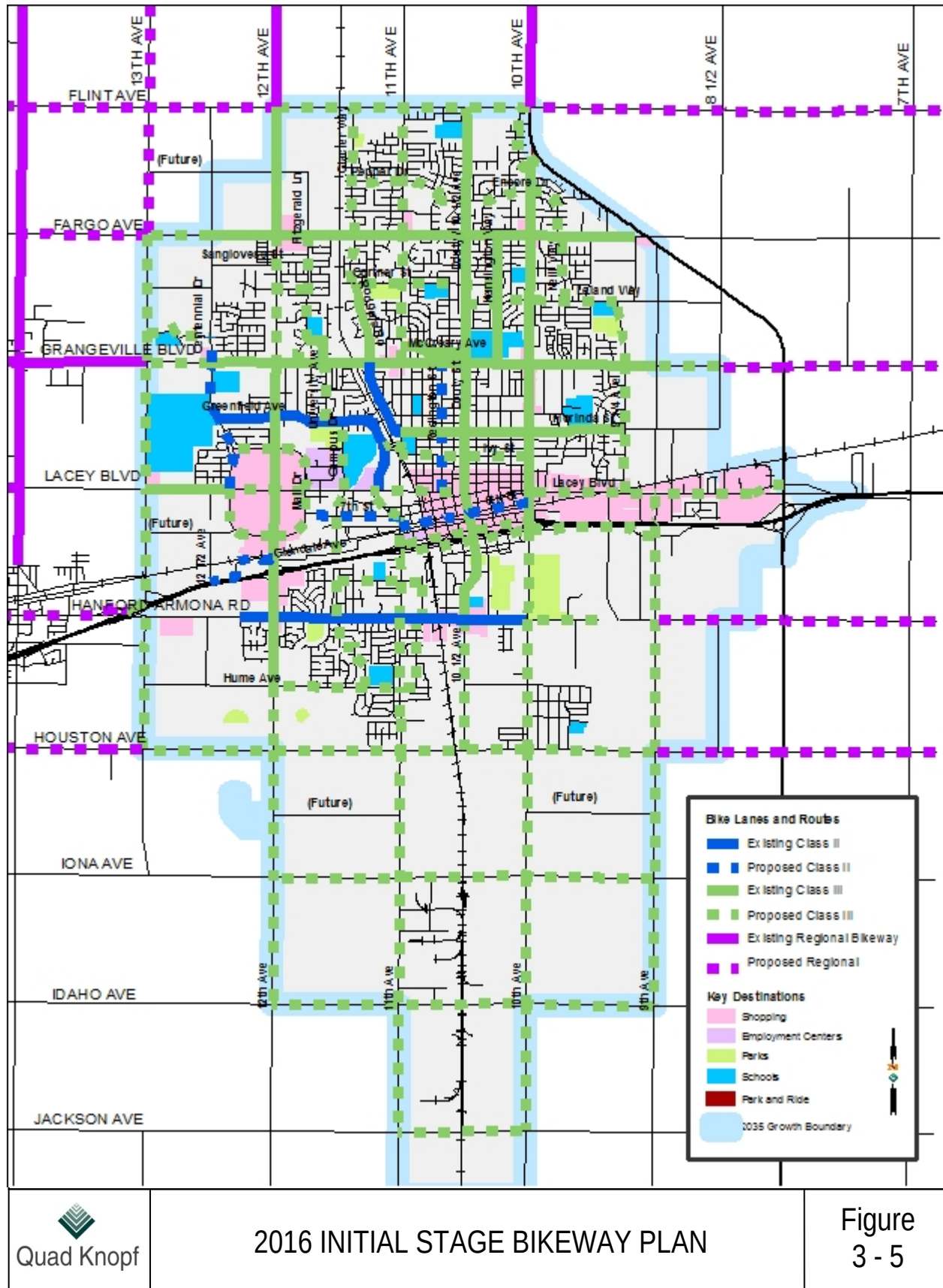


Table 3-9
Bikeway Plan Street Segments (page 1 of 4)

Street Name	Segment			General Plan Street Classification	Speed Limit (mph)	Existing Motor Vehicle Travel		Parking	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)		
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.	
12 1/2 (Aquifer)	Lacey	12th	0.65	Collector	35	4	12	-	-	-	no	III	share	yes	4	12	III	share	yes		
	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		
Fitzgerald Ave	Iona	Idaho	1.00	Arterial	55	2	12	-	-	-	no	III	share	no	4	12	III	share	yes		
	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		Class (change in bold)	Lane Width (ft)	Width (ft) or yes/no	Motor Vehicle			Bikeway		Width (ft) or yes/no
																		# (change in bold)	Width (ft) (outside lane)		Class (change in bold)	Lane Width (ft)	
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				
	Third	Hanford-Armona	0.71	Arterial	45	2	24	-	-	-	no	III	share	no	4	12	II	8	no	Alternatively, would stay as Class III in 2035 Full Plan if center turn lane is warranted for traffic needs.			
	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	Existing			2016 Initial Bikeway Plan			2035 Full Bikeway Plan					Comment	
	From	To				#	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																					
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	8th (HWY 43)	7th	1.00	Arterial	55	2	12	-	-	-	no	-	-	no	2	12	III	share	yes		
	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		
Florinda St	11th	Douty	0.51	Collector	30	2	16	Y	III	7	7	III	share	yes	2	12	III	share	yes	Remove stripe	
	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	Lacev	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		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)		Class	Lane Width (ft)	Width (ft) or yes/no	Bikeway		Parking	Bikeway		Parking	Motor Vehicle			Bikeway		Parking
												Class	Lane Width (ft)		Class (change in bold)	Lane Width (ft)		Width (ft) or yes/no	# (change in bold)		Width (ft) (outside lane)	Class (change in bold)	
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.

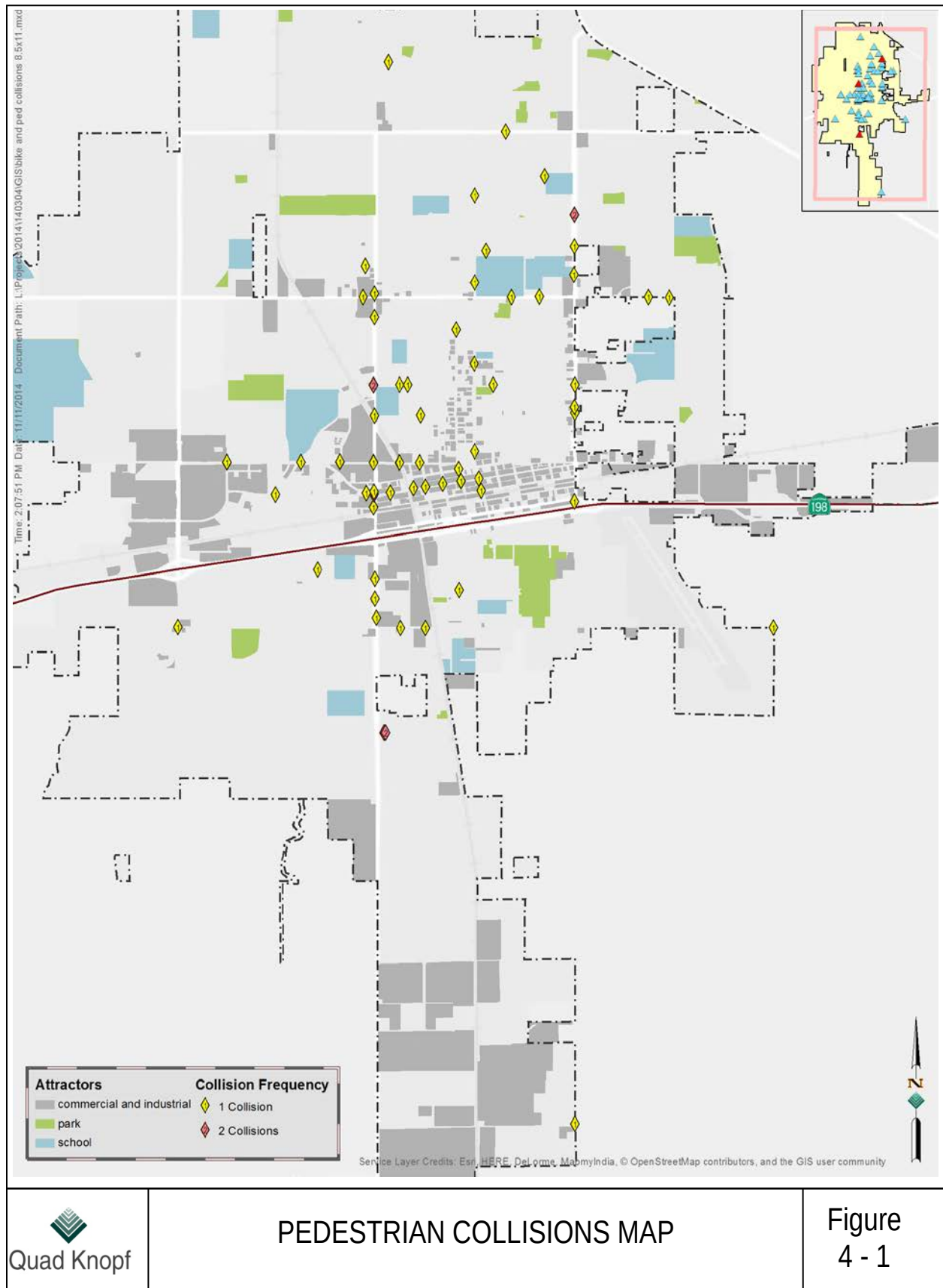
Table 4-4
Collisions by Primary Cause

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

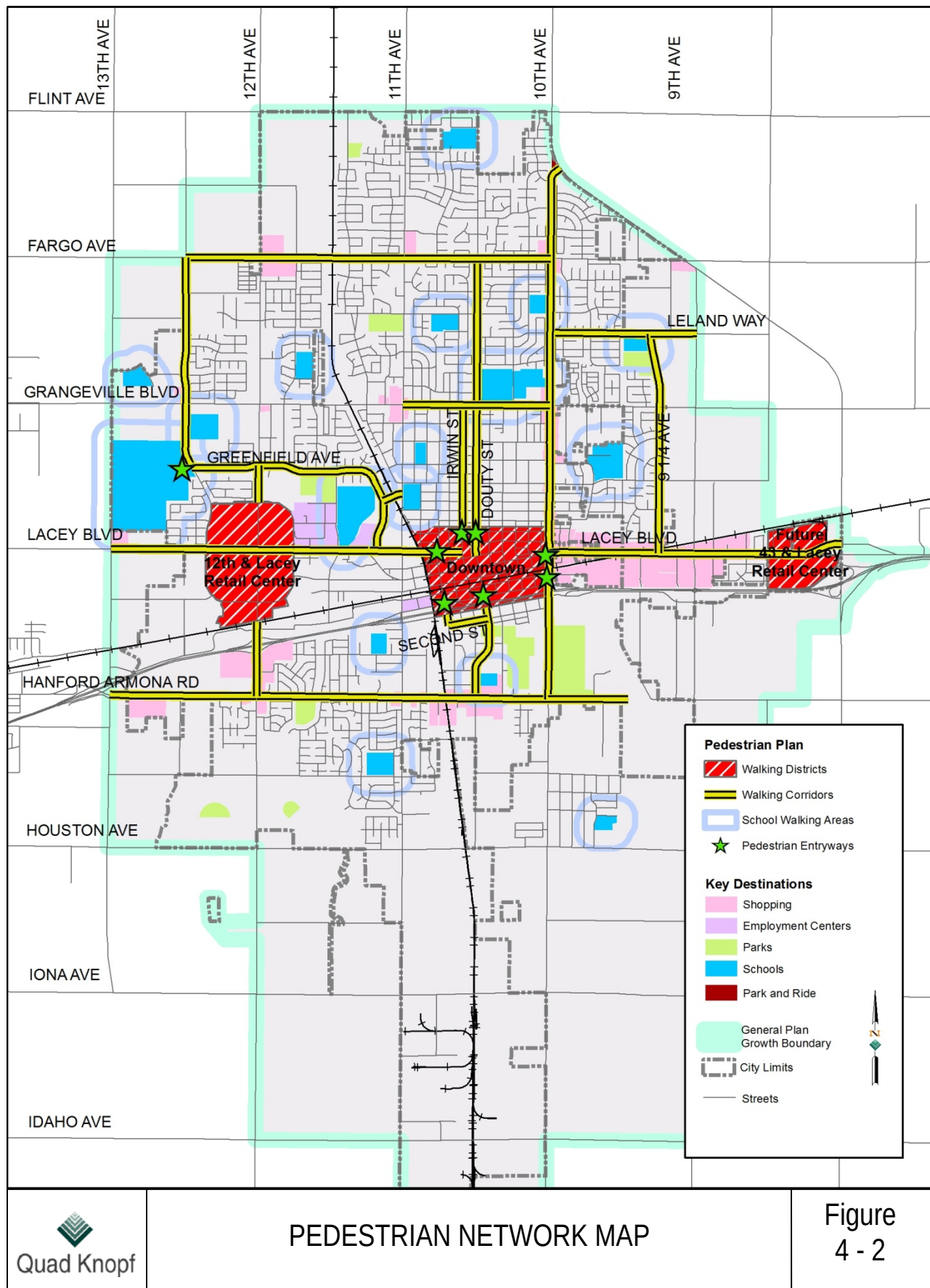
performed to determine potential crosswalk locations. Curb ramps may need to be upgraded to be ADA compliant.

- 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 Douth 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 Douth 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.

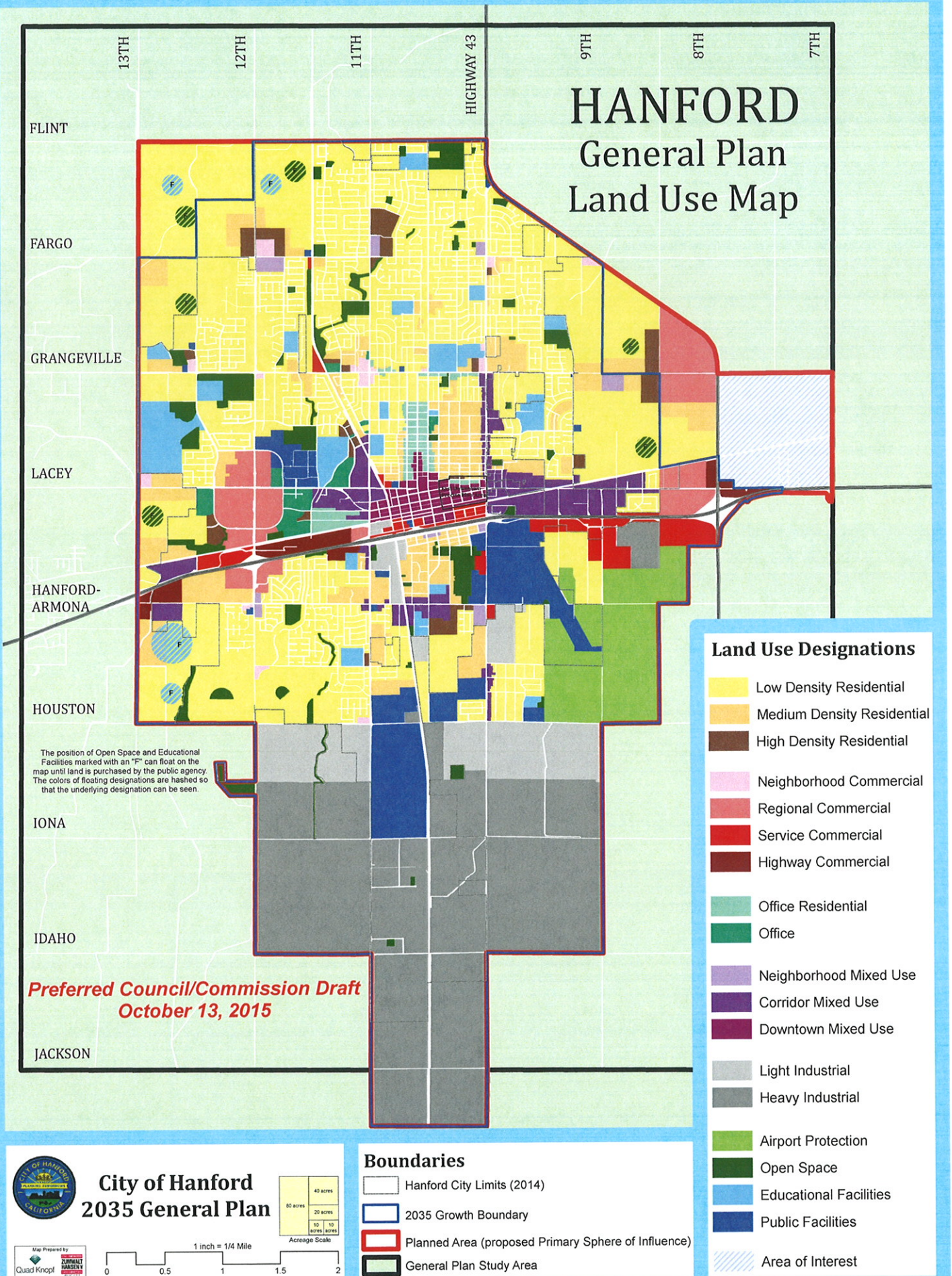
Facilities with More Users Have Fewer Security Issues. Another important component of security is “eyes,” in other words, the more people present, the less likelihood of criminal activity. To that end, the design of sidewalks and multi-use paths should create a pleasant environment where people want 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**

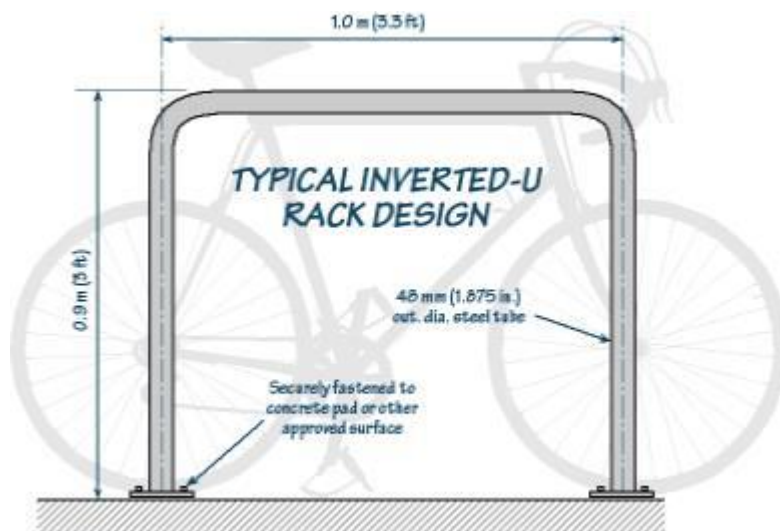
Use	Requirement
Restaurants, cafes, and bars	1 covered space for every 10 employees plus 1 space for every 20 motor vehicle spaces
Professional office	1 covered space for every 10 employees plus 1 space for every 20 motor vehicle spaces
Medical or dental office or clinic or hospital	1 covered space for 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

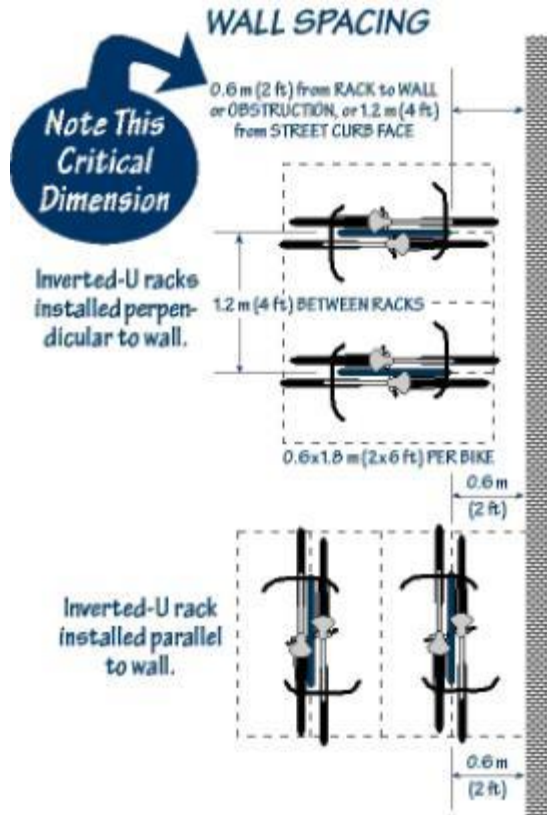
provide covered bicycle parking at the rate of one bicycle space for every 10 employees. At a minimum, each use shall provide one covered bicycle parking space. The bicycle parking shall not exceed six bicycles per parking area. Only when providing the required bicycle parking spaces is not feasible 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 [Commuter 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:
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SUBJECT:

Review and make a recommendation on the Implementation Plan for the Hanford 2035 General Plan to the City Council.

See attached staff report.

FISCAL IMPACT:

ATTACHMENTS:

Staff Report

Resolution No. 2017-23 (Implementation Plan)

Exhibit A - Implementation Plan for the City of Hanford General Plan

CITY OF HANFORD PLANNING COMMISSION STAFF REPORT

MEETING DATE: Tuesday, December 12, 2017

PROJECT: Implementation Plan for the City of Hanford General Plan

PROJECT PLANNER: Darlene R. Mata, Community Development Director

STAFF RECOMMENDATION

Staff recommends that the Planning Commission:

1. Recommend adoption of the Implementation Plan for the City of Hanford General Plan to the City Council, in accordance with California Government Code 65400(a)(1).

RECOMMENDED MOTION

1. I move to approve Resolution 2017-23 recommending that the City Council adopt the Implementation Plan for the City of Hanford General Plan.

PROJECT

The City of Hanford adopted an update to the General Plan on April 24, 2017. In accordance with California Government Code 65400(a)(1), it is required that the City adopt an implementation plan for the General Plan. The Code states that following the adoption of all or part of a General Plan, the planning agency, in this case the Planning Commission, shall investigate and make a recommendation to the legislative body regarding reasonable and practical means of implementing the General Plan. The Implementation Plan is intended to provide guidance to implementing the policies for orderly growth and development, preservation and conservation of open space and natural resources and the efficient expenditure of public funds relating to the 2035 General Plan.

The Implementation Plan for the Hanford General Plan is attached, as **Exhibit A**.

Many of the policies identified in the 2035 General Plan are implemented through the Hanford Zoning Ordinance (Chapter 17 of the Hanford Municipal Code). The Zoning Ordinance was comprehensively updated on May 2, 2017 and became effective June 1, 2017. Additionally, many policies in the General Plan are self-implemented in other sections of the General Plan. Therefore, much of the General Plan has already been implemented.

The Implementation Plan uses the same policy numbering scheme as the General Plan Policy Document. However, the policies are grouped based on how they will be implemented, as follows:

- **Section 2** lists the policies that will be implemented directly by City action (either by the Council or City Staff).
- **Section 3** lists the policies that require implementation through contact, coordination, and/or cooperation with outside agencies.
- **Section 4** lists policies that require a combination of City action and review and evaluation of development proposals, as applications are made.
- **Section 5** lists policies that are implemented by review of development proposals, usually by enforcement of the policies on these new projects.
- **Section 6 and 7** list the policies that have already been implemented through the General Plan and Zoning Ordinance.

In some cases, there may be more than one way to implement a General Plan policy. It is also possible for one action to implement many policies of the General Plan. The best example is the Pedestrian and Bicycle Master Plan, which is identified as an action to implement Policies T39 and T40 assists in the implementation of other policies that will rely on the Pedestrian and Bicycle Master Plan.

The Implementation Plan will serve as a guide for future decisions, with the final decision of how to most successfully implement the General Plan being with the City Council.

RESOLUTION NO. 2017-23**A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF HANFORD
RECOMMENDING APPROVAL OF THE IMPLEMENTATION PLAN FOR THE
HANFORD GENERAL PLAN TO THE CITY COUNCIL, IN ACCORDANCE WITH
CALIFORNIA GOVERNMENT CODE 65400**

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 _____, and seconded by Commissioner _____, and duly carried, that the following resolution be adopted:

WHEREAS, the City Council of the City of Hanford adopted a comprehensive update to the General Plan on April 24, 2017; and

WHEREAS, later, on May 2, 2017, the City Council of the City of Hanford adopted a comprehensive update to the Zoning Ordinance (Title 17 of the Hanford Municipal Code), in order to maintain consistency with the General Plan; and

WHEREAS, the Zoning Ordinance became effective 30 days after its adoption on June 1, 2017; and

WHEREAS, the Implementation Plan for the Hanford General Plan, attached as Exhibit A, has been reviewed by the Planning Commission of the City of Hanford as the planning advisory agency, in accordance with California Government Code 65400(a)(1); and

WHEREAS, the Implementation Plan for the City of Hanford General Plan has been prepared to provide guidance to implementing the policies identified in the 2035 General Plan; and

WHEREAS, the Implementation Plan has been reviewed and evaluated for consistency with the General Plan goals, objectives, and policies; and

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

WHEREAS, the Implementation Plan for the City of Hanford General Plan is a planning tool and does not result in physical development. Therefore 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.

NOW, THEREFORE, BE IT RESOLVED, that the City of Hanford Planning Commission makes the following findings:

1. That the Implementation Plan for the General Plan has been prepared in accordance with California Government Code 65400(a)(1);
2. That the Implementation Plan for the General Plan is consistent with the General Plan.
3. That there will be no impacts as a result of the project that were not adequately analyzed and addressed in the Environmental Impact Report prepared for the 2035 General Plan (SCH#2015041024) herein incorporated by reference.

BE IT FURTHER RESOLVED that the Planning Commission of the City of Hanford hereby recommends that the City Council of the City of Hanford adopt the Implementation Plan for the Hanford General Plan, attached as **Exhibit A**.

PASSED AND ADOPTED at a regular meeting of the Planning Commission of the City of Hanford on December 12, 2017 by the following vote

AYES: Commissioners
 NOES: Commissioners
 ABSTAIN: Commissioners
 ABSENT: Commissioners

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

I, **Darlene R. Mata**, Secretary of the Planning Commission of the City of Hanford, do hereby certify the foregoing Resolution was duly passed and adopted by the Planning Commission of the City of Hanford at a regular meeting thereof held on the 12th day of December, 2017.

Darlene R. Mata, Secretary

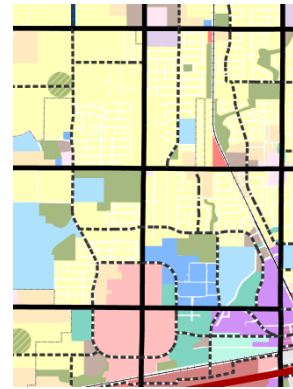
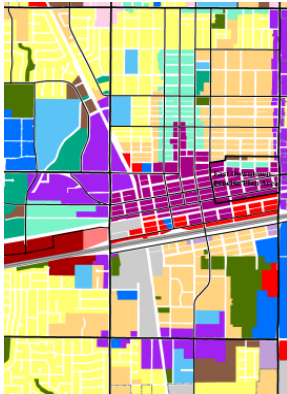
EXHIBIT A

PEDESTRIAN AND BICYCLE MASTER PLAN

**Exhibit A
Implementation Plan for the Hanford General Plan**

Attachment: Resolution No. 2017-23 (Implementation Plan) (General Plan Implementation Plan)

IMPLEMENTATION PLAN FOR THE HANFORD GENERAL PLAN



DECEMBER 2017



IMPLEMENTATION PLAN FOR THE HANFORD GENERAL PLAN

Prepared for:



City of Hanford
317 N Douty Street
Hanford, CA 93230

Contact Person: Darlene Mata, Community Development Director
Phone: (559) 585-2580

Consultant:



901 E Main Street
Visalia, CA 93292
Contact: Steve Brandt, AICP
Phone: (559) 733-0440

December 2017

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SECTION 1 - INTRODUCTION

The City of Hanford adopted an update to its General Plan in April 2017. This Implementation Plan is intended to provide guidance to in implementing the policies found in the updated General Plan, as well as meet the requirements of State law regarding the adoption of an implementation plan for a city's general plan.

Many of the policies in the General Plan are implemented through the Hanford Zoning Ordinance (Chapter 17 of the Hanford Municipal Code.) The Zoning Ordinance was also comprehensively updated in April 2017 to be consistent with the new General Plan. In addition, many the policies in the General Plan are self-implemented in other sections of the General Plan. Therefore, much of the General Plan has already been implemented.

This Implementation Plan uses the same policy numbering scheme as the General Plan Policy Document. However, the policies have been grouped based on how they will be implemented:

Section 2 lists the policies that will be implemented directly by City action, either by the Council or by City staff.

Section 3 lists the policies that require implementation through contact, coordination, and/or cooperation with outside agencies.

Section 4 lists policies that require a combination of City action and review and evaluation of development proposals, as application are made.

Section 5 lists policies that are implemented by review of development proposals, usually by enforcement of the policies on these new projects.

Sections 6 and 7 list the policies that have already been implemented through the General Plan or the Zoning Ordinance.

In some cases, there may be more than one way to implement a General Plan policy. The final decision on how best to successfully implement the General Plan lies with the Hanford City Council.

SECTION 2 - IMPLEMENTATION BY CITY ACTION

The following policies require implementation through action by the City of Hanford.

Policy Name	General Plan Policy	Implementation
E2 Economic Development Strategy	Adopt and periodically update an economic development strategy with measurable objectives and action plans.	Develop and periodically update an economic development strategic plan with key objectives that the City can accomplish or influence.
E3 Economic Trends	Monitor changes in the economic base to identify positive and negative trends in the performance and mix of business in Hanford.	Develop and periodically update an economic development strategic plan with key objectives that the City could accomplish or influence.
E7 Long-Term Infrastructure Needs	Ensure the long-term public services and infrastructure needs of the community are met as part of the overall approach to economic vitality and sustainability.	Adopt and periodically update infrastructure, parks, and public facilities master plans.
E8 Arts and Culture	Support local arts and cultural activities that can contribute to the local economy, enrich residents' lives, and strengthen a sense of community.	Consider options that can streamline permitting and offer support to special events, festivals, activities, and publicly accessible spaces that offer arts and cultural activities to the community.
E9 Tourism	Encourage uses, activities, and events that attract visitors and tourists to the community.	Consider options that can streamline permitting and offer support to special events, festivals, and activities that offer would attract tourists to the community.
E10 Positive Attitude Toward Economic Development	Create a positive attitude toward economic development among civic and cultural groups, local businesses, and City of Hanford employees.	Meet with civic, cultural and business groups to demonstrate appreciation and survey them about their concerns and needs that are within the City's purview.

Implementation By City Action

Policy Name	General Plan Policy	Implementation
E11 Business-Friendly City	Strengthen the reputation of Hanford's city government as one that is service-oriented and business-friendly.	Review departmental policies and procedures and identify revisions that can improve service and efficiency.
E13 Timely and Fair Permitting Process	Ensure a timely, fair and predictable permit process that integrates multiple City departments into a single coordinated effort.	Define a simple process with designated timeframes, departments, and approval authority(is) to completion that is consistent with the Zoning Ordinance.
E14 Business Partnerships	Encourage partnerships between the City of Hanford, private investment, and nonprofit organizations to promote economic sustainability.	Continue existing relationships and look for new relationships with groups that share the goals of economic stability for Hanford.
E15 Use of State and Federal Programs	Participate in federal and state programs that benefit the residents and businesses of Hanford.	Identify programs that can be pursued and participate where the benefits to the community are worth the investment of local time and resources.
E18 Retain Existing Industry	Protect and retain existing industry and allow existing industrial uses to expand, consistent with other General Plan policies.	Community Development Department and City Council responsibility. Continue to support and implement the policies, projects, and programs identified in the Kings Industrial Park Strategic Plan.
E27 Commercial Enterprises	Encourage and support new commercial enterprises within areas planned for commercial development, consistent with other General Plan policies.	Develop an economic improvement strategy, as well as support proposed projects that are consistent with the General Plan.
E31 Regional Retail Commercial Hub	Actively pursue commercial enterprises that strengthen and solidify Hanford's position as the regional retail commercial hub of Kings County.	Consider this policy when regional retail development projects are proposed.

Implementation By City Action

Policy Name	General Plan Policy	Implementation
E32 New Targeted Retail Sectors	Actively pursue commercial enterprises in identified locally deficient retail sectors, such as electronics and appliances, sporting goods, fuel dispensing, and health and personal care.	Consider partnerships with firms or consultants that specialize in retail business attraction to assist in bringing needed businesses to Hanford.
E33 Downtown Promotion	Support and encourage Downtown retail businesses and cultural, recreational, and entertainment activities to ensure that the Downtown remains an attractive and unifying center for the city	Consider options that can streamline permitting and offer support to special events, festivals, activities, and entertainment in the Downtown.
E35 Downtown Infrastructure Improvements	Maintain parking, lighting, landscaping, sidewalk and other public improvements that support business activity and movement in the Downtown.	Identify and consider new potential sources of income to fund quality maintenance of city facilities and infrastructure in the Downtown.
E37 Property Based Improvement Districts	Encourage the use of property based improvement districts to finance infrastructure improvements that benefit all Downtown properties.	Continue programs for existing commercial properties within the downtown Hanford Business Improvement District (BID).
E38 Downtown Parking	City to provide adequate shared public parking in the downtown area to encourage greater land use density.	Look for opportunities to purchase sites and develop them for public parking using in lieu fees and other sources.
E41 Downtown East Precise Plan	Implement the strategies and policies of the Downtown East Precise Plan.	Enforce development standards where applicable when development projects are proposed. Identify improvements recommended in the Precise Plan that can be added to the Capital Improvement Program.
E43 Solar Panels on Carports	Promote and encourage the installation of solar panels on carports in parking lots as a means of income generation and energy conservation.	Identify potential projects on City property and add to the Capital Improvement Program.

Implementation By City Action

Policy Name	General Plan Policy	Implementation
L107 Revitalization and Redevelopment	Encourage property owners to revitalize or redevelop abandoned, obsolete, or underutilized properties to accommodate growth.	Where feasible and reasonable, allow adjustments to development standards to accommodate existing situations to allow redevelopment of abandoned, obsolete, or underutilized properties to accommodate growth.
L11 Infill Development	Support, encourage, and incentivize, to the extent possible, infill development projects that can effectively utilize existing transportation and utility infrastructure.	Consider, where feasible, reduced development impact fees for infill development projects that utilize existing infrastructure.
L110 Infrastructure Capacities	Ensure that adequate infrastructure capacities are available to accommodate planned growth throughout the city.	Complete and periodically review master plans for water, sewer, storm drainage, and other city infrastructure as needed.
L121 Private Property Maintenance	Encourage the maintenance of private property within the city's neighborhoods, and actively enforce the City's codes related to blight.	Continue to adequately fund Code enforcement activities in the City budget.
L123 Downtown Scale and Character	Encourage continued improvement and redevelopment of the Downtown area with new specialty shops, restaurants, major stores, offices, and supporting commercial uses, but retain the small-town scale and character conveyed by existing development with an appropriate transition between commercial and adjoining existing residential areas.	This has been partially implemented in the Zoning Ordinance. Consider additional policies and programs that encourage Downtown improvements.
L125 Downtown Vertical Mixed Use	Prioritize vertical mixed use and a diversity of retail uses to facilitate pedestrian storefront shopping in the downtown area.	This has been partially implemented in the Zoning Ordinance. Consider additional policies and programs that encourage Downtown improvements.

Implementation By City Action

Policy Name	General Plan Policy	Implementation
L128 Downtown Transit Oriented Development	Encourage transit-oriented development, including mixed use, high density housing, and commercial and office uses, in the Downtown.	This has been partially implemented in the Zoning Ordinance. Consider additional policies and programs that encourage Downtown improvements.
L134 Downtown Structures with Historical Value	Encourage the conservation and/or restoration of existing structures with recognized historical value.	The City can offer downtown business incentive programs for buildings of historic value. Chapter 17.48 (Historic Overlay Zone) also partially implements this policy.
L135 Infill Development Support	Support, encourage and, to the extent possible, incentivize infill development projects that can effectively utilize existing transportation and utility infrastructure.	Consider, where feasible, reduced development impact fees for infill development projects that utilize existing infrastructure.
L146 East Lacey Boulevard Specific Plan	Consider preparation of a Specific Plan for the East Lacey Corridor.	Consider implementation once high speed rail plans are known or when traffic has increase on East Lacey because of Costco shopping center.
L153 Hanford- Armona Road Entrance to Airport	Improve the appearance of the entrance to the Hanford Municipal Airport at the intersection of 10 th Avenue and Hanford-Armona Road through the use of decorative signing and landscaping enhancements.	Review options and include in CIP.
L23 Increased Density through Design	Consider revisions to design policies and ordinances to allow for an increase in residential density such as by encouraging homes with smaller setbacks and narrower streets widths where appropriate.	Density increases have been implemented in the Zoning Ordinance. Review design standards for new streets and update as appropriate.

Implementation By City Action

Policy Name	General Plan Policy	Implementation
L73 Offices in Downtown	Encourage local-serving offices to locate in the Downtown.	This has been implemented in the Zoning Ordinance. Also consider other economic incentives.
T30 Capital Improvement Program	Include the acquisition of right-of-way and the construction and maintenance of streets in the City Capital Improvement Program.	Identify right of way for future arterials and collectors that will not likely be dedicated in conjunction with new development, and add acquisition costs to the CIP at the appropriate time.
T31 Coordination with Development Approvals	Coordinate additions and modifications to the roadway system with land development approvals.	Work in partnership with developers to efficiently construct necessary infrastructure as projects are proposed.
T33 Street Improvements and Priorities	Prioritize street improvements with emphasis on current and forecasted service levels.	Periodically survey traffic counts at identified key locations and use information to coordinate capital improvements.
T34 Kings County Regional Transportation Plan	Local circulation system improvements shall be consistent with the goals and objectives stated in the Kings County Regional Transportation Plan.	Review the King County RTP for consistency prior to placing improvements into the Capital Improvement Plan.
T36 Traffic Impact Fees	Periodically review and update the traffic impact fee program to ensure new development contributes its fair share of funding for new street, intersection, and highway improvements.	An update is being prepared for Council consideration.
T38 Operational Improvements First	Maximize operational improvements before widening existing streets even when they do not meet current width standards.	Prefer striping and operational improvements over street widening as a general policy.

Implementation By City Action

Policy Name	General Plan Policy	Implementation
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.	Adopt and implement the 2016 Hanford Pedestrian and Bicycle Master Plan and the ADA Self-Evaluation and Transition Plan.
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.	Adopt and implement the 2016 Hanford Pedestrian and Bicycle Master Plan.
T43 Safe Routes to Schools Programs	Promote Safe Routes to Schools programs for all schools serving the city.	Apply for Active Transportation Program (ATP) funding for projects in the Hanford Pedestrian and Bicycle Master Plan that benefit schools.
T44 Funding	Seek outside funding for Safe Routes to Schools projects.	Apply for Active Transportation Program (ATP) funding for projects in the Hanford Pedestrian and Bicycle Master Plan that benefit schools.
T45 Truck Routes	Minimize the adverse impact of truck traffic on the community by designating, maintaining and enforcing a system of designated truck routes.	Review, and update when needed, the list of truck routes in the Municipal Code.
T47 Truck Parking	Identify locations where heavy truck parking is acceptable and where it is prohibited based upon adjacent land use designations.	Identify locations and adopt policies and ordinances as needed.
T48 Traffic Calming	Consider the use of traffic calming designs such as roundabouts, bulb-outs, and other traffic calming designs, where they will improve the operation or LOS of a street.	Consider these types of designs when identifying street improvements.

Implementation By City Action

Policy Name	General Plan Policy	Implementation
T50 Carpool Programs	Encourage the use of carpooling, vanpooling and flexible employment hours.	Identify programs that the City wants to support, such as flexible hours for city employees, requiring certain parking lot standards for van pool and car pool spaces, and incentives to for walking or biking to work.
T51 Alternative Design Standards	Consider alternative roadway design standards for new residential and mixed use development for future streets that may include: · Narrower street widths on local roadways. · Smaller turning radii geometrics on street intersections to improve safety for pedestrians. · Tree lined streets in parkways between the curb and sidewalk. · Roundabouts in lieu of traffic signals where appropriate conditions exist to maximize intersection efficiency, maintain continuous traffic flow, and reduce accident severity.	Review Street Design Standards and amend as needed.
T52 Multi-Modal Hub	Design transportation systems and infrastructure that promote the Amtrak and KART terminals as the activity hub for multi-modal transportation in Hanford.	Consider this policy when developing transportation plans.
T53 Adequate Transit Service Availability	Maintain a proactive working partnership with KART to ensure that adequate public transit service is available.	Meet with KART staff periodically to coordinate transit services with City policies and services.
T54 KART Expansion	Pursue improvements and funding to increase transit ridership, increase transit frequencies on key corridors, and expand regular transit service in portions of Hanford that currently have no public transit.	Meet with KART staff periodically to coordinate transit services with City policies and services. This may also require the development or amendment to the KART transit plan for the City in order to identify locations where future transit stops will be developed.

Implementation By City Action

Policy Name	General Plan Policy	Implementation
T55 Transit Stops	Where right-of-way allows, arterial and major collector streets shall be designed to allow transit vehicles to pull out of the travel lane when stopping.	Revise development standards to implement this policy, and require as new development or new roadway construction occurs.
T56 Improve Access to Transit Stops	Remove physical barriers to improve access to transit facilities for the elderly, disabled, and other transit-dependent groups.	Coordinate and participate with preparation of the next transit plan to identify barriers and remove them.
T61 Parking In-Lieu Fees	Maintain an in-lieu parking fee program in the Downtown to encourage and fund use of shared, public parking areas.	Periodically review and update the existing program.
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.	Adopt and implement the 2016 Hanford Pedestrian and Bicycle Master Plan. Periodically review and update as necessary.
T65 Bicycle Network	Prioritize the elimination of gaps in the bicycle network to connect destinations across Hanford.	The 2016 Hanford Pedestrian and Bicycle Master Plan identifies priority projects that close gaps in the bicycle network.
T68 Bicycle Transportation Ordinance	Consider adoption of a bicycle transportation ordinance that addresses safe use and operation of bicycles.	Consider adding a bicycle transportation ordinance to the municipal code.
T69 Road Projects with Bicycle Facilities	Incorporate planned bicycle facilities into road maintenance projects where feasible.	Review and incorporate the 2016 Hanford Pedestrian and Bicycle Master Plan projects for bicycle lane or route striping when planning road or pavement maintenance projects.

Implementation By City Action

Policy Name	General Plan Policy	Implementation
T70 Pedestrian Connections	Increase connectivity through direct and safe pedestrian connections to public amenities, neighborhoods, village centers and other destinations throughout the city.	The 2016 Hanford Pedestrian and Bicycle Master Plan implements this policy. Periodically review and update as necessary.
T71 Pedestrian and Bicycle Crossings	Identify and enhance key pedestrian and bicycle crossings that cross physical barriers, such as highways or railroad tracks.	The 2016 Hanford Pedestrian and Bicycle Master Plan implements this policy. Periodically review and update as necessary.
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.	Cooperate with utility companies to review plans to ensure new barriers are created. Identify existing barriers and incorporate these projects into a Capital Improvements Plan or a Rule 20A project when feasible.
T73 Maintain Airport's Purpose	Maintain the Hanford Municipal Airport for the benefit of recreation and commerce in Hanford and the Kings County region, balancing health, safety, environmental, and economic concerns.	This policy is implemented through many decisions that support, protect, and maintain the airport at its current location.
T74 Airport Master Plan	Maintain a Master Plan for the Hanford Municipal Airport.	In accordance with FAA guidelines, the time horizon of the forecasts in the 2010 Airport Master Plan is 20 years. The City should implement the policies identified in the 2010 plan.
T78 Amtrak Station and Service	Support Amtrak passenger service through Hanford on its existing alignment, along with improvements to the quality and frequency of service.	Implement support of Amtrak during preparation of regional transportation plans.
T79 Multi-modal Connection to Amtrak	Support multi-modal access to and from the existing Amtrak station.	In coordination with the 2016 Hanford Pedestrian and Bicycle Master Plan, plan for pedestrian and bicycle facilities around the station.

Implementation By City Action

Policy Name	General Plan Policy	Implementation
T85 Freight Service Capabilities	Support additional improvements to expand freight service capabilities for Kings Industrial Park.	Coordinate efforts between potential rail users and railroad companies.
T86 Rail Safety Improvements	Consider grade separations at rail intersections with Flint Avenue, Grangeville Boulevard, and either W. Lacey Blvd. or 11th Avenue.	Initiate a feasibility study of possible grade separations at these locations.
T87 Transportation Demand Management Programs	Develop Transportation Systems Management (TDM) programs for the Hanford area in order to reduce the amount of peak hour congestion on City streets.	Review Transportation Demand Management strategies and determine which would be likely to be most feasible and helpful to manage traffic.
T89 High Occupancy Vehicles	Maintain and enhance personal mobility by providing alternatives to driving alone.	Encourage carpooling and vanpooling programs. Enforce building code requirements for bicycle parking and ADA access.
T90 Existing Network	Maximize the efficient use of the city's existing transportation network before widening or constructing new facilities.	Consider restriping options or improved signalization as traffic solutions prior to considering road widening.
T91 Alternative Modes	Promote alternative modes of transportation, alternative work schedules, and telecommuting.	Encouraging/incentivize local businesses and Hanford City government to establish programs such as transit subsidies, telecommuting, compressed work weeks, flexible schedules, when feasible.
T93 Traffic Signals	Improve the efficiency of traffic signals throughout the city.	Install improvements such a signal timing and signal detectors to keep up with population growth and land development.
T94 Roundabouts	Consider roundabouts as alternatives to traffic signals at new or expanded major intersections.	Evaluate roundabouts as an alternative to a new signalized intersection at the design development stage.

Implementation By City Action

Policy Name	General Plan Policy	Implementation
06 Cancellation and Succession to Williamson Act Contracts	Adopt and periodically update a set of policies that govern the cancellation of Williamson Act contracts, and define the circumstances that the City would be willing to succeed to an active contract.	Consider adoption of policies for Williamson Act lands.
011 New Deed Restricted Agricultural Sites	Discourage new deed agreements that restrict land to agricultural use on land inside the Planned Area Boundary.	Protest new deed agreements when they are proposed.
017 Energy Efficiency in Municipal Facilities	Prepare and implement a comprehensive plan to improve energy efficiency of Hanford's municipal facilities.	Consider preparation of such an Energy Efficiency plan.
018 Retrofitted Buildings	Encourage the retrofitting of existing buildings to be energy efficient.	Conduct an energy audit of city buildings and plan for implementation of recommendation.
020 Urban Water Management Plan	Maintain and periodically update an Urban Water Management Plan for the City of Hanford.	Update per State requirements.
021 Water Conservation Ordinance	Actively enforce and periodically update the City Water Conservation Ordinance.	The State's Model Water Efficiency Landscape Ordinance (MWELo) has been updated since the City adopted their ordinance. Revise the City ordinance to simply state the State's MWELo will be required.
022 Water Conservation Efforts	Actively encourage water conservation by both agricultural and urban water users.	Adopt policies and procedures to implement the State's Model Water Efficiency Landscaping Ordinance (MWELo.)

Implementation By City Action

Policy Name	General Plan Policy	Implementation
023 Water Conservation Education	Encourage and support the development of educational programs in order to increase public awareness of water conservation opportunities.	Update City website to provide more information about water conservation. Consider at least one drought tolerant demonstration garden in its park system.
024 Drought Tolerant Vegetation	Promote the use of drought-tolerant vegetation to minimize water consumption by providing information to developers, designers, and homebuyers.	Update their street tree/landscape guidelines to include mostly drought tolerant landscaping.
026 Irrigation Controllers	Systematically upgrade irrigation controllers at City parks, median islands and other City facilities with water-efficient landscape irrigation controllers and systems.	Include in CIP.
028 Water Availability in Emergencies	Ensure that public and private water facilities have adequate capacity to supply emergency needs.	Update and maintain a Water Master Plan.
032 Wetland and Riparian Corridors	Where appropriate and feasible, establish permanent mechanisms to protect wetlands and riparian corridors.	Consult appropriate agencies and consider conservation easements or other feasible permanent mechanisms as development occurs.
036 Nonnative Invasive Species	Manage or eliminate nonnative invasive species from City-owned property and open space.	Prepare an inventory on projects and include in CIP.
050 Parks, Recreation, and Open Space Master Plan	Prepare and periodically update a Parks, Recreation, and Open Space Master Plan to plan for new growth identified in the land use element.	The Parks Master Plan was last updated in 2011 and should be updated every ten years or sooner now that the General Plan has been updated.

Implementation By City Action

Policy Name	General Plan Policy	Implementation
O51 Provision of Parkland	Acquire and develop new parks consistent with the Parks, Recreation, and Open Space Master Plan.	The General Plan identifies sites for parks and open space and floating park sites that should be developed within one mile of the location identified on the General Plan Land Use Map. The Zoning Plan shall reflect the General Plan Map Open Space designation.
O52 Open Space Map	Locate natural and manmade open space areas on the Open Space Map. Locations shall allow for slight variation consistent with existing conditions. Future Open Space land for parks is allowed to “float” on the map and may be divided into multiple smaller parks while retaining the total acreage.	The General Plan identifies sites for parks and open space and floating park sites that should be developed within one mile of the location identified on the General Plan Land Use Map. The Zoning Plan shall reflect the General Plan Map Open Space designation.
O57 Neighborhood Parks	Establish neighborhood parks generally between 2 and 5 acres in size at locations easily accessed by residents of the neighborhood.	This policy is expressed in the 2011 Parks Master Plan. Update the Parks Master Plan to be consistent with the General Plan.
O58 Neighborhood Parks Service Area	Neighborhood parks shall have a general service area of approximately ½-mile radius, and situated to avoid patrons having to cross arterial streets, railroad lines and major waterways.	Zoning Plan will reflect the General Plan. This policy is expressed in the 2011 Parks Master Plan. Update the Parks Master Plan to be consistent with the General Plan.
O59 Neighborhood Parks and Schools	Whenever possible, new neighborhood parks shall be developed in conjunction with elementary schools.	Update the Parks Master Plan to be consistent with the General Plan.
O60 Community Parks	Establish community parks generally between 10 and 20 acres in size.	Update the Parks Master Plan to be consistent with the General Plan.

Implementation By City Action

Policy Name	General Plan Policy	Implementation
O61 Community Parks Service Area	Community parks shall have a general service area of approximately 2-mile radius, and situated to provide adequate access to arterial and/or collector streets.	Update the Parks Master Plan to be consistent with the General Plan.
O63 Special Use Parks	Provide special use parks based on community needs.	Update the Parks Master Plan to be consistent with the General Plan.
O65 Development Impact Fee for Parks	Adopt and periodically update a park development impact fee to fund new neighborhood and community parks needed to serve new growth.	Update the Development Impact Fee Study every 5 years.
O66 Park and Landscaped Area Maintenance	Provide adequate staff to maintain parks and other public landscaped areas.	Identify park maintenance needs and include in budget.
O68 Variety of Recreational Programs	Provide a variety of recreational programs that accommodate all age groups and abilities.	Implement a variety of recreational programs. Periodically update Parks and Recreation website and calendar.
P1 Adequate Water Services	Provide adequate water services to support the level of development identified in the land use element.	Update the Urban Water Master Plan to reflect the needs of the General Plan Update and expand infrastructure as needed.
P2 Water Master Plan	Prepare and periodically update a Water Master Plan to plan for new growth identified in the land use element.	Update the Urban Water Master Plan to reflect the needs of the General Plan Update.
P6 System- wide Water Improvements	Include system-wide water improvements in the City Capital Improvement Program that are required to maintain current levels of service while extending service to newly developing areas.	Update the CIP to include system-wide water improvements to accommodate growth.

Implementation By City Action

Policy Name	General Plan Policy	Implementation
P8 Impact Fees for Water Facilities	Adopt and periodically update a water impact fee to fund community-wide water supply, treatment, and distribution infrastructure needed to serve new growth.	Update the Development Impact Fee Study every 5 years.
P9 Sufficient Collection and Treatment	Ensure provision of sufficient wastewater collection and treatment facilities to support the existing and new growth identified in the land use element.	Update the Waste Water Master Plan to reflect the needs of the General Plan Update and expand infrastructure as needed.
P10 Wastewater Master Plan	Prepare and periodically update a Wastewater Master Plan to plan for new growth identified in the land use element.	Update the Waste Water Master Plan to reflect the needs of the General Plan Update and expand infrastructure as needed.
P12 System-Wide Wastewater	Include system-wide wastewater improvements in the City Capital Improvement Program that are required to maintain current levels of service while extending service to newly developing areas.	Update the CIP to include system-wide water improvements.
P14 Impact Fees for Wastewater Facilities	Adopt and periodically update a wastewater impact fee to fund community-wide wastewater collection and treatment needed to serve new growth.	Update the Development Impact Fee Study every 5 years.
P15 Adequate Storm Water Services	Provide adequate storm water drainage infrastructure to support the level of development identified in the land use element.	Update and maintain a Storm Water Master Plan and expand infrastructure as needed.
P16 Storm Water Master Plan	Prepare and periodically update a Storm Water Master Plan to plan for new growth identified in the land use element.	Update the Storm Drain Master Plan to reflect the needs of the General Plan Update and expand infrastructure as needed.

Implementation By City Action

Policy Name	General Plan Policy	Implementation
P18 Area-Wide Storm Water Drainage	Include area-wide storm water drainage improvements in the City Capital Improvement Program that are required to maintain current levels of service while extending service to newly developing areas.	Update the CIP to include system-wide water improvements.
P20 Sloughs and Watercourses	To the extent feasible, maintain slough remnants and watercourses within the Hanford Planning Area as components of the storm drainage infrastructure.	Incorporate sloughs and basins into the Storm Water Master Plan where feasible and consult with appropriate agencies.
P22 Impact Fees for Wastewater Facilities	Adopt and periodically update a wastewater drainage impact fee to fund area-wide storm water drainage needed to serve new growth.	Update the Development Impact Fee Study every 5 years.
P23 Channels, Basins, and Other Drainage Facilities	Maintain natural and manmade channels, basins, and other drainage facilities to ensure that their full use and carrying capacity is not impaired.	Establish standards and maintenance schedules for natural and manmade channels, basins, and other drainage facilities that carry storm water.
P25 Reduction in Storm Water Runoff	Adopt development standards to reduce peak-hour storm water flow and increase groundwater recharge.	Review existing standards and update as needed.
P26 Storm Water Management Plan	Adopt, implement, and periodically update a Storm Water Management Plan to reduce the amount of pollution in storm water that is collected.	Update the Storm Drain Master Plan to reflect the needs of the General Plan Update.
P27 Recycling Programs	Participate in and encourage waste diversion and recycling programs and efforts.	Continue existing programs and update as State regulations change.

Implementation By City Action

Policy Name	General Plan Policy	Implementation
P34 Police Station	Provide for additional structures and acquire additional land as needed for an expanded police station with adequate police vehicle parking to maintain acceptable response times to meet new population growth.	Identify and add to the CIP.
P35 Police Master Plan	Prepare and periodically update a Police Master Plan to plan for new growth identified in the land use element.	Update Police Master Plan.
P36 Vehicles and Safety Equipment	Provide for police equipment needs including vehicles and safety equipment as public safety services are expanded to meet new population growth.	Identify and add to the CIP or budget.
P37 Impact Fees for Police Facilities	Require new development to provide funding to meet the cost of providing vehicles, equipment, and structures, to meet the needs of new population growth.	Update the Development Impact Fee Study every 5 years.
P38 Police Officer Ratio	Provide for adequate law enforcement officers and staffing needs to meet the new population growth.	Identify and add to budget.
P40 Youth Programs	Lead and participate in programs and organizations that encourage positive relationships between youth, parents, schools, and law enforcement.	Continue programs such as School Resource Officers, GREAT, and Junior Police Academy.
P41 Neighborhood Watch Programs	Develop a corrective action plan to deal with high crime areas, including implementation measures such neighborhood watch programs.	Identify and implement Neighborhood Watch programs as needed.

Implementation By City Action

Policy Name	General Plan Policy	Implementation
P42 Crimefree Multi-Family Housing Program	Create partnerships amongst the police, property owners, and property managers, and to keep rental properties free of illegal activities.	Use existing or new programs to focus on crime prevention in rental communities.
P43 Crime Prevention Education	Lead and participate in programs that educate citizens about crime prevention.	Continue existing programs.
P45 Animal Control	Provide adequate staffing, equipment, and facility space for the control of animals in the city.	Continue to provide animal control field services either directly or by contract.
P46 Building Design for Safety	Encourage building designs that help to reduce crime and improve resident safety.	Encourage the policies of Crime Prevention through Environmental Design (CPTED).
P48 CPTED Principles for Safety	Create building and neighborhood design standards that are consistent with Crime Prevention through Environmental Design (CPTED) principles.	Encourage the policies of Crime Prevention through Environmental Design (CPTED).
P49 Emergency Service Response Times	Provide fire stations at locations to achieve and maintain an adequate response time for emergencies within the City.	Review and update Fire Master Plan as needed to reflect the changed urban boundaries in the General Plan.
P50 Fire Master Plan	Prepare and periodically update a Fire Master Plan to plan for new growth identified in the land use element.	Review and update Fire Master Plan as needed to reflect the changed urban boundaries in the General Plan.
P52 Impact Fees for Fire Facilities	Require developers to contribute impact fees to fund the cost of providing fire facilities needed to support new population growth and development.	Update the Development Impact Fee Study every 5 years.
P53 Fire Protection Personnel	Provide adequate fire suppression personnel and staff at each fire station to meet increased demands from population growth.	Review and include in CIP or budget.

Implementation By City Action

Policy Name	General Plan Policy	Implementation
P54 Provision of Fire Protection Equipment	Provide for fire protection vehicles and safety equipment to meet increased demands from population growth.	Review and include in CIP.
P55 Water Supply to Meet Fire Demand	Provide adequate water supply and fire flow throughout the Hanford water system to meet fire demand during times of peak domestic water demand.	Review Water Master Plan to confirm fire flows are adequate to meet fire demand.
P59 Fire and Building Codes	Continue to enforce the California Fire Code, California Building Code, and Hanford Municipal Code to mitigate threats to safety and property.	The California Building Code is updated every three years. The next update begins in 2018 and the code is expected to be adopted in 2019. The City has adopted the 2016 standards.
P61 Emergency Preparedness	Continue to upgrade preparedness strategies and techniques to be prepared when natural or man-made disaster occurs.	Coordinate the Kings County Multi-Jurisdictional Multi-Hazard Mitigation Plan with Kings County Office of Emergency Management. The plan was adopted in 2007. Participate in the next update.
P62 Fire Protection Education Programs	Continue to provide public education programs to raise awareness of potential fire and safety threats.	Continue existing public education programs.
P73 Civic Center Master Plan	Consider development of an urban design master plan for the Civic Center area.	Prepare a Civic Center Master Plan to upgrade existing buildings.
P76 Public Meeting Places	Continue to provide places for the public to meet and hold special events and activities.	Locations should be well-advertised and made clear to the public of each facility's availability.
P77 Provision of Government Facilities	Provide space for adequate facilities to meet the City's government functions for existing and future residents, businesses, and visitors.	Review city facilities needs periodically and include in CIP updates.

Implementation By City Action

Policy Name	General Plan Policy	Implementation
P78 City Government in Downtown	Locate all City government departments with the exception of Public Works and Fire Departments in the Downtown area.	This policy is currently being met.
H13 Volunteer Programs for Disaster Preparedness	Encourage City employees through a volunteer program to obtain training in disaster preparedness and basic first aid skills.	Consider incentives that encourage employees to volunteer.
H14 Reduction in Individual Domestic Well Use	Consider policies and investments in the City water system that will allow homes using individual wells to connect to the City water system.	Continue to look for opportunities and funding sources to bring connect homes with individual wells to the City water system.
H15 Building Codes and Standards for Earthquakes	Maintain and enforce current buildings codes and standards to reduce the potential for structural failure caused by ground shaking and other geologic hazards.	Enforce building codes.
H16 Hazardous Buildings Upgrade	Develop policies to assist in the upgrading of seismically hazardous (unreinforced masonry) buildings within the City.	Identify potential funding that can assist with upgrades.
H21 Stormwater System Maintenance	Provide ongoing stormwater maintenance activities such as routine inspections, cleaning, and preventive repairs.	Maintain an on-going maintenance program.
H22 Maintenance of Traffic Control Devices	Maintain a traffic signage and striping system that helps drivers navigate during Tule fog events	Maintain and on-going maintenance program. Review effectiveness of newer treatments, such as thermoplastic paint for cross-walk striping.
H23 Driving Techniques in the Fog	Educate the public on driving techniques for navigating in the Tule fog.	Provide safety announcements and driving advice on City website and through other City public communication methods.

Implementation By City Action

Policy Name	General Plan Policy	Implementation
H25 Debris Management	Enhance strategies for debris management after windstorm events.	Provide information on City website for citizens to contact for assistance in emergency clean up.
H28 Weed Abatement	Continue with an intensive weed abatement program to minimize fire hazards near urban uses.	Continue enforcement program.
H30 Industrial Hazardous Materials	Require industrial uses that rely extensively on the use of hazardous materials to adopt an acceptable use, storage, disposal, and emergency response program that has been approved by appropriate agencies.	Develop and continue program.
H40 Ground Transportation Noise	Limit the effects of vehicle noise generation by designating truck routes, limiting vehicle speeds, standards relating to vehicle noise emission levels and muffler systems.	Review truck routes and Noise Ordinance for any needed updates.
H44 Noise Contours	Develop noise contours for major transportation corridors and stationary facilities that emit noise levels greater than DNL of 60 dBA.	Review truck routes and Noise Ordinance for any needed updates.
H46 Noise Ordinance	Adopt ordinances that limit noise-generating sources to acceptable, safe levels.	Review Noise Ordinance for any needed updates.
H47 City Equipment Purchases	Purchase only equipment and vehicles that comply with noise level performance standards based upon the best available noise reduction technology.	Include this requirement in vehicle procurement procedures.

Implementation By City Action

Policy Name	General Plan Policy	Implementation
H56 Heath Programs, Grants, and Incentives	Consider programs and incentives to encourage small grocery or convenience stores to sell fresh foods in underserved areas. These programs could include grants or loans to purchase updated equipment (e.g. refrigeration), publicity or directories of healthy food outlets, or connecting stores to wholesale sources of healthy, local, or organic food.	Research and consider offering programs and incentives as noted.
H61 Public Amenities	Consider environmental justice issues as they are related to the equitable provision of desirable public amenities such as parks, recreational facilities, and other beneficial uses that improve the quality of life.	Add as a goal in the next update to the Parks Master Plan.
H62 Public Participation	Assure that all community residents have opportunities to participate in decisions that affect their environment and health, and make accommodations for them to be involved in the decision-making processes.	Continue to meet Brown Act and make public meeting accessible to all persons.
H63 Use of Communication Tools, New Media, and Technology	Use traditional communication tools as well as new media and technology to provide clear and current information on City processes and decisions and to encourage public participation in City government.	Evaluate existing and new communication tools for dispersing public information.
H64 Opportunities for Physical Activities	Improve health and mental well-being by offering convenient and safe opportunities for physical activity.	Add as a goal in the next update to the Parks Master Plan.

Implementation By City Action

Policy Name	General Plan Policy	Implementation
H65 Comfortable Walking and Biking Environments	Provide comfortable environments and destinations for walking and bicycling to integrate physical activity into daily routines.	Implement the Pedestrian and Bicycle Master Plan.
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.	Implement the Pedestrian and Bicycle Master Plan.

SECTION 3 - IMPLEMENTATION BY COORDINATION WITH OUTSIDE AGENCIES

The following policies are implemented through coordination by the City with outside agencies.

Policy Name	General Plan Policy	Implementation
E1 Competitive Advantages	Continually identify, refine, and capitalize upon Hanford's economic competitive advantages to attract and enhance local economic activities.	Work in partnership with organizations such as Main Street Hanford, Kings County EDC, and the Chamber of Commerce to meet this policy as opportunities arise.
E4 Local Jobs	Promote local hiring to increase resident retention, maintain a positive jobs-housing balance, and allow residents to work in the same community that they live.	Work in Partnership with organizations such as Main Street Hanford, Kings County EDC, and the Chamber of Commerce to meet this policy as opportunities arise.
E5 Business Growth and Retention Program	Develop and support a business growth and retention program that promotes, encourages, and assists existing businesses in Hanford.	In coordination with the Chamber of Commerce, implement a program to visit local businesses to demonstrate appreciation and survey them about their concerns and needs.
E6 Transportation Connectivity	Enhance opportunities for economic development by pursuing greater regional transportation connectivity for people and goods through infrastructure improvements to railroads and highways.	Coordinate with Caltrans, KCAG, High Speed Rail Authority, Cross KART, and other public transit agencies to enhance regional transportation infrastructure.
E17 Kings Industrial Park Strategy	Continue to support and implement the policies, projects, and programs identified in the Kings Industrial Park Strategy.	Coordinate with Kings Economic Development Corporation, land owners, and businesses.
E20 Train Locally	Establish a partnership with College of the Sequoias and/or other nearby educational providers to develop training programs to teach necessary industrial labor skill sets to local community members.	Work with COS to identify and develop training for skills needed in Hanford to retain students and residents.

Implementation By Coordination With Outside Agencies

Policy Name	General Plan Policy	Implementation
E21 Advertise Available Land	Continue to assist in the marketing of vacant properties and buildings that are available for industrial development.	City to continue to work with Kings Industrial Park. Continue to update the available vacant land inventory on the City's website.
E22 Transportation Improvements	Aggressively advocate for enhancing transportation infrastructure in support of business growth in the Kings Industrial Park.	Identify strategic projects and pursue them with appropriate agencies, such as KCAG, Caltrans, and/or railroad companies.
E23 Economic Development of Agriculture	Value and support agriculture as an industry and make it a key component of Hanford's economic development strategy.	Work with Kings EDC, Chamber of Commerce, and USDA as needed to identify strategies to attract value-added agriculture businesses.
E24 Recruit Agriculture-related Businesses	Recruit businesses that are agriculture-related, especially those that create value-added products.	Work with Kings EDC, Chamber of Commerce, and USDA as needed to identify strategies to attract value-added agriculture businesses.
E25 Support Innovation in Agriculture	Support innovation in the production, processing, and distribution of agricultural products and services.	Work in partnership with organizations such as Kings County EDC, the Chamber of Commerce, and business owners to meet this policy as opportunities arise.
E29 Shop Local	Promote locally owned businesses and support local jobs to recirculate money within the local economy.	In coordination with the Chamber of Commerce, implement a program to visit local businesses to demonstrate appreciation and survey them about their concerns and needs.
E30 Promote Retail Development	Promote retail development in proximity to where residents live to improve quality of life, retain taxable spending by Hanford residents, and attract shoppers from outside of Hanford.	The Zoning Map includes zoning for retail uses in each neighborhood.

Implementation By Coordination With Outside Agencies

Policy Name	General Plan Policy	Implementation
E39 Main Street Hanford	Continue to support the goals and policies of Main Street Hanford including: Identifying new downtown business opportunities Helping existing businesses expand Finding new uses for vacant buildings Converting upper stories to housing, office or commercial space Improving downtown business management techniques	Periodically meet with Main Street Hanford to identify opportunities within the City's authority that can meet the identified Main Street Hanford goals and policies.
E40 Marketing Downtown	Support marketing programs that promote the Downtown as a center for commerce, arts, culture, and entertainment.	Periodically meet with Main Street Hanford to identify opportunities within the City's authority that can meet the identified marketing programs
L7 Primary Sphere of Influence	Support and pursue an amendment of the City of Hanford's Primary Sphere of Influence to be coterminous to the Planned Area Boundary.	Make an application to LAFCO of Kings County for a Sphere of Influence Amendment consistent with this policy.
L8 Home Garden Community Services District	Support the continuance of the Home Garden Community Services District as an independent special district serving the existing Home Garden community. Support the existing location of the Home Garden Community Services District Sphere of Influence.	Do not support a Sphere of Influence Amendment that includes the Home Garden community.
L126 Downtown Government Offices	Locate new local, State, and federal offices in the Downtown area to the greatest extent possible.	Work with other local, State, and federal officials to find and locate their offices Downtown.
L130 Downtown Off-street Parking	Provide public off-street parking facilities within the Downtown.	Work with Main Street Hanford to identify improvements that would provide additional public parking in strategic locations.
L131 Downtown Social Interaction	Increase opportunities for social activity in the Downtown area, by providing parks, plazas, wide sidewalks, and open space areas and by encouraging arts, cultural, and community events.	Review development standards to ensure consistency with this policy and revise if needed. Work with the Main Street Hanford to enhance public amenities and encourage event in the Downtown area.

Implementation By Coordination With Outside Agencies

Policy Name	General Plan Policy	Implementation
L132 Downtown Festivals	Continue to hold community festivals primarily in the Downtown area.	Encourage issuance of permits for special events in the Downtown area.
L133 Downtown Public Art	Encourage a concentration of public art within the Downtown area.	Identify programs for public art incentives and invest in public art, when feasible. Main Street Hanford, local schools, and COS could be creative partners in promoting local artists and finding unique ways to increase funding for the public art.
L14 Fourth High School Site	Coordinate with Hanford High School District to determine the location of a fourth high school site, with preference given to sites south of Highway 198.	Coordinate with School District as needed.
L160 Eastside Elementary School District Boundaries	Encourage formal discussions to review and potentially revise the elementary school district boundary between Hanford Elementary School District and Kit Carson Union Elementary School District.	Coordinate with the two school districts and the Kings County Department of Education.
L165 Northwest Elementary Schools	Plan for two new elementary schools with flexible locations on east side of 12th Avenue.	Coordinate with the school districts to implement this policy.
L175 Southwest Elementary School	Plan for a new elementary school with a flexible location west of 12 th Avenue.	Work with the School District as needed.
T4 Regional System Improvements	Identify and support improvements to regional transportation system improvements both within and outside the Planning Area that will improve mobility to and from Hanford.	Work with Caltrans and Kings County to identify and pursue transportation system improvements in the city and the surrounding area.
T5 Funding Sources and Improvements	Coordinate with Caltrans and Kings County Association of Governments (KCAG) for funding and timely construction of programmed state highway and interchange improvements.	Implement through the City's coordinated efforts with Caltrans and KCAG to pursue funding opportunities.
T6 Highway Improvements	Coordinate with Caltrans to identify needed improvements to highway facilities in the city.	Implement through the City's coordinated efforts with Caltrans.

Implementation By Coordination With Outside Agencies

Policy Name	General Plan Policy	Implementation
T7 Highway 198 and 9 th Avenue	Identify and program improvements necessary to maintain Level of Service standards at the intersection of SR 198 and 9 th Avenue.	Implement through the City's coordinated efforts with Caltrans.
T35 Caltrans Coordination	Coordinate with Caltrans to identify needed improvements to its highway facilities in the City and implement necessary programs to assist in improving State Route 43 and 198, and its interchanges/intersections with local roadways.	Meet with Caltrans staff periodically to discuss short-, mid-, and long-term improvement needs to state highways through Hanford.
T46 Good Movement Strategies	Coordinate with regional transportation agencies to plan and implement goods movement strategies, including those that improve mobility, deliver goods efficiently, and minimize negative environmental impacts.	Coordinate efforts to transport goods with rail companies, Caltrans, Kings County, and Kings Industrial Park.
T57 Long Range Transit Plan	Coordinate and collaborate with KART and KCAG on development of a long-range transit plan that considers special emphasis on new or enhanced transit services and amenities in the downtown core, and service to identified mixed use neighborhoods and corridors.	Coordinate and participate with preparation of the next transit plan.
T58 Vanpool Programs	Support the KART Vanpool program for the area's farmworkers and other commuters.	Meet with KART staff periodically to coordinate transit services with City policies and services.
T59 Transit Parking Lots	Work with the various government agencies to provide secure parking at park-and-ride lots and transit stations.	Coordinate and participate with preparation of the next transit plan to identify improvements to park-and-ride lots.
T60 Downtown Public Parking	Work with Downtown property owners and organizations to maintain an adequate supply of shared, public parking in the Downtown.	Meet with Main Street Hanford periodically to coordinate parking needs with existing and future public parking areas.

Implementation By Coordination With Outside Agencies

Policy Name	General Plan Policy	Implementation
T60 Downtown Public Parking	Work with Downtown property owners and organizations to maintain an adequate supply of shared, public parking in the Downtown.	Periodically meet with Main Street Hanford to discuss current levels of public parking and opportunities and locations to add additional parking. Coordinate with KART and other future plans for transit to share parking areas.
T67 Bicycle Safety Programs	Support programs that educate bicyclists and motorists about bicycle safety.	Utilize police and parks and recreation departments to support programs, and partner with school districts when feasible.
T75 New Commercial Service Airport Feasibility Study	Support the investigation of the feasibility of a new primary commercial service airport in the Kings-Tulare County region, recognizing that construction of such an airport would likely be beyond the General Plan 2035 Planning period.	Support would be contingent on other interested jurisdictions joining such an investigation.
T80 Station Area Study	If High Speed Rail becomes a reality in Kings County, consider a station area planning study that considers locating most of High Speed Rail support services (parking, hotels, transportation links, etc.) west of 10th Avenue to support Downtown Hanford.	This policy could be implemented as funding becomes available for station area planning studies.
T81 Link to Transit with High Speed Rail	If High Speed Rail becomes a reality in Kings County, ensure that effective transit linkages are in place between the High Speed Rail station and the City's downtown and employment centers.	Coordinate with KART and support Cross Valley Rail transit with stops at the High Speed Rail station and Downtown Hanford.
T82 Mitigation of High Speed Rail Impacts	If High Speed Rail becomes a reality in Kings County, ensure that financial, environmental, and agribusiness impacts of the project are mitigated for the citizens of Hanford.	Coordinate with High Speed Rail Authority as necessary.

Implementation By Coordination With Outside Agencies

Policy Name	General Plan Policy	Implementation
T83 Funding Sources for High Speed Rail	If High Speed Rail becomes a reality, aggressively seek State and Federal funding for improvements and expansion of roads, water lines, sewer lines, storm drainage, public facilities, and utilities associated with High Speed Rail.	Coordinate with High Speed Rail Authority as necessary.
T84 Continuation of Corridors	If High Speed Rail becomes a reality, ensure that the High Speed Rail alignment through the Planning Area does not disrupt other transportation corridors identified in Hanford's circulation element.	Coordinate with other agencies as necessary.
T88 People Movement	Emphasize the movement of people rather than vehicles.	Cooperate with KART, Amtrak, and Caltrans. Implement the policies of the 2016 Pedestrian and Bicycle Master Plan.
02 Agricultural Buffer	Coordinate land use policies and designations with Kings County to provide for a buffer between the urban area of Hanford and the surrounding unincorporated communities.	The Zoning Map shall reflect the General Plan Map and the Kings County General Plan reflects this policy.
03 Kings County Preservation Efforts	Support the Kings County efforts to preserve and protect farmlands outside the Planned Area Boundary.	Coordinate with Kings County as needed.
019 Recycling	Support recycling activities throughout the City.	Identify locations and standards for recycling facilities. Supporting recycling facilities should be a City-wide adopted program and campaign in conjunction with the Kings Waste and Recycling Authority (KWRA).
027 Large Industrial Water Users	Encourage large scale industrial water users to develop internal water recycling programs during plan development and review processes.	Work with Kings Industrial Park to coordinate water recycling programs.

Implementation By Coordination With Outside Agencies

Policy Name	General Plan Policy	Implementation
O53 Parkland Ratio Calculation	When determining the parkland ratio of acres per 1,000 population, include the acreage of city-owned mini, neighborhood, community, regional, special use, and storm water basin parks, along with 50% of the acreage of school playgrounds and play areas within the Planned Area Boundary.	Negotiate with the school districts to see that school playgrounds and ball fields remain open when school is not in session.
O62 Regional Parks	Where appropriate, participate with other agencies in the acquisition, management, and use of regional parks and facilities that would benefit Hanford residents.	This policy could be coordinated with Kings County.
O69 Festivals and Events	Continue to sponsor festivals and events that serve to draw the community together, welcome visitors, and enhance the City's economic health.	Coordinate with Main Street Hanford, City Parks Department, and Chamber of Commerce.
P4 Groundwater Management Program	Work cooperatively with other water management agencies to prepare a groundwater management program as needed to ensure sufficient water supply for new growth identified in the land use element.	Coordinate with and participate in the newly formed Mid Kings River Groundwater Sustainability Area (GSA).
P5 Groundwater Recharge	When necessary and practical, cooperate with other water agencies to acquire water for the recharge, replenishment and/or banking of groundwater for future demand.	City shall coordinate with Kings County Water District.
P28 Kings Waster Recycling Authority	Participate as a member and support the Kings Waste Recycling Authority.	Continue participation.
P30 Gas and Electricity Infrastructure Design	Coordinate with gas and electricity utility providers to design facilities to minimize visual impacts, preserve existing land uses, avoid natural and cultural resources, and minimize safety risks.	Coordinate as needed.

Implementation By Coordination With Outside Agencies

Policy Name	General Plan Policy	Implementation
P31 Undergrounding of Utility Lines	Utilize Rule 20A funds, when available, to convert existing overhead utility lines to underground lines, with priority given to lines in the Downtown area.	Identify potential projects, giving priority to the Downtown area, and implement projects as funds are available.
P32 Provision of Communications Service	Coordinate with communications providers to ensure that they can and will provide service to existing development as well as new growth areas.	Public Works shall coordinate with communication providers.
P33 Communi- cations Infrastructure Design	Coordinate with communication providers to design facilities to minimize visual impacts, preserve existing land uses, avoid natural and cultural resources, and minimize safety risks.	Identify existing above-ground facilities that could be undergrounded with Rule 20A funds. Identify sensitive locations and inform utility companies to avoid them during heavy maintenance or construction.
P39 Drug-Free Hanford	Support programs that reduce the incidence of substance abuse in Hanford.	Identify and implement programs, and work with outside agencies with similar programs.
P44 Agreements and Services	Maintain Mutual Aid Agreements and 911 Services with local and regional agencies.	Continue to maintain agreements.
P57 Automatic Aid Agreement	Maintain automatic aid agreements with Kings County Fire Department.	Periodically review and continue agreements.
P58 Mutual Aid Agreements	Maintain mutual aid agreements with other local and regional agencies.	Periodically review and continue agreements.
P63 Educational Facilities Locations	Coordinate with school districts for them to locate and acquire school sites in new development areas.	Work with school districts and encourage them to acquire site ahead of development activity when feasible.
P64 Neighborhood Focal Points	Encourage elementary and middle school sites be integrated into neighborhoods to be a focal point in the neighborhood and to encourage access via bicycling and walking.	Encourage locations that have accessibility from all parts of a neighborhood, such as collector/collector intersections. Discourage locations that would require large numbers of students to cross arterial streets to get to school.

Implementation By Coordination With Outside Agencies

Policy Name	General Plan Policy	Implementation
P65 After School Recreational and Meeting Use	Coordinate with school districts to allow non-school-related public use of school sites for recreational activities, meeting places or other uses that do not interfere with their primary educational mission.	Coordinate with the school districts to implement this policy.
P66 Fourth High School Location	Strongly encourage that the future fourth high school site be located south of State Route 198.	Coordinate with the high school district as needed.
P67 Shared Use of High School Facilities	Coordinate with Hanford Joint Union High School District to allow non-school related public use of school facilities for recreational activities, meeting places or other uses that do not interfere with their primary educational mission.	Coordinate with the high school district to implement this policy.
P69 College of Sequoias	Support and promote College of the Sequoias as a region-serving institution of higher education.	Continue to coordinate with COS to implement this policy.
P70 Vocational Training Centers	Encourage the expansion and development of vocational training centers and programs to support the growth of the Kings Industrial Park and other trades in the Hanford area.	Coordinate with Kings Industrial Park and vocational education agencies to implement this policy.
P71 Public Function of Civic Center	Maintain and enhance the centralized public functions of the Civic Center area.	Consider preparation of a Civic Center Master Plan and include goals and plans that emphasize public use. Include funding for improvements in CIP.
P72 Event Space	Continue to encourage the use of the Civic Center Park's facilities for public community and social events.	Consider preparation of a Civic Center Master Plan and include goals and plans that emphasize public use.
P74 Important Activity Center	Coordinate with Kings County to maintain existing library facilities as an important activity center within the community.	Coordinate as needed.
P75 Public Access to Technology	Encourage all residents have access to library services including access to computers and other technology.	Coordinate as needed.

Implementation By Coordination With Outside Agencies

Policy Name	General Plan Policy	Implementation
P81 Emergency Service Locations	Designate local hospitals as emergency service locations as a component of the City's Emergency Response Plan. Work closely with local hospitals to encourage hospital preparation and coordinate disaster recovery plans.	Work closely with local hospitals to implement this policy.
H1 Kings County Multi-jurisdictional Hazard Mitigation Plan	Integrate the mitigation measures of the Kings County Multi-jurisdictional Hazard Mitigation Plan where relevant and applicable.	Coordinate with the Kings County Multi-Jurisdictional Multi-Hazard Mitigation Plan with Kings County Office of Emergency Management as needed.
H2 Update to the Multi-jurisdictional Hazard Mitigation Plan	Collaborate with the Kings County Office of Emergency Services in the development of updates to the Kings County Multi-jurisdictional Hazard Mitigation Plan.	Participate in the next update.
H3 Disaster Preparedness	Lead in the preparation for natural and man-made disasters by taking a proactive approach.	Coordinate with Kings County Office of Emergency Management.
H4 Emergency Preparedness Plan	Update and implement the Emergency Preparedness Plan annually to respond to changes in land use, population, and incorporated boundaries, including evacuation routes, locations of critical facilities, peak load water supply requirements, minimum road widths and turning radii, and identification of risks.	Coordinate with the Kings County Multi-Jurisdictional Multi-Hazard Mitigation Plan with Kings County Office of Emergency Management as needed.
H5 City Hall as the Emergency Operations Center	Maintain City Hall as the Emergency Operations Center (EOC) in Hanford.	Coordinate with Kings County Office of Emergency Management.
H6 Disaster Preparedness Information	Educate the public about disaster preparedness by providing information on supplies, training, evacuation routes, communication systems and shelter locations.	Coordinate with Kings County Office of Emergency Management to provide public service messages.
H7 Disaster Preparedness for Special Needs Populations	Identify and develop communication systems, evacuation methods, shelter locations and other services for special needs populations.	Coordinate with Kings County Office of Emergency Management.

Implementation By Coordination With Outside Agencies

Policy Name	General Plan Policy	Implementation
H8 Provide for Adequate Levels of Service	Evaluate safety service limitations on an annual basis to provide for adequate levels of service.	Coordinate with Kings County Office of Emergency Management.
H9 Water Facilities in Emergencies	Ensure that public and private water facilities have adequate capacity to supply emergency needs.	Maintain a Water Master Plan.
H10 Emergency Routes	Identify potential emergency routes and suggest methods for operational needs for first responders.	Coordinate with Kings County Office of Emergency Management.
H11 Emergency Response Facilities	Establish the capability to relocate critical emergency response facilities such as fire, police and essential services facilities, if needed.	Include this as a goal in the next Public Safety Plan update.
H12 Quantify Emergency Preparedness Levels	Develop a procedure to quantify community emergency preparedness levels.	Coordinate with Kings County Office of Emergency Management to develop a scoring matrix.
H18 Extreme Heat Emergency Plan	Support the maintenance and implementation of the Kings County Extreme Heat Emergency Plan to support vulnerable populations during times of extreme heat.	Coordinate with Kings County Office of Emergency Management.
H19 Cooling Centers	Periodically evaluate the effectiveness of existing cooling centers and determine the need for additional cooling centers as population increases.	Maintain existing centers and consider options for new centers as the city expands and new county islands are added. Cooperate with Kings County Office of Emergency Management.
H24 Warming Centers	Periodically evaluate the effectiveness of warming center and determine the need for additional warming centers as population increases.	Periodically evaluate size and locations. Cooperate with Kings County Office of Emergency Management.
H29 Household Hazardous Materials	Coordinate with other public agencies to educate consumers about the proper household use and disposal of hazardous materials.	Coordinate with Kings Waste and Recycling Authority.

Implementation By Coordination With Outside Agencies

Policy Name	General Plan Policy	Implementation
H33 Educational Opportunities	Coordinate with Kings County to provide educational opportunities to the public regarding the generation of small quantity, household and agricultural waste products regarding their responsibilities for source reduction and proper and safe hazardous waste management.	Coordinate programs with the Kings Waste and Recycling Authority.
H35 Kings County Health Department	Coordinate with the Kings County Health Department for the implementation of the Hazardous Materials Disclosure Law.	Coordinate program.
H36 Transport of Hazardous Materials	Promote the safe transport of hazardous materials through Hanford by designating hazardous material carrier routes to direct hazardous materials away from populated and other sensitive areas, and prohibiting vehicles transporting hazardous materials from parking on City streets. Coordinate with the California Highway Patrol to maintain designated travel routes through the Hanford Area for vehicles transporting hazardous materials.	Coordinate with the California Highway Patrol to maintain designated travel routes through the Hanford Area for vehicles transporting hazardous materials.
H38 Brownfield Site Inventory and Remediation Policies	Coordinate with property owners and the California Department of Toxic Substance Control to inventory brownfields and develop plans and policies to remediate contamination.	The State of California Department of Toxic Substance Control and Environmental Protection Agency identify toxic substances and processes for cleanup.
H54 Farmers Markets	Encourage year-round operation of farmers' markets with the Downtown as the locational reference.	Continue to support the Thursday Night Marketplace offerings of fresh produce.
H55 Healthy Food Choices	Support schools and other organizations' efforts to encourage students and their families to make healthy food choices.	Coordinate such programs with local schools and organizations.

Implementation By Coordination With Outside Agencies

Policy Name	General Plan Policy	Implementation
H57 Community Gardens	Where practical, dedicate and/or encourage space for community gardens in parks or other appropriate sites.	Coordinate with Parks and Recreation, School Districts, and Medical Center organizations.
H58 Local Foods for City Functions	Encourage the purchase of local foods for City functions, and encourage school districts to do the same.	Coordinate such programs with local schools and organizations.
H59 Health Initiatives	Facilitate the involvement of community residents, businesses, and organizations in the development, adoption, and implementation of community health initiatives.	Encourage public participation in all efforts to improve health in the community.

SECTION 4 - IMPLEMENTATION BY CITY ACTION AND BY DEVELOPMENT PROPOSAL EVALUATION

The following policies require implementation through a combination of City action and development proposals as they are submitted for approval.

Policy Name	General Plan Policy	Implementation
E28 Commercial Investments	Encourage private-sector investment to continually upgrade and maintain the viability and attractiveness of existing commercial areas.	Support may involve expedited loans, financing programs, and other incentive programs.
E42 Public/Private Partnerships	Participate in public/private partnerships for redevelopment of Downtown properties.	Consider partnerships as opportunities arise, identifying solutions that will benefit Downtown.
L116 Public Spaces	Maintain existing and develop new community services and gathering spaces that allow for increased social interaction of neighbors, (i.e. parks, community centers and gardens, schools, commercial areas, churches, and other gathering spaces).	Encourage inclusion of public or private gathering spaces that complement and support new development projects. Discourage the removal of existing gathering spaces.
L122 Gateway Monument Signs	Enhance key city entrances on primary vehicular corridors. Provide gateway features such as monument signs or archways at major entrances to Hanford, including: Highway 198 at Highway 43, Highway 43 at 10 th Avenue, Grangeville Boulevard at Highway 43, Highway 198 at 13 th Avenue, and East Lacey Boulevard at Highway 43.	Work with developers of sites near these locations to incorporate gateway features as needed. Locate funding sources that can contribute to the design and construction of these features.

Implementation By City Action and By Development Proposal Evaluation

Policy Name	General Plan Policy	Implementation
L128 Downtown Transit Oriented Development	Encourage transit-oriented development, including mixed use, high density housing, and commercial and office uses, in the Downtown.	The Zoning Ordinance allows a mix of permitted uses for the Downtown Mixed Use and the Neighborhood Mixed Use districts. The City can consider offering downtown business incentive programs and allow use of the Historic Building Code to upgrade existing buildings.
L129 Downtown Housing	Encourage the development of a variety of urban housing opportunities, including housing units above ground floor retail and office uses, in the Downtown to increase market support for businesses, extend the hours of downtown activity and create alternative housing opportunities for those desiring an urban living environment.	The Zoning Ordinance allows a mix of housing types and densities in Downtown Mixed Use districts. Proposed projects can be encouraged in the development proposal process.
L140 East Lacey Boulevard Gateway	Evaluate opportunities to enhance the vehicular entrance to the community and consider a city gateway feature along State Route 43 at Lacey Boulevard.	This policy could be implemented as a city-initiated project or in partnership with nearby landowners.
L148 Hanford- Armona Road Gateway	Evaluate opportunities to enhance the vehicular entrance to the community and consider a city gateway feature along State Route 198 at Hanford-Armona Road.	Consider specific locations and designs for an entry feature, and identify a funding source.
L159 Eastside Neighborhood Park	Plan for a new neighborhood park site with a flexible location south of Grangeville Boulevard and within a five- to ten- minute walk of most residents in the East Side Planning Area.	The Zoning Map shall reflect the General Plan. Follow up on the Tentative Maps to ensure consistency.

Implementation By City Action and By Development Proposal Evaluation

Policy Name	General Plan Policy	Implementation
L164 Northwest Neighborhood Park	Plan for two new neighborhood park sites with flexible locations within a five- to ten- minute walk of most residents in the Northwest Side Planning Area.	The Zoning Map shall reflect the General Plan. Follow up on the Tentative Maps to ensure consistency.
L169 Learning Center Neighborhood Parks	Develop two neighborhood parks within the Learning Center Planning Area with flexible locations within a five to ten-minute walk of most residents in the Learning Center Planning Area, one south of Lacey Boulevard and the other north of Grangeville Boulevard.	The Zoning Map shall reflect the General Plan. Follow up on the Tentative Maps to ensure consistency.
L173 Southwest Neighborhood Parks	Support development of two new neighborhood park sites identified in existing approved tentative subdivision maps within the Southwest Planning Area.	The Zoning Map shall reflect the General Plan. Follow up on the Tentative Maps to ensure consistency.
L20 Infill Development	Encourage, support, and incentivize infill development in existing neighborhoods.	Identify permitted uses in mixed use and higher densities for existing neighborhoods as shown on the Zoning Map.
T25 Cul-de-sacs	Construct cul-de-sacs on all permanent dead-end streets. New cul-de-sacs shall be discouraged in commercial and industrial developments. Adopt maximum lengths of new local streets with cul-de-sacs.	The current standard states that cul-de-sac streets shall not exceed 400 feet.
T26 Cul-de-sac Non-motorized Connectivity	Encourage sidewalks and breaks in perimeter walls to allow pedestrian, bicycle, and visual access from cul-de-sac streets to other nearby streets.	Identify locations during development review.
T32 Ultimate Rights-of-Way	Acquire control of land within ultimate right-of-way of Arterial and Collector streets during early stages of development.	Implement through the review of development projects, as well as acquisitions ahead of development when needed.

Implementation By City Action and By Development Proposal Evaluation

Policy Name	General Plan Policy	Implementation
T41 Streetscape Enhancements	Strive to improve the visual character of roadway corridors by improving streetscapes with amenities such as street trees, pedestrian-scaled lighting, underground utilities, water-efficient landscaping, and streetscape furniture.	Provide landscape design standards in the landscape chapter of zoning ordinance. Include landscape requirements for site plans.
T42 Existing Sound Walls and Fences	Encourage landscaping improvements along walls and fences adjacent to major streets to discourage graffiti and to enhance visual character.	Develop standards and implement during development review.
T48 Traffic Calming	Consider the use of traffic calming designs such as roundabouts, bulb-outs, and other traffic calming designs, where they will improve the operation or LOS of a street.	Consider these types of designs when identifying street improvements.
T95 Electric Vehicle (EV) Charging Stations	Promote and encourage the installation and use of electric vehicle (EV) charging stations and remove obstacles to their use as well as minimizing costs of permitting.	Charging stations are allowed uses in the updated Zoning Ordinance. Implement State requirements for electric vehicle charging infrastructure for multi-family and non-residential developments.
05 Removal of Land from Williamson Act	Encourage use of 'Notices of Nonrenewal as the preferred method of removal of land within the Planned Area Boundary from Williamson Act Land Conservation Contract.	Make this policy known to landowners in Williamson Contract that are inside the Planned Area Boundary so that they can plan ahead.
08 New Williamson Act Contracts	Oppose new Williamson Act contracts on land within the Planned Area Boundary.	Formally if a proposal is made to the Board of Supervisors.
013 Solar Power Generation	Support and encourage solar generation facilities that support residential, commercial, and industrial uses.	Support when proposed where locations are consistent with the General Plan and Zoning Ordinance.

Implementation By City Action and By Development Proposal Evaluation

Policy Name	General Plan Policy	Implementation
O14 Alternative Fuels and Renewable Energy	Promote and encourage the use of alternative fuels and renewable energy.	Encourage projects that include electric vehicle charging stations. Continue including alternative fuel vehicles in the city vehicle fleet.
O16 Vegetation to Conserve Energy	Encourage the use of native and drought tolerant shade trees and vines on southern and western exposure building walls as an energy conservation technique.	Identify and update landscape standards as needed. Adopt updates to the State MWELD water efficient landscape ordinance and enforce during development review.
O25 Recharge Basins	Protect existing groundwater recharge basins and natural and manmade sloughs and seek the establishment of new basins within and around Hanford.	The General Plan Land Use Map identifies these areas as open space. The Zoning Map reflects the General Plan Land Use Map.
O33 Vernal Pools	Identify and protect vernal pools that may be located in the Planning Area.	Require a biological study or analysis during intake of projects that may contain vernal pools to determine impacts to sensitive lands and inclusion of appropriate mitigation measures.
O34 Recreation and Sensitive Habitat	Avoid the potential negative impacts of increased human activity on sensitive habitat areas when establishing new recreational facilities or programs.	Identify sensitive habitats near recreation areas, such as parks, with signage and/or barriers that restrict access.
O37 Mature Trees	Promote the preservation of existing mature trees and encourage the planting of appropriate shade trees in new developments.	Identify and update landscape standards as needed. Enforce during development review.
O39 Endangered Wildlife and Habitat	Establish programs in connection with environmental review processes to protect endangered wildlife and their habitats.	Set policies that determine which development proposals require biological or cultural studies as part of their environmental review process.

Implementation By City Action and By Development Proposal Evaluation

Policy Name	General Plan Policy	Implementation
O40 Sensitive Wildlife	Work with state, federal, and local agencies on the preservation of sensitive wildlife species in the City.	Coordinate during environmental review and permitting process.
O45 State Historic Building Code	Promote the use of the State Historic Building Code to facilitate the reuse and conversion of historic buildings to alternative uses.	Work with property owners to allow full use of the Historic Building Code to encourage remodeling and upgrades to historic buildings.
O54 Multi-use Storm Water Basins	Where appropriate, support dual-purpose storm water detention basins for multiple use as parks.	Identify design criteria for Dual Use Detention Basin Facilities and include it as a section in the Standard Specifications document.
P19 Multi-use Storm Water Basins	Where appropriate, support dual-purpose storm water detention basins for multiple use as parks.	Identify standards for use of storm basins for parks. Include in development review.
P68 Higher Education	Encourage the development of private and public institutions of higher education.	Work with public and private institutions to find feasible locations that benefit the city.
H32 Project Review Evaluation	Evaluate the risks involving the disposal, transport, manufacture, storage and handling of hazardous material in Hanford in the project review process.	Condition approval with requirements being met at Site Plan Review.
H52 Access to Fresh Produce	Promote the availability of fresh fruits, vegetables, and other healthy foods.	Continue to support the Thursday Night Marketplace offering fresh produce. Encourage grocery stores offering fresh foods in Neighborhood Commercial and Neighborhood Mixed Use zones.

SECTION 5 - IMPLEMENTATION BY DEVELOPMENT PROPOSAL EVALUATION

The following policies are to be implemented through review of development proposals as they are submitted for approval. This can take the form of mitigation measures or conditions of approval. In some cases, implementation would be in the form of approval or denial of the proposed development, depending on its consistency or inconsistency with the General Plan.

Policy Name	General Plan Policy	Implementation
E19 Incompatible Uses Near Industry	Protect industrial land uses from the encroachment of uses that would impair industrial operations or create land use conflicts.	The Zoning Map separates industrial uses from residential and sensitive uses. Discourage encroachment of residential or sensitive uses onto land zoned for industrial use.
E34 Mix of Downtown Uses	Promote the incorporation of office, additional retail, and residential uses into the Downtown that will provide additional customers for local business.	This has been implemented in the Zoning Ordinance. Support development proposals consistent with this policy.
L108 Transit- Oriented Development	Support high-density transit oriented development within the city's Downtown, Mixed Use Corridors, and at the intersections of major thoroughfares to improve transit ridership and to reduce automobile use, traffic congestion, and greenhouse gas emissions.	This has been implemented in the Zoning Ordinance. Support development proposals consistent with this policy.
L111 Complete Neighborhoods	Promote efforts to make new and existing neighborhoods more complete by encouraging the development of a mix of complementary uses and amenities that meet the daily needs of residents. Such uses and amenities may include parks, community centers, religious institutions, daycare centers, libraries, schools, community gardens, and neighborhood commercial and mixed-use developments.	This has been implemented in the Zoning Ordinance. Support development proposals consistent with this policy.

Implementation By Development Proposal Evaluation

Policy Name	General Plan Policy	Implementation
L112 Centralized Amenities	Encourage the development of neighborhood amenities and complimentary uses in central locations of the neighborhood whenever feasible.	This has been implemented in the Zoning Ordinance. Support development proposals consistent with this policy.
L115 Housing Diversity	Encourage residential developments to have households with a diverse range of income levels.	This has been implemented in the Zoning Ordinance. Support development proposals consistent with this policy.
L117 Neighborhood Retail Goods and Services	Encourage the development and maintenance of compatible neighborhood retail and services within walking distance of residences as a means to promote the creation of “complete” neighborhoods.	This has been implemented in the Zoning Ordinance. Support development proposals consistent with this policy.
L118 Full Service Grocery Stores	Encourage the location of full service grocery stores within or adjacent to residential neighborhoods.	The Zoning Ordinance strategically locates Neighborhood Commercial and Neighborhood Mixed Use zones in each neighborhood. Support development proposals consistent with this policy.
L120 Encroachment of Incompatible Land Uses	Protect residential neighborhoods from the encroachment of land uses that may have a negative impact on the residential living environment.	This has been implemented in the Zoning Ordinance. Do not support development proposals inconsistent with this policy.
L124 Downtown Mix of Uses	Encourage mixed-use, local serving offices and commercial development projects in the Downtown mixed use with multi-family residential development.	This has been implemented in the Zoning Ordinance. Support development proposals consistent with this policy.
L139 East Lacey Boulevard Residential and Mixed Use Development	Encourage residential and mixed use development in the East Lacey Corridor for parcels west of 8-½ Avenue to 10 th Avenue.	This has been implemented in the Zoning Ordinance. Support development proposals consistent with this policy.

Implementation By Development Proposal Evaluation

Policy Name	General Plan Policy	Implementation
L141 East Lacey Boulevard Transformation of Auto-Oriented and Strip Commercial Uses	Support the transformation of auto-oriented and strip commercial uses into attractive pedestrian-oriented developments that frame and enhance the visual character of the East Lacey Boulevard corridor.	This has been implemented in the Zoning Ordinance. Support development proposals consistent with this policy.
L142 East Lacey Boulevard Regional Center	Provide for a regional center that has an appealing mix of tenants and are designed with site amenities to attract customers from both local neighborhoods and region-wide communities.	This has been implemented in the Zoning Ordinance. Support development proposals consistent with this policy.
L144 East Lacey Boulevard Development Standards	Discourage new "strip" commercial development along East Lacey Boulevard from an overall community development perspective. Develop design policies and regulations that identify a minimum percentage of street facing building facades and minimize the exposure of parking along the street.	This has been implemented in the Zoning Ordinance. Do not support development proposals inconsistent with this policy.
L145 East Lacey Boulevard Design Policies and Ordinances	Develop design policies and ordinances for mixed use development that provide for pedestrians and bicyclists including features such as street trees, buildings close to the street, de-emphasis of parking lots and garages, limitation of driveway cuts, traffic-calming features, clearly defined street crossings, adequate lighting, and street furnishings.	This has been implemented in the Zoning Ordinance. Support development proposals consistent with this policy.
L149 Hanford-Armona Road Transformation of Auto-Oriented and Strip Commercial Uses	Support the transformation of auto-oriented and strip commercial uses into attractive pedestrian-oriented developments that frame and enhance the visual character of the Hanford-Armona Road Corridor.	This has been implemented in the Zoning Ordinance. Support development proposals consistent with this policy.

Implementation By Development Proposal Evaluation

Policy Name	General Plan Policy	Implementation
L150 Hanford-Armona Road Boulevard Development Standards	Discourage new “strip” commercial development along Hanford-Armona Road from an overall community development perspective. Develop design policies and regulations that identify a minimum percentage of street facing building facades and minimize the exposure of parking along the street.	This has been implemented in the Zoning Ordinance. Do not support development proposals inconsistent with this policy.
L151 Hanford-Armona Road Design Policies and Ordinances	Develop design policies and ordinances for mixed use development that provide for pedestrians and bicyclists including features such as street trees, buildings close to the street, de-emphasis of parking lots and garages, limitation of driveway cuts, traffic-calming features, clearly defined street crossings, adequate lighting, and street furnishings.	This has been implemented in the Zoning Ordinance. Do not support development proposals inconsistent with this policy.
L152 Hanford-Armona Road Public and Industrial Facilities	Improve the appearance of existing industrial and public facility uses through the use of screening and landscaping enhancements.	This has been implemented in the Zoning Ordinance. Support development proposals consistent with this policy.
L155 Eastside Higher Density Residential Uses	Support the development of higher density residential uses in close proximity to the Grangeville Boulevard corridor and the gradual transition to lower density, single-family residential uses as distance from the Arterial road increases.	This has been implemented in the Zoning Ordinance. Support development proposals consistent with this policy.
L156 Eastside Development along Grangeville Boulevard	Discourage “strip” development along Grangeville Boulevard from an overall community development perspective. Develop design policies and regulations that identify a minimum percentage of street-facing building facades and minimize the exposure of parking and masonry walls along the street.	This has been implemented in the Zoning Ordinance. Do not support development proposals inconsistent with this policy.

Implementation By Development Proposal Evaluation

Policy Name	General Plan Policy	Implementation
L157 Eastside Neighborhood Commercial Center	Encourage a new mixed use neighborhood commercial center to serve residents of the Eastside Planning Area at the future intersection of Grangeville Boulevard and 9 th Avenue.	This has been implemented in the Zoning Ordinance. Support development proposals consistent with this policy.
L162 Northwest Higher Density Residential Uses	Support the development of higher density residential uses in close proximity to the neighborhood commercial development at the intersection of Fargo Avenue and 12 th Avenue with a gradual transition to lower density, single-family residential uses.	This has been implemented in the Zoning Ordinance. Support development proposals consistent with this policy.
L163 Northwest Neighborhood Commercial Center	Encourage a new mixed use neighborhood commercial center to serve residents of the Northwest Planning Area at the intersection of Fargo Avenue and 12 th Avenue.	This has been implemented in the Zoning Ordinance. Support development proposals consistent with this policy.
L167 Learning Center Higher Density Residential Uses	Support the development of higher density residential uses in close proximity to Lacey Boulevard and Grangeville Boulevard with a transition to lower density, single-family residential uses.	This has been implemented in the Zoning Ordinance. Support development proposals consistent with this policy.
L168 Learning Center Neighborhood Commercial Centers	Encourage two new neighborhood commercial centers to serve residences of the Learning Center Planning Area at the intersection of Grangeville Boulevard and Centennial Avenue and at the intersection of Lacey Boulevard and 13 th Avenue.	This has been implemented in the Zoning Ordinance. Support development proposals consistent with this policy.
L171 Southwest Higher Density Residential Uses	Support the development of higher density residential uses in close proximity to the neighborhood commercial development along arterial streets in the Southwest Planning Area.	This has been implemented in the Zoning Ordinance. Support development proposals consistent with this policy.

Implementation By Development Proposal Evaluation

Policy Name	General Plan Policy	Implementation
L172 Southwest Neighborhood Commercial Centers	Encourage a new neighborhood commercial center at the intersection of Hume Avenue and 12 th Avenue and a mixed use neighborhood center at the intersection of Hanford-Armona Road and 13 th Avenue to serve residents of the Southwest Planning Area.	This has been implemented in the Zoning Ordinance. Support development proposals consistent with this policy.
L174 Southwest Highway Commercial Land Uses	Promote development of a highway commercial center that supports the needs and services of the recreation and tourism industry at the intersection of Hanford-Armona Road and 13 th Avenue.	This has been implemented in the Zoning Ordinance. Support development proposals consistent with this policy.
L18 Compatibility with Surrounding Neighborhoods	Ensure that new development is compatible with existing and surrounding neighborhoods.	This has been implemented in the Zoning Ordinance. Support development proposals consistent with this policy.
L46 Anchor Tenants in Neighborhood Commercial Land Use Designation	Limit the total gross building square footage of the anchor tenant, such as a supermarket, in the Neighborhood Commercial land use designation to not exceed 55,000 square feet, and also to not exceed 50% of the shopping center's gross building square footage.	This has been implemented in the Zoning Ordinance. Support development proposals consistent with this policy.
L49 Design of Regional Commercial Land Use Designation	Require that new development projects and major site reconfigurations in the Regional Commercial land use designation lay out buildings and parking as a single, integrated shopping center with shared driveway access and parking, with walkways connecting buildings to each other and the street so as to promote pedestrian accessibility.	This has been implemented in the Zoning Ordinance. Support development proposals consistent with this policy.

Implementation By Development Proposal Evaluation

Policy Name	General Plan Policy	Implementation
L54 Design of the Service Commercial Land Use Designation	Require that new development projects and major site reconfigurations in the Service Commercial land use designation provide site layouts, landscaping, and screening so that the site appears aesthetically pleasing from the public street.	This has been implemented in the Zoning Ordinance. Support development proposals consistent with this policy.
L58 Design of the Highway Commercial Land Use Designation	Require that new development projects and major site reconfigurations in the Highway Commercial land use designation provide site layouts, landscaping, and screening so that the site appears aesthetically pleasing from the public street.	This has been implemented in the Zoning Ordinance. Support development proposals consistent with this policy.
L62 Design of Neighborhood Mixed Use Land Use Designation	Require that new development projects and major site reconfigurations in the Neighborhood Mixed Use land use designation provide site layouts, buildings, landscaping, walkways, and signage that are oriented primarily to the pedestrian. Require pedestrian access between residential and commercial uses and prohibit parking areas, walls, and landscaping in locations on the site that block or hinder pedestrian access. The maximum residential density permitted in a horizontal mixed use development is fifteen (15) dwelling units per acre.	This has been implemented in the Zoning Ordinance. Support development proposals consistent with this policy.

Implementation By Development Proposal Evaluation

Policy Name	General Plan Policy	Implementation
L64 Mix of Uses in Neighborhood Mixed Use Land Use Designation	Require that horizontal mixed use developments within the Neighborhood Mixed Use land use designation provide a minimum of thirty percent (30%) and a maximum of seventy percent (70%) of the site for multi-family residential dwellings. Require vertical mixed use developments to provide a minimum of three (3) dwelling units per acre and a minimum of 30,000 square feet of total commercial floor space.	This has been implemented in the Zoning Ordinance. Support development proposals consistent with this policy.
L67 Design of the Corridor Mixed Use Land Use Designation	Require that new development projects and major site reconfigurations in the Corridor Mixed Use land use designation provide site layouts, buildings, landscaping, and walkways that are designed to encourage pedestrian access on the site and between adjacent sites. Strongly encourage buildings to be located near the street corridor with parking to the side of or behind buildings.	This has been implemented in the Zoning Ordinance. Support development proposals consistent with this policy.
L71 Design of the Downtown Mixed Use Land Use Designation	Require that new development projects and major site reconfigurations in the Downtown Mixed Use land use designation provide site layouts, buildings, landscaping, walkways, and signage that are oriented primarily to the pedestrian. Require new buildings to be located at the street with parking behind the building. Enforce a set of design requirements that promote human-scale, urban-style development.	This has been implemented in the Zoning Ordinance. Support development proposals consistent with this policy.

Implementation By Development Proposal Evaluation

Policy Name	General Plan Policy	Implementation
L76 Size and Access of Office Land Use Designation	Require that Office land use designations be a minimum 10 acres in size, regardless of individual property ownership, and designed as single integrated campus or set of buildings with internal access within the campus and pedestrian access to other adjacent commercial and residential areas.	This has been implemented in the Zoning Ordinance. Support development proposals consistent with this policy.
L81 Design of Office Conversions	Ensure that the houses converted to non-residential uses maintain the residential character of the neighborhood by minimizing changes to landscaped front yards and exterior building elevations, by not allowing new on-site parking in front yards, and by allowing only low-profile signage for businesses.	This has been implemented in the Zoning Ordinance. Support development proposals consistent with this policy.
L82 Design of Conversions Historic Character	Ensure that the historic architectural character is maintained when a house is converted to non-residential uses.	This has been implemented in the Zoning Ordinance. Support development proposals consistent with this policy.
L86 Size of Light Industrial Land Use Designations	Require that the area of Light Industrial land use designations be a minimum 5 acres, regardless of individual property ownership, when located north of Houston Avenue.	This has been implemented in the Zoning Ordinance. Support development proposals consistent with this policy.
L91 Incompatible Adjacent Land Uses	Prohibit the establishment of Residential and other sensitive land uses near Heavy Industrial land use designations.	This has been implemented in the Zoning Ordinance. Support development proposals consistent with this policy.
T24 Block Lengths	Adopt standards for block lengths for new local streets to promote ease of movement and connectivity.	This has been implemented in the Zoning Ordinance. Support development proposals consistent with this policy.
T37 Shade Trees in Planter Strips	Where adequate space permits, include street trees planted in planter strips between the curb and sidewalk to shade paved street surfaces.	This has been implemented in the Zoning Ordinance. Support development proposals consistent with this policy.

Implementation By Development Proposal Evaluation

Policy Name	General Plan Policy	Implementation
T49 Subdivision Connectivity	Design subdivisions to maximize connectivity both internally and with other surrounding development.	This has been implemented in the Zoning Ordinance. Support development proposals consistent with this policy.
O31 Provision of Open Space Areas	Preserve and enhance natural open space areas.	This has been implemented in the Zoning Ordinance. Support development proposals consistent with this policy.
O38 Native Tree Species and Drought Tolerant Vegetation	Encourage the planting of native tree species and drought-tolerant vegetation.	This has been implemented in the Zoning Ordinance. Support development proposals consistent with this policy.
P80 Health Care Services	Support hospitals, clinics, shelters, and other medical services that meet the health care needs of Hanford's residents.	This has been implemented in the Zoning Ordinance. Support development proposals consistent with this policy.
P82 Child and Adult Care Services	Support and encourage the provision of child and adult care services.	This has been implemented in the Zoning Ordinance. Support development proposals consistent with this policy.
H34 Sensitive Receptors	Avoid siting uses with new sensitive receptors near existing industrial facilities that use or produce hazardous material or may emit toxic air contaminants.	This has been implemented in the Zoning Ordinance. Do not support development proposals inconsistent with this policy.
H52 Access to Fresh Produce	Promote the availability of fresh fruits, vegetables, and other healthy foods.	This has been implemented in the Zoning Ordinance through the strategic location of Neighborhood Commercial and Neighborhood Mixed Use zones in each neighborhood. Support development proposals consistent with this policy.
H67 Complete Communities	Support the concept of complete communities by requiring a mix of housing types that meet a variety of lifestyles and incomes.	This has been implemented in the General Plan Land Use Map and the Zoning Ordinance. Support development proposals consistent with this policy.

Implementation By Development Proposal Evaluation

Policy Name	General Plan Policy	Implementation
H68 New Growth Areas	Encourage a land use pattern, density, and mix of uses in new growth areas that minimize the number of vehicle miles traveled and support viable choices for public transit, bicycling, and walking.	This has been implemented in the General Plan Land Use Map and the Zoning Ordinance. Support development proposals consistent with this policy.
H69 Separation between Incompatible Land Uses and Residential Neighborhoods	Maintain a separation between uses that are incompatible with residential neighborhoods.	This has been implemented in the General Plan Land Use Map and the Zoning Ordinance. Support development proposals consistent with this policy.

SECTION 6 - IMPLEMENTATION WITHIN THE ZONING ORDINANCE

The following policies have been implemented with the recently adopted update to the Zoning Ordinance. No further implementation is needed at this time, so this section does not contain a column for implementation. Future updates or amendments to the Zoning Ordinance must be consistent with these policies.

Policy Name	General Plan Policy
E12 Entitlements and Fees	Ensure clarity and transparency in the City of Hanford's local ordinances, regulations, standards, and fee structures.
E36 Policies Tailored for Downtown	Tailor policies, design standards, and programs that reinforce Downtown's unique qualities and acknowledge its urban (as opposed to suburban) form and land pattern.
L102 Types of Uses in Public Facilities Land Use Designation	Typical uses in the Public Facilities land use designation include public works yards, airports, waste water treatment plants, commuter parking lots, government offices, community centers, recreation centers, museums, fire stations, jails, and other similar activities conducted on property owned by the City, County or other State, federal, or local agencies.
L106 Residential Design Policies	Develop policies and ordinances that require design elements for residential land uses that facilitate neighborhood interaction, such as front porches, front yards along streets, and entryways facing public walkways.
L109 Mixed-Use Neighborhoods	Encourage the integration of a variety of compatible land uses into new and established neighborhoods to provide residents with convenient access to goods, services, parks and recreation, and other community amenities.
L114 Services and Facilities	Include easily accessible services and facilities within each neighborhood to meet the daily needs of neighborhood residents. Most residents should live within a ½ mile walking distance of schools, parks and retail services.
L115 Housing Diversity	Encourage residential developments to have households with a diverse range of income levels.
L119 Preservation of Neighborhood Character	Promote the preservation of positive character defining elements in neighborhoods, such as architecture; design elements like setbacks, heights, number of stories, or attached/detached garages; landscape features; street design; etc.
L127 Downtown Retail Frontages	Require storefront-style frontages and entrances on new and major renovated buildings within the Downtown.

Implementation Within the Zoning Ordinance

Policy Name	General Plan Policy
L147 Hanford-Armona Road Residential and Mixed Use Development	Encourage residential and mixed use development in the Hanford-Armona Road Corridor between 10th and 13th Avenues.
L152 Hanford-Armona Road Public and Industrial Facilities	Improve the appearance of existing industrial and public facility uses through the use of screening and landscaping enhancements.
L170 Learning Center Middle School	Plan for a new middle school on the east side of Centennial Avenue, south of Grangeville Boulevard, per the land trust use limitations placed on the 80-acre property on the south side of Grangeville Boulevard between 12th and 13th Avenues.
L19 Minimum and Maximum Residential Densities	Establish minimum and maximum density ranges for each residential zone in the Zoning Ordinance that are consistent with the planned densities of each residential land use designation.
L21 Planned Unit Developments and Density Bonuses	Adopt planned unit development and density bonus ordinances to provide and allow density increases in accordance with State Law.
L22 Special Housing Types	Manufactured housing, modular housing developments, and second dwelling units shall be allowed subject to design regulations and existing ordinances, and in accordance with State Law.
L26 Residential Parking	Residential developments shall provide adequate on-site parking for the specific use.
L27 Mix of Densities in Neighborhoods	Encourage mixing of residential densities and lot sizes within neighborhoods.
L28 Street Trees and Landscaping	Encourage all new residential developments to include shade trees along the street and install landscaping and irrigation systems that meet State requirements for low water use.
L29 Agriculture	Recognize the right of agriculture to exist and continue to operate in proximity to the new residential development on the fringes of the city. Deed restrictions may be required which inform future residents of the right of agriculture to continue within the limits of the law without interference or protest from nearby property owners.
L30 Home Additions	Require home additions to be compatible with the mass, scale, and character of the existing home and neighborhood by using compatible building forms, materials, and features.

Implementation Within the Zoning Ordinance

Policy Name	General Plan Policy
L31 Purpose of the Low Density Residential Land Use Designation	Establish the Low Density Residential land use designation to provide mainly single family development on lot sizes typically found in urban settings.
L32 Typical Uses in the Low Density Residential Land Use Designation	Define the uses allowed in the Low Density Residential land use designation to include residential uses in a variety of single-family lot types. Duplexes, second dwelling units, and home occupations can also be allowed when made compatible with the residential nature of the neighborhood.
L33 Size of Lots in the Low Density Residential Land Use Designation	While it is recognized that existing lot sizes of 10,000 to 40,000 square feet are included in this designation, new individual lot sizes shall range from 5,000 to 10,000 square feet in size. Under Planned Unit Development provisions, smaller lot sizes at higher densities may be permitted when clustered around shared open space amenities or through density bonus policies.
L34 Purpose of the Medium Density Residential Land Use Designation	Establish the Medium Density Residential land use designation to include residential uses such as duplexes, triplexes, fourplexes, townhomes, and lower density apartment complexes, as well as non-traditional, smaller single-family lots with designs such as zero lot lines, patio homes, and townhomes with lot sizes ranging from 4,500 to 7,500 square feet for single family developments. It is intended that development be conveniently serviced by neighborhood commercial and recreational facilities and have access to major collector or arterial streets.
L35 Typical Uses in the Medium Density Residential Land Use Designation	Define the uses allowed in the Medium Density Residential land use designation to include residential uses such as duplexes, triplexes, fourplexes, townhomes, and lower density apartment complexes, as well as non-traditional, smaller single-family lots. It is intended that development be conveniently serviced by neighborhood commercial and recreational facilities and have access to major collector or arterial streets.
L36 Design of the Medium Density Residential Land Use Designation	Develop and enforce design policies and/or ordinances for Medium Density Residential developments that ensure high quality construction, design, open space amenities, safety and security, and overall compatibility with the rest of the neighborhood.
L37 Location and Size of the Medium Density Residential Land Use Designation	Locate the Medium Density Residential land use designation in and around the residential portions of Hanford's original townsite and in existing and new neighborhoods where there is direct access to major streets. The minimum area designated in a single location shall be three (3) acres.
L38 Purpose of the High Density Residential Land Use Designation	Establish the High Density Residential land use designation primarily for multi-family apartment and condominium development in proximity to Arterial streets, commercial and recreational facilities, and employment centers.

Implementation Within the Zoning Ordinance

Policy Name	General Plan Policy
L39 Typical Uses in the High Density Residential Land Use Designation	Define the uses allowed in the High Density Residential land use designation to include multi-family residential dwellings in apartment buildings complexes.
L40 Design of the High Density Residential Land Use Designation	Develop and enforce design policies and/or ordinances for High Density Residential developments that ensure high quality construction, design, open space amenities, safety and security, overall compatibility with the rest of the neighborhood.
L41 Location and Size of the High Density Residential Land Use Designation	Locate High Density Residential land use designations in close proximity to arterial streets, commercial centers, recreational facilities, and employment centers.
L42 Purpose of Neighborhood Commercial Land Use Designation	Establish the Neighborhood Commercial land use designation to provide convenience commercial and neighborhood shopping centers serving a localized market that provide a range of necessary day-to-day retail goods and services.
L43 Typical Uses in Neighborhood Commercial Land Use Designation	Define the uses allowed in the Neighborhood Commercial land use designation to include businesses providing day-to-day goods and services for the surrounding and nearby residential neighborhood. Uses that would primarily serve a citywide or regional market area shall not be allowed. Typical uses include markets, small retail shops, eating establishments, service stations, convenience stores, dry cleaning and laundry services, beauty salons, and other similar uses.
L44 Design of Neighborhood Commercial Land Use Designation	Require that new development projects and major site reconfigurations in the Neighborhood Commercial land use designation lay out buildings and parking as a single, integrated shopping center with shared driveway access and parking, with walkways connecting buildings to each other and the street so as to promote pedestrian accessibility from nearby residential neighborhoods.
L45 Location and Size of Neighborhood Commercial Land Use Designation	Locate Neighborhood Commercial land use designations on 3 to 10 acres at roughly one-mile intervals on one corner of an intersection of an arterial street and an arterial or collector street.
L47 Purpose of Regional Commercial Land Use Designation	Establish the Regional Commercial land use designation to provide a variety of commercial goods, entertainment, and services in large format shopping centers for both the Hanford community and the larger region outside of Hanford.

Implementation Within the Zoning Ordinance

Policy Name	General Plan Policy
L48 Typical Uses in Regional Commercial Land Use Designation	Define the uses allowed in the Regional Commercial land use designation to include goods, entertainment, and services that benefit from the market synergy that occurs when the uses are located in close proximity to each other. Typical uses include retail sales in big box or large format buildings, shopping malls, eating establishments, and service stations. Prohibit uses that typically provide only day-to-day goods and services.
L51 Purpose of Service Commercial Land Use Designation	Establish the Service Commercial land use designation to provide for establishments that engage in servicing equipment, materials, products and related sales and travel conveniences, but which do not require the manufacturing, assembly, packaging or processing of articles or merchandise for distribution.
L52 Typical Uses in Service Commercial Land Use Designation	Define the uses allowed in the Service Commercial land use designation to include a broad range of commercial activities such as businesses which have both retail and service components. Among these are uses such as vehicle sales and service; auto rental and equipment rental; motels; restaurants (including fast food); service stations; car washes; building material supply; warehousing; wholesale trade; contractors, suppliers, small equipment yards; and other similar uses.
L57 Typical Uses in Highway Commercial Land Use Designation	Define the uses allowed in the Highway Commercial land use designation to include businesses that support the recreation and tourism industry and to prevent the intrusion of incompatible, non-tourist related uses which would be overly disruptive or would directly compete with shopping areas of nearby communities. Typical uses include full-service hotels, motels, eating establishments, tourist-oriented retail goods, entertainment, and services, automobile related service and repair, and car washes.
L61 Typical Uses in Neighborhood Mixed Use Land Use Designation	Define the uses allowed in the Neighborhood Mixed Use land use designation to include multi-family dwellings along with businesses providing day-to-day goods and services for the surrounding and nearby residential neighborhoods. Commercial uses that would primarily serve a citywide or regional market area shall not be allowed. Typical uses include duplexes, townhomes, apartments, markets, small retail shops, eating establishments, service stations, convenience stores, dry cleaning and laundry services, beauty salons, and other similar uses. Both vertical and horizontal mixed-use developments are encouraged.

Implementation Within the Zoning Ordinance

Policy Name	General Plan Policy
L66 Typical Uses in Corridor Mixed Use Land Use Designation	Define the uses allowed in the Corridor Mixed Use land use designation to include small- and medium- scale commercial providing primarily day-to-day goods and services, office, and multi-family dwellings along with horizontal and vertical mixed use developments that include these uses. Typical uses include duplexes, townhomes, apartments, markets, small retail shops, eating establishments, offices, service stations, medical and dental offices, convenience stores, dry cleaning and laundry services, beauty salons, and other similar uses. Both vertical and horizontal mixed-use developments are encouraged.
L70 Typical Uses in Downtown Mixed Use Land Use Designation	Define the uses allowed in the Downtown Mixed Use land use designation to include a wide range of retail, financial, governmental, professional, business, service, dining, and entertainment activities, along with high density residential dwellings. Typical uses include small retail shops, eating and drinking establishments, townhomes, apartments, markets, professional services, convenience stores, beauty salons, and other similar uses. Vertical and horizontal mixed-use developments are encouraged.
L73 Offices in Downtown	Encourage local-serving offices to locate in the Downtown.
L75 Typical Uses in Office Land Use Designation	Define the uses allowed in the Office land use designation to include professional and medical businesses and institutions typically found in an office building or campus environment. Typical uses include professional offices, medical offices, hospitals, and medical clinics.
L78 Design of Office Land Use Designations	Establish office design policies and standards for new construction and major alterations and additions, including criteria for building massing, exterior materials, landscaping, and location of parking.
L84 Typical Uses in Light Industrial Land Use Designation	Define the uses allowed in the Light Industrial land use designation to include warehousing operations, storage, business parks, research and development facilities, and business and commercial uses that support light industrial uses. Uses are typically conducted within buildings with some limited outside storage or activity permitted. Uses in this designation differ from uses in the heavy industrial designation in that operations are smaller in scale, truck traffic is typically less intense, and customers may visit the site more often.
L88 Typical Uses in Heavy Industrial Land Use Designation	Define the uses allowed in the Heavy Industrial land use designation to include industrial parks, manufacturing, truck terminals, fabrication, processing, assembling, warehousing and distribution, large machinery sales and service, and research and development activities. The uses in this designation differ from uses in the light industrial designation in that operations are typically larger in scale, freight rail service may be needed, large trucks and equipment are utilized, outside processing and storage of materials may be permitted, and nuisance effects may be higher.

Implementation Within the Zoning Ordinance

Policy Name	General Plan Policy
L93 Types of Uses in Airport Protection Land Use Designation	Allow uses that are compatible with the noise, air quality, and traffic impacts associated with airports, such as aviation-oriented commercial and industrial uses, to be located near the Hanford Municipal Airport whenever possible. Typical uses include agricultural uses and rural residential uses at very low densities.
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. While the Open Space designation is intended primarily for public agency use, private land may be designated Open Space. These would include land with storm drainage or other open space “easements” or private environmental or agricultural preserves.
L99 Types of Uses in the Educational Facilities Land Use Designation	Typical uses in the Educational Facilities land use designation include elementary schools, middle schools, high school, and colleges.
T62 On-site Parking Standards	Adopt on-site parking and loading standards that protect the public right of way from parking congestion.
T63 Shared Parking	Adopt policies to encourage shared parking at developments with mixed or adjacent land uses that have differing parking demands.
04 Interim Agricultural Use	Retain existing agricultural areas as an interim use inside the Planned Area Boundary and support agricultural operations until such time that the areas are needed for logical urban expansion.
09 Existing Deed Restricted Agricultural Sites	Designate sites with existing deed agreements that limit the land to agricultural use with the Open Space land use designation.
041 Historic Preservation Districts	Continue to preserve historic resources by delineating historic preservation districts and requiring design review of proposals affecting historic buildings.
042 Downtown Historic Buildings	Encourage the rehabilitation, restoration, and reconstruction of designated historic structures in the Downtown.
043 New Buildings in Historic Districts	Encourage new buildings in historic districts to be complementary to the character of the existing buildings.
044 Flexible Land Use Standards	Adopt flexible land use and design standards to allow the adaptive reuse of historic buildings with a variety of economically viable uses, while minimizing impacts to the historic value and character of sites and structures.

Implementation Within the Zoning Ordinance

Policy Name	General Plan Policy
O67 Private Recreational Space	Adopt minimum standards for the development of private recreational space for new multi-family residential projects.
H31 Adequate Separation from Sensitive Uses	Require adequate separation between industrial areas where hazardous materials are present and sensitive uses such as schools, residential areas, parks, and public facilities.
H50 Sound Walls	Utilize sound walls at the perimeter of new residential developments to protect from noise generated by transportation corridors.
H53 Land Use Zones that Encourage Healthy Food Sales	Designate land use zones that allow convenience stores, supermarkets, and neighborhood markets that stock nutritional food choices in every existing and planned neighborhood.

SECTION 7 - IMPLEMENTATION WITHIN THE GENERAL PLAN

The following policies have been implemented with the General Plan to provide internal consistency. No further implementation is needed at this time. Future general plan amendment proposals must be consistent with these policies.

Policy Name	General Plan Policy	Implementation
E16 Sufficient Land for Industry	Reserve sufficient space for industry, recognizing greater land requirements due to methods of operation and site selection processes.	This has been implemented on the General Plan Land Use Map. Reaffirm if a conflicting general plan amendment is proposed.
L1 Planned Area Boundary	Designate a Planned Area Boundary to serve as the limits of the area to be planned for urban development.	This has been implemented on the General Plan Land Use Map. Reaffirm if a conflicting general plan amendment is proposed.
L2 2035 Growth Boundary	Designate a 2035 Growth Boundary to serve as the limits of the area to be developed with urban uses during the 2015 to 2035 planning period. Locate the 2035 Growth Boundary along major roadways and other natural or manmade physical features that can serve as a physical boundary between urban and agricultural uses.	This has been implemented on the General Plan Land Use Map. Reaffirm if a conflicting general plan amendment is proposed.
L3 Developable Land Inventory	Include enough land within the 2035 Growth Boundary to meet the projected land needs to accommodate growth through the year 2035, along with a 35% market flexibility factor that acknowledges existing constraints to development of some parcels.	This has been implemented on the General Plan Land Use Map. Reaffirm if a conflicting general plan amendment is proposed.
L9 Center of City	Maintain the historic downtown as the physical center of the community.	This has been implemented on the General Plan Land Use Map. Reaffirm if a conflicting general plan amendment is proposed.
L10 Residential / Industrial Separation	Discourage designation of land for new residential uses south of Houston Avenue.	This has been implemented on the General Plan Land Use Map. Reaffirm if a conflicting general plan amendment is proposed.

Implementation Within the General Plan

Policy Name	General Plan Policy	Implementation
L100 Location of Educational Facilities Designation	Locate the Educational Facilities Designation on existing school facilities, and in new areas planned for residential neighborhoods. Where a site is not yet developed, the land use designation is allowed to “float” on the Land Use Map within the one-mile square section in which it is located. Locations along collector streets are preferred for new elementary schools.	This has been implemented on the General Plan Land Use Map. Reaffirm if a conflicting general plan amendment is proposed.
L101 Purpose of Public Facilities Land Use Designation	Establish the Public Facilities land use designation to accommodate municipal facilities and government operations.	This has been implemented on the General Plan Land Use Map. Reaffirm if a conflicting general plan amendment is proposed.
L103 Location of Public Facilities Designation	Locate the Public Facilities land use designation on land owned by Hanford, Kings County, or other local or regional public agencies.	This has been implemented on the General Plan Land Use Map. Reaffirm if a conflicting general plan amendment is proposed.
L12 Regional Commercial Centers	Locate regional commercial centers in areas that have access to major highways.	This has been implemented on the General Plan Land Use Map. Reaffirm if a conflicting general plan amendment is proposed.
L13 Development Boundary at 13 th Avenue	Locate the 2035 Growth Boundary at 13 th Avenue to maintain a rural agricultural land use buffer between Hanford and the communities of Grangeville and Armona.	This has been implemented on the General Plan Land Use Map. Reaffirm if a conflicting general plan amendment is proposed.
L158 Eastside Regional Commercial Center	Reserve land for a future regional commercial center at Highway 43 and Grangeville Boulevard outside of the 2035 Development Boundary, with an assumption that the construction would occur beyond the planning period of this General Plan.	This has been implemented on the General Plan Land Use Map. Reaffirm if a conflicting general plan amendment is proposed.
L166 Westside Urban/Agricultural Fringe	Utilize the 13 th Avenue right of way as a land use buffer between urban and agricultural uses.	This has been implemented on the General Plan Land Use Map. Reaffirm if a conflicting general plan amendment is proposed.

Implementation Within the General Plan

Policy Name	General Plan Policy	Implementation
L50 Location and Size of Regional Commercial Land Use Designation	Locate Regional Commercial land use designations along arterial streets near access to Highways 198 or 43. Offices and high density residential development are typically located adjacent to the Regional Commercial land use designation. Require new development projects to be a minimum 10 acres in size.	This has been implemented on the General Plan Land Use Map. Reaffirm if a conflicting general plan amendment is proposed.
L55 Location and Size of Service Commercial Land Use Designation	Locate Service Commercial land use designations along Highway 198 and where they can serve as a buffer land use, such as between residential areas and railroad corridors. Require new development projects to be a minimum of one acre.	This has been implemented on the General Plan Land Use Map. Reaffirm if a conflicting general plan amendment is proposed.
L56 Purpose of Highway Commercial Land Use Designation	Establish the Highway Commercial land use designation to provide areas for commercial establishments that offer accommodations, supplies, services, or recreational opportunities primarily to the traveling public.	This has been implemented on the General Plan Land Use Map. Reaffirm if a conflicting general plan amendment is proposed.
L59 Location and Size of Highway Commercial Land Use Designation	Locate Highway Commercial land use designations in areas that have nearby access to Highway 198 or Highway 43.	This has been implemented on the General Plan Land Use Map. Reaffirm if a conflicting general plan amendment is proposed.
L60 Purpose of Neighborhood Mixed Use Land Use Designation	Establish the Neighborhood Mixed Use land use designation to promote mixed-use commercial and multi-family residential areas that allow walking to and between the mix of uses. New development may be oriented towards an existing public street or a new street or civic space within the development site.	This has been implemented on the General Plan Land Use Map. Reaffirm if a conflicting general plan amendment is proposed.

Implementation Within the General Plan

Policy Name	General Plan Policy	Implementation
L63 Location and Size of Neighborhood Mixed Use Land Use Designation	Locate Neighborhood Mixed Use land use designations on eight (8) to twenty-five (25) acres at roughly one-mile intervals on one corner of an intersection of an arterial street and an arterial or collector street. This land designation takes the place of the Neighborhood Commercial land use designation on some corners.	This has been implemented on the General Plan Land Use Map. Reaffirm if a conflicting general plan amendment is proposed.
L65 Purpose of Corridor Mixed Use Land Use Designation	Establish the Corridor Mixed Use land use designation to promote a mix of commercial, office, and multi-family residential uses along transportation corridors at a scale compatible with adjacent residential neighborhood, with the intent of creating a pedestrian-friendly environment that encourages walking between uses.	This has been implemented on the General Plan Land Use Map. Reaffirm if a conflicting general plan amendment is proposed.
L68 Location and Size of Corridor Mixed Use Land Use Designation	Locate Corridor Mixed Use land use designations along one or both sides of portions of Arterial streets where a mix of commercial and residential uses would benefit the neighborhood. Specific locations shall include portions of 10 th Avenue, Lacey Boulevard, Garner Avenue, and Hanford-Armona Road.	This has been implemented on the General Plan Land Use Map. Reaffirm if a conflicting general plan amendment is proposed.
L69 Purpose of Downtown Mixed Use Land Use Designation	Establish the Downtown Mixed Use land use designation as a unique pedestrian-oriented, multi-story, concentrated area of shopping, entertainment, eating establishments, high density housing, and offices primarily served by on-street or public parking concentrated in the historic center of Hanford to serve the entire community.	This has been implemented on the General Plan Land Use Map. Reaffirm if a conflicting general plan amendment is proposed.

Implementation Within the General Plan

Policy Name	General Plan Policy	Implementation
L72 Location and Size of Downtown Mixed Use Land Use Designation	Locate Downtown Mixed Use land use designations in the historic center of Hanford.	This has been implemented on the General Plan Land Use Map. Reaffirm if a conflicting general plan amendment is proposed.
L74 Purpose of Office Land Use Designation	Establish the Office land use designation to support professional, non-retail businesses, along with medical and health care needs in a large campus-style setting as part of a resilient economic base.	This has been implemented on the General Plan Land Use Map. Reaffirm if a conflicting general plan amendment is proposed.
L77 Location of Office Land Use Designation	Locate Office land use designations in areas that have direct access to an Arterial street and that are adjacent to a Regional Commercial, Corridor Mixed Use, or Downtown Mixed Use land use designation. Existing large office and medical facilities may be exempted from this requirement.	This has been implemented on the General Plan Land Use Map. Reaffirm if a conflicting general plan amendment is proposed.
L79 Purpose of Office Residential Land Use Designation	Establish the Office Residential land use designation to preserve and enhance existing residential structures by allowing them to convert to offices, bed and breakfast inns, or a combination of office and residential units.	This has been implemented on the General Plan Land Use Map. Reaffirm if a conflicting general plan amendment is proposed.
L80 Location of Office Residential Land Use Designation	The Office Residential land use designation shall be located near the Downtown Mixed Use designation or other areas that have concentrations of historic or heritage residential dwellings. General locations include houses along Grangeville Boulevard, between 10th and 11th Avenues, Redington, Irwin, and Douty Streets between Ninth Street/Dewey Street, and Ninth Street between Brown Street and 10th Avenue.	This has been implemented on the General Plan Land Use Map. Reaffirm if a conflicting general plan amendment is proposed.

Implementation Within the General Plan

Policy Name	General Plan Policy	Implementation
L83 Purpose of Light Industrial Land Use Designation	Establish the Light Industrial land use designation to support warehousing operations, storage, business parks, research and development facilities, and establishments engaged in light manufacturing, assembling, packaging, and processing that are not obnoxious or offensive to nearby properties due to odor, dust, exhaust, noise, vibration or other nuisances.	This has been implemented on the General Plan Land Use Map. Reaffirm if a conflicting general plan amendment is proposed.
L85 Location of Light Industrial Land Use Designation	Locate Light Industrial land use designations south of Houston Avenue to serve as a land use buffer between Residential and Heavy Industrial land use designations. Locations north of Houston Avenue that are near rail lines or that have access to Arterial streets, are also allowed when they do not result in land use compatibility conflicts.	This has been implemented on the General Plan Land Use Map. Reaffirm if a conflicting general plan amendment is proposed.
L87 Purpose of Heavy Industrial Land Use Designation	Establish the Heavy Industrial land use designation to provide for manufacturing facilities and industries that may be obnoxious due to odor, dust, smoke, gas, noise, vibration or similar causes and therefore require isolation from many other kinds of land uses.	This has been implemented on the General Plan Land Use Map. Reaffirm if a conflicting general plan amendment is proposed.
L89 Location of Heavy Industrial Land Use Designation	Locate Heavy Industrial land use designations south of Houston Avenue, between 9 th Avenue and 12 th Avenue. Locate the Heavy Industrial land use designation adjacent to only a Light Industrial, Open Space, or Public Facilities land use designation to minimize conflicts with other land uses.	This has been implemented on the General Plan Land Use Map. Reaffirm if a conflicting general plan amendment is proposed.
L90 Generous Supply of Industrial Land	Maintain a generous supply of industrial land that is attractive and desirable to potential industrial developers.	This has been implemented on the General Plan Land Use Map. Reaffirm if a conflicting general plan amendment is proposed.

Implementation Within the General Plan

Policy Name	General Plan Policy	Implementation
L92 Purpose of Airport Protection Land Use Designation	The purpose of the Airport Protection land use designation is to ensure that land uses in the vicinity of Hanford Municipal Airport are compatible with airport operations and are consistent with the Hanford Municipal Airport Master Plan.	This has been implemented on the General Plan Land Use Map. Reaffirm if a conflicting general plan amendment is proposed.
L95 Purpose of Open Space Land Use Designation	Establish the Open Space land use designation to protect and enhance existing parks, designated agricultural easement preserves, and drainage courses and identify sites for new parks.	This has been implemented on the General Plan Land Use Map. Reaffirm if a conflicting general plan amendment is proposed.
L98 Purpose of Educational Facilities Land Use Designation	Establish the Educational Facilities land use designation for existing and future public and private schools (kindergarten through college).	This has been implemented on the General Plan Land Use Map. Reaffirm if a conflicting general plan amendment is proposed.
T1 Coordination of Circulation and Land Use	Develop a circulation network that reinforces the desired land use pattern for Hanford, as identified in the land use element.	This has been implemented on the Circulation Use Map. Reaffirm if a conflicting general plan amendment is proposed.
T2 Street Classification System	Designate a functional street classification system that includes Highways, Major Arterials, Arterials, Collectors, Minor Collectors, and Local streets.	This has been implemented on the Circulation Use Map. Reaffirm if a conflicting general plan amendment is proposed.
T3 Circulation Map	Identify the locations of existing and future Highways, Major Arterials, Arterials, Collectors, and Minor Collectors with the Planned Area Boundary on the Circulation Map. Locations shown shall be fixed, with allowance for slight variation from the depicted alignments of new Collectors and Minor Collectors.	This has been implemented on the Circulation Use Map. Reaffirm if a conflicting general plan amendment is proposed.
T11 Designation of Major Arterials	Major Arterials shall be designated on Flint Avenue between 13 th Avenue and SR 43, on 13 th Avenue between Flint Avenue and Houston Avenue, and on Houston Avenue between 13 th Avenue and SR 43.	This has been implemented on the Circulation Use Map. Reaffirm if a conflicting general plan amendment is proposed.

Implementation Within the General Plan

Policy Name	General Plan Policy	Implementation
T13 Purpose of Arterials	Arterials shall provide for through traffic movement on continuous routes through Hanford with limited access to abutting property.	This has been implemented on the Circulation Use Map. Reaffirm if a conflicting general plan amendment is proposed.
T14 Designation of Arterials	Arterials shall be designated generally on the one-mile grid of streets within the Planned Area Boundary. The specific streets designated are Flint Avenue, Fargo Avenue, Grangeville Boulevard, Lacey Boulevard, Hanford-Armona Road, Houston Avenue, Iona Avenue, Idaho Avenue, 7 th Avenue, 9 th Avenue, 10 th Avenue, 11 th Avenue, 12 th Avenue, and 13 th Avenue.	This has been implemented on the Circulation Use Map. Reaffirm if a conflicting general plan amendment is proposed.
T17 Purpose of Collectors	Collectors shall provide traffic movement within a limited area and connect local roads to the Arterial street system.	This has been implemented on the Circulation Use Map. Reaffirm if a conflicting general plan amendment is proposed.
T18 Designation of Collectors	Collectors shall be designated generally at ½ mile intervals between Arterials in new growth areas and on selected existing through streets that connect to two or more Arterials.	This has been implemented on the Circulation Use Map. Reaffirm if a conflicting general plan amendment is proposed.
T20 Purpose of Minor Collectors	Minor Collectors shall provide internal traffic movement within a neighborhood and connect local roads to Collectors and/or Arterials.	This has been implemented on the Circulation Use Map. Reaffirm if a conflicting general plan amendment is proposed.
T21 Designation of Collectors	Minor Collectors shall be designated in developed areas without a ½ mile Collector interval and/or where the street is not wide enough to be designated a Collector.	This has been implemented on the Circulation Use Map. Reaffirm if a conflicting general plan amendment is proposed.
01 Boundary between Urban and Agricultural Uses	Utilize the Planned Area Boundary as the long term boundary line between urban uses and agricultural uses and prohibit non-agricultural development outside the Planned Area Boundary.	This has been implemented on the General Plan Land Use Map. Reaffirm if a conflicting general plan amendment is proposed.

Implementation Within the General Plan

Policy Name	General Plan Policy	Implementation
P51 Fire Station Locations	Provide for five City fire station locations within the 2035 Growth Boundary on the General Plan Land Use Map.	This has been implemented on the General Plan Land Use Map. Reaffirm if a conflicting general plan amendment is proposed.
T23 Purpose of Local Streets	Local streets shall provide internal traffic movement within a neighborhood and direct access to abutting property.	This has been implemented on the Circulation Use Map. Reaffirm if a conflicting general plan amendment is proposed.