



Kings County Regional Walk and Bike Plan Project Advisory Committee Meeting #3

Thursday, May 24, 2018 | 11:30 am – 1:00 pm

City of Hanford Training Room (319 N. Douty Street; Hanford)

Attendees

- Linda Beyersdorf City of Lemoore
- Kenneth Bird California Highway Patrol
- Angie Dow Kings County Area Public Transit Agency
- Joe Faulkner City of Corcoran
- Julie LeFils Kings Partnership for Prevention
- Bruce Mackey Kings County Cyclists
- Caitlin Miller California Air Resources Board
- Pedro Ramirez Caltrans
- Sandra Scherr Caltrans
- Lieutenant Don Tripp California Highway Patrol
- Dominic Tyburski County of Kings
- Paul Wackowski Fulton Cycle Works

Staff / consultants:

- Terri King KCAG (Executive Director)
- Niko Letunic Eisen | Letunic (Principal; lead consultant)
- Yunsheng Luo KCAG (Regional Planner)

Meeting notes

- Round of introductions.
- Niko Letunic presented the draft recommended improvements under the Walk and Bike Plan for each of the five Kings County jurisdictions.
 - Approach for determining the improvements in each jurisdiction.
 - Overview of the recommended improvements in each jurisdiction.
- The presentation included an overview of the Active Transportation Program's (ATP) Cycle 4 funding cycle:
 - Funding years and amount.
 - Eligible projects and application types.
 - Scoring criteria.
 - A member of the public mentioned potential funding from the VW emissions settlement.

- Agency representatives at the meeting mentioned the projects or types of projects that they are considering for ATP applications:
 - Lemoore: Sidewalks, curb ramps on Lemoore Avenue and a few other routes.
 - Corcoran: Also sidewalks and curb ramps on a few major streets.
 - County: Pedestrian/Safe Routes to School improvements on General Petroleum Avenue.
- Niko described potential projects in each of the Kings County jurisdictions that could compete well for ATP funding.
 - Generally, the types of projects that are likely to compete well are projects that improve safety for kids walking and biking to schools in areas that meet the disadvantaged communities (DAC) criteria.
 - Incorporating related and relevant non-infrastructure components is likely to make infrastructure projects more competitive.
 - DAC determination is based on median household income, CalEnviroScreen score or percentage of students eligible for free or reduced-price school meals.
 - All of Avenal and Corcoran qualify as DACs.
 - These cities could consider “transformational” projects on San Joaquin Street or Skyline Boulevard (Avenal) and on Dairy and Letts Avenues (Corcoran).
 - Only portions of Hanford and Lemoore qualify as DACs. These cities should consider Safe Routes to School projects in those areas.
 - The only non-DAC unincorporated community in Kings County is Hardwick.
- Niko presented tips, ideas and suggestions for developing competitive ATP applications:
 - The applications have three parts: (A) General; (B) Narrative questions; and (C) Attachments.
 - Niko discussed in detail each of the main narrative questions. These deal with benefits to DACs; potential to increase walking and biking (project need); potential to improve safety; and public participation.
 - Niko also discussed the importance of coordinating with the California Conservation Corps as part of the application process.
 - Julie LeFils mentioned that there is information on the Kings Partnership for Prevention website (kpfp.org) that could be used to support or strengthen project applications (on the website, go to Explore data, then Socio needs index).
- Lastly, Niko gave an overview of the remaining timeline for the planning process. The PAC will likely meet one more time, in June, to discuss the Draft Regional Walk and Bike Plan and the ATP applications in progress.
- Other comments:
 - Pedro Ramirez (Caltrans) asked about the availability of Safe Routes to School maps for the various cities.
 - There was a brief discussion about bike access to Highway 41 (can’t access it at Lemoore but it’s open south of Highway 198).
 - Bruce Mackey (Kings County Cyclists) mentioned that the Draft Plan needs to include non-infrastructure recommendations for bicycle-friendly communities.