



# Kings County Regional Walk and Bike Plan

Project Advisory Committee Meeting #3 | May 24, 2018



**Eisen | Letunic**

Transportation, Environmental and Land Use Planning

# Meeting agenda

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## ✓ Introductions



2. Draft recommended improvements
3. Overview of ATP's grant-funding Cycle 4
4. Projects in Kings County that could compete well for ATP funding
5. Tips, ideas and suggestions for developing competitive ATP applications
6. Remaining project timeline
7. Closing questions, comments or concerns?

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✓ **Draft recommended improvements**



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# Recommendations: Avenal

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- From Avenal's own Active Transportation and Safe Routes to School Plan (2016).
- Ped recommendations emphasize crosswalks.
- Citywide bikeway network.



# Recommendations: Corcoran

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- From Corcoran's Safe Routes to School Plan (2014).
- Recommendations focus on children walking to school.

# Recommendations: Hanford

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- From Hanford's own Pedestrian and Bicycle Master Plan, adopted earlier this year.
- Citywide bikeway network; low-traffic bikeway loops.
- Ped recommendations focused on route network and three pedestrian districts.



# Recommendations: Lemoore

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- Bikeway network from General Plan (2008).
- Ped recommendations from:
  - General Plan
  - ADA Transition Plan
  - Consultant observations

# Recommendations: Uninc'd areas

- Bikeway network from Kings County Regional Bicycle Plan (2011) and Regional Transportation Plan (2014).
- Ped recommendations from:
  - General Plan
  - Community plans (N/A for Grangeville)
  - ADA Transition Plan
  - Highway 41 Corridor Plan





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✓ **Overview of ATP's grant-funding Cycle 4**

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# Overview of ATP Cycle 4

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- \$440M for four fiscal years: 2019-20 through 2022-23
- Five applications, depending on project type and size:
  - Large project: Total cost > \$7M
  - Medium project: Total cost \$1.5M to \$7M
  - Small project: Total cost < \$1.5M
  - Non-infrastructure only
  - Plan
- Minimum funding request: \$250,000 (for infrastructure)
- Scoring criteria *(for small projects)*:
  - A. Benefit to DACs: 10 pts
  - B. Need: 53 pts
  - C. Safety: 25 pts
  - D. Public participation: 10 pts
  - E. Scope / implementation: 2 pts

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# Potential projects: Avenal

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- Bike lanes and routes in the urbanized area.
- Safer crossings, traffic calming around schools.
- “Transformational” projects on San Joaquin St., Skyline Blvd.
- Safe Routes to School map.



# Potential projects: Corcoran



- Bike lanes and routes in the central area.
- “Transformational” pedestrian projects on Dairy, Letts Aves.
- Sidewalk, street-crossing projects around any of the five public schools.

# Potential projects: Hanford

- Bike lanes and routes east of 12<sup>th</sup> Ave. / south of Grangeville Blvd.
- Sidewalks and safer crossings near schools:
  - Douty, Irwin, 10<sup>th</sup> and 9 <sup>3</sup>/<sub>4</sub> south of Grangeville Blvd.
  - Grangeville Blvd. btwn. 11<sup>th</sup> and 10<sup>th</sup> Aves.
  - Lacey Blvd. east of 12<sup>th</sup>.
  - Hanford-Armona Rd.



# Potential projects: Lemoore



- Bike lanes and routes:
  - Btwn. 19<sup>th</sup> and 17<sup>th</sup> Aves.
  - So. of Cinnamon/18<sup>th</sup> Ave/Hanford-Armona Rd and north of Hwy. 198.
- Sidewalks and safer crossings near schools:
  - 18<sup>th</sup> and 19<sup>th</sup> Aves. north of Hwy. 198
  - Bush St. east of 19<sup>th</sup> Ave.
  - D St.
  - Cinnamon Dr.
  - Hanford-Armona Rd. east of 18<sup>th</sup> Ave.

# Potential projects: Uninc'd areas

- Only non-DAC community is Hardwick.
- Bike lanes and routes within Armona, Grangeville, Stratford, Kettleman City.
- Pedestrian projects:
  - Armona: 14<sup>th</sup> Ave., Front St.
  - Kettleman City: General Petroleum Ave., 9<sup>th</sup> St.
  - Stratford: Main, Railroad, Cross, Empire Sts.





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# Part A: General

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- Summary of project scope, description, location
- ROW status
- Project schedule and budget
- Screening criteria

# Benefit to DACs (10 pts)

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- Every member agency has large DAC areas.
- How does project address a deficiency? How will DAC residents have access to it? Was it requested or supported by the residents?
- Benefits are not presumed; you must articulate them.
- Include map of project location in relation to DAC boundaries, access points and destinations.
- Points for DAC severity.

## Need (53 pts)

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- Will the project improve links, encourage use of routes and increase the number of pedestrians or cyclists, including among school students?
- Demonstrate lack of connectivity to key destinations; lack of access to everyday needs; local health concerns; and mobility needs of students.
- Estimate current and anticipated users per day.

# Safety (25 pts)

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- Relatively high **collision history** within the “influence area” of the proposed improvements, per TIMS ATP tool.
- **Proposed improvements** will mitigate significant threats, collision trends and collision types.
- **Proposed countermeasure(s)** are urgently needed, have a proven track record and will reduce crashes in the area.

# Public participation (10 pts)

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- **Project scope** was developed through a comprehensive planning process and is supported by public input.
- **Planning process** was accessible; engaged the public and stakeholders effectively; and improved the project scope.
- **Project** is in an approved transportation plan; is one of the community's top walk/bike priorities; and implementation will engage stakeholders.

# Other sections

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## **Scope / implementation (2 pts)**

- How well does the project scope meet ATP goals?
- Are the scope, cost and schedule internally consistent?

## **Conservation Corps participation (-5 pts)**

- Five-point penalty for not contacting both Corps.

## **Part C: Attachments**

- Project location map; preliminary plans or aerial maps
- Photos of existing conditions
- Letters of support
- Exhibits must be labeled and in color / high-resolution

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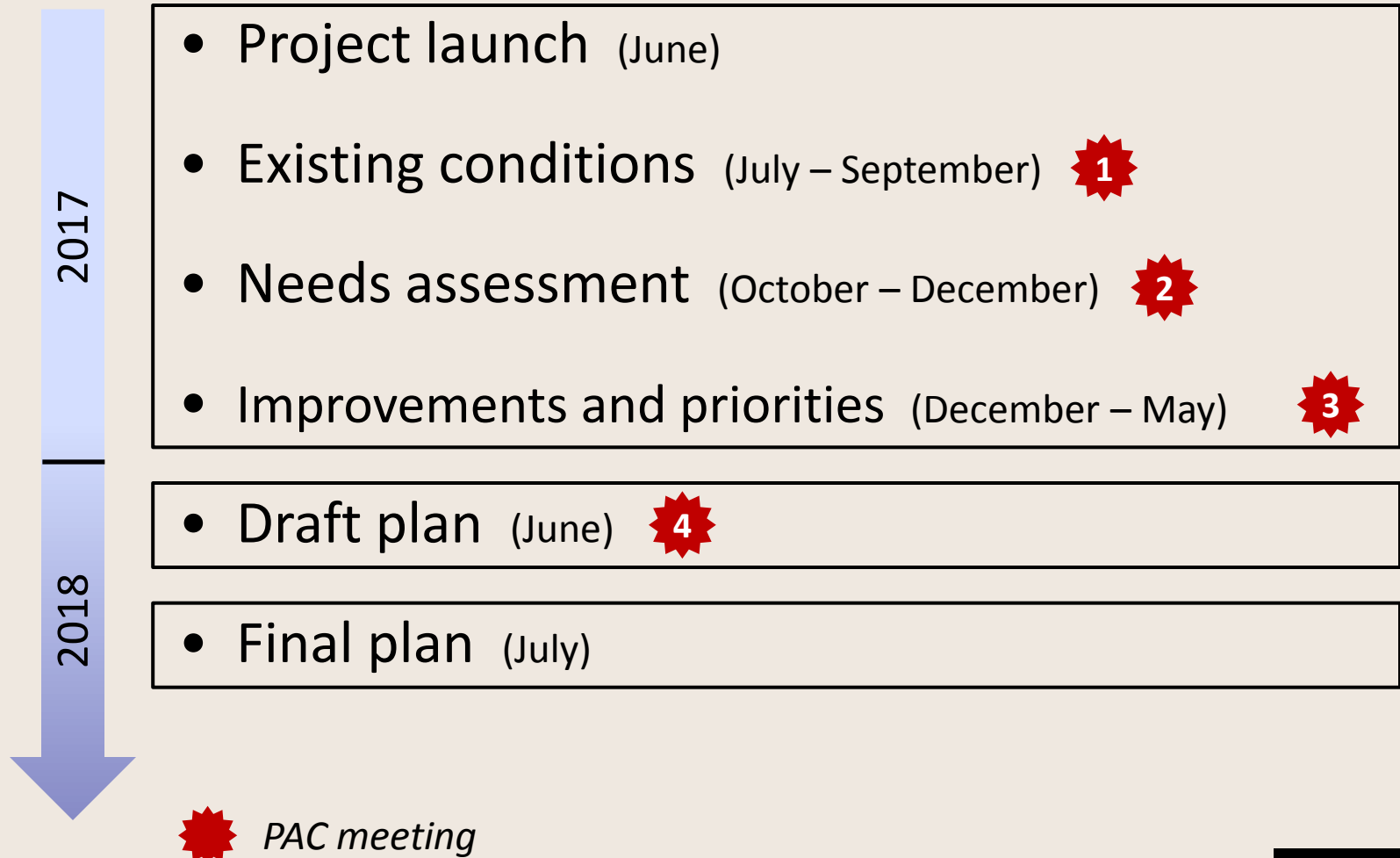
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# Remaining project timeline



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