

A BRIEF HISTORY OF THE DOWNTOWN IMPROVEMENT PROJECT

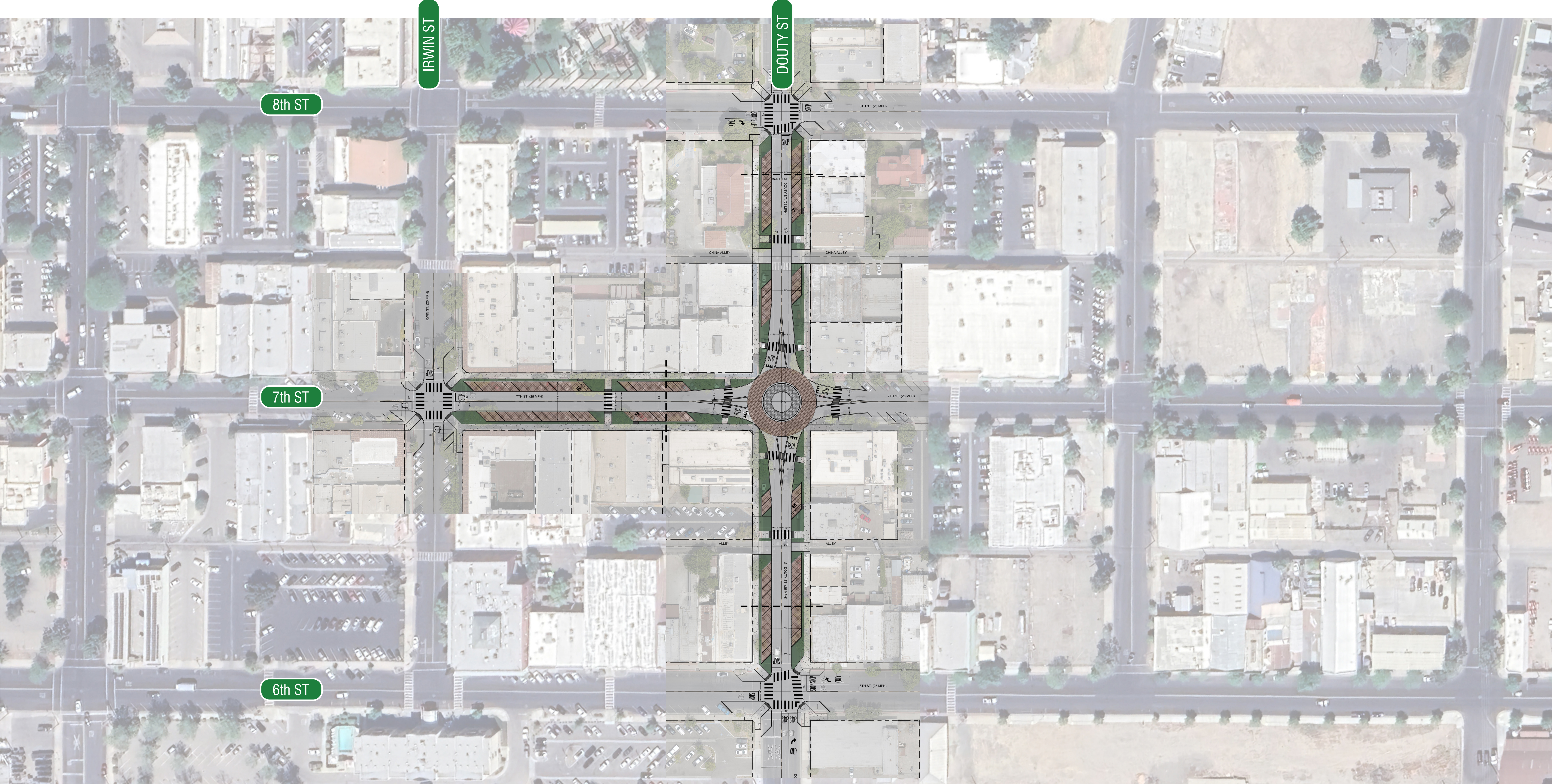
In June of 2022, the Hanford City Council approved the recommendation to allocate \$4.4 million in American Rescue Plan Act (ARPA) funding for street improvements in downtown Hanford. Six months later (December 2022), Peters Engineering Group, along with City staff, presented the development scenarios and the implications to traffic, parking, future planning and budget for each scenario. Council directed staff to circulate a Request for Proposals (RFP) for the design of pedestrian improvements and a single roundabout at 7th and Douty.

The RFP identified the following design and engineering tasks:

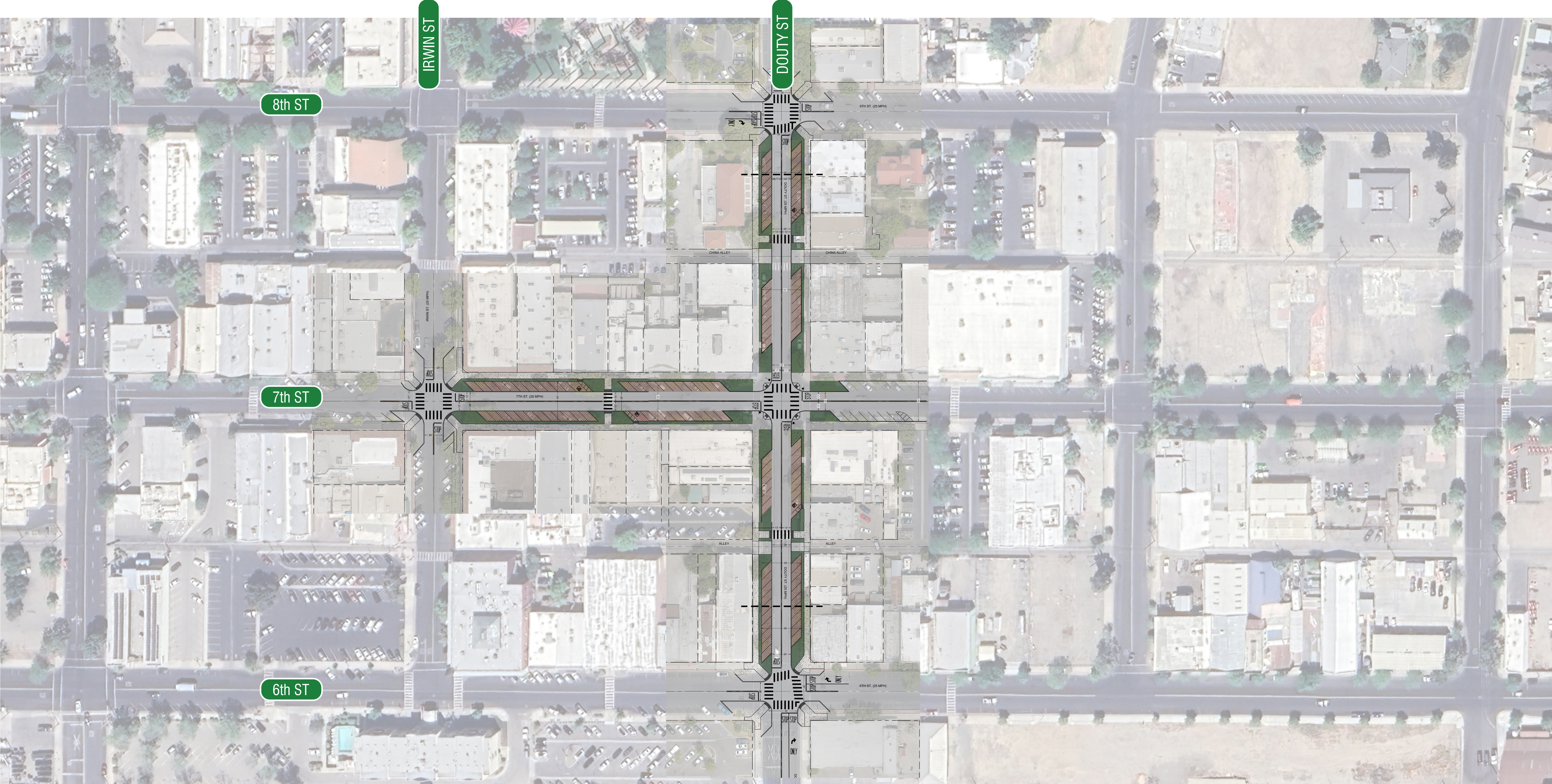
- Roundabout at the intersection of Douty Street and Seventh Street, including ADA compliant sidewalk, curb and gutter, alley approaches, ADA ramps, storm drainage improvements, street section reconstruction, and diagonal parking modifications on Douty Street from Sixth Street to Eighth Street.
- Reconfiguring Douty from four to two lanes from Sixth to Eighth Street and replace existing parallel parking with angled parking (“Road Diet”)
- Streetscape Improvements on Douty from Sixth Street to Eighth Street and on Seventh Street from Douty to Irwin.
- Removal of traffic signals not meeting warrants at Seventh and Harris, Seventh and Irwin and Seventh and Douty. Replace Seventh and Harris and Seventh and Irwin with bulb-outs and four-way stops. Replace Seventh Street and Douty signal lighting with a roundabout design.



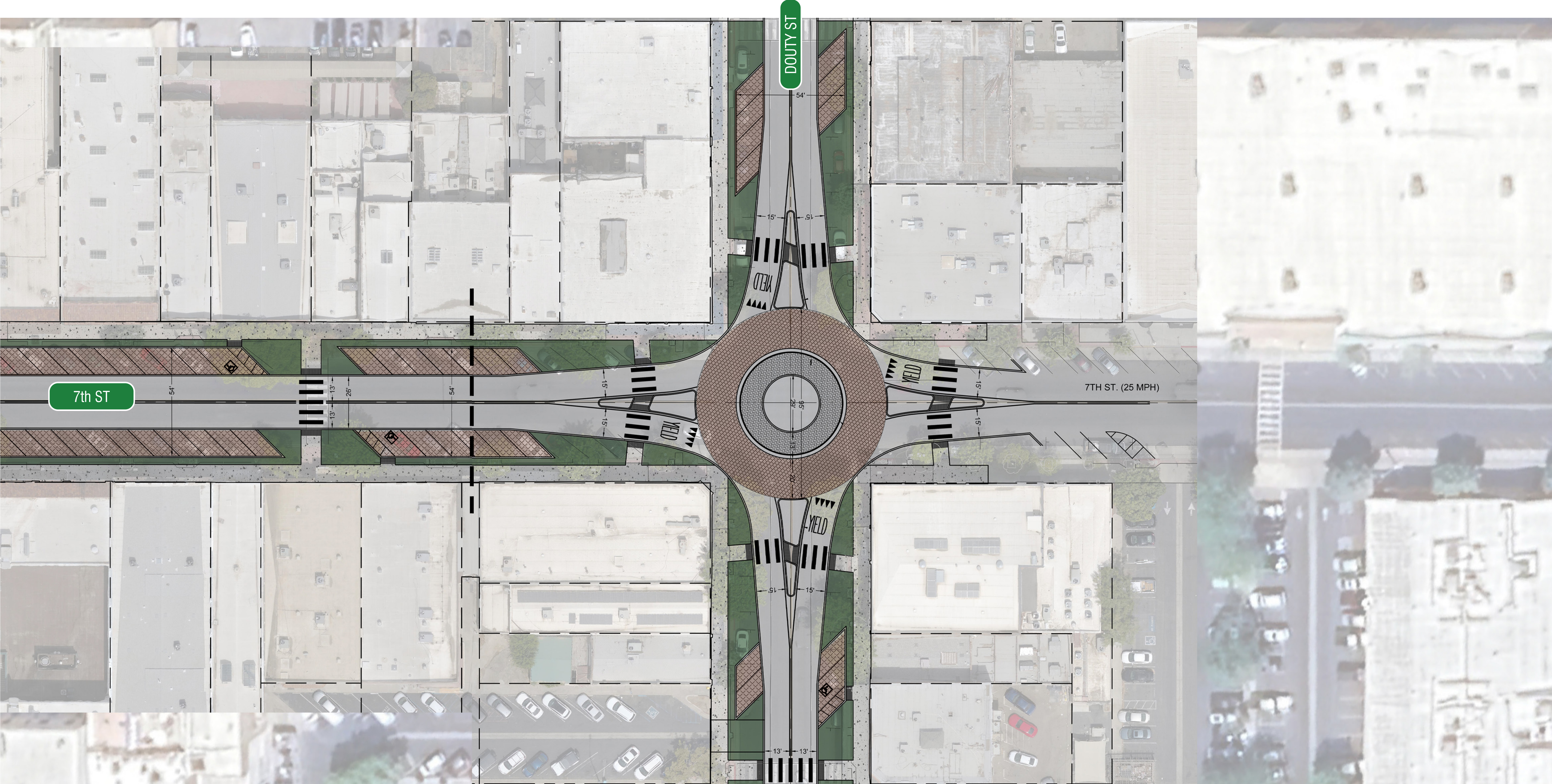
OVERALL PROJECT: OPTION 01 – ROUNDABOUT AT DOUTY ST & 7TH ST



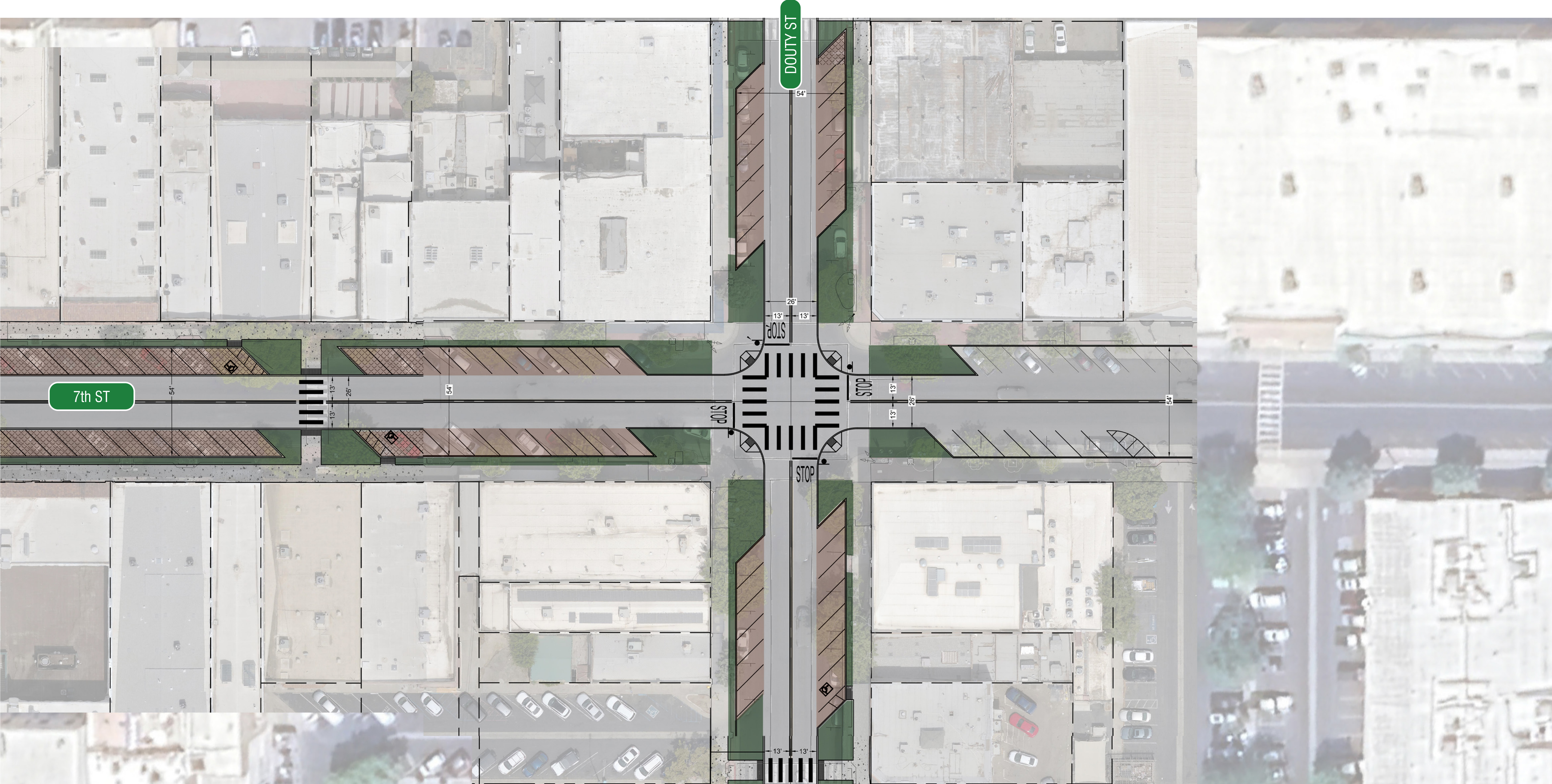
OVERALL PROJECT: OPTION 02 – 4-WAY STOP AT DOUTY ST & 7TH ST



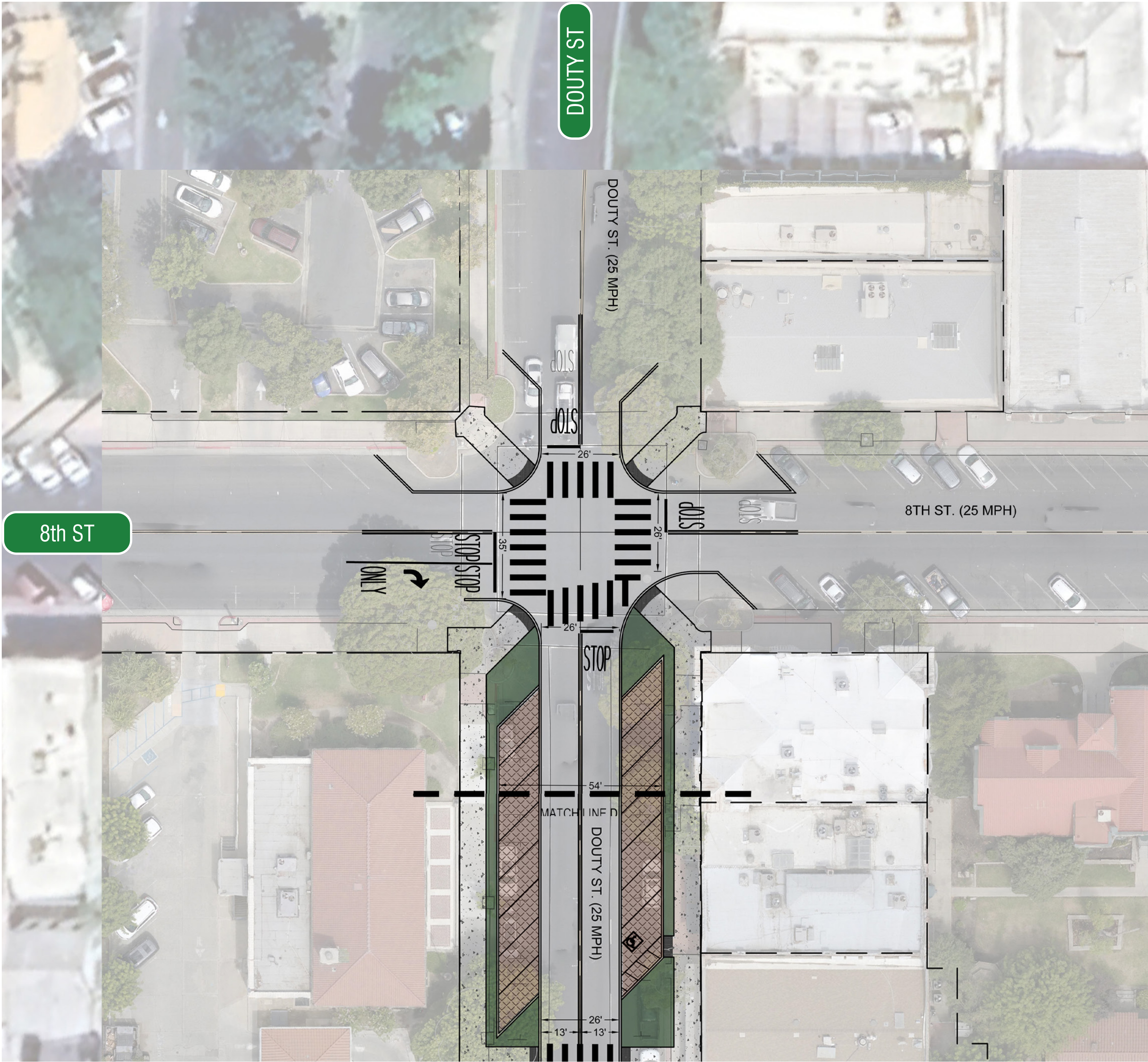
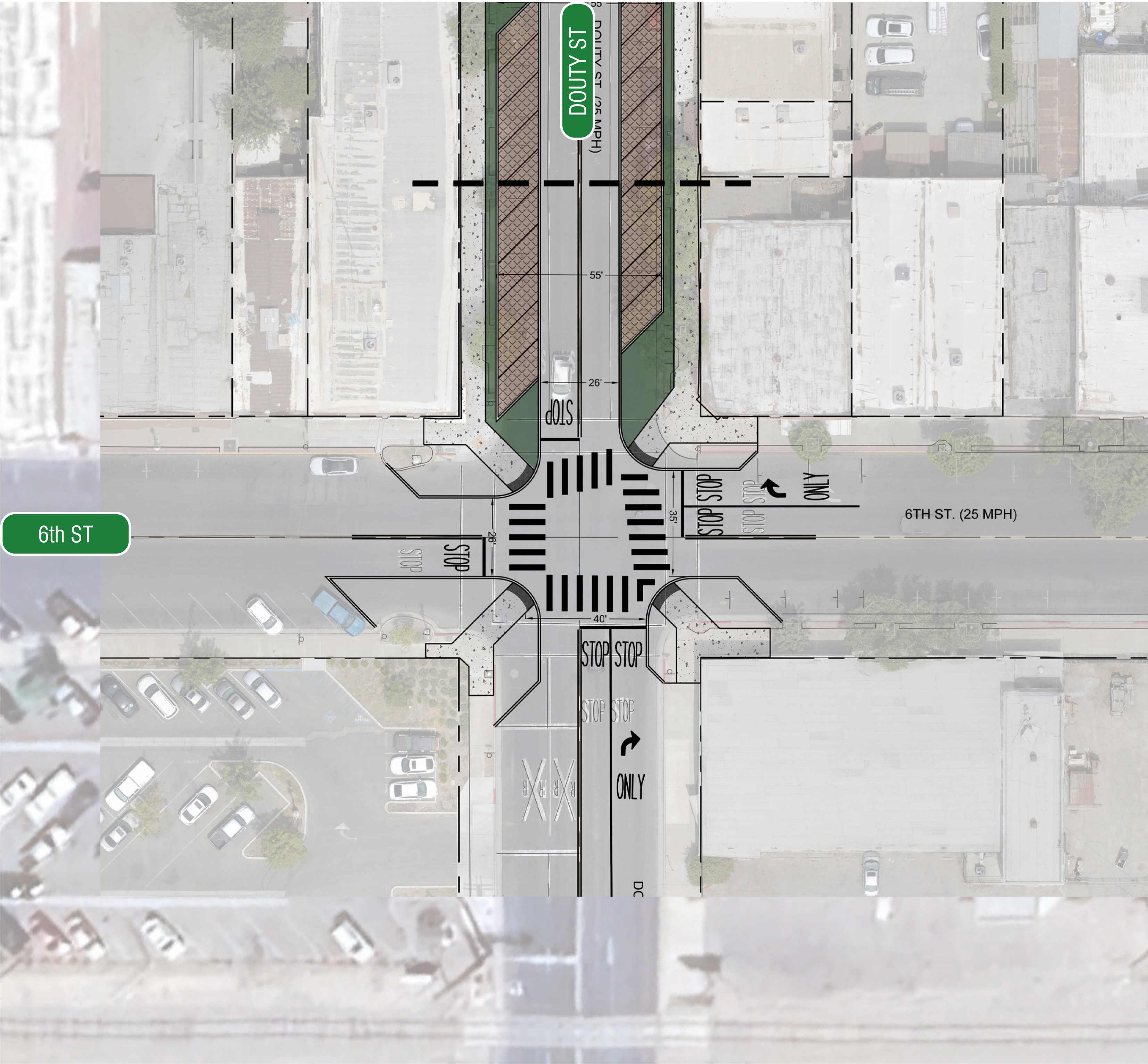
DOUTY ST & 7TH ST INTERSECTION: OPTION 01 – ROUNDABOUT



DOUTY ST & 7TH ST INTERSECTION: OPTION 02 – 4-WAY STOP



DOUTY ST & 6TH ST + DOUTY ST & 8TH ST INTERSECTIONS



SUMMARY OF TRAFFIC STUDY (DEC. 2023)

The Hanford Downtown Pedestrian Safety and Traffic Circulation Project Update report highlights the following key findings:

- None of the four studied intersections meet the Caltrans warrants for traffic signal installation but qualify for All-Way Stop Controls (AWSC).
- **Specific to All-Way Stop Controls:**
- Traffic collision analysis revealed two intersections (7th Street at Redington Street and at Douty Street) have collision rates exceeding the state average, indicating a need for safety improvements.
- An Intersection Control Evaluation (ICE) suggests AWSC could be safer than traffic signals.
- Level of Service (LOS) analysis shows intersections would operate acceptably under AWSC, with LOS B and C, suggesting a conversion from traffic signals to AWSC is advisable.
- Recommendations include modifying traffic signal backplates at certain intersections for better visibility and trimming corner trees to maintain clear views of traffic signals.



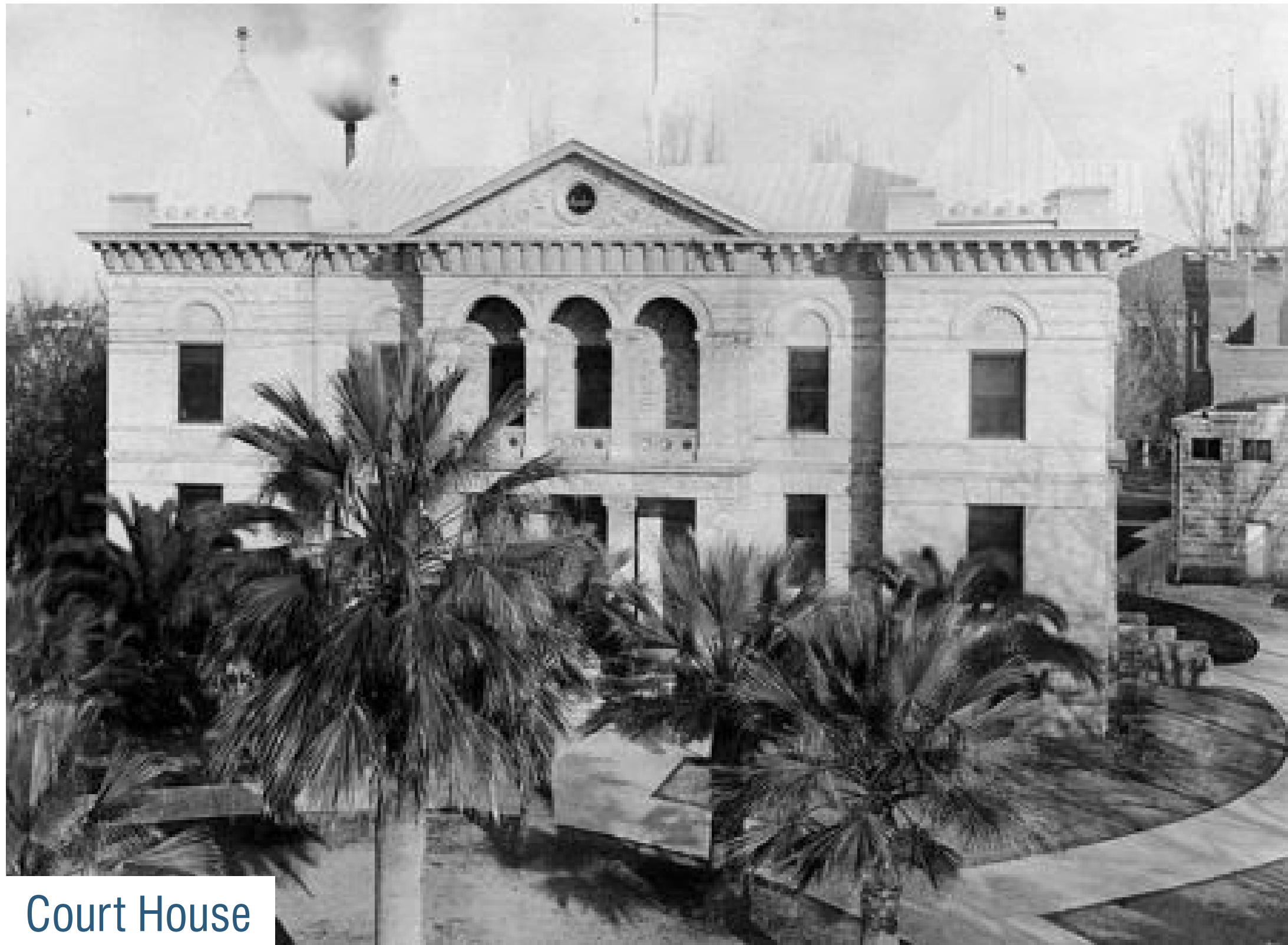
SUMMARY OF TRAFFIC STUDY (DEC. 2023)

The Hanford Downtown Pedestrian Safety and Traffic Circulation Project Update report highlights the following key findings:

- None of the four studied intersections meet the Caltrans warrants for traffic signal installation but qualify for All-Way Stop Controls (AWSC).
- **Specific to a Roundabout option:**
- The analysis considers replacing the existing traffic signal with a one-lane roundabout among other alternatives (upgraded traffic signal, All-Way Stop Control).
- It was found that a roundabout would result in the least delay and best Level of Service (LOS) compared to other alternatives, operating at acceptable LOS A or B.
- The smallest delay was observed with the roundabout option, and it also presented the greatest reduction in delay compared to the existing traffic signal and AWSC.
- Roundabouts are shown to offer significant safety improvements, with a Crash Reduction Factor (CRF) indicating a potential reduction in collisions by approximately 50% when converting from a signalized intersection to a roundabout.
- The analysis includes a Benefit/Cost Ratio (BCR) for each alternative, with the roundabout showing the highest BCR, indicating the greatest potential benefit in terms of collision cost savings over the life of the project compared to the costs of implementation and maintenance.
- The report concludes that based on the ICE analysis, a one-lane roundabout would be the best traffic control alternative for the intersection in question, considering both operational efficiency and safety benefits.



SUMMARY OF EXISTING HISTORIC CHARACTER



Source: City of Hanford Historic Photo Gallery

www.ci.hanford.ca.us/1489/Downtown-Improvements-Project



7TH STREET: STREET TYPOLOGIES - TRADITIONAL STREETS

Standard practice design, traditional streets are highly segregated by use with dedicated areas for single-use purposes.

The essential features are:

- **Separated, Dedicated Travel Lanes:** These are generally designed for the maximum efficiency of vehicular movements and volume distribution.
- **Designated Pedestrian Areas:** Generally limited to sidewalks and enlarged corners, pedestrian areas are mostly focused on connectivity and continuity of ADA access.
- **Control:** Extensive use of signage to control vehicular and pedestrian movements focusing exclusively on preventing/mitigating conflicts.
- **Enhancements:** Limited to beautification efforts only, as the separate designation of use areas is very restrictive.
- **Social areas:** Non-existing where sidewalks are narrower than 8 feet.



7TH STREET: STREET TYPOLOGIES - SHARED STREETS

A shared street, which is somewhat similar to a woonerf, also promotes a mixed-use environment but may still have some delineations for different users.

Characteristics include:

- **Shared zones:** Designated zones may exist for different users, but the delineations are minimized to encourage shared use.
- **Traffic calming features:** Similar to a woonerf, these features slow down traffic and encourage drivers to be more aware of their surroundings.
- **High-quality materials:** The use of high-quality paving materials creates a visually appealing environment that signals to drivers that they are entering a shared space.
- **Pedestrian-priority:** Pedestrians are given priority, with vehicles expected to yield to them.



7TH STREET: STREET TYPOLOGIES - FLEXIBLE STREETS

A flexible street is designed to adapt to different uses at different times, potentially accommodating various community events and changing traffic patterns.

The features of a flexible street include:

- **Adaptive design:** The street layout can be changed according to the needs of the time, possibly accommodating street festivals, markets, or other events.
- **Removable elements:** Features like bollards, planters, and street furniture can be removed or rearranged to allow for different uses.
- **Multi-functional spaces:** During certain times, parking spaces might be used for other purposes, such as outdoor seating for restaurants or as play areas.
- **Smart technology:** In many cases, flexible streets utilize smart technology to adapt to changing conditions and manage the flow of traffic more efficiently.



PRECEDENT: BELL STREET PARK (SEATTLE, WA)

DESIGN ELEMENTS

- **Unified Surface:** The street and sidewalk are at the same level, balancing shared use & pedestrian priority.
- **Natural Drainage:** Implemented a natural drainage system, incorporating sustainable stormwater management.
- **Flexible Spaces:** Spaces are designed to be flexible, accommodating different activities and events.
- **Traffic Calming:** Implemented traffic calming measures including slow speed limits to ensure safety.
- **Green Elements:** Incorporation of green elements to foster an inviting and vibrant atmosphere.

MEASURABLE OUTCOMES

- **Enhanced Safety:** Promoted a safer environment for all users, particularly pedestrians and cyclists.
- **Community Engagement:** Fostered community engagement through spaces that can be used for various events and gatherings.
- **Sustainable Management:** Enhanced environmental sustainability through innovative stormwater management.
- **Increased Business:** Aided local businesses through the creation of a more pedestrian-friendly environment.
- **Aesthetic Improvement:** Elevated the aesthetic appeal of the area, encouraging more people to use the space.



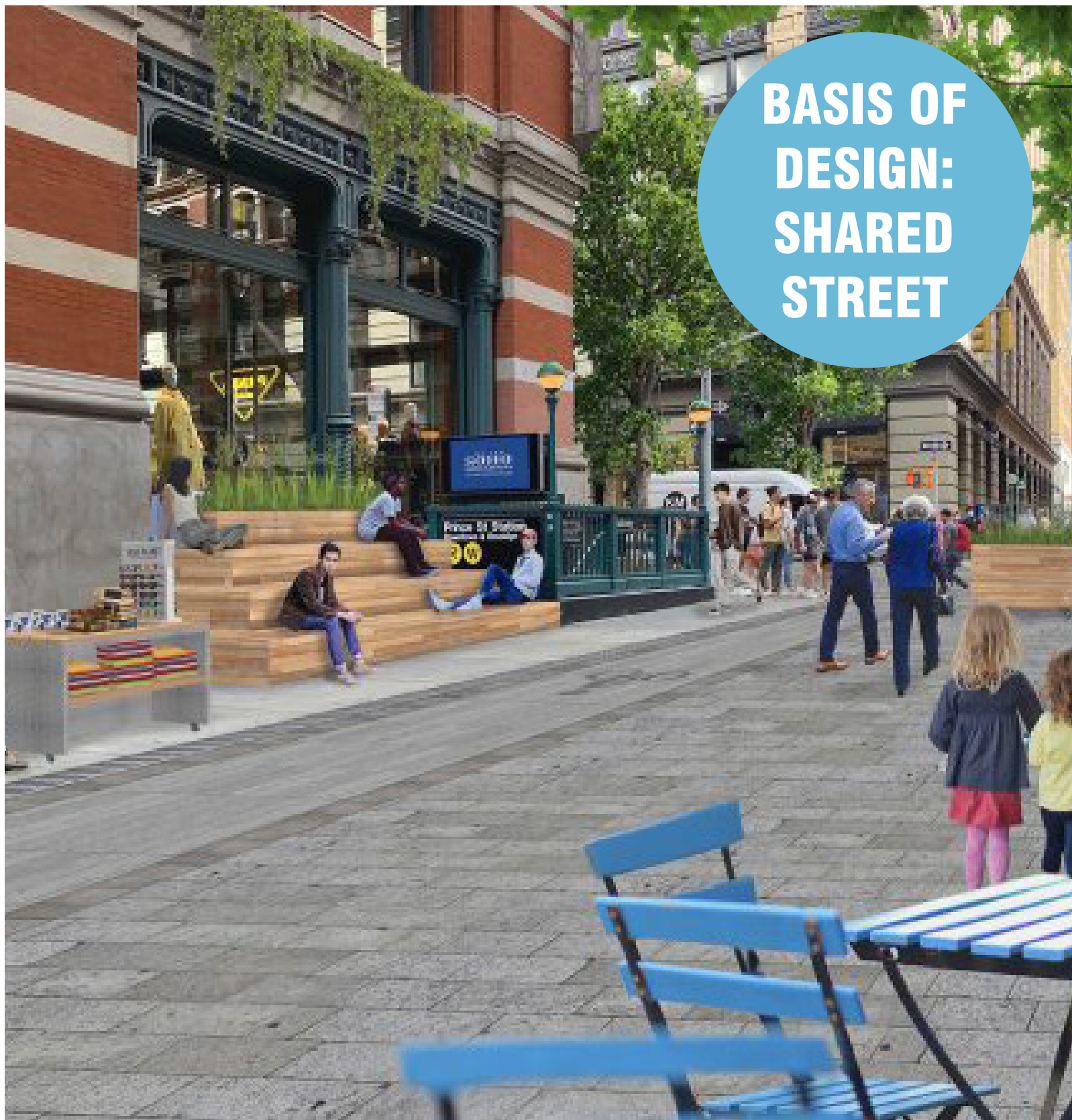
PRECEDENT: MERCER STREET (NEW YORK CITY, NY)

DESIGN ELEMENTS

- **Flexible Design:** The street is designed to be flexible, accommodating both vehicles and pedestrians.
- **Pedestrian Priority:** Implemented features that prioritize pedestrian comfort and safety.
- **Public Art:** Encouraging public art installations to enhance the visual appeal of the space.
- **Seating Arrangements:** Introduction of various seating arrangements to foster a comfortable pedestrian environment.
- **Greenery:** The integration of greenery to create a more inviting and environmentally sustainable space.

MEASURABLE OUTCOMES

- **Pedestrian Comfort:** Increased pedestrian comfort through a variety of amenities.
- **Business Boost:** Aided surrounding businesses by creating a more attractive and pedestrian-friendly environment.
- **Community Space:** Fostered a space where the community can gather and engage in various activities.
- **Safety:** Ensured safety through design features that promote slow driving speeds and pedestrian priority.
- **Environmental Sustainability:** Promoted environmental sustainability through green design features.



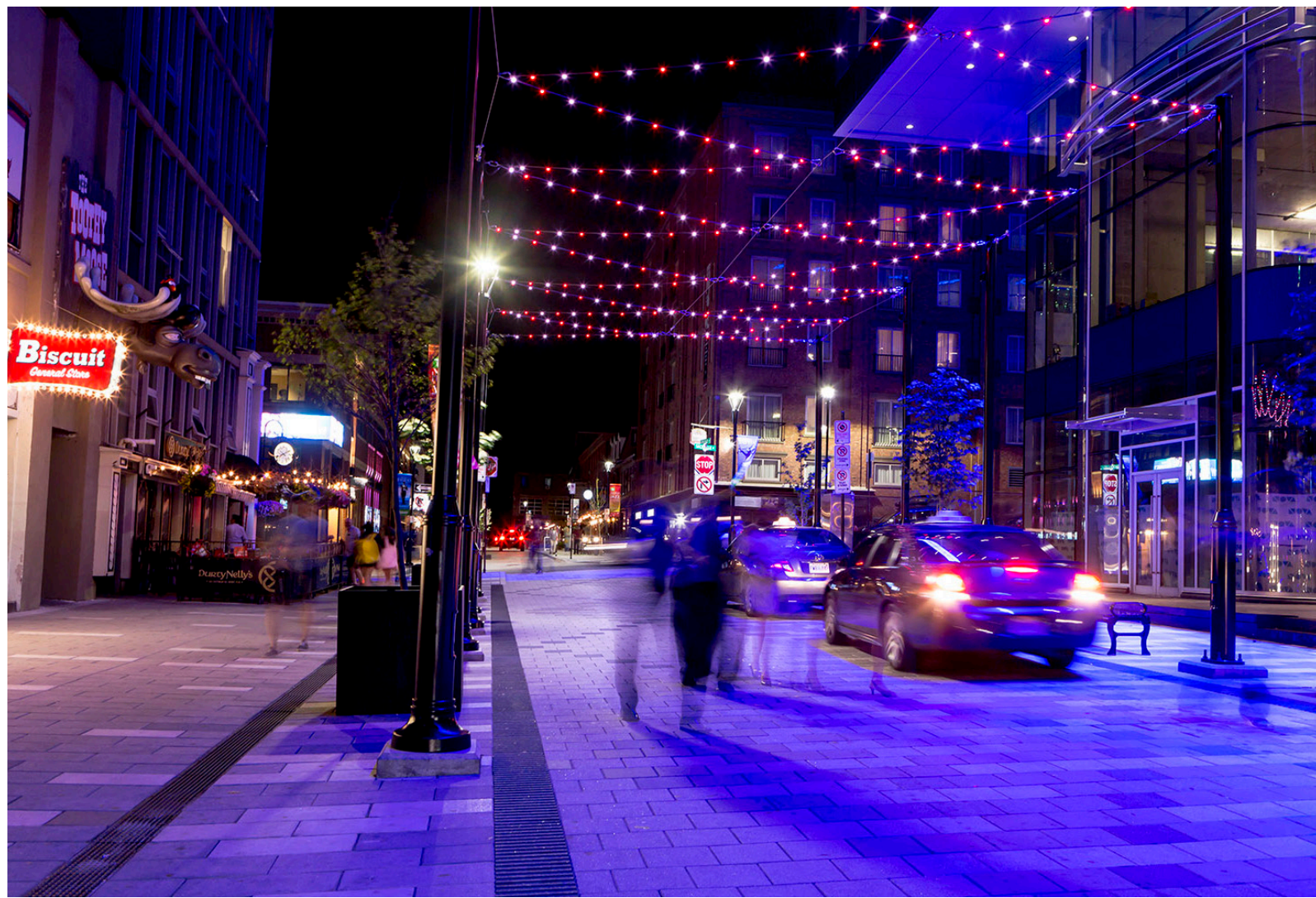
PRECEDENT: ARGYLE STREET (HALIFAX, NOVA SCOTIA, CANADA)

DESIGN ELEMENTS

- **Flexible Curbs:** Implementation of flexible curbs allowing the street to transition between pedestrian-only and shared uses.
- **Pavement Art:** Incorporated pavement art reflecting local cultural elements, enhancing visual appeal.
- **Public Seating:** Increased public seating to foster a comfortable environment for pedestrians.
- **Shared Street Signage:** Implemented shared street signage to clearly convey the shared nature of the space to users.
- **Event-Friendly Design:** Designing the space to easily accommodate public events and street festivals.

MEASURABLE OUTCOMES

- **Cultural Hub:** The street has grown to be a cultural hub, fostering vibrant street life and events.
- **Business Growth:** Enhancement of business opportunities, especially for restaurants and cafes.
- **Tourism Boost:** Attracted more tourists through its unique design and vibrant street life.
- **Safety:** Ensured the safety of pedestrians with well-defined yet flexible spaces.
- **Community Approval:** Received positive feedback and approval from the community for fostering a vibrant shared space.



7TH ST: EXISTING CONDITIONS



Overall available
ROW is 80-ft



7TH ST: OPPORTUNITIES & CONSTRAINTS



OPPORTUNITIES

1. Potential for wider sidewalks and pedestrian zones with a flexible design approach.
2. Introducing green infrastructure to maximize opportunities for LID stormwater management.
3. Spaces/Locations for outdoor seating, sidewalk activation and new public art installations.
4. Connectivity to Civic amenities, City-owned parcels (future public realm components), businesses, and attractions.
5. Build on the historic character for continuity and seamlessness of a branded look.

CONSTRAINTS

1. Spatial constraint of the available R.O.W., limited to 80-feet.
2. Back-of-house and service operations for properties via service corridors: China Alley and alleyway between 6th and 7th Streets.
3. Overhead wires limit canopy growth of street tree species - limited to small trees.
4. Underground utilities throughout the corridor - may require some realignment of utilities to minimize long-term conflicts.



THE ECONOMIC BENEFITS OF SUSTAINABLE STREETS

Source: New York City Department of Transportation

The study highlights several key economic benefits of streetscape projects, including:

- **Increased Retail Sales:** Projects that improve street safety, design, and accessibility for pedestrians, cyclists, and transit users have been linked to higher retail sales. For instance, Vanderbilt Avenue in Brooklyn experienced a doubling in retail sales following the installation of streetscape improvements.
- **Boost in Local Business Health:** Improved streetscapes have been shown to significantly benefit the health of local businesses. This is attributed to increased accessibility and a more welcoming street environment that attracts more customers.
- **Enhanced Economic Vitality:** By generating increases in retail sales, these projects contribute to the overall economic vitality of neighborhoods. This includes impacts across various income levels and geographical areas, from major shopping districts to neighborhood main streets.
- **Positive Property Value Impact:** Similar studies and data suggest that streetscape enhancements can also lead to increased property values, benefiting property owners as well as retail tenants.



PROJECT TIMELINE

- AUGUST 2 - 100% PLANS
- SEPTEMBER 20 - BID CLOSING
- OCTOBER 18 - BID ACCEPTANCE
- NOVEMBER 5 - COUNCIL AWARD/NOTICE TO PROCEED

