



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.

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 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

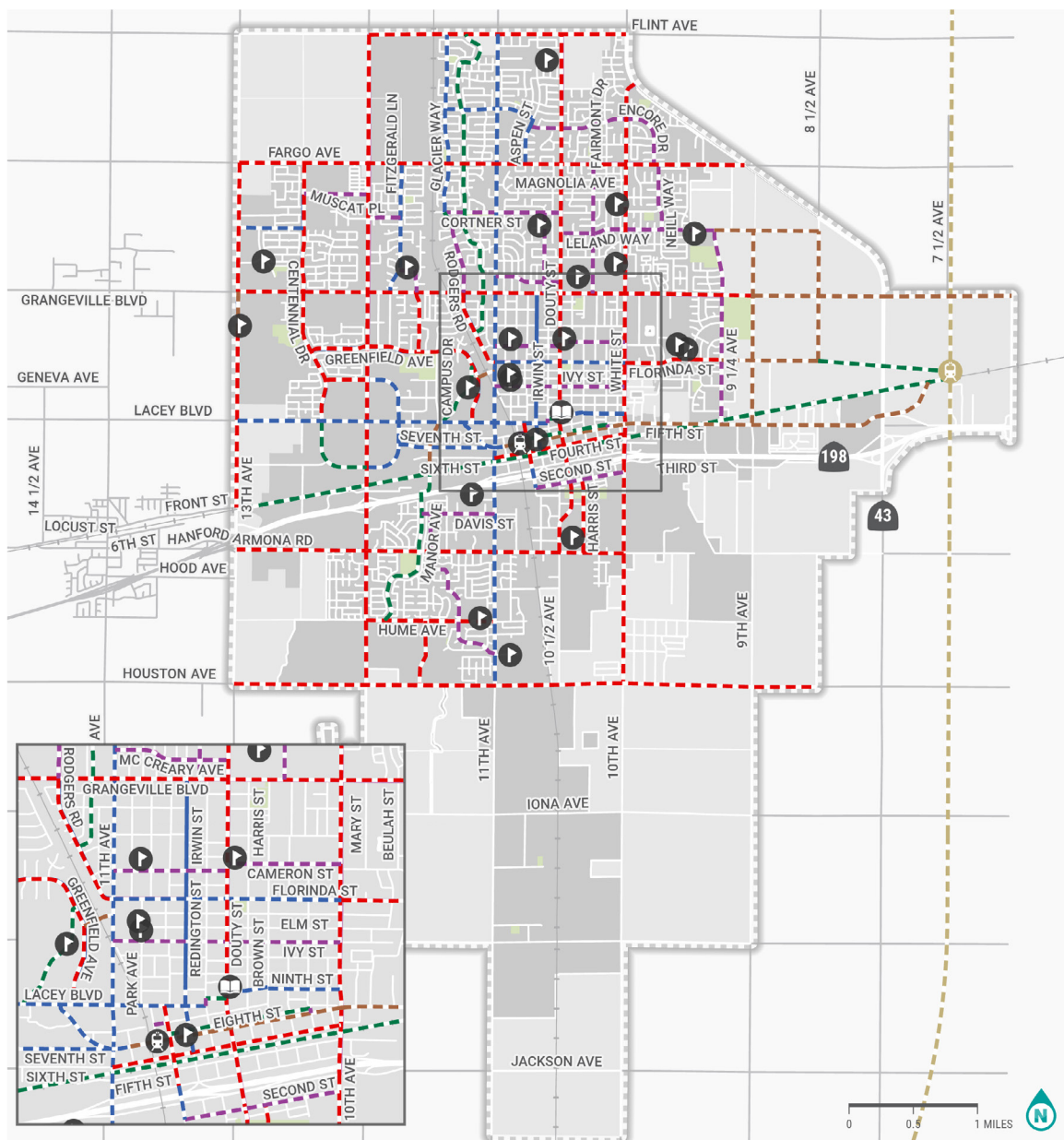
infrastructure at 59 locations centralized around 3 Pedestrian Priority Zones in North and South Hanford as well as Downtown Hanford. Four Pedestrian Priority Corridors are recommended for sections of Hanford Armona Road, E Lacey Boulevard, 11th Avenue, and N Douty Street. The Plan calls for these improvements 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



RECOMMENDED BIKE NETWORK - COMPLETE NETWORK

CITY OF HANFORD
ACTIVE TRANSPORTATION PLAN

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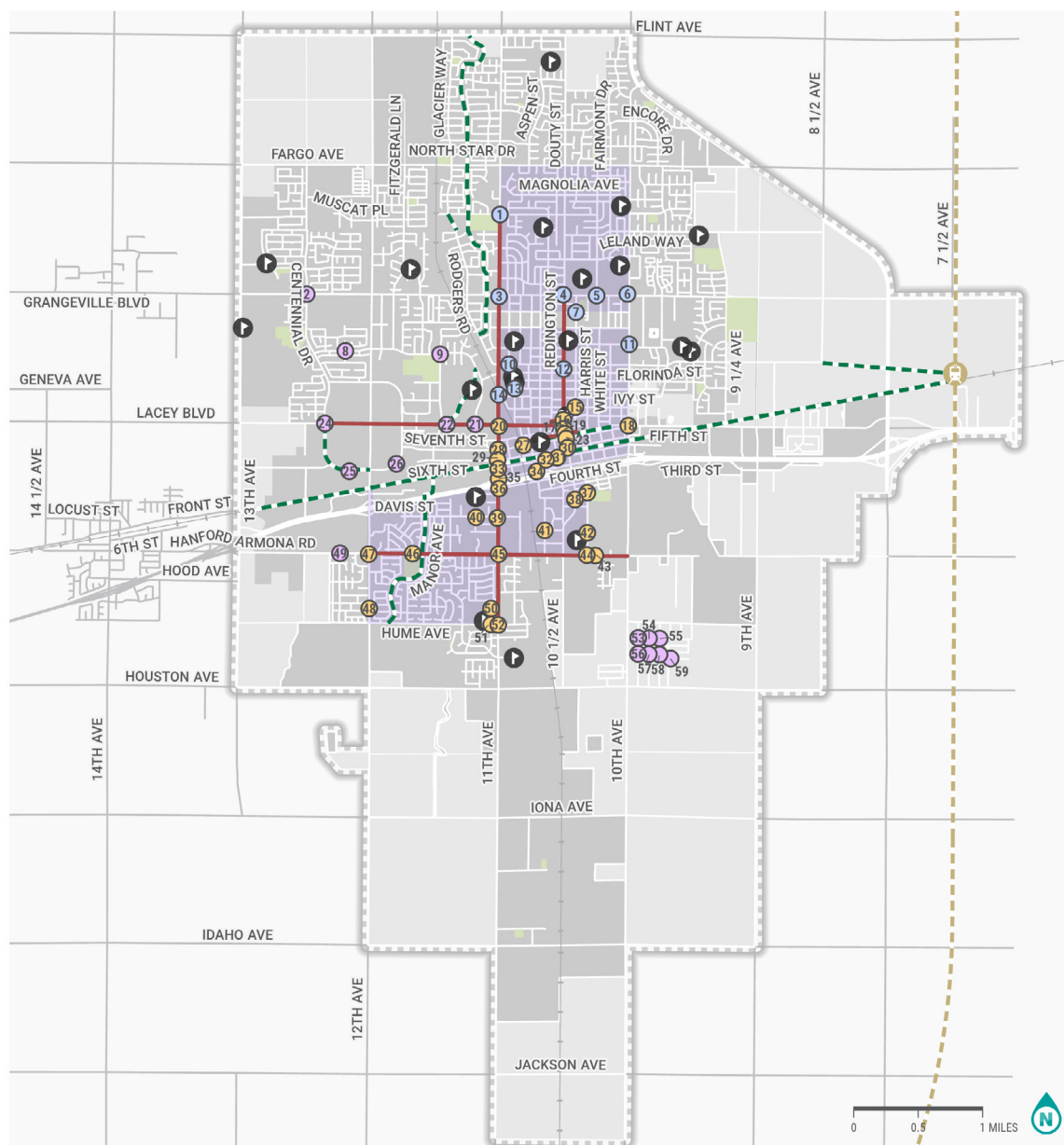
Data provided by the City of Hanford & Kings County. Date saved: 8/19/2024.

**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



Data provided by the City of Carson, & CalEnviroScreen 4.0. Date saved: 11/21/2024.

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