FEBRUARY 2025

HANFORD ACTIVE TRANSPORTATION PLAN

PLAN DE TRANSPORTE ACTIVO

Get Movin' Hanford

GET OUT, GET ACTIVE, HAVE FUN

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Introduction

CHAPTER ONE

PURPOSE OF THE PLAN

The Active Transportation Plan Update 2024 establishes a long-term vision for improving walking and bicycling in Hanford by updating the previous plan adopted by the City Council in 2016.

The Plan Update 2024 provides a strategy to develop a comprehensive bicycle and walking network to connect Hanford residents across Highway 198 and improve access to transit, schools, and downtown alongside support facilities like bicycle parking and pedestrian amenities. The plan also recognized the transformative transportation changes the new High-Speed Rail (HSR) station, Fast Track Hanford: HSR Connectivity and Downtown Improvement Project, and the Cross Valley Corridor will bring to Hanford. The Plan integrates the new HSR station with the City's long-term active transportation network. These transportation and trail recommendations are paired with education, encouragement, enforcement, and evaluation programs. This document also identifies a plan to implement these projects and programs through prioritization and phasing to ensure implementation is manageable and fundable. This Plan Update 2024 represents a long-term, aspirational vision for walking and bicycling in Hanford. It recognizes that limited funding and resources will require phased implementation of the proposed improvements over many years.

The Plan Update 2024 process provided opportunities for elected and appointed members of the City's Boards and Commissions, as well as the public, to participate in the development process of the Plan Update 2024 by evaluating, commenting, and suggesting ideas for walking and bicycling. Updates to the Plan are necessary as a progressive city is rarely static, and the needs of a viable city are dynamic. Ideally, the Plan Update 2024 should be reviewed every two years to update maps, project lists, and priorities as facilities are completed and to keep pace with the development landscape.

BENEFITS OF WALKING AND BICYCLING

Public Health

Physical inactivity is now widely understood to play a significant role in the most common chronic diseases in the United States, including heart disease, stroke, and diabetes, and each year, approximately 280,000 adults in the United States die prematurely due to obesity-related illnesses. A 2004 study published in the American Journal of Preventive Medicine by Frank et al. reported that for each additional 60 minutes spent in a car daily, there is a six percent increase in the chances of being obese[1]. Creating a physical environment that encourages walking and bicycling and improves access to parks and active recreation opportunities in other neighborhoods is a key strategy to fight obesity and inactivity. It has been shown to impact health substantially with a relatively small public investment. Hanford is well-positioned to encourage active travel because the small city size makes most destinations accessible within a 20-minute bike ride.

Collision Reduction

Conflicts between people walking, bicycling, and driving can result from poor behavior as well as insufficient or ineffective design. Encouraging development and redevelopment in which bicycling and walking are supported can enhance safety and comfort levels for all users. Designated bicycling and walking facilities, well-designed crossings, and continued education and enforcement can reduce the risk of crashes and injuries.

Equity

Bicycling and walking are inexpensive and broadly accessible forms of transportation. A bicycle's average annual operating cost is $308, compared to $8,220 for the average car. Bicycling and walking are affordable means of transportation for low-income and disadvantaged residents. Access to active transportation provides added freedom and independence for youth and parents (who may otherwise be transporting their children) as well as for some people who cannot drive and those who have chosen not to drive.

Quality of Life

Creating conditions where walking and bicycling are accepted and encouraged increases a community's livability in ways that are difficult to measure but should not be overlooked. The built environment (i.e., architectural design, land use patterns, and transportation systems) profoundly impacts quality-of-life issues. The aesthetic quality of a community improves when visual and noise pollution caused by automobiles is reduced and green space is reserved for facilities that allow people of all ages to recreate and travel in pleasant settings.

[1]Frank, Lawrence D et al. "Obesity relationships with community design, physical activity, and time spent in cars." American journal of preventive medicine vol. 27,2 (2004)

RELATIONSHIP TO OTHER DOCUMENTS

Hanford's 2016 Pedestrian and Bicycle Master Plan guides the development of the City's Active Transportation Network and sets out a 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.

The Active Transportation Plan Update 2024 helps the City realize this ambitious vision along with implementing goals, policies, and recommendations adopted through complementary City planning efforts such as the Parks and Recreation Master Plan, Downtown Pedestrian Safety & Traffic Circulation Project Update, Downtown East Precise Plan and Local Roadway Safety Plan.

The Active Transportation Plan Update 2024 also helps the City do its part to achieve larger regional and state goals embraced in:

- Kings County's General Plan 2035
- Regional Climate Action Plan 2014
- Kings County Association of Governments 2019 Regional Active Transportation Plan
- Cross Valley Corridor Plan
- Kings-Tulare High-Speed Rail Station Plan
- Toward an Active California: State Bicycle and Pedestrian Plan.

This Plan Update 2024 will help Hanford continue to meet the following goals.

Hanford

2016 PEDESTRIAN AND BICYCLE MASTER PLAN

- 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.
- Develop a safe, convenient, and continuous network of pedestrian sidewalks and pathways that link neighborhoods with schools, parks, shopping areas, employment centers, and the future High-Speed Rail station.
- Improve roadway safety and integrate pedestrian and bicycle facilities with public transit.

HANFORD DOWNTOWN EAST PRECISE PLAN

- Promote equitable, affordable housing and revitalization within downtown for residential and commercial purposes.
- Providing more mixed uses, increasing residential density, personal services, and entertainment, with shared streets for safer, more pedestrian-friendly experiences.

KINGS-TULARE HIGH-SPEED RAIL STATION TRANSIT-ORIENTED DEVELOPMENT AND CONNECTIVITY PLAN

- Connect transit services from downtown Hanford to the Kings-Tulare HSR Station along Lacey Boulevard.
- Promote transit-oriented and economic development and encourage context-appropriate development in areas surrounding the Kings-Tulare HSR Station.

Kings County

2019 REGIONAL ACTIVE TRANSPORTATION PLAN

- Support the goals under the Kings County Regional Transportation Plan (RTP) and Sustainable Communities Strategies (SCS) of a more balanced transportation system and serve as the foundation for the non-motorized transportation chapter of the 2018 update of the RTP/SCS.

REGIONAL CLIMATE ACTION PLAN

- Reduce regional greenhouse gas emissions by 15% below 2005 levels by 2020.

California

TOWARDS AN ACTIVE CALIFORNIA: STATE BICYCLE AND PEDESTRIAN PLAN

- Triple bicycling and double walking and transit trips statewide by 2020 (relative to 2010).

PLAN ORGANIZATION

Chapter 01 Introduction

Outlines the Plan Update 2024's purpose and explains its place in the context of other planning efforts and initiatives.

Chapter 02 Vision & Goals

Captures the vision and policy framework for Hanford's Active Transportation Plan Update 2024. The chapter includes performance metrics because what fails to be measured fails to get done.

Chapter 03 Hanford Today

Provides an inventory of present-day walking and bicycling in Hanford, including physical conditions of facilities as well as education, enforcement, and encouragement programs.

Chapter 04 Outreach

Chronicles how stakeholders, businesses, and thousands of community members shaped the Plan Update 2024 through a comprehensive engagement process.

Chapter 05 Projects, Programs & Policies

Describes and maps the specific projects, programs, and policy changes recommended to meet the active transportation needs of Hanford's residents and visitors.

Chapter 06 Implementation Plan

Presents a strategy to evaluate and prioritize projects and provides details on funding opportunities to advance the Plan Update 2024 through phased implementation. Presents the People's Trail as a priority project for the City.

Appendices

Recommendations Table: Provides a list of the recommendations with details on specific locations and priorities.

Design Guidelines: Provides the City with information on dimensions, materials, and other relevant engineering considerations when designing and constructing walking and bicycling infrastructure.

Funding Sources: Provides the City with a list of funding mechanisms to help implement the recommendations in the plan.

EXECUTIVE SUMMARY

Hanford is well positioned to increase walking and bicycling for transportation. The city has a relatively flat topography, and most destinations within a 20-minute bicycle ride. The many quiet, tree-shaded streets offer pedestrians and cyclists shade from the intense summer heat. The City has initiated efforts to improve pedestrian safety in the Downtown area and initiated planning for a cross-city trail, The People's Trail, with a bike and pedestrian crossing over Highway 198 linking north and south Hanford. The future High-Speed Rail station and the Cross Valley Corridor will be transformative projects that will significantly expand mobility options, and this Plan recommends non-motorized connections to those anticipated stations. The Plan also supports and provides guidance for the Fast Track Hanford: High Speed Rail Connectivity and Downtown Improvement Project, which recently received federal funding from the US DOT's Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant program.

These future investments and natural assets provide the foundation upon which the City can continue to build a high-quality citywide network for walking and bicycling – one that is accessible and comfortable for everyday use by residents and visitors of all ages and abilities.

Developed through a robust two-phase engagement process, the Plan Update 2024 is organized around four overarching goals:

1. **Access, Connectivity, and Multi-modal Consistency:** Provide a well-connected multi-modal transportation network that offers safe, comfortable, and convenient mobility options for all residents and visitors of the City of Hanford.

2. **Health, Wellbeing, and Sustainability:** Advance public health, environmental quality, and economic prosperity by providing inviting sidewalks, bikeways, and trails that encourage frequent usage and improve access to other non-vehicle modes of travel.
3. **Public Safety and Comfort**: Provide a safer and more comfortable environment for people walking, bicycling, and using other active modes.
4. **Collaboration and Community Partnerships:** Develop a network of pedestrian and bicycle facilities through a collaborative process that builds and maintains community trust.

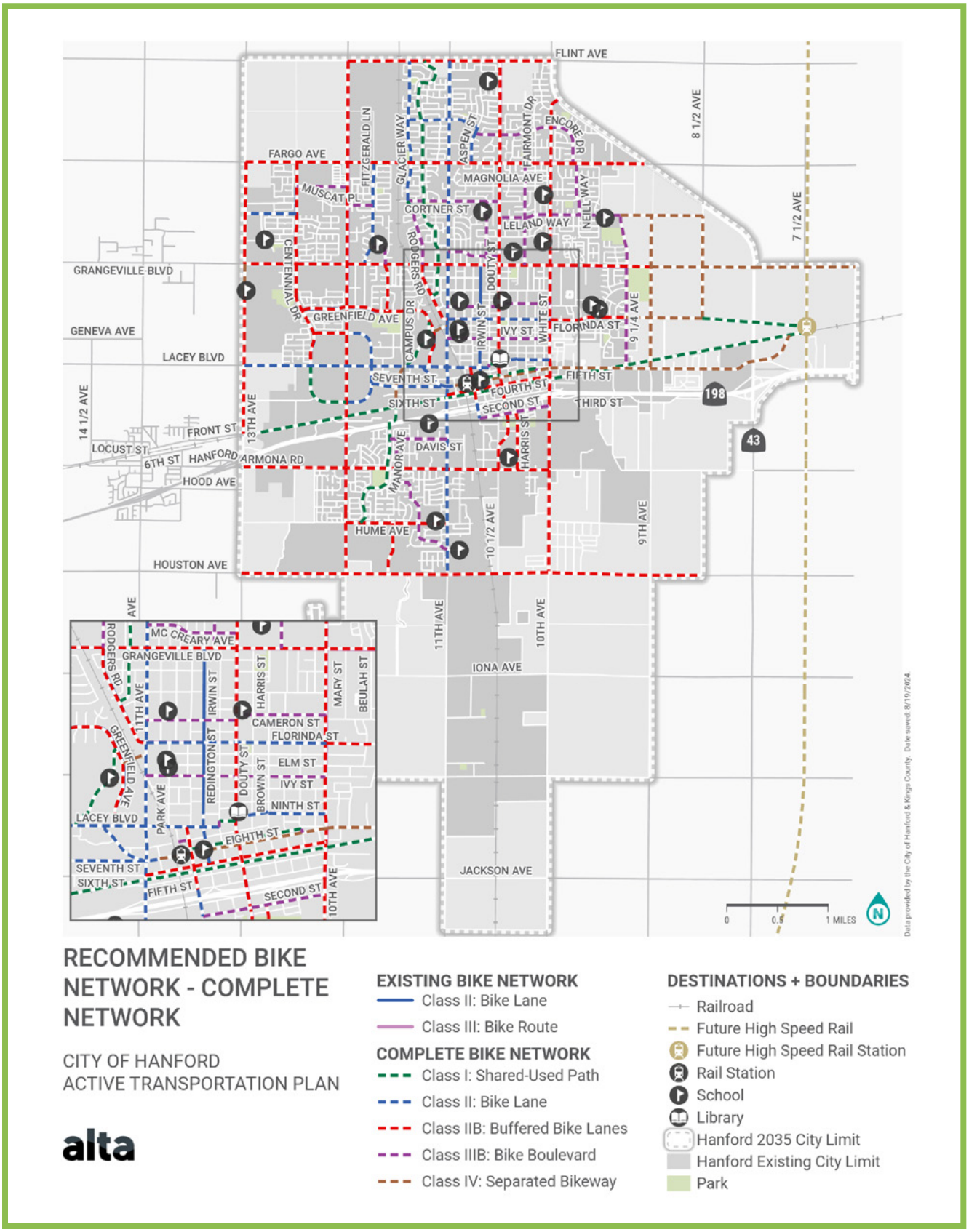
The Plan Update 2024 call for a significant expansion of Hanford's existing bicycle network and pedestrian infrastructure, using a data-driven approach using the bicycle- and pedestrian-involved collision data and active travel demand data.

Nearly 93 miles of new bikeways are proposed in the Plan Update 2024, which would be triple the current 31 miles of bikeways in the city. The proposed bike network projects significantly enhance the existing bike network by adding Shared-Use Path (Class I) – including the People's Trail) – Buffered Bike Lanes (Class IIB) and Separated Bikeways (Class IV) facilities to the city. The Plan Update 2024 also recommends improvements to pedestrian infrastructure at 59 locations centralized around 3 Pedestrian Priority Zones in North and South Hanford as well as Downtown Hanford. Four Pedestrian Priority Corridors are recommended for sections of Hanford Armona Road, E Lacey Boulevard, 11th Avenue, and N Douty Street. The Plan calls for these improvements to be phased over time, with Phase 1 improvements including a backbone network of 16 miles of enhanced bikeways and 33 locations where pedestrian improvements are urgently needed.

In addition to infrastructure improvements, the Plan Update 2024 recommends policies and programs to support active transportation. Among these recommendations, an expanded partnership with the city's school districts would enhance Safe Routes to School programs for K-12 children, while temporary car-free street events, a bike lending library, and bicycling skills courses could encourage more Hanford residents to walk or bike to their destinations.

The Plan Update 2024 establishes a vision for the future of active transportation in Hanford that ties into the city's General Plan and Parks and Recreation Plan. As recommendations are implemented, the City will improve health and safety, encourage mode shift, and enhance the quality of life for residents and visitors of Hanford.

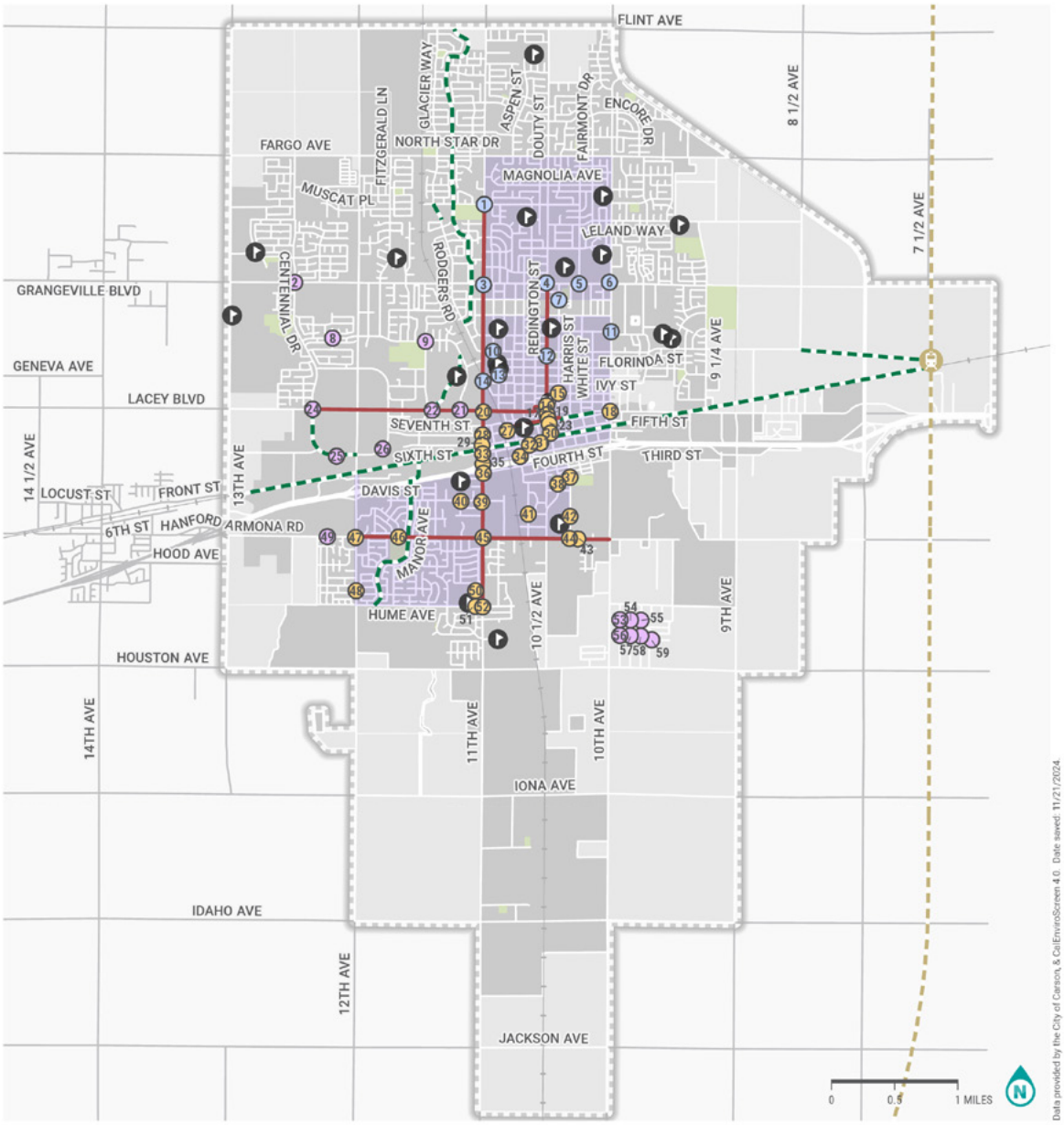
Bike Network Recommendations Map



Bikeway Network Mileage By Classification

Class	Existing (mi.)	Recommended (mi.)
Class I: Shared-Use Path	0	12.6
Class II: Bike Lanes	6	9.4
Class IIB: Buffered Bike Lanes	0	50.8
Class III: Bike Routes	25	1.3
Class IIIB: Bike Boulevards	0	14.2
Class IV: Separated Bikeways	0	6.9
TOTAL	**31**	**95.2**

Pedestrian Network Recommendations Map



PEDESTRIAN RECOMMENDATIONS

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RECOMMENDATIONS

- Tier 1
- Tier 2
- Tier 3
- Pedestrian Priority Corridors
- Class I: Shared-Used Path
- Pedestrian Priority Zone

DESTINATIONS + BOUNDARIES

- Railroad
- Future High Speed Rail
- Rail Station
- Future High Speed Rail Station
- School
- Library
- Hanford 2035 City Limit
- Hanford Existing City Limit
- Park

Pedestrian Recommendations by Tier

Tier	Number of Locations
Tier 1 – Urgent Action	33
Tier 2 – Safe Streets Network	6
Tier 3 – Future Study	20
TOTAL	**59**

Visions, Goals, and Objectives

CHAPTER TWO

OVERVIEW

The Plan's vision, goals, and policies build off the 2016 Hanford Pedestrian and Bicycle Plan and other City documents. The goals and policies reflect the priorities expressed by the community throughout the public outreach phase of this Plan Update 2024. Discussions with City departments, best practices across the nation, and input from community stakeholders have shaped the proposed strategies and policies intended to help the City achieve these goals.

VISION

The City of Hanford will strive to enhance mobility and safety by creating a well-connected network of bicycle and pedestrian facilities, including safe roadway crossings, on-street bicycle accommodations, and off-street facilities designed for a wide variety of users and trip purposes. These enhancements will be achieved collaboratively with the community and other local agencies. The City will also strive to improve health and safety, encourage mode shift, and enhance the quality of life for residents and visitors of the City of Hanford.

The Plan Update 2024 is organized around a vision statement, four overarching goals tied to relevant objectives, and a series of specific policies and actions.

GOALS AND OBJECTIVES

GOAL 01 ACCESS, CONNECTIVITY, AND MULTI-MODAL CONSISTENCY:

Provide a well-connected multi-modal transportation network that offers safe, comfortable, and convenient mobility options for all residents and visitors of the City of Hanford.

Objectives	Actions
Support access to jobs, shopping centers, parks, recreation centers, transit, and other local destinations, including the future Kings Tulare High-Speed Rail station.	▶ Build low-stress bicycle facilities that provide access to local destinations and existing/future transit stations. ▶ Increase the supply of secure bicycle parking at local destinations. ▶ Install sidewalks where they are missing. ▶ Collaborate across City departments to routinely identify and integrate active transportation improvements into all standard maintenance. ▶ Support the development of a policy to include shared-use paths, sidewalks, and bikeways as part of development agreements. ▶ Develop a program for a land development fee and utilize funds to implement and maintain the active transportation network.
Plan for Safe Routes to Schools that allow for increased mode choice and safety for students traveling to and from school.	▶ Work with the school districts, KART and other regional transit agencies, and the school community (teachers, administrators, students, parents/ caregivers, and neighbors) to identify infrastructure improvements that make walking and bicycling to school a safer option for students. ▶ Identify infrastructure improvements in the Capital Improvement Program (CIP) to enhance pedestrian and bicycle safety to adjacent schools. ▶ Create a walking/bicycling bridge (overcrossing) across Highway 198 to help students living in South Hanford reach their closest high school. ▶ Assist the school districts, as needed, with providing bicycle racks to public schools or adding additional racks at schools in need of more bicycle parking. ▶ Install traffic calming and other speed reduction measures to incentivize drivers to reduce travel speeds in school zones.

Objectives	Actions
Support multi-modal trips through first- and last-mile connections and amenities.	▶ Design bikeways and pedestrian facilities that safely facilitate first- and last-mile connections to transit. ▶ Install secure long-term bicycle parking at transit stations. ▶ Ensure and install appropriate sidewalks and ramps with width to accommodate and improve access for pedestrians with mobility challenges. ▶ Work with KART to increase the percentage of its fleet with racks that accommodate three bicycles.
Conduct before and after studies of new bicycle and pedestrian facilities to measure effectiveness.	▶ Track rates of people biking/walking, motorist speed, and number of bicycle- and pedestrian-involved collisions.

GOAL 02 HEALTH, WELLBEING, AND SUSTAINABILITY:

Advance public health, environmental quality, and economic prosperity by providing inviting sidewalks, bikeways, and trails that encourage frequent usage and improve access to other non-vehicle modes of travel.

Objectives	Actions
Support the health of residents in the community by reducing air pollution, asthma rates, and greenhouse gas emissions.	▶ Coordinate the development of bicycle and pedestrian networks that allow residents and visitors of the City of Hanford to choose active modes of transportation by providing low-stress, well-connected facilities and integrating bicycling and walking with transit. ▶ Coordinate implementing programs, policies, and physical improvements to support targeted reductions in automobile vehicle miles traveled annually as residents, workers, and visitors meet daily needs by walking, biking, and using transit. ▶ Work with the County's Department of Public Health to address chronic disease or health sensitivities by providing travel options that support an active lifestyle.
Promote an active lifestyle that includes biking and walking.	▶ Enhance access to parks, open spaces, recreational facilities, local businesses, and other key destinations throughout the City. ▶ Support active, walkable streets and safe travel conditions for all users. ▶ Support programs that incorporate bicycling into the school districts' physical education programs.
Apply best practices in environmental stewardship.	▶ Follow best practices in environmental stewardship during planning, design, and construction of active transportation facilities in or near environmentally sensitive areas and habitats. ▶ Pursue policies and incentives that reduce vehicle miles traveled and vehicle travel speeds. ▶ Consider innovation and demonstrative technologies that contribute to sustainable maintenance practices.

GOAL 03 PUBLIC SAFETY AND COMFORT:

Provide a safer and more comfortable environment for people walking, bicycling, and using other active modes.

Objectives	Actions
Reduce conflicts between transportation modes by utilizing a layered approach to road safety.	▶ Install more streetlights and prioritize new lighting installations at locations with higher pedestrian and bicycle activity or where known safety concerns exist. ▶ Design for appropriate and context-sensitive safe crossings and visibility of pedestrians and bicyclists at high-volume intersections. ▶ Use innovative designs to create safety enhancements using guidance from organizations such as the National Association of City Transportation Officials (NACTO) and the Institute of Transportation Engineers (ITE), as well as applicable state and federal design guidelines, including the Safe Systems Approach.
Facilitate multi-modal transportation through first- and last-mile mobility options and smooth transitions between modes.	▶ Ensure regular maintenance of sidewalks, bikeways, and trails through maintenance agreements to enhance user experience, safety, and comfort. ▶ Coordinate with KART and Amtrak to improve pedestrian amenities such as benches and covered waiting areas at transit stops. ▶ Plan for low-stress bike connections to the High-Speed Rail Station. ▶ Ensure transit stations meet ADA compliance.
Apply Best Practices for the development of bicycle and pedestrian facilities.	▶ Designate and classify a network for bicycle and pedestrian facilities and amend existing design standards accordingly to allow for multi-modal use of the local road network. ▶ Apply Complete Streets and trail design standards that meet best practices and community needs, monitor effectiveness, and update the recommendations as needed.
Reduce the frequency and severity of bicycle and pedestrian collisions	▶ Monitor crash factors and provide targeted multi-modal education on transportation safety best practices. ▶ Fund safety education programs for people driving, walking, and biking that encourage safe behaviors. ▶ Adopt a City Council resolution authorizing school zone speed limits as low as 15 MPH.

GOAL 04 COLLABORATION AND COMMUNITY PARTNERSHIPS:

Develop a network of pedestrian and bicycle facilities through a collaborative process that builds and maintains community trust.

Objectives	Actions
Increase the participation of community members and vulnerable groups through the planning process.	▶ Collaborate internally across City departments and with community-based and non-government organizations as part of future planning processes. ▶ Ensure project-based outreach for any Plan recommendations follows inclusive public engagement practices. ▶ Target outreach efforts to reach community members who may not be able to participate in traditional, in-person public meetings.
Coordinate the implementation of bicycle and pedestrian projects and facilities with other local agencies.	▶ Coordinate the implementation of bicycle and pedestrian facilities with the City's road maintenance operations to deliver enhancements cost-effectively and improve roadway conditions. ▶ Actively pursue alternative maintenance and capital funding opportunities with collaboration and support from KART, Amtrak, and the CA High-Speed Rail Authority. ▶ Continue joint planning efforts with other agencies to deliver enhancements cost-effectively and improve roadway conditions for a multi-modal environment.

Hanford Today

CHAPTER THREE

LOCAL CONTEXT

The City of Hanford is the most populous city in Kings County, with about 59,000 residents located between Selma and Corcoran. Highway 198 cuts through the City of Hanford from east to west and connects to Interstate 5 and the City of Lemoore to the west. Moreover, Highway 198 isolates the south side, which has no high schools, from the rest of the city. With the development of the High-Speed Rail station on the city's east side, Hanford's population is expected to grow by 30,000 people. A robust bicycle and pedestrian network will help address Hanford's existing barriers to active travel while accommodating the transportation needs of new residents and visitors from the high-speed rail station. Currently, Hanford has an Amtrak station downtown that connects to Fresno and Bakersfield.

Hanford's central downtown area has a well-connected street grid with cul-de-sac residential neighborhoods extending to the city limits. However, large transportation corridors bisect the City and isolate neighborhoods. In addition to Highway 198, Highway 43 is at-grade and runs north-south along the city's eastern edge. Highway 43 will be a barrier to the future High-Speed Rail Station if bicycle and pedestrian connections are not established. Furthermore, two railroad tracks also bisect the City north-south and east-west, intersecting the downtown area where the existing Amtrak station is located.

TRANSIT ACCESS

Hanford is served by two transit providers, Amtrak and Kings Area Rural Transit (KART), that offer route connections to local and regional destinations. KART offers nine local bus routes that extend out from the downtown, connecting to medical centers, schools, and shopping areas. Regionally, the Hanford Amtrak station is located downtown and provides connections to Bakersfield, Fresno, Stockton, and the Bay Area. Low-income residents, residents without vehicle access, and youth depend on transit for daily transportation needs. Additionally, many bicyclists may use transit for a portion of their trip, making bicycling access to transit stops and train stations an important part of the active transportation network.

EQUITY

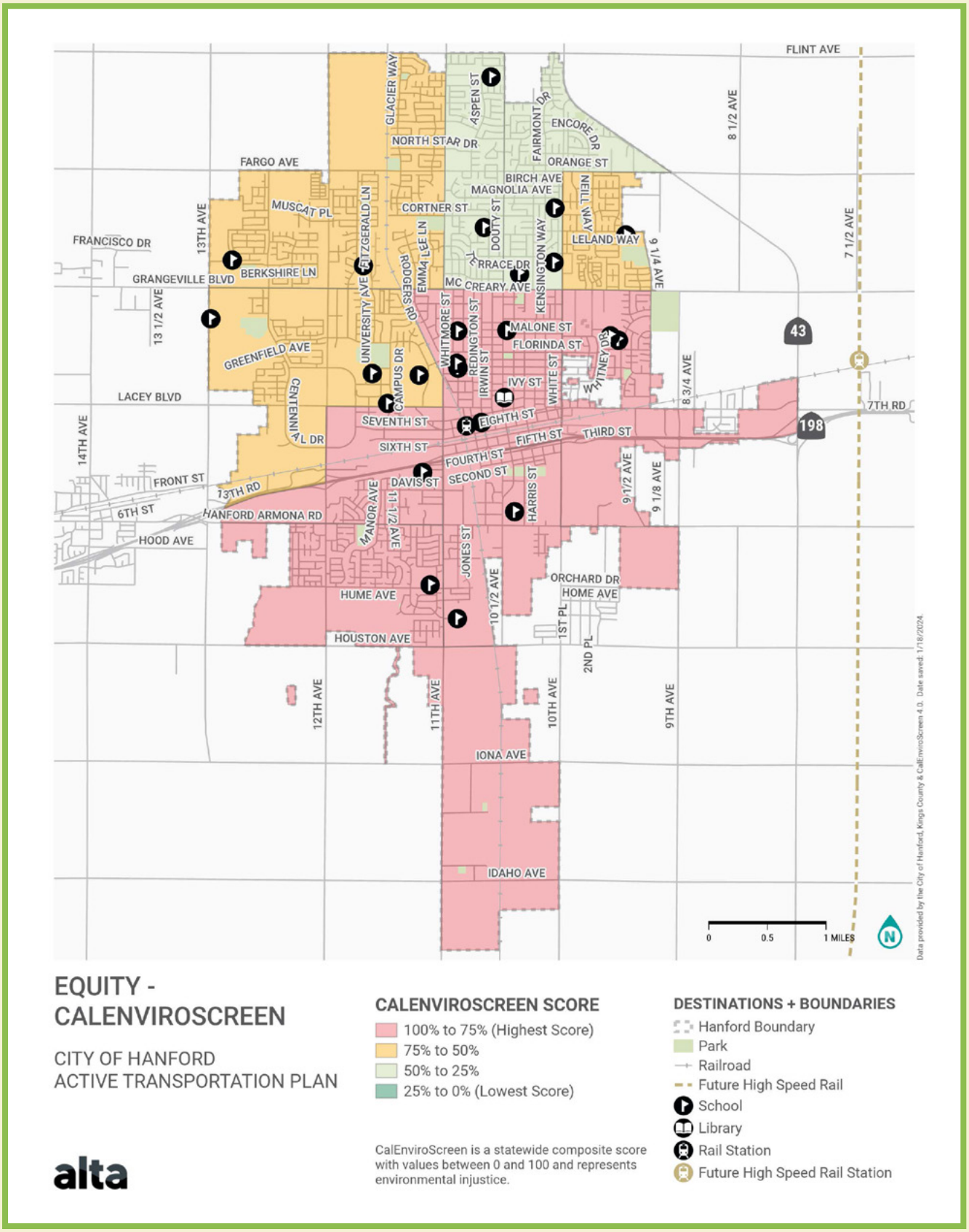
Equity issues are important to all planning processes, including developing this Plan Update 2024. Historically, communities with large populations of people of non-white races or ethnicities and low-income households have received less investment from their local governments, including an uneven spatial distribution of facilities and safety improvements for people walking and bicycling. A review of citywide factors related to social and physical conditions identified neighborhoods disproportionately burdened by environmental pollutants. These and other considerations informed the projects and prioritization recommended in this Plan Update 2024.

CalEnviroScreen 4.0 is a tool created by the California Office of Environmental Health Hazard Assessment to identify communities with higher pollution burdens. The tool uses population characteristics to identify sensitive populations such as those with high asthma or cardiovascular disease rates, housing-burdened low-income households, and linguistically isolated households. These population characteristics are combined with pollution burdens like the amount of smog, diesel particulate matter, and drinking water contaminants in a community. Each California census tract is given a score based on these indicators, with higher scores experiencing higher pollution burdens. Communities scoring over 75% are considered disadvantaged by the state. This is also a tool used in California's Active Transportation Program grant application scoring. Communities that score in the most burdened 25% of the state are considered disadvantaged and receive a slight advantage in the competitive funding process. Areas in Hanford that meet this threshold are mapped in **Figure 1**.

As shown in **Figure 1**, the entire area south of Highway 198 and the downtown are is disproportionately impacted by environmental pollutants. Some factors that contribute to the disproportionate impacts are rates of poverty and unemployment, exposure to particulate matter, and groundwater threats. The community of south Hanford is cut off from the rest of the City by Highway 198, the east-west railroad track, and large arterials like Lacey Boulevard. The only routes for residents to travel northward are along major arterials with multiple travel lanes and no bicycle facilities (11th Avenue, Douty Street, and 10th Avenue). Similarly, the environmentally burdened area below Grangeville Boulevard and east of the north-south railroad track is bounded by large arterials and collectors, including 11th Avenue, Grangeville Boulevard, and 10th Avenue.

The areas of the City northwest of Lacey Boulevard and 12th Avenue and east of 10th Avenue between Fargo Avenue and Grangeville Boulevard rank in the 50 – 75% of the CalEnviroScreen score. This means these areas experience more pollution and socioeconomic burdens than half of similar census tracts. Finally, the newest part of the city on the northern edge, bounded by Grangeville Boulevard on the south and 11th Avenue and 10th Avenue on the east and west, is more affluent and experiences much less pollution burden than the rest of the City.

Figure 1: Equity Map

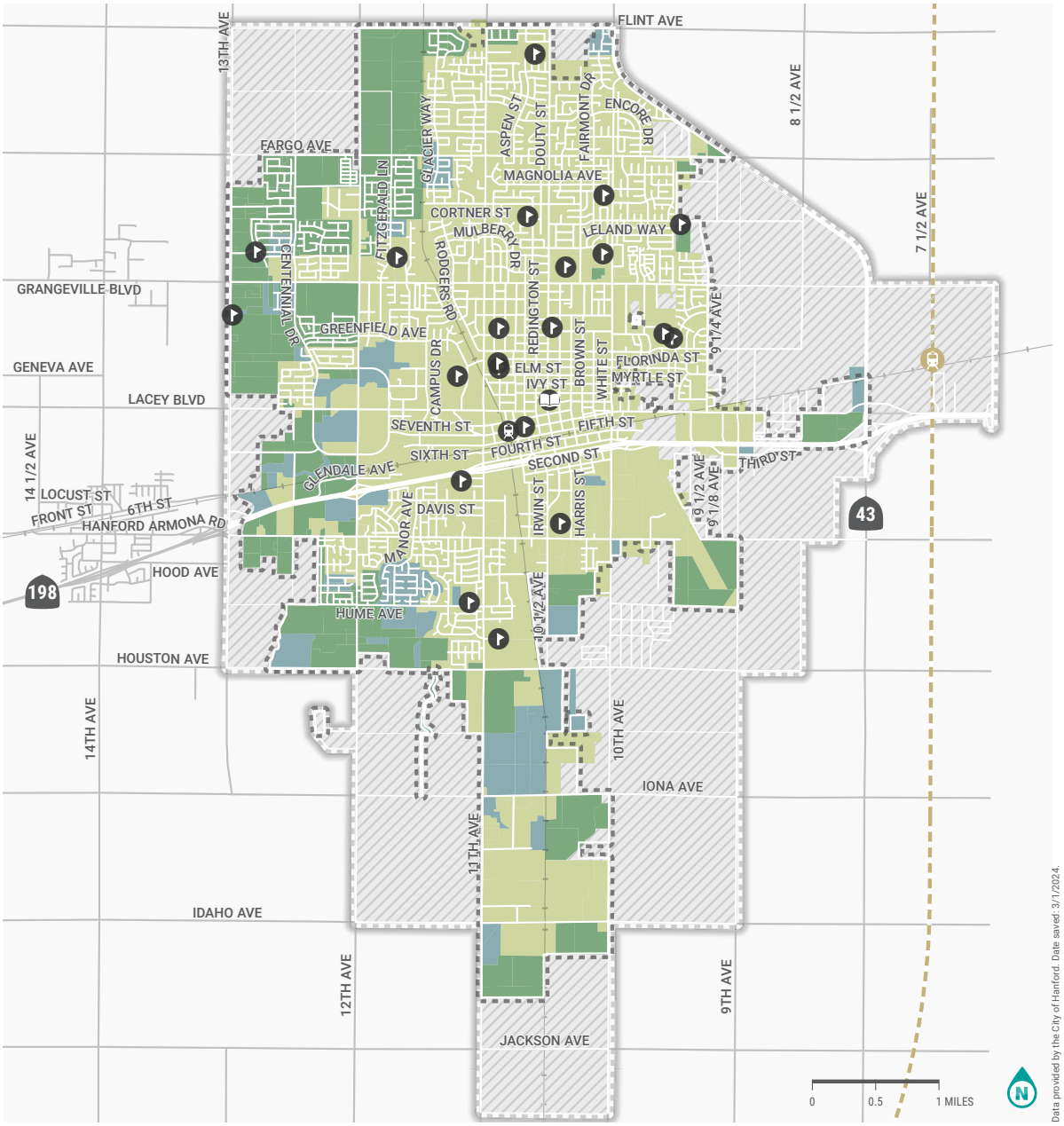


LAND USE

The primary land use of the area within the Hanford city limits is urban, with few agricultural areas on the west and south sides (**Figure 2**). It is important to note that some of the areas identified as urban are used as industrial sites, particularly the areas around the Highways. Currently, the areas outside the city limits are unincorporated areas primarily used as agricultural land. However, with the construction of the Kings Tulare High-Speed Rail Station and the Cross Valley Corridor, the city boundary will grow by annexing much of the unincorporated area, as seen in **Figure 2**. Many of the roadways in the unincorporated areas currently do not have sidewalks or are unpaved. Therefore, the City will have the opportunity to build low-stress bikeways and new sidewalks along annexed roads to enhance connections to the future High-Speed Rail Station. Hanford's existing and planned land uses will inform the recommendations in this Plan Update 2024 to maximize the number of people with access to walking and bicycling networks.

Major destinations in Hanford include schools, parks, healthcare facilities, shopping centers, city hall, county administration, and transit stations, mapped in **Figure 2**. These destinations are concentrated on the north side of Highway 198 between 11th Avenue and 10th Avenue. They will require a comprehensive network of active transportation facilities to allow people to walk or bicycle instead of driving.

Figure 2: Land Use Map



DEMAND ANALYSIS - LAND USE

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LAND USE

- Agriculture
- Nature
- Urban
- Future Growth Area

DESTINATIONS + BOUNDARIES

- Railroad
- Future High Speed Rail
- Future High Speed Rail Station
- Rail Station
- School
- Library
- Hanford 2035 City Limit
- Hanford City Limit

EXISTING BICYCLE NETWORK

The California Department of Transportation (Caltrans) designates four classes of bicycle facilities:

- **Class I: Shared-Use Paths**
- **Class II: Bicycle Lanes**
- **Class III: Bicycle Routes**
- **Class IV: Separated Bikeways**

Descriptions of each bikeway class are included in the following section.

The city's existing bicycle network has approximately 6 miles of Class II Bicycle Lanes and 25 miles of Class III Bicycle Routes (**Figure 3**). Unfortunately, the Class II Bicycle Lanes are discontinuous and often end before the intersection, creating many gaps in the bike network. Moreover, the Class III Bicycle Routes run along large arterials with no separate lane markings for bikes. Hanford has no Class I Shared-Use Paths that would provide off-road recreation and travel routes for residents. The lack of quality facilities is discouraging and unsafe for most cyclists, as it forces people to ride on high-stress roads or provide no safe crossing through large arterials.

Virginia Corridor Trail in Modesto CA

Class I Shared Use Paths

Class I shared-use paths are paved trails completely separated from the street. They allow two-way travel by people bicycling and walking and are often considered the most comfortable facilities for children and inexperienced riders as there are few potential conflicts between people bicycling and people driving.

No existing Class I Shared Use Paths in Hanford.

Bike Lane on Hanford Armona Rd in Hanford

Class II Bicycle Lanes

Class II bicycle lanes are striped preferential lanes on the roadway for one-way bicycle travel. Some bicycle lanes include a striped buffer on one or both sides to increase separation from the traffic lane or from parked cars, where people may open doors into the bicycle lane.

There are currently 6 miles of existing Class II Bicycle Lanes in Hanford.

Bike Route on Douty St in Hanford

Class III Bicycle Routes

Class III bicycle routes are signed routes where people bicycling share a travel lane with people driving. Because they are shared facilities, bicycle routes are only appropriate on quiet, low-speed streets with relatively low traffic volumes. Some Class III bicycle routes include shared lane markings or "sharrows" that recommend proper bicycle positioning in the center of the travel lane and alert drivers that bicyclists may be present. Per the California Streets and Vehicle Code Section 891.9, local jurisdictions shall not install a new sharrow on a highway that has a posted speed limit greater than 30 miles per hour, except at or near an intersection for the purpose of connecting a Class I, Class II, or Class IV bikeway through the intersection. Other Class III bicycle routes include more robust traffic-calming features to promote bicyclist comfort and are known as "bicycle boulevards." The Hanford Fire Department should be included in discussions about new or altered bicycle boulevard features to maintain access for emergency responders.

There are currently 25 miles of existing Class III Bicycle Routes in Hanford.

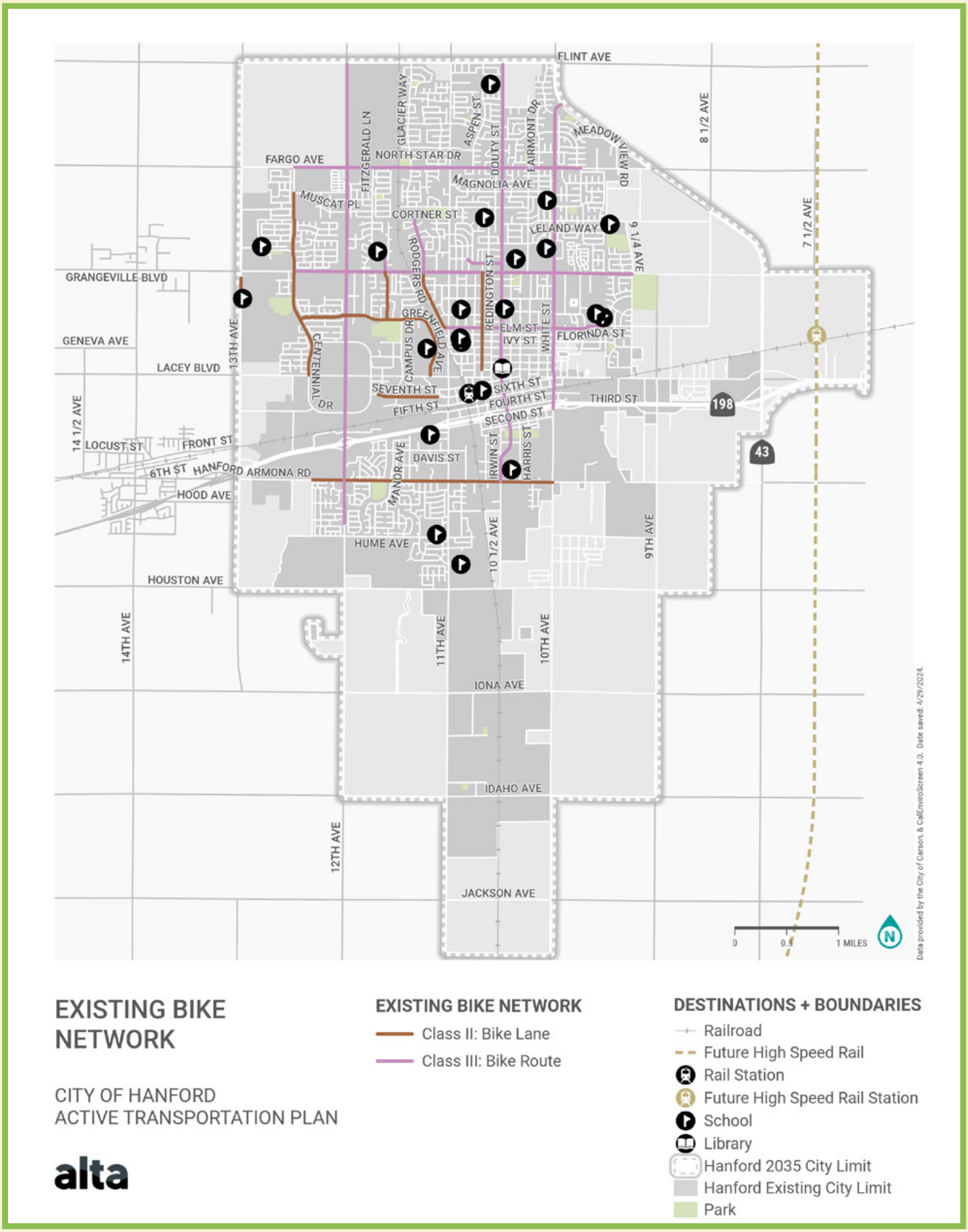
Separated Bikeway in Modesto CA

Class IV Separated Bikeways

Class IV separated bikeways are on-street bicycle facilities that are physically separated from motor vehicle traffic by a vertical element or barrier, such as a curb, bollards, or vehicle parking aisle. They can allow for one- or two-way travel on one or both sides of the roadway.

No existing Class IV Separated Bikeways in Hanford.

Figure 3: Existing Bike Network Map



EXISTING PEDESTRIAN NETWORK

There are many features that contribute to a convenient and comfortable walking environment. Significant investments and commitments to future improvements have been made that continue enhancing Hanford's pedestrian experience.

Sidewalk in Downtown Hanford

Sidewalks

Sidewalks form the backbone of the pedestrian transportation network. Most streets in the city have sidewalks or pathways on at least one side. Within the city limits, sidewalk maintenance is the responsibility of the property owner. While the city's sidewalk network is mostly complete, some streets are missing sidewalks. These include Houston Avenue, McCreary Avenue, W 6th Street, and portions of 11th Avenue.

High-Visibility Crosswalk In Downtown Hanford

High-Visibility Crosswalks

Crosswalks are a legal extension of the sidewalk and guide pedestrians who are crossing roadways by defining and delineating their path of travel. Crosswalks are not required to be marked; however, marked crosswalks alert drivers of a pedestrian crossing point and increase yielding to pedestrians. Markings can be standard parallel lines or the "continental" high visibility pattern shown in the image above, which enhances the visibility of the crossing and is becoming the best practice. Crosswalks in school zones are yellow.

Pedestrian Hybrid Beacon in Modesto CA

Pedestrian Hybrid Beacons

Pedestrian hybrid beacons are used to enforce motorist yielding to pedestrians at uncontrolled crosswalk locations. The beacon, when activated by a person wishing to cross, flashes yellow before displaying a solid red signal to motorists, requiring them to stop. Pedestrians are then shown a WALK signal and may cross the road. When the WALK phase is complete, the beacon flashes yellow before returning to a dark inactive state. The operation of the beacon is illustrated in the graphic below.

Rectangular Rapid Flashing Beacon in Modesto CA

Rectangular Rapid Flashing Beacon

Rectangular Rapid Flashing Beacons, or RRFBs, increase the visibility of uncontrolled or midblock crosswalks with bright LED lights activated by a pedestrian push button.

BARRIERS TO ACTIVE TRANSPORTATION

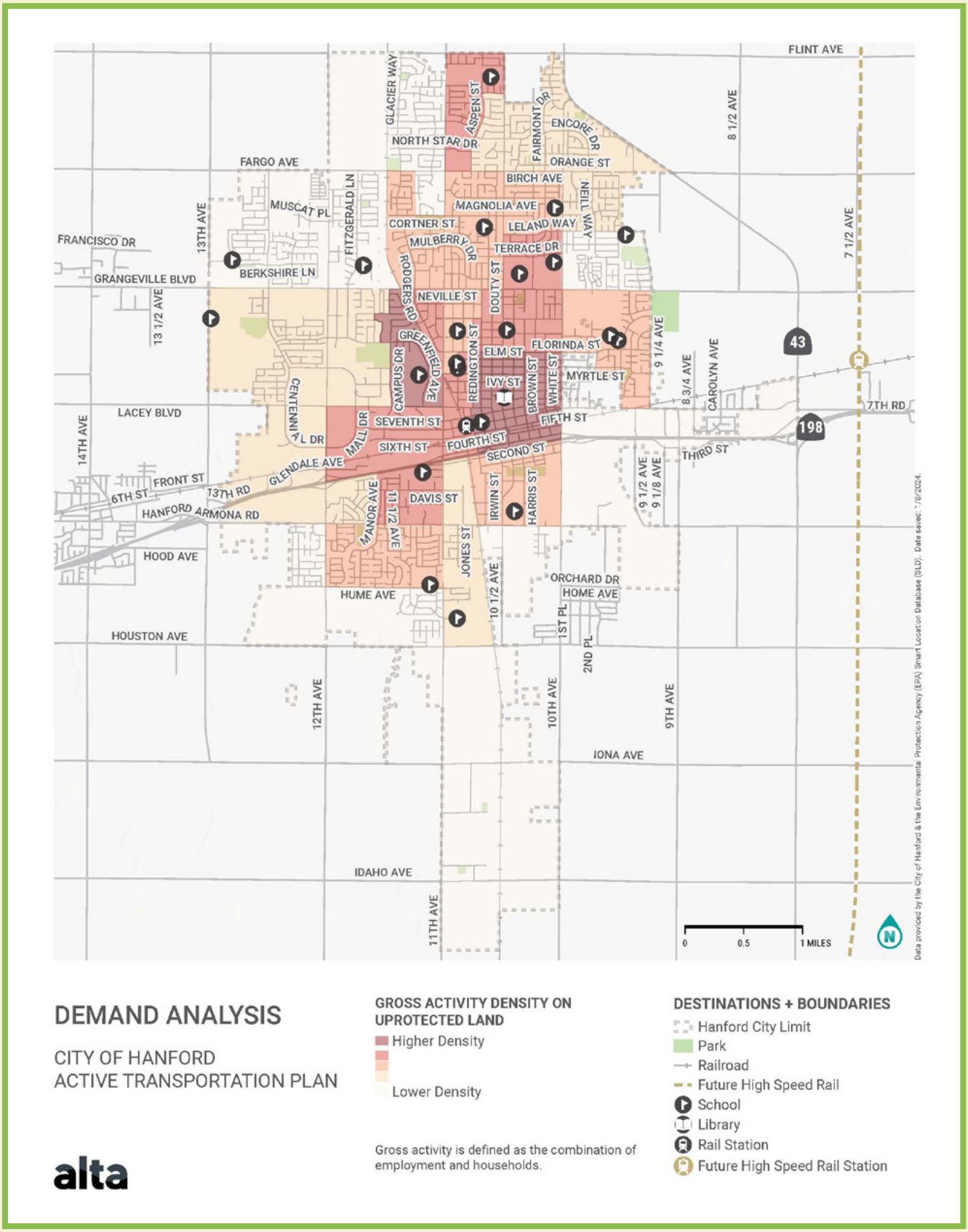
The city is divided by Highway 198, which runs east-west on the south side of the downtown. Additionally, a railroad track runs adjacent to Highway 198, and a second one runs northwest-southeast along the western side of downtown. These extensive infrastructure facilities cut off residents on the west and south sides from the city's main destinations. No high schools are on the south side; therefore, students must cross Highway 198 to get to school. The only north-south corridors that cross Highway 198 are large, multi-lane arterials with no bicycle lanes and heavy traffic (i.e., 11th Avenue, Douty Street, and 10th Avenue). For residents on the west side, 11th Avenue is a major barrier to downtown. The only east-west corridors with access across the railroad tracks are Lacey Boulevard, Grangeville Boulevard, and Elm Street, all with multi-lane crossings at 11th Avenue. Moreover, Highway 43 runs along the eastern city edge and is a barrier to the future High-Speed Rail Station. These transportation features create challenges for walking and biking in some places, as crossings are limited.

ACTIVE TRIP DENSITY

The colocation of residences and destinations is crucial for supporting active transportation. Active modes are more often used when residents live close to their destinations. Understanding the spatial distribution of Hanford's residential and employment centers can help the City guide development to support sustainable transportation by identifying where people are already choosing to walk and bike.

From this analysis, the downtown area, bounded by Grangeville Boulevard, 11th Avenue, Campus Dr, and Highway 198, has the highest gross activity density (**Figure 4**). The public library and the Amtrak station are within walking distance of each other, and the KART bus routes all meet in this area. Unfortunately, the streets that bound this area serve as barriers for walking and biking. Additionally, the northern area of the city surrounding Pioneer Middle School had a high gross activity density relative to the surrounding areas. Improving roadway safety in these areas will support the high density of active trips happening today.

Figure 4: Active Trip Density Map



ACTIVE TRIP POTENTIAL

Sustainable and active transportation is a key part of a climate strategy that involves reducing carbon emissions from transportation. Active modes often fill first- and last-mile gaps for transit trips and, on their own, may provide more flexibility for short trips that are not well-served by transit. Understanding the demand for active transportation can help the City of Hanford guide growth and development in supporting sustainable transportation by identifying areas where latent demand for active transportation may exist.

Active-trip potential measures the proportion of all trips that may reasonably be made by active modes—like walking, biking, or e-micromobility—in a particular area. As trip distance is an important factor in mode choice, assumptions about reasonable distances for vehicle trips that could be replaced by walking, biking, and e-micromobility, are based on trip distances from the 2017 National Household Travel Survey:

To this end, a neighborhood with high active-trip potential reflected a relatively larger percentage of trips beginning in that area that were under five miles. A neighborhood with lower active-trip potential reflected a more significant percentage of longer trips starting in that area. Areas of the city with a higher proportion of short trips are areas with the highest potential to convert vehicle trips to active trips.

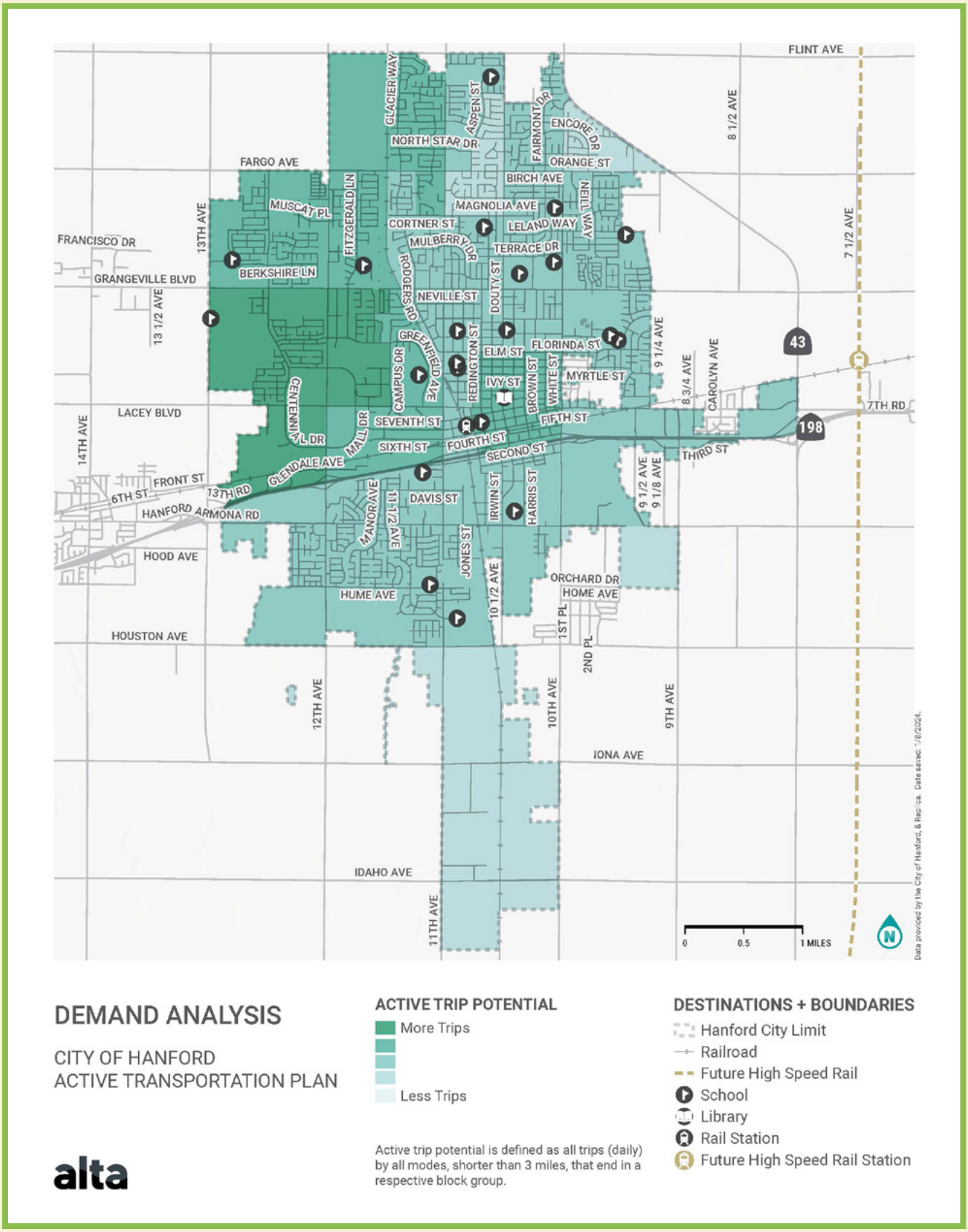
As shown in **Figure 5**, the western side of the city bounded by Grangeville Boulevard, Lacey Boulevard, and Campus Drive, has the highest active trip potential. This area of the City is mainly residential and home to the Tara Estate Senior Mobile Home Park. Also in this area are the Youth Athletic Facility and other municipal buildings. The downtown also has a high active trip potential; however, it is lower than the area mentioned above. The northern regions of the city have the lowest active trip potential.

<1 mile: **WALKING**

1 – 3 miles: **BIKING**

3 – 5 miles: **E-BIKES OR SCOOTERS**

Figure 5: Active Trip Potential Map



DEMAND ANALYSIS

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ACTIVE TRIP POTENTIAL

More Trips

Less Trips

Active trip potential is defined as all trips (daily) by all modes, shorter than 3 miles, that end in a respective block group.

DESTINATIONS + BOUNDARIES

- Hanford City Limit
- Railroad
- Future High Speed Rail
- School
- Library
- Rail Station
- Future High Speed Rail Station

SAFETY

Data on bicycle- and pedestrian-related collisions can provide insight into locations or roadway features that tend to have higher collision rates, as well as behaviors and other factors that contribute to collisions. These insights will inform the recommendations in this Plan Update 2024 to address challenges facing people bicycling and walking.

Collision data involving people walking and bicycling was acquired from the Berkeley Transportation Injury Mapping System (TIMS), a public tool for accessing and mapping crash data from the California Integrated Traffic Records System (SWITRS). Four years of data were evaluated from January 1, 2018, through December 31, 2022.

Collision Analysis

During the study period, 48 collisions in Hanford involved a person riding a bicycle or walking. Five of these victims were killed, and 46 were injured. Bicycle and pedestrian-involved collisions were concentrated in the area bounded by Grangeville Boulevard, 11th Avenue, 10th Avenue, and Highway 198 (**Figure 6**). This area encompasses the downtown area, which is the city's most walkable area and may explain the concentration of collisions. A significant number of collisions occurred on 11th Avenue, a four-lane arterial connecting to Highway 198 (**Table 1**).

Additionally, there is a significant concentration of collisions between the Amtrak station and the public library in the downtown area. Furthermore, the 11th Avenue and Lacey Boulevard intersection was identified as the highest collision intersection in Hanford, with a total of 3 collisions involving people walking or biking (**Table 2**). This intersection serves as a western gateway into the downtown area.

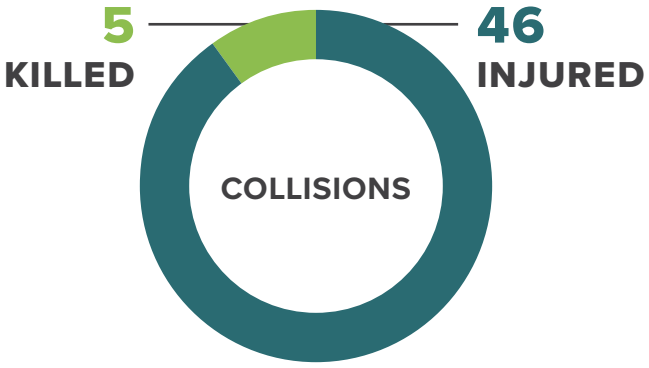


Table 1: Top 5 Collision Segments

Street	To/From	Total Collisions	Bicycle Fatality	Bicycle Severe Injury	Bicycle Visible Injury	Pedestrian Fatality	Pedestrian Severe Injury Fatality	Pedestrian Visible Injury
11th Ave	Ivy St – Lacey Blvd	3	0	0	0	0	2	1
11th Ave	Fifth St – Fourth St	2	0	0	0	1	1	0
Hanford Armona Rd	Philips St – Doris St	2	0	0	2	0	0	0
Seventh St	Phillips St – Redington St	2	0	0	0	0	1	1
Grangeville Blvd	Douty St – Harris St	2	0	1	0	0	0	1

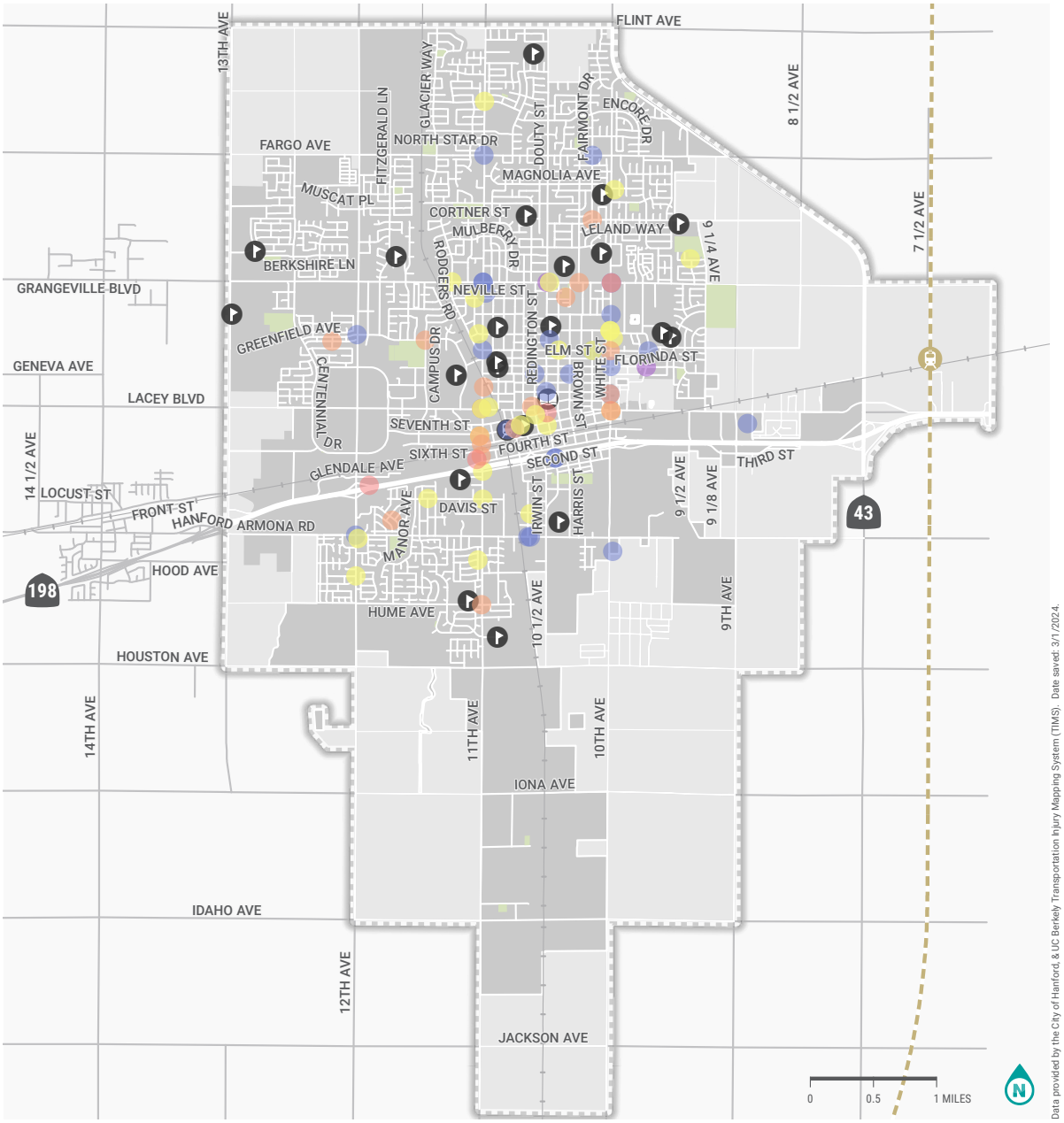
**2018 to 2022 collision data was gathered from the Berkeley Transportation Injury Mapping System (TIMS) to identify the top collision street segments. To do this, collisions that occurred along street segments were defined using the TIMS data where "INTERSECTION" equals "N". The top 5 street segments with the highest number of collisions were selected. For street segments with the same number of collisions, the collisions with the highest severity were selected.*

Table 2: Top 10 Collision Intersections

Intersection	Total Collisions	Bicycle Fatality	Bicycle Severe Injury	Bicycle Visible Injury	Pedestrian Fatality	Pedestrian Severe Injury Fatality	Pedestrian Visible Injury
Lacey Blvd/11th Ave	3	0	0	0	0	1	2
Grangeville Blvd/ Douty St	2	0	1	0	0	0	1
Hanford Armona Rd/ 12th Ave	2	0	0	1	0	0	1
Florinda St/White St	2	0	0	1	0	0	1
Hanford Armona Rd/ Philips St	2	0	0	0	0	0	2
Grangeville Blvd/11th Ave	2	0	0	0	0	0	2
5th St/11th Ave	2	0	0	0	1	1	0
Lacey Blvd/10th Ave	1	0	0	0	1	0	0
Eighth St/Douty St	1	0	0	0	1	0	0
12th Ave/Glendale Ave	1	0	0	0	1	0	0

**2018 to 2022 collision data was gathered from the UC Berkeley's Transportation Injury Mapping System (TIMS) to identify the top collision intersections. To do so, collisions within 200 feet of an intersection were associated with said intersection. For intersections with the same number of collisions, collisions with the highest severity were selected.*

Figure 6: Collision Map



BICYCLE AND PEDESTRIAN COLLISIONS

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COLLISIONS

Pedestrian Collision	Bicycle Collision
Visible Injury	Visible Injury
Severe Injury	Severe Injury
Killed	Killed

Collision data from 2018 to 2022 was sourced from the UC Berkeley Transportation Injury Mapping System (TIMS).

DESTINATIONS + BOUNDARIES

- Railroad
- Future High Speed Rail
- Rail Station
- Future High Speed Rail Station
- School
- Library
- Hanford 2035 City Limit
- Hanford Existing City Limit
- Park

USER EXPERIENCE & PERCEIVED COMFORT

Traffic stress is the perceived sense of danger associated with riding in or adjacent to vehicle traffic. Studies have shown that traffic stress is one of the most significant deterrents to bicycling. The less stressful a bicycle facility is and, therefore, more comfortable, the wider its appeal to a broader segment of the population. A bicycle network will attract a large portion of the population if it is designed to reduce the stress associated with potential motor vehicle conflicts and if it connects people bicycling with where they want to go.

Bikeways are considered low-stress if they involve very little traffic interaction by nature of the roadway's vehicle speeds and volumes (e.g., a shared, low-traffic neighborhood street) or if greater degrees of physical separation are placed between the bikeway and traffic lane on roadways with higher traffic volumes and speeds (e.g., a separated bikeway on a major street).

Types of Bicyclists

Research indicates that the majority of people in the United States (56-73%) would bicycle if dedicated bicycle facilities were provided. However, only a small percentage of Americans (1-3%) are willing to ride if no facilities are provided.1 This research into how people perceive bicycling as a transportation choice has indicated that most people fall into one of four categories, illustrated below.

STRONG & FEARLESS:

Very comfortable and willing to ride on streets without designated facilities

ENTHUSIASTIC & CONFIDENT:

Very comfortable, but prefer streets with designated bike lanes

INTERESTED, BUT CONCERNED:

Comfortable on trails and streets with buffered or separated bike lanes and interested in biking more

NOT CURRENTLY INTERESTED:

Physically unable or very uncomfortable even on streets with separated bike lanes

BICYCLE LEVEL OF TRAFFIC STRESS

To better meet the needs of the "Interested, But Concerned" cyclist, planners developed the Bicycle Level of Traffic Stress (Bicycle LTS) analysis as an objective, data-driven evaluation model to help identify streets with high levels of traffic stress. The analysis uses roadway network data (i.e., posted speed limit, street width, number of travel lanes, intersection conditions, presence and character of bikeway facilities, and land use context) to determine bicyclist comfort level. Combining these criteria creates four levels of traffic stress for the existing roadway network. The lower the number, the lower the stress and the higher the comfort level for people on bicycles. LTS 1 & 2 roads are typically the roadways that appeal to the "Interested, but Concerned" cyclists.

A Bicycle LTS analysis was conducted to provide insight into network gaps or focus areas for improving the bicycle network. In addition, the results also identify existing low-stress routes which may be good for bicycling. The analysis also identified barriers to bicycling, such as routes along and across high-stress roadways.

Figure 7 illustrates level of stress scores and how they relate to both the type of bicycle rider and the characteristics of a roadway. There are four levels of traffic stress:

Figure 7: Bicycle Level of Traffic Stress Scores

Level 1 All Ages and Abilities

Level 1 includes off-street shared-use paths and some very low-stress roadways suitable for all ages and abilities.

Level 2 Average Adult

Level 2 includes comfortable roadways that the mainstream adult population would ride a bicycle on them.

Level 3

Level 3 includes arterial roadways with bicycle facilities that are probably only comfortable for an experienced, confident bicyclist.

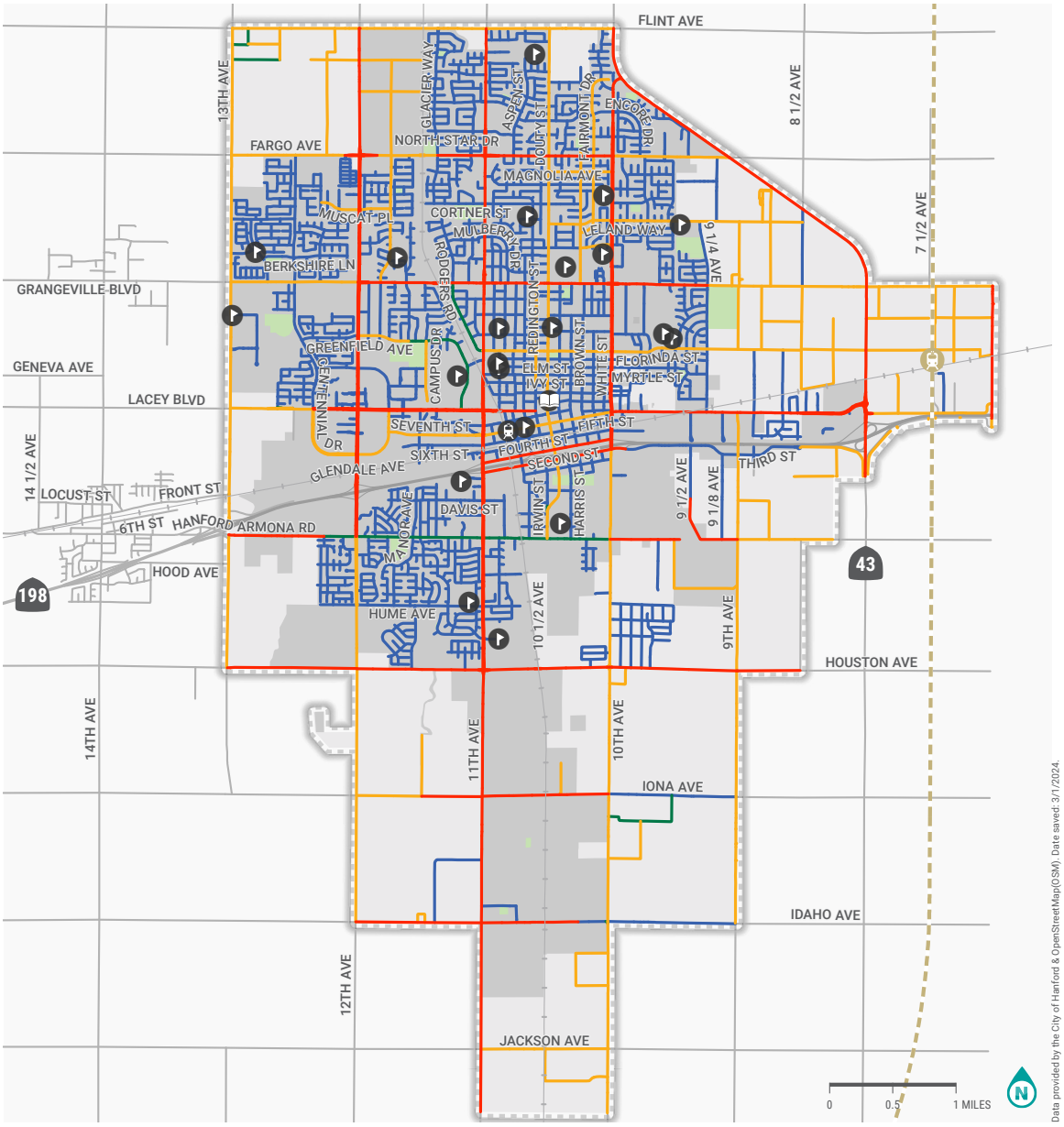
Level 4 Fearless Adult

Level 4 includes arterial roadways with no bicycle facilities ridden only by strong or fearless bicyclists.

The bicycle level of traffic stress scores shown in **Figure 8** illustrate the low-stress connections and gaps throughout Hanford. The BLTS map approximates the user experience for the majority of Hanford residents. However, people may have differing opinions of traffic stress depending on their own experiences. The City is characterized by low-stress BLTS 1 cul-de-sac streets bounded by higher-stress collector and arterial roadways that score as BLTS 3 and 4. Key findings include:

- The most direct cross-city streets are those with the highest BLTS scores. These include 11th Avenue, 10th Avenue, 12th Avenue, Grangeville Boulevard, and Fargo Avenue, many of which are considered bike routes.
- All three streets to provide access across Highway 198 have a BLTS of 3 or 4.
- The secondary streets connecting neighborhoods have a BLTS of 3.
- Local residential streets have the lowest BLTS at a score of 1 and offer indirect travel paths that often end in dead-ends.
- Many schools are near or adjacent to roadways with BLTS scores of 3 or 4.

Figure 8: Bicycle Level of Traffic Stress Map



BICYCLE LEVEL OF TRAFFIC STRESS (BLTS)

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BLTS SCORE

- BLTS 1 (Low Stress)
- BLTS 2
- BLTS 3
- BLTS 4 (High Stress)

BLTS represents the level of stress people may experience when biking on specific roadways. BLTS scores vary depending on available bicycle facilities, number of travel lanes, and vehicle speeds and volumes. For this analysis, Highways were excluded as bikes are not legally allowed on them.

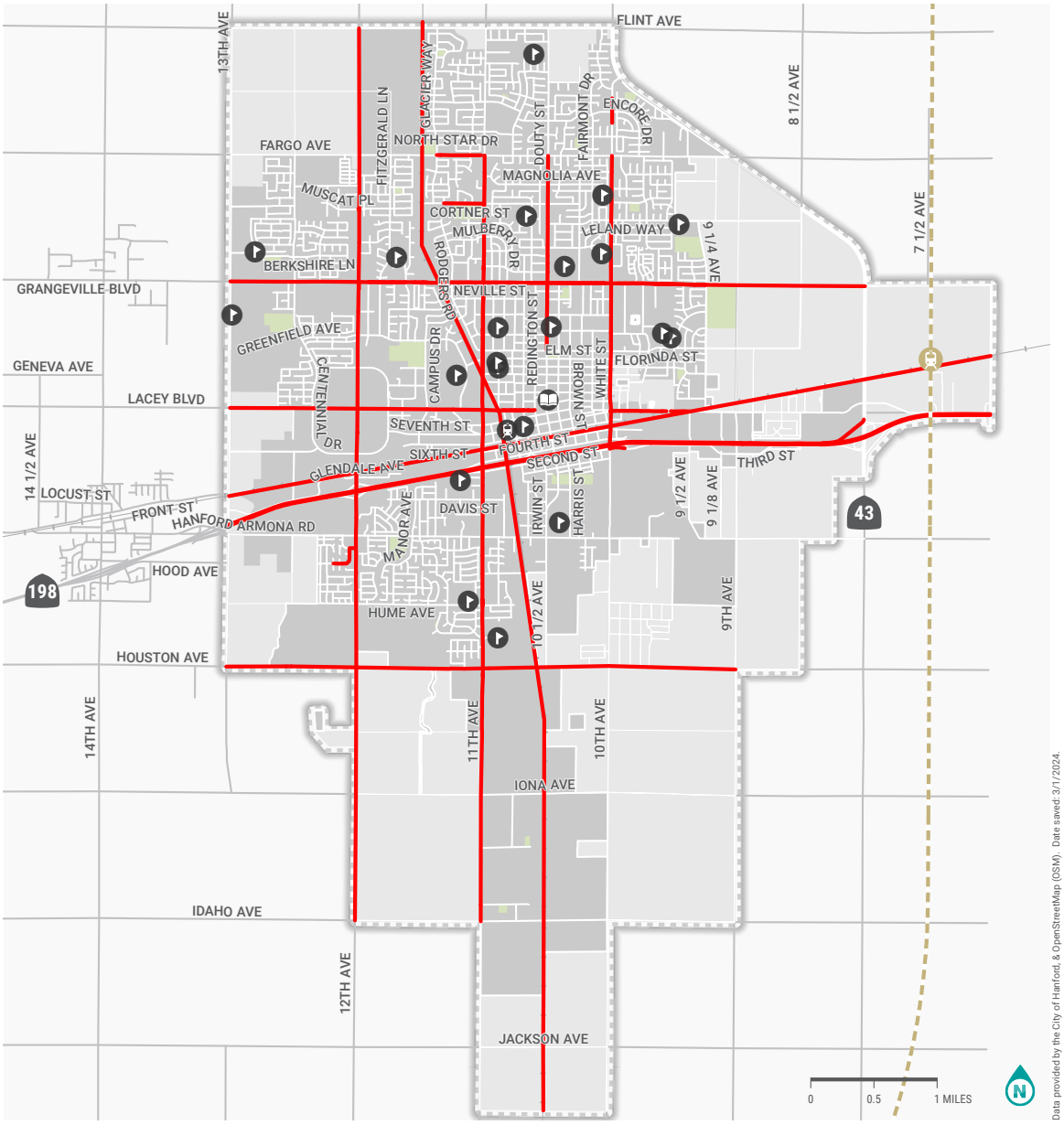
DESTINATIONS + BOUNDARIES

- Railroad
- Future High Speed Rail
- Rail Station
- Future High Speed Rail Station
- School
- Library
- Hanford 2035 City Limit
- Hanford Existing City Limit
- Park

PEDESTRIAN BARRIERS

Barriers to walking were identified as existing or missing infrastructure that has the potential to inhibit pedestrian trips. This includes missing sidewalks, wide roads with few safe crossings, railroad tracks, and highways. As shown in **Figure 9**, the pedestrian barriers fall in line with the high BLTS streets. Residents also identified some local streets with missing sidewalks as barriers. Like the BLTS, the multi-lane arterials and cross-city corridors are barriers due to their unsafe crossing conditions. The major barriers are Highway 198 and the two railroad tracks that cut through the City, which offer few to no safe pedestrian crossings and no pedestrian walkways along the corridors. The next major barriers are multilane arterials connecting to regional corridors with few traffic control devices and safe crossings. These arterials include 11th Ave, 12th Ave, and Grangeville Blvd. Some of the minor barriers residents called out were along residential streets with no sidewalks or fast travel speeds.

Figure 9: Pedestrian Barriers to Walking Map



PEDESTRIAN BARRIERS TO WALKING

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BARRIERS TO WALKING

- Barriers

Barriers to walking were identified as infrastructure that has the potential to inhibit pedestrian trips. This includes wide roads with few safe crossings and railroad tracks and highways.

DESTINATIONS + BOUNDARIES

- Railroad
- Future High Speed Rail
- Rail Station
- Future High Speed Rail Station
- School
- Library
- Hanford 2035 City Limit
- Hanford Existing City Limit
- Park

Outreach

CHAPTER FOUR

Engaging the Hanford community has been a priority throughout the Plan Update 2024 process. A variety of outreach opportunities were used to seek input from diverse Hanford residents and community members. The plan development process also included extensive coordination with partner agencies and other City departments to ensure that Plan Update 2024 meets community needs, advances initiatives of local and regional partners, and includes projects and programs that can be implemented feasibly. Ongoing outreach ensured a continuous feedback loop that informed the final project list and Plan Update 2018. Specific events and opportunities included:

Online Engagement Tools

- Survey
- Interactive Mapping Tool
- City Website and Social Media

Community Meetings

- Community Workshops/Open Houses
- Pop Up Events

City Board, Commission, and Council Meetings

- Parks and Recreation Commission
- City Council

This chapter presents an overview of the format and approach for each outreach opportunity, along with a summary of feedback received.

ONLINE SURVEY

A community survey was developed to gather input on walking and bicycling challenges, preferences, and opportunities throughout Hanford. The survey was available online in Spanish and English from January through September 2024. It was advertised at all outreach events and through the City's newsletter and email notifications, as well as on posters displayed at Winter Wonderland events and KART bus stops throughout the city. Participation in the survey was also encouraged by awarding a gift card to a randomly selected respondent. More than 112 people responded to the survey.

A summary of responses is provided below.

- One-fifth of respondents said they use active modes to reach their destinations daily.
- Popular destinations include Civic Center, Downtown District, Hidden Valley Park, Target/Walmart, and Freedom Park.
- Respondents avoid walking and biking on major roads due to the lack of bike lanes and perceived speeding drivers.

When asked about their primary mode of transportation, 85% of respondents said automobile or motorcycle. This is symbolic of Hanford's auto-centric design and high-stress bike network. However, about 20% said they use active modes to reach their destination daily. Moreover, respondents listed the following places as the top destinations they would like to walk, bike, or roll to: Civic Center, Downtown District, Hidden Valley Park, Target/Walmart, and Freedom Park.

Of note, 66% of respondents said Highway 198 is not a barrier for walking, biking, or rolling between North and South Hanford. However, some respondents said they avoid walking, biking, or rolling on main streets because there are no bike lanes and drivers are often speeding. Many of the written comments described driver behavior and major roads as the main deterrents for bicycling. Additionally, respondents cited the sidewalk network as discontinuous or in poor condition, which makes it difficult to get between neighborhoods. Trip needs, followed by distance and travel time, ranked the highest among the factors that limit one's ability to take active modes.

When asked about walking, biking, or rolling to communities outside of Hanford, 41% of respondents were interested. Lemoore was the most popular destination outside Hanford, located west along Highway 198. Additionally, written comments suggested increasing the bus/train service frequency between Lemoore and Hanford.

ONLINE INTERACTIVE MAPPING TOOL

An interactive mapping tool was posted on the City's website and used throughout the development of this Plan Update 2024 to gather input and feedback from the community directly on a city map.

In Phase 1, community members were encouraged to draw routes or place pins on the map and add comments to identify desired walking or bicycling improvements, challenging locations, and other information about the walking and bicycling environment. Nearly 800 comments were received during the three-month comment period, between September 18 and December 31, 2023. This input informed the recommended bicycling and walking network improvements.

In Phase 2, the draft recommended walking and bicycling networks were displayed on the map, and community members were invited to "like" or "dislike" projects to show their preferences, in addition to adding comments on specific projects and seeing the feedback left by others. The map was available for four weeks, from September 23 through October 19, 2024. This input helped prioritize projects and refine the networks.

CITY WEBSITE AND SOCIAL MEDIA

For all community outreach opportunities, including the online survey and interactive mapping tool, the City leveraged its existing website and social media accounts to share information about the Plan Update 2024 process and encourage Hanford residents to engage with the project team.

Website

The City created a section on their website for this Bicycle and Pedestrian Master Plan Update 2024. All online communications and project flyers pointed to this website, where community members were able to learn about the planning process, see upcoming outreach events, and download draft maps and other deliverables at key milestones.

Flyers & Posters

Flyers and posters were also created in both English and Spanish with the project website and Community Open Houses listed. The cards were placed at various businesses, community centers, and libraries throughout the City.

Social Media

The City has nearly 18,000 followers on Facebook, more than 5,300 followers on Instagram and more than 13,000 members on Nextdoor. Throughout the Plan Update 2018 process, posts on these platforms notified residents of upcoming events, draft documents available for review, online engagement tools, and other project milestones.

Bus Shelter Posters

Posters were displayed at Kings Area Regional Transit (KART) bus stops throughout the City. The posters encouraged transit riders and passersby to visit the Plan Update 2024 website and provide feedback using the online interactive mapping tool.

Thursday Night Marketplace Pop-up Event.

PHASE 1 EVENTS: COMMUNITY WORKSHOPS AND POP-UP EVENTS

Community workshops and pop-up events created opportunities for community members to learn about the Plan, ask questions, and provide feedback at multiple stages of Plan development.

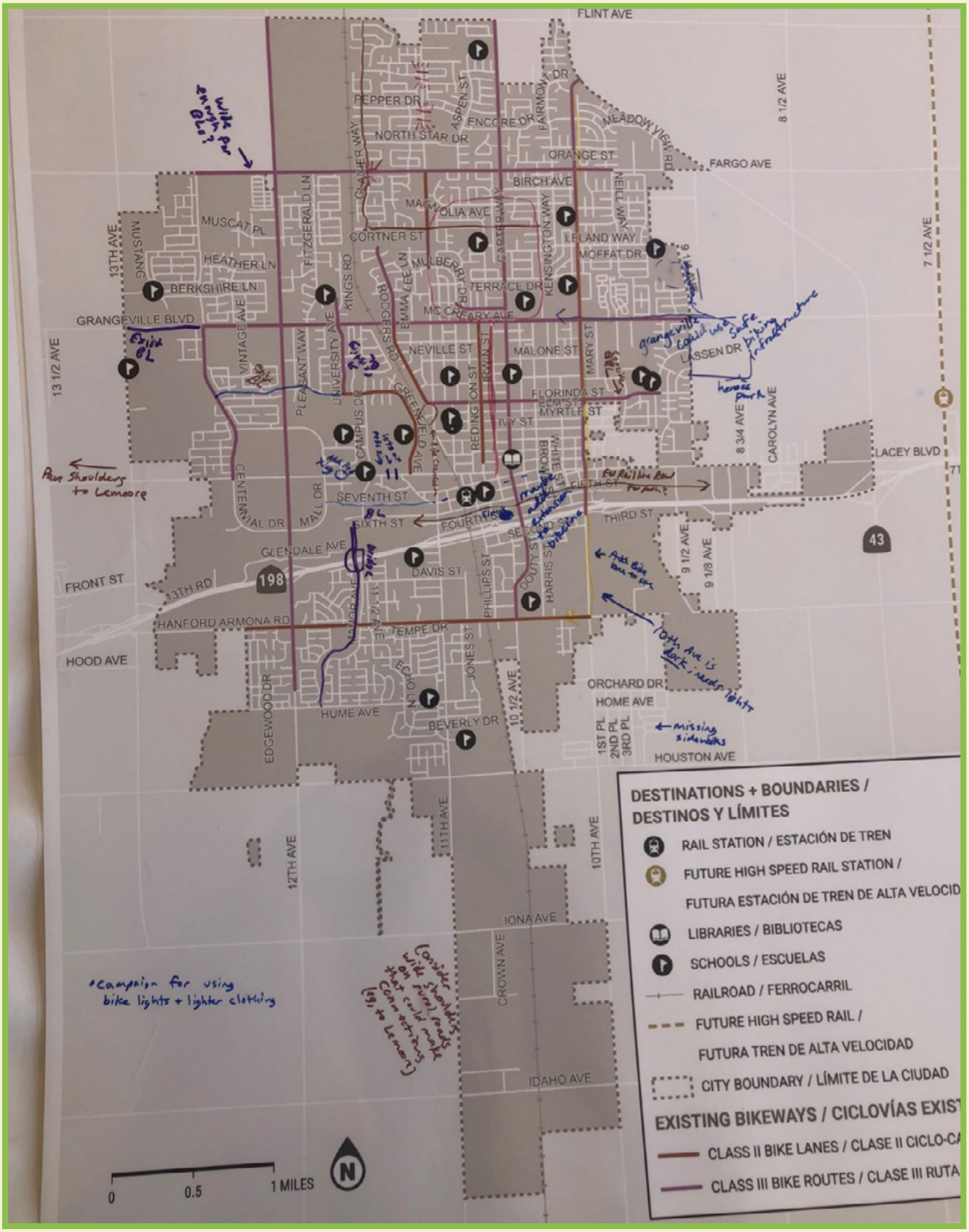
These events were held during the earlier stages of the Plan and sought to collect feedback from the community regarding the vision and goals for the Plan and to ask for locations with opportunities and challenges to walking and rolling in the city. The project team prepared three large engagement boards. Two of the boards included information on potential bicycling and walking facilities. The third board was a large map of the City of Hanford, where attendees were able to write comments regarding active travel in the City.

Community workshops and pop-up events were held at the following locations and dates:

- Community Workshop #1 at the Hanford Civic Auditorium, September 20, 2023
- Community Workshop #2 at the Hanford Civic Auditorium, September 21, 2023
- Pop-Up: Thursday Night Marketplace at the Civic Center Park, September 21, 2023

The two community workshops and the pop-up event in September 2023 introduced the project to Hanford residents. Community members were encouraged to ask questions and give feedback about the Plan during this workshop. Participants identified areas where improved bicycle and pedestrian infrastructure is needed and shared local knowledge on walking and biking trends in Hanford. Many residents identified Highway 198 as a major barrier for residents living on the south side and cross-city travel. Furthermore, they also identified Grangeville Boulevard, Fargo Avenue, 11th Avenue, 10th Avenue, and Lacey Boulevard as major barriers. Community members also shared that many students walk to the cluster of neighborhood schools located between 10th Avenue, Fargo Avenue, and Grangeville Boulevard. Residents also suggested regional bike connections to neighboring cities and bike safety campaigns to increase awareness of using lights when biking at night.

Figure 10: Engagement Map With Resident Feedback



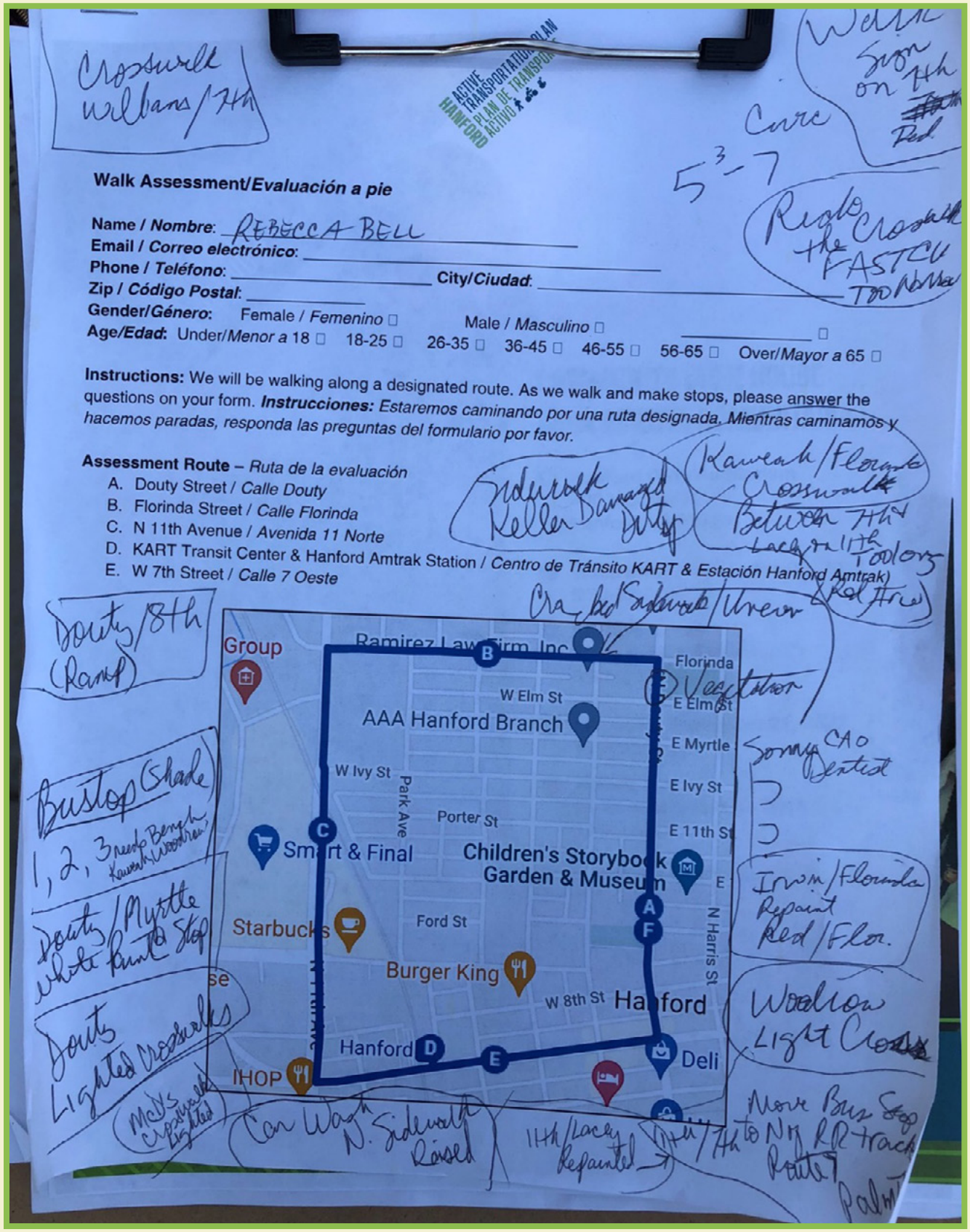
Project Team and Residents Discussing Crossing Issues Along Douty St During the Walk Audit

WALK AUDIT

Project staff conducted a walk audit with Hanford residents in September 2023, which allowed community members to give in-person feedback about areas of Hanford. The audit also allowed the project team to see barriers to active transportation travel in real-time and to experience what it is like to walk using existing infrastructure. The audits also allowed participants to observe the behaviors of people walking, biking, and driving in the study area. The audits were hosted by the project team but were designed to allow community members to lead the audit by showing the project team where there were opportunities and concerns within the audit study area. The walk audit began at the Hanford Civic Center Park and continued along Douty Street, Florinda Street, N 11th Avenue, and W 7th Street. Participants were given checklists of specific items to observe during the audits, such as characteristics of the roadway and intersections and how safe and comfortable the participants felt during the audit.

During the walk audit, participants documented curb ramps to be non-compliant with ADA standards, a lack of shade along streets and at bus stops, perceived speeding, and unsafe mid-block crossings as primary active transportation issues. More specifically, perceived speeding vehicles were a major concern along Florinda Street and 11th Avenue, which made biking along these streets feel unsafe. Moreover, community members shared that drivers often fail to yield for pedestrians crossing at mid-block crosswalks along 7th Street and Douty Street.

Figure 11: Feedback Sheet from Walk Audit Participant.



PHASE 2 EVENTS: COMMUNITY OPEN HOUSES AND POP-UP EVENTS

A series of draft recommendations engagement events were held to gather community feedback on the proposed bicycle and pedestrian improvements in fall 2024. The project team held two community workshops at the City Civic Center and two pop-up events. The pop-up events at the Thursday Night Marketplace and the Longfield Center included the same content but was held at a different location to reach Hanford's diverse residents.

The project team prepared six large engagement boards that were displayed at the events. Two boards featured the recommend bikeway improvements, including the Backbone and Complete Network (including the Future Network). A Pedestrian Recommendations board illustrated the locations identified by project team's technical analysis and Phase 1 feedback for pedestrian improvements, accompanied by a chart of recommended infrastructure at each location. Two boards featured the People's Trail, including a map of the proposed route and concept designs for the trail. Community members were given time to review maps of the recommendations; prioritize improvements and recommend additional locations using stickers, and provide feedback with sticky notes.

The People's Trail boards received the most attention, with many residents sharing their support for its development. Many attendees expressed support for the recommended improvements, particularly in Downtown Hanford and along the Pedestrian Priority Corridors. Some attendees encouraged the project team to consider improvements along the current city boundaries as well as areas planned for future annexation.

Table 3 summarizes common feedback provided during this final round of community engagement. **Figures 12** and **13** show the Recommended Bike Network - Complete Network and Pedestrian Recommendations with community member feedback.

Phase 2 Community Open House

Table 3: Common Community Feedback

Concerns	Requests	Specific Projects
Lack of separation between cars and cyclists on most bike routes	Need trails	Support for the People's Trail
Removal of street trees	Additional pedestrian crossings	Improvements in Home Garden, an unincorporated area planned for future annexation into the city

Figure 12: Bikeway Recommendations with Community Prioritization

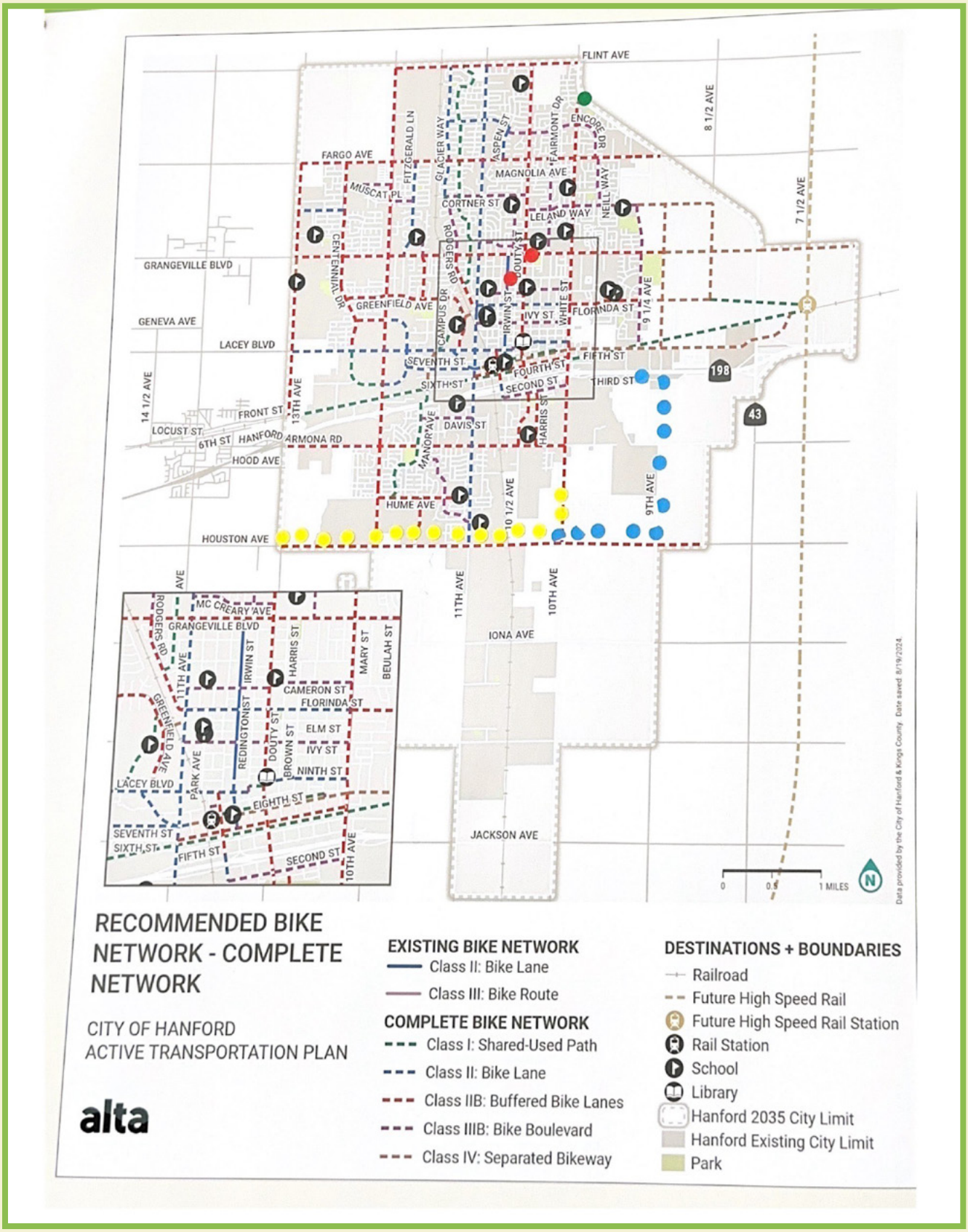
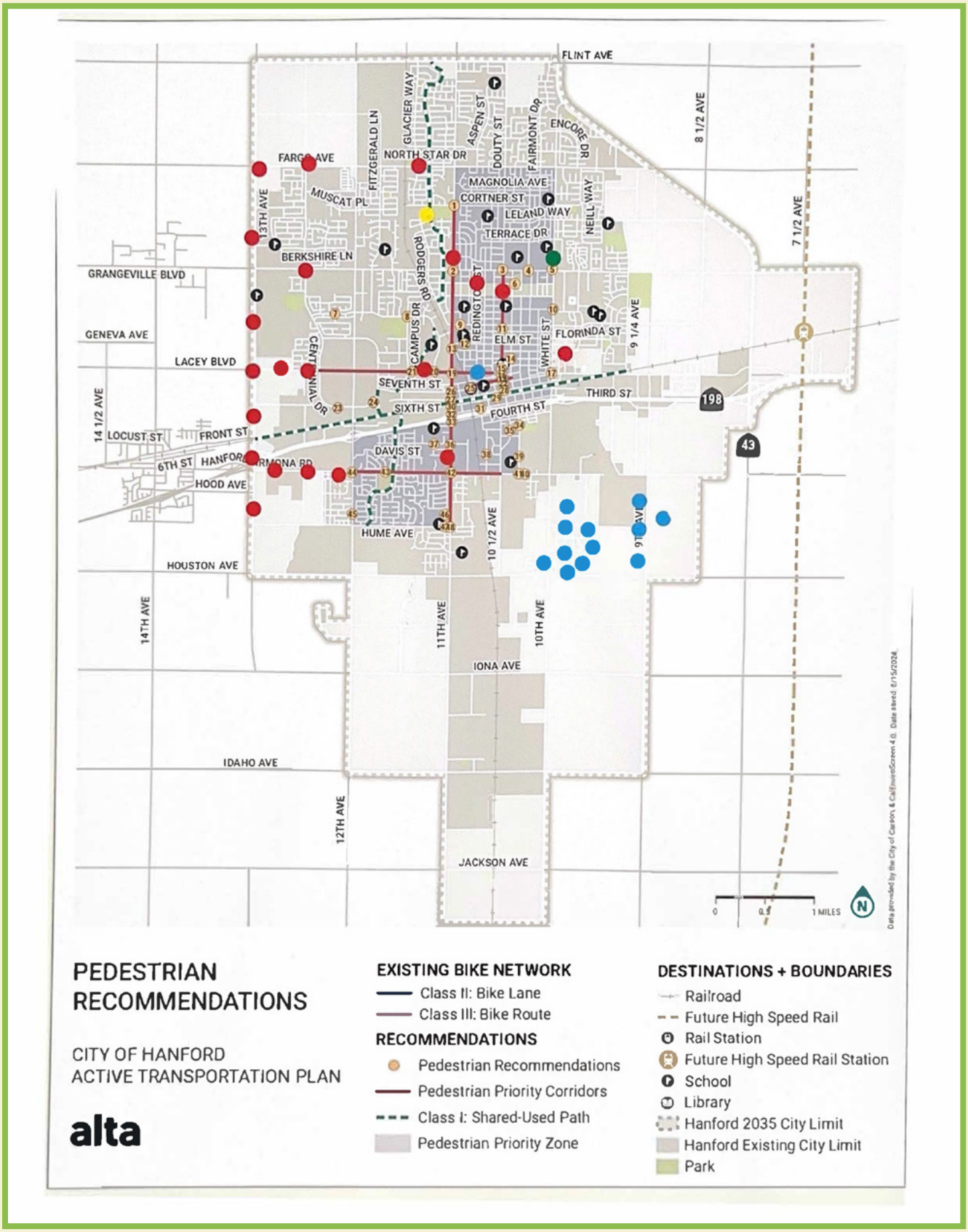


Figure 13: Pedestrian Recommendations with Community Prioritization



Recommendations

CHAPTER FIVE

This chapter presents the projects, programs, and policy changes for the City of Hanford. The active transportation network described in this Plan Update 2024 seeks to provide the Hanford community with convenient, comfortable, and healthy transportation choices. Recommendations come from the needs and opportunities identified through the evaluation of existing conditions, evaluation of progress made since the development of the 2016 Plan, extensive community input, and data-driven analyses. Improvements identified during previous planning efforts or studies were also reviewed for this Plan Update 2024, including the four low-stress bikeways and numerous crossing improvements.

Recommendations are considered planning-level, meaning they should be used as a guide when implementing projects. In some cases, traffic impact analysis and more detailed design analysis will be required to evaluate specific site conditions and develop designs that reflect conditions and constraints.

RECOMMENDATIONS PROCESS

Developing recommendations for bicycle and pedestrian infrastructure and programs is a multi-step process that synthesizes the data collected throughout the development of this Plan, including feedback from community members, and identifies solutions that will best create a connected and safe active transportation network. These recommendations aim to build robust local pedestrian and bicycle transportation networks, identify potential cross-city trails that can be used instead of high-stress major roads, and establish school walking and biking routes to support the future growth of Hanford that will come with the new High-Speed Rail Station. These recommendations also consider a changing transportation landscape, designing for and incorporating new sustainable mobility transportation options while ensuring equitable accessibility.

PEDESTRIAN RECOMMENDATIONS

Identifying pedestrian recommendations requires consideration of Hanford's varying road types, nearby destinations, and the people who would use the future facilities. The following location typologies provide examples of the types of pedestrian improvements the City should consider implementing based on a street's characteristics. In some cases, a street or intersection will fit the criteria for several typologies; in other cases, a street may not fit within these parameters. These location typologies and their accompanying recommended improvements should be used to guide the City in creating further detailed recommendations. Some tools will require Council adoption and citywide guidelines and policies to list the type of street and situations that warrant installation. Implementing measures will also be a companion to the engineering assessment, following standard engineering practices and guidelines. The complete list of pedestrian recommendations can be found in the **Appendices Pedestrian Recommendations.**

- **Major Intersections:** Intersections of high-speed multi-lane roadways may feel uncomfortable to cross when walking. Pedestrian improvements at these major intersections should focus on providing adequate crossing time (pedestrian intervals) or creating staged crossing opportunities to shorten individual crossing distances, such as curb extensions and pedestrian islands.
- **Mid-block Crossings:** When signalized intersections are far apart, mid-block crossings provide a safe place for pedestrians to cross the street without having to go out of their way. Mid-block crossings exist on some streets in Hanford, such as the segment of 7th Street that runs through Downtown. Mid-block crossing locations should have infrastructure that increases the visibility of crossing pedestrians to drivers. Curb extensions that position pedestrians closer to the roadway and flashing pedestrian beacons are both examples of strategies to warn drivers to stop for crossing pedestrians.
- **Pedestrian Priority Zones:** Streets within the Pedestrian Priority Zones should provide safe walking infrastructure for a level of pedestrian activity. Opportunities to cross the street should be frequent to allow people walking to reach local destinations without needing to walk long distances and/or out of direction to reach a crosswalk. Traffic calming infrastructure should slow down vehicles through these busy pedestrian areas, and transit should be easily accessible and comfortable.
- **School Perimeter:** The Pedestrian Priority Zones incorporate most of the K-12 schools in the city. Pedestrian infrastructure within walking zones of schools, such as along Florinda Street near Woodrow Wilson Junior High, must consider the needs of young people. High-visibility yellow school crosswalks should be installed to alert motorists that students may be in the area. Longer crossing intervals may be needed to allow enough time for students and families to cross the street. Wider sidewalks may be needed to accommodate a high volume of pedestrian traffic before and after school, and landscaped buffers separating the sidewalk from the street can create additional distance between people on the sidewalk and drivers.
- **Pedestrian Priority Corridors:** The Pedestrian Priority Corridors are pedestrian network projects that aim to enhance connections between the Pedestrian Priority Zones.

PEDESTRIAN IMPROVEMENT TOOLBOX

The following pages show a toolbox of improvements that can be used based on each typology. Each colored circle within the improvement represents the typology where the improvement may best fit; however, the City will consider all possibilities when further evaluating specific design treatments.

ADVANCE YIELD LINES:

Advance yield lines discourage drivers from stopping too close to mid-block crosswalks.

ALL-WAY STOP/ WARRANT ANALYSIS:

All-way stops prevent motorists, bicyclists, and pedestrians from having to cross free-flowing lanes of traffic and reduce the risk on crashes.

CURB EXTENSIONS:

Curb extensions shorten crossing distances for pedestrians and slow vehicle turning movements.

HIGH VISIBILITY CROSSWALKS:

Crosswalks that make pedestrians more visible from further distances. Crosswalks should be yellow in school zones.

LEADING PEDESTRIAN INTERVALS (LPIs):

LPIs give pedestrians a 3-7 second head start in the crosswalk before the signal turns green for drivers.

PEDESTRIAN HYBRID BEACONS (PHBs):

PHBs are actuated devices used at busier unsignalized crossing locations to stop drivers for a pedestrian to cross.

PEDESTRIAN REFUGE ISLANDS:

Pedestrian refuge islands provide a safe place for pedestrians to wait while crossing a multi-lane street.

PEDESTRIAN-SCALE LIGHTING:

Pedestrian-scale lighting illuminates pedestrian paths, creating a safer and more comfortable walking experience.

RAISED CROSSWALKS:

Raised crosswalks slow down vehicles while also allowing pedestrians to cross at-grade with the sidewalk.

RECTANGULAR RAPID-FLASHING BEACONS (RRFBs):

RRFBs are activated by pedestrians and alert drivers that a pedestrian is trying to cross the street.

Pedestrian Priority Zones

Three Pedestrian Priority Zones were identified using the bicycle- and pedestrian-involved collision data and active travel demand data (**Figure 14**). The zones encompass both the areas with the highest active travel demand and bicycle- and pedestrian-involved collisions. The Downtown Pedestrian and Traffic Study report was also used to help define the zones. The three zones fall between 10th and 12th Avenues; two are north of Highway 198, and one is south of Highway 198. One of the northern zones encompasses the downtown area, and the other includes the residential neighborhoods between Fargo Ave and Grangeville Blvd. These northern zones contain the city's main commercial area in the downtown area, the Civic Center, multiple schools and parks, and many of the collisions along 11th Ave and 12th Ave. The southern zone encompass residential neighborhoods centered around 11th Ave, each containing a school, a park, and transit stops.

Pedestrian Priority Corridors

Four Pedestrian Priority Corridors were identified to enhance connectivity for people walking in Hanford. These corridors provide the most direct travel path between residential neighborhoods, major destinations, and the pedestrian priority zones. The Local Road Safety Plan and the Downtown Revitalization Plan informed the selection of the pedestrian priority corridors. The corridors run along Hanford Armona Road, E Lacey Boulevard, 11th Avenue, N Douty Street. To improve people's experience walking along these corridors, the City should consider conducting parking utilization studies and implementing pedestrian improvements at intersections and along street segments.

Figure 14: Pedestrian Recommendations Map

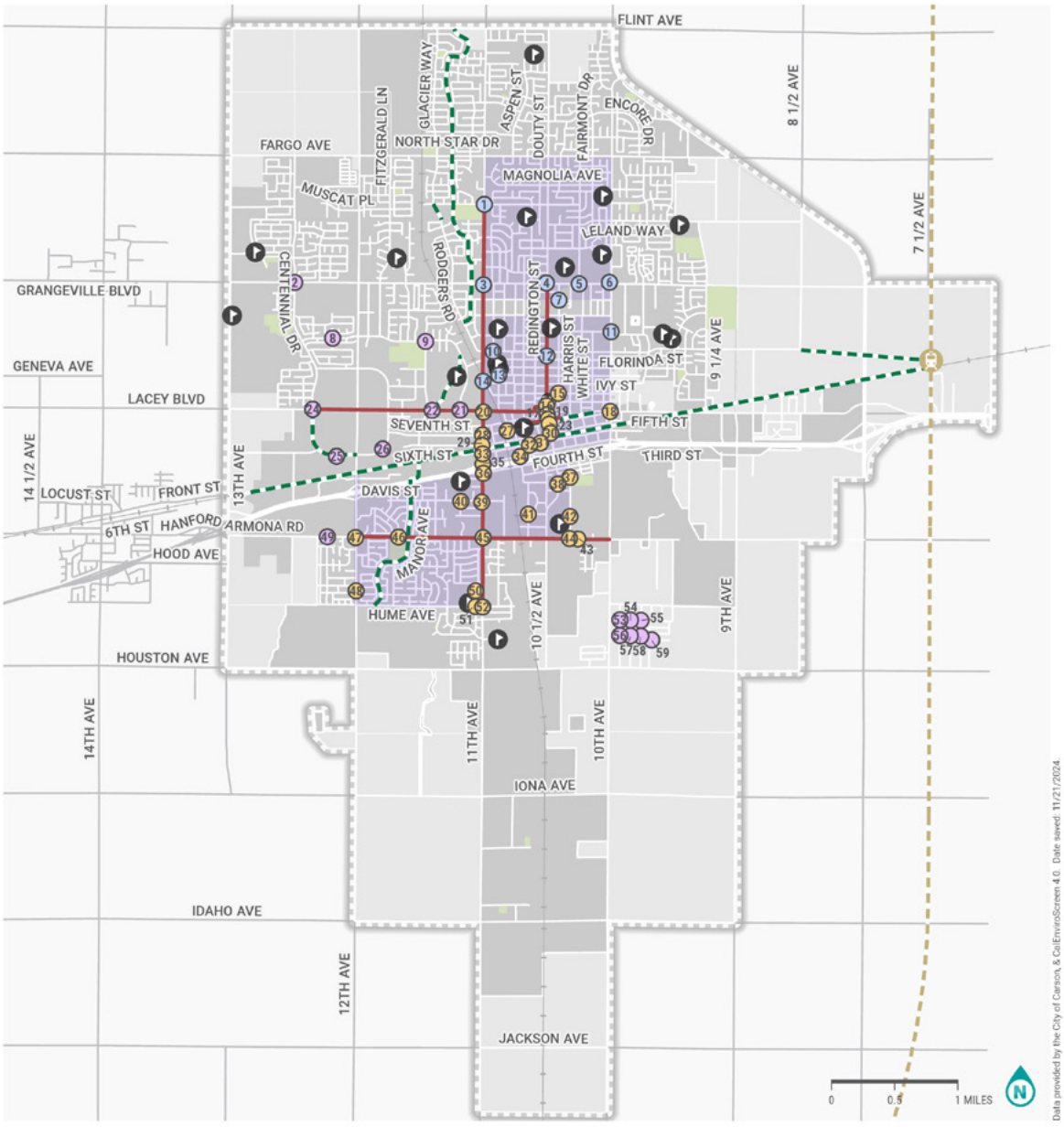


Figure 15: North Pedestrian Priority Zone Recommendations

Figure 16: South Hanford Pedestrian Priority Zone Recommendations

Figure 17: Downtown & South Pedestrian Priority Zone Recommendations

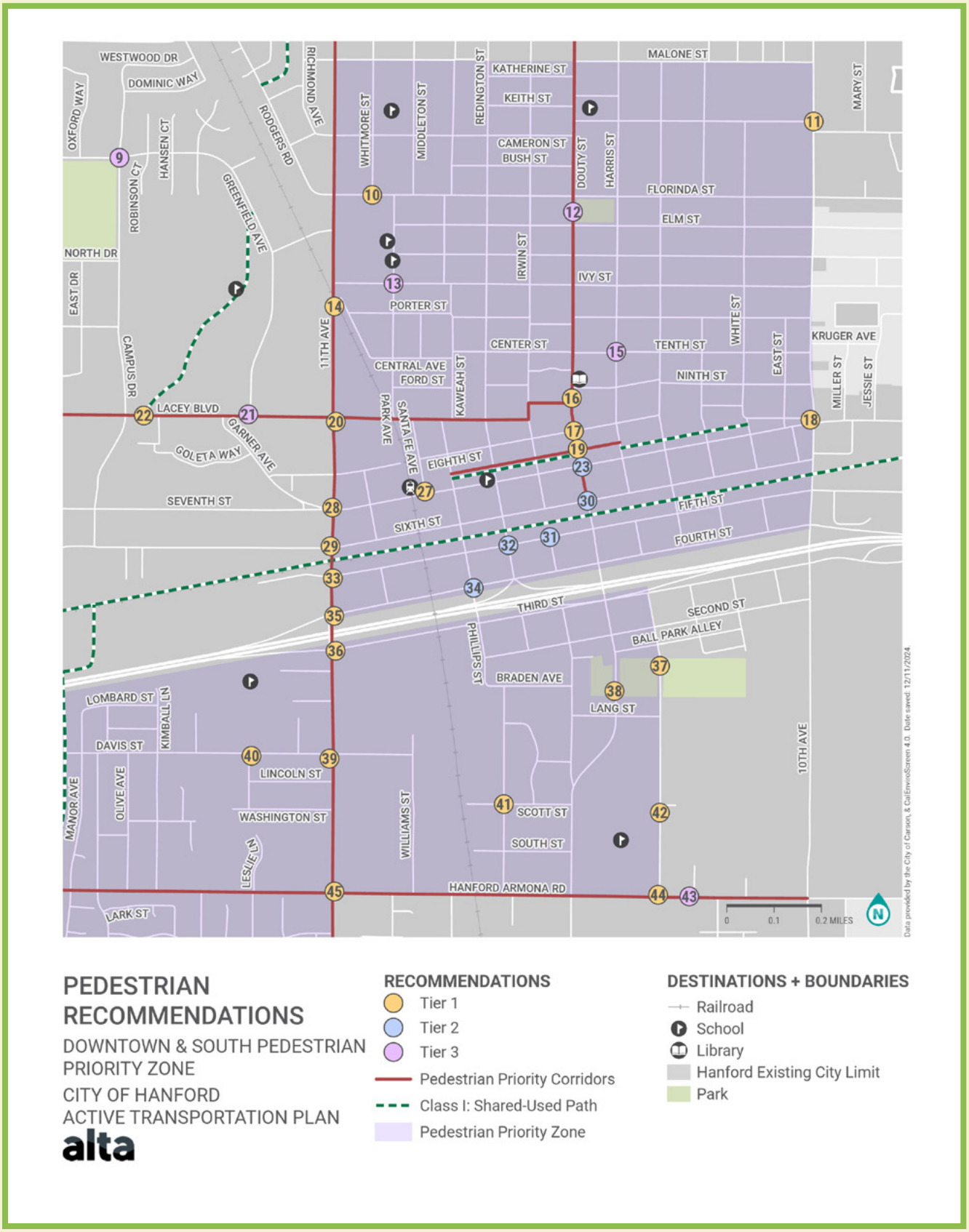


Table 4: Tier 1 Urgent Action Locations

Project ID	Location	Recommended Improvements									
		Crossing Improvements						Signs and Signals			
		Curb Extensions	High Visibility Crosswalk Marking	Advance Yield/Stop Lines	Raised Crossing	Pedestrian Refuge Island	Pedestrian-Scale Lighting	All-Way Stop/ Warrant Analysis	Rectangular Rapid Flashing Beacon (RRFB)	Pedestrian Hybrid Beacon/HAWK	Leading Pedestrian Signal
1	W Cortner St/N 11th Ave	●	●								●
2	Grangeville Blvd/N 11th Ave	●	●				●				●
3	Centennial Dr/Grangeville Blvd		●								●
4	E Grangeville Blvd/N Douty St		●				●				●
5	E Grangeville Blvd/N Kensington Way							●			
6	E Grangeville Blvd/10th Ave		●								●
7	Hill St/Harris St		●								
8	Greenfield Ave/Cerritos Ave		●	●					●		
9	Greenfield Ave/Campus Dr	●	●								
10	Florida St/Whitmore St							●			●
11	Cameron St/N 10th Ave		●			●			●		
12	Douty St/Elm St		●	●					●		
13	Ivy St/Park Ave		●	●				●			
14	N 11th Ave/Ivy St		●	●		●		●	●		
15	E 10th St/N Harris St	●	●					●			
16	N Douty St/Court St			●					●		
17	N Douty St/E 8th St		●		●						
18	N Lacey Blvd/N 10th St	●	●								●
19	N Douty St/China Alley			●							
20	Lacey Blvd/11th Ave	●	●	●		●	●				●

Project ID	Location	Recommended Improvements									
		Crossing Improvements						Signs and Signals			
		Curb Extensions	High Visibility Crosswalk Marking	Advance Yield/Stop Lines	Raised Crossing	Pedestrian Refuge Island	Pedestrian-Scale Lighting	All-Way Stop/ Warrant Analysis	Rectangular Rapid Flashing Beacon (RRFB)	Pedestrian Hybrid Beacon/HAWK	Leading Pedestrian Signal
21	W Lacey Blvd/Greenfield Ave	●	●			●					
22	W Lacey Blvd/Campus Dr (People's Trail)			●	●					●	
23	7th St/Douty St		●	●							
24	W Lacey Blvd/Centennial Dr	●	●								●
25	Centennial Dr/Shopping Mall Entrance	●	●			●					
26	Mall Dr/Adventists Hospital Entrance		●								
27	7th Ave/Santa Fe Ave		●				●		●		
28	7th St/11th Ave	●	●								●
29	6th St/11th Ave		●				●				
30	6th St/Douty St		●								
31	5th St/Irwin St		●								
32	5th St/Redington St		●								
33	5th St/11th Ave	●	●								●
34	4th St/11th Ave		●	●					●		
35	4th St/11th Ave		●	●			●				
36	3rd St/11th Ave		●	●			●				
37	Harris St/Between Coe Park and Ball Park				●						
38	Douty St/Longfield Center	●	●	●		●			●		
39	Davis St/ 11th Ave	●	●	●			●				●

Project ID	Location	Recommended Improvements									
		Crossing Improvements						Signs and Signals			
		Curb Extensions	High Visibility Crosswalk Marking	Advance Yield/Stop Lines	Raised Crossing	Pedestrian Refuge Island	Pedestrian-Scale Lighting	All-Way Stop/ Warrant Analysis	Rectangular Rapid Flashing Beacon (RRFB)	Pedestrian Hybrid Beacon/HAWK	Leading Pedestrian Signal
40	Davis St/Grant St	●	●								
41	Scott St/S Phillips St		●					●			
42	Harris St/Lincoln Elementary	●	●	●	●						
43	Hanford Armona Rd/Hanford Soccer Complex		●	●		●			●		
44	Hanford Armona Rd/S Harris St	●	●	●			●				
45	Hanford Armona Rd/11th Ave	●	●	●		●	●				●
46	Hanford Armona Rd/ Bengston Ave	●	●	●			●				
47	12th St/Hanford Armona Rd	●	●	●			●				●
48	12th St/Graham St		●								
49	Hanford Armona Rd/Casa Del Sol Apartments		●			●			●		
50	Dawn Ln/Martin Luther King Elementary		●	●	●						
51	Dawn Ln/Hume Ave	●			●						
52	Dawn Ln/11th Ave	●	●			●					●
53	1st Pl/Home Ave		●								
54	2nd Pl/Home Ave		●								
55	3rd Pl/Home Ave		●								
56	1st Pl/Garden Dr		●								
57	2nd Pl/Garden Dr		●								
58	3rd Pl/Garden Dr		●					●			
59	Temple Dr/Shawn Pl		●								

BICYCLE RECOMMENDATIONS

Developing bicycle network projects requires consideration of the existing conditions of active transportation facilities in Hanford, as well as meeting the safety needs of community members. The recommendations process also requires using community member comments to understand where bicycle facilities are most needed and where existing facilities need to be improved. Bicycle network projects are categorized based on the four classifications recognized by Caltrans, along with two sub-classifications, described in detail in **Chapter 3** and the Bicycle and Pedestrian Facility Guidelines in the **Appendices.** These include:

Class I
Shared Use Paths

Dedicated paths for walking and bicycling are completely separate from the roadway and suitable for all ages and abilities.

Class II
Bike Lanes

Dedicated lanes for bicycle travel adjacent to the motor vehicle travel lane are separated with a painted line.

Class IIB
Buffered Bike Lanes

Bicycle lanes that include a striped “buffer” area either between the bicycle lane and travel lane or between the bicycle lane and parked cars.

Class III
Bike Routes

Signage and pavement markings on streets that bicyclists share with motorists.

Class IIIB
Bike Boulevards

Signed bicycle routes on low-speed, low-volume streets with additional traffic-calming infrastructure.

Class IV
Separated Bikeways

On-street bikeways that are physically separated from motor vehicles with vertical elements such as bollards, planters, or curbs.

Nearly 93 miles of new bikeways are proposed in this Plan Update 2024, which would be triple the current 31 miles of bikeways in the City. The proposed bike network projects significantly enhance the existing bike network by adding Shared-Use Path (Class I) and Separated Bikeways (Class IV) facilities. A major facility of the recommended bike network is the People's Trail, a Shared-Use Path running through the City north-south along the western side of 11th Avenue. Additionally, there will be another Shared-Use Path along the northern side of Highway 198 going through the City east-west along the China Alley. Separated Bikeways will build off the Class I facilities by providing cross-city connections on the City's large arterials. Bike Lanes (Class II), Buffered Bike Lanes (Class IIB) and Bike Boulevards (Class IIIB) will bridge the remaining network gaps and provide connections to local destinations. As the City plans to build out the recommended bike network, it can start by using restriping projects to paint buffered bike lanes, which will eventually become separated bikeways. In this fashion, the City can implement immediate improvements while laying the foundations for a more robust network.

Implementing the recommended bicycle network in Hanford will require coordination between City staff, residents, business owners, neighboring jurisdictions, and other organizations and stakeholders. Implementing the bicycle network also requires investment from the City or grant funds from federal or state opportunities. For this reason, the recommended bike network in the Plan is structured to address project phasing and project scale.

The primary network needed to establish a baseline set of routes is referred to as the "Backbone Network" (**Figure 19**). These routes should take priority for implementation.

The "Complete Network" illustrates the completed build-out of Hanford's bikeway network, including the prioritized Backbone Network (**Figure 18**). While the Backbone Network includes the most important routes for early implementation, the City should seize opportunities to construct facilities shown in the Full Network if the ability to do so arises before the Backbone Network is complete.

The full list of bicycle recommendations is provided in the **Appendices Bicycle Recommendations.**

STREET PHASING NETWORK

- **Backbone Network:** These streets create the backbone of the bicycle network in Hanford, upgrading the current bikeway network. These streets can connect people biking to destinations across Hanford and to neighboring jurisdictions. Projects on this network are generally easier to implement and provide a foundation to build-on for current bicyclists in Hanford.
- **Complete Network:** The Complete Network is the next phase of bicycle infrastructure. This network provides a more comprehensive network of bikeways around the entire city of Hanford. This network is more widespread, providing bicycle access and multiple route choices to all parts of the city. Development of the Complete Network would encourage more city residents to bike through the city, providing safe conditions along Hanford's major travel routes.

LEVEL OF PROTECTION

- **Basic-Comfort Facilities:** This bicycle network shows a lower-tier option for bicyclist protection. Class II, IIB, and III bikeways are typically less costly to construct. Bike lanes can also be implemented with other street projects, like resurfacing.
- **High-Comfort Facilities:** This bicycle network follows major roadways and provides cross-city routes. Class IV bikeways provide more physical protection from motor vehicles and will be comfortable for most adult bicyclists. Class I Shared-Use Paths provide off-street connections that are comfortable for all users. Class II, IIB, III, and IIIB bikeways supplement the Class IV and Class I bikeways, but these other bikeway types are mostly along slower neighborhood streets. Most of the Basic-Comfort bike network projects can be implemented and later improved to create the High-Comfort facilities network.

Figure 18: Recommended Complete Bike Network

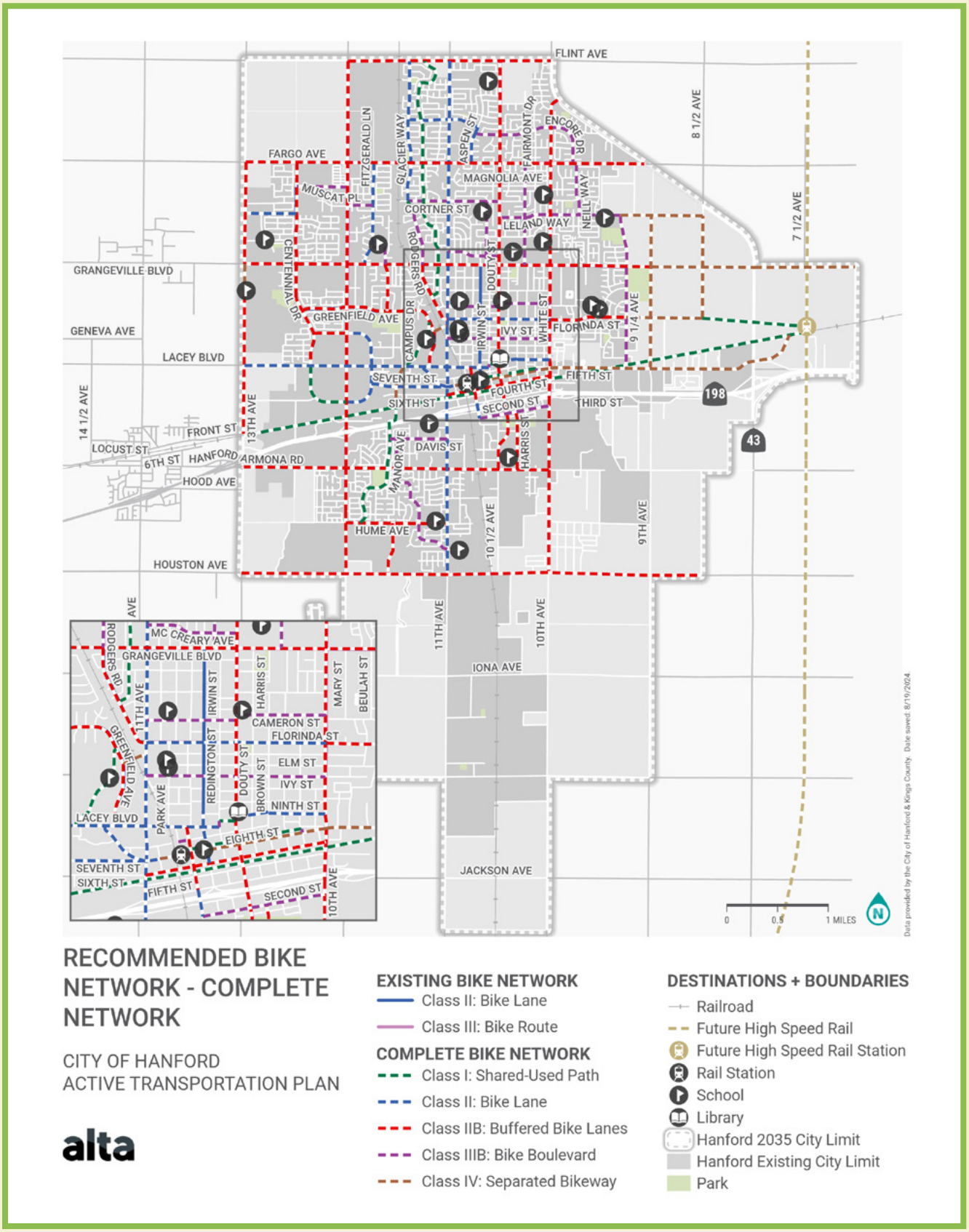


Figure 19: Recommended Backbone Bike Network

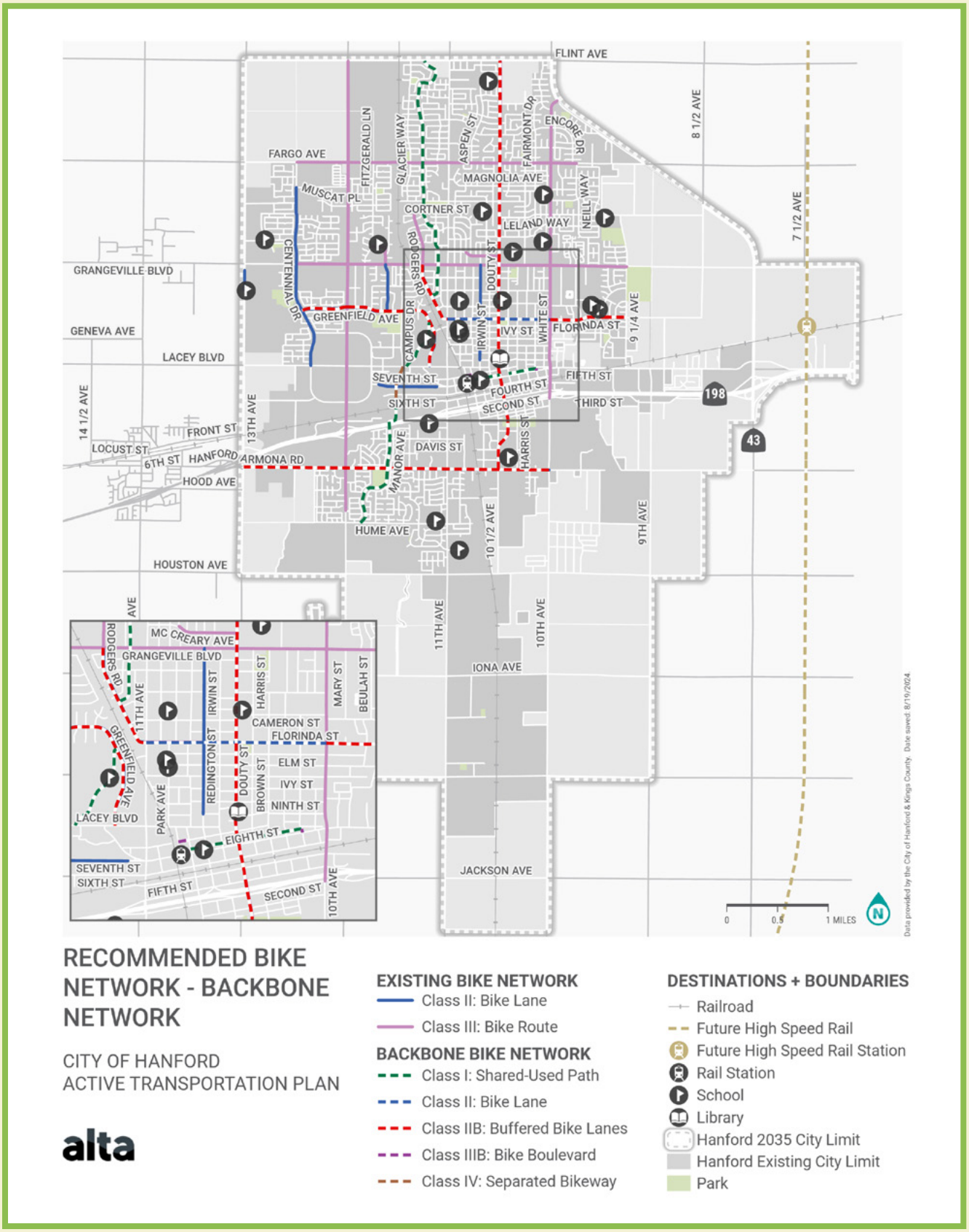


Table 5: Bicycle Recommendations

Street Name	From Street	To Street	Class
10th Ave	Hwy 43	Houston Ave	IIB
11 1/2 Ave	Davis St	State St	IIIB
11th Ave	Flint Ave	Houston Ave	IIB
12th Ave	Flint Ave	Houston Ave	IIB
13th Ave	Fargo Ave	Front St	IIB
2nd St	Phillips St	10th Ave	II2b
6th St	11th Ave	10th Ave	II2b
7th St	Mall Dr	Williams St	II2
7th St	Williams St	Lacey Blvd	IV
8 1/2 Ave	Leland	Florinda	IV
8th St	Santa Fe Ave	Phillips St	IIIB
9 1/4 Ave	Leland Way	Lacey Blvd	IIIB
9th Ave	Leland	Lacey Blvd	IIB
9th St	Douty St	10th Ave	IIIB
Alpine Ave	Hume Ave	Houston Ave	IIB
Aspen St	W Pepper Dr	Fargo Ave	II
Berkshire Way/ Kings Rd	Fitzgerald Ln	Grangeville Blvd	IIIB
Cameron St	11th St	10th Ave	IIIB
Campus Dr	Lacey Blvd	Railroad Tracks	IV
Centennial Dr	Lacey Blvd	12th Ave	I
Centennial Dr	Lacey Blvd	Fargo Ave	IIB
China Alley	Phillips St	White St	I
Court St	Irwin St	Douty St	I
Courtner St	Glacier Way	Douty St	IIIB
Davis St	People's Trail	11th Ave	IIIB
Devon St	13th Ave	Centennial Dr	IIB
Douty St	Flint	Hanford Armona	IIB
E Lacey Blvd	10th Ave	Light Rail Station	IV
Elm St	Greenfield Ave	11th Ave	IV
Encore Dr	Aspen St	Fargo Ave	IIIB
Fargo Ave	13th	Hwy 43	IIB
Fitzgerald Ln	Fargo Ave	Grangeville Blvd	II
Flint Ave	12th Ave	Hwy 43	IIB

Street Name	From Street	To Street	Class
Flood Channel from Flint Ave to Rodgers Road (People's Trail)	Flint	Rodgers	I
Flood Channel from RR to Hume Ave (People's Trail)	Railroad	Hume	I
Flood Control From Greenfield to Lacey Blvd (People's Trail)	Greenfield	Lacey	I
Florinda St	8 1/2 Ave	High Speed Rail Station	I
Florinda St	11th Ave	10th Ave	II
Florinda St	9 1/4 Ave	8 1/2 Ave	III
Florinda St	10th Ave	9 1/4 Ave	IIB
Garner Ave	Seventh	Lacey	II
Glacier Way	Flint Ave	Courtner St	II
Grangeville Blvd	9th Ave	7th Ave	IV
Grangeville Blvd	13th Ave	9th Ave	IIB
Green St	China Alley	China Alley	IIIB
Greenfield	Centennial	Lacey Blvd	IIB
Hanford Armona	13th	10th Ave	IIB
Harris St	2nd St	Hanford Armona	IIIB
Houston Ave	12th Ave	10th Ave	IIB
Hume Ave	12th Ave	11th Ave	IIB
Irwin St	W Lacey Blvd	Civic Center Park	IIIB
Ivy St	11th Ave	10th Ave	IIIB
Kensington Way	Fargo Ave	Grangeville Blvd	IIIB
Kings County Dr	12th Ave	Lacey Blvd	II
Leland Way	9 1/4 Ave	8 1/2 Ave	IV
Leland Way	Douty St	9 1/4 Ave	IIIB
Leoni Dr	Cortner St	Grangeville Blvd	IIIB
Liberty St	Centennial Dr	12th Ave	IIB
Mall Dr	Lacey Blvd	12th Ave	II
McCreary Ave	11th Ave	Douty St	IIIB
Muscat Pl	12th Ave	Fitzgerald Ln	IIIB
Neill Way	Fargo Ave	Leland Way	IIIB
Pepper Dr	Aspen St	Glavier Way	II
Phillips St	Fourth St	2nd St	II

Street Name	From Street	To Street	Class
Phillips St	Lacey Blvd	Fourth St	IIB
Railroad Tracks	Western City Limit	Light Rail Station	I
Redington St	6th St	Dewey	II
Rodgers Rd	Dead End north	Cortner St	I
Rodgers Rd	Grangeville Blvd	Dead End north	III
Rodgers Rd	11th Ave	Grangeville Blvd	IIB
Sangiovese St	Centennial Dr	12th Ave	IIB
State St/Kimball St/ Echo Ln/Bonnyview Ln	11th 1/2 Ave	11th Ave	IIIB
University Ave	Grangeville Blvd	Greenfield	IIB
W Lacey Blvd	Irwin St	13th Ave	II
White St	China Alley	7th St	IIIB

Table 6: Bikeway Network Mileage By Classification

Class	Existing (mi.)	Recommended (mi.)
Class I: Shared-Use Path	0	12.6
Class II: Bike Lanes	6	9.4
Class IIB: Buffered Bike Lanes	0	50.8
Class III: Bike Routes	25	1.3
Class IIIB: Bike Boulevards	0	14.2
Class IV: Separated Bikeways	0	6.9
TOTAL	**31**	**95.2**

Non-Infrastructure Policy and Program Recommendations

CHAPTER SIX

Non-infrastructure programming supports the recommended infrastructure in this Plan by encouraging and educating community members about the full potential of active transportation infrastructure. The City and surrounding jurisdictions already have many programs in place for both children and adults to learn how to safely walk, bike, and roll on Hanford's streets. This section reviews these existing programs and recommends additional programs to increase active transportation use in the city.

Policy Recommendations

COMMITMENT TO PLAN IMPLEMENTATION

A-1 The City will incorporate the Active Transportation Plan into the City's General Plan and seek resources to implement the recommendations of the Plan.

A-2 As other roadway improvements are constructed by the City and other agencies, the City will evaluate opportunities to integrate pedestrian and bicycle infrastructure to advance the implementation of the Active Transportation Plan.

SAFE ROUTES TO SCHOOL

A-3 The City will act as an engaged partner with the Hanford Elementary School and Joint Union High School districts, local schools, and Kings County in support of Safe Routes to School activities and programs.

PEOPLE'S TRAIL MASTER PLAN

A-4 The City will pursue funding to develop a Master Plan for the People's Trail.

LOWER SPEED LIMITS

A-5 The City will evaluate how new legislation could be applied within current legislative restrictions on lowering speed limits on streets with bicycle facilities, in pedestrian priority zones, on streets with a disproportionate number of crashes resulting in a fatality or serious bodily injury, and in other locations with a concentration of vulnerable road users (e.g., children and seniors).

LEADING PEDESTRIAN INTERVALS

A-6 The City supports Leading Pedestrian Intervals (LPI) and will evaluate opportunities to implement LPI at signalized intersections where feasible while taking into consideration transit needs.

MAINTENANCE

A-7 Bicycle facilities will be resurfaced at the time that the street on which they reside is resurfaced, to ensure equitable maintenance between vehicle and bicycle facilities.

A-8 The City will ensure sufficient funding for the maintenance of bicycle and pedestrian infrastructure.

PLAN EVALUATION

A-9 When the Active Transportation Plan is updated, the City will assess citywide bicycle and pedestrian data and conduct additional counts as needed.

A-10 When and where feasible, bicycle and pedestrian counts should be conducted before and after new projects are constructed.

A-11 The City will establish a centralized database to track the implementation status of the bicycle and pedestrian network proposed in the Active Transportation Plan. The database and its mapping component will allow for the rapid creation of reports and maps to be deployed to officials and the public.

PROGRAMMATIC RECOMMENDATIONS

Pedestrian and bicycle programs, such as education and encouragement programs, are essential in increasing the desirability and safety of walking, biking, and rolling. Programs help build the "human infrastructure"[1] of a walking and bicycling culture and encourage more people to walk, bike, or roll. Many programs can be categorized according to the following "E's":

- **Equity:** The equity recommendations below encompass actions that could have been listed under many of the other program subheadings. However, by bringing them together under the framework of equity, the plan ensures that the ATP reaches all populations by including communities of various ethnicities, addressing the needs of all people regardless of age or ability, and reaching low-income communities.
- **Encouragement:** Encouragement programs provide incentives and support to help people leave their car at home and try walking or bicycling instead. Bicycle encouragement programs, in particular, target "interested but concerned" people who would like to ride a bike but who may not be confident in their skills or in their interactions with people driving.
- **Education:** Education programs are designed to improve safety and awareness. They can include in-classroom or after-school programs that teach students how to safely cross the street or bicycle in the road. They may also include brochures, posters, or other information aimed at people walking, bicycling, or driving.
- **Evaluation:** Evaluation programs are an important component of any engineering or programmatic investment. They help the City measure its success at meeting the goals of this Plan and to identify adjustments that may be necessary.

A note on enforcement: Enforcement programs have historically been part of Active Transportation Plan recommendations. However, in many instances, police enforcement makes people feel less safe walking, bicycling, and rolling, particularly for people of color. As a result, this Plan does not recommend general enforcement programs. Instead, the Plan seeks to use engineering to solve many of the common challenges historically addressed through enforcement, such as speeding and bike lane encroachment. This Plan also supports City collaboration with the Hanford Police Department on active transportation safety education and encouragement activities.

[1]The term "human infrastructure" was coined by urban anthropologist Adonia Lugo to refer to the social relationships and communities that support bicycling.

Equity Program Recommendations

TARGETED OUTREACH AND PROGRAMS

Hanford is committed to supporting its diverse residents, underserved communities, and populations that typically do not walk, bike, or roll. Traditional methods of encouraging active transportation may not reach these groups (e.g., English outreach to non-English speakers) or address the unique needs of these groups (e.g., women are more likely to need to travel with a child). A focused effort to engage with these populations will help the City encourage walking, biking, and rolling for all residents.

B-1 Recommendation:

Advertise and promote all programs in languages used by Hanford residents, such as English and Spanish. Offer programs specifically for women, families, non-English speaking communities, and other specific demographic groups.

BICYCLE ACCESSORIES GIVEAWAY PROGRAM

A barrier to safe bicycling is often the lack of necessary equipment (e.g., helmet, bike lights, locks, reflective attire, etc.) The City can pursue a program to provide essential gear at no or reduced costs to low-income residents.

B-2 Recommendation:

Subsidize or provide free bicycle equipment to residents who qualify for CalFresh or SCE CARE/FERA utility discount. The City could consider working with local bike shops to implement this program.

BICYCLE/PEDESTRIAN INFRASTRUCTURE EQUITY PROGRAM

People biking, walking, and rolling may be inequitably accommodated by infrastructure such as lighting, bathrooms, water fountains, bus stops, and sidewalk improvements.

B-3 Recommendation:

Revise the Capital Improvement Program per recommendations from the Plan with a review of equitable distribution of infrastructure that supports people walking and biking, especially in areas with a disproportionate number of pedestrian or bicycle-related crashes.

Encouragement Program Recommendations

CAR-FREE STREET EVENTS

Car-free street events promote health and community connection by creating a safe and attractive space for physical activity and social contact. Car-free street events temporarily close streets to motor vehicles and open them to the public for walking, bicycling, shopping, dancing, and other activities. These events are cost-effective compared to building new parks for the same purpose. The events have many names: Ciclovías (originating in South America), Open Streets, Summer Streets, Sunday Streets, and Sunday Parkways. Car-free events have been very successful internationally and are rapidly becoming popular throughout California and the United States. Events can be regularly scheduled or one-time occasions.

By working with businesses along corridors where the events take place, they have time to promote the event and support travel alternatives to their business during the event. These events increase foot traffic, often resulting in increased profits for food and drink establishments and local retailers; however, the perception of losing access to car traffic and parking for a day can cause initial opposition. To mitigate these concerns, a small-scale pilot event is recommended where a block or two is restricted from car traffic. Following a successful pilot, the event's scope can expand as people experience car-free streets and become more receptive to larger events.

B-4 Recommendation:

Support a regular, recurring, car-free street event. While specific locations and times for these events should be developed through community outreach and support, one possibility for the City of Hanford would be to combine a car-free street event with the Thursday Night Market Place program and/or work with Main Street Hanford and businesses in the Downtown Business District for a separate event. Possible locations include Douty Street, 7th Street, and Hanford Armona Road.

BICYCLE FRIENDLY COMMUNITY

The League of American Bicyclists (LAB) recognizes communities that improve bicycling conditions through education, encouragement, enforcement, and evaluation programs. Communities can achieve diamond, platinum, gold, silver, or bronze status or an honorary mention. Bicycle-friendliness can indicate that a community is healthy and vibrant. Like good schools and attractive downtowns, bicycle-friendliness can increase property values, spur business growth, and increase tourism. Once Bicycle Friendly Community status is attained, the City should promote the milestone to the community through a press release or marketing campaign highlighting the amenities that warrant the designation.

B-5 Recommendation:

Apply for Bicycle Friendly Community status after implementation of the priority projects and many of the recommended programs identified in this Plan.

EMPLOYER-BASED ENCOURAGEMENT PROGRAMS / BICYCLE-FRIENDLY BUSINESS PROGRAMS

Hanford's rapidly growing employment base means that working with employers may be an effective means of achieving the goals of this Plan. Walking, biking, and rolling to work have many benefits, including reducing the stress associated with driving in traffic, reducing health costs by improving worker health, and helping businesses market their environmental sustainability.

The City can work with or provide information to employers about commuting by foot or by bicycle. Employers can host bicycle classes and participate in International Bike to Work Day/Week in mid-May. Employers can also set up a National Bike Challenge (**lovetoride.net**) account so that employees can log their hours and set up an internal contest for who logs the most hours. These programs also present the opportunity to promote other shared commute modes to encourage multimodal trips and connections to transit. For example, the City could host a promotional campaign or trip planning event that demonstrates linking bicycle and walking trips with KART transit trips. This campaign/event can increase participation among employees who live too far from work to travel by foot or by bicycle, such as commuters who could use regional transit routes connecting to Hanford via Amtrak station, KART Transit Center, and/or – in coming years – the California High-Speed Rail station.

Hanford could also start a Bicycle Friendly Business Program, recognizing businesses that make it easy and convenient for both employees and customers to arrive by walking, biking, or rolling. To begin, the City could develop partnerships with businesses in areas of high visitor traffic (such as 7th Street), suggesting they display trip planning resources for active modes that are visible to visitors as part of the Bicycle Friendly Business Program. Businesses might also offer a small discount, periodic raffle prizes, or incentives to visitors who ride their bikes to their business as a promotion to increase foot traffic into their business. This program partners well with car-free street events.

B-6 Recommendation:

Work with or provide information to employers about walking and cycling with the intention of reducing the number of Hanford workers who drive alone to work. The City should also establish a Bicycle Friendly Business Program. The City should support Bike to Work Day/ Week as a car-free event and explore additional policies and programs that can encourage walking and biking to work. The City should serve as a role model by actively promoting alternative commute modes for City employees.

BIKE PARKING RETROFIT PROGRAM

Accessible bike parking is a key feature of a robust and seamless active transportation network. New developments in Hanford are required to provide bike parking in accordance with the California Building Code; however, older developments do not have the same requirements. With limited options for renters and visitors of older developments, the City should pursue a program to help implement bike parking in these private locations.

B-7 Recommendation:

Consider opportunities to fund or subsidize a bike parking retrofit program to help existing private developments add bike parking to their property. The City could create a bike parking request program and fund public bike parking or lockers in areas of high demand.
Funding sources may limit parking to publicly accessible locations.

SAFE ROUTES TO SCHOOL PROGRAMS

Safe Routes to School (SRTS) is a program that helps children get to school by walking, bicycling, carpooling, or transit. It envisions active kids using safe streets, helped by engaged adults, including teachers, parents, and police officers, complemented by responsible drivers.

Hanford offers conditions for effective and cost-efficient SRTS programs. Several schools are in proximity of each other, near other destinations that attract pedestrian and bicycle trips, and along or near major thoroughfares with a history of crashes resulting in injuries and fatalities. Monroe Elementary, Hanford High School, and Earl F. Johnson High School are located a few blocks apart along Douty Street. Crosswoods Charter Academy and Kings Academy II are a few blocks apart on 7th Street by the Hanford Amtrak Station and KART Transit Center. All five schools are within a 1-mile radius of Downtown Hanford. Woodrow Wilson Junior High School and Jefferson Academy are within two blocks of each other near 11th Street. Hanford West High School and Hanford Adult School share the same campus. These schools are also between the Hanford Mall and Adventist Health facilities, which could offer safe routes to medical appointments, job/internship sites, and after-school social activities. Armona Union Elementary and Parkview Middle School also share a campus on Hanford Armona Road. Sierra Pacific High School and Frontier, Simas, and Jefferson Academy elementary schools are located near Grangeville Boulevard between 12th and 14th Avenues, a corridor recommended for a Class IV separated bikeway. Roosevelt and MLK elementary schools are located along 11th Avenue near the proposed People's Trail.

Partnerships between schools and transit providers are also growing across California and the United States. KART provides significant service within Hanford, with at least one KART route serving stops within a comfortable walking (1/2-mile) and biking (3-mile) distance of all Hanford schools. KART offers a $10 discount on 30-day passes for students; children under 11 ride free with a parent or guardian. The recent launch of the KART Flex Route in Lemoore also provides an opportunity to expand this transit option to transport students safely and affordably throughout Hanford. The City could work with KART to expand the current Flex service area or establish a second Flex zone with partial funding from the City and/or school districts. The City already partners with KART to transport students from middle and high schools to the Hanford Boys and Girls Club, laying the foundation for expanding this partnership to other destinations. By partnering with KART, the school districts could create cost efficiencies in their transportation budgets for morning and afternoon busing, resulting in more funding for classroom activities and other cost-saving benefits to Hanford residents and taxpayers.

B-8 Recommendation:

Collaborate with Hanford Elementary and Hanford Joint Union High school districts, as well as charter and private schools, to establish an SRTS program. This program should start with a site assessment at qualifying schools and incorporate infrastructure recommendations from this ATP. The City should work with KART and the school districts to determine the feasibility of establishing an expanded or second KART Flex Route zone in Hanford and creating a centralized or subsidized pass program as part of an SRTS program.

WAYFINDING

Wayfinding provides direction and creates a sense of place for people biking and rolling. Installing pedestrian-scale wayfinding signs throughout the City's active transportation network will improve the quality and usability of the existing and proposed network.

There are various design options for wayfinding signs. Guide signs may follow California's Manual on Uniform Traffic Control Devices (MUTCD) standards, which use additional plaques that display destinations and mileage. The City would mount these plaques under existing bike routes and lane signs. Alternatively, the City may decide to design wayfinding signs that exhibit Hanford's unique style and commitment to public art. These signs display the community's identity and support of bicyclists.

The development of a wayfinding signage plan requires interdepartmental and stakeholder collaboration to determine sign display design, the frequency at which signs should be installed, and the destinations to be displayed on each sign. Staff, consultants, or volunteers with significant bicycling and walking experience and local network knowledge should be involved to ensure local needs are met.

B-9 Recommendation:

Develop and install comprehensive wayfinding or directional signage to support easy navigation for people walking and bicycling, building upon the Downtown Renovation Project's signage element. A citywide wayfinding system can raise awareness and improve access for residents and visitors to community assets such as the Civic Center, parks, medical facilities, and transit hubs. Signs may also include "distance to" information, which displays mileage to community destinations. This wayfinding could leverage the proximity of KART bus stops, the KART Transit Center, the Amtrak station, and – eventually – California High-Speed Rail Station. Signs could include a stop/station vicinity map showing major destinations and multimodal routes within a half-mile radius for walking and a two or three-mile radius accessible by bicycle.

ACTIVE TRANSPORTATION ADVISORY COMMITTEE

The project's Active Transportation Program Advisory Committee could be transitioned into a permanent group to manage the non-infrastructure elements of this plan and support the City in developing and promoting potential programs that maximize the City's investments in physical infrastructure. The committee would be tasked with ensuring progress is made toward programmatic goals and provide the City officials with guidance and coordination to maximize policy and programmatic successes. The committee would be tasked with ongoing stakeholder coordination, funding identification, and advocacy. Special attention could be given to the timing of when new infrastructure is operational to build excitement about new travel opportunities. The committee should operate under a set of defined objectives and meet regularly to discuss challenges, shared vision, and solutions to improve mobility in Hanford.

The scope of a committee can vary and grow depending on the level of partner coordination and program management necessary. If the demands of a committee become too high, the City could consider the formation of a transportation management association to facilitate more travel options and commute programs.

B-10 Recommendation:

Establish a permanent Active Transportation Advisory Committee to oversee the non-infrastructure elements of this Plan. This group would be tasked with building partnerships and working towards plan recommendations, particularly initiatives that require community involvement, outreach, and coordination. As these programs expand, the City should consider working with Main Street Hanford or other community-based organizations to establish a transportation management association.

CASH REWARDS FOR PEOPLE WHO BIKE TO WORK

A small cash incentive has been successful in encouraging residents to commit to trading a car trip for traveling by foot or by bike. This incentive could apply on a daily or per-trip basis, leaving flexibility to encourage those who may need to drive or use other modes during other days of the week. One example could be a month-long campaign (such as during National Bike Month in May) that supports people who commit to giving up their car for bike or walk trips in exchange for $3 a day. These programs are typically more successful when hosted by a community-based organization, business improvement district, transportation management association, or employer.

B-11 Recommendation:

Pay people to ride their bicycles or make trips on foot instead of driving their car during a specific period. Non-monetary incentives, such as a drawing for a grand prize item, could also be successful.

HOST PROMOTIONAL EVENTS

Promotional events, fairs, or challenges can be effective in encouraging people to change their travel behavior from driving to walking or biking. When all travel options are presented at an event with high foot traffic, more people are exposed to travel options they may not have considered or even known about. The events should be staffed by City staff, advocates, bike shop owners, or other enthusiastic people who are knowledgeable about the available travel options. Event organizers should distribute physical resources and collateral to help people consider different trip scenarios that may work for them. These events can be particularly important to highlight new infrastructure, focusing on how improvements can facilitate active transportation trips.

These events could be integrated into the car-free events discussed above or could be smaller tabling and outreach events that highlight new infrastructure or programs from this plan. All promotional events, fairs, or challenges are opportunities to promote other City programs and all infrastructure projects supporting how people access Hanford.

B-12 Recommendation:

Host promotional events, fairs, or challenges that provide resources to passersby in areas of high traffic. These events provide resources to people interested in learning more about how to travel by biking or walking.

BIKE LENDING LIBRARY

Bike libraries provide bicycles to people who want to test bicycle travel before purchasing a bike or do not have the resources to purchase a quality bike. These libraries offer bike rentals for longer durations than a single trip, typically providing a personal bike for weeks or months. These programs are significantly less expensive to manage and maintain than a traditional bike share system, which typically requires docking stations within ½ mile of each other. By centralizing pick up and drop off at a single location hub, bike libraries also create a captive audience for education and safety courses and materials to support Vision Zero goals.

The bike library should offer a variety of bikes, such as e-bikes, cargo bikes, and tricycles, to provide options for people to use during different trip purposes, abilities, and seasons. To accommodate riders with the highest need, rental fees should be subsidized or free based on social services eligibility or for students and seniors. Bike libraries can be City-operated or managed in partnership with local bike shops and advocacy groups that can provide and maintain the bikes. The City can pursue grant opportunities to fund the bike library through the Active Transportation Program and Regional Early Action Planning (REAP) programs and leverage California Air Resources Board rebate programs for e-bike purchases to facilitate a bike-to-own model.

B-13 Recommendation:

Establish a bike library to rent out bikes to individuals who may not have access to one or are curious about getting around by bike. Integrate safety and education courses to support users, especially those who are new to traveling by bicycle.

Education Program Recommendations

ADULT BICYCLING SKILLS CLASSES

Most adults biking have not received training on safe bicycling practices, the rules of the road, and bicycle handling skills. Bicycling skills classes can address this education gap. With a large increase in bicycle infrastructure planned in the coming years, the City should sponsor and partner with other organizations to provide Adult Bicycle Skills classes to encourage people who are inexperienced or less comfortable biking to try out new facilities. The League of American Bicyclists (LAB) offers classes taught by certified instructors.

B-14 Recommendation:

Sponsor and host a range of adult bicycling skills classes or partner with County or regional activities on an ongoing basis.

FAMILY BICYCLING SKILLS CLASSES

Like adult bicycling skills classes, family bicycling skills classes support parents and children. Classes may teach parents how to ride safely with their children in an urban environment (either on the bike with them or riding on the sidewalk next to them) with neighborhood rides or may teach children how to bicycle safely and follow the rules of the road through games and fun.

B-15 Recommendation:

Sponsor and host family bicycling skills classes or partner with County or regional activities on an ongoing basis.

DRIVER EDUCATION PROGRAM/ CAMPAIGN

The California Office of Traffic Safety (OTS) regularly offers grant opportunities to fund educational campaigns that support pedestrian, bicycle, and roadway safety. A driver education campaign can help educate drivers about safe driving around people walking, biking, and rolling. For example, people driving should look for people bicycling when making a right turn to avoid the “right hook” collision. They should also look for people walking in the crosswalk when making a left turn to avoid the “left hook” collision.

B-16 Recommendation:

Implement a driver education program and/or campaign.

EVALUATION PROGRAMS

ANNUAL TRAFFIC COUNTS

Pedestrian and bicycle counts and community surveys act as methods to evaluate not only the effectiveness of specific pedestrian and bicycle improvement projects but can also function as way to measure progress towards reaching City goals.

B-16 Recommendation:

Require large new developments to conduct pedestrian and bicycle counts, and should expand traffic counts by:

- Conducting before and after pedestrian, bicycle, and vehicle counts on all roadway projects.
- Exploring the possibility of using automatic counters to collect data on key pedestrian and bicycle corridors. Automatic count technologies can be useful for bicycle count efforts. In-pavement loop detectors accurately count bicycle activity on-street, and infrared counters can count pedestrian and bicycle activities on paths.

ACTIVE TRANSPORTATION REPORT CARD

Cities around the world have begun monitoring their active transportation programs to track the number of non-motorized users, gauge user perceptions of the bicycle and pedestrian networks, and identify safety trends. Results are often published in a periodic active transportation report card, which can be distributed to the public as a means of publicizing the City's commitment to improving walking, bicycling, and rolling conditions.

B-18 Recommendation:

Establish an annual or semi-annual pedestrian and bicycle report card to track progress toward meeting the goals, policies, and action items presented in this Plan. Data collection may include a community and workforce survey, pedestrian and bicycle counts, and summary of collision and hospital records.

Implementation

CHAPTER SEVEN

This Plan Update 2024 includes projects, programs, and policy changes intended to create a more walkable, bikeable Hanford. Implementation of this Plan Update 2024 will require community support and political leadership in addition to significant funding. Bicycle and pedestrian improvements shall be implemented based on the industry's best practices and the most up-to-date design guides described in the **Appendices Design Guides.**

PRIORITIZATION

Methodology

Prioritizing the recommended bicycle and pedestrian projects helps the City identify a strategic process for creating a safe, connected, and useful active transportation network.

Bicycle Recommendations

The bicycle recommendations are divided into three tiers of implementation: Backbone Network, Complete Network, and Complete Network - Future Study. Recommended bicycle projects that provide the safest and most direct connections to major destinations make up the Backbone Network, or "Tier 1." These projects also require less planning since they mainly upgrade existing facilities. A major component of this Backbone Network is the People's Trail, which will run across the City from south to north with a bicycle and pedestrian bridge over Highway 198. This trail will connect the communities of South Hanford to the rest of the City. When completed, the Backbone Network will provide safe bicycle connections across the City and to major destinations.

The Complete Network (Tier 2) enhances the Backbone Network by providing a grid of bikeways that connect the city's residential neighborhoods with major destinations, including schools, parks, major shopping centers, Downtown Hanford, and other job centers. All Tier 1 and 2 recommendations include roadways with sufficient roadway space to add separated bikeways.

Tier 3, the Complete Network - Future Study, incorporates facilities on major roadways that will require significant planning to implement and should be added based on future growth and travel patterns. These Future Study corridors primarily include planned major roads that would extend the recommended Tier 1 and 2 bikeway corridors. Many of the Tier 3 corridors are under evaluation through other city projects, particularly those focused on connections to the future California High Speed Rail station.

Table 7 shows the full breakdown of mileage between the Backbone and Complete Networks (including Future Study). **Table 8** lists the Tier 1 corridors. A complete list of all bicycle projects, their tiers, and projected costs in FY2024 dollars, is included in the **Appendices Bicycle Recommendations.**

Table 7: Bikeway Network Mileage By Classification (Prioritized)

Classification	Existing (mi.)	Recommended (mi.)	
		Backbone	Complete
Class I Shared-Use Path	0	5.0 (Tier 1)	12.6 (Tiers 1-3)
Class II Bike Lanes	6	1.0	9.4
Class IIB Buffered Bike Lanes	0	9.6	50.8
Class III Bike Routes	25	0	1.3
Class IIIB Bike Boulevards	0	0.1	14.2
Class IV Separated Bikeways	0	0.4	6.9
TOTAL	**31**	**16.1**	**95.2**

Table 8: Tier 1 Backbone Network

Street Name	From Street	To Street	Class
8th St	Santa Fe Ave	Phillips St	3b
China Alley	Phillips St	White St	1
Douty St	Flint	Hanford Armona	2b
Florinda St	10th Ave	9 1/4 Ave	2b
Florinda St	11th Ave	10th Ave	2
Green St	China Alley	China Alley	3b
Greenfield Ave	Centennial	Lacey Blvd	2b
Hanford Armona Rd	13th	10th Ave	2b
People's Trail - Flood Channel from Flint Ave to Rodgers Rd	Flint	Rodgers	1
People's Trail - Campus Dr	Lacey Blvd	Railroad Tracks	4
People's Trail - Flood Channel from Railroad to Hume Ave	Railroad	Hume	1
People's Trail - Flood Control From Greenfield to Lacey Blvd	Greenfield	Lacey	1
White St	China Alley	7th St	3b

Pedestrian Recommendations

The pedestrian recommendations are prioritized into three tiers based on safety, equity, proximity to destinations and transit stops, and cost: Urgent Action, Safe Streets Network, and Future Study. The Urgent Action pedestrian recommendations in Tier 1 focus on improving access and safety for Hanford's disadvantaged communities and addressing hot spots where crashes have caused fatalities or significant injuries to pedestrians. These recommendations are concentrated in the South Hanford and Downtown Pedestrian Priority Areas. Tier 2, the Safe Streets Network, aims to further enhance safety and access to transit stops, schools, parks, shopping centers, and other job centers, while balancing fiscal constraints by including projects with an estimated cost of less than $50,000. Tier 2 recommendations are concentrated in the North Hanford and Downtown Pedestrian Priority Areas. Finally, Tier 3 recommendations encompass high-cost improvements (more than $250,000) and recommendations outside the identified Pedestrian Priority Areas. **Table 9** shows the number of locations by tier. **Table 10** shows the locations of Tier 1 Urgent Action improvement recommendations. The full list of recommendations, with projected costs in FY2024 dollars, can be found in the **Appendices Pedestrian Recommendations.**

Table 9: Pedestrian Recommendations by Tier

Tier	Number of Locations
Tier 1 – Urgent Action	33
Tier 2 – Safe Streets Network	6
Tier 3 – Future Study	20
TOTAL	**59**

Table 10: Tier 1 Urgent Action Locations

Location	Recommended Improvements									
	Curb Extensions	High Visibility Crosswalk Marking	Advance Yield/Stop Lines	Raised Crossing	Pedestrian Refuge Island	Pedestrian-Scale Lighting	All-Way Stop/ Warrant Analysis	Rectangular Rapid Flashing Beacon (RRFB)	Pedestrian Hybrid Beacon/HAWK	Leading Pedestrian Signal
E Grangeville Blvd/N Douty St		●				●				●
E Grangeville Blvd/N Kensington Way							●			
E Grangeville Blvd/10th Ave		●								●
Hill St/Harris St		●								
Florida St/Whitmore St							●			●
Cameron St/N 10th Ave		●			●			●		
N 11th Ave/Ivy St		●	●		●		●	●		

Location	Recommended Improvements									
	Curb Extensions	High Visibility Crosswalk Marking	Advance Yield/Stop Lines	Raised Crossing	Pedestrian Refuge Island	Pedestrian-Scale Lighting	All-Way Stop/ Warrant Analysis	Rectangular Rapid Flashing Beacon (RRFB)	Pedestrian Hybrid Beacon/HAWK	Leading Pedestrian Signal
N Douty St/Court St			●					●		
N Douty St/E 8th St		●		●						
N Lacey Blvd/N 10th St	●	●								●
N Douty St/China Alley			●							
Lacey Blvd/11th Ave	●	●	●		●	●				●
W Lacey Blvd/Campus Dr (People's Trail)			●	●					●	
7th Ave/Santa Fe Ave		●								
7th St/11th Ave	●	●								●
6th St/11th Ave		●				●				
5th St/11th Ave	●	●								●
4th St/11th Ave		●	●			●				
3rd St/11th Ave		●	●			●				
Harris St/Between Coe Park and Ball Park				●						
Douty St/Longfield Center	●	●	●		●			●		
Davis St/11th Ave	●	●	●			●				●
Davis St/Grant St	●	●								
Scott St/S Phillips St		●					●			
Harris St/Lincoln Elementary	●	●	●	●						
Hanford Armona Rd/S Harris St	●	●	●			●				
Hanford Armona Rd/11th Ave	●	●	●		●	●				●
Hanford Armona Rd/Bengston Ave	●	●	●			●				
12th St/Hanford Armona Rd	●	●	●			●				●
12th St/Graham St		●								
Dawn Ln/Martin Luther King Elementary		●	●	●						
Dawn Ln/Hume Ave	●			●						
Dawn Ln/11th Ave	●	●			●					●

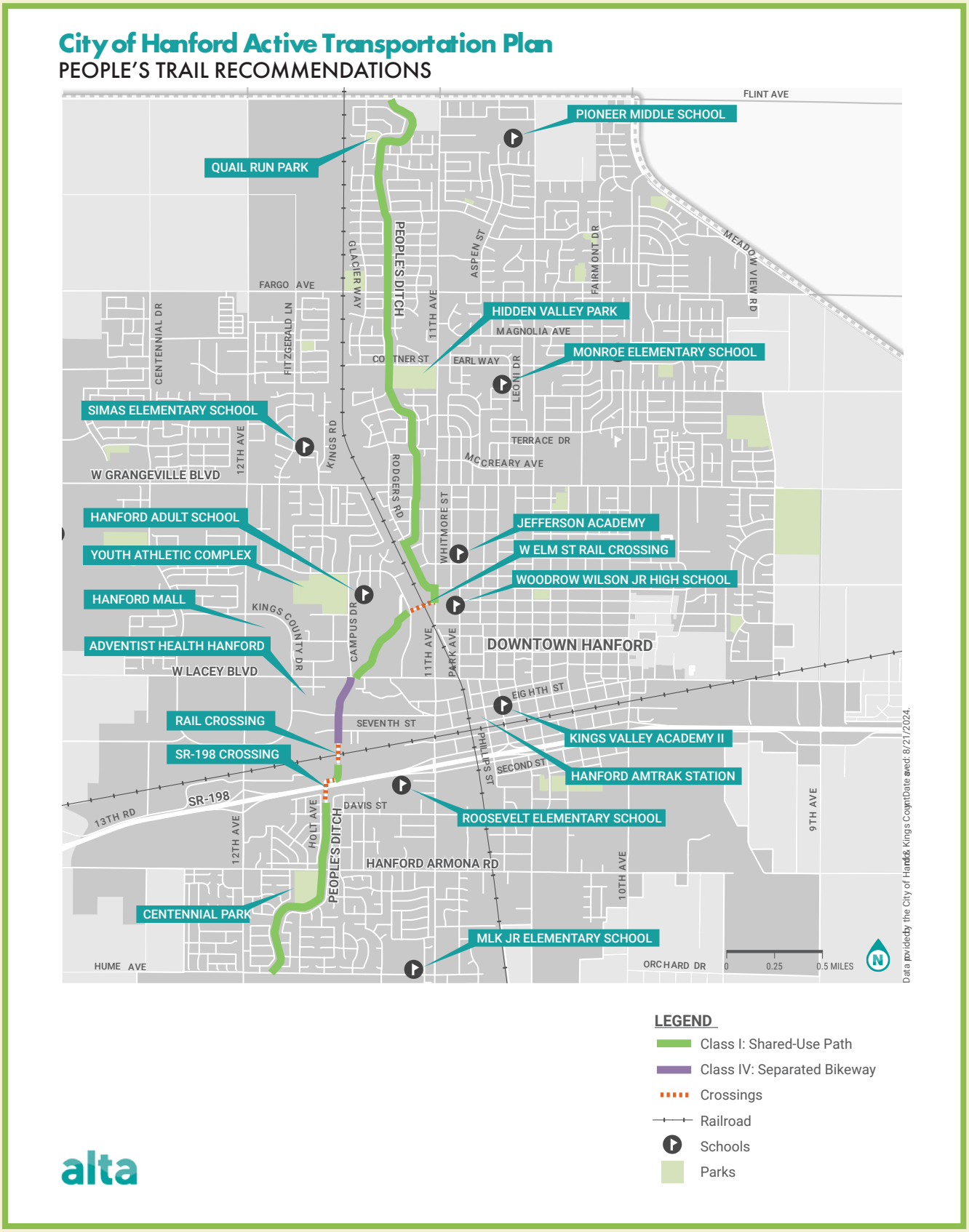
Photo rendering of what the People's Trail could look like.

Priority Project: People's Trail

The People's Trail project includes the construction of 3.7 miles of new trails and paths (**Figure 20**). This proposed multi-use trail aligns with the Peoples Ditch, which serves as a north-south corridor and irrigation canal carrying water from the Kings River to farms in Kings County. Landscaping, irrigation, solar lighting, road crossings, 4-foot chain link fencing, park benches, and road stripping would be included. Protected pedestrian crossings will be utilized in the crossings where pedestrians will be crossing roads with higher vehicle speeds and higher traffic volumes. The protected road crossings will include installing a raised median and additional striping to create a buffer zone for pedestrians in the center of the roadways. The City will also utilize pedestrian hybrid beacons for increased visibility at all road crossings (See the **Appendices** for Design Concepts).

The proposed People's Trail project will connect residents living in disadvantaged neighborhoods to Hanford's largest employment center. The employment center spans 1.25 square miles and bisects the City north of Highway 198. The employment center includes locally-owned stores and boutiques as well as big-box stores like Target, Walmart, Lowe's, and Home Depot. There are also many local and chain restaurants scattered throughout the employment center. The multi-use trail will also provide easier access to medical providers, local schools, and parks. It will provide safe, alternative, non-motorized transportation routes for commuters going to work and children traveling to and from school. It will link the community, improve air quality, and reduce road congestion by lessening dependence on automobile travel for all trips. This project will be a hugely beneficial addition to the City that is critically park-deprived. A community-wide survey conducted in conjunction with the 2020 Parks and Recreation Master Plan identified walking/bicycle trails as the number one recreation need. The City of Hanford currently has no Class I trails.

Figure 20: People's Trail



Appendices

DESIGN GUIDES

The following section serves as an inventory of pedestrian and bicycle design treatments and provides guidelines for their development. These treatments and design guidelines are important because they represent the tools for creating a pedestrian- and bicycle-friendly, accessible community. The guidelines are not, however, a substitute for a more thorough evaluation by a professional engineer before the implementation of facility improvements.

- The National Association of City Transportation Officials' (NACTO) **Urban Bikeway Design Guide (2012) and Urban Street Design Guide (2013)** are collections of nationally recognized street design standards, and offers guidance on the current state of the practice designs.
- U.S. Department of Transportation Federal Highway Administration: **Small Town and Rural Multimodal Networks**
  - Addresses challenges to specific rural areas, recognizes how many rural roadways are operating today, and focuses on opportunities to make incremental improvements despite the geographic, fiscal, and other challenges that many rural communities face.
- FHWA Separate Bike Lane Planning and Design Guide (2015)
  - Latest national guidance on the planning and design of separated bike lane facilities released by the Federal Highway Administration (FHWA). The resource documents best practices as demonstrated around the U.S., and offers ideas on future areas of research, evaluation and design flexibility.
- FHWA Safe Transportation for Every Pedestrian (STEP)
  - Informs pedestrian improvements
- FHWA STEP: Improving Visibility at Trail Crossings (2021)
  - Informs pedestrian and bicycle improvements at trail crossings
- FHWA Proven Safety Countermeasures
  - Supplements pedestrian and bicycle recommendations as needed based on location
- FHWA Road Diet Informational Guide
  - Informs road diet feasibility determination
- FHWA Bikeway Selection Guide (2019)
  - Informs facility type recommendation based on roadway speed, volume, and urban/rural context.
- FHWA California Manual on Uniform Traffic Control Devices (CAMUTCD) (2014)
  - Amended version of the FHWA MUTCD 2009 edition modified for use in California. While standards presented in the CA MUTCD substantially conform to the FHWA MUTCD, the state of California follows local practices, laws and requirements with regards to signing, striping and other traffic control devices.
- Caltrans 7th Edition Highway Design Manual (HDM) – Chapter 1000 Bicycle Transportation Design (2015)
  - Informs the design and implementation of bicycle facilities. References FHWA Bikeway Selection Guide
- Caltrans Design Information Bulletin Number 94 – Complete Streets Contextual Design Guidance (2024)
  - Informs decision to maximize the use of the public right of way to achieve sustainable and equitable mobility

- Caltrans Design Information Bulletin Number 89-02 – Class IV Bikeway Guidance (2022)
  - Informs the design and implementation of Class IV bicycle facilities
- Caltrans Traffic Calming Guide (2023)
  - Informs design and implementation of different traffic calming treatments
- Caltrans Design Flexibility in Multimodal Design (2014)
  - Encourages flexibility in highway design. The memo stated that "Publications such as the National Association of City Transportation Officials (NACTO) "Urban Street Design Guide" and "Urban Bikeway Design Guide,"... are resources that Caltrans and local entities can reference when making planning and design decisions on the State highway system and local streets and roads."
- Caltrans Complete Intersections: A Guide to Reconstructing Intersections and Interchanges for Bicyclists and Pedestrians (2010)
  - Reference guide presents information and concepts related to improving conditions for bicyclists and pedestrians at major intersections and interchanges. The guide can be used to inform minor signage and striping changes to intersections, as well as major changes and designs for new intersections.
- Main Street, California: A Guide for Improving Community and Transportation Vitality (2013)
  - Reflects California's current manuals and policies that improve multimodal access, livability and sustainability within the transportation system. The guide recognizes the overlapping and sometimes competing needs of main streets.
- California Highway Design Manual (HDM) (Updated 2015)
  - Establishes uniform policies and procedures to carry out highway design functions for the California Department of Transportation.

CONCEPT DESIGNS

People's Trail Alignment

Figure 21: People's Trail Alignment at W Elm St and the Railroad Tracks

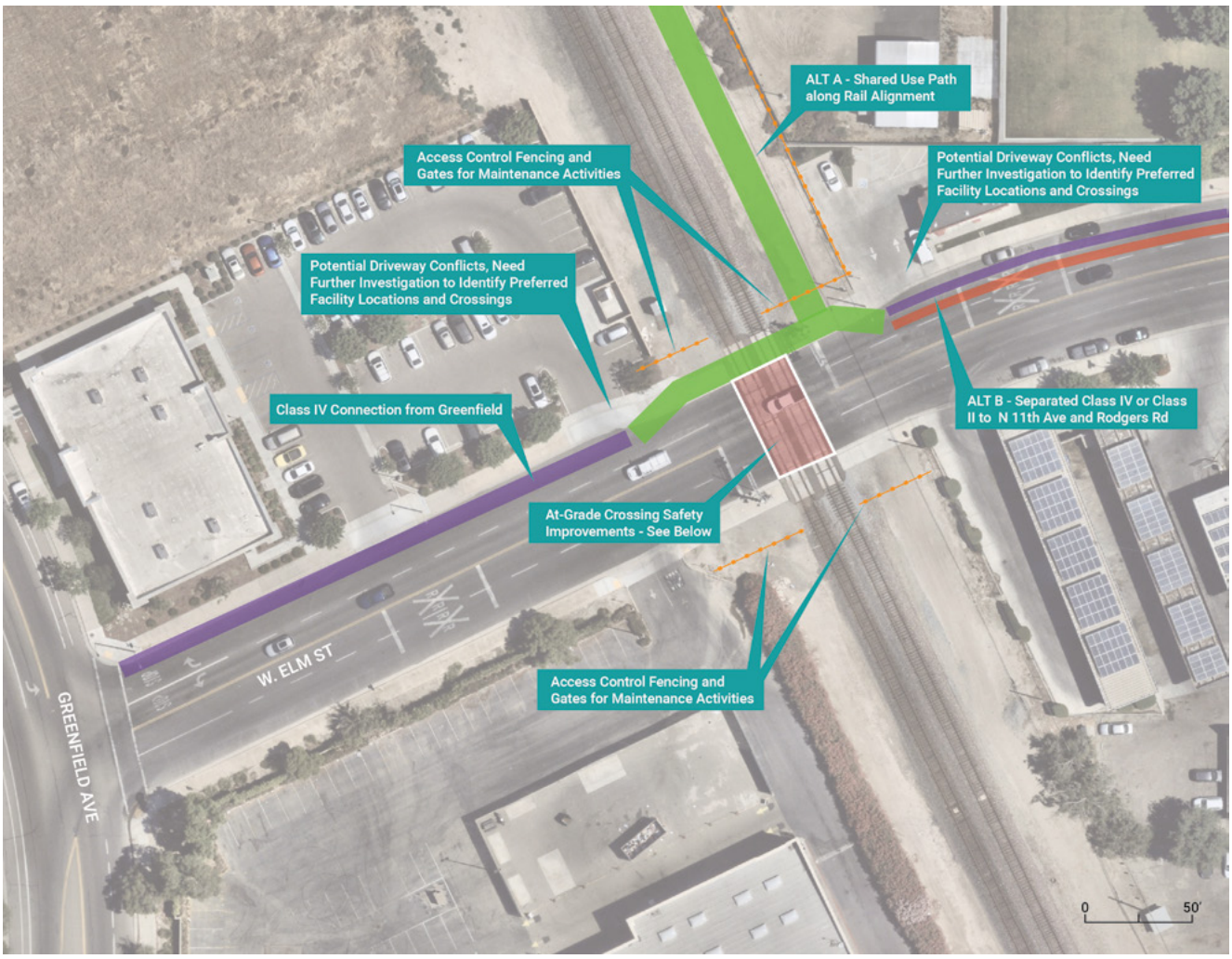
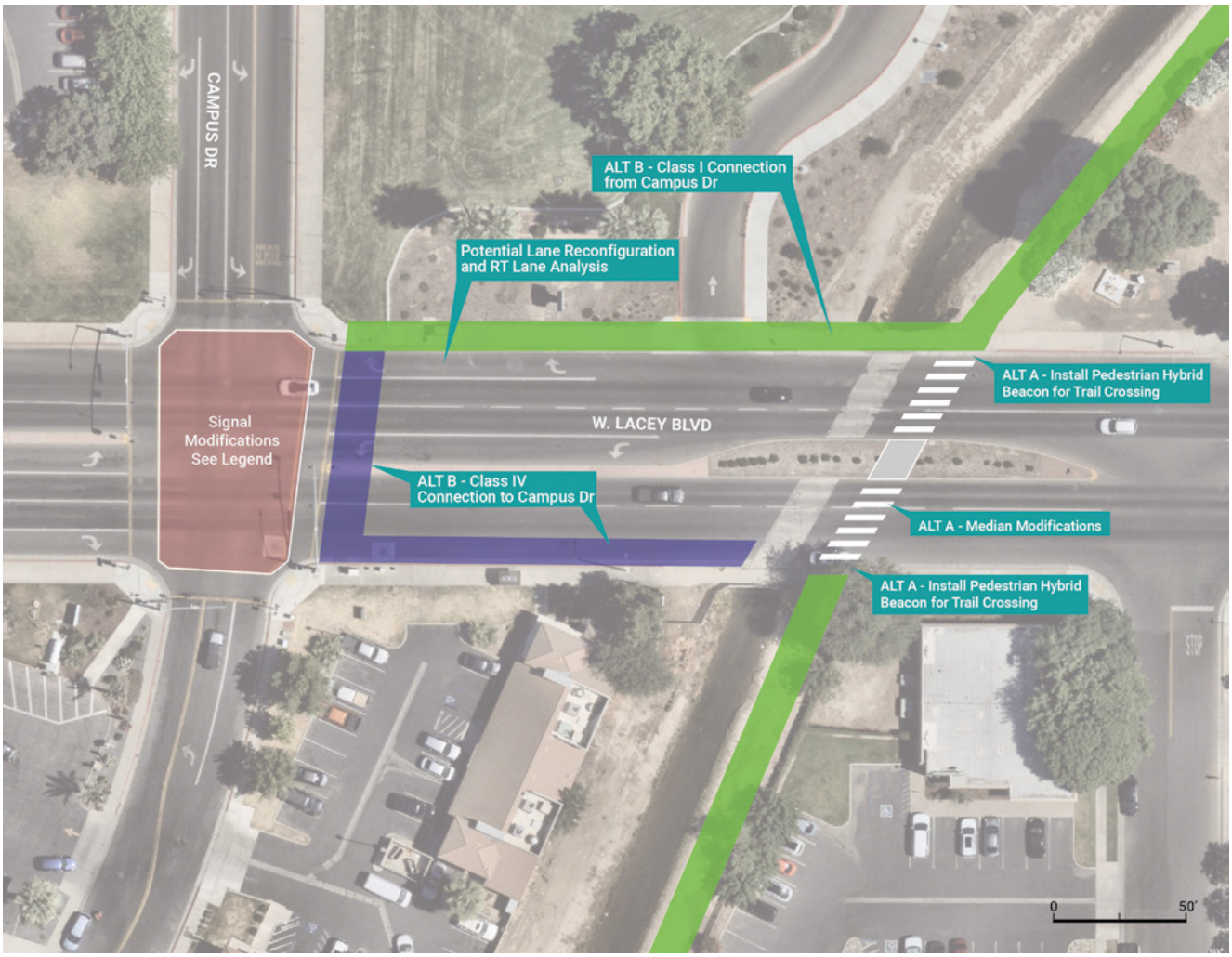


Figure 22: People's Trail Alignment at the West Lacey Blvd Crossing Tracks



FUNDING SOURCES

Various sources exist to fund bicycle and pedestrian infrastructure projects, programs, and studies. Local and regional funding sources that can be used for the construction or maintenance of bicycle or pedestrian improvements, along with statewide and federal grant programs, are described on the following pages. Eligibilities for the funding programs listed in this section are summarized in **Table 11**.

Local and Regional Funding Sources

CITY OF HANFORD

The City of Hanford can implement bicycle and pedestrian projects in conjunction with other projects, including pavement resurfacing, new developments, and frontage development. Funds for implementing bicycle and pedestrian projects can also come from a dedication of a certain dollar amount in the City's Capital Improvements Program (CIP).

General Fund

The City can utilize revenues from the General Fund to build and maintain pedestrian and bicycle facilities or match State and Federal Funds.

Developer Fees

The City can implement bicycle and pedestrian improvements using revenues generated from developer fees. These improvements should accommodate the new development.

Developer Agreements

When permitting new developments, the City can require the developer to implement portions of bicycle and pedestrian improvements where the construction becomes part of the new development.

Other Local Programs

The City can leverage private donations to develop pedestrian or bicycle facilities through programs such as "adopt-a-highway" and memorials.

Regional

California Clean Air Act (CCAA) – SJVAPCD Remove II Program

Clean Air Funds 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). This Program can assist with developing and expanding a comprehensive bicycle transportation network.

Congestion Management and Air Quality (CMAQ) Program

Funds transportation projects and programs that will contribute to the attainment or maintenance of the National Ambient Air Quality Standard for ozone and carbon monoxide by reducing congestion and improving air quality. The program will fund the construction of bicycle and pedestrian facilities and bicycle support programs such as brochures, maps, and public service announcements.

Local Transportation Fund (LTF)

Up to two percent of each county's LTF can be claimed annually by local jurisdictions to be used for installing or maintaining bicycle and pedestrian facilities (Public Utilities Code, Section 99233.3). This amount would provide around $90,000 each year for bicycle and pedestrian projects. The RTPA may also reserve an amount so designated, up to 2% of the LTF, each year for later allocation to claimants for pedestrian and bicycle facilities or bicycle safety programs. If the RTPA finds that all or any portion of the amount reserved could be used more appropriately for other purposes, that amount can be added to the total apportionment available the following year. Generally, local jurisdictions prefer to use LTF allocations claimed for street and road purposes for bicycle and pedestrian projects to minimize administrative costs. The Kings County Association of Governments could apportion an amount of LTF to provide a bicycle facilities maintenance fund. If the funds are not needed for bicycle facility maintenance, the funds can be returned to the following fiscal year's estimated LTF for reapportionment.

REAP 2.0

The California Department of Housing and Community Development (HCD), in collaboration with the Governor's Office of Planning and Research, the Strategic Growth Council, and the California Air Resources Board, established the Regional Early Action Planning (REAP) 2.0 program. The purpose of REAP 2.0 is to support transformative planning and implementation activities such as accelerating infill and affordable housing development, reducing vehicle miles traveled, and increasing transit ridership, walking, and biking as primary modes of transportation. The Kings County Association of Governments (KCGA) was awarded $2,060,590 in REAP 2.0 for eligible activities. KCAG submitted an Advance Application for $206,059 to fund the administration of grant funds, development of the REAP 2.0 program, public education and stakeholder outreach, and preparation of the Full Application for the remainder of the funds. KCAG submitted a Full Application for $1,854,531. The proposed use of the funds will be sub-allocated to local agencies for eligible activities.

State Funding Sources

ACTIVE TRANSPORTATION PROGRAM

The Active Transportation Program (ATP) was created to encourage the use of active transportation through encouragement and safety measures. Eligible projects include infrastructure projects, education, encouragement, and enforcement of non-infrastructure projects that further the goals of the ATP, a combination of infrastructure and non-infrastructure activities, and the development of active transportation plans in disadvantaged communities. Senate Bill 1 (SB 1) stipulates that $100 million of revenues from the Road Maintenance and Rehabilitation Account will be available annually to the ATP. 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 (SRTS), into a single program with a focus on making California a national leader in active transportation. Applications are typically submitted in July.

Typical projects funded by the ATP include Safe Routes to School programming, Safe Routes to Transit programming, New or improved bicycle infrastructure, including bike lanes and bike parking, New or improved pedestrian facilities, including sidewalks and crosswalks, and Network links to trails and parks.

The goals of the ATP are to Increase the proportion of walking and biking trips, Increase safety and mobility for non-motorized users, Reduce greenhouse gas emissions, Enhance public health, and Ensure disadvantaged communities share the program's benefits.

CALTRANS SUSTAINABLE TRANSPORTATION PLANNING GRANTS

The Sustainable Transportation Planning Grant Program supports transportation planning processes that address local and regional transportation needs and issues. The program offers two types of grants: Strategic Partnerships and Sustainable Communities. The Sustainable Communities Grants has $29.5 million in funding to encourage local and regional planning that furthers state greenhouse gas emission reduction goals. The Strategic Partnership Grant has $4.5 million to identify and address statewide or regional deficiencies on the State highway system in partnership with Caltrans. The overarching objectives to guide grant applications are sustainability, preservation, accessibility, safety, innovation, economy, health, and social equity. Past awarded project types include active transportation, complete streets, and transit.

CALIFORNIA INFRASTRUCTURE AND ECONOMIC DEVELOPMENT BANK

The California Infrastructure and Economic Development Bank (IBank) was created in 1994 to finance public infrastructure and private development that promotes a healthy climate for jobs, contributes to a strong economy, and improves the quality of life in Californian communities. IBank has broad authority to issue tax-exempt and taxable revenue bonds, provide financing to public agencies, provide credit enhancements, acquire or lease facilities, and leverage State and Federal funds. IBank's current programs include the Infrastructure State Revolving Fund (ISRF) Loan Program, the Expanding Venture Capital Access Program, the Climate Catalyst Revolving Loan Fund, the Small Business Finance Center, and the Bond Financing Program.

CALIFORNIA OFFICE OF TRAFFIC SAFETY

The California Office of Traffic Safety (OTS) provides grants to local and state agencies for improving roadway safety for all users. Through grant funding made available to California by the National Highway Traffic Safety Administration (NHTSA), the OTS funds more than $100 million dollars annually in innovative, evidence-based education and enforcement programs and technologies designed to improve road safety. The OTS has grant programs that fund projects that protect bicyclist and pedestrian safety raise awareness about traffic rules, and provide training and programs for high-risk communities like children and older adults.

CALIFORNIA TRANSPORTATION COMMISSION LOCAL PARTNERSHIP PROGRAM (LPP)

This program provides $200 million in funding for local and regional transportation agencies with voter-approved taxes, tolls, or fees dedicated solely to transportation improvements. The program funds aging infrastructure, road conditions, active transportation, transit and rail, and health and safety benefits. The LPP funds are distributed through a 40% statewide competitive component and a 60% formulaic component.

CLEAN MOBILITY OPTIONS

Administered by the California Air Resources Board, the Clean Mobility Options grant funds projects like bike share, scooter share, car share, electric vehicle charging stations, infrastructure for clean mobility, and community transportation needs assessments. Funds are available for disadvantaged communities in the state.

GAS TAX

Funds from the State gas tax are based on the historical apportionments provided to Kings County jurisdictions. The passage of Senate Bill 1, which aims to generate an estimated $52 billion more money by increasing gasoline tax and imposing new transportation improvement fee to help repair and maintain the state's transportation system for the next decade, allows a significant increase in funding for bicycle and pedestrian improvement programs.

LAND AND WATER CONSERVATION FUND PROGRAM

Provides grants to plan, acquire, and develop recreation parks and facilities, including bikeways and pedestrian trails. The California Department of Parks and Recreation provides reimbursement grant funds of 50% of the total project costs.

MELLO-ROOS COMMUNITY FACILITIES DISTRICT ACT OF 1982

Allows the 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 space. Bicycle and pedestrian projects could be included in any proposed public facility.

STATE HIGHWAY OPERATION AND PROTECTION PROGRAM (SHOPP)

The SHOPP program is designed to maintain the state highway system; however, it includes opportunities to address Complete Streets elements and improve pedestrian and bicycle facilities. Program funds can be used for projects with Complete Streets components like signage, bike parking, bike lanes, pedestrian crossing infrastructure, transit stop improvements, and pedestrian lighting. Funds can also be used for projects that have climate action efforts and provide low-emission transportation choices. SHOPP projects are administered by Caltrans and the California Transportation Commission.

STATE OF CALIFORNIA INFILL INFRASTRUCTURE GRANT PROGRAM (IIG)

The objective of the IIG program is to promote infill housing development by providing financial assistance for Capital Improvement Projects that are an integral part of, or necessary to facilitate, the development of affordable and mixed-income housing. Eligible costs include, but are not limited to, the creation, development, or rehabilitation of Parks or Open Spaces; water, sewer or other utility service improvements (including internet and electric vehicle infrastructure); streets; roads; Transit Station Structured Parking; transit linkages or facilities; facilities that support pedestrian or bicycle transit; traffic mitigation, sidewalk, or streetscape improvements; Factory-Built Housing components; Adaptive Reuse; and site preparation or demolition.

STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

The capital improvement program is funded by state and federal monies. Available funding is divided into two programs: the Interregional Transportation Improvement Plan (ITIP) and the Regional Transportation Improvement Plan (RTIP).

TRANSFORMATIVE CLIMATE COMMUNITIES (TCC)

The California Strategic Growth Council funds community-led development and infrastructure projects that achieve major environmental, health, and economic benefits in California's most disadvantaged communities. In addition to reducing greenhouse gas emissions, the goals of the TCC program are to fund projects that maximize community health and environmental benefits, avoid displacement, have comprehensive community involvement, and offer technical assistance. Previous rounds have had $115 million available for implementation and planning projects.

TRANSPORTATION DEVELOPMENT ACT FUNDS (TDA)

TDA provides funding from State Transit Assistance (STA) and Local Transportation Fund (LTF). This program funds a variety of transportation programs, including for pedestrians, bicyclists, and transit facilities. The amount of funding is based on sales tax collected in each county. This fund is administered by Caltrans.

URBAN GREENING GRANT PROGRAM

The Urban Greening Program, funded by the General Fund, is a grant program designed to promote a comprehensive, long-term approach to addressing climate change to improve the environment. Specifically, the program funds urban greening and urban forestry projects that reduce GHG emissions and provide additional benefits. A competitive project will maximize opportunities to reduce GHG emissions through project design and implementation and incorporate green infrastructure solutions that improve the sustainability and function of existing urban hardscapes and landscapes.

Federal Funding Sources

ACTIVE TRANSPORTATION INFRASTRUCTURE INVESTMENT PROGRAM (ATIIP)

ATIIP will provide competitive grants for projects that connect active transportation networks and spines. Eligible projects should create an active transportation network connecting destinations, including schools, workplaces, residences, businesses, recreation areas, and other community areas, or create an active transportation spine connecting two or more communities. The project should also integrate active transportation facilities with transit services. Funding was approved in December 2022, and USDOT has not yet released information on the application timeline or criteria.

AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES PROGRAM (AHSC)

The goals of AHSC are to support compact development to preserve land, reduce greenhouse gas emissions, and increase the supply of affordable housing near jobs, stores, transit, and other key destinations. Eligible projects include sustainable transportation infrastructure, such as new transit vehicles, sidewalks, and bike lanes; transportation-related amenities, such as bus shelters, benches, or shade trees; and other programs encouraging residents to walk, bike, and use public transit.

CARBON REDUCTION PROGRAM

Authorized with the BIL in 2022, the Carbon Reduction Program is a DOT program that funds projects that support a reduction in transportation emissions. Eligible projects include bicycle and pedestrian infrastructure and public transit facilities. Caltrans distributes funding based on population sizes using the 2020 Census.

ENHANCED MOBILITY OF SENIORS AND INDIVIDUALS WITH DISABILITIES

This program is intended to enhance mobility for seniors and persons with disabilities by providing funds for programs to serve the special needs of transit-dependent populations beyond traditional public transportation services and the Americans with Disabilities Act (ADA) complementary paratransit services. The program will fund bicycle improvements that provide access to an eligible public transportation facility and meet the needs of the elderly and individuals with disabilities, which receive an 80% federal share.

HIGHWAY SAFETY IMPROVEMENT PROGRAM

Funds infrastructure projects aimed at reducing traffic fatalities and serious injuries. Projects may include intersection improvements, pavement, and shoulder widening, rumble strips, skid-restraint surfaces, bike/ped safety improvements, and traffic calming.

HOUSE TRANSPORTATION & INFRASTRUCTURE (T&I) COMMITTEE APPROPRIATIONS

The House T&I Committee invites Members of Congress to request funding for projects in their communities. Project funds can be used for planning, final design, and construction projects. Eligible projects include bicycle & pedestrian infrastructure projects that increase access, strengthen multimodal connections, reduce greenhouse gas emissions, and enhance environmental justice.

INFRASTRUCTURE INVESTMENT AND JOBS ACT

The current federal transportation infrastructure bill aims to rebuild the nation's deteriorating roads and bridges and fund new climate resilience, such as repairing and replacing aging public works projects, moving communities vulnerable to climate change, reconnecting communities divided by highway construction, and providing safe commutes for pedestrians. At least $25 million annually is reserved for "small and disadvantaged communities."

METROPOLITAN, STATEWIDE & NON-METROPOLITAN PLANNING

This federal source provides funding for multimodal transportation planning in metropolitan areas. Funds can be used for planning activities that support the economic vitality of a metropolitan area, increase the safety and security of transportation systems, increase mobility, protect the environment, or connect transportation systems.

NATIONAL ENDOWMENT FOR THE ARTS – GRANTS FOR ART PROJECTS

Grants for Arts Projects (GAP) provides expansive funding opportunities to strengthen the nation's arts and culture ecosystem. Through project-based funding, the program supports opportunities for public engagement with the arts and arts education, the integration of the arts with strategies promoting the health and well-being of people and communities, and the improvement of overall capacity and capabilities within the arts sector. This funding source could be used for incorporating public art into a streetscape redesign or adding thoughtful art elements that represent the local community.

NEIGHBORHOOD ACCESS AND EQUITY GRANTS

Authorized by the Inflation Reduction Act in August 2022, these grants aim to make roads safer for all modes of transportation. The purpose of the grant is to reconnect communities that have highways running through them. Funds can be used to redesign highways for all modes, build trails and bike lanes, provide transit connections, install green infrastructure, reduce urban heat islands, and build safety features.

PILOT PROGRAM FOR TRANSIT-ORIENTED DEVELOPMENT PLANNING

This program aims to improve America's public transportation system by providing funds to integrate land use and transportation planning. Funding is available for projects that improve multimodal transportation, accessibility, and pedestrian and bicycle access to transit and enable mixed-use development near transit.

REBUILD AMERICAN INFRASTRUCTURE WITH SUSTAINABILITY AND EQUITY

Previously known as the BUILD and TIGER grant programs, RAISE grants are for capital investments in surface transportation infrastructure for projects with a significant local or regional impact. RAISE grants are awarded on a competitive basis, based on criteria related to safety, environmental sustainability, quality of life, mobility and community connectivity, economic competitiveness and opportunity, state of good repair, partnership and collaboration, and innovation.

RECREATION TRAILS PROGRAM

A federal assistance program administered by the U.S. Department of Transportation's Federal Highway Administration (FHWA). It provides funds to states for the acquisition of Right-of-Way, development and maintenance of recreational trails, trial-related facilities for both motorized and nonmotorized recreational trail uses, and education programs. The program is part of the National Trails System, which includes National Recreation Trails, National Scenic Trails, and National Historic Trails.

SURFACE TRANSPORTATION PROGRAM

Funds bicycle facilities and pedestrian walkways and modification of public sidewalks to comply with ADA standards.

SAFE STREETS AND ROADS FOR ALL

Established by the Bipartisan Infrastructure Law (BIL), this program funds initiatives that prevent roadway deaths and serious injuries and can be used to carry out items in support of creating safety Action Plans like Vision Zero, and in implementing infrastructure, including installing pedestrian and bicycle networks, transforming roadway corridors into Complete Streets, and improving the safety of intersections. Up to $1 billion is available each year of the program.

SURFACE TRANSPORTATION BLOCK GRANTS

Extended by the Bipartisan Infrastructure Law, these grants are used to fund projects that maintain and improve the transportation performance of federal-aid highways, bridges, and tunnels, install pedestrian and bicycle infrastructure and implement transit capital projects. Additional Transportation Alternatives set aside funds for active transportation, and active transportation access to transit improvements.

THRIVING COMMUNITIES PROGRAM (TCP)

The TCP provides technical assistance to disadvantaged communities adversely or disproportionately affected by environmental, climate, and human health policy outcomes, including technical tools and organizational capacity to compete for federal aid and deliver quality infrastructure projects that enable their communities and neighborhoods to thrive. A community organization must be the primary applicant.

TRANSPORTATION ALTERNATIVES

The Bipartisan Infrastructure Law continues the Transportation Alternatives set aside from the Surface Transportation Block Grant (STBG) program. Eligible uses of the set-aside funds include projects and activities that were previously eligible under the Transportation Alternatives Program under the Moving Ahead for Progress in the 21st Century Act. This encompasses a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity.

Table 11: Funding Opportunities Matrix

Funding Source	Planning/ Design/ Construction	On-Street Bikeways/ End-of-Trip	Trails	Safe Routes to School	Safe Routes to Transit	Crossings/ Intersections	Programs	Studies
Local and Regional								
City of Hanford								
General Fund	P/D/C	●	●	●	●	●		●
Developers Fees	C	●		●	●	●		
Developer Agreements	C	●		●	●	●		
Other Local Programs	C	●	●				●	
Regional								
California Clean Air Act – SJVAPCD Remove II Program	P/D/C	●	●	●	●	●		
Congestion Management and Air Quality Program	C	●	●	●	●	●		
Local Transportation Fund	C	●	●					
REAP 2.0	C	●			●	●		
State								
Active Transportation Program	P/D/C	●	●	●	●	●	●	●
Caltrans Sustainable Planning Grants	P							●
California Infrastructure and Economic Development Bank	P/D/C	●		●	●	●		
California Office of Traffic Safety	-						●	

Funding Source	Planning/ Design/ Construction	On-Street Bikeways/ End-of-Trip	Trails	Safe Routes to School	Safe Routes to Transit	Crossings/ Intersections	Programs	Studies
California Transportation Commission Local Partnership Program	C	●	●	●	●	●		
Clean Mobility Options	-						●	●
Gas Tax	P/D/C	●	●			●		
Land and Water Conservation Fund Program	C		●					
Mello-Roos Community Facilities District Act of 1982	P/C	●	●			●		
State Highway Operation and Protection Program	D/C	●	●			●		
State of California Infill Infrastructure Grant Program	D/C	●	●			●		
State Transportation Improvement Program	P/D/C	●	●	●	●	●		
Transformative Development Act Funds	P	●	●	●	●	●		●
Urban Greening Grant Program	C	●	●	●	●			
Federal								
Active Transportation Infrastructure Investment Program	C	●	●	●	●	●		

Funding Source	Planning/ Design/ Construction	On-Street Bikeways/ End-of-Trip	Trails	Safe Routes to School	Safe Routes to Transit	Crossings/ Intersections	Programs	Studies
Affordable Housing and Sustainable Communities Program	C	●			●		●	
Carbon Reduction Program	C	●	●	●	●	●		
Enhanced Mobility of Seniors and Individuals with Disabilities	D/C	●	●		●	●		
Highway Safety Improvement Program	C	●				●		
House Transportation & Infrastructure Committee Appropriations	P/D/C	●	●		●	●		●
Infrastructure Investment and Jobs Act	D/C	●	●	●	●	●		
Metropolitan, Statewide & Non-Metropolitan Planning	-			●			●	
National Endowment for the Arts – Grant for Art Projects	-		●				●	
Neighborhood Access and Equity Grants	D/C	●	●	●	●	●		
Pilot Program for Transit-Oriented Development Planning	P/D/C	●			●	●	●	

Funding Source	Planning/ Design/ Construction	On-Street Bikeways/ End-of-Trip	Trails	Safe Routes to School	Safe Routes to Transit	Crossings/ Intersections	Programs	Studies
Rebuilding American Infrastructure with Sustainability and Equity	D/C	●	●			●		
Recreation Trails Program	C		●					
RAISE Grant	P/D/C	●	●	●	●	●		●
Revise Surface Transportation Program	D/C	●				●		●
Safe Streets and Roads for All	D/C	●		●	●	●		
Surface Transportation Block Grants	C	●	●	●	●	●		
Thriving Communities Program	-						●	●
Transportation Alternatives	D/C	●		●	●	●		●

BICYCLE RECOMMENDATIONS

Table 12: Bicycle Recommendations

Street Name	From Street	To Street	Class	Length (mi)	Tier	Cost Estimate (Low)	Cost Estimate (High)
10th Ave	Hwy 43	Houston Ave	IIB	5.0	2	$971,100	$3,082,620
11 1/2 Ave	Davis St	State St	IIIB	0.9	2	$372,000	$651,000
11th Ave	Flint Ave	Houston Ave	IIB	5.1	2	$986,700	$3,132,140
12th Ave	Flint Ave	Houston Ave	IIB	5.1	2/3	$986,700	$3,132,140
13th Ave	Fargo Ave	Front St	IIB	2.7	2	$522,600	$1,658,920
2nd St	Phillips St	10th Ave	IIB	0.7	2	$134,550	$427,110
6th St	11th Ave	10th Ave	IIB	1.0	2	$200,850	$637,570
7th St	Mall Dr	Williams St	II	0.8	2	$ 94,400	$495,200
7th St	Williams St	Lacey Blvd	IV	1.0	3	$400,000	$1,750,000
8 1/2 Ave	Leland	Florinda	IV	1.0	2	$400,000	$1,750,000
8th St	Santa Fe Ave	Phillips St	IIIB	0.1	1	$ 24,000	$42,000
9 1/4 Ave	Leland Way	Lacey Blvd	IIIB	1.5	2	$604,000	$1,057,000
9th Ave	Leland	Lacey Blvd	IIB	2.0	2	$393,900	$1,250,380
9th St	Douty St	10th Ave	IIIB	0.5	2	$200,000	$350,000
Alpine Ave	Hume Ave	Houston Ave	IIB	0.5	2	$99,450	$315,690
Aspen St	W Pepper Dr	Fargo Ave	II	0.3	2	$35,400	$185,700
Berkshire Way/ Kings Rd	Fitzgerald Ln	Grangeville Blvd	IIIB	0.3	2	$116,000	$203,000
Cameron St	11th St	10th Ave	IIIB	1.0	2	$404,000	$707,000
Campus Dr	Lacey Blvd	Railroad Tracks	IV	0.4	1	$164,000	$717,500
Centennial Dr	Lacey Blvd	12th Ave	I	0.6	2	$615,000	$879,000
Centennial Dr	Lacey Blvd	Fargo Ave	IIB	2.0	2	$390,000	$1,238,000
China Alley	Phillips St	White St	I	0.5	1	$553,500	$791,100
Court St	Irwin St	Douty St	I	0.1	2	$92,250	$131,850
Courtner St	Glacier Way	Douty St	IIIB	0.9	2	$360,000	$630,000
Davis St	People's Trail	11th Ave	IIIB	1.0	2	$400,000	$700,000
Devon St	13th Ave	Centennial Dr	IIB	0.5	2	$ 97,500	$309,500
Douty St	Flint	Hanford Armona	IIB	4.1	1	$793,650	$2,519,330
E Lacey Blvd	10th Ave	Light Rail Station	IV	2.5	3	$1,004,000	$4,392,500
Elm St	Greenfield Ave	11th Ave	IV	0.1	2	$ 52,000	$227,500
Encore Dr	Aspen St	Fargo Ave	IIIB	1.3	2	$508,000	$889,000

Street Name	From Street	To Street	Class	Length (mi)	Tier	Cost Estimate (Low)	Cost Estimate (High)
Fargo Ave	13th	Hwy 43	IIB	3.0	2	$575,250	$1,826,050
Fitzgerald Ln	Fargo Ave	Grangeville Blvd	II	1.0	2	$120,360	$631,380
Flint Ave	12th Ave	Hwy 43	IIB	2.0	2	$390,000	$1,238,000
Flood Channel from Flint Ave to Rodgers Road (People's Trail)	Flint	Rodgers	I	2.6	1	$2,665,000	$3,809,000
Flood Channel from RR to Hume Ave (People's Trail)	Railroad	Hume	I	1.4	1	$1,404,250	$2,007,050
Flood Control From Greenfield to Lacey Blvd (People's Trail)	Greenfield	Lacey	I	0.5	1	$522,750	$747,150
Florinda St	8 1/2 Ave	High Speed Rail Station	I	1.0	3	$1,025,000	$1,465,000
Florinda St	11th Ave	10th Ave	II	1.0	1	$118,000	$619,000
Florinda St	9 1/4 Ave	8 1/2 Ave	III	0.8	3	$ 88,000	$164,000
Florinda St	10th Ave	9 1/4 Ave	IIB	0.8	1	$146,250	$464,250
Garner Ave	Seventh	Lacey	II	0.3	2	$ 36,580	$191,890
Glacier Way	Flint Ave	Courtner St	II	1.4	2	$162,840	$854,220
Grangeville Blvd	9th Ave	7th Ave	IV	1.0	2	$400,000	$1,750,000
Grangeville Blvd	13th Ave	9th Ave	IIB	4.0	2	$780,000	$2,476,000
Green St	China Alley	China Alley	IIIB	0.0	1	$4,000	$ 7,000
Greenfield	Centennial	Lacey Blvd	IIB	1.8	1	$349,050	$1,108,010
Hanford Armona	13th	10th Ave	IIB	3.0	1	$585,000	$1,857,000
Harris St	2nd St	Hanford Armona	IIIB	0.6	2	$228,000	$399,000
Houston Ave	12th Ave	10th Ave	IIB	4.5	3	$877,500	$2,785,500
Hume Ave	12th Ave	11th Ave	IIB	1.0	2	$195,000	$619,000
Irwin St	W Lacey Blvd	Civic Center Park	IIIB	0.0	2	$12,000	$ 21,000
Ivy St	11th Ave	10th Ave	IIIB	1.0	2	$404,000	$707,000

Street Name	From Street	To Street	Class	Length (mi)	Tier	Cost Estimate (Low)	Cost Estimate (High)
Kensington Way	Fargo Ave	Grangeville Blvd	IIIB	1.0	2	$400,000	$700,000
Kings County Dr	12th Ave	Lacey Blvd	II	0.5	2	$ 60,180	$315,690
Leland Way	9 1/4 Ave	8 1/2 Ave	IV	0.8	2	$320,000	$1,400,000
Leland Way	Douty St	9 1/4 Ave	IIIB	1.2	2	$480,000	$840,000
Leoni Dr	Cortner St	Grangeville Blvd	IIIB	0.6	2	$248,000	$434,000
Liberty St	Centennial Dr	12th Ave	IIB	0.3	2	$ 62,400	$198,080
Mall Dr	Lacey Blvd	12th Ave	II	0.5	2	$ 62,540	$328,070
McCreary Ave	11th Ave	Douty St	IIIB	0.5	2	$204,000	$357,000
Muscat Pl	12th Ave	Fitzgerald Ln	IIIB	0.2	2	$ 96,000	$168,000
Neill Way	Fargo Ave	Leland Way	IIIB	0.5	2	$204,000	$357,000
Pepper Dr	Aspen St	Glavier Way	II	0.7	2	$ 82,600	$433,300
Phillips St	Fourth St	2nd St	II	0.2	2	$ 23,600	$123,800
Phillips St	Lacey Blvd	Fourth St	IIB	0.4	2	$ 68,250	$216,650
Railroad Tracks	Western City Limit	Light Rail Station	I	5.7	3	$5,791,250	$8,277,250
Redington	6th St	Dewey	II	0.3	2	$ 33,040	$173,320
Rodgers Rd	Dead End north	Cortner St	I	0.1	2	$102,500	$146,500
Rodgers Rd	Grangeville Blvd	Dead End north	III	0.5	2	$ 55,000	$102,500
Rodgers Rd	11th Ave	Grangeville Blvd	IIB	0.6	2	$117,000	$371,400
Sangiovese St	Centennial Dr	12th Ave	IIB	0.5	2	$ 97,500	$309,500
State St/ Kimball St/ Echo Ln/ Bonnyview Ln	11th 1/2 Ave	11th Ave	IIIB	1.0	2	$392,000	$686,000
University Ave	Grangeville Blvd	Greenfield	IIB	0.5	2	$ 89,700	$284,740
W Lacey Blvd	Irwin St	13th Ave	II	2.4	3	$284,380	$1,491,790
White St	China Alley	7th St	IIIB	0.0	1	$8,000	$14,000

PEDESTRIAN RECOMMENDATIONS

Table 13: Pedestrian Recommendations

	Recommended Improvements												
	Crossing Improvements						Signs and Signals						
Location	Curb Extensions	High Visibility Crosswalk Marking	Advance Yield/Stop Lines	Raised Crossing	Pedestrian Refuge Island	Pedestrian-Scale Lighting	All-Way Stop/ Warrant Analysis	Rectangular Rapid Flashing Beacon (RRFB)	Pedestrian Hybrid Beacon/HAWK	Leading Pedestrian Signal	Tier	Cost Estimate (Low)	Cost Estimate (High)
W Cortner St/ N 11th Ave	●	●								●	3	$203,000	$344,000
Grangeville Blvd/N 11th Ave	●	●				●				●	3	$303,000	$484,000
Centennial Dr/ Grangeville Blvd		●								●	3	$23,000	$44,000
E Grangeville Blvd/N Douty St		●				●				●	1	$123,000	$184,000
E Grangeville Blvd/ N Kensington Way							●				1	$5,000	$10,000
E Grangeville Blvd/10th Ave		●								●	1	$23,000	$44,000
Hill St/Harris St		●									1	$5,000	$8,500
Greenfield Ave/ Cerritos Ave		●	●					●			3	$41,000	$70,000
Greenfield Ave/ Campus Dr	●	●									3	$200,000	$334,000
Florida St/ Whitmore St							●			●	1	$6,500	$15,000
Cameron St/ N 10th Ave		●			●			●			1	$50,000	$117,000
Douty St/Elm St		●	●					●			3	$46,000	$78,500

Recommended Improvements													
	Crossing Improvements						Signs and Signals						
Location	Curb Extensions	High Visibility Crosswalk Marking	Advance Yield/Stop Lines	Raised Crossing	Pedestrian Refuge Island	Pedestrian-Scale Lighting	All-Way Stop/ Warrant Analysis	Rectangular Rapid Flashing Beacon (RRFB)	Pedestrian Hybrid Beacon/HAWK	Leading Pedestrian Signal	Tier	Cost Estimate (Low)	Cost Estimate (High)
Ivy St/Park Ave		●	●				●				3	$27,000	$50,000
N 11th Ave/Ivy St		●	●		●		●	●			1	$78,500	$161,500
E 10th St/ N Harris St	●	●					●				3	$195,000	$327,000
N Douty St/ Court St			●					●			1	$31,000	$53,000
N Douty St/ E 8th St		●		●							1	$35,000	$64,000
N Lacey Blvd/ N 10th St	●	●								●	1	$203,000	$344,000
N Douty St/ China Alley			●								1	$1,000	$3,000
Lacey Blvd/ 11th Ave	●	●	●		●	●				●	1	$323,500	$585,500
W Lacey Blvd/ Greenfield Ave	●	●			●						3	$155,000	$292,000
W Lacey Blvd/ Campus Dr (People's Trail)			●	●					●		1	$408,000	$816,500
7th St/Douty St		●	●								2	$22,000	$40,000
W Lacey Blvd/ Centennial Dr	●	●								●	3	$116,000	$204,000
Centennial Dr/ Shopping Mall Entrance	●	●			●						3	$220,000	$434,000

Recommended Improvements													
	Crossing Improvements						Signs and Signals						
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Mall Dr/ Adventists Hospital Entrance		●									3	$5,000	$8,500
7th Ave/ Santa Fe Ave		●				●		●			1	$45,000	$68,500
7th St/11th Ave	●	●								●	1	$206,000	$354,000
6th St/11th Ave		●				●					1	$60,000	$87,000
6th St/Douty St		●									2	$20,000	$34,000
5th St/Irwin St		●									2	$5,000	$8,500
5th St/ Redington St		●									2	$10,000	$17,000
5th St/11th Ave	●	●								●	1	$193,000	$327,000
4th St/11th Ave		●	●					●			2	$31,500	$55,000
4th St/11th Ave		●	●			●					1	$116,500	$170,000
3rd St/11th Ave		●	●			●					1	$116,500	$170,000
Harris St/ Between Coe Park and Ball Park				●							1	$7,500	$15,000
Douty St/ Longfield Center	●	●	●		●			●			1	$121,000	$236,500
Davis St/ 11th Ave	●	●	●			●				●	1	$305,000	$490,000
Davis St/Grant St	●	●									1	$145,000	$242,000
Scott St/ S Phillips St		●					●				1	$15,000	$27,000

Recommended Improvements													
	Crossing Improvements						Signs and Signals						
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Harris St/Lincoln Elementary	●	●	●	●							1	$103,000	$175,000
Hanford Armona Rd/Hanford Soccer Complex		●	●		●			●			3	$31,000	$86,500
Hanford Armona Rd/S Harris St	●	●	●			●					1	$145,500	$230,000
Hanford Armona Rd/11th Ave	●	●	●		●	●				●	1	$335,000	$640,000
Hanford Armona Rd/ Bengston Ave	●	●	●			●					1	$126,000	$191,500
12th St/Hanford Armona Rd	●	●	●			●				●	1	$305,000	$490,000
12th St/Graham St		●									1	$5,000	$8,500
Hanford Armona Rd/Casa Del Sol Apartments		●			●			●			2	$30,000	$83,500
Dawn Ln/Martin Luther King Elementary		●	●	●							1	$13,500	$26,500
Dawn Ln/ Hume Ave	●			●							1	$187,500	$315,000
Dawn Ln/11th Ave	●	●			●					●	1	$223,000	$444,000
1st Pl/Home Ave		●									3	$10,000	$17,000
2nd Pl/Home Ave		●									3	$10,000	$17,000
3rd Pl/Home Ave		●									3	$10,000	$17,000

Recommended Improvements													
	Crossing Improvements						Signs and Signals						
Location	Curb Extensions	High Visibility Crosswalk Marking	Advance Yield/Stop Lines	Raised Crossing	Pedestrian Refuge Island	Pedestrian-Scale Lighting	All-Way Stop/ Warrant Analysis	Rectangular Rapid Flashing Beacon (RRFB)	Pedestrian Hybrid Beacon/HAWK	Leading Pedestrian Signal	Tier	Cost Estimate (Low)	Cost Estimate (High)
1st Pl/Garden Dr		●									3	$10,000	$17,000
2nd Pl/Garden Dr		●									3	$10,000	$17,000
3rd Pl/Garden Dr		●					●				3	$15,000	$27,000
Temple Dr/ Shawn Pl		●									3	$5,000	$8,500

HANFORD ACTIVE TRANSPORTATION PLAN
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