CORCORAN CITY COUNCIL, JOINT POWERS FINANCE AUTHORITY, SUCCESSOR AGENCY FOR CORCORAN RDA, & HOUSING AUTHORITY AGENDA

Veteran's Memorial Building
1000 Van Dorsten Ave
Corcoran, CA 93212

Tuesday, April 9, 2024
5:30 P.M

Public Inspection: A detailed City Council packet is available for review at the City Clerk's Office, located at Corcoran City Hall, 832 Whitley Avenue.

Notice of ADA Compliance: In compliance with the Americans with Disabilities Act, if you need assistance to participate in this meeting, please contact the City Clerk's Office at (559) 992-2151.

ROLL CALL

Mayor:	Jeanette Zamora-Bragg
Vice Mayor:	Pat Nolen
Council Member:	Greg Ojeda
Council Member:	Sidonio "Sid" Palmerin
Council Member:	Jerry Robertson

INVOCATION

FLAG SALUTE

1. **PUBLIC DISCUSSION (Verbal and Written)**

Members of the audience may address the Council or submit written comments on non-agenda items; however, in accordance with government code section 54954.2, the Council may not (except in very specific instances) take action on an item not appearing on the posted agenda.

This is the time for members of the public to comment or provide written comments on any matter within the jurisdiction of the Corcoran City Council. This is also the public's opportunity to request that a Consent Calendar item be removed from that section and made a regular agenda item. The council members ask that you keep your comments brief and positive. Creative criticism, presented with appropriate courtesy, is welcome.

After receiving recognition from the chair, speakers shall state their name and address and proceed with comments. Each speaker will be limited to five (5) minutes.

2. **CONSENT CALENDAR** *(VV)*

All items listed under the consent calendar are routine and will be enacted by one motion. If anyone desires discussion of any item on the consent calendar, the item can be removed at the request of any member of the City Council and made a part of the regular agenda.

2-A. Approval of minutes for the meeting of the City Council on March 26, 2024.
2-B. Authorization to read ordinances and resolutions by title only.
2-C. Consider acceptance of Final Sustainable Communities, Active Transportation Plan.

3. **APPROPRIATIONS**

3-A. Approval of Warrant Register dated April 9, 2024 ***(Pineda) (VV)***

4. **PRESENTATIONS**

4-A. Recognize Jayden Mustain as Employee of the 4th Quarter 2023.

4-B. Recognize Agustin Sierra as Employee of the 1st Quarter 2024.

5. **PUBLIC HEARING**

5-A. Public Hearing to discuss and consider approval of the Zoning Code revisions and Resolution 2024-02 as presented and direct staff to move forward with the printing of the revised Zoning Code. ***(Tromborg) (VV)***

A. Open Public hearing
B. Staff Report
C. Accept written testimony
D. Accept oral testimony
E. Close hearing
F. Council discussion
G. By motion, approve/approve with changes/deny recommendation

5-B. Public Hearing to obtain comments regarding Unmet Transit Needs and consider adoption of Resolution No. 4028, Unmet Transit Needs. ***(Bega) (VV)***

A. Open Public hearing
B. Staff Report
C. Accept written testimony
D. Accept oral testimony
E. Close hearing
F. Council discussion
G. By motion, approve/approve with changes/deny recommendation

6. **STAFF REPORTS**

6-A. Consider approval of revisions to the City of Corcoran Improvement Standards. C-2, C-2A, C-4, C-4A and ST-2.

7. **MATTERS FOR MAYOR AND COUNCIL**

6-A. Upcoming Events/Meetings
6-B. City Manager's Report
6-C. Council Comments/Staff Referral Items - *Items of Interest (Non-action items the Council may wish to discuss)*
6-D. Committee Reports

8. **CLOSED SESSION** -None

9. **ADJOURNMENT**

I certify that I caused this Agenda of the Corcoran City Council meeting to be posted at the City Council Chambers, 1000 Van Dorsten Avenue on April 5, 2024.

Marlene Spain, City Clerk

MINUTES
CORCORAN CITY COUNCIL,
JOINT POWERS FINANCE AUTHORITY,
SUCCESSOR AGENCY FOR CORCORAN RDA,
& HOUSING AUTHORITY REGULAR MEETING

Tuesday, March 26, 2024

The regular session of the Corcoran City Council was called to order by Mayor, Zamora-Bragg at the Veteran's Memorial Building 1000 Van Dorsten Ave, Corcoran, CA at 5:37 P.M.

ROLL CALL

Councilmembers present: Patricia Nolen, Greg Ojeda, Sid Palmerin, Jeanette Zamora-Bragg and Jerry Robertson

Councilmembers absent:

Staff present: Joseph Beery, Greg Gatzka, Tina Gomez, Maggie Ochoa, Sandra Pineda, Marlene Spain, and Kevin Tromborg

Press present:

INVOCATION Invocation was presented by Robertson.

FLAG SALUTE The flag salute was led by Palmerin.

Mayor Zamora-Bragg requested emergency Item 6-B approving Resolution No. 4027 authorizing the submittal of an application to the California State Department of Housing Community Development for funding under the Home Investment Partnerships Program be added to the agenda. The deadline for submittal is April 4, 2024, and the council would not have time to approve before the next scheduled meeting on April 9, 2024.

Following Council discussion, a **motion** was made by Robertson seconded by Nolen to approve emergency Item 6-B be added to the agenda. Motion carried by the following vote:

AYES: Nolen, Ojeda, Palmerin, Jeanette Zamora-Bragg and Jerry Robertson
NOES:
ABSENT:

1. PUBLIC DISCUSSION

Alicia Jacobo with Melissa Hurtado's office addressed the council to thank them for their support in honoring former councilmember Ray Lerma.

2. CONSENT CALENDAR

Following Council discussion, a **motion** was made by Palmerin and seconded by Ojeda to approve the Consent Calendar. Motion carried by the following vote:

AYES:	Nolen, Ojeda, Palmerin, Jeanette Zamora-Bragg and Jerry Robertson
NOES:	
ABSENT:	
ABSTAINED:	Robertson abstained from the Minutes

2-A. Approval of minutes for the meeting of the City Council on March 12, 2024.
2-B. Authorization to read ordinances and resolutions by title only.

3. APPROPRIATIONS

Following Council discussion, a **motion** was made by Robertson and seconded by Ojeda to approve the Warrant Register dated March 26, 2024. Motion carried by the following vote:

AYES:	Nolen, Ojeda, Palmerin, Jeanette Zamora-Bragg and Jerry Robertson
NOES:	
ABSENT:	

4. PRESENTATIONS

4-A. Office Christoper Galutira was sworn in by Chief Maggie Ochoa.

4-B. Sergeant McAlister presented Detective Robert Sevilla with the Lifesaving Award.

At 5:57 p.m. Mayor Zamora-Bragg called for a 5-minute recess for photo opportunities.

At 6:10 p.m. Mayor Zamora-Bragg called the meeting to resume.

5. PUBLIC HEARING -None

6. STAFF REPORT

6-A. Following council discussion, a **motion** was made by Robertson and seconded by Nolen to approve the purchase of an Elgin Street Sweeper utilizing Congestion Mitigation and Air Quality Improvement Program (CMAQ) through Sourcewell. Motion carried by the following vote:

AYES: Nolen, Ojeda, Palmerin, Jeanette Zamora-Bragg and Jerry Robertson
NOES:
ABSENT:

6-B. Following council discussion, a **motion** was made by Nolen seconded by Ojeda to approve the adoption of Resolution No. 4027 authorizing the City of Corcoran to apply to the State of California Department of Housing and Community Development for HOME Investment Partnerships Program ("HOME") funds not to exceed $12,150,000 to provide project financing which will be used to construct the Lakeview Terrace project, a 72-unit rental project, located in the city of Corcoran located East of Pickerell Avenue, between Whitley Avenue and Patterson Avenue. Motion carried by the following vote:

AYES: Nolen, Ojeda, Palmerin, Jeanette Zamora-Bragg and Jerry Robertson
NOES:
ABSENT:

7. MATTERS FOR MAYOR AND COUNCIL

6-A. Upcoming Events/Meetings
6-B. City Manager's Report
6-C. Council Comments/Staff Referral Items - *Items of Interest (Non-action items the Council may wish to discuss)*
6-D. Committee Reports

8. CLOSED SESSION -None

9. ADJOURNMENT **6:27 P.M.**

Marlene Spain, City Clerk

Mayor, Zamora-Bragg

APPROVED DATE: _____

City of
CORCORAN
A MUNICIPAL CORPORATION

FOUNDED 1914

CONSENT CALANDER
ITEM #: 2-C

MEMORANDUM

TO: Corcoran City Council

FROM: Kevin J. Tromborg, Community Development Director

DATE: **April 3, 2024,** **MEETING DATE: April 9, 2024**

SUBJECT: Council acceptance of Final Sustainable Communities, Active Transportation Plan. **(Voice Vote)**

DISCUSSION: The Community Development Department, in conjunction with CIVICWELL, a private contractor applied for and was awarded an Active Transportation Planning Grant in the amount of $254,029. For the past three (3) years City staff has been working with CIVICWEL and Toole Design on a comprehensive Master Active Transportation Plan. This has been accomplished with hours or staff time and the assistance of our City Engineer, our Public Works Director, and our City Manager. On March 12, 2024 The Council reviewed and approved the draft plan and directed staff to bring the final plan to the council for final approval.

RECOMMENDATION Staff recommend the City Council approve and accept the Final Sustainable Communities Active Transportation plan.

BUDGET IMPACT:

An approved Active Transportation Plan allows the city to be near the top of the list for Transportation grants for infrastructure.

Connecting CORCORAN

CORCORAN ACTIVE TRANSPORTATION PLAN

ACKNOWLEDGEMENTS

This project was funded by a Caltrans Sustainable Communities Grant awarded to the City of Corcoran with assistance from **CivicWell**, a Sacramento-area nonprofit organization.

City Management Team

- **Kevin Tromborg,** *Community Development Director*
- **Valerie Bega,** *Transit Coordinator and Grants Manager*

Consultant Team

- Toole Design
- Urban Diversity Design

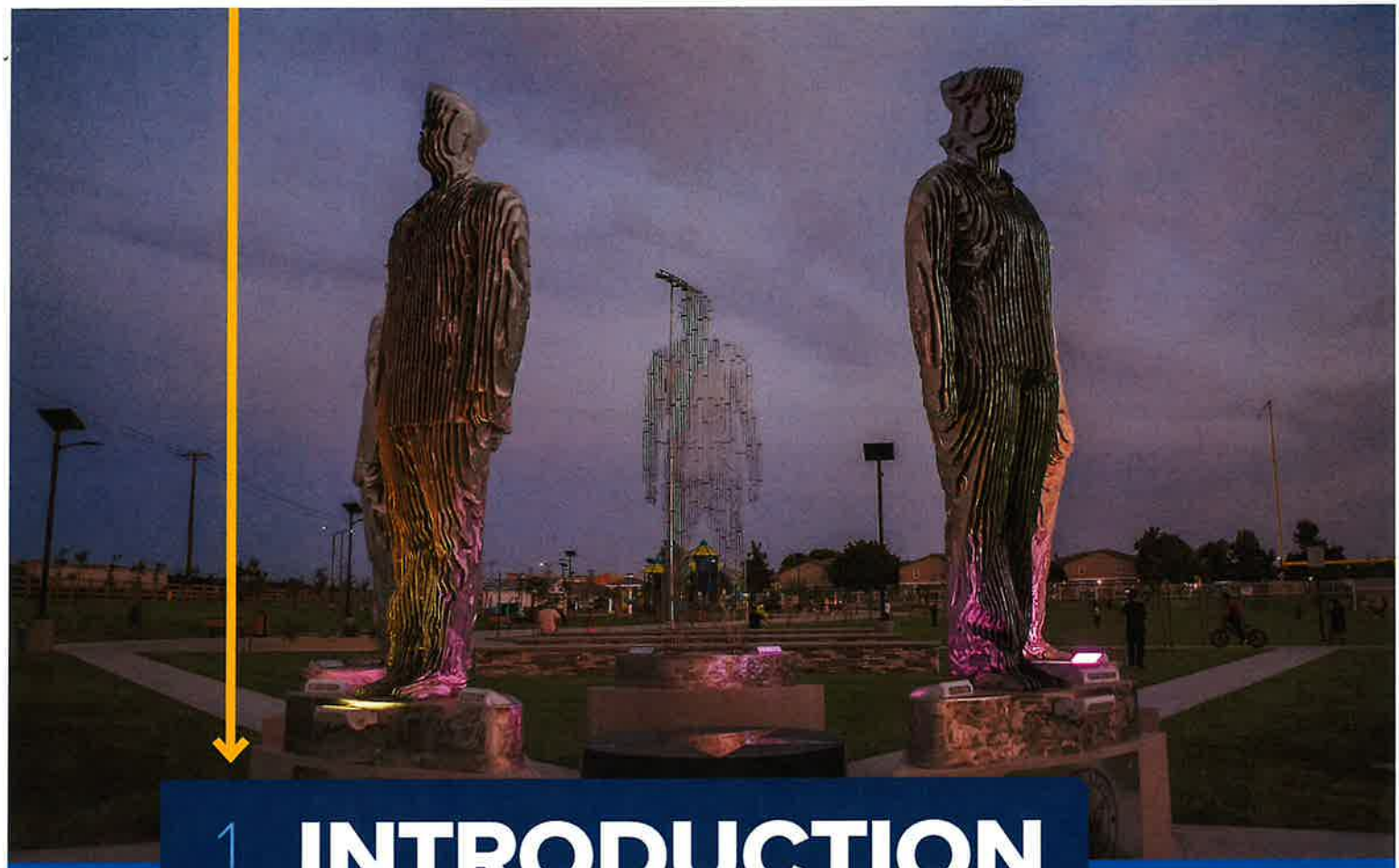
Project Advisory Group

- **JJ Albert,** *Mark Twain Elementary School*
- **Berenice Alvarez,** *Corcoran Unified School Board Trustee*
- **Veronica Cruz,** *Recreation Association of Corcoran*
- **Joseph Faulkner,** *City of Corcoran Public Works*
- **Greg Gatzka,** *City of Corcoran City Manager*
- **Charles Gent,** *Corcoran Unified School District*
- **Karl Kassner,** *Planning Commission*
- **Patricia Nolen,** *City of Corcoran City Council*
- **Eduardo Ochoa,** *Corcoran Unified School District*
- **Pearl Prins,** *John C Fremont Elementary School*
- **Antonia Ramirez,** *Corcoran High School*
- **Linda Reis,** *Bret Harte Elementary School*
- **Dave Whitemore,** *John Muir Middle School*

DISCLAIMER

Information contained in this document is for planning purposes and should not be used for final design of any project. All results, recommendations, concept drawings, cost opinions, and commentary contained herein are based on limited data and information and on existing conditions that are subject to change. Further analysis and engineering design are necessary prior to implementing any of the recommendations contained herein.

CONTENTS



1 INTRODUCTION AND SUMMARY

PLAN PURPOSE

In Corcoran, driving a car is the most common way to get around. However, 13 percent of households in Corcoran do not have access to a car and instead rely on walking, biking, carpooling with friends and family, and the bus for daily travel. Additionally, as noted in the Corcoran ATP Community Survey, many Corcoran residents wish to walk, roll, and bike more than they currently do, but changes need to be made to encourage those choices.

The *City of Corcoran Active Transportation Plan* (Corcoran ATP) builds upon prior City efforts to address the active transportation needs of people of all ages and abilities, and positions the City to fund and implement high-priority solutions. Everyone in Corcoran deserves access to safe and dependable choices for getting where they need to go, and active transportation offers residents affordable, healthy, and non-polluting ways for people to move around the city.

IMPORTANT TERMS TO REMEMBER WHEN READING THE CORCORAN ATP

When the Corcoran ATP says...

ROLLING, it means using a personal mobility device, like a wheelchair, powerchair, or mobility scooter.

MICROMOBILITY, it means using lightweight, personal vehicles that generally do not exceed 25 mph (including electric bikes, skateboards, rollerblades, electric and kick scooters, and other devices).

ACTIVE TRANSPORTATION, it means walking, rolling, bicycling, or using a micromobility device.

PEDESTRIAN FACILITY, it means paths and spaces designated specifically for the movement of people walking and rolling.

BICYCLE FACILITY, it means paths and spaces designated specifically for the movement of bicyclists and micromobility users.

ACTIVE TRANSPORTATION NETWORK, it means the entire collection of existing and proposed bicycle and pedestrian facilities.

This Plan is a blueprint for making smart investments that will make walking, rolling, and biking safe and accessible for people in Corcoran. In the following pages you'll find:

- A **Summary** of the Corcoran ATP's goals, objectives, and recommendations, as well as a schedule of the planning process;
- An overview of **Existing Conditions** that highlights past work that the Corcoran ATP will build upon and establishes baseline conditions for walking, rolling, and biking throughout the City; and
- An **Action Plan** that charts a course for the City to achieve its active transportation goals through integrated and mutually reinforcing policy, program, and process actions and infrastructure projects.

CORCORAN'S GOALS FOR ACTIVE TRANSPORTATION

The Corcoran ATP is oriented around four key goals, which establish a clear direction for investments in infrastructure for walking, bicycling, and rolling and support the needs of users of all ages and abilities. These goals are informed by stakeholder and public input as well as best practices in active transportation plans, and they build upon objectives of previous planning efforts led by the City.

- Expand and enhance the active transportation network to make it safer and more appealing for residents and visitors of all ages and abilities to walk, bike, and roll in Corcoran.
- Create a connected active transportation network to enable all students to walk, roll, or bike to school in Corcoran.
- Improve quality of life and public health through investments that improve access to community destinations and expand opportunities for outdoor recreation.
- Pursue strategic, high-impact investments that are cost effective and feasible and that can be maintained over time.

PLAN PROCESS OVERVIEW

The following subsections summarize key elements of the approach to the Corcoran ATP, which shaped the planning process and outcomes. The planning process took place over a year and a half, from Spring 2023 through Winter 2024.

Building on Past Work

While this is Corcoran's first citywide initiative dedicated to active transportation, the City is not starting from scratch. Past local and regional plans and studies, including the 2014 *City of Corcoran Safe Routes to School Plan* and the 2019 *Kings County Regional Active Transportation Plan,* represent an important starting point for this effort. The Corcoran ATP

builds on past work by clarifying active transportation goals and bringing together previous and new recommendations into a comprehensive citywide strategy for active transportation. Where many previous plans and studies have established high-level goals and objectives for active transportation, the Corcoran ATP provides the City with a prioritized action plan for achieving those goals. The connections between the Corcoran ATP and past planning work are more fully explored in the Existing Conditions chapter and in *Appendix A*.

Engaging with the Corcoran Community

Community engagement for the Corcoran ATP used methods and communication styles intended to capture a diversity of perspectives representative of the Corcoran community to learn about people's experience walking and bicycling in Corcoran and inform project recommendations tailored to the community's needs. Engagement methods focused on meeting people where they are. Corcoran ATP engagement activities included:

- Three Project Advisory Group meetings
- A website providing an ATP overview and project updates
- A community survey, distributed both online and via hard copy
- Seven pop-up events at each of Corcoran's five schools, the Recreation Association of Corcoran, and on Whitley Avenue
- A walking audit along key corridors A week-long charrette in Corcoran, filled with community meetings and bookended with a workshop and an open house
- A community workshop presenting the Draft Plan and recommendations

The Community Engagement Summary is presented in *Appendix B*.

Collaborating with Stakeholders

In addition to engagement with the Corcoran community, interviews with key stakeholders were used to inform the content of the Plan. Planning, building, and maintaining active transportation networks requires more than just physical infrastructure. The capacity, structure, and direction of City departments and other stakeholders play a vital role in moving Corcoran toward realizing its active transportation goals. In addition to meeting with key community member groups, the Corcoran ATP team conducted listening sessions with the Public Works team, City Engineer, Police Department, and School Resource Office to better understand what is working well and what issues present barriers to meeting Corcoran's active transportation goals.

COMMUNITY ENGAGEMENT TAKEAWAYS

Statistics, quotes, and common themes from community engagement conducted throughout 2023 are threaded throughout this document. An example, highlighting a quote from the Corcoran ATP Community Survey, is presented below. A detailed summary of community survey results is presented in *Appendix C*.

> **Our streets need to better prioritize the needs and safety of pedestrians/bicyclists and the vulnerable population (seniors, children, etc.)**
>
> *-Survey Respondent*

COMMUNITY REPRESENTATIVES

In addition to individual community members, representatives from the following groups participated in this project:

Corcoran City Council
Corcoran Planning Commission
Kings County Association of Governments
Kings County Department of Health
Corcoran Unified School District
Bret Harte Elementary School
John C Fremont Elementary School
Mark Twain Elementary School
John Muir Middle School
Corcoran High School
Corcoran Chamber of Commerce
Recreation Association of Corcoran
Police Activities League
Corcoran Police Department
Corcoran Rotary
Caltrans, District 6

SUMMARY OF RECOMMENDATIONS

The plan's recommendations were designed to help achieve the goals and objectives of the Corcoran ATP and include bicycle and pedestrian infrastructure projects alongside general recommendations that support the specific infrastructure projects.

Infrastructure Projects

Spine Network

The recommended pedestrian and bicycle projects are centered around a spine network with three key corridors: the **School Corridor (yellow)**, **Commercial Corridor (blue)**, and **Parks Corridor (parks)**. The goal of the spine corridors is to provide low-stress walking and bicycling routes connecting people to priority community destinations, including schools, parks, downtown Corcoran and other retail and service areas Additional recommendations for bikeways and pedestrian crossings that upgrade existing facilities or close network gaps complement the spine network to create a complete and connected active transportation network across Corcoran.

Figure 1: Spine Network

Pedestrian Project Recommendations

Proposed ATP pedestrian projects focus on crossing treatments. The City has mapped existing sidewalk gaps and has an ongoing effort to construct sidewalks where they are missing. Sidewalks should be prioritized along the three spine corridors. Recommended locations for crossing treatment projects were informed by community input and analysis of existing conditions.

The Corcoran ATP recommends 13 bicycle projects (12.9 miles!) and 20 pedestrian projects!

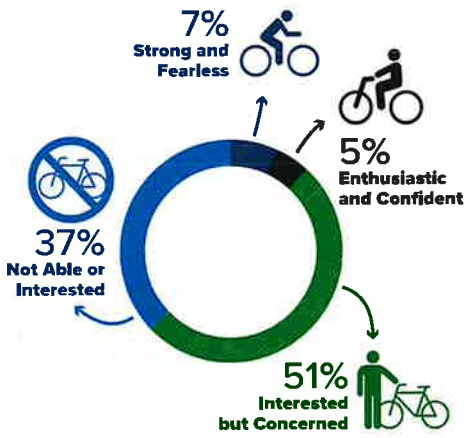
Bicycle Project Recommendations

The Corcoran ATP's proposed bicycle network is designed for people of all ages and abilities, not just for those who are already comfortable riding their bicycles. While many factors contribute to whether people choose to ride a bicycle for a given trip—whether recreationally, getting to school, commuting to work, or running errands—safety and comfort are paramount. In the Corcoran ATP Community Survey, 27 percent of respondents noted that they currently bike and 55 percent said they would bike more if there were fewer barriers to biking. By increasing the miles of low-stress and separated bicycle facilities, which will serve a largely untapped group of willing riders, Corcoran can reduce barriers and increase the total number of people biking for more of their trips.

To determine the appropriate bicycle facility for each street, best practices from the Federal Highway Administration's *Bikeway Selection Guide* (2019) were applied. This guide accounts for how traffic volume (annual average daily traffic or AADT), speed limit, and other factors influence bicyclist safety and comfort.

TYPES OF BICYCLISTS AND STRESS TOLERANCE

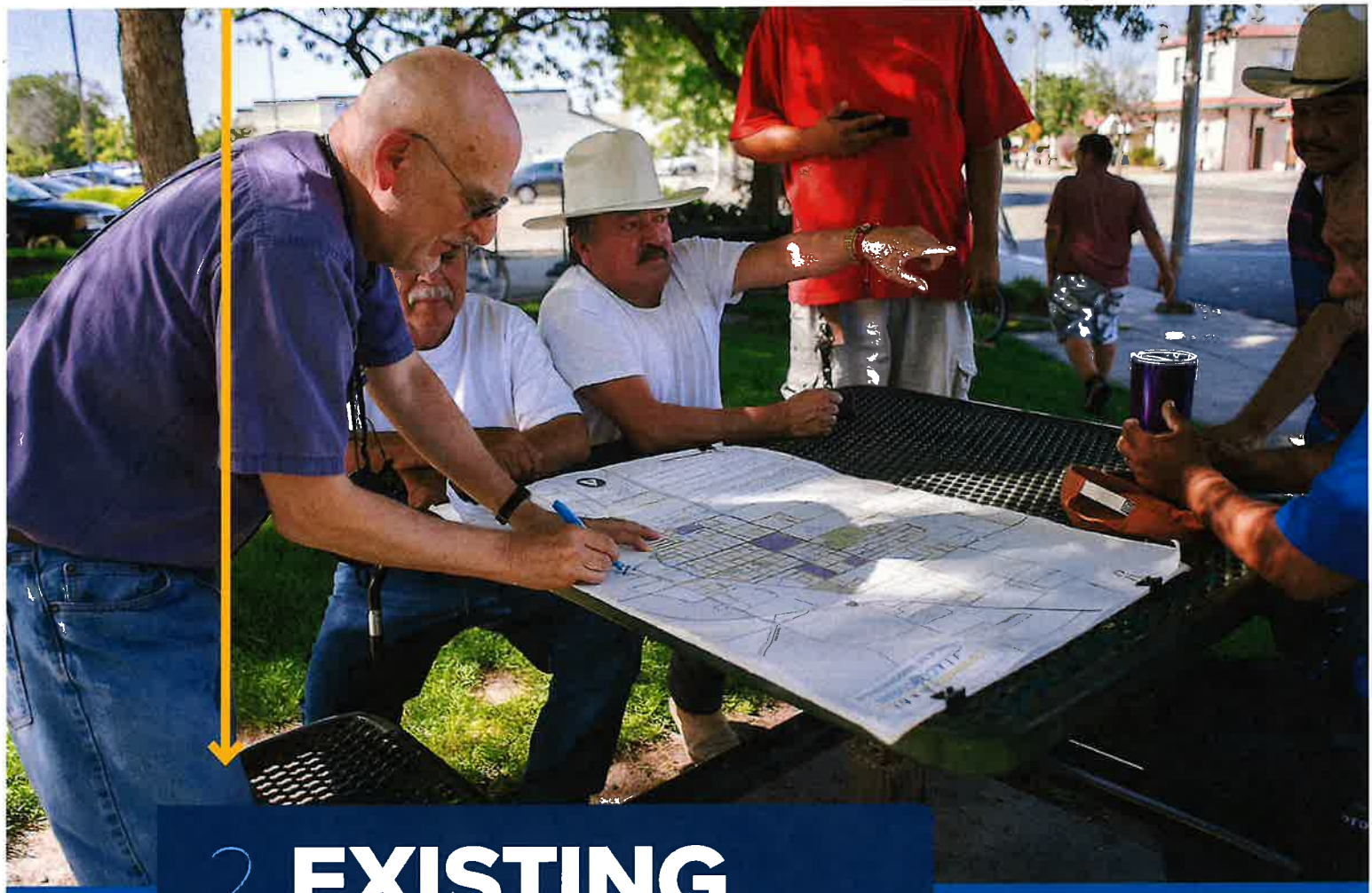
Many factors contribute to whether people will choose to ride a bicycle for utilitarian trips like commuting to work or school, or running errands. Two of the primary considerations are safety and comfort. Research has found that most of the American population is interested in bicycling for transportation but does not currently do so because they feel unsafe or uncomfortable. In fact, most people in the U.S. have little tolerance for interacting with motor vehicle traffic unless volumes and speeds are very low. This group is referred to as "Interested but Concerned" bicyclists, reflecting both their interest in bicycling for transportation as well as concerns about safety and comfort when interacting with motor vehicle traffic. Interested but Concerned riders feel safest and most comfortable riding on low-traffic, low-speed streets or on separate paths or other facilities that provide protection or physical separation from fast-moving traffic. Unfortunately, these facilities are often nonexistent, inconvenient, or indirect. Interested but Concerned bicyclists include potential bicyclists of all ages and abilities, including students and families. The Corcoran ATP uses the framework of bicyclist types presented here to develop a proposed bicycle network that is comfortable for Interested but Concerned bicyclists.



Complementary Implementation Strategies

Additional recommendations are included for safe and comfortable walking, biking, and rolling in Corcoran. Many highlight ways that various departments and organizations can come together to champion active transportation in the City. They include:

- **Supporting infrastructure recommendations,** which focus on additional amenities for walking, rolling, and biking. **Policy recommendations** that include, but are not limited to: City code updates, design guidance, and general ways to improve active transportation in Corcoran outside of located-based infrastructure projects; and
- **Education and programming recommendations** that include events and initiatives to increase awareness, encourage more walking, biking, and rolling, and educate the public about using active transportation. Many education and programming recommendations highlight ways that various departments and organizations can come together to champion active transportation in the City.



2 EXISTING CONDITIONS

This chapter describes and evaluates existing active transportation conditions across Corcoran. It explores where Corcoran has made progress and where attention should be focused in the future. Analyzing safety trends and existing networks for walking and biking creates a strong foundation for a targeted action plan and helps establish a baseline against which future investments in active transportation in Corcoran can be measured. The full Existing Conditions Report can be found in *Appendix A*.

UNDERSTANDING BACKGROUND AND CONTEXT

This section provides an overview of the existing documents and data reviewed for the ATP. When considered alongside the takeaways from community and stakeholder engagement, this information paints a vivid and nuanced picture of the state of active transportation infrastructure and conditions in Corcoran and how it affects people's daily lives and experiences.

Previous Plans

The City of Corcoran has a variety of existing policies and plans that support walking and bicycling in the community. **Table 1** includes a high-level summary of key documents and goals and metrics from relevant transportation plans and programs created by the City of Corcoran and Kings County Association of Governments (KCAG). Guidance from existing plans and policies, in addition to community input and data analysis, have formed the basis of the Plan recommendations.

Table 1: High-Level Summary of Key Documents and Relevant Goals

Plan	Summary	Relevant Goals and Metrics
Kings County Regional Active Transportation Plan (2019)	This countywide regional plan guides active transportation policies, projects, and programs, and includes proposed improvements.	» Identify high-priority projects to make walking and bicycling throughout the county safer, more convenient, pleasant, and popular. » Position the high-priority projects, and equip the jurisdictions in Kings County, to better compete for federal, state, and regional grant funds.
Kings County Regional Transportation Plan (2018)	This is the guiding policy document for Kings County and outlines goals and objectives for policies related to transportation, land use, infrastructure, housing, and economic development.	» Develop a transportation system that serves people's mobility needs and fosters economic growth and development, while minimizing transportation-related fuel consumption and air pollution. » Improve public awareness of and competence in bicycle use; improve public and private sector responsiveness to bicycle and pedestrian transportation.

Plan	Summary	Relevant Goals and Metrics
City of Corcoran Safe Routes to School (SRTS) Plan (2014)	This citywide plan focuses on improving bicycle and pedestrian access to schools in Corcoran.	» Create a complete sidewalk network in the SRTS Plan's School Walk Zones through a citywide approach to allow more children to walk to school. » Adopt bicycle and pedestrian safety ordinances. » Increase the levels of awareness of SRTS efforts and promote public participation.
City of Corcoran 2005-2025 General Plan (2014)	This plan provides a framework for Corcoran's near-term planning horizon across nine elements, including: Land Use, Circulation, Noise, Safety, Open Space, Air Quality, Community Design, Public Services and Facilities, and Economic Development.	» Emphasize pedestrian amenities in the downtown area including landscaped open space areas, street furniture, lighting, and signage in accordance with the Commercial and Streetscape Design Guidance. » Accommodate the transportation needs of all users, regardless of age or ability, including bicyclists, pedestrians, children, persons with disabilities, seniors, and public transit users, when planning, designing, and developing transportation improvements. » Designate a network of bicycle routes providing safe passage throughout the City; establish linkages between schools, parks, and the designated bikeway. » Design the street network with multiple connections and relatively direct routes for pedestrians and bicyclists, as well as motorists.
Commercial Building Design Guidelines and Streetscape Standards (2013)	This design guidelines document is the companion to the City's Updated General Plan.	» Sidewalks should meet all Americans with Disabilities Act (ADA) requirements for width and surfacing. » Class II on-street bicycle lanes should have a minimum width of 5 feet.

Overview of Data Sources

Data review is a key pillar of the existing conditions findings presented in the Corcoran ATP. Especially at the city scale, spatial data are helpful for identifying general patterns and issues that are common across Corcoran and for pinpointing specific areas that need special attention in the future. The analyses undertaken for the Corcoran ATP utilize various publicly available data sources listed in **Table 2**. A review of demographic data relevant to the planning process can be found in the *Appendix A*.

Table 2: Data Sources for the Corcoran ATP

Category	Description	Sources
Demographic Data	Characteristics of Corcoran's population	» 2021 American Community Survey 5-Year Estimates » 2020 Decennial Census » California Office of Environmental Health Hazard Assessment
Historic Crash Data	Locations where crashes have occurred in the past	» California Highway Patrol's Statewide Integrated Traffic Records System (SWITRS), 2016 - 2020
Street Data	Where bikeways and sidewalks are located; planned sidewalks projects; and traffic volumes	» City of Corcoran » Replica
Public Transit Data	Service maps and schedules; bus stop locations	» Amtrak » Corcoran Area Transit (CAT) » Kings Area Regional Transit (KART)

EVALUATING CORCORAN'S ACTIVE TRANSPORTATION NETWORK

Corcoran has the potential to be a great place for walking and biking. The city is relatively compact, putting most destinations within walking and biking distance of where people live. Plus, much of the roadway network includes infrastructure for both bicyclists (and comparable-speed modes, such as e-scooters) and pedestrians, in addition to motor vehicles and transit users.

Although the potential to become a great place for walking and biking exists, targeted investments are needed to allow these building blocks to form useful, safe, and connected networks for active transportation. Beyond having sidewalks, a safe and connected pedestrian network must have conveniently spaced and safely designed places to cross the street, accessible surfaces for walking and rolling, and appropriately sloped transitions between the sidewalk and the street. While bicyclists may use all roads in Corcoran, the term "bicycle network" is used to refer to the network of marked and signed bike lanes and routes in the city. To form a network, bike lanes must be connected to each other, provide safe transitions across barriers like intersections, and provide access to destinations.

Understanding the extent and conditions of existing walking and bicycling networks helps determine where connectivity gaps exist and what improvements can be made to make bicycling and walking safer and more comfortable for residents of all ages and abilities.

Walking and Rolling

Existing Pedestrian Network

While the existing pedestrian network in Corcoran provides coverage in many areas of the city, sidewalk gaps make it difficult for people to walk from one destination to another without walking in the street for part of their journey, which is especially challenging for those navigating via wheelchair or with a stroller. These sidewalk gaps are primarily located along the outskirts of the city, with some significant gaps in more central areas as well. Although the sidewalk network in Corcoran is incomplete, progress has been made in recent years to fill sidewalk gaps. Existing and programmed (funded, but not yet constructed) sidewalks are shown in **Figure 2**.

Corcoran's downtown, centered on the east end of Whitley Avenue, is a model for how other parts of the city can develop to become more pedestrian-oriented and increase connectivity and comfort for people walking and rolling. Downtown Corcoran is small-scale and pedestrian-oriented, with continuous sidewalks and frequent crossings, allowing most people to travel from one end of the downtown to the other within 10 minutes on foot.

Existing Pedestrian Crossings

Treatments to improve crossing safety for pedestrians have been applied to some locations in the city. These include curb extensions, which increase visibility between vehicles and crossing pedestrians and shorten the distance that pedestrians must cross, as well as Rectangular Rapid Flashing Beacons (RRFBs), which are pedestrian-activated flashing lights that alert vehicles to people crossing the roadway. Below are examples of curb extensions and RRFBs in Corcoran. However, some crossings are not accessible to people using wheelchairs or visually impaired pedestrians because they lack infrastructure such as curb ramps.

Curb extensions on Letts Avenue in Corcoran

RRFBs on Dairy Avenue in Corcoran

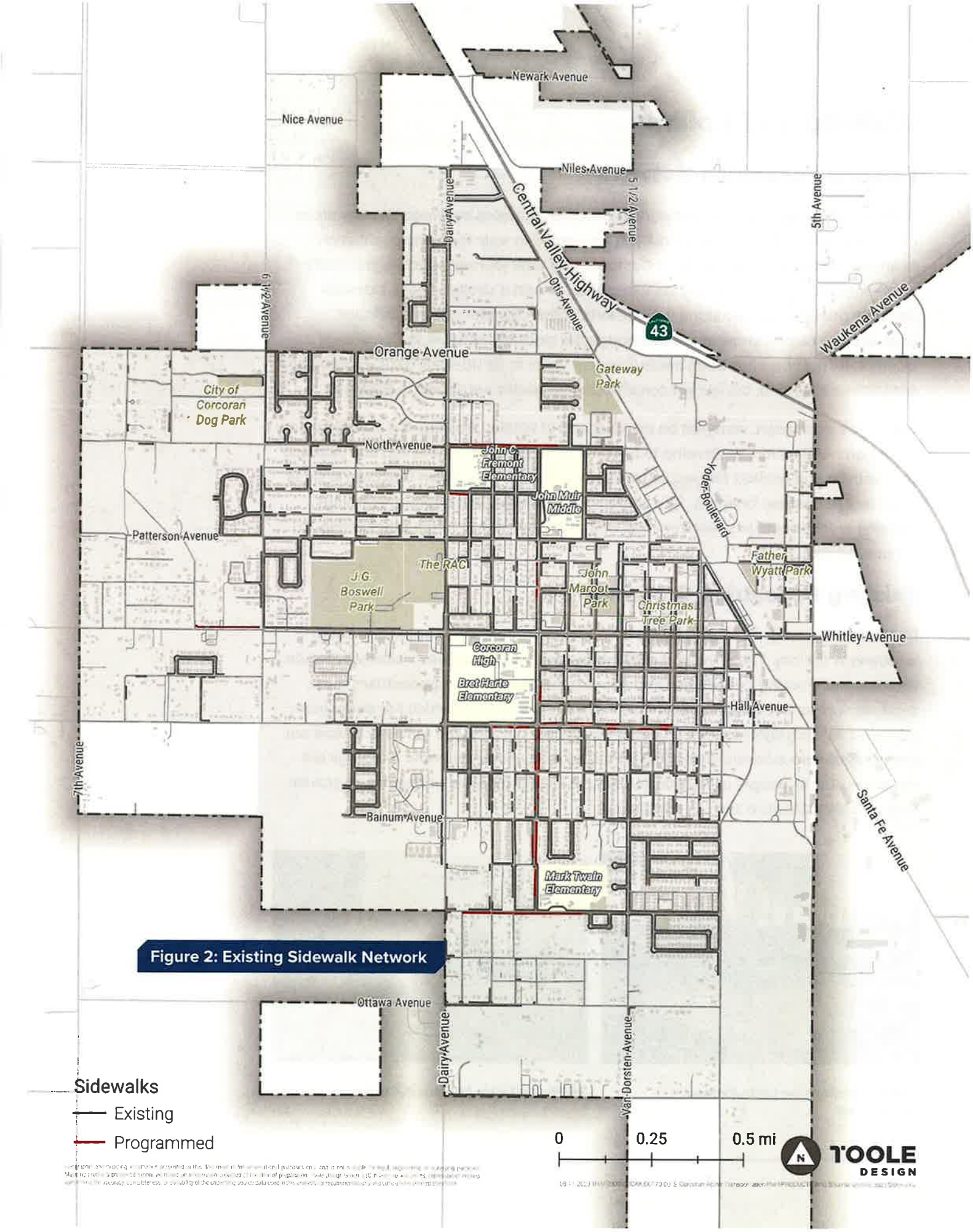


Figure 2: Existing Sidewalk Network

TOOLE DESIGN

Barriers to Walking and Rolling in Corcoran

> **"As I get older, it is easier to trip and fall, so I am cautious about uneven pavement, of which there is a lot."**
>
> *-Survey Respondent*

A variety of factors influence how safe people feel while walking, and every street crossing presents a potential conflict between pedestrians and vehicles. When asked to select their top reasons for not walking more in Corcoran, 28 percent of Corcoran ATP Community Survey respondents reported that one of the top barriers to walking in Corcoran is poorly maintained or missing sidewalks (**Figure 3**). Other top safety concerns include unsafe crossings, personal safety concerns, that fast-moving cars, and a lack of shade. The Corcoran ATP recommendations include projects, policies, and programs that address these pedestrian network connectivity, safety, and comfort needs.

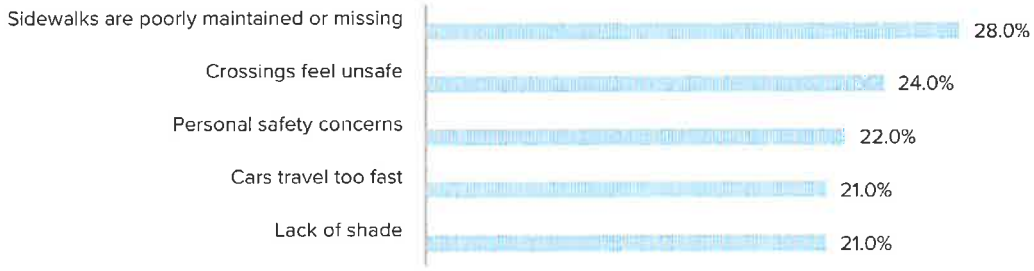


Figure 3: Barriers to Walking and Rolling in Corcoran

Survey Question: If you would like to walk or roll more (for trips to school, work, errands, etc.) but don't, what are the biggest barriers or constraints that keep you from doing so? Select up to three. (This was a multi-select question, meaning respondents could select more than one answer and is why the total exceeds 100%.)

> **"I don't feel safe walking where there is no sidewalk. I live on a busy street and have to be very careful driving out onto the road from my driveway because of speeding cars."**
>
> *-Survey Respondent*

Additional barriers to walking and rolling in Corcoran were identified based on observations and measurements on a selection of streets. This accounting of common walking and rolling challenges is intended to help target infrastructure, policy, and other recommendations that can have the greatest impact on improving walking, accessibility, and inclusive design in Corcoran. Common barriers include the following:

- **Frequent sidewalk gaps** force people to walk and roll in the street, putting them in direct potential conflict with people driving. Although some streets have consistent sidewalks on both sides of the street, a large percentage of Corcoran's streets are missing sidewalks on one or both sides of the street. Expansion of Corcoran's sidewalk network is a significant need.
- **Some sidewalks are too narrow**. While wider sidewalks will always make it easier for people to pass each other or allow people to travel side-by-side, many sidewalks in Corcoran do not consistently meet basic clear accessible width requirements.
- **Some existing sidewalks and curb ramps have excessively steep slopes and/or tilt to one side**, which means they create an uneven and unbalanced environment, making it especially difficult for people rolling via wheelchairs or other mobility device to negotiate turns and cross the street.
- **Missing curb ramps** at one or both ends of existing crosswalks mean that crosswalks are unusable by people who travel using wheeled mobility devices.
- **Some curb ramps lack detectable warning surfaces**, making them difficult to see for people with vision disabilities.
- **Some curb ramps do not align with street crossings**, meaning that people have to enter the intersection before navigating to the crosswalk. This includes diagonal curb ramps, which are common in Corcoran and are technically ADA-compliant but create safety risks for users.
- **Arterial streets create high-stress environments for walking and along and crossing the street**. Many streets do not have a buffer between the sidewalk and high-speed traffic. Many streets have long pedestrian crossings with no enhancements as well as long gaps between existing crossing locations.

Getting to Transit

When asked how frequently they or someone in their household used specific types of transit, including Dial-a-Ride services, school buses, and Amtrak, the most frequent response was that survey respondents do not use transit (**Figure 4**). Sixty-five percent of respondents noted they never use Amtrak, while 14 percent said they use it at least a few times per month. Nine percent of respondents reported that someone in their household uses the school bus at least a few times per month, while 86 percent noted that no one in their household ever travels by school bus. Only four percent of respondents noted that they use Corcoran's Dial-a-Ride service more than once per month, and 79 percent reported never using it.

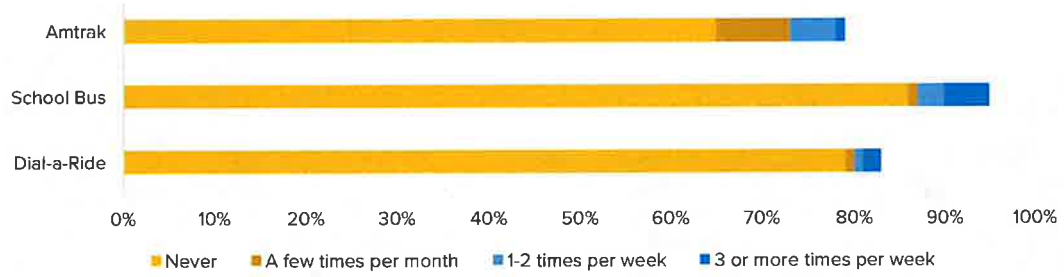


Figure 4: Using Transit in Corcoran

"[Sidewalks] in some areas are not available. Bike lanes are not available in [some] areas... I've witnessed [bicyclists] having to ride in the streets or very edge of curb."

-Survey Respondent

Biking

Corcoran's existing bike network consists of on-street bike lanes and designated bike routes. There are approximately seven miles of bike lanes and six miles of bike routes in the city, shown in the map in **Figure 5**. Examples of the two facilities are shown below. Refer to page 33 of the Plan for definitions of different bicycle facility types.

Bike lane on Dairy Avenue

Bike route on North Avenue

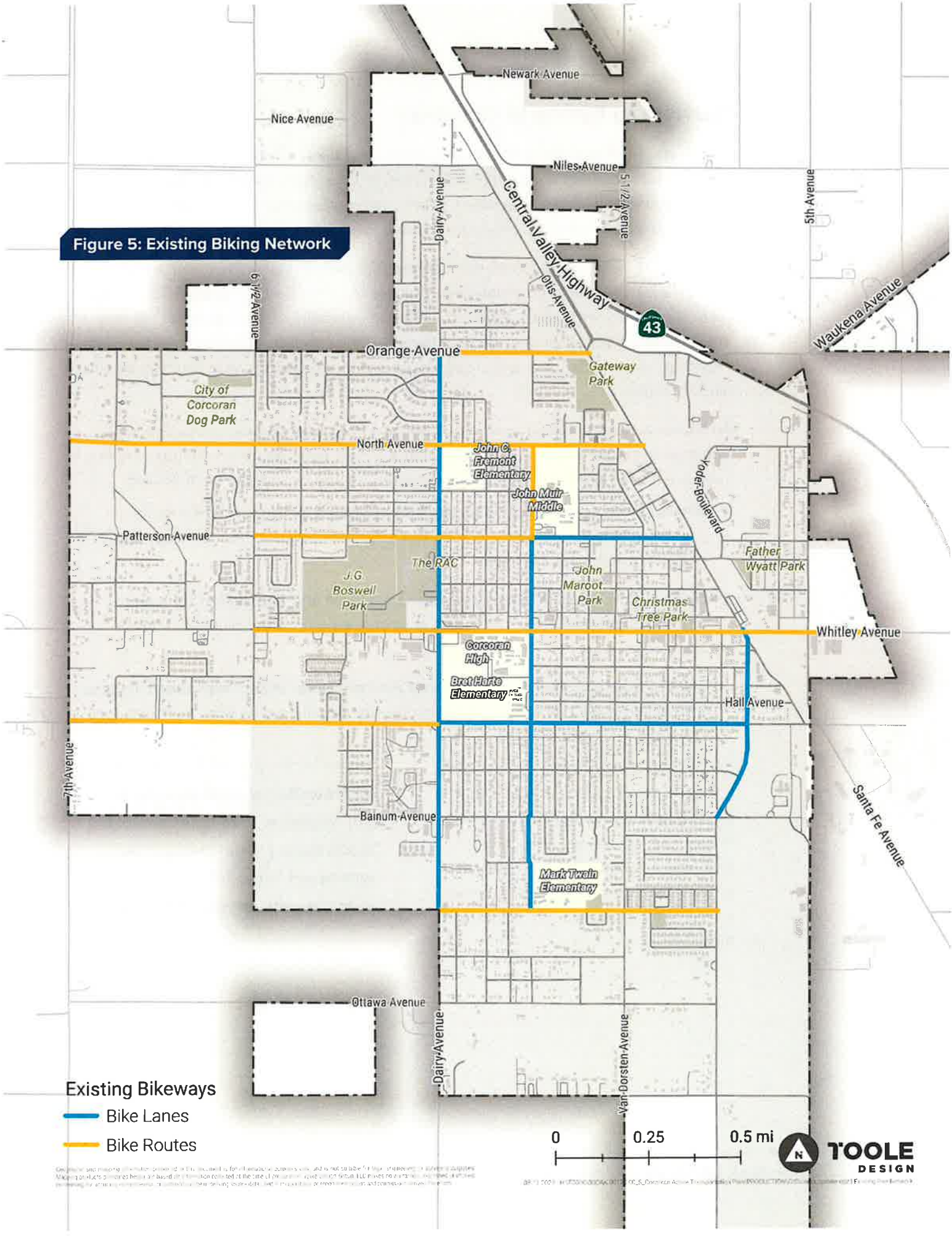


Figure 5: Existing Biking Network
Newark Avenue
Nice Avenue
Niles Avenue
Dairy Avenue
Central Valley Highway
5 1/2 Avenue
5th Avenue
Otis Avenue
43
Waukena Avenue
6 1/2 Avenue
Orange Avenue
Gateway Park
City of Corcoran Dog Park
North Avenue
John C. Fremont Elementary
John Muir Middle
Yoder Boulevard
Patterson Avenue
The RAC
J.G Boswell Park
John Maroot Park
Father Wyatt Park
Christmas Tree Park
Whitley Avenue
Corcoran High
Bret Harte Elementary
Hall Avenue
7th Avenue
Bainum Avenue
Santa Fe Avenue
Mark Twain Elementary
Ottawa Avenue
Dairy Avenue
Van Dorsten Avenue
Existing Bikeways
Bike Lanes
Bike Routes
0
0.25
0.5 mi
TOOLE DESIGN

Barriers to Biking in Corcoran

Community feedback demonstrates a need for safer bike facilities. A wide range of factors affect how safe and comfortable it feels to bike along a street, including: whether and what kind of bikeway is provided; vehicle volumes and speeds; the number of vehicle lanes; presence of on-street parking; and more.

Although 31% of survey respondents reported that they are not interested in biking more, many more identified an interest in biking, and identified barriers that discourage them. Almost a quarter of respondents cited personal safety concerns as the top they are unlikely to bike in Corcoran today (**Figure 6**). Other common barriers include unsafe crossings, narrow bikeways, not enough separation from vehicles, and poorly maintained lanes or routes.

Additional barriers to biking were identified based on observations on a selection of Corcoran's streets to help target infrastructure, policy, and other recommendations that can have the greatest impact . Commonly observed barriers include the following:

- **Bicycle facilities are dropped through intersections,** placing bicyclists in direct potential conflict with people driving and forcing bicyclists to unnecessarily merge in and out of motor vehicle traffic.
- **Many of Corcoran's existing bike lanes are narrow and directly next to a lane of parked vehicles**, putting bicyclists at risk of being "doored" by parked drivers opening car doors.
- **Most of Corcoran's existing bike routes are located on streets with speed limits of 35 mph or greater**, making it uncomfortable for bicyclists of all ages and abilities to share the road with vehicles.

An evaluation of Corcoran streets solely based on travel speeds indicates that existing facilities are not comfortable for bicyclists of all ages and abilities. See Page X for the recommendations for bicycle projects that are appropriate given the travel speeds and volumes on the roadway.

> **"[Sidewalks] in some areas are not available. Bike lanes are not available in [some] areas... I've witnessed [bicyclists] having to ride in the streets or very edge of curb."**
>
> *-Survey Respondent*

Figure 6: Barriers to Biking in Corcoran

Survey Question: If you would like to bike more (for trips to school, work, errands, etc.) but don't, what are the biggest barriers or constraints that keep you from doing so? Select up to three responses. (This was a multi-select question, meaning respondents could select more than one answer and is why the total exceeds 100%.)

Safety

This section highlights collision trends that will help understand roadway safety challenges in Corcoran and identify solutions to mitigate these challenges. The crash data used in this analysis is from the California Highway Patrol's Statewide Integrated Traffic Records System (SWITRS). The analysis includes data from 2016 to 2020, the five most recent years of data available. Only collisions that occurred on streets within the Corcoran city limits were included; therefore, the data does not include collisions that occurred on Highway 43, unless that collision occurred at the intersection of a city street. **Figure 7** shows the locations of pedestrian and bicycle collisions that occurred in Corcoran during this time. Safety data are discussed in *Appendix A*.

> **From 2016-2020, 236 people were injured or killed in a collision in Corcoran. 28 pedestrians were injured in 27 collisions, including one fatality and four severe injuries. Twelve bicyclists were injured in 12 collisions, including one severe injury.**

Collisions Involving Pedestrians

From 2016 through 2020, there were 27 collisions involving pedestrians, and a total of 28 injured pedestrians. Pedestrians were killed or seriously injured (KSI) in 19 percent of these collisions (one fatality and four severe injuries). Most (59 percent) of these collisions occurred on arterial streets with speed limits of 30 mph or greater, including:

- Dairy Avenue (nine collisions)
- Whitley Avenue (nine collisions)
- Whitely Avenue at 6½ Avenue (three collisions)
- Whitley Avenue at Dairy Avenue (three collisions)

> **"I've almost been hit by a car a lot of the time, so I choose to drive more than walk."**
>
> *-Survey Respondent*

The most common behaviors cited in pedestrian collisions were improper yielding, most frequently by motorists. In 48 percent of pedestrian collisions, the motorist failed to yield to a pedestrian (either at a marked or unmarked crosswalk), and in 30 percent, a pedestrian failed to yield to the right of way of a motorist. Forty-eight percent of collisions occurred in the dark, with 22 percent occurring in the dark at locations without streetlights. Pedestrian-scale lighting along roadways and at crosswalks, in addition to other visibility enhancements marked crossings at desired crossing locations, could reduce the rate of pedestrian collisions in Corcoran.

Collisions Involving Bicyclists

From 2016 through 2020, there were 12 collisions involving bicyclists in Corcoran, with one KSI (killed or seriously injured) collision resulting in a severe injury. Six of these collisions occurred on Dairy Avenue or Whitley Avenue, Corcoran's primary arterial streets. Three collisions occurred on Bainum Avenue, including two at the intersection of Bainum Avenue and Dairy avenues. All but two of the bicycle collisions occurred at intersections. The most common behaviors in bicycle collisions were related to improper yielding, which was cited in 58 percent of crashes. Visibility enhancements and other actions to encourage proper yielding, especially along arterial streets, could reduce the rate of bicycle collisions in the city.

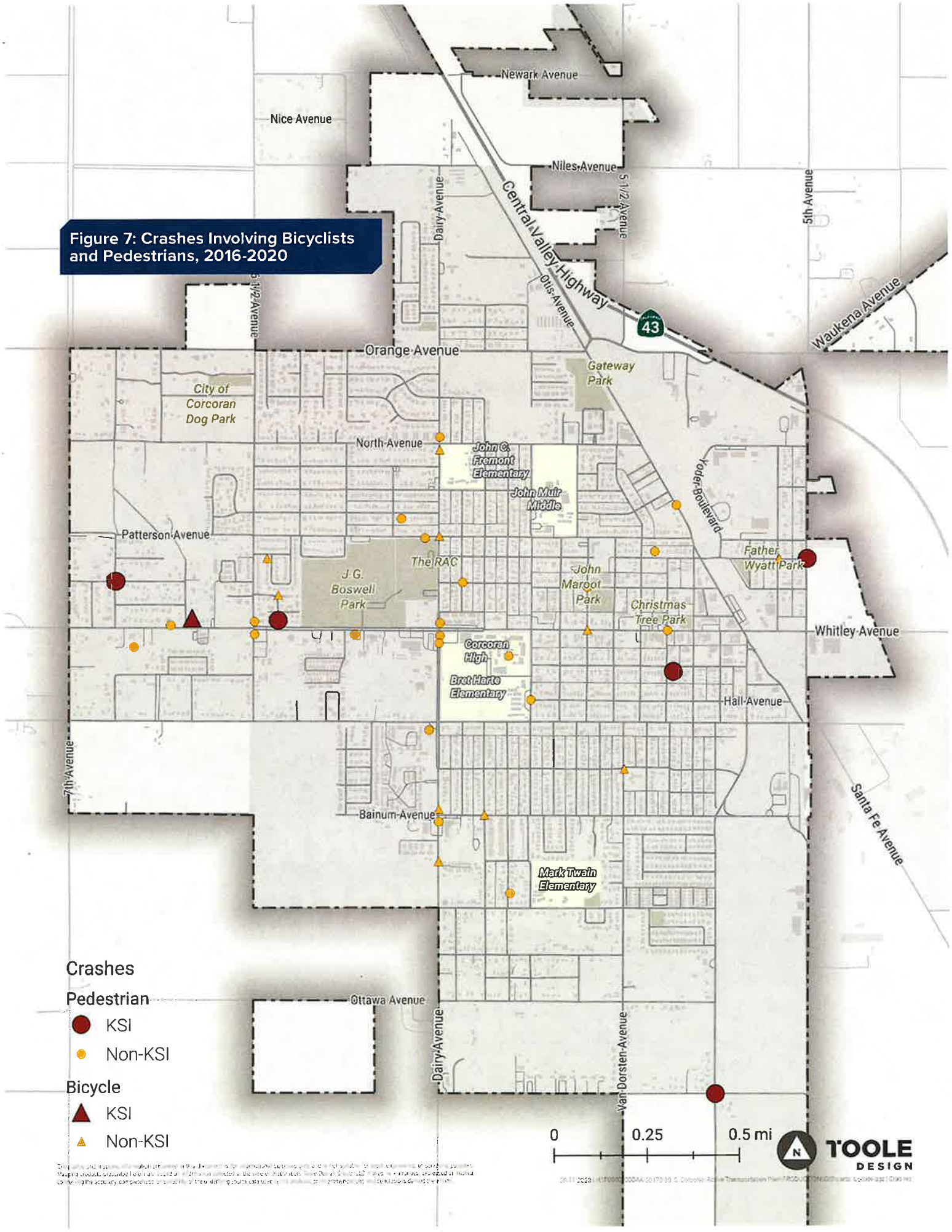
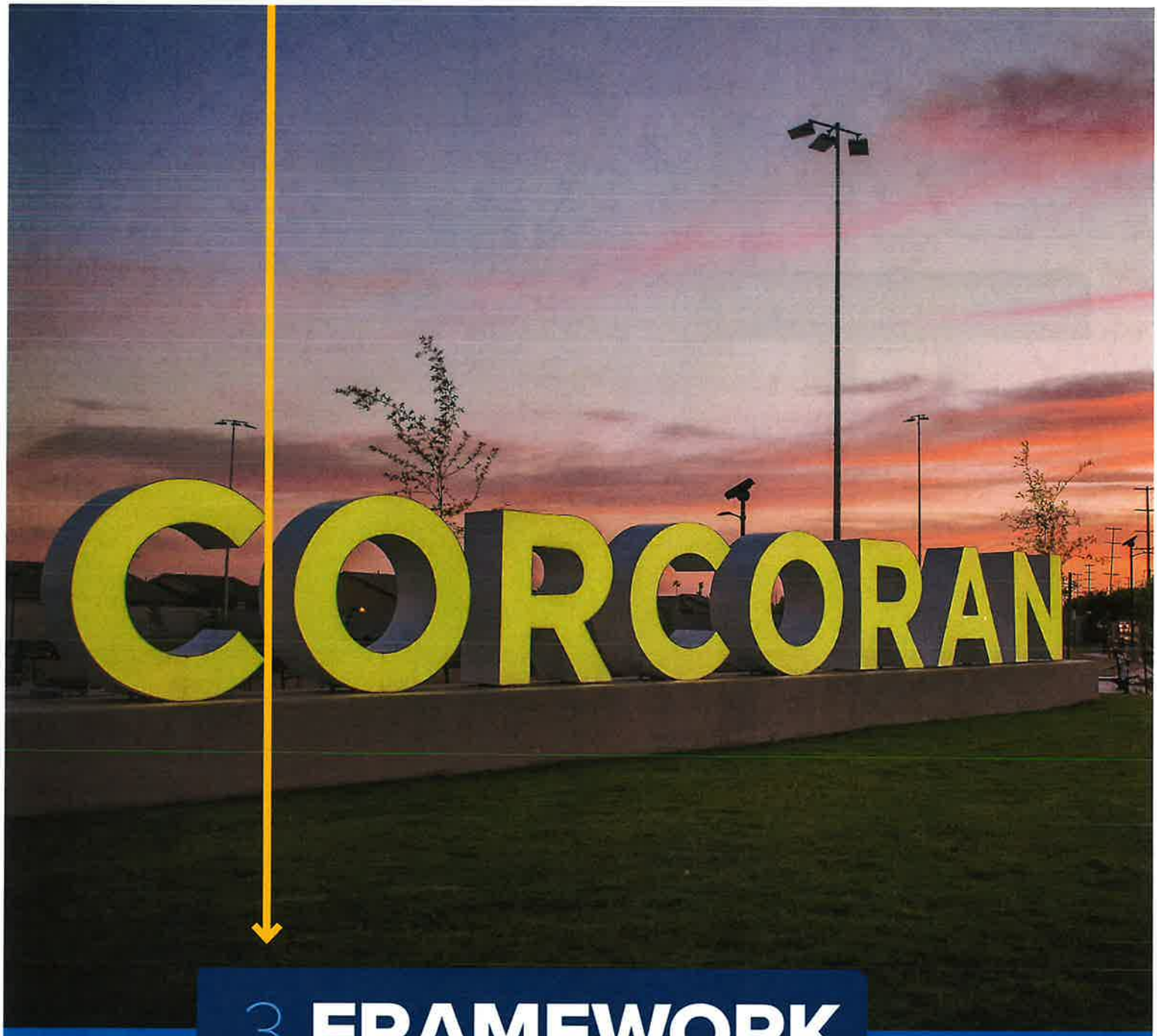


Figure 7: Crashes Involving Bicyclists and Pedestrians, 2016-2020
Newark Avenue
Nice Avenue
Niles Avenue
Dairy Avenue
5 1/2 Avenue
5th Avenue
Central Valley Highway
Otis Avenue
43
Waukena Avenue
Orange Avenue
City of Corcoran Dog Park
Gateway Park
North Avenue
John C. Fremont Elementary
John Muir Middle
Yoder Boulevard
Patterson Avenue
The RAC
J.G. Boswell Park
John Maroot Park
Father Wyatt Park
Christmas Tree Park
Whitley Avenue
Corcoran High
Bret Harte Elementary
Hall Avenue
7th Avenue
Santa Fe Avenue
Bainum Avenue
Mark Twain Elementary
Ottawa Avenue
Van Dorsten Avenue
Crashes
Pedestrian
KSI
Non-KSI
Bicycle
KSI
Non-KSI
0
0.25
0.5 mi
TOOLE DESIGN



3 FRAMEWORK FOR ACTION

The recommendations in this Framework for Action are a blueprint for Corcoran to plan and implement strategic investments in walking, rolling, and biking.

With 33 recommended infrastructure projects and 12 recommended supporting policies, programs, and processes, this Framework for Action is intended to guide the City of Corcoran in fully integrating walking, biking, and accessibility into everyday decision making and long-term investment planning. The Framework for Action:

- Introduces community-informed **Plan Objectives**,
- Summarizes recommended **Design Principles** for safe and accessible walking and biking spaces, and
- Presents **Recommended Infrastructure Projects** and **Complementary Recommendations**.

PLAN OBJECTIVES

The Corcoran ATP is oriented around four goals that are informed by stakeholder and public input, build upon previous planning efforts led by the City, and reflect best practices in active transportation planning. Each goal is supported by a set of action-oriented objectives which inform the project recommendations presented later in this chapter. The Corcoran ATP's infrastructure, program, and policy recommendations were developed to help the City work towards achieving these objectives.

GOAL 1:

Expand and enhance the active transportation network to make it safer and more appealing for residents and visitors of all ages and abilities to walk, bike, and roll in Corcoran.

OBJECTIVES:

- Fill in gaps in the sidewalk network to create continuous facilities.
- Improve the quality of existing bicycle facilities and ensure they are compatible with their context in order to promote user comfort and appeal to a wider range of potential bicyclists.
- Remove barriers to walking and biking by adding new crossings and enhancing safety at existing crossings, particularly in areas with high levels of pedestrian activity and where bikeways cross major streets.
- Commit to a goal of zero bicycle and pedestrian fatalities in Corcoran.
- Enhance safety and security along streets with pedestrian-scale lighting that encourages physical activity year-round.
- Increase shade along sidewalks and bicycle facilities by planting canopy trees or installing shade structures.
- Ensure equitable investment in the Corcoran community by engaging with lower-income communities and communities of color and by providing safe routes to connect people with fewer mobility choices to their destinations.

GOAL 2:

Create a connected active transportation network to enable all students to walk, roll, or bike to school in Corcoran.

OBJECTIVES:

- Continue to implement the recommendations from the 2014 City of Corcoran Safe Routes to School Plan.
- Redesign Letts Avenue to provide safe bicycle and pedestrian facilities connecting all schools in Corcoran.
- Install ADA-compliant ramps at all crossings.

GOAL 3:

Improve quality of life and public health through investments that improve access to community destinations and expand opportunities for outdoor recreation.

OBJECTIVES:

- Help the City achieve its long-term goal of a vibrant, expanded commercial corridor along Whitley Avenue through a roadway design that provides safe, connected bicycle and pedestrian infrastructure.
- Explore the development of off-street trail facilities to provide additional routes for active transportation and to inspire Corcoran residents and visitors to be active outdoors.
- Create a route that provides safe bicycle and pedestrian facilities that connect to parks in Corcoran.
- Coordinate with City partners, such as the Recreation Association of Corcoran (RAC) and the Senior Center, to provide programs that encourage active transportation.

GOAL 4:

Pursue strategic, high-impact investments that are cost effective and feasible and that can be maintained over time.

OBJECTIVES:

- Combine local, state, and federal resources to pursue major active transportation infrastructure projects.
- Identify and prioritize short-term and high-impact projects that can be implemented as part of regular repaving and road maintenance efforts without requiring major roadway reconstruction.
- Incorporate Corcoran ATP recommendations into City design standards, development projects, and long-range planning efforts.
- Ensure that all existing and proposed bikeway and pedestrian facilities can be properly maintained.
- Partner with Kings County and the Kings County Association of Governments to pursue regional connections and improve bikeways and trails that cross jurisdictional boundaries.

DESIGN PRINCIPLES

Designing Accessible and Comfortable Pedestrian Networks

Corcoran aspires to create a high-quality pedestrian network across the city that can be used by people of all ages and abilities to walk and roll. Filling in gaps in the sidewalk network is an ongoing priority, and the City is making continual efforts to fund and construct sidewalks where they are missing. Other factors that contribute to a safe, comfortable, and accessible pedestrian network include:

- **Designing for persons with disabilities,**
- **Crossing treatments that are appropriate for the roadway conditions, and**
- **Installing supporting amenities, such as pedestrian-scale lighting and shade trees.**

Accessibility Principles

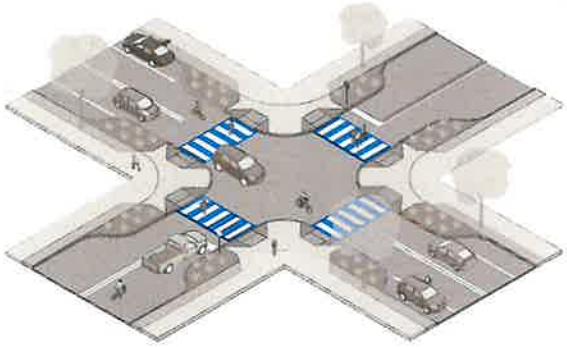
All pedestrian facilities on Corcoran streets should be continuous, connected, and designed to comply with the 2023 Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way (PROWAG). PROWAG should be referenced for specific design guidance, but design principles for an accessible walking and rolling network generally include:

- **A lack of sidewalk gaps** so people are not forced to walk and roll in the street.
- **Sidewalks with slopes that meet accessibility guidelines.**
- **Directional curb ramps or blended transitions with detectable warning surfaces** at every marked crossing location (i.e., no diagonal ramps).
- **Crosswalks with compliant slopes.**
- **Accessible parking and loading spaces** provided at the required quantity.
- **Audible Pedestrian Signal (APS)** at all signalized intersections with pedestrian signal heads.

Crossing Treatments

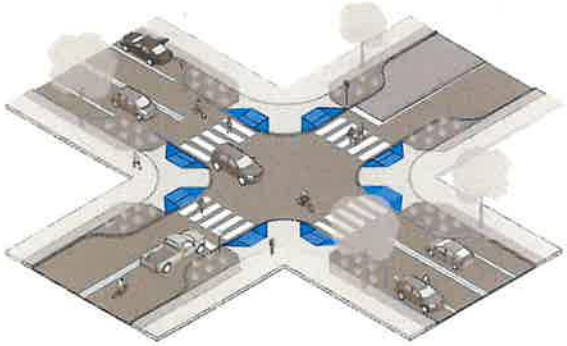
> **"Some corners [and] intersections [are] hard to see if traffic is coming."**
>
> *-Survey Respondent*

Intersection crossings that are highly visible, ADA-compliant, and designed to reduce crossing distances are essential to a safe and comfortable pedestrian network. The following pages provide an overview of pedestrian crossing treatments appropriate for Corcoran. Table 3 provides high-level guidance on the appropriate application of each crossing treatment. Although this guidance can be used as a starting point, each crossing location is unique and should be evaluated through an engineering lens to determine the crossing treatments most appropriate for the given context.



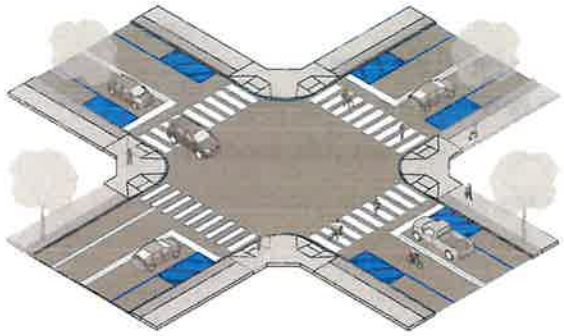
HIGH-VISIBILITY CROSSWALK

Improves a driver's awareness of a crossing location through a striping design that includes continental crosswalk markings (i.e., parallel to the direction of travel for drivers). Crosswalks should be yellow if within 600' of school grounds.



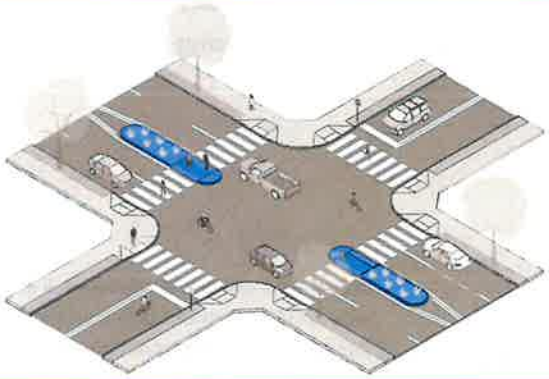
DIRECTIONAL CURB RAMPS

Provides one dedicated curb ramp at each end of every crossing. All curb ramps should have detectable warning surfaces to alert pedestrians with vision disabilities that they are entering a vehicular space. Blended transitions are also acceptable instead of directional curb ramps.



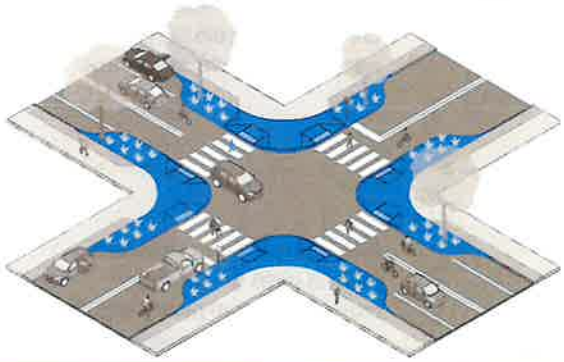
DAYLIGHTING

Improves visibility at intersections and mid-block crossing locations by removing visual obstructions near the crossing. Daylighting often includes the spot removal of parking spaces, accomplished via red curb, signage, and removal of parking space pavement markings.



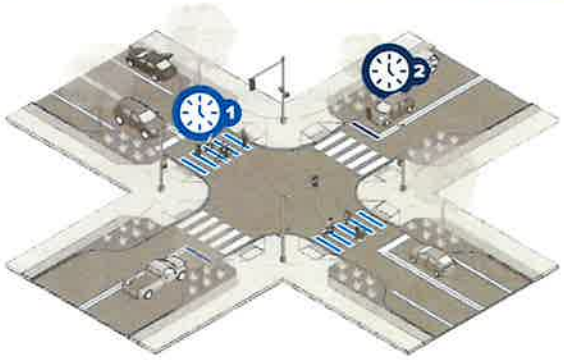
CROSSING ISLAND (MEDIAN, PEDESTRIAN REFUGE ISLAND)

Provides a protected space for pedestrians to stand and wait in the middle of a two-way street so pedestrians only need to cross one direction of travel at a time.



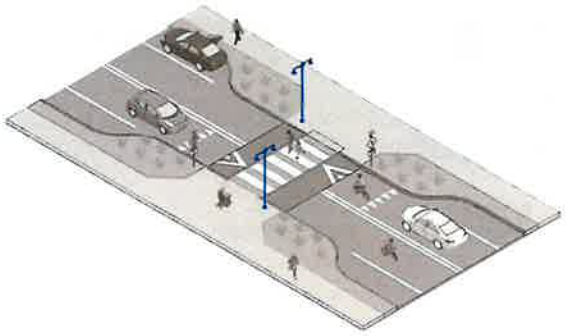
CURB EXTENSIONS (BULB OUTS)

Extend the sidewalk into the street to reduce the crossing distance, limiting the exposure of crossing pedestrians and enhancing the sight distance between pedestrians and motorists.



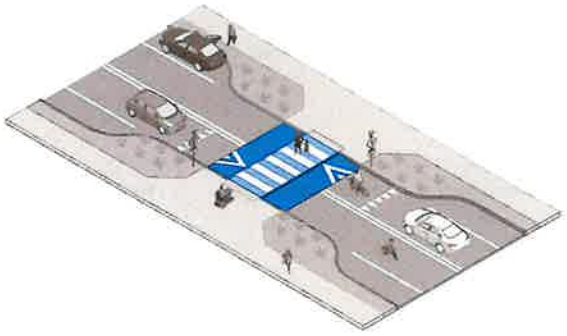
LEADING PEDESTRIAN INTERVAL (LPI)

Increases pedestrian visibility to turning vehicles by providing a green light for pedestrians three to seven seconds before drivers are given a green light indication.



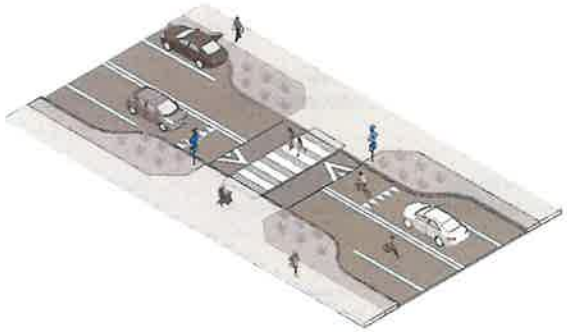
PEDESTRIAN-SCALE LIGHTING

Provides an appropriate level of lighting at an established crossing at night or low-light conditions. At crossing locations, pedestrian-scale lighting should be placed in front of the crosswalk to illuminate a pedestrian to drivers.



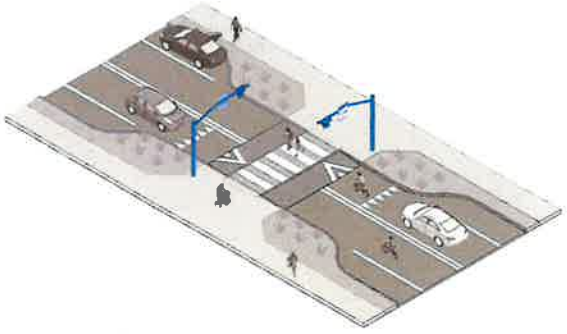
RAISED CROSSING

Reduces vehicle speeds and increases visibility of pedestrians by ramping up the roadway to sidewalk height at a crosswalk. Raised crossings are often placed at mid-block crossing locations and are particularly useful around schools where children are expected to cross frequently.



RECTANGULAR RAPID FLASHING BEACON (RRFB)

Rectangular-shaped yellow lights indicators that flash when a pedestrian activates it via pushbutton or pedestrian detection. Results in increased yielding rates of drivers at crosswalks and increased visibility of pedestrians. RRFBs are typically used with a crossing warning sign and are placed on both ends of the crossing and in the crossing island, if present.



PEDESTRIAN HYBRID BEACON (PHB)

Includes one yellow and two red lenses on a signal pole to stop traffic when pedestrians are present. PHBs are activated by a pedestrian push button or pedestrian detection.

Table 3: Application of Recommended Pedestrian Crossing Treatments

Crossing Treatment	Application	APPROPRIATE AT...			
		SIGNALIZED INTERSECTIONS	STOP-CONTROLLED INTERSECTIONS	UNCONTROLLED INTERSECTIONS	MID-BLOCK CROSSINGS
High-visibility crosswalk	Always recommended	**ALWAYS RECOMMENDED**	**ALWAYS RECOMMENDED**	**ALWAYS RECOMMENDED**	**ALWAYS RECOMMENDED**
Directional curb ramps	Mandatory at all locations, per PROWAG	**ALWAYS RECOMMENDED**	**ALWAYS RECOMMENDED**	**ALWAYS RECOMMENDED**	**ALWAYS RECOMMENDED**
Pedestrian-scale lighting	Always appropriate, especially at areas with common nighttime pedestrian activity	**ALWAYS RECOMMENDED**	**ALWAYS RECOMMENDED**	**ALWAYS RECOMMENDED**	**ALWAYS RECOMMENDED**
Daylighting	Typically applied at crossing locations with on-street parking	**ALWAYS RECOMMENDED**	**ALWAYS RECOMMENDED**	**ALWAYS RECOMMENDED**	**ALWAYS RECOMMENDED**
Crossing island (Median, Pedestrian refuge island)	Typically applied at crossings of three travel lanes, with the crossing island located in the two-way left-turn lane	**SOMETIMES RECOMMENDED**	**SOMETIMES RECOMMENDED**	**SOMETIMES RECOMMENDED**	**SOMETIMES RECOMMENDED**
Curb extensions (Bulb outs)	Typically applied at crossing locations with on-street parking	**SOMETIMES RECOMMENDED**	**SOMETIMES RECOMMENDED**	**SOMETIMES RECOMMENDED**	**SOMETIMES RECOMMENDED**
Raised crossing	Refer to Table 4 (STEP Guide)	**N/A**	**SOMETIMES RECOMMENDED**	**SOMETIMES RECOMMENDED**	**SOMETIMES RECOMMENDED**
Rectangular Rapid Flashing Beacon (RRFB)	Refer to Table 4 (STEP Guide)	**N/A**	**N/A**	**SOMETIMES RECOMMENDED**	**SOMETIMES RECOMMENDED**
Pedestrian Hybrid Beacon (PHB)	Refer to Table 4 (STEP Guide)	**N/A**	**N/A**	**SOMETIMES RECOMMENDED**	**SOMETIMES RECOMMENDED**
Leading Pedestrian Interval (LPI)	Mandatory at signalized intersections with pedestrian signal heads, per PROWAG	**ALWAYS RECOMMENDED**	**N/A**	**N/A**	**N/A**

Treatments for uncontrolled crossings should be selected based on the FHWA Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations (STEP Guide, **Table 4**), which recommends appropriate design treatments based on the number of lanes, posted speed limit, and daily traffic volume on a given street.

Table 4: Pedestrian Crossing Treatments at Uncontrolled Crossings (Application of pedestrian crash countermeasures by roadway feature, FHWA Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations)

Roadway Configuration	Posted Speed Limit and AADT																								
	VEHICLE AADT <9,000									VEHICLE AADT 9,000–15,000									VEHICLE AADT >15,000						
	≤30 MPH			35-40 MPH			45 MPH			≤30 MPH			35-40 MPH			45 MPH			≤30 MPH			35-40 MPH			45 MPH		
2 lanes (1 lane in each direction)	1	2		1			1			1			1			1			1			1			1		
	4	5	6		5	6		5	6	4	5	6		5	6		5	6	4	5	6		5	6		5	6
				7		9	7		9				7		9	7		9	7		9	7		9			9
3 lanes with raised median (1 lane in each direction)	1	2	3	1		3	1		3	1		3	1		3	1		3	1		3	1		3	1		3
	4	5			5			5		4	5			5			5		4	5			5			5	
				7		9	7		9	7		9	7		9	9		9	7		9	7		9			9
3 lanes w/o raised median (1 lane in each direction with a two-way left-turn lane)	1	2	3	1		3	1		3	1		3	1		3	1		3	1		3	1		3	1		3
	4	5	6		5	6		5	6	4	5	6		5	6		5	6	4	5	6		5	6	5	6	
	7		9	7		9			9	7		9	7		9			9	7		9			9			9
4+ lanes with raised median (2 or more lanes in each direction)	1		3	1		3	1		3	1		3	1		3	1		3	1		3	1		3	1		3
		5			5			5			5			5			5			5			5			5	
	7	8	9	7	8	9		8	9	7	8	9	7	8	9		8	9	7	8	9		8	9		8	9
4+ lanes w/o raised median (2 or more lanes in each direction)	1		3	1		3	1		3	1		3	1		3	1		3	1		3	1		3	1		3
		5	6		5	6		5	6		5	6		5	6		5	6		5	6		5	6		5	6
	7	8	9	7	8	9		8	9	7	8	9	7	8	9		8	9	7	8	9		8	9		8	9

Given the set of conditions in a cell,

 # Signifies that the countermeasure is a candidate treatment at a marked uncontrolled crossing location.

Signifies that the countermeasure should always be considered, but not mandated or required, based upon engineering judgment at a marked uncontrolled crossing location.

Signifies that crosswalk visibility enhancements should always occur in conjunction with other identified countermeasures.

1 High-Visibility Crosswalk Markings, Parking Restrictions on Crosswalk Approach, Adequate Nighttime Lighting Levels, and Crossing Warning Signs

2 Raised Crosswalk

3 Advance Yield Here To (Stop Here For) Pedestrians Sign and Yield (Stop) Line

4 In-Street Pedestrian Crossing Sign (Not Permanent)

5 Curb Extension

6 Pedestrian Refuge Island

7 Rectangular Rapid-Flashing Beacon (RRFB)*

8 Road Diet

9 Pedestrian Hybrid Beacon (PHB)*

* PHB and RRFB are not both installed at the same crossing location.

Designing Low-Stress Bicycle Networks

A key component of the Corcoran ATP is a proposed citywide network of bikeways designed for people of all ages and abilities, not just for those who are already regularly riding. This involves careful selection of bikeways that match the conditions of a given street, plus additional enhancements such as intersection treatments designed for bicyclists, and end-of-trip facilities such as secure bike parking. This section of the Plan reviews the various bicycle facilities used in California, an overview of how proposed facilities in this plan were selected, ways to enhance bicyclist comfort within the confines of the roadway, intersection treatments, and end-of-trip facilities.

Bicycle Facility Selection

Each facility type recommendation reflects a balance of user comfort, cost, and time to implement. While off-street shared use paths or separated bikeways may be the most comfortable facility type for many people, these facilities require additional resources, time, and political will to implement, and they may not always be necessary given the conditions of a street. On the contrary, simply adding a bike lane to a street is not always useful – if a street has high traffic volumes or vehicles traveling faster than 25 or 30 mph, many people will not feel comfortable with just a stripe separating them from traffic.

To determine facilities that are comfortable for most users, cost-effective, and relatively quick to implement, best practices from the Federal Highway Administration's (FHWA) Bikeway Selection Guide (2019) were applied to determine the appropriate bicycle facility for each street with proposed bicycle facilities. This guide considers traffic volume (annual average daily traffic or AADT) and posted speed limit in selecting an appropriate bike facility. **Figure 8** provides a summary of the selection guidance.

"The only challenge I experience while getting around Corcoran is getting past the four-way lanes while riding my bike."

-Survey Respondent

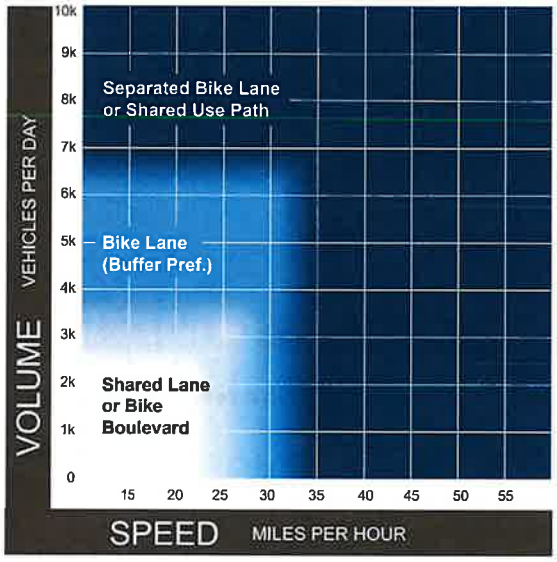


Figure 8: FHWA Bikeway Selection Guidance

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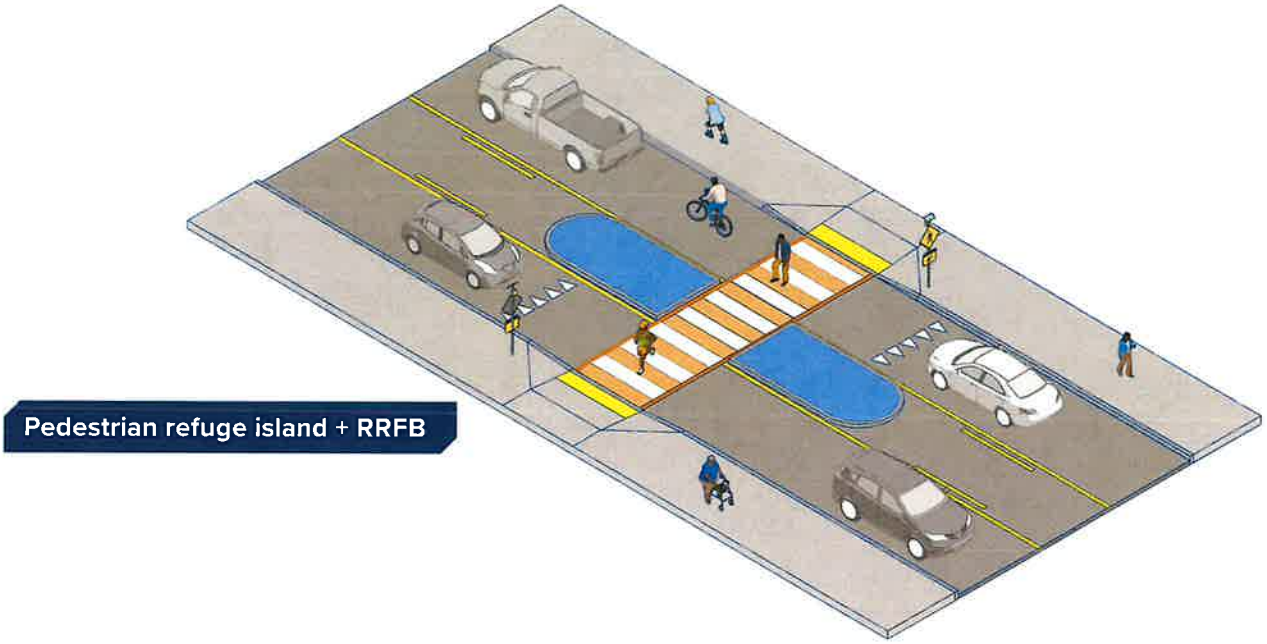
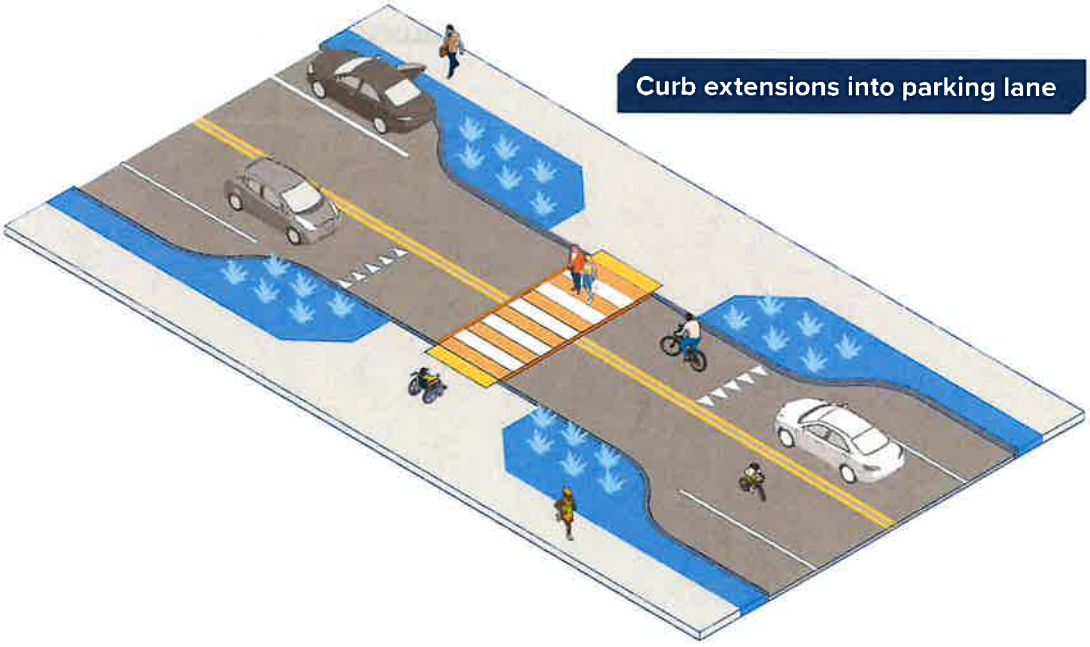
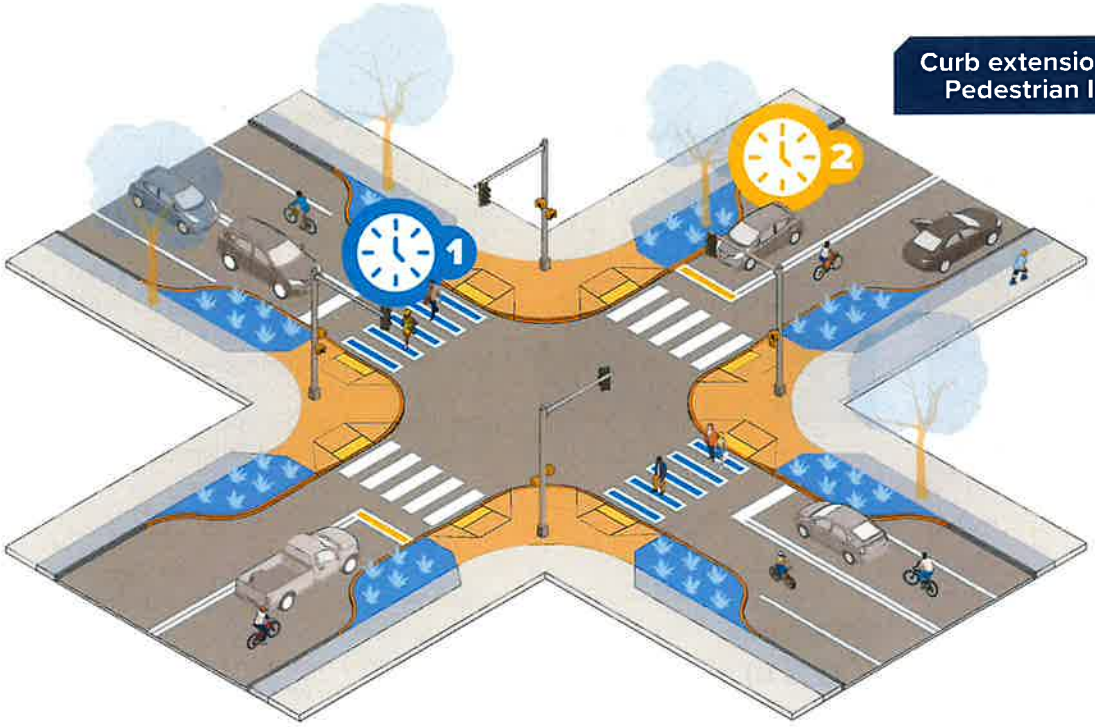
Common Combinations of Crossing Treatments



Pedestrian refuge island + RRFB



Curb extensions into parking lane

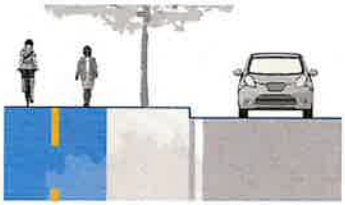


Curb extensions + Leading Pedestrian Interval (LPI)

Stop-controlled intersection + curb extensions

Bicycle Facility Types

Shared Use Path (Class I)



A shared use path (Class I) is separated from motor vehicle facilities by space or a physical barrier, and typically is grade-separated (at sidewalk level). It is identified with guide signing and may have pavement markings. Shared use paths can run alongside roads, like the example image, or may be entirely off-road, such as a paved trail running through a park or stream valley. There are no shared use paths in Corcoran today, but this plan cites a few locations where shared use paths could be implemented.

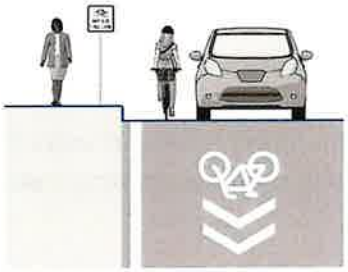
Bike Lane (Class II)

A bike lane (Class II) is a painted lane within the paved area of road for preferential bicycle use. A bike lane is identified by a painted (usually white) lane line, and sometimes other pavement markings, such as a bicycle or bicyclist icon. They may be painted green for greater visibility. Bicycles and similar-speed micromobility devices, such as e-scooters, have exclusive use of the bike lane but motor vehicles and pedestrians may cross it. There are currently some bike lanes in Corcoran, such as along Letts Avenue.

Buffered Bike Lane (Class IIB)

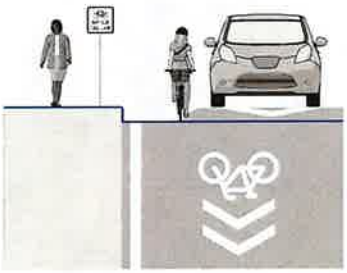
A buffered bike lane (Class IIB) is a variation of a bike lane that has an additional painted buffer space to provide increased separation between bicyclists and motorists. There are currently no buffered bike lanes in Corcoran today, but some are recommended in this plan.

Bike Route (Class III)



A bike route (Class III) is a signed route for bicycle travel. Bike routes may include roadside signs and "sharrows" painted on the pavement, alerting motorists that the road is shared with bicyclists. Otherwise bike routes do not include any treatments to make it safe or comfortable for bicyclists and motorists to share the road, and are therefore typically not recommended as facilities for bicyclists of all ages and abilities. There are many bike routes in Corcoran today, but they are located on roads with speeds much higher than those recommended for shared streets.

Bike Boulevard (Class IIIB)



A bike boulevard (Class IIIB) is a low-stress facility typically located on neighborhood streets with lower vehicle volumes and speeds. Bike boulevards feature traffic calming measures, such as traffic circles, speed cushions, raised crosswalks, and curb extensions. These measures are intended to slow vehicle traffic and make it more comfortable for bicyclists and vehicles to share the road, while still allowing all intended users, including emergency vehicles, to operate on the roadway. There are no bike boulevards in Corcoran today, but some are recommended in this plan.

Separated Bike Lane (Class IV)

A separated bike lane (Class IV) is a bike lane separated from motor vehicles by a physical barrier with a vertical element (e.g., flexible posts, bollards, planters, parked vehicles, curbs). Separated bike lanes may be one- or two-way facilities (the latter may also be referred to as a "cycle track") and may include some or all of the bike lane markings identified above. There are no separated bike lanes in Corcoran today, but some are recommended in this plan.

Tools for Enhancing User Comfort

There are several ways to improve the comfort of people walking, biking, or rolling that involve little more than restriping a road. These are relatively fast, low-cost changes that can have major impacts on pedestrian and bicyclist comfort.

- Many streets in Corcoran are excessively wide. Narrowing traffic lanes through restriping provides space for bike lanes without removing any traffic lanes and encourages motorists to slow down.
- Some residential streets in Corcoran are candidates for bike boulevards. Center striping should be removed from streets used as bike boulevards and sharrows (bicyclist pavement markings) should be painted on both directions of the street to alert all users that the street is to be shared by motorists and bicyclists. Aside from painting sharrows, striping parking lanes help narrow the road and encourage motorists to slow down.
- Currently in Corcoran, parking is located adjacent to the curb and bike lanes are installed between parking and travel lanes. In locations where roadway width and traffic volumes allow, bike lanes should be installed adjacent to the curb, with an additional buffer and designated parking lanes between the bike lanes and travel lanes to protect bike lane users.

Intersection Treatments

Intersection treatments are sometimes overlooked when installing bike facilities but are essential for continuity and comfort. One of the most important aspects of creating a comfortable and connected bike network is ensuring that bicycle facilities continue to and through intersections and do not drop off, leaving bicyclists in conflict with vehicles.

NACTO's *Don't Give Up at the Intersection* provides detailed guidance on intersection design treatments that reduce vehicle-bike and vehicle-pedestrian conflicts, discussing protected bike intersections, dedicated bike intersections, and minor street crossings, as well as signalization strategies to reduce conflicts and increase comfort and safety. Treatments that are appropriate to include in bikeway facility designs in Corcoran include bike boxes and conflict area markings.

Conflict area markings are intersection pavement markings designed to improve visibility, alert all roadway users to expected behaviors, and to reduce conflicts with turning vehicles. These are used anywhere where vehicles may cross into a bike lane, such as at an intersection, driveway, or if motorists must cross a bike lane to enter a right-turn lane. These often involve a mix of white and green paint to increase visibility to motorists. At intersections, they run alongside crosswalks.

Applicable at signalized intersections, **bike boxes** provide a dedicated space between the crosswalk and vehicle stop line where bicyclists can wait during the red light. Typically painted green, bike boxes position bicyclists in front of motor vehicles at the intersection, which improves visibility and motorist awareness, and allows bicyclists to "claim the lane" if desired. Bike boxes aid bicyclists in making turning maneuvers at the intersection and provide additional queuing space for multiple bicyclists. Bike boxes improve bicyclist safety and comfort by increasing the share of drivers who yield to bicyclists and reducing conflicts between bicyclists traveling straight and drivers turning right.

Bicycle Parking

Secure bicycle parking is essential for encouraging utilitarian trips, including those to work, shopping, or school. There are two primary types of bicycle parking, which reflect the need of the users, the location, and the length of time that the bicycle will be parked. These types of bicycle parking are discussed below. Specific recommendations for bicycle parking in Corcoran are presented on **Page 74: Complementary Implementation Strategies.**

Long-term parking is designed to meet the needs of employees, residents of multi-family housing, public transit users, and others who often leave their bicycles unmonitored for a period of several hours or longer. These users require security and weather protection that let them park without unreasonable concern for loss or damage. Examples of long-term bicycle parking includes lockers or other secure, enclosed shelters. Electrical outlets should be co-located with long-term parking to encourage the use of e-bikes, so e-bike users can charge their batteries when parked for extended periods of time. Bike fix-it stands with air pumps and basic repair tools should also be co-located with long-term parking, as well as provided at key destinations.

Short-term parking is designed to meet the needs of people visiting businesses and institutions – typically lasting up to two hours. Short-term users may be infrequent visitors to a location, so the parking should be easily visible. Recommended short-term racks include inverted-U, post and ring, or bike corrals at destinations with high demand. In addition to providing ample bike parking, installing bike corrals can be seen as a form of encouragement by increasing visibility of biking.

NETWORK RECOMMENDATIONS

The goal of the Corcoran ATP network recommendations is to provide low-stress walking and bicycling routes connecting people to their destinations across the city.

The recommended pedestrian and bicycle projects are centered around a spine network with three key corridors: the School Corridor (Letts and Bell Avenues), Commercial Corridor (Whitley Avenue), and Parks Corridor (Orange and Dairy Avenues). These corridors connect to community-identified priority destinations, notably schools, parks, downtown Corcoran, and other key shopping areas. The proposed active transportation network, including the spine corridors, is presented in **Figure 9**. Tables 5 and 6 present a numbered list of the pedestrian and bicycle projects, respectively. A full list of project recommendations and corresponding is presented in *Appendix D.*

Proposed pedestrian facilities include safe and comfortable crossing treatments at existing and proposed crossing locations. In addition to the recommended crossing enhancement locations, the City should continue its ongoing effort to construct sidewalks wherever they are missing, prioritizing gaps and missing sidewalks along the three spine corridors.

Proposed bicycle facilities focus on a citywide bikeway network for people of all ages and abilities, not just for those who are already riding regularly.

TRAIL PROJECTS

The City has expressed interest in implementing trails through repurposing canal right-of-way . These trails would be paved shared use paths for all active transportation users, including bicyclists and pedestrians. One project proposed below includes a repurposed canal trail along Sherman Avenue, from 7th Avenue to Dairy Avenue.

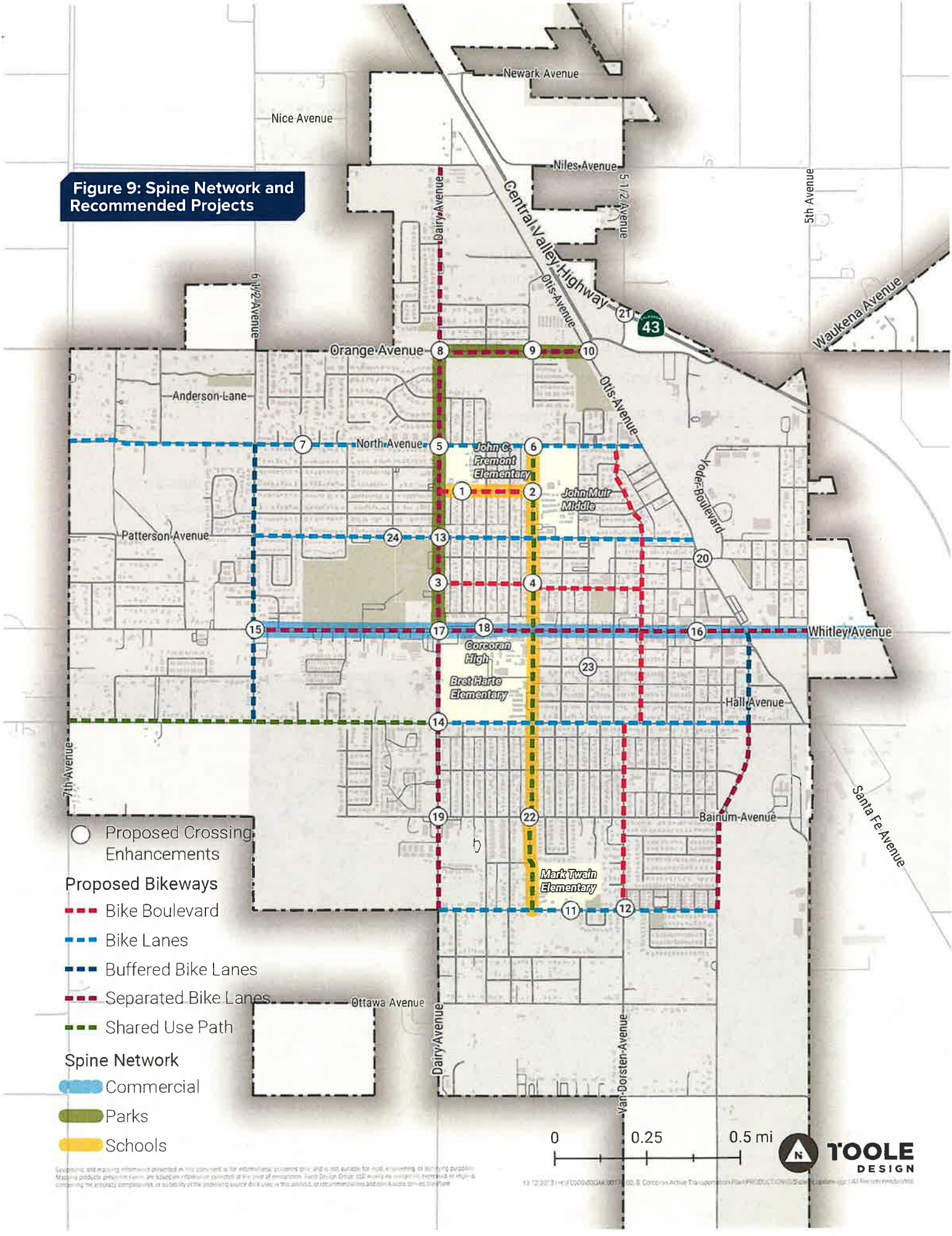


Figure 9: Spine Network and Recommended Projects
Newark Avenue
Nice Avenue
Niles Avenue
Dairy Avenue
Central Valley Highway
5 1/2 Avenue
5th Avenue
6 1/2 Avenue
Otis Avenue
Waukena Avenue
Orange Avenue
Anderson Lane
North Avenue
John C. Fremont Elementary
John Muir Middle
Yoder Boulevard
Patterson Avenue
Whitley Avenue
Corcoran High
Bret Harte Elementary
Hall Avenue
7th Avenue
Santa Fe Avenue
Bainum Avenue
Mark Twain Elementary
Ottawa Avenue
Van Dorsten Avenue
Proposed Crossing Enhancements
Proposed Bikeways
Bike Boulevard
Bike Lanes
Buffered Bike Lanes
Separated Bike Lanes
Shared Use Path
Spine Network
Commercial
Parks
Schools
0
0.25
0.5 mi
TOOLE DESIGN

SCHOOL CORRIDOR

Throughout the Corcoran ATP's community engagement process, community members and project stakeholders emphasized the need for safer routes for students to walk and bike to school. Establishing Letts and Bell avenues as a connected School Corridor improves conditions and provides access to all schools and between schools.

Long-Term Recommendation: A shared use path is recommended along Letts Avenue to maximize safety and comfort for students of all ages and abilities. A shared use path physically separates students from vehicles if they choose to walk or bike to school.

SCHOOL CORRIDOR

OPPORTUNITIES

Will encourage more people, especially students, to walk, roll, and bike in Corcoran. A shared use path along Letts would provide a key north-south connection through the city.

CHALLENGES

Will require work outside the existing paved roadway width; may require the City to acquire additional right-of-way.

Short-Term Bikeway Recommendation: Considering that planning, designing, and constructing a shared use path is a long-term goal that will take time and significant resources, a near-term recommendation is to extend the existing bike lanes south to Oregon Avenue, and to install traffic calming treatments in the vehicular travel lanes along the entire length of the bike lanes (Oregon Avenue north to Patterson Avenue) to reduce the speeds of vehicles traveling along Letts Avenue. A bike boulevard is recommended on Letts Avenue north of Patterson Avenue to North Avenue, as well as along Bell Avenue. These recommendations are consistent with traffic volume and posted speed along these streets.

Pedestrian Facility Recommendations: In addition to the shared use path and bikeway recommendations, the City should prioritize installing sidewalks and pedestrian-scale lighting wherever they are missing along the School Corridor. Four crossing enhancement projects are recommended for the School Corridor:

- Bell Avenue at Claire Avenue
- Bell Avenue at Letts Avenue
- Hanna Avenue at Letts Avenue
- North Avenue at Letts Avenue

Crossing guard helping students cross Oregon Ave at Mark Twain Elementary School

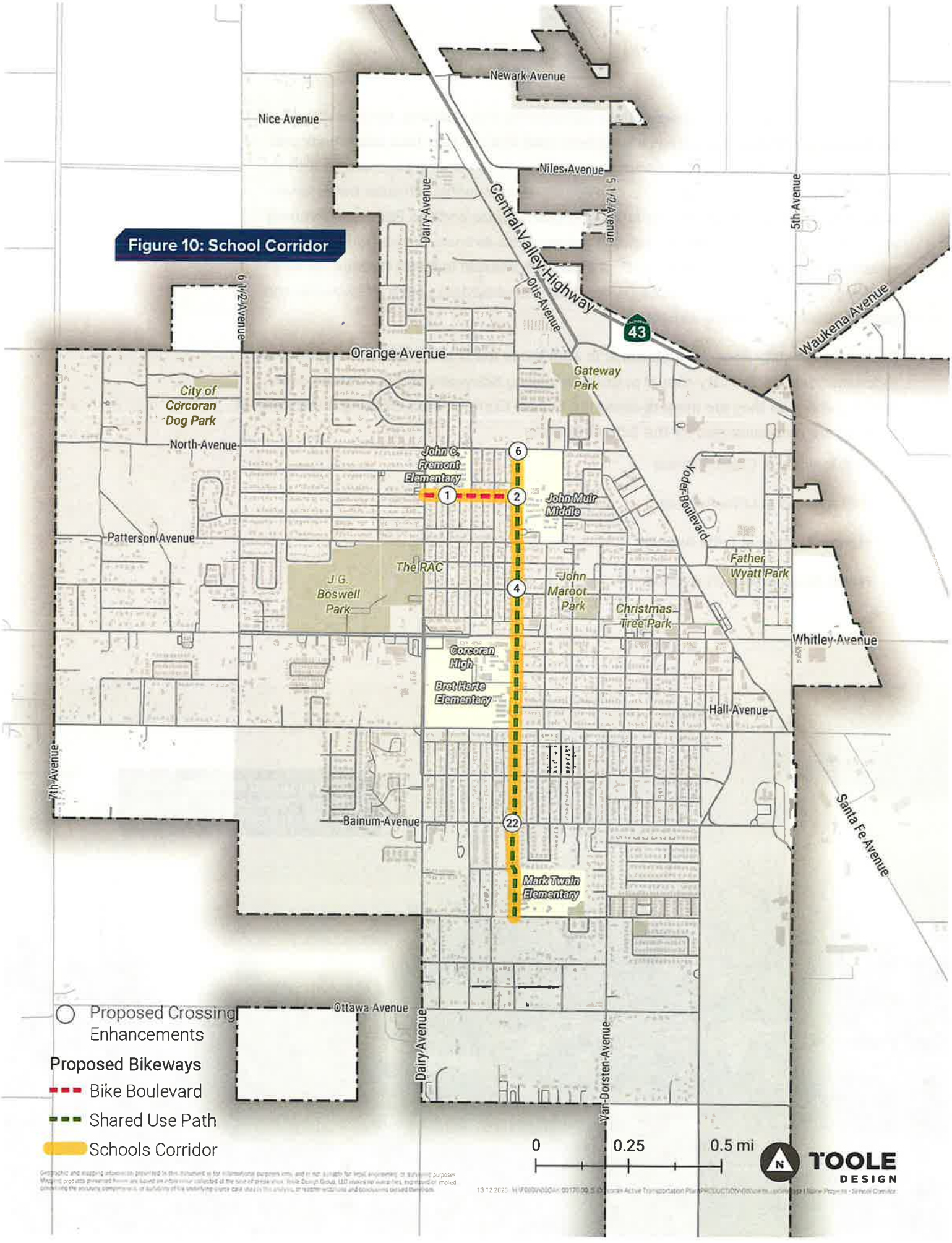


Figure 10: School Corridor
Newark Avenue
Nice Avenue
Niles Avenue
Dairy Avenue
Central Valley Highway
5 1/2 Avenue
5th Avenue
6 1/2 Avenue
Ohls Avenue
43
Waukena Avenue
Orange Avenue
Gateway Park
City of Corcoran Dog Park
North Avenue
John C. Fremont Elementary
John Muir Middle
Yoder Boulevard
Patterson Avenue
The RAC
J.G. Boswell Park
John Maroot Park
Father Wyatt Park
Christmas Tree Park
Whitley Avenue
Corcoran High
Bret Harte Elementary
Hall Avenue
7th Avenue
Bainum Avenue
Santa Fe Avenue
Mark Twain Elementary
Ottawa Avenue
Dairy Avenue
Van Dorsten Avenue
Proposed Crossing Enhancements
Proposed Bikeways
Bike Boulevard
Shared Use Path
Schools Corridor
0
0.25
0.5 mi
TOOLE DESIGN

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COMMERCIAL CORRIDOR

Whitley Avenue is the center of commerce in downtown Corcoran and is designed for pedestrian activity with shorter block lengths, benches, curb extensions, and closely spaced crossings. However, there are other commercial destinations frequented by the community that are outside this area.

Community members reported that it is uncomfortable to cross Whitley Avenue at intersections where side streets are stop-controlled but Whitley is not, and that the existing angled parking restricts motorists' ability to see pedestrians crossing the street. Community members also voiced numerous concerns about safely crossing Whitley Avenue, particularly near the high school and at 6½ Avenue. This input has directly informed the recommendations along this corridor.

COMMERCIAL CORRIDOR

OPPORTUNITIES

Will extend Corcoran's core downtown area, encouraging more people to walk, roll, and bike to restaurants and retail, and providing a key east-west connection.

CHALLENGES

Will require a redesign of Whitley Avenue in downtown Corcoran to include bike lanes between parking and sidewalk.

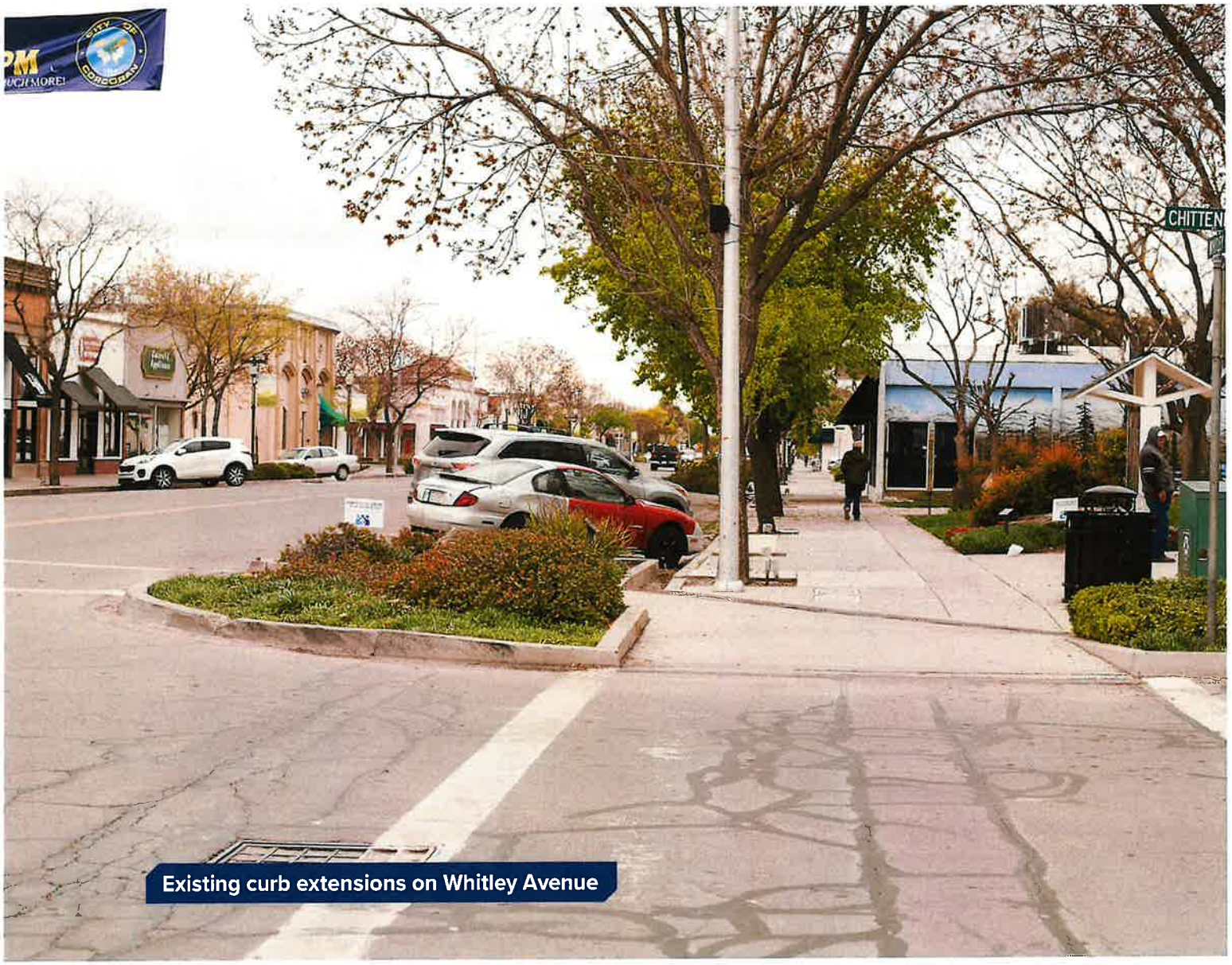
The Commercial Corridor is recommended to extend the pedestrian-focused design of downtown Corcoran to make Whitley Avenue more comfortable for people walking and biking. The City already has a concept design prepared for Whitley Avenue from Dairy to 6½ Avenues. The City's concept design includes separated bike lanes, angled parking, and enhanced pedestrian crossings.

Separated bike lanes located between the sidewalk and parking are recommended along Whitley Avenue for the length of the Commercial Corridor. The City should prioritize installing sidewalks and pedestrian-scale lighting wherever they are missing along the Commercial Corridor. Four crossing enhancement projects are recommended for the Commercial Corridor:

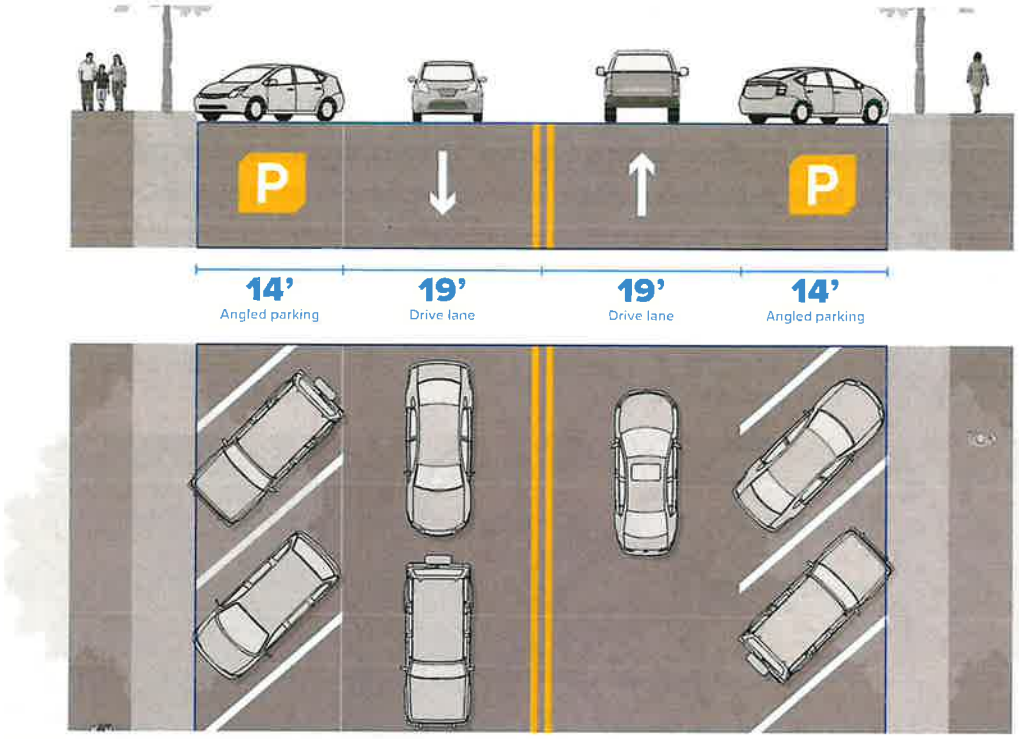
- Whitley Avenue at 6½ Avenue
- Whitley Avenue at Dairy Avenue
- Whitley Avenue at Chittenden Avenue
- Whitley Avenue at Josephine Avenue

Vision for the Commercial Corridor

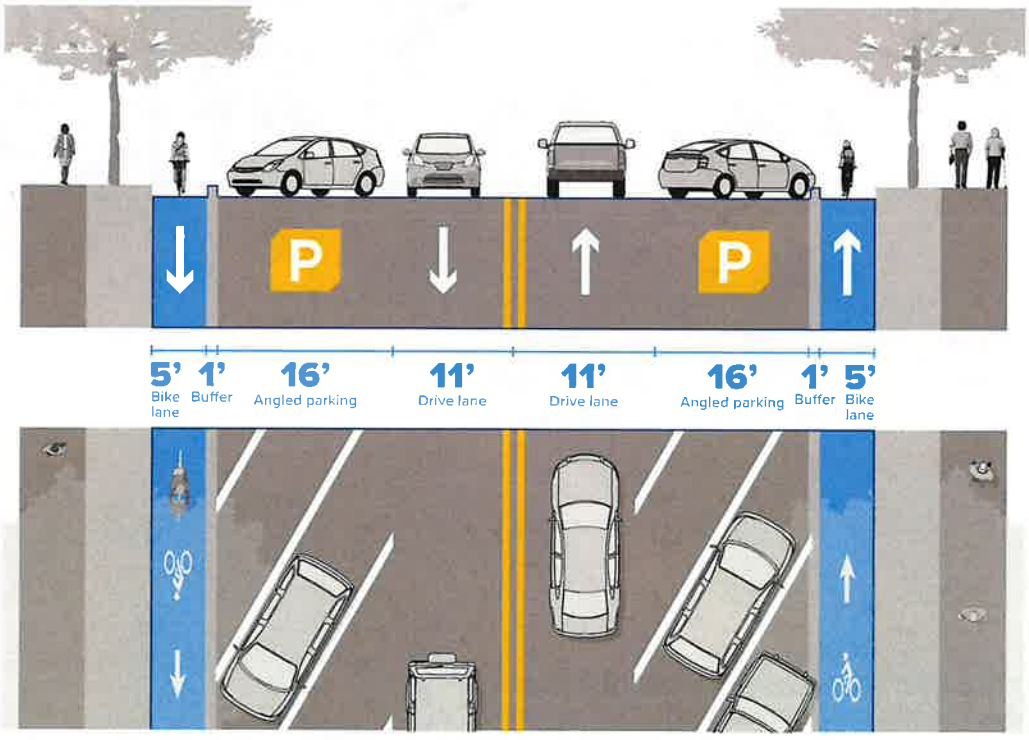
The following cross sections show how space could be reallocated on Whitley Avenue to include separated bike lanes. Two sets of cross-sections are shown, one for east of Van Dorsten Avenue to the city limits, and one for 6½ Avenue to Van Dorsten Avenue. The reimagined design in the latter set is based on the concept design provided by the City. Accommodating the space required for separation would involve narrowing extra-wide travel lanes or removing traffic lanes.



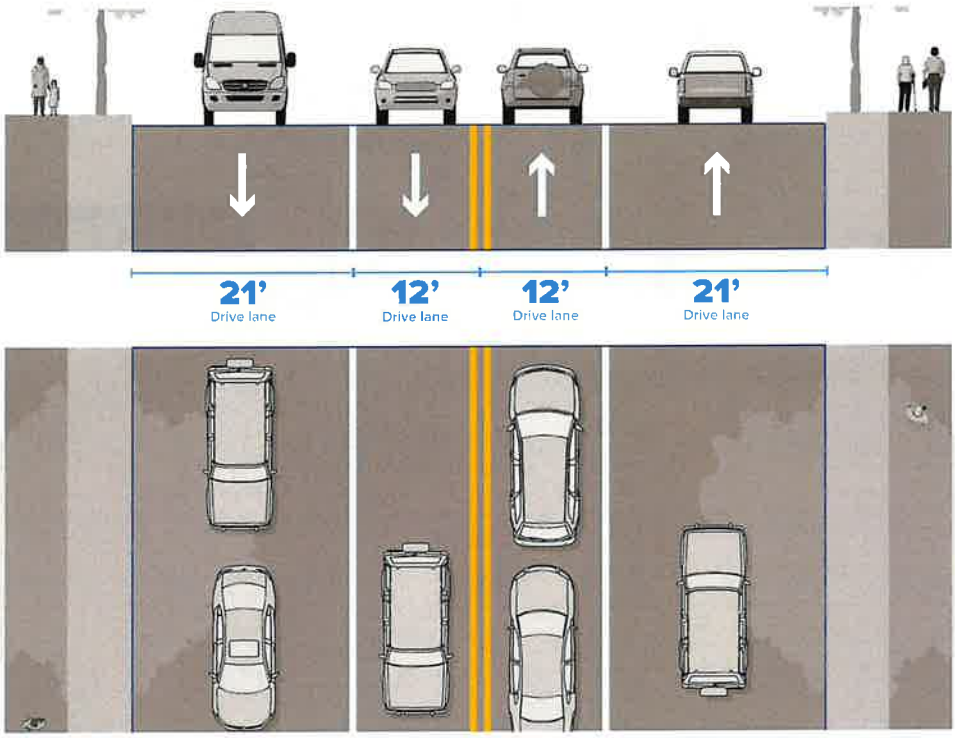
Existing curb extensions on Whitley Avenue



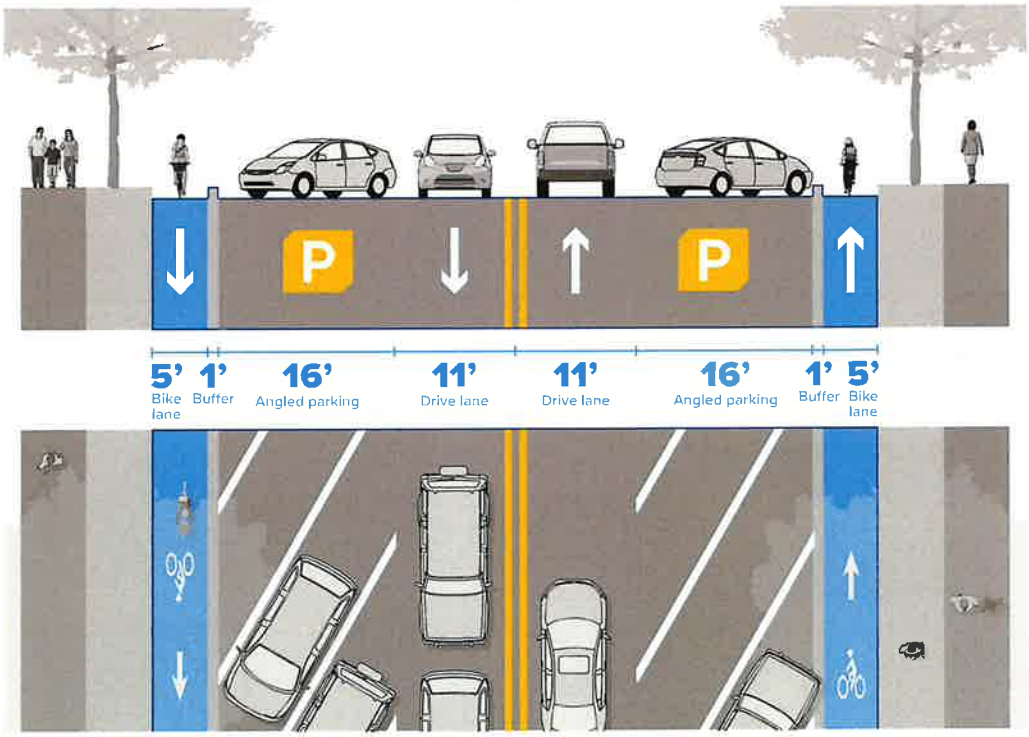
Whitley Avenue Existing Conditions (Van Dorsten Avenue to eastern city limit, facing east)



Whitley Avenue Proposed Design (Van Dorsten Avenue to eastern city limit, facing east)



Whitley Avenue Existing Conditions (6½ Avenue to Van Dorsten Avenue, facing east)



Whitley Avenue Proposed Design (6½ Avenue to Van Dorsten Avenue, facing east)

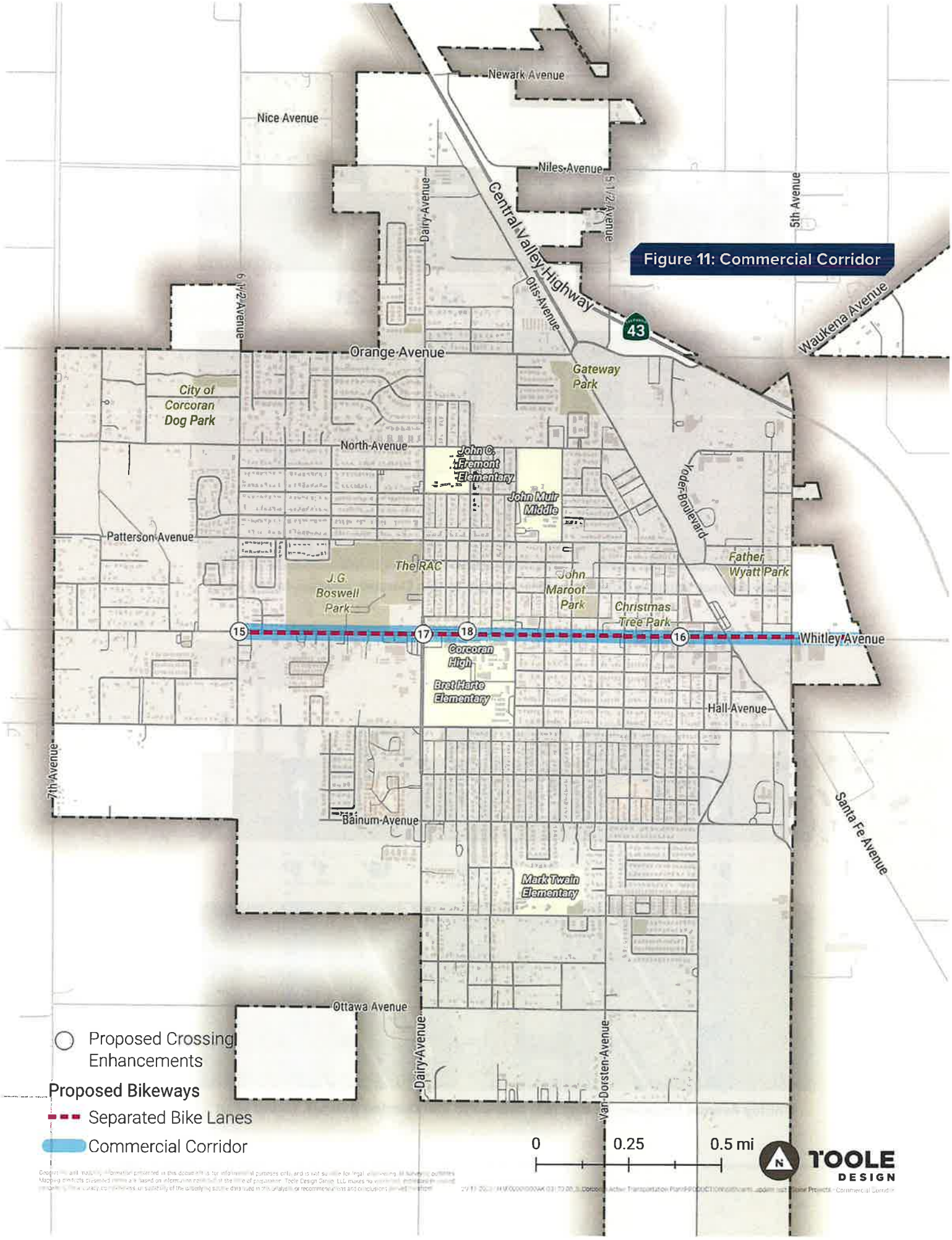


Figure 11: Commercial Corridor
Newark Avenue
Nice Avenue
Niles Avenue
Dairy Avenue
5 1/2 Avenue
5th Avenue
Central Valley Highway
Otis Avenue
43
Waukena Avenue
6 1/2 Avenue
Orange Avenue
City of Corcoran Dog Park
Gateway Park
North Avenue
John C. Fremont Elementary
John Muir Middle
Yoda Boulevard
Patterson Avenue
The RAC
J.G. Boswell Park
John Maroot Park
Father Wyatt Park
Christmas Tree Park
15
17
18
16
Whitley Avenue
Corcoran High
Bret Harte Elementary
Hall Avenue
7th Avenue
Bainum Avenue
Santa Fe Avenue
Mark Twain Elementary
Ottawa Avenue
Dairy Avenue
Van Dorsten Avenue
Proposed Crossing Enhancements
Proposed Bikeways
Separated Bike Lanes
Commercial Corridor
0
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0.5 mi
TOOLE DESIGN

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PARKS CORRIDOR

Parks and community centers are essential destinations in Corcoran, providing outdoor recreational opportunities as well as places for social gatherings. In particular, the RAC/Burnham Smith Park and Senior Center as well as Gateway Park are very popular among residents.

Community members noted that they enjoyed visiting and riding bicycles in Gateway Park, but always chose to put their bikes in their cars and drive there, given the lack of safe routes to access the park via bicycle. Community members also voiced concerns about vehicles speeding on Patterson Avenue and Dairy Avenue as well as at North and Dairy avenues, and noted a need for pedestrian-scale lighting along Dairy Avenue.

PARKS CORRIDOR

OPPORTUNITIES

These improvements would greatly enhance comfort along Dairy, which was cited by the community as particularly unsafe for pedestrian and bicyclists. Currently no dedicated bike facilities connect to Gateway Park; the Parks Corridor would make that connection.

CHALLENGES

No major anticipated challenges.

Separated bikeways and enhanced crossings are recommended along Dairy Avenue and Orange Avenue to provide low-stress connections to these parks. This route also connects to Fremont Elementary. Separated bike lanes are proposed for either side of Dairy Avenue, while a two-way separated bikeway is proposed along the south side of Orange Avenue to keep bicyclists adjacent to Gateway Park without needed to cross Orange Avenue.

In addition to the bikeway recommendations, the City should prioritize installing sidewalks and pedestrian-scale lighting wherever they are missing along the Parks Corridor. Six crossing enhancement projects are recommended for the Parks Corridor:

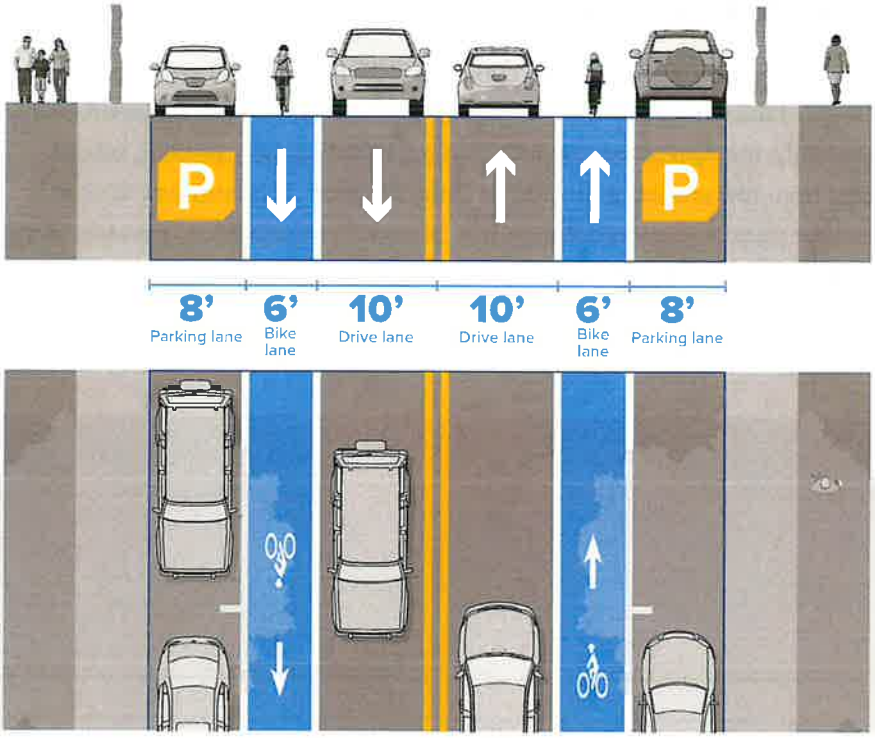
- Orange Avenue at Otis Avenue
- Orange Avenue at Letts Avenue
- Orange Avenue at Dairy Avenue
- North Avenue at Dairy Avenue
- Patterson Avenue at Dairy Avenue
- Patterson Avenue at Hanna Avenue

Changes to the intersection of Orange Avenue at Otis Avenue are already in design by the City (see upcoming Prioritized Crossing Projects section).

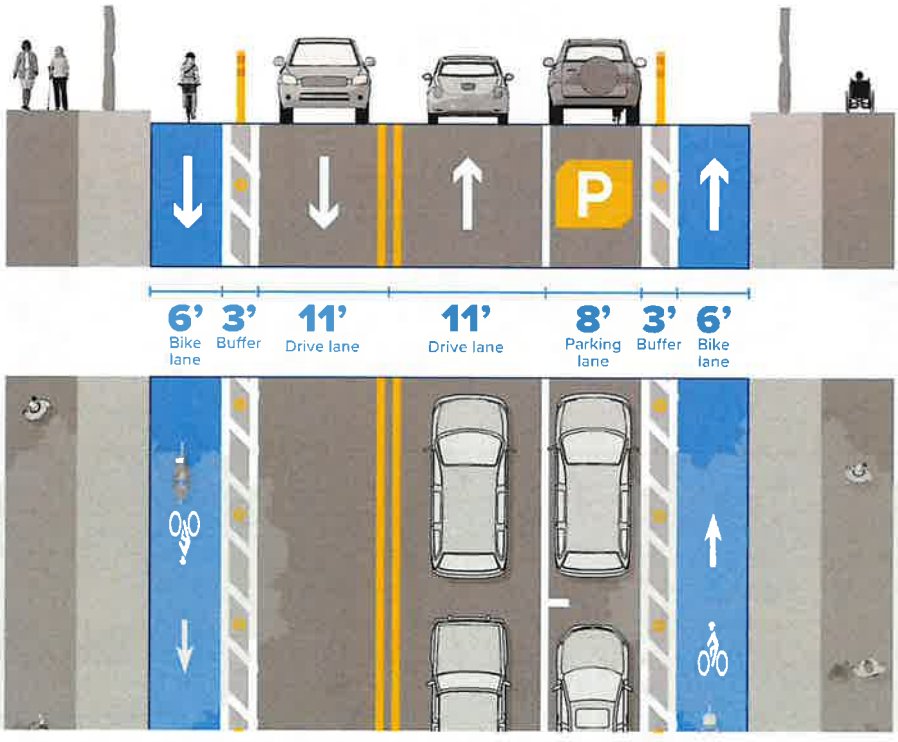
Vision for the Parks Corridor

The following cross sections show how space could be reallocated on Dairy and Orange avenues, the two legs of the Parks Corridor, to implement separated bike lanes on both streets. To accommodate the space required for separated bike lanes, parking would need to be removed from the southbound side of Dairy Avenue. This requires further study and engagement prior to implementation but, based on observation, parking in this southbound lane appears underutilized.

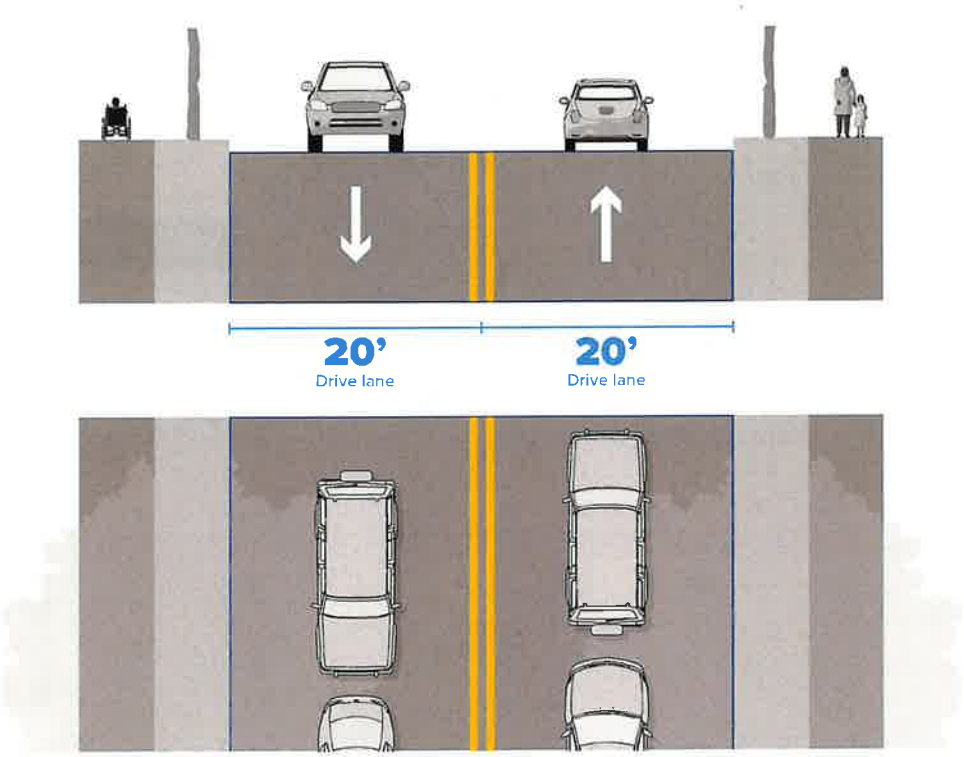
Playground and internal paths at Gateway Park



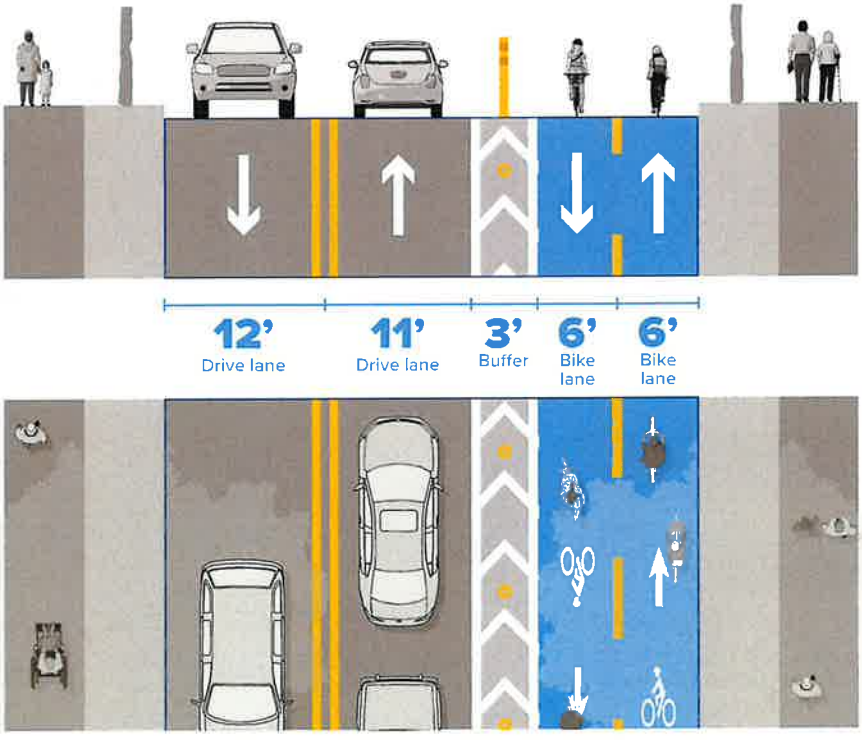
Dairy Avenue Existing Conditions (facing north)



Dairy Ave Proposed Design (facing north)



Orange Ave Existing Conditions (facing east)



Orange Ave Proposed Design (facing east)

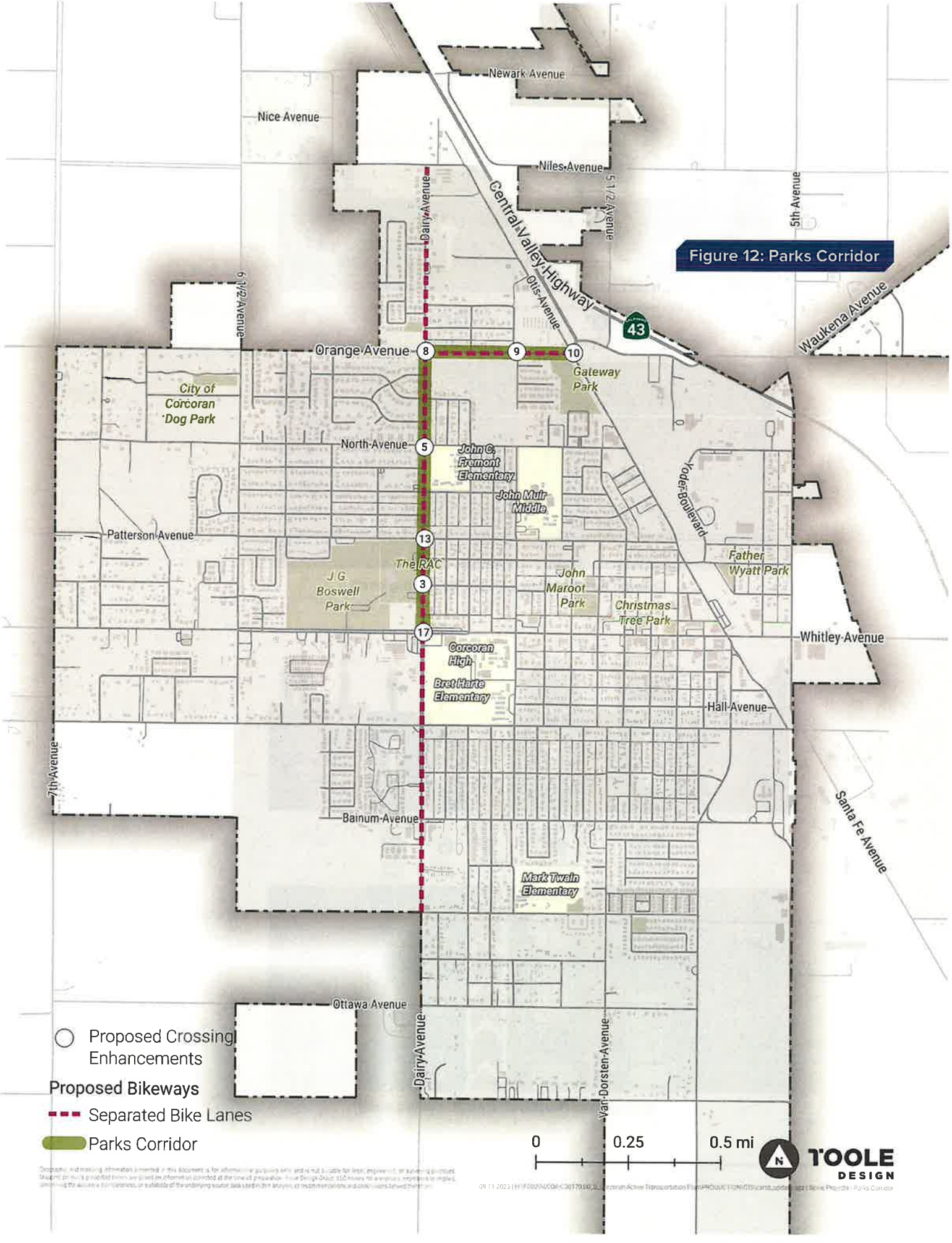


Figure 12: Parks Corridor
Newark Avenue
Nice Avenue
Niles Avenue
5 1/2 Avenue
5th Avenue
Dairy Avenue
Central Valley Highway
Otis Avenue
6 1/2 Avenue
43
Waukena Avenue
Orange Avenue
8
9
10
Gateway Park
City of Corcoran Dog Park
North Avenue
5
John C. Fremont Elementary
John Muir Middle
Yoder Boulevard
Patterson Avenue
13
The RAC
3
J.G. Boswell Park
John Maroot Park
Christmas Tree Park
Father Wyatt Park
17
Whitley Avenue
Corcoran High
Bret Harte Elementary
Hall Avenue
7th Avenue
Bainum Avenue
Santa Fe Avenue
Mark Twain Elementary
Ottawa Avenue
Dairy Avenue
Van Dorsten Avenue
Proposed Crossing Enhancements
Proposed Bikeways
Separated Bike Lanes
Parks Corridor
0
0.25
0.5 mi
TOOLE DESIGN

PROJECT PRIORITIES

Project Prioritization

All recommended projects in the Corcoran ATP will take time and resources to implement. Recognizing that funding and staff capacity are finite, each project has been prioritized through a data-driven process shaped by community input. Projects were prioritized based on five criteria, which are summarized below. Each project was allotted points based on each criterion, then points were tallied for each project to rank projects relative to one another. Tier I Projects scored the highest and are recommended to be implemented first, followed by Tier II and III projects. Prioritization criteria are presented below, and the full prioritization methodology is described in greater detail in *Appendix E*.

Access: The School Corridor, Parks Corridor, and Commerce Corridor (the Spine Corridors) provide connections to key destinations in Corcoran (as identified by community input). *See **Figure 13** for the Spine Network.* Projects within these corridors are considered high priority (Tier 1). This evaluation criterion prioritizes access to community-identified priority destinations.

Safety: This evaluation criterion prioritizes projects that are located at or near KSI (killed or seriously injured) crash sites (per 2016-2020 crash data). It includes motor vehicle crashes since there have not been many historic bicycle or pedestrian crashes in Corcoran.

Connectivity and Comfort: This evaluation criterion prioritizes projects that fill in a gap in the network, provide connections to new locations, and/or improve the quality of an existing bikeway or crossing.

Priority Populations: This evaluation criterion prioritizes active transportation investments in Census tracts disproportionately burdened by pollution, socioeconomic factors, age, and/or health using CalEnviroScreen, an equity analysis tool developed by the State of California. Investments in these under-served areas were prioritized to provide multiple benefits from investments in active transportation through new opportunities for exercise, a decrease in transportation cost burden, etc.

Community Support: This evaluation criterion prioritizes projects located in areas with safety issues as identified by community members through various engagement platforms, particularly locations that were frequently cited.

Prioritized Crossing Projects

Table 5 contains a prioritized list of recommended locations (Figure 11) for crossing enhancement projects. This list has been informed by community input and analysis of existing conditions. Treatments applied at these locations should follow the design guidance provided in the *Design Principles* section of this chapter.

Table 5: Recommended Pedestrian Projects

NOTE:
Projects marked S are along the **School Corridor (yellow)**; projects marked P are along the **Parks Corridor (green)**; and projects marked C are along the **Commercial Corridor (blue)**.

*These indicate crossing locations that the City has already received funding to enhance.

ID	Location	Tier	ID	Location	Tier
1 S	Bell Avenue at Claire Avenue	III	13 P	Patterson Avenue at Dairy Avenue	I
2 S	Bell Avenue at Letts Avenue	II	14	Sherman Avenue at Dairy Avenue	III
3 P	Hanna Avenue at Dairy Avenue	III	15 C	Whitley Avenue at 6 1/2 Avenue	I
4 S	Hanna Avenue at Letts Avenue	I	16 C	Whitley Avenue at Chittenden Avenue	II
5 P	North Avenue at Dairy Avenue	I	17 C	Whitley Avenue at Dairy Avenue	I
6 S	North Avenue at Letts Avenue	II	18 C	Whitley Avenue at Josephine Avenue	II
7	North Avenue at Perry Avenue	III	19	Bainum Avenue at Dairy Avenue	II
8 P	Orange Avenue at Dairy Avenue	I	20	Brokaw at Otis	II
9 P	Orange Avenue at Letts Avenue	I	21	5½ Ave and SR-43	II
10 P	Orange Avenue at Otis Avenue*	I	22 S	Bainum Ave and Letts Ave	II
11	Oregon Avenue at Mark Twain Elementary School driveway*	III	23	Hale Ave and Jepsen Ave	II
12	Oregon Avenue at Van Dorsten Avenue	II	24	Patterson Ave and Soto Ave	III

The City currently has conceptual design plans for the Orange / Otis Avenue intersection (Location #10), which involve the installation of a roundabout and a high-visibility crosswalk across the west leg of Orange Avenue, adjacent to Gateway Park. Locations #4 and #11 have received ATP funding for crossings improvements, so crossing enhancements at these locations are likely to be implemented in the near term.


Figure 13: Proposed Crossing Enhancement Locations
Newark Avenue
Nice Avenue
Niles Avenue
Central Valley Highway
Dairy Avenue
5 1/2 Avenue
6 1/2 Avenue
Ohio Avenue
5th Avenue
Waukena Avenue
Orange Avenue
City of Corcoran Dog Park
Gateway Park
North Avenue
John C. Fremont Elementary
John Muir Middle
Yoder Boulevard
Patterson Avenue
The RAC
J.G. Boswell Park
John Maroot Park
Father Wyatt Park
Christmas Tree Park
Whitley Avenue
Corcoran High
Bret Harte Elementary
Hall Avenue
7th Avenue
Bainum Avenue
Santa Fe Avenue
Mark Twain Elementary
Ottawa Avenue
Dairy Avenue
Van Dorsten Avenue
Proposed Crossing Enhancements
Tier I
Tier II
Tier III
Spine Network
Commercial
Parks
Schools
0
0.25
0.5 mi
TOOLE DESIGN

Prioritized Bicycle Projects

Table 6, below, contains a list of recommended locations (mapped in Figure 12) for bikeway projects. These projects include new bikeways to fill existing network gaps, as well as enhancements to existing bikeways. Two of the recommended bikeways already exist; these are included in the table and figure to show the complete network. All projects, except the two existing bikeways, have been ranked using the prioritization methodology. All projects that ranked "Tier I" are part of the Spine Network.

Table 6: Recommended Bicycle Projects

NOTE:
Projects marked S are along the **School Corridor (yellow)**; projects marked P are along the **Parks Corridor (green)**; and projects marked C are along the **Commercial Corridor (blue)**.

ID	Location	Existing Facility	Recommended Facility	Tier
1 S	**6½ Avenue** from Sherman Avenue to North Avenue	None	Buffered Bike Lane	II
2 P	**Dairy Avenue and 6th Avenue** from Oregon Avenue to Niles Avenue	Bike Lane	Separated Bike Lane	I
3 S	**Letts Avenue** from Oregon Avenue to North Avenue	Bike Lane (Sherman to Patterson); Bike Route (Patterson to North); None (south of Sherman)	Long-term: Shared Use Path *Short-term: Bike lane with traffic calming (Oregon to Patterson), bike boulevard (Patterson to North)*	I
4	**Van Dorsten Avenue and Norboe Avenue** from Oregon Avenue to North Avenue	None	Bike Boulevard	II
5	**5 1/4 Avenue, Flory Avenue, and King Avenue** from Oregon Avenue to Whitley Avenue	Bike Lane	Separated Bike Lane	III
6	**Orange Avenue** from Dairy Avenue to Otis Avenue	Bike Route	Separated Bike Lane	II
7A	**Sherman Avenue** from 7th Avenue to Dairy Avenue	Bike Route	Shared Use Path	II
7B	**Sherman Avenue** from Dairy Avenue to Flory Avenue	Bike Lane	Maintain existing facility	

ID	Location	Existing Facility	Recommended Facility	Tier
8A C	**Whitley Avenue** from 6½ Avenue to Van Dorsten Avenue	Bike Route	Separated Bike Lane	I
8B C	**Whitley Avenue** from Van Dorsten Avenue to Sweet Canal (E City Limit)	Bike Route	Separated Bike Lane	I
9	**Hanna Avenue** from Dairy Avenue to Norboe Avenue	None	Bike Boulevard	II
10A	**Patterson Avenue** from 6½ Avenue to Letts Avenue	Bike Route	Bike Lane	II
10B	**Patterson Avenue** from Letts Avenue to Otis Avenue	Bike Lane	Maintain existing facility	
11 S	**Bell Avenue** from Dairy Avenue to Letts Avenue	None	Bike Boulevard	II
12	**Oregon Avenue** from Dairy Avenue to 5 ¼ Avenue	Bike Route	Bike Lane	II
13	**North Avenue** from 7th Avenue to Otis Avenue	Bike Route	Bike Lane	I

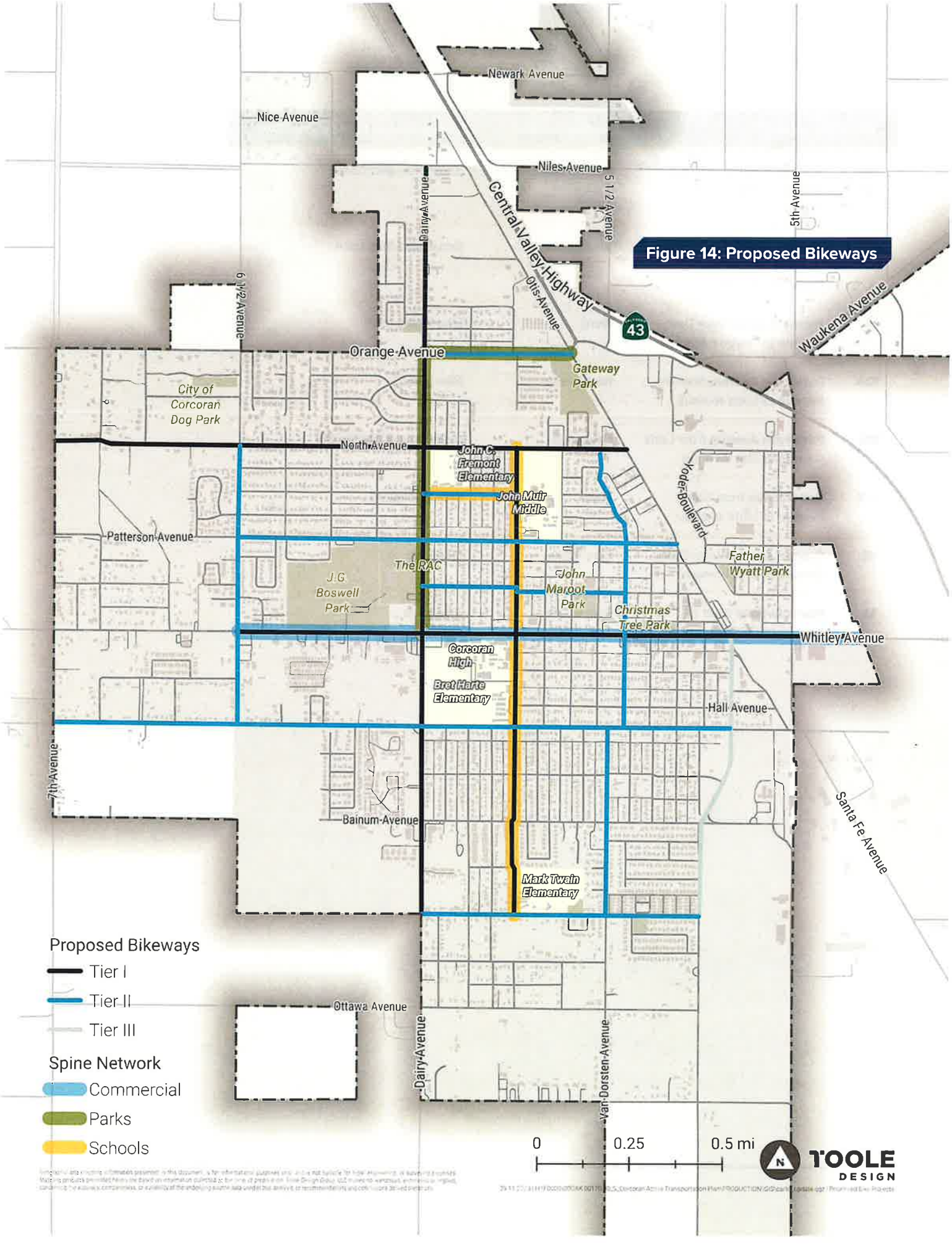


Figure 14: Proposed Bikeways
Newark Avenue
Nice Avenue
Niles Avenue
Dairy Avenue
Central Valley Highway
5 1/2 Avenue
5th Avenue
6 1/2 Avenue
Otis Avenue
43
Waukena Avenue
Orange Avenue
Gateway Park
City of Corcoran Dog Park
North Avenue
John C. Fremont Elementary
John Muir Middle
Yoder Boulevard
Patterson Avenue
The RAC
J.G. Boswell Park
John Maroot Park
Father Wyatt Park
Christmas Tree Park
Whitley Avenue
Corcoran High
Bret Harte Elementary
Hall Avenue
7th Avenue
Bainum Avenue
Santa Fe Avenue
Mark Twain Elementary
Ottawa Avenue
Dairy Avenue
Van Dorsten Avenue
Proposed Bikeways
Tier I
Tier II
Tier III
Spine Network
Commercial
Parks
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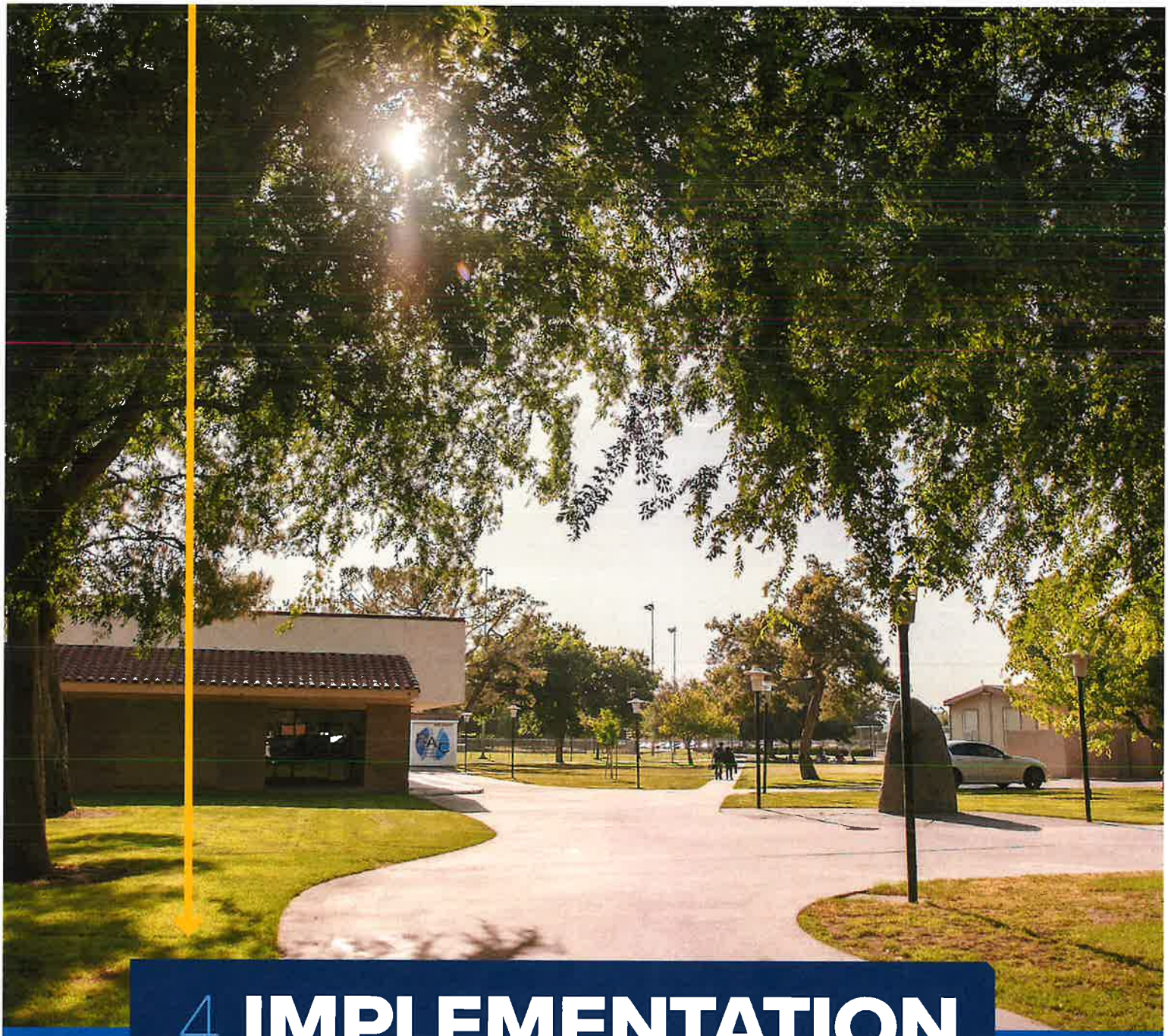

4 IMPLEMENTATION STRATEGIES

The Corcoran ATP provides the City with the tools to implement recommended projects over time as more detailed planning occurs, funding is acquired, and other implementation opportunities arise. This section presents project implementation and funding methods.

IMPLEMENTATION METHODS

Implementation of the Corcoran ATP's proposed walking and biking network can occur in several ways. Project implementation timing and method will vary based on the project type, available funding, and other factors like right-of-way and environmental constraints. Sidewalk gap closure projects, specifically, should be constructed in a systematic manner, focusing on closing sidewalk gaps along the three spine corridors, within 600 feet of schools, along arterials, and coordinated with crossing enhancement projects. Sidewalk gap closure projects can be constructed as standalone projects or as part of larger projects via new development or roadway rehabilitation. Common implementation methods are listed on the following page in order of general cost and effort.

STRATEGY FOR IMPLEMENTING:

Demonstration projects are an emerging strategy for implementation that use low-cost installation methods and temporary materials to demonstrate the benefits and trade-offs of a project on a temporary basis. Projects can take place over a day as a basic demonstration or over a longer period as a pilot project. Demonstration projects provide cities the opportunity to test a concept and receive community feedback before committing significant resources to permanent installation. This strategy requires careful selection of project locations and a robust evaluation plan to gauge each project's success and inform next steps.

Reconfiguration involves using paint to add bike infrastructure using existing space. The most common reconfiguration strategy is to paint bike lanes within wide lanes. Other strategies include replacing under-utilized parking with bike lanes; keeping the same number of lanes but narrowing them; and repurposing space from existing motor vehicle lanes for bike lanes and/or a center turn lane. A common street reconfiguration involves taking a four-lane street, removing two through lanes, and adding a center turn lane and bike lanes (a four-to-three conversion).

Resurfacing: When evaluating the pavement condition of city streets to determine which ones will be selected for resurfacing, the Corcoran Public Works Department should look for opportunities to implement the ATP recommendations using similar strategies to those discussed above (adding bike lanes on wide lanes, removing parking, narrowing, or removing travel lanes). Because the recommended projects are already planned and involve restriping, this can be an inexpensive way for the City to expand its active transportation network.

Reconstruction: Street reconstructions are major projects that typically occur when a street has deteriorated past the point where it can simply be resurfaced, or when utilities under the street need to be replaced. Reconstruction projects present a "blank slate" of roadway that can be configured differently to include bicycle facilities and incorporate changes like moving curbs to accommodate bike facilities, implementing horizontal traffic calming measures (such as chicanes, curb extensions, tighter curb radii, or bulb-outs), or adding green infrastructure treatments.

Widening: Street widenings are major projects that typically require utility relocation, significant construction, and may require right-of-way acquisition. Widening projects can be used to add median refuge islands, separated bike lanes, buffered bike lanes, and standard bike lanes, and widen shoulders.

New Construction or Development: When new streets are constructed, whether they're privately or publicly funded, they should include sidewalks and, if appropriate, bicycle facilities and supporting infrastructure like bicycle parking to improve connectivity and accessibility for all users. California's Senate Bill 743, effective July 1, 2020, requires developments to be evaluated and mitigated based on vehicle miles traveled (VMT). The inclusion of pedestrian and bicycle infrastructure, or an in-lieu fee in support of it, as part of a development helps encourage a shift from driving to walking and bicycling and can serve as a transportation demand management (TDM) mitigation measure.

RAPID IMPLEMENTATION VERSUS FULL-BUILD

Projects that involve only striping and signage within the existing paved roadway, like Class II bike lanes, can be implemented in a rapid, low-cost manner. Some project types can be implemented in a high-cost or low-cost manner. Separated bicycle lanes, for instance, can be implemented quickly with striped buffers and vertical elements like flexposts, parking stops, or planters, or they can be implemented with concrete curb or landscaped buffers, requiring higher cost and effort. Similarly, bicycle boulevards can be implemented quickly with rubber speed cushions, curb extensions constructed of paint and flexposts, and quick-build traffic circles, or they can be implemented with higher cost and effort and include chicanes and curb extensions constructed of concrete curb and landscaping, and other more permanent elements.

Regardless of the method, proposed changes to street configurations, traffic flow, and connectivity should undergo a community engagement process that fosters transparency between residents, property owners, and the City. These decisions will require thoughtful conversation, analysis, and design that is both data-driven and sensitive to the needs of residents who live, work, or travel along the street or streets in question.

Full-build versus rapid implementation two-way separated bike lane

Full-build versus rapid implementation curb extensions

Full-build versus rapid implementation speed cushions

COMPLEMENTARY IMPLEMENTATION STRATEGIES

The following recommendations in **Table 7** complement the specific pedestrian and bikeway infrastructure projects proposed in the previous chapter and are intended to help the City achieve safe and comfortable conditions for people walking, biking, and rolling in Corcoran. These complementary implementation strategies consist of:

- **Supporting infrastructure**, which focus on additional amenities in support of walking, rolling, and biking;
- **Policies** that include, but are not limited to: City code updates, design guidance, and general ways to improve active transportation in Corcoran outside of located-based infrastructure projects; and
- **Education initiatives and programs,** including events and programs to increase awareness, encourage more walking, biking, and rolling, and educate the public about using active transportation. Many education and programming recommendations highlight ways that various departments and organizations can come together to champion active transportation in the City.

Table 7: Recommendations for Supporting Infrastructure, Policy Updates, and Education and Programming

Focus	Recommendation
	Supporting Infrastructure
Sidewalk Gap Closure	Continue installing new sidewalk where it does not currently exist. Prioritize sidewalk gap closures along the School, Parks, and Commercial Corridors.
ADA-Compliant Crossings	Ensure ADA-compliant curb ramps are located at all crossings. All pedestrian infrastructure should comply with the newly published Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way (PROWAG).
Pedestrian-Scale Lighting	Install pedestrian-scale lighting in the near-term along all three corridors (School, Commercial, and Parks), and in the longer-term along all arterials.
Shade Trees	Plant shade trees or install shade structures along the three major corridors: School (Letts), Commercial (Whitley), and Parks (Dairy/North). Where inadequate right-of-way exists for street trees, work with property owners to plant shade trees on private property near the sidewalk.

Focus	Recommendation
Bike Parking	Provide bike parking facilities at all schools, parks, community centers (such as the library and the RAC), and major commercial destinations. Provide bike fix-it stands at key destinations, such as the RAC. In downtown Corcoran, consider locating bike corrals (a group of bike racks installed adjacent to the curb, usually within existing parking spaces) at a few key intersections. Bike racks should be inverted-U style to ensure that a lock can be securely fastened and to support bikes of all sizes and styles.
Maintenance	Develop a maintenance plan for pedestrian and bicycle facilities, ensuring that all facilities are in working order and free of hazards (such as leaves). This should include defined intervals for sweeping and a pavement condition inventory.
	Policy Updates
Bike Parking	Update zoning code to require bike parking and support facilities (such as fix-it stands or electric bike charging) as part of new development or redevelopment. The number of bike racks provided should be based on the square footage or number of units constructed.
Electric Bike Incentives	Promote e-bike/cargo bike rebate and voucher programs, such as the California Air Resources Board (CARB) program that offers up to$1,000 and$1,750 for e-bikes and cargo bikes, respectively, to those who qualify, plus up to an additional $250 for those living in DACs (which includes most of Corcoran). Concurrently develop and distribute materials that educate the community on the benefits of e-bikes and cargo bikes.
	Education And Programming
Family-Focused Encouragement Events	Work with schools, the RAC, and local health centers to promote family oriented Safe Routes to School (SRTS) events, such as "Walk or Bike to School Day", to increase parent involvement.
Family-Focused Education Program	Echoing the 2014 Corcoran Safe Routes to School Plan, develop an education program geared towards parents and students about traffic rules for pedestrians, bicyclists, and motorists.
School Curriculum Education	Add pedestrian and bike skills as part of physical education courses. Implementation-ready curriculums already exist. Many schools around the nation have begun implementing this into their elementary school physical education courses. An effective approach might be to assign these lessons to a particular grade (i.e., all first graders will learn pedestrian safety and beginning bike safety skills, and all third graders will learn intermediate bike safety skills).
Street Closures	Work with the Chamber of Commerce and local businesses to develop occasional block party events in downtown Corcoran (with temporary closure of Whitley Avenue) to provide safe and fun places for people to walk, bike, roll, and gather.

PROJECT COSTS AND FUNDING

Project Costs

Implementation Timelines

Table 8 groups the 14 projects in the Corcoran ATP into different implementation timelines –short, medium, and long—recognizing that securing project funding can be a complex and variable process. The timelines are based on:

- the complexity of implementing a specific project,
- the amount of public engagement that may be necessary for a given project, and
- the cost to implement the project.

The implementation timelines are not rigid, and it is expected that projects may move from one implementation window to another as opportunities or constraints arise.

The projects identified were analyzed at a planning level and do not represent detailed, site-specific studies. While the bicycle facility type defined in the Plan for each project is the City's goal, different decisions might be made as each project advances and circumstances change (e.g., grant funding becomes available). The City should seek to provide the most comfortable and safe bicycle facility possible for each project, consistent with the facility selection guidance in this Plan.

Of the 14 projects, 10 can be constructed through resurfacing and restriping within the existing street width in the short or medium term. Four projects are identified as long-term projects, envisioned to be constructed through roadway widenings, reconstructions, and new construction.

Short-Term Projects (1-2 years)

Short-term projects are classified as such due to the ability to be implemented with relatively low effort and at relatively low cost. All three short-term projects identified in the Corcoran ATP are bike boulevard projects that only require pavement markings, signage, and traffic calming measures to implement and can be constructed quickly due to the lack of trade-offs.

Medium-Term Projects (3-5 years)

Medium-term projects have greater complexity or cost to implement. Several of these projects are bike lanes that require reconfiguration of the existing street space, including parking removal or travel lane reductions. These implementation steps often require significant public engagement that can be time-consuming. Implementation may best be accomplished when the street is undergoing resurfacing or reconstruction.

Long-Term Projects

Long-term projects require significant construction and detailed design to be implemented. These projects are shared use paths and separated bike lanes that require widening existing streets or building a new facility. These implementation steps often require significant public engagement and significant funding.

Table 8: Bikeway Network implementation Actions

ID	Street	Facility	Tier*	Implementation Action(s)
		Short-term projects (1-2 years)		
4	Van Dorsten Avenue and Norboe Avenue	Bike Boulevard	II	Add bike boulevard treatments
9	Hanna Avenue	Bike Boulevard	II	Add bike boulevard treatments
11	Bell Avenue	Bike Boulevard	II	Add bike boulevard treatments
		Medium-term projects (3-5 years)		
1	6½ Avenue	Buffered Bike Lane	II	Remove parking on one side
2	Dairy Avenue and 6th Avenue	Separated Bike Lane	I	Remove parking on one side
5	5 1/4 Avenue, Flory Avenue, and King Avenue	Separated Bike Lane	III	Remove parking on one side
6	Orange Avenue	Separated Bike Lane	II	Remove parking on both sides
10a	Patterson Avenue	Bike Lane	II	Remove parking on one side
12	Oregon Avenue	Bike Lane	II	Remove parking on one side
13	North Avenue	Bike Lane	I	Remove parking on one side
		Long-term projects (6-10 years)		
3	Letts Avenue	Shared Use Path	I	Construct shared use path; acquire right-of-way if needed
7a	Sherman Avenue	Shared Use Path	II	Construct shared use path on south side of Sherman Ave; acquire right-of-way as needed)
8a	Whitley Avenue	Separated Bike Lane	I	Reduce travel lanes from 4 to 2; move existing curb lines
8b	Whitley Avenue	Separated Bike Lane	I	Reduce travel lanes from 4 to 2; move existing curb lines

See page 63 for an explanation on project tiers.

Planning-Level Project Costs

Table 9 presents opinions of probable cost for implementing the Corcoran ATP bikeway project recommendations.[1] These planning-level costs are intended to provide an order of magnitude cost for specific projects; more detailed cost estimates should be developed when budgeting for specific project implementation. Projects can be implemented in a lower-cost manner by removing existing pavement markings and restriping the roadway, or in a higher-cost manner by repaving the existing roadway.

1 Opinions of probable cost were developed by identifying major pay items and establishing rough quantities to determine a rough order of magnitude cost. Contingencies are included to cover items that are undefined or are typically unknown early in the planning phase of a project. Unit costs are based on 2023 dollars and were assigned based on historical cost data from the Caltrans Contract Cost Data. Cost opinions do not include easement and right-of-way acquisition; permitting; surveying, geotechnical investigation, environmental documentation, special site remediation, escalation, or the cost for ongoing maintenance. A general cost has been assigned to certain general categories such as utility relocations; however, these costs can vary widely depending on the exact details and nature of the work. The overall cost opinions are intended to be general and used only for planning purposes. TDG Engineering, Inc. makes no guarantees or warranties regarding the cost estimate herein. Construction costs will vary based on the ultimate project scope, actual site conditions and constraints, schedule, and economic conditions at the time of construction.

Table 9: Bikeway Network Planning-Level Cost Opinions

ID	Street	Facility	Tier	Miles	Planning-Level Cost Opinion	
					Restriping Only	Mill & Overlay
Short-term projects (1-2 years)						
4	Van Dorsten Avenue and Norboe Avenue	Bike Boulevard	II	1.30	$130,000	$2,769,000
9	Hanna Avenue	Bike Boulevard	II	0.55	$55,000	$1,171,500
11	Bell Avenue	Bike Boulevard	II	0.25	$25,000	$532,500
Medium-term projects (3-5 years)						
1	6½ Avenue	Buffered Bike Lane	II	0.80	$208,000	$1,760,000
2	Dairy Avenue and 6th Avenue	Separated Bike Lane	I	2.00	$600,000	$6,360,000
5	5 1/4 Avenue, Flory Avenue, and King Avenue	Separated Bike Lane	III	0.80	$240,000	$2,160,000
6	Orange Avenue	Separated Bike Lane	II	0.40	$120,000	$892,000
10a	Patterson Avenue	Bike Lane	II	0.75	$195,000	$1,620,000
12	Oregon Avenue	Bike Lane	II	0.75	$195,000	$1,650,000
13	North Avenue	Bike Lane	I	1.55	$403,000	$3,456,500
Long-term projects (6-10 years)						
3	Letts Avenue	Shared Use Path	I	1.30	N/A	$3,276,000
7a	Sherman Avenue	Shared Use Path	II	1.00	N/A	$1,460,000
8a	Whitley Avenue	Separated Bike Lane	I	1.00	N/A	$3,180,000
8b	Whitley Avenue	Separated Bike Lane	I	0.70	N/A	$2,226,000

Table 10 summarizes the total mileage and estimated cost to implement Corcoran's proposed 13-mile bikeway network.

Table 10: Planning-Level Cost Opinions for Bikeway Network Imiplementation

	Total Miles	Low Cost (Restriping)	High Cost (Mill & Overlay)
Short-term	2.10	$210,000	$4,473,000
Medium-term	7.05	$1,961,000	$17,898,500
Long-term	4.00	N/A	$10,142,000
TOTAL	13.15	$2,171,000	$32,513,500

Funding Methods

Identifying proposed infrastructure implementation methods and supporting programs and policies is for naught if those recommendations cannot get funded and implemented. Funding for active transportation projects can come through the City itself (through the City's general fund, bonds, or development impact fees), or can be acquired through competitive grant programs. To keep recent momentum of prioritizing sidewalk gap closure, the City should focus on maintaining a baseline funding amount through the City's general fund or bonds that can result in meaningful change year after year.

Adopting the Corcoran ATP will increase Corcoran's competitiveness for acquiring competitive grant funding. *Appendix F* summarizes funding sources that Corcoran is eligible for and could use to pursue funding for projects recommended in the Plan.

CONCLUSION

Mobility is essential to quality of life, access to opportunity, and community health. Corcoran residents want to be able to reach their destinations safely and reliably, regardless of how they choose to travel. Connecting all city residents – nearly a quarter of whom do not have access to a car – with safe and equitable mobility options is a small but vital piece of the change needed to realize the goal set forth in the Corcoran General Plan: Accommodate the transportation needs of all users, regardless of age or ability, including bicyclists, pedestrians, children, persons with disabilities, seniors, and public transit users, when planning, designing, and developing transportation improvements.

The Corcoran ATP is only the beginning. Implementing the projects, policies, programs, and processes presented in this plan will take years of sustained action, collaboration, and ongoing funding. Together, the City and community members can lead Corcoran forward.

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Appendix A

EXISTING CONDITIONS REPORT

TOOLE DESIGN

EXISTING CONDITIONS SUMMARY

Corcoran Active Transportation Plan

August 9, 2023

PROJECT OVERVIEW

To support the health and well-being of Corcoran's growing community and provide a greater range of transportation options, continued investments in active modes of transportation, such as bicycling and walking, are essential. The *City of Corcoran Active Transportation Plan* will build upon prior City efforts to address the active transportation needs of people of all ages and abilities and position the community to implement high-priority solutions. The term "active transportation" includes walking as well as all forms of micromobility. Micromobility refers to the use of lightweight, personal vehicles that generally do not exceed 25 mph, including rolling (using a wheelchair, powerchair, or mobility scooter), bicycling (including electric bikes, or e-bikes), skateboarding, rollerblading, using a scooter or e-scooter, and other modes.

This document describes Corcoran community characteristics, discusses its existing active transportation facilities, and presents key findings from existing plans and guidelines.

COMMUNITY OVERVIEW

This section provides a summary of Corcoran's regional context, population characteristics, disadvantaged communities, and existing transportation options. Familiarity with the current conditions provides context for needs of the Corcoran community and barriers to access that may exist, from limited resources to an absence of services or infrastructure.

REGIONAL CONTEXT

Corcoran is centrally located in California's San Joaquin Valley, situated near the eastern limit of Kings County, and is part of the Hanford-Corcoran Metropolitan Statistical Area. Corcoran is approximately 50 miles south-southeast of Fresno and 70 miles northwest of Bakersfield.

The city is located along State Route (SR) 43, which provides regional north-south access for destinations between Bakersfield and Selma. Within Corcoran, SR 43 can be accessed via Santa Fe Avenue. Regional access to the city is by SR 99, located approximately 13 miles east of the city center, and Interstate 5 (I-5), located approximately 32 miles west from the city center. Both major north-south routes are heavily used for local, regional, and national travel and commerce, with I-5 being the most-used north-south route on the Pacific Coast.

LAND USES AND CHARACTER

Corcoran is geographically compact with a total area of 7.46 square miles, most of which is low-density residential land. Several square blocks are allocated to downtown commercial space, clustered toward the eastern end of the city on the west side of the intersection of Whitley Avenue and Otis Avenue. Corcoran is also home to a significant amount of light and heavy industrial land, primarily used for crop production and processing, located along the southern fringe areas of the city and straddling SR 43.

ROADWAY NETWORK

At a local level, Corcoran's main arterials are Whitley Avenue, which bisects the most populous area of the city and provides western and eastern connection points to major highways; Dairy Avenue, which provides a north-south connection through Corcoran; and Otis Avenue, which runs parallel to the rail line on the east side of the city. The segment of Whitley from Letts Avenue to Otis Avenue is considered the City's commercial core area and walkable downtown center, and links major destinations such as Corcoran Community Park, Corcoran High School, Corcoran City Hall, and the Corcoran Amtrak station.

TRANSIT SERVICE

Corcoran does not have a scheduled intra-city transit service. Currently, the main source of public transportation within Corcoran is the city's Dial-A-Ride system, which functions as an on-demand, origin-to-destination service provided by Corcoran Area Transit (CAT). This service operates Monday to Friday, with first pick-up at 7:15 AM and last call at 4:00 PM. The fare ranges from $1.50 to $5, depending on destination, with discounts for seniors, disabled persons, and children. Corcoran's Dial-A-Ride service requires reservations at least one hour in advance, and early morning transportation may require a reservation a day or more in advance. Corcoran is also served every day except Saturday and Sunday by Kings Area Regional Transit (KART) route 13, which stops at the Corcoran Amtrak Station, Corcoran State Prison, and the KART Transit Center in Hanford. This route, operating as a loop beginning/ending in Harford, has two morning trips and one afternoon trip. The fare for this route is $1.75, or $0.85 for those who qualify for a discounted rate.

The Amtrak San Joaquin line also stops in Corcoran seven days a week, connecting directly to the San Francisco Bay Area, Fresno, and Bakersfield, as well as the regional job center of Hanford. Northbound, the trains depart every four hours in the morning, and every two hours in the afternoon and evening, with the first train departing around 5:14 AM and the last at 7:19 PM. Southbound, the trains depart every two hours beginning at 10:40 AM and ending at 10:40 PM. From Hanford, there are connections to Visalia and Lemoore through the Amtrak thruway bus routes. Amtrak fare is relatively high, however, starting at $8 per trip to the nearest station and increasing from there. Discounted tickets may be purchased at the Depot one-way $4.50, round trip $9.00, and ten ride passes $39.00 See Table 1 for a summary of existing transit services.

Table 1: Existing Transit Service in Corcoran

Operating Agency	Route	Destinations	Frequency	Days	Times
Amtrak	San Joaquin (Northbound)	Hanford, Fresno, Madera, Merced, Denair, Modesto, Stockton, Lodi, Sacramento, Antioch, Martinez, Richmond, Emeryville, Oakland	Six trips per day	Daily	5:14 am - 7:19 pm
Amtrak	San Joaquin (Southbound)	Wasco, Bakersfield	Six trips per day	Daily	10:41 am – 10:40 pm
Corcoran Area Transit (CAT)	No fixed route	Corcoran Depot to inter-city and fringe areas	No fixed frequency	Monday - Friday	7:15 am – 4:00 pm
Kings Area Regional Transit (KART)	13	Hanford (KART Transit Center), Corcoran Amtrak Station, various stops at Corcoran State Prison	Three trips per day	Sunday-Friday	6:40 am; 10:30 am; 3:25 pm

POPULATION CHARACTERISTICS

As of the 2020 Decennial Census, the city's population was 22,339. The population of Corcoran, like many agricultural communities in the San Joaquin Valley, is notable for its high share of Hispanic or Latino/a residents and modest household income levels compared to Kings County, and significantly lower incomes compared to California overall. Nearly 70% of the Corcoran population identifies as Hispanic or Latino/a, compared to 56.8% of the Kings County population, and 39.4% of the California population (see Table 2). The share of households that speak a language other than English – just over 50% – is also greater in Corcoran compared to the County or State. Median household income for Corcoran residents is $46,738, compared to $84,907 for California as a whole, and 27.6% of the City's population is living in poverty – more than twice that of the state (12.3%). Kings County falls between the City and state, with a median household income of $62,155 and 17.6% of the population living in poverty.

Table 2: Selected Population Characteristics of Corcoran Compared to Kings County and California

Population Characteristics	Corcoran	Kings County	California
Percent Hispanic or Latino/a*	69.6%	56.8%	39.4%
Percent White, non-Hispanic/Latino/a*	14.2%	29.1%	34.7%
Percent of Households that Speak a Language Other than English at Home^	50.6%	41.6%	43.9%
Median Household Income^	$46,738	$62,155	$84,907
Percent of Population Living in Poverty^	27.6%	17.6%	12.3%

*Source: ^2021 American Community Survey 5-Year Estimates, *2020 Decennial Census*

A greater percentage of Corcoran households (12.9%) do not have access to a vehicle, compared to Kings County (4.4%) and California (6.8%). Most households in Corcoran (87.1%) have access to at least one vehicle (see Table 3).

Despite lower vehicle access rates compared to Kings County and California, Corcoran residents tend to rely more on cars than in other areas of the state. As of 2021, roughly 76% of Corcoran residents drove alone to get to work, compared to 80% in Kings County and 64% in California (see Table 4). However, 18% of Corcoran workers carpooled to work, which, compared to the significantly lower rates of 13% and 8% within the county and state, speaks to the higher number of households without access to a vehicle. Overall, about 94% of Corcoran residents rely on cars to get to work (either driving alone or carpooling), compared to 93% in Kings County and 72% in California. The proportion of employed Corcoran residents who work from home is much lower than the proportion of home-based workers in both Kings County and California: 4.3% versus 11.2% and 21.4%, respectively. Even though more employees are leaving their homes to travel to work, a smaller percentage of Corcoran workers are using public transportation and active transportation (i.e., modes such as taking transit, bicycling, and walking) options compared to the county and the rest of the state. According to the 2021 American Community Survey (ACS), of the 4,450 survey participants, only five Corcoran workers used public transportation as a means of getting to work. Considering low household income and high poverty rates, coupled with limited transit options and limited access to a personal vehicle, increased investment in walking and bicycling has the potential to increase mobility options without requiring the burden of personal vehicle ownership.

Table 3: Share of Households without Access to a Vehicle

Number of Vehicles Available	Corcoran	Kings County	California
No vehicle available	12.9%	4.4%	6.8%
1 vehicle available	34.4%	28.5%	30.6%
2 vehicles available	34.0%	38.2%	36.7%
3 or more vehicles available	18.7%	29.0%	25.9%

Source: 2021 American Community Survey 5-Year Estimates

Table 4: Mode of Transportation to Work

Mode of Transportation	Corcoran	Kings County	California
Car, truck, or van – drove alone	75.6%	79.7%	63.7%
Car, truck, or van – carpooled	18.2%	12.8%	8.4%
Public transportation (excluding taxicab)	0.1%	0.3%	2.1%
Taxicab, motorcycle, bicycle, walked, or other means	1.8%	2.4%	4.4%
Worked from home	4.3%	11.2%	21.4%

Source: 2021 American Community Survey 5-Year Estimates

VULNERABLE COMMUNITIES

All planning efforts, including this Active Transportation Plan, must take into consideration Corcoran's vulnerable populations to ensure that all recommendations developed are equitable and work to reduce disparities between socioeconomic groups.

CalEnviroScreen is an equity analysis tool developed by the State of California to identify census tracts that are disproportionately burdened by pollution, socioeconomic factors, age, and/or health. Disadvantaged Communities in California are census tracts that are specifically targeted for investment of proceeds from the state's Cap-and-Trade Program, with the goal of improving public health, quality of life, and economic opportunity. In May 2022, CalEPA updated its methodology for designating Disadvantaged Communities to include all census tracts that meet one or more of the following criteria:

- Census tracts receiving the highest 25 percent of overall scores in CalEnviroScreen 4.0
- Census tracts lacking overall scores in CalEnviroScreen 4.0 due to data gaps, but receiving the highest five percent of CalEnviroScreen 4.0 cumulative pollution burden scores
- Census tracts identified in the 2017 DAC designation, regardless of their scores in CalEnviroScreen 4.0
- Lands under the control of federally recognized tribes

As shown in Figure 1, much of the San Joaquin Valley and portions of Corcoran are designated Disadvantaged Communities. This means that there is a great need to improve public health and reduce pollution, which can be partially addressed by expanding the active transportation network and opportunities for physical activity. Additionally, state funds designated for Disadvantaged Communities may be available for projects identified in the Active Transportation Plan.

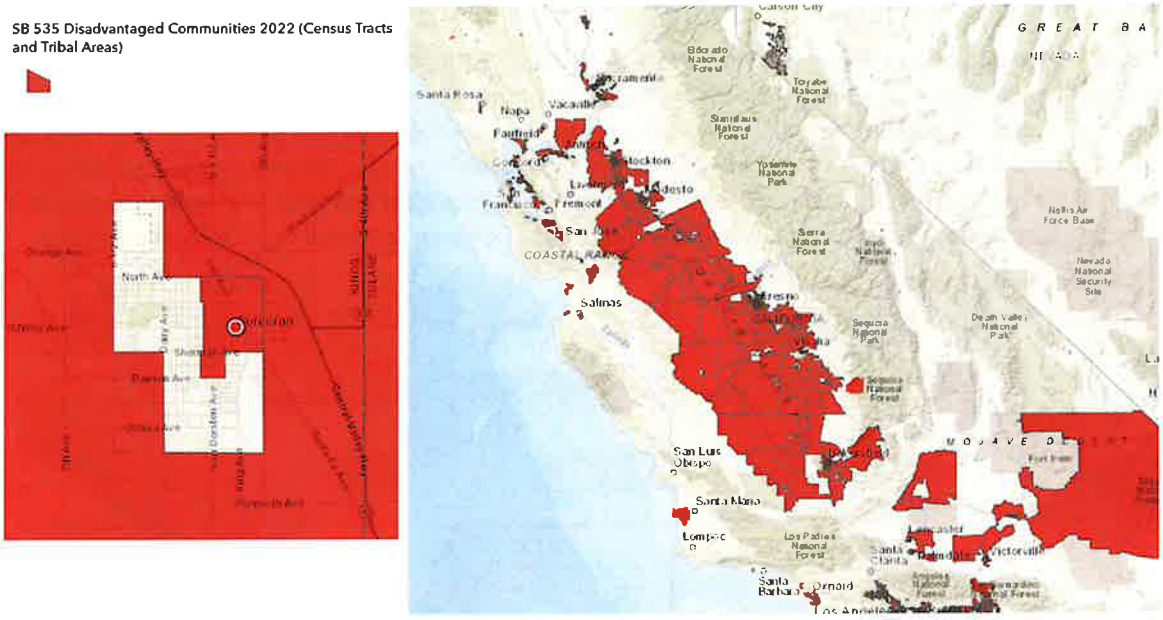


Figure 1: Disadvantaged Communities Map

Source: California Office of Environmental Health Hazard Assessment

EXISTING ACTIVE TRANSPORTATION NETWORKS

Corcoran's roadway network includes infrastructure for both bicyclists (and comparable-speed modes, such as e-scooters) and pedestrians, in addition to motor vehicles and transit users. While bicyclists may use all roads in Corcoran, the term "bicycle network" is used to refer to the network of marked and signed bike lanes and routes in the city. **Figure 2** shows Corcoran's existing pedestrian and bicycle networks. Understanding the extent and condition of these networks helps determine where connectivity gaps exist and what improvements can be made to make bicycling and walking safer and more comfortable for Corcoran residents of all ages and abilities.

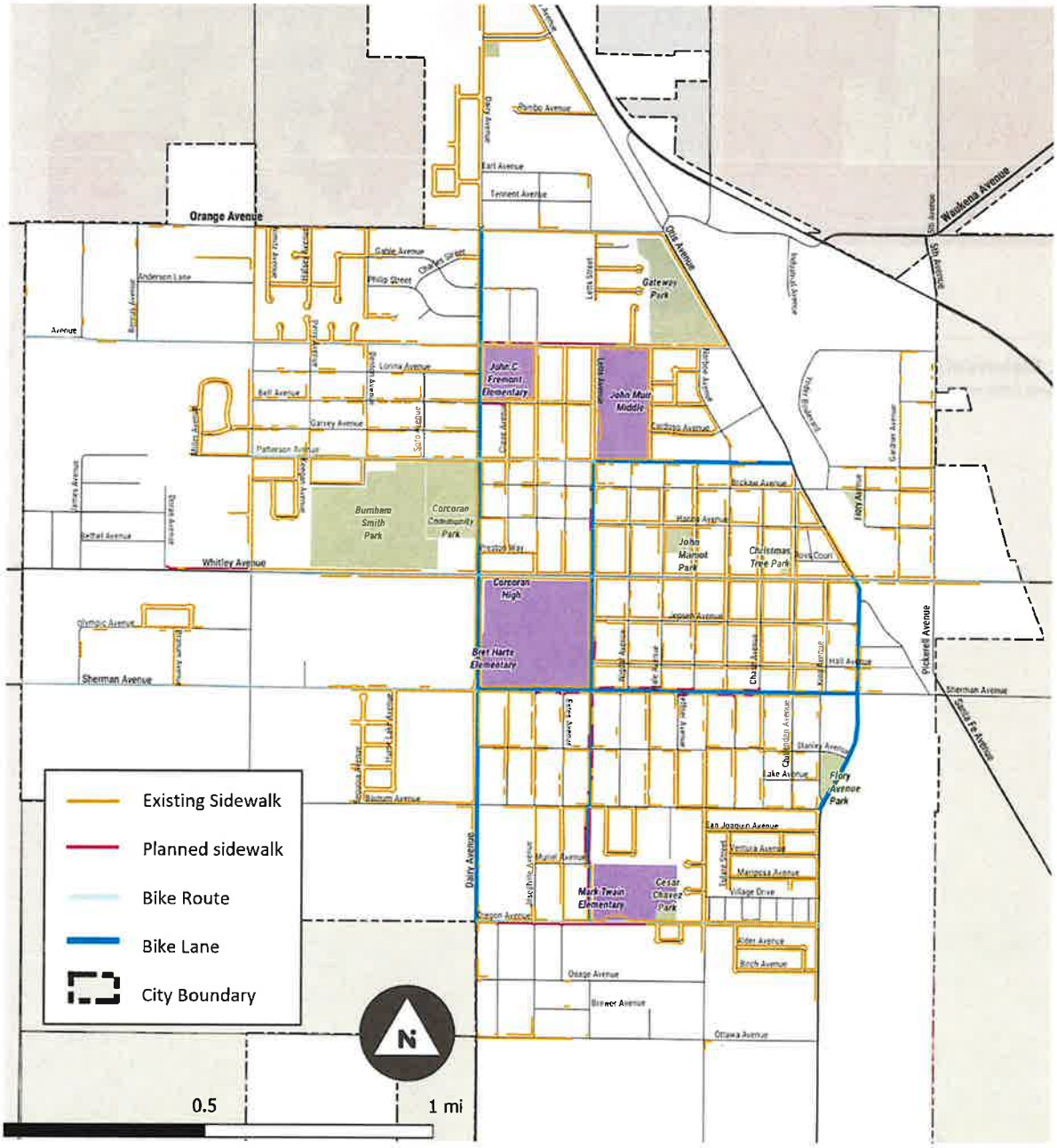


Figure 2: Pedestrian and Bicycle Network in Corcoran

PEDESTRIAN NETWORK

The sidewalk network in Corcoran is incomplete, but progress has been made in recent years to fill gaps. Existing and planned (funded, but not yet constructed) sidewalks are shown above in Figure 2. While sidewalk gaps are primarily located along the outskirts of the city, there are some in central areas as well. Corcoran's downtown, centered on the east end of Whitley Avenue, is small-scale and pedestrian-oriented, allowing most people to travel from one end of the downtown to the other within 10 minutes on foot.

Treatments to improve crossing safety for pedestrians have been implemented in some parts of the city. These include curb extensions, which increase visibility between vehicles and crossing pedestrians and shorten the distance that pedestrians must cross, and Rectangular Rapid Flashing Beacons (RRFBs), which are pedestrian-activated flashing lights that alert vehicles to people crossing the roadway. Figures 3 and 4, respectively, show examples of curb extensions and RRFBs in Corcoran.

Figure 3: Curb Extensions on Letts Avenue in Corcoran

Figure 4: RRFBs on Dairy Avenue in Corcoran

Key Issues and Opportunities

The existing pedestrian network in Corcoran provides coverage in many areas of the city, but existing sidewalk gaps make it difficult for pedestrians to walk from one destination to another without walking in the street for part of their journey, especially those who may be navigating via wheelchair or stroller. There is the opportunity to supplement this existing sidewalk network to increase connectivity and comfort for people walking in Corcoran.

The City has installed crossing treatments at some locations to increase pedestrian safety, visibility, and priority when crossing the street. In contrast, some crossings are not accessible to people using wheelchairs or visually impaired pedestrians because they lack infrastructure such as curb ramps. Adding pedestrian crossings where they do not currently exist and enhancing existing crossings at additional locations would improve pedestrian access and safety in Corcoran. Arterial streets like Whitley Avenue and Dairy Avenue create high-stress barriers to walking in Corcoran, and improvements at these locations will help to enhance the comfort of the citywide pedestrian network.

BICYCLE NETWORK

The City of Corcoran's existing bicycle network includes a mix of bike lanes and shared lanes (bike routes). While these facilities may be comfortable for some people, shared lanes and bike lanes along major streets are typically only used by people willing to ride in and adjacent to high-speed, high-volume vehicular traffic. This Active Transportation Plan seeks to close gaps in the existing bicycle network, expand the network with new bikeways, better link destinations and neighborhoods, and create a low-stress network that serves all bicyclists.

Who are we planning for?

Many factors contribute to whether people will choose to ride a bicycle for utilitarian trips like commuting to work or school or running errands. Two of the primary considerations are safety and comfort. Research has found that a majority of the American population is interested in bicycling for transportation but does not currently do so because they feel unsafe or uncomfortable. In fact, most people in the U.S. (between 50 and 60 percent) have little tolerance for interacting with motor vehicle traffic unless volumes and speeds are very low (see Figure 5). This group of bicyclists is referred to as "Interested but Concerned," reflecting both their interest in bicycling for transportation as well as concerns about safety and comfort when interacting with motor vehicle traffic. Interested but Concerned riders feel safest and most comfortable riding on low-traffic, low-speed streets or on separate paths or other facilities that provide protection or physical separation from fast-moving traffic[1]. Unfortunately, these facilities are oftentimes nonexistent, inconvenient, or indirect. Interested but Concerned riders include potential bicyclists of all ages and abilities, including students and families.

When assessing Corcoran's existing bicycle network, this Plan uses the framework of bicyclist types presented above and aims to understand if the existing bikeway network is comfortable for Interested but Concerned bicyclists. This framework will also be used when developing the proposed bicycle network.

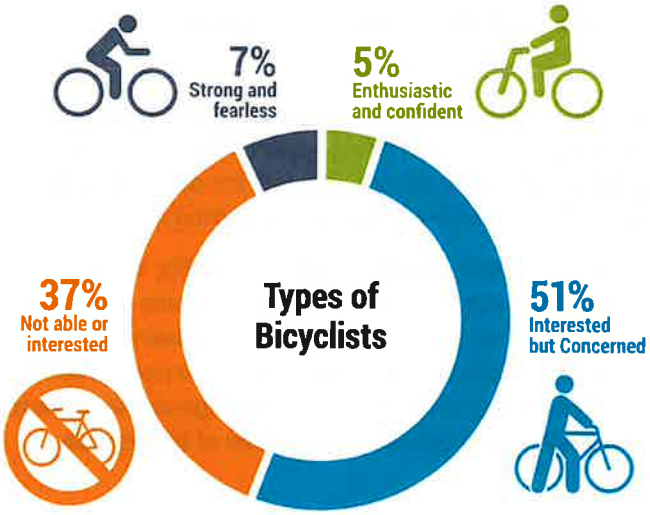


Figure 5: Stress Tolerance for Different Types of Bicyclists

[1] Source: Dill, J. McNeil, N. "Revisiting the Four Types of Cyclists: Findings from a National Survey" Transportation Research Board 95th Annual Meeting, 2016.

Existing Bikeways

Only two types of bicycle facilities currently exist in Corcoran: bike lanes and bike routes. Figure 2, above, shows where the existing bike lanes are located in Corcoran. There are approximately seven miles of bike lanes and six miles of bike routes in the City.

A **bike lane** is a painted lane within the paved area of road for preferential bicycle use, usually located along the right edge of a roadway or between the parking lane and the first motor vehicle lane. A bike lane is identified by a painted lane line and bicycle icon pavement markings. Bike lanes may be painted green for greater visibility, especially through conflict zones like intersections and driveways, where bicyclists and cars may be operating in the same space. Bicycles and similar-speed micromobility devices, such as e-scooters, have exclusive use of the bike lane but motor vehicles and pedestrians may cross it. Dairy Avenue is one example of a bike lane in Corcoran. A variation of a bike lane is a buffered bike lane, which has an additional painted buffer space to provide increased separation between bicyclists and motorists. There are currently no green or buffered bike lanes in Corcoran, but they may be considered in the development of this Plan.

A **bike route** is a recommended route for bicycle travel along an existing right-of-way which is typically signed but not striped. Bike routes may include roadside signs and "sharrows" painted on the pavement, alerting motorists that the road is shared with bicyclists. A handful of streets in Corcoran are designated bike routes, such as segments of Whitley Avenue. The primary identifying feature of Corcoran's bike routes are signs, though a handful of the existing routes (Orange Avenue, North Avenue, and Patterson Avenue) also have pavement markings or "sharrows". A variation of the bike route is the bike boulevard. This alternative facility includes additional traffic calming measures, such as traffic circles, speed humps, and/or raised crosswalks, and is typically recommended for streets with lower speeds and vehicle volumes. There are currently no bike boulevards/neighborhood greenways in Corcoran, but they may be considered as part of the recommendations of this Plan.

Although only bike lanes and bike routes exist in Corcoran today, there are additional types of bike facilities that can be considered when enhancing and supplementing Corcoran's bike network. These include:

- **Shared-Use Paths**, which are off-street pathways that can be used by both bicyclists and pedestrians;
- **Separated Bike Lanes**, which are bicycle-only lanes that are separated from car traffic by a vertical element like curb, flexible posts, parked cars, or planters;
- **Buffered Bike Lanes**, which are on-street bicycle-only lanes with a painted striped buffer creating additional space between the bike lane and the motor vehicle lane; and
- **Bike Boulevards**, which are streets where bicyclists and cars share travel lanes. Unlike bike routes, bike boulevards feature traffic calming treatments like speed bumps and curb extensions to create an environment where cars drive more slowly and it is comfortable for bikes and cars to share the street.

Each of these facilities are appropriate in different contexts, depending on the speed limit, traffic volumes, and other roadway factors. These conditions will be assessed when developing the proposed bicycle network.

Key Issues and Opportunities

Corcoran does not have a strong existing bicycling culture, likely due to the lack of safe and connected facilities throughout the city. Most of Corcoran's schools are connected by bike lanes, but these bike lanes could be improved: they are on high-speed, high-volume streets, do not contain any vertical separation between cars and bikes, and do not continue through intersections. Many of the existing bike routes are on high-speed streets that lack traffic calming features and are not comfortable for bicyclists of all ages and abilities to share the road with cars. Key opportunities to improve the bicycle network in Corcoran include:

- Connecting major destinations (schools, parks, downtown) via the bicycle network;
- Closing gaps in the existing network;
- Providing low-stress routes that are parallel to existing bike facilities on busy arterial or collector streets; and
- Upgrading existing facilities to create more low-stress, comfortable bikeways that serve Interested but Concerned riders.

COLLISIONS INVOLVING PEDESTRIANS AND BICYCLISTS

Between 2016 and 2020, 236 people were injured or killed in a collision in Corcoran. Of these 236 victims, 28 pedestrians were injured across 27 collisions, including one fatality and four severe injuries; 12 bicyclists were injured across 12 collisions, including one severe injury. This section highlights key collision trends that will help understand roadway safety challenges in Corcoran and identify solutions to mitigate these challenges.

The crash data used in this analysis is from the California Highway Patrol's Statewide Integrated Traffic Records System (SWITRS). The analysis includes data from 2016 to 2020, the five most recent years of data available. Only collisions that occurred on streets within the Corcoran city limits were included; therefore, the data does not include collisions that occurred on Highway 43, unless that collision occurred at the intersection of a city street. Figure 6 shows the locations of pedestrian and bicycle collisions that occurred in Corcoran during this time.

Collisions Involving Pedestrians

From 2016 through 2020, there were 27 collisions involving pedestrians in Corcoran with a total of 28 pedestrians injured. Pedestrians sustained severe or fatal injuries in 19% of these collisions (one fatality and four severe injuries). Most (59%) of these collisions occurred on arterial streets with speed limits of 30 mph or greater, with nine collisions occurring on Dairy Avenue, nine occurring on Whitley Avenue, and one on Otis Avenue. Three collisions each occurred at the intersections of Whitely Avenue at 6 ½ Avenue and Whitley Avenue at Dairy Avenue.

The most common behaviors in pedestrian collisions were related to improper yielding, most frequently by drivers. In 48% of pedestrian collisions, the driver failed to yield to a pedestrian (either at a marked or unmarked crosswalk), and in 30% of pedestrian crashes, a pedestrian failed to yield right of way to a driver. Forty-eight percent (48%) of the collision occurred in the dark, with 22% occurring in the dark at locations without streetlights.

Collisions Involving Bicyclists

From 2016 through 2020, there were 12 collisions involving bicyclists in Corcoran. A bicyclist sustained severe injuries in one of these collisions. Six of these collisions occurred on Dairy Avenue or Whitley Avenue, Corcoran's primary arterial streets. Three collisions occurred on Bainum Avenue, two of which were at the intersection of Bainum Avenue and Whitley Avenue. All but two of the bicycle collisions occurred at intersections. The most common behaviors in bicycle collisions were related to improper yielding, with one party failing to yield to the other in 58% of bicycle collisions.

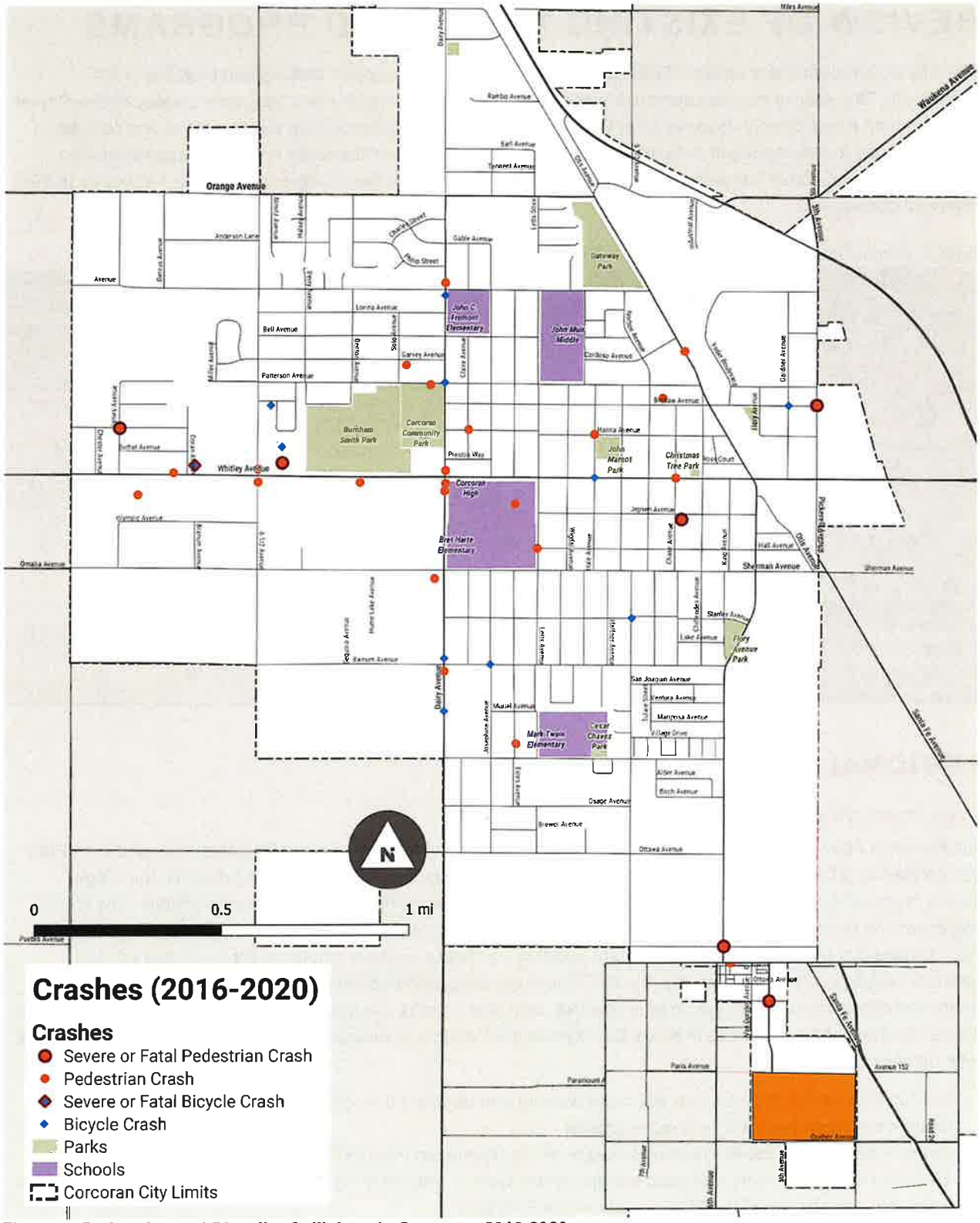


Figure 6: Pedestrian and Bicyclist Collisions in Corcoran, 2016-2020

REVIEW OF EXISTING PLANS AND PROGRAMS

The City of Corcoran has a variety of existing policies and plans that support walking and bicycling in the community. This section includes summaries of relevant transportation plans and programs created by the City of Corcoran and Kings County Association of Governments (KCAG). Guidance from existing plans and policies, in addition to community input and data analysis, will form the basis of the Corcoran Active Transportation Plan recommendations. Table 5 provides an overview of the existing key active transportation-related elements of the reviewed documents.

Table 5: Active Transportation Elements of Existing Plans and Policies

	Bicycle and Pedestrian Policies	Network Maps	Design Guidelines	Program Guidance
Kings County Regional Active Transportation Plan (2019)	x	x		
Kings County Regional Transportation Plan (2018)	x			x
City of Corcoran Safe Routes to School Plan (2014)	x	x		x
City of Corcoran 2005-2025 General Plan (2014)	x			
Commercial Building Design Guidelines & Streetscape Standards (2013)	x		x	

REGIONAL PLANS AND POLICIES

Kings County Regional Active Transportation Plan (2019)

The Regional Active Transportation Plan (RATP), also known as the Kings County Regional Walk and Bike Plan, was created by KCAG as a guide for active transportation policies, projects, and programs within the Kings County region in response to increased interest in walking and bicycling as modes of transportation. The RATP addresses the benefits of active transportation and potential for positive impacts on equity and public health. It also includes a community needs assessment, existing conditions analysis, implementation strategies, and potential funding sources. Additionally, the RATP features proposed pedestrian and bicycle facility networks comprised of recommendations such as sidewalks, bike lanes, paths and trails, safe crossings, and traffic-calmed streets, for each of the four cities in Kings County and the County's unincorporated areas. The RATP states three main objectives:

- Identify high-priority projects that will make walking and bicycling throughout Kings County safer, more convenient, more pleasant, and more popular
- Support the goals of the Kings County Regional Transportation Plan (RTP) and Sustainable Communities Strategy (SCS) for a more balanced transportation system, and serve as the foundation for the non-motorized transportation chapter of the 2018 update of the RTP/SCS.

- Position the high-priority projects, and equip the jurisdictions in Kings County, to better compete for federal, state, and regional grant funds, particularly the California Transportation Commission's Active Transportation Program, which is the main statewide source of funding for pedestrian and bicycle projects.

In Chapter 3: Equity and Public Health, the plan describes a variety of disadvantages faced by the Corcoran community that might be addressed by promoting active transportation. These include:

- Low income levels: Corcoran has lowest median household income across all incorporated cities in Kings County (Regional Active Transportation Plan, Table 3.1)
- Poor environmental conditions: Much of Cocoran is included in the top 25% most disadvantaged communities in terms of environmental polution factors compared to the rest of California (Regional Active Transportation Plan, Table 3.3)
- Poor health: Corcoran has the highest rate of overwieght/obese teens and adults, and the highest rate of diabetes compared to other incorporated cities of Kings County (Regional Active Transportation Plan, Table 3.13 and 3.15)

Additionally, Kings County has a higher percentage of school-aged youth than California as a whole (RATP). However, the RATP addresses only bicycle and pedestrian improvements within the context of walking and bicycling to school, and defers to the city's Safe Routes to School Plan for guidance on Corcoran's active transportation needs.

Kings County Regional Transportation Plan (2018)

Adopted in 2018, the KCAG Regional Transportation Plan (RTP) acts as the guiding transportation policy document for each jurisdiction within Kings County, including the Cities of Avenal, Hanford, Lemoore, and Corcoran. The RTP outlines a series of goals and objectives for a broad range of policy matters related RTP transportation, including land use planning, infrastructure, housing, and economic development. The Plan also includes a Sustainable Communities Strategy, which presents active transportation as a strategy to meet the County's greenhouse gas emission reduction targets.

From an active transportation perspective, the RTP provides implementation strategies, bike route designations, types of bicycle parking facilities, proposed projects to improve or expand pedestrian and bicycle facilities, and potential funding sources. Table 6 includes goals and policies from the RTP that address active transportation policy, while Table 7 includes a list of active transportation implementation strategies. These will be the foundation of recommendations developed in the Corcoran Active Transportation Plan.

Table 6: 2018 Regional Transportation Plan Relevant Goals, Policies, and Objectives

Relevant Goals
1. Overall Goal: To develop a transportation system that encourages and promotes the safe and efficient development, management, and operation of surface transportation systems to serve the mobility needs of people and freight (including meeting the Americans with Disabilities Act requirements, accessible pedestrian walkways, and bicycle transportation facilities) and foster economic growth and development, while minimizing transportation-related fuel consumption and air pollution
Relevant Policies and Objectives
1. Active Transportation Policy: Improve the existing transportation system to better accommodate bicycles and pedestrians as well as automobiles and trucks; improve public awareness of and competence in bicycle use; and improve public and private sector responsiveness to bicycle and pedestrian transportation

- Provide a well-developed, safe and convenient, intermodally connected system of bikeways complete with support facilities
- Ensure that future development supports and facilitates the expansion, improvement, and maintenance of the bikeway system.
- Provide ongoing bicycle safety education and information programs.
- Implement bikeways that will connect major employers, educational facilities, and recreational areas.
- Encourage partnerships between private, non-profit, governmental, and citizens groups to implement bicycle and pedestrian improvements.
- Fund road maintenance that will also provide better roads for bicycles.
- Correct roadway surface and hazards on bikeways.
- Provide theft-resistant parking facilities at high-use destinations.
- Eliminate physical barriers to bicycle travel.
- Encourage enforcement of bicycle traffic laws.
- Start public awareness programs to increase acceptance of the bicycle.
- Integrate bicycle and pedestrian considerations into local planning agendas.
- Encourage local jurisdictions to implement complete streets and other multi-modal concepts as outlined by the California Complete Streets Act of 2008 (AB 1358), as well as Caltrans Deputy Directive 64-R1 (DD-64-R1).
- Encourage the use of bicycle and pedestrian modes of transportation to enhance air quality and improve human health.
- Implement the projects identified in the current "Kings County Regional Active Transportation Plan"
- Utilize the Bicycle Advisory Committee in the prioritization and programming bicycle improvements.

Table 7: 2018 Regional Transportation Plan Relevant Implementation Strategies

Relevant Active Transportation Implementation Strategies
1. Carry out the recommendations in the Kings County Regional Active Transportation Plan to access the Active Transportation Program funding
2. On designated shared-use roads, provide adequate shoulder space, place bike route indicator signs, and maintain good riding surface.
3. Ensure that public and private sectors provide adequate bicycle parking
4. Utilize existing private and public bicycle safety seminars
5. Local police departments should conduct regular campaigns and enforce traffic laws.
6. Each city should have an active bicycle registration program.
7. KCAG should join with other counties to petition the State Department of Motor Vehicles to require knowledge of bicycle traffic laws in licensing tests.
8. Seek all available state, federal, and private grant funds to install and maintain bicycle facilities and to conduct educational programs.
9. Local agencies should consider bicycle issues in all phases of planning for transportation.
10. The rehabilitation of roads will benefit bicycle users.
11. Bicycle parking facilities should be installed at transit stops, park-and-ride lots, and intermodal stations to affect the first-last mile connectivity concept.
12. Encourage newly developing areas to incorporate bicycle facilities along appropriate roadways and off-road systems as part of open space and recreational amenities.
13. Continue to develop and maintain a safe sidewalk system that facilitates pedestrian and ADA access to public transit for commuting, recreation, or other purposes.

14. The abandonment of rail lines provides an opportunity to establish trails for non-motorized, recreational, or open space uses.

Relevant Sustainable Communities Strategies

- **High Investment:** Encourage the construction of bicycle and pedestrian facilities
- **Medium Investment:** Encourage the development of infrastructure for and the implementation of alternative fuel vehicles
- **Low Investment**
  (a) Mobility improvements: encourage transit + ridesharing
  (b) Operational improvements: encourage the installation of traffic signal and signal synchronization
  (c) Land use: encourage mixed-use, high density and infill new development in existing communities

CITYWIDE PLANS AND POLICIES

City of Corcoran Safe Routes to School Plan (2014)

Adopted in 2014, the City of Corcoran Safe Routes to School (SRTS) Plan was created to improve the safety of school-aged youth commuting to and from school by walking or bicycling. While the SRTS Plan is focused specifically on improving bicycle and pedestrian infrastructure to access schools, it is used as the guiding document for all of Corcoran's pedestrian needs. The SRTS Plan focuses on Corcoran's five public schools: Bret Harte Elementary, John C. Fremont Elementary, Mark Twain Elementary, John Muir Middle School, and Corcoran High School.

The SRTS Plan provides network maps of major walking and bicycling commuting routes for each school and corresponding proposed projects to more safely accommodate all modes. These projects include four-way stop intersections, crosswalk improvements, pedestrian lighting recommendations, traffic calming methods, and sidewalk gap closures.

The SRTS Plan includes an assessment of bicycle and pedestrian safety, identifies key needs and concerns, and includes recommendations and implementation strategies for physical improvements, as well as strategies for encouragement, enforcement, and education. Table 8 summarizes relevant policy recommendations.

Table 8: Safe Routes to School Plan Policy Recommendations

SRTS Policy Recommendations

1. Accommodate the transportation needs of all users, regardless of age or ability, including bicyclists, pedestrians, children, persons with disabilities, seniors and public transit users, when planning, designing and developing transportation improvements.

Action A. Update the Improvement Standards to incorporate bike facility standards into roadway standards, including bike lanes and signs

Action B. Include the recommended bikeways, as identified in Figure 3-5, in the KCAG's Bikeway Plan upon its update.

Action C. Ensure all crosswalks provide curb ramps in compliance with the Americans with Disabilities Act (ADA) requirements.

2. Create a complete sidewalk network in School Walk Zones through a citywide approach to allow more children to walk to school.

Action A. Fill sidewalk caps especially along Major School Routes.

Action B. Ensure that sidewalks and other pedestrian facilities meet the principles of universal design and adhere to legally mandated accessibility guidelines

Action C. Consider collecting developer impact fees for establishing a special district to fund necessary improvements rather than requiring sidewalk improvements as part of the permit process.

Action D. Seek out all available funding to implement sidewalk improvements.

3. Incorporate recommended pedestrian and bike projects into the annual CIP budget
4. Educate parents and students on traffic rules for pedestrians, bicyclists, and motorists.

Action A. Add pedestrian and bike skills as part of the physical education courses.

Action B. Create a partnership with the Corcoran YMCA or local hospitals to promote SRTS events and campaigns.

5. Update the Zoning Code to require bike parking and support facilities as part of new development or redevelopment.
6. Work with the Public Works Department and the School District to provide additional bike parking facilities at major destinations, parks, and schools.
7. Adopt bicycle and pedestrian safety ordinances.

Action A. Prohibit motor vehicles from parking in bike lanes. Consider adding the following language into the City's ordinance: "No driver shall stand or park any motor vehicle in a marked lane in the City of Corcoran"'

Action B. Prohibit drivers from stopping or parking their vehicle within an intersection, in a crosswalk, on a sidewalk, or on any portion of the area extended from the edge of the curb (or from the highest point of a rolled curb) to the sidewalk.

8. Establish a schedule for a regular joint meeting for the City and the School District, including the City Council and the School Board, to evaluate the implementation of the SRTS Plan and to discuss next steps or unresolved items as necessary.
9. Work with the School District to provide more shuttle services throughout the city, especially connecting neighborhoods to Mark Twain School.
10. Enforce pedestrian- and bicycle-related laws, especially in school zones.

Action A. Provide training to the Corcoran Police Department to educate them on laws pertaining to walking and bicycling.

Action B. Double the fine for traffic violations within school zones.

Action C. Increase police presence and crossing guards to control drop-off and pick-up traffic in school zones.

11. Increase the levels of awareness of SRTS efforts and promote public participation.

Action A. Use diverse outreach techniques, including email, newsletters, and website advertisements.

Action B. Promote family-oriented SRTS events, such as Walk to School Day, to increase parents' involvement.

Action C. Get visibility for activities through local media.

Action D. Work with the School District to plan and hold community-wide events that encourage bicycling.

12. Create a family-friendly walking environment through street designs and building designs and orientation.

Action A. Encourage new development to provide streetscape improvements and pedestrian-friendly environments, including wide sidewalks, compact intersections, sidewalk-oriented buildings, and short block lengths.

Action B. Encourage infill housing developments within walking distance to schools.

City of Corcoran 2005-2025 General Plan (2014)

The Corcoran General Plan, adopted in 2014, serves as an update to the 1997 General Plan and provides a framework for Corcoran's near- to mid-term planning horizon through ten elements: Land Use, Circulation, Noise, Safety, Open Space, Air Quality, Community Design, Public Services and Facilities, Housing, and Economic Development. The General Plan was developed around the guiding Planning Principles developed by the Planning Commission in 2005. A few relevant principles include preserving Corcoran's friendly, small-town atmosphere, increasing connectivity between neighborhoods, and preserving the downtown role as the focal point of the community.

Many of the active transportation policies presented in the Corcoran General Plan focus primarily on accommodating cars, and secondarily addressing the needs of bicyclists and pedestrians. These include such policies as widening roads to accommodate bicycle lanes (rather than narrowing or removing travel lanes or parking lanes if feasible) and encouraging sidewalks only where there is "demonstrated need". Achieving meaningful mode shift towards active transportation will require updated policies that truly encourage walking, rolling, and bicycling through the provision of safe and comfortable facilities.

Within each element, the General Plan outlines key goals, objectives, policies, and standards, many of which are bicycle- and pedestrian-related. The key policies and standards from the relevant sections are presented in Table 9 below.

Table 9: Corcoran General Plan Active Transportation Relevant Policies and Standards

Land Use Policies and Standards
1.3 Emphasize pedestrian amenities in the downtown area including landscaped open space areas, street furniture, lighting, and signage in accordance with the Commercial and Streetscape Design Guidance
1.52 Work with the School District to implement the recommendations of the Safe Routes to School Plan
Circulation Policies and Standards
2.2 Accommodate the transportation needs of all users, regardless of age or ability, including bicyclists, pedestrians, children, persons with disabilities, seniors, and public transit users, when planning, designing, and developing transportation improvements.
2.3 Incorporate features such as bus shelters, bicycle storage, bicycle racks and park and ride lots into the design of public and private development projects.
2.4 Designate a network of bicycle routes providing safe passage throughout the City; establish linkages between schools, parks and the designated bikeway.
2.5 Prioritize installation of bike and pedestrian facilities and include those recommendations in the Capital Improvement Program on an annual basis.
2.17 Design the street network with multiple connections and relatively direct routes for pedestrians and bicyclists, as well as motorists.
2.18 Require residential streets to be designed with sidewalks on both sides. Sidewalks shall be a minimum width of six feet to provide enough room for two pedestrians to walk side by side. Sidewalks and bike lanes shall be shaded by trees for pedestrian comfort.
2.19 Provide pedestrians and bicyclists with shortcuts and alternatives to travel along high-volume streets by designing pedestrian and bicycle pass-through pathways at cul-de-sac bulbs adjacent to Arterial roadways.
2.59 Continue to support existing programs and pursue new programs for sidewalk construction in existing developed areas where sidewalks do not exist. Monitor bicycle accidents and establish new bicycle paths and lanes, as needed

2.60 Provide safe, aesthetic, and pleasant spaces for pedestrians.

2.61 Widen sidewalks above the minimum established Improvement Standards where intensive commercial, recreation, or institutional activity is present and where residential densities are high.

2.62 Ensure convenient and safe pedestrian crossings.

2.63 Provide pedestrian and bicycle assess on Local streets and Minor Collectors to enable pedestrians to have access through a neighborhood to shopping areas, transit stops, schools, and other facilities.

2.64 Locate sidewalks, pedestrian paths, and appropriate crosswalks to facilitate access to all schools and other areas with significant pedestrian traffic. Develop pedestrian paths to allow for unobstructed pedestrian flow from within a neighborhood, where feasible.

2.66 Promote safe, convenient, and accessible pedestrian access ways within the community, except where there is no demonstrated need, such as in industrial and rural residential areas.

2.67 Encourage the inclusion of greenbelts and common open space for pedestrian use within residential development areas.

2.68 Require Collectors, which are identified to function as links for the bicycle transportation system, be provided with Class II bikeways (bike lanes) or show an alternative route.

2.69 Provide Class I or Class II bike routes on Arterials by widening the street or eliminating on-street parking, where possible.

2.70 Design bicycle and pedestrian paths to minimize interactions with vehicular traffic.

2.71 Require the provision for safe bicycle circulation in all new developments, including bicycle parking facilities and internal bicycle and pedestrian routes.

2.72 Provide for the same and convenient use of the bicycle as a means of transportation and recreation.

2.73 Eliminate hazards on designated bikeways.

2.74 Prevent bicycle accidents by promoting bicycle safety education and improving traffic enforcement related to bicycle use.

2.75 Provide adequate and secure bicycle storage facilities at all governmental, commercial, and parks throughout the City.

Air Quality Element Policies and Standards

[Note: The policies and standards in this section of the General Plan are not numbered]

The City shall encourage transportation alternatives to motor vehicles by developing infrastructure amenable to such alternatives by doing the following:

- Right-of-way requirements for bike lanes in the planning of new arterial and collector streets and in street improvement projects, pedestrian connectivity to cul-de-sacs from collectors and arterials
- Require that new development be designed to promote pedestrian and bicycle access and circulation in conformance with the Unite States Green Building Council LEED – Neighborhood Development Guidelines
- Provide safe and secure bicycle parking facilities at major activity centers, such as public facilities, employment sites, and shopping and office centers

Commercial Building Design Guidelines and Streetscape Standards (2013)

The Commercial Building Design Guidelines and Streetscape Standards, adopted in 2013, were intended to serve as a companion to the City of Corcoran's Updated General Plan. This document includes commercial building design guidelines and streetscape design standards by which to implement the planning principles described in the Corcoran General Plan. The streetscape standards in the document provide direction on active transportation facilities like sidewalk and bike lane widths, crossing locations, bicycle rack placement, and paving treatments.

The guidelines include general streetscape standards that apply to all areas, as well as streetscape standards that apply to specific areas: downtown core blocks, other downtown blocks, auto-oriented commercial corridors, and railroad-adjacent commercial blocks. This plan provides guidance for future pedestrian and bicycle facilities for each of these roadway types/uses, which are outlined in Table 10 below. In addition to the general streetscape standards noted in the following table, the document also contains guidance for street trees, landscaping, pedestrian-scale street lighting, street furnishings and amenities, public art, and transit stop design.

Table 10: Commercial Building Design Guidelines and Streetscape Standards

General Streetscape Standards

Sidewalk and Street Design

- Sidewalks should meet all Americans with Disabilities Act (ADA) requirements for width and surfacing
- A minimum of 4-foot width along the sidewalk should be entirely clear of all obstacles
- Sidewalk widths should be adequate to support the level of pedestrian activity that is intended and desired
- Curb ramps should be provided at every intersection, and wherever possible, one curb ramp should be provided perpendicular to every pedestrian crossing
- Travel lanes should not exceed 12 feet in width to allow for additional room for pedestrian amenities, a median, and/or parking. Travel lanes should still provide for safe circulation of emergency vehicles
- Sidewalks should use high-quality materials and installation to ensure long use and avoid frequent replacement. Recycled and/or locally sourced paving materials should be specified wherever feasible.
- Driveways should be designed to provide a level pedestrian path of travel at the back of the sidewalk, with a more steeply sloped driveway apron at the street edge.
- Driveways and curb cuts should be minimized to limit conflicts between vehicles, pedestrians, and bicyclists. Wherever possible, driveways for adjacent uses should be consolidated.

Bicycle Facilities Design

- Class II on-street bicycle lanes should have a minimum width of 5 feet. Where possible, the gutter should not be included as part of the bicycle lane's width.
- Bicycle racks should be discreet, functional, and both easy to use and maintain. Artistically designed or custom designed models could serve as an additional way to enhance the character of the street as well.
- Placement should consider ease of entry and exit with bicycles and should not conflict with pedestrian circulation.
- Bicycle racks should be located in prominent locations that are clearly visible to cyclists from the street and from adjacent buildings and public spaces.

Downtown Core Blocks

Whitley Avenue between Letts Avenue and Otis Avenue

- Sidewalks should be widened to 10 feet, and up to 16 feet where possible, to create a more accessible and active pedestrian realm in Downtown Corcoran.
- Decorative paving can greatly enhance the character of a neighborhood, direct traffic flow, and serve as a street-calming measure. Mid-block crossings with special paving should be provided at points where paseos cross the street or at the intersection of any alleyways.
- Where space permits, planter boxes should be added to the street as buffers between pedestrians and vehicles, and also as an added form of visual texture for the downtown streetscape.

- Larger bicycle parking racks should be provided within bulbouts where there is additional public space, while smaller racks should be placed near the curb on sidewalks where necessary and feasible.

Other Downtown Blocks

Hanna Avenue, Jepsen Avenue, Wigdal Avenue, Van Dorsten Avenue, Norboe Avenue, Chase Avenue, Chittenden Avenue, King Avenue, and Flory Avenue

- Sidewalks should be provided along all streets at a minimum width of 7 feet.
- Striped crosswalks should be provided at all intersections where possible, and particularly at intersections that experience heavy pedestrian traffic.
- Intersection bulbouts should be provided where possible.
- Mid-block crossings with special paving should be provided at points where alleys/paseos cross the street.

Auto-Oriented Commercial Corridors

Whitley Avenue east of Otis Avenue and west of Dairy Avenue and Dairy/6th Avenue between Whitley Avenue and Osage Avenue

- Sidewalks should be provided along all streets at a minimum width of 6 feet.
- The streets should be reconfigured to include a landscaped median with cut-throughs at intersections for pedestrians as well as turn pockets at the major intersections.
- Decorative paving can greatly enhance the character of a neighborhood, direct traffic flow, and serve as a street-calming measure. Crosswalks with special paving should be provided at all intersections.
- Gateway and wayfinding should be incorporated into medians to signify important entries to Downtown areas, especially along Whitley Avenue between Flory Avenue and Sweet Canal.
- Class II bike lanes should be striped on both sides of the street as planned in the 2011 Kings County Regional Bike Plan.

Railroad-Adjacent Commercial Blocks

- Continuous sidewalks should be provided along at least one side of the street, especially along the side of developed parcels rather than the side of the railroads, at a minimum width of 6 feet within a landscaped buffer.
- Class II bike lanes should be striped on both sides of Otis Avenue between Orange Avenue and Patterson Avenue as planned in the 2011 Kings County Regional Bike Plan.

NEXT STEPS

The community characteristics, existing active transportation facilities, and key findings presented in this document summarize the existing state of active transportation in Corcoran today. This information will be used in conjunction with community input and analyses to inform the development of recommendations in the Corcoran Active Transportation Plan.

Appendix B

ENGAGEMENT SUMMARY

COMMUNITY ENGAGEMENT SUMMARY

The Corcoran Active Transportation Plan engaged residents, businesses, and community stakeholders through a robust public engagement process. The project employed a variety of engagement strategies throughout 2023 to involve community members and stakeholders in identifying connections, key destinations, and barriers to walking, bicycling, and other modes of active travel in Corcoran.

In addition to individual community members, representatives from the following groups participated in this project:

- Corcoran City Council
- Corcoran Planning Commission
- Kings County Association of Governments
- Kings County Department of Health
- Corcoran Unified School District
- Bret Harte Elementary School
- John C Fremont Elementary School
- Mark Twain Elementary School
- John Muir Middle School
- Corcoran High School
- Corcoran Chamber of Commerce
- Corcoran Recreation Association Center
- Police Activities League
- Corcoran Police Department
- Corcoran Rotary
- Caltrans, District 6

Engagement Activities

A variety of engagement activities were held throughout the planning process, providing numerous opportunities for community members to participate in the plan process. These included:

- Project Advisory Group Meetings
- Project Website
- Community Survey
- Four-day Design Charrette
- Pop-ups
- Walk Audit
- Stakeholder Meetings
- Draft Plan Workshop

Outreach Methods

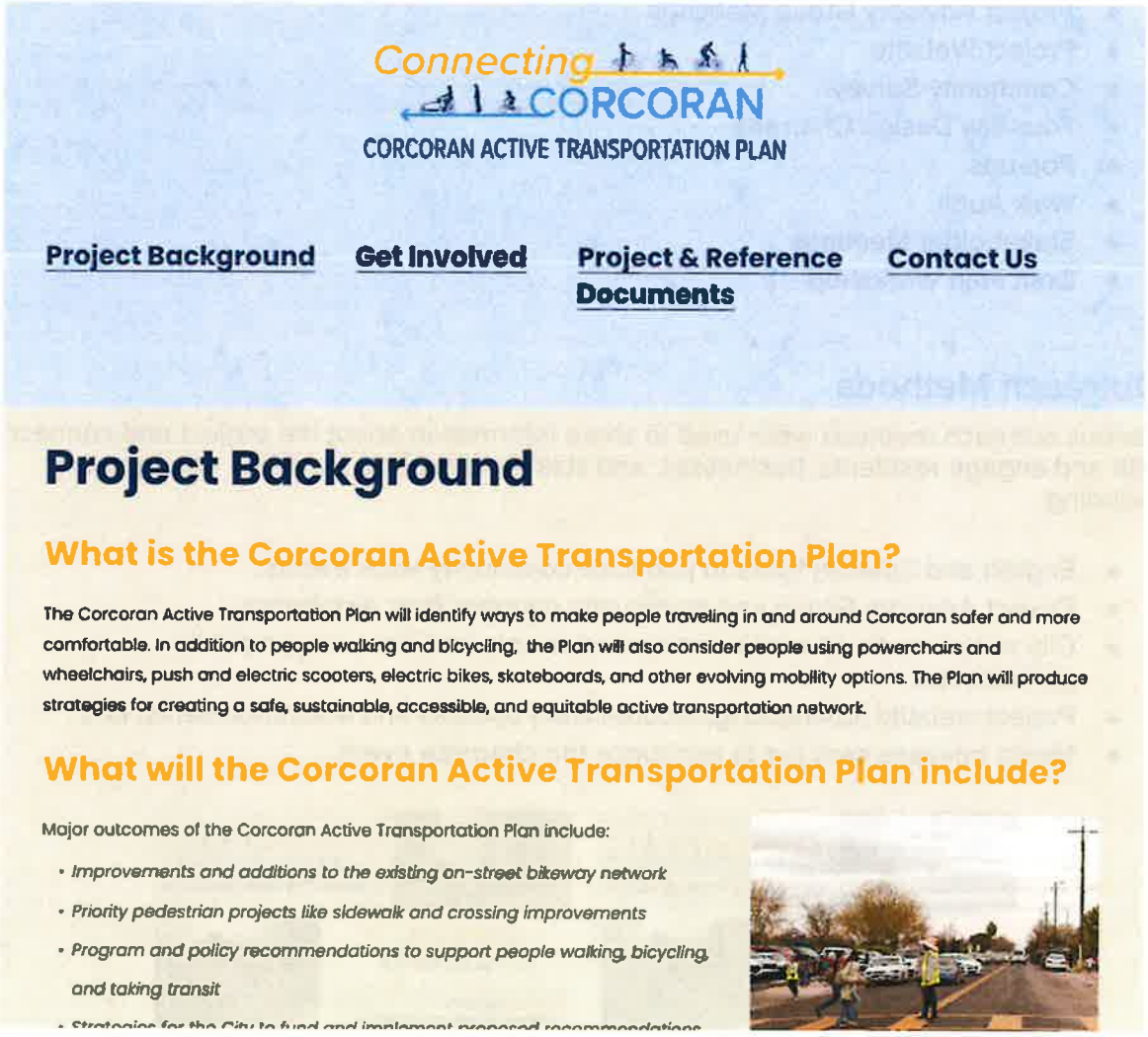
Various outreach methods were used to share information about the project and connect with and engage residents, businesses, and stakeholders, and maximize engagement, including:

- English and Spanish flyers to publicize community-wide events,
- Project Advisory Group and community member flyer distribution,
- City social media channels announced events and encouraged public participation,
- Project website (connectingcorcoran.com) updates and announcements, and
- Media releases sent out to announce the charrette event.

Charrette flyers in English and Spanish.

Project Website

A project website was created and updated throughout the planning process with up-to-date project information, documents, announcements about recent and upcoming events, and links to the community survey.



Community Survey

A project survey collected community feedback about residents' modes of transportation, desired destinations, existing and desired walking and bicycling frequency, and barriers to active transportation in Corcoran. The survey was open for two months from May 3rd through July 3rd, 2023 and was distributed both electronically and in person in both English and Spanish. A complete survey summary and detailed survey results is available in Appendix C.

Project Advisory Group

The project team assembled a project Advisory Group to help guide the planning and community engagement process. The Advisory Group members included residents, Corcoran Unified School District staff, community advocates, City staff, and regional agency staff. Members provided local knowledge of the issues and people in Corcoran. The Advisory Group also served as champions for the project, helping to spread the word about events and to carry the recommendations forward.

Meetings to discuss engagement strategies, plan recommendations, and project updates were held in person at the City Council Chambers on the following dates:

- **April 14, 2023:** During the first meeting, the team introduced themselves and the project, provided an overview of the Advisory Group's role in the project, the scope of work, and the timeline. Advisory Group members identified initial key issues and locations to address during the project. The Advisory Group also discussed preparations and outreach for the May charrette event.
- **August 4, 2023:** The second meeting focused on discussing outcomes and initial project recommendations resulting from the May charrette.
- **September 12, 2023:** During the third meeting, the project team presented the refined project recommendations, guiding design principles, and project prioritization criteria to the Advisory Group for feedback. Final preparations and outreach for the November 2023 draft plan were also discussed.

Project Advisory Group meeting in September 2023

Community Design Charrette

In May 2023, the project team conducted a multi-day community design charrette to actively engage community members in different locations throughout the city. The purpose of the charrette was to identify preliminary issues and locations to be addressed in the plan and to develop initial infrastructure recommendations. In consultation with the Advisory Group, the project team hosted multiple activities to engage residents and stakeholders and received nearly 200 written comments/concerns over the course of the charrette.

Pop-Up Tables

At the charrette, the project team relied on pop-up events with interactive activities (including large aerial maps and surveys) to engage community members by reaching them where they already were. Pop-up events took place at local city destinations and in front of schools, specifically targeting schools at dismissal times to engage students and parents. Pop-ups were held at the following locations:

- Whitely Avenue
- Recreation Association of Corcoran (RAC) at Community Park
- Corcoran High School
- John C Fremont Elementary
- John Muir Middle School
- Bret Hart Elementary
- Mark Twain Elementary School

Bret Harte Elementary School Pop-Up

Fremont Elementary School Pop-Up

Mark Twain Elementary School Pop-Up

John Muir Middle School Pop-Up

Corcoran High School Pop-Up

RAC Pop-Up

Walking Audit

The project team hosted a walking audit on May 16th during the community design charrette, providing community members with an opportunity to discuss specific walking and bicycling issues in Corcoran. The route departed from the RAC along Dairy Avenue, Bell Avenue, Letts Avenue and Whitley Avenue.

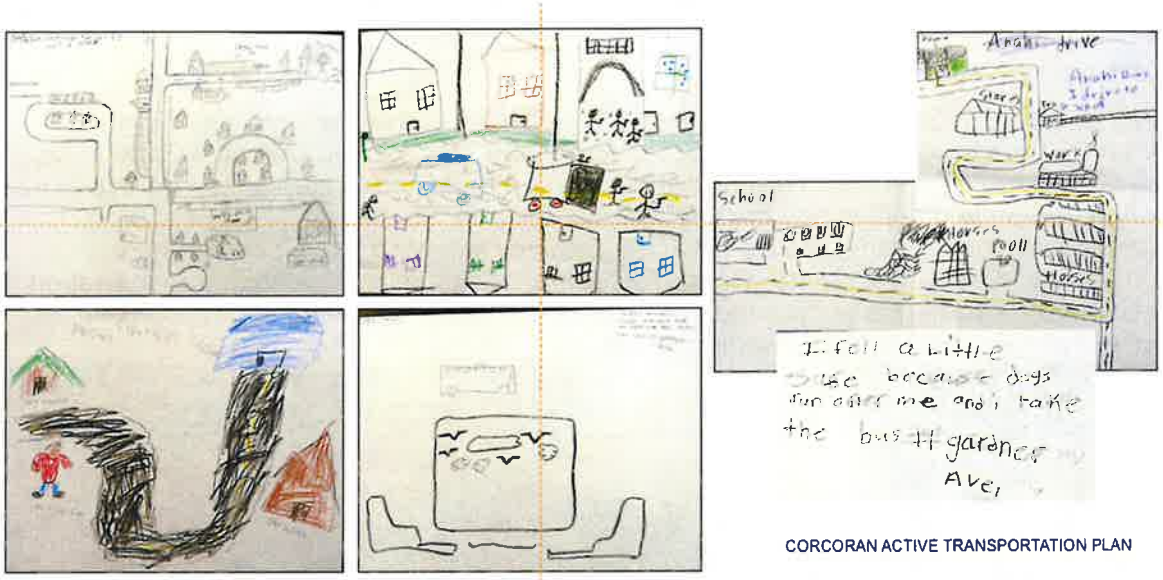
Members from CivicWell and Toole Design led a group of residents on a walking audit.

Stakeholder Meetings

The team held focus meetings with various stakeholders during the charrette week, including:

- **5th Grade Class Activity at Mark Twain Elementary School:** Team members joined a 5th Grade Class at Mark Twain Elementary School on May 16th, 2023 to get their perspectives and understand the issues, challenges, and opportunities on getting to and from school. The project team facilitated a map activity for students to draw their routes to school and note any issues they encounter along the way.
- **Meeting with Senior Citizens at the RAC:** The project team attended a luncheon for seniors in Corcoran on May 17th, 2023 to discuss transportation issues in Corcoran. Maps were provided and team members spoke directly with participants about their concerns.
- **Meeting with Public Works Director and City Engineer:** The project team met with City staff on May 17th, 2023 to discuss community feedback, confirm ongoing and upcoming City projects, and discuss potential funding mechanisms.
- **Meeting on Safety and Emergency Response:** Members of the Police Department met with the on the project team on May 18th, 2023 to provide their perspectives about issues directly related to improving safety in Corcoran, including infrastructure improvement projects and impact on response routes. Safe Routes to School issues and concerns were also discussed with the School Resource Office.

5th Grade Activity at Mark Twain Elementary School



Members of CivicWell and Urban Diversity Design met with residents at the Kate H. Boswell Senior Center.

Community Workshop

On May 17th, 2023, the project team facilitated a workshop at the Corcoran High School's Technology Learning Center. After the high school band welcomed attendees, the project team presented existing conditions and tools and strategies to improve active transportation and community connectivity in Corcoran. Following the presentation, project team members facilitated a mapping activity, allowing participants to note concerns and issues related to walking, bicycling, transit, other modes of transportation in Corcoran. Facilitators encouraged participants to share ideas and suggestions for active transportation projects within the city.

Members of the Corcoran High School Band playing at the beginning of the workshop.

Mapping exercise at the Community Workshop.

Open House Pop-Up

To close the week of charrette events, the project team held an Open House Pop-Up on May 18th, 2023 at Christmas Tree Park on Whitley Avenue. The project team presented initial findings and project recommendations based on community input collected during the charrette. Participants offered initial reactions and feedback about the potential projects.

A resident looking over proposed ATP recommendations.

What We Heard

Throughout the community charrette week, community members identified several opportunities for improvements and issues that they would like to see addressed through the Corcoran Active Transportation Plan. Common themes and priorities included:

- Need for improved bicycle and pedestrian facilities.
- Speeding cars and need for reduced traffic speeds within the city.
- Better crossings, especially around schools.
- Some streets feel dangerous to cross.
- General safety concerns.
- Improved access to parks for people walking and bicycling.
- Improved sidewalks and closure of existing sidewalk gaps.
- Improved routes for bicyclists.

Draft Recommendations Engagement

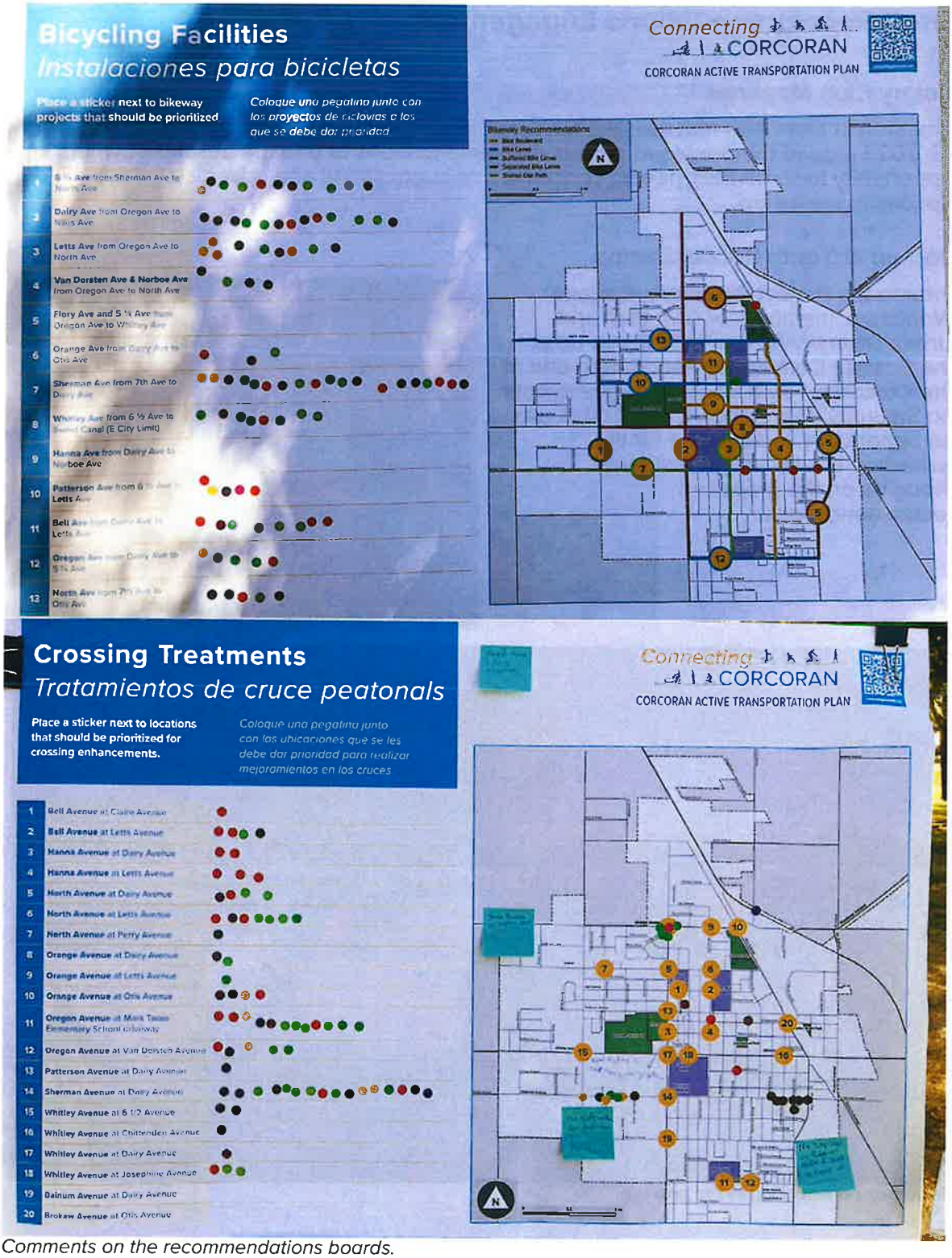
Rotary Club Meetings

The project team also met with the Corcoran Rotary Club on October 12 and November 16, 2023 around the proposed project recommendations to provide business owners an opportunity to voice their needs, concerns, and suggestions and advertise for the upcoming workshop.

Pop-up at Youth Soccer Events

Prior to the Project Recommendations Workshop, members of CivicWell and Urban Diversity Design held a pop-up at the Boswell Community Park during one of the Corcoran Youth Soccer League events on Saturday, November 4, 2023. This was an opportunity to advertise for the workshop as well as get residents' thoughts on the proposed recommendations.

Residents participating in the pop-up.



Comments on the recommendations boards.

Project Recommendations Workshop

After processing feedback from the charrette and follow-up discussions, a workshop highlighting the draft project recommendations was held on November 16, 2023 at the Kate H. Boswell Senior Center. This event offered residents the opportunity to see more details of the Active Transportation Plan and identify which recommendations they supported.

Attendees at the workshop.

Summary of Comments for ATP Recommendations Workshop

Bicycling Facilities

Top Projects

- Dairy Ave from Oregon Ave to Nile Ave.
- Sherman Ave from 7th Ave to Dairy Ave
- Whitley Avenue from 6 ½ Ave to Sweet Canal (Eastern City Limit)
- Oregon Ave from Dairy Ave to 5 ¼ Ave
- 6 ½ Ave from Sherman Ave to North Ave
- Letts Ave from Oregon Ave to North Ave

Additional Locations to consider for bicycle facilities:

- Extend Whitley treatment to the west
- Consider Gateway along Otis
- Extend Orange treatment up to 6 ½ Ave

Crossing Treatments

Top Projects

- Sherman Ave at Dairy Ave
- Oregon Ave at Mark Twain Elementary School dirveway
- North Ave at Letts Ave
- Orange Ave Dairy Ave
- Oregon Ave at Otis Ave
- Oregon Ave at Van Dorsten Ave
- Whtiley Ave at Dairy Ave

Additional Locations for crossing treatments:

- Sherman Ave between 6 ½ and Dairy Avenues – no sidewalks on Sherman and speed bumps
- Sherman Ave between Chase and Flory Avenues
- King Avenue
- Hale and Jespen
- Van Dorsten and Brokaw
- Letts and Brokaw
- Bainum at Letts and Van Dorsten

Additional Comments:

- Add missing sidewalks to Sherman
- Add speed bumps on Patterson between 6 ½ and Dairy, and Sherman west of Dairy Ave
- Orange and Otis are priorities to access Gateway Park
- Improvements are needed at 5 1/2 and Highway 43

- Otis – there is lots of traffic, not a lot of lightings, and doesn't feel safe to walk and bike
- Need more lighting everywhere

Appendix C

COMMUNITY SURVEY REPORT

TOOLE DESIGN

1322 WEBSTER STREET
SUITE 208
OAKLAND, CA 94612

510.298.0740
TOOLEDESIGN.COM

October 2, 2023

To: Kevin Tromborg and Valerie Bega, City of Corcoran
From: Sara Rauwolf and Lauren Pepe, Toole Design
Project: Corcoran Active Transportation Plan

Re: Existing Conditions Survey Results

Background

The Corcoran Active Transportation Plan project team developed an online and paper survey to collect information about preferences and concerns related to walking, rolling (using a wheelchair or mobility device), and biking in Corcoran. The survey was posted on the project website from May 3-July 3, 2023, and was also advertised on the City website, through the project's Advisory Group members, and on flyers distributed at events that took place during the project's Community Design Charrette from May 15-18. The survey received 100 responses and was available in Spanish and English. Sixty surveys were completed using the paper version while 40 were completed online; six of the 100 total surveys were completed in Spanish.

Key Takeaways

Survey respondents indicated a high level of interest in active transportation relative to the number of participants who currently walk, roll, and bike. Although only 55% of respondents noted that they walk at least occasionally and 27% of respondents noted that they bike at least occasionally, 81% and 47% of respondents indicated that they would walk and bike more, respectively, if conditions were different.

The most frequently reported barriers to walking included missing or poorly maintained sidewalks and unsafe crossings; for biking, frequently reported barriers included personal safety concerns and unsafe crossings. Considering that much of the city can be accessed in a short walk or bike ride (the downtown core is less than a half-mile in length) and a significant share of the Corcoran population does not have access to a personal vehicle, there is a significant opportunity to shift trips to active modes by addressing these and other challenges.

Survey Responses and Discussion

Respondents

Connection to Corcoran

To better understand who completed the survey, respondents answered a series of optional demographic questions, beginning with their connection to Corcoran. This was a multi-select question, meaning that some respondents selected more than one mode and the figures below add up to more than 100%. Most respondents (over 95%) live in Corcoran, while about a quarter work in Corcoran (Figure 1).

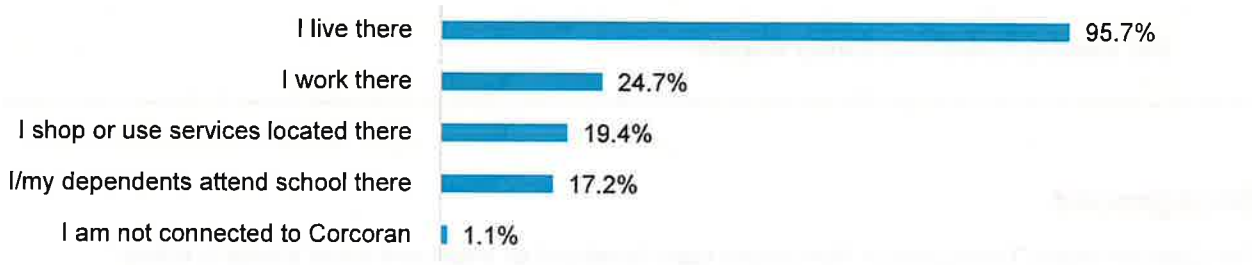


Figure 1: Connection to Corcoran
Survey Question: What is your connection to Corcoran? Select all that apply.

Age

Respondents were then asked what age group they were part of. The 18-34 years old demographic made up the largest age group in the survey sample with a little over one-third of the respondents falling into this category (Figure 2). Survey respondent age generally reflects the general population of Corcoran, though the 65+ age group is overrepresented in this survey sample compared to the general population (9.2% according to the 2021 ACS 5-Year Estimates.)

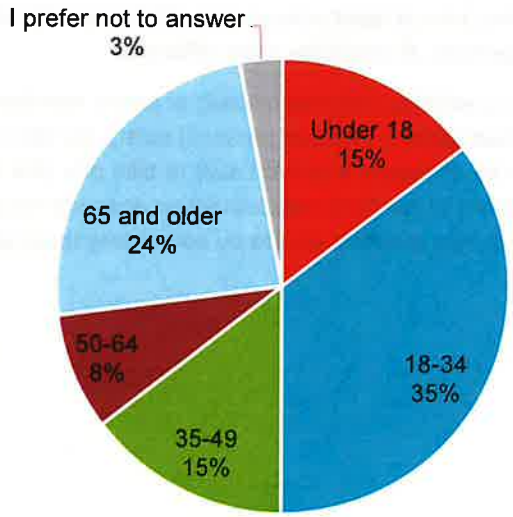


Figure 2: Age Distribution of Respondents
Survey Question: Which age group are you in?

Vehicle Access

To better understand vehicle access and car-dependency in Corcoran, respondents were asked how many vehicles they have access to (Figure 3). Most respondents (73%) said that there is one car per adult in the household, while another 17% have access to a vehicle in their household (see Figure 14). Ten percent (10%) of respondents indicated there is no vehicle in their household.

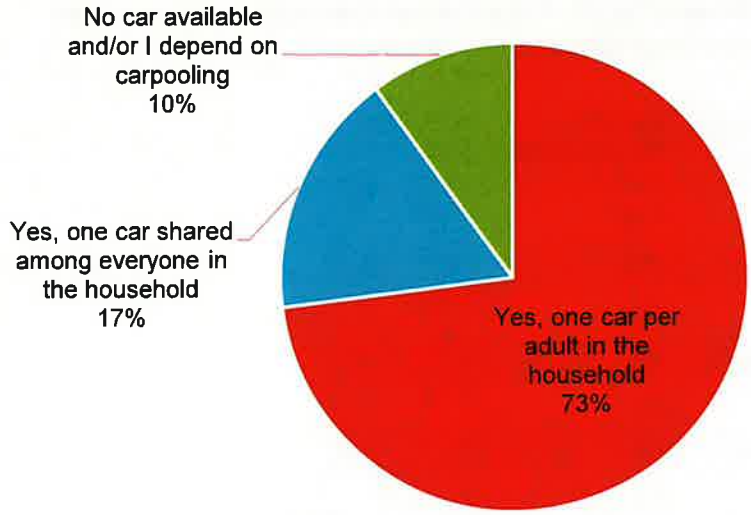


Figure 3: Vehicle Access
Survey Question: Do you have access to a vehicle on a daily basis?

Race/Ethnicity

Respondents were asked to note their race and ethnicity to understand whether survey respondents were representative of the Corcoran population. This was a multi-select question, meaning that some respondents selected more than one mode and the figures below add up to more than 100%. Most respondents (74%) identified as Hispanic or Latino/a/x, which reflects the general population of Corcoran per the 2020 Census (69.6% identified as Hispanic or Latino/a/x). See Table 1 for full breakdown of racial and ethnic characteristics.

Table 1: Respondent Race/Ethnicity (Multi-Select)

Hispanic or Latino/a/x	73.7%
White	23.2%
Native American or Alaska Native	9.5%
Prefer not to answer	5.3%
Prefer to self-identify	3.2%
African American or Black	2.1%
Asian	2.1%
Native Hawaiian or Pacific Islander	0%

Survey Question: Pick all that describe you [from the options below]:

Mode Share

Survey respondents were asked what modes they currently use to travel around Corcoran (Table 2). This was a multi-select question, meaning that some respondents selected more than one mode and the figures below add up to more than 100%. Most survey respondents (72%) noted that they typically drive alone, consistent with commuting data from the US Census' 2021 American Community Survey (ACS), which estimates that 75.6% of Corcoran residents drive alone. Thirty percent (30%) of respondents noted that they currently carpool, which is slightly higher than the 2021 ACS Estimate of 18.2%. Active transportation mode share was notably overrepresented in the survey responses when compared to ACS data.

Table 2: Respondent Mode Share

Mode	Survey Respondents' Data	2021 ACS Data
Drive alone	72%	75.6%
Carpool (as driver or passenger)	30%	18.2%
Walk	29%	1.5%
Bike (including electric bikes or e-bikes)	9%	0.0%
Bus (including Dial-a-Ride service)	5%	0.1%
E-scooter (electric scooter)	2%	--
I don't travel in Corcoran	2%	--
Other: Hoverboard	1%	--
Rideshare (Uber, Lyft, etc.)	1%	0.3%

Survey Question: How do you typically get around Corcoran? Select all that apply.

Challenges

Respondents were asked to describe any challenges they experience getting around Corcoran in the form of an open-ended response. This question was intended to capture challenges experienced using any mode (versus other survey questions that asked about specifically about walking/rolling, biking, or using transit). Fourteen comments referenced roadway safety, most often from the perspective of a pedestrian. This included issues such as speeding cars, previously getting hit by cars, and drivers not stopping when trying to cross the street, among other concerns. Poor roadway conditions, such as potholes or lack of pavement, was a common concern from the driver perspective, mentioned in eight responses. Six respondents called attention to missing sidewalks across the City. The full set of responses can be found in the Appendix.

Walking and Rolling in Corcoran

Frequency

Respondents were asked how frequently they walk or roll to get around Corcoran. Nearly half of survey respondents (45%) noted that they never walk or roll in Corcoran. Twenty percent (20%) of respondents noted that they walk less frequently than once per month, and the remaining 35% of respondents noted that they walk or roll at least a few times per month, with 12% of respondents walking daily.

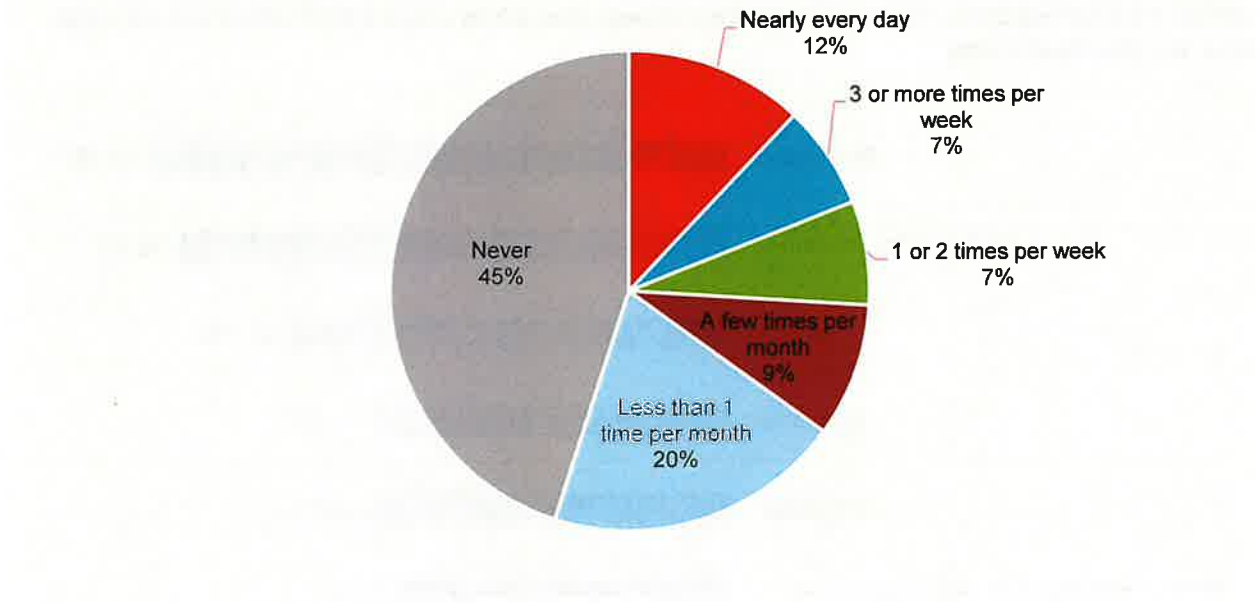


Figure 4: Frequency of Walking and Rolling in Corcoran
Survey Question: How often do you walk or roll (using a wheelchair or mobility scooter) to get around Corcoran?

Top Reasons for Walking and Rolling

Respondents were then asked to select their two top reasons for walking or rolling. This was a multi-select question, meaning that some respondents selected more than one reason and the total of responses was higher than total number of survey respondents and add up to over 100%. Most respondents (69.1%) indicated they do so for exercise or enjoyment. The next most popular response (30.9% of respondents) was that destinations are nearby. Table 3 includes a full list of reasons people walk or roll in Corcoran. Other reasons identified as write-in responses included traveling to work, "the long wait for bus after you call", and two respondents noting that they don't walk.

Table 3: Reasons for Walking or Rolling

Exercise or enjoyment	69.1%
Destinations are nearby	30.9%
I have no other options for getting around	23.6%
Other	10.9%
Cost/affordability	9.1%
To minimize environmental impact	5.5%

Survey Question: What are the top reasons that you walk or roll? (Select up to two.)

Destinations

Respondents were asked to indicate which destinations they walk or roll to (Figure 5). This was a multi-select question, meaning that some respondents selected more than one destination and the total of responses was higher than total number of survey respondents and add up to over 100%. Over 38% of respondents indicated that they walk or roll for recreational purposes (i.e., not necessarily to a specific destination). The most frequently cited destination reported was homes of friends and family (36.4%). The remaining destinations each represented less than a third of responses. There were eight write-in responses which included destinations such as, parks, stores, and downtown events.

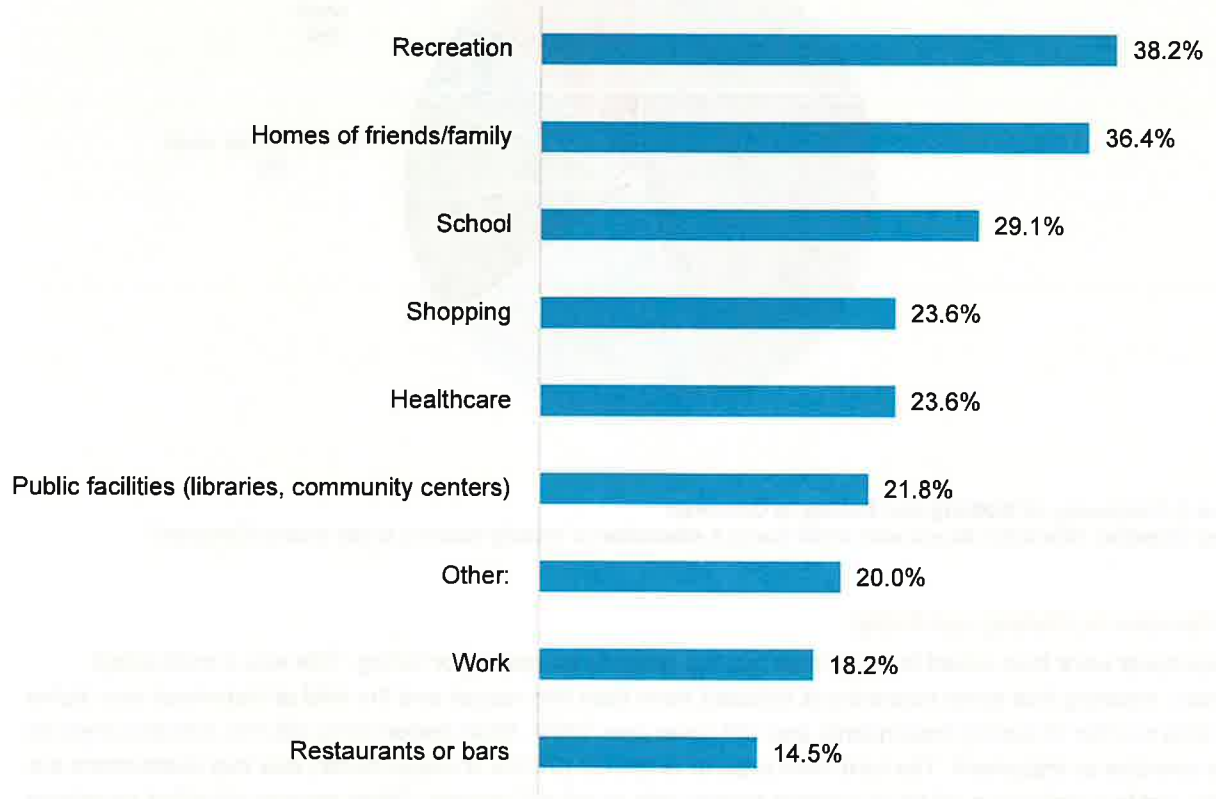


Figure 5: Top Destinations for Walking and Rolling
Survey Question: Which destinations do you walk or roll to? Select all that apply.

Barriers to Walking and Rolling

Respondents were then asked about their biggest barriers to walking or rolling in Corcoran. This was a multi-select question, meaning that some respondents selected more than one destination and the total of responses was higher than total number of survey respondents and add up to over 100%. The biggest barriers to walking or rolling reported by survey respondents are poorly maintained/missing sidewalks (selected by 28% of respondents), unsafe crossings (24%) and personal safety concerns (22%), as shown in Figure 6. Eight percent either left the question blank or wrote in "None" and three percent (3%) mentioned loose dogs.

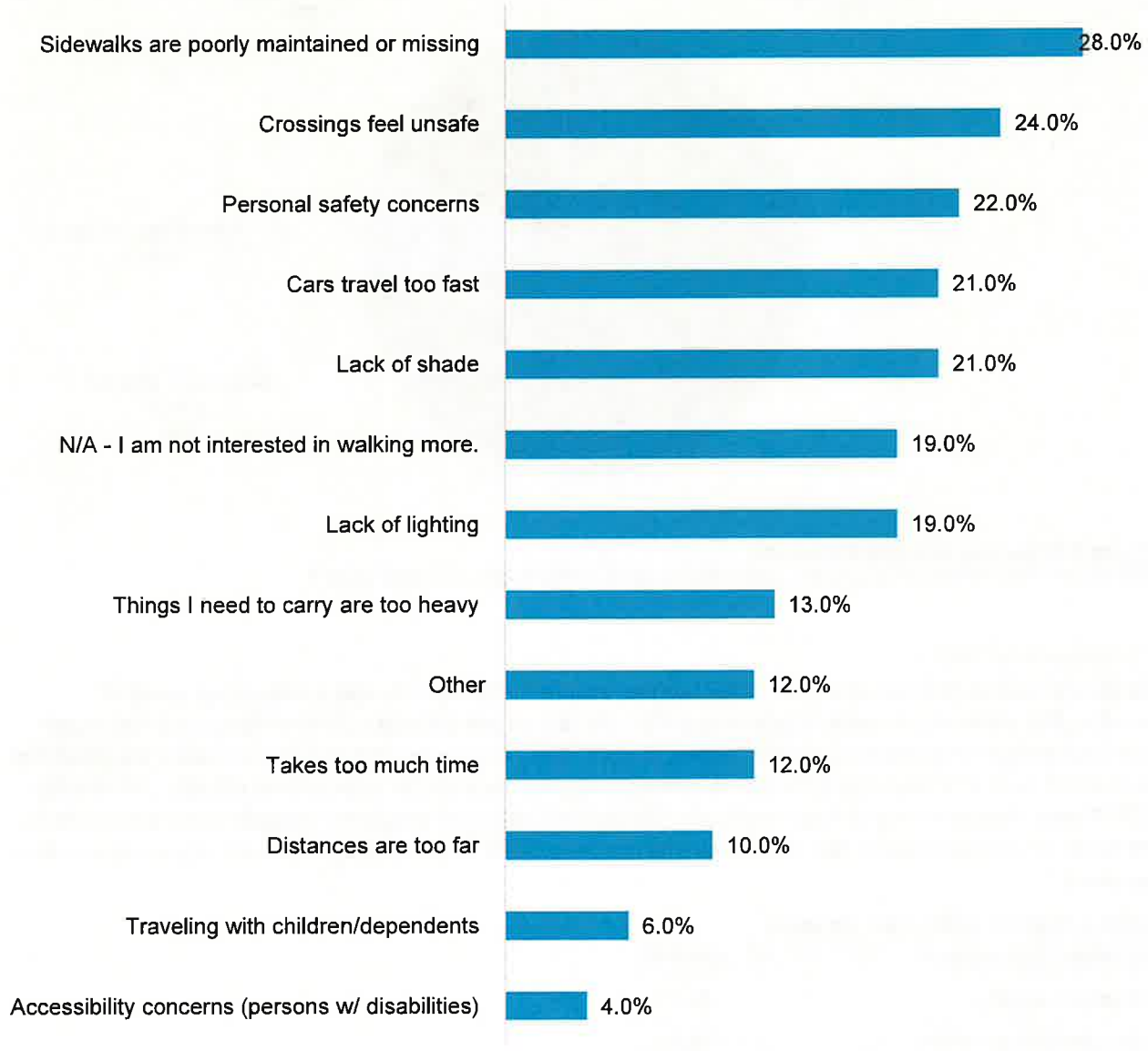


Figure 6: Barriers to Walking and Rolling
Survey Question: If you would like to walk or roll more (for trips to school, work, errands, etc.) but don't, what are the biggest barriers or constraints that keep you from doing so? Select up to three.

Biking in Corcoran

Frequency

Respondents were asked how frequently they bike to get around Corcoran (Figure 7). Twenty-seven percent (27%) of respondents indicated that they bike at least occasionally, compared to the 73% of respondents who indicated that they never bike. Most people who bike noted that they do so a few times per month (10% of respondents).

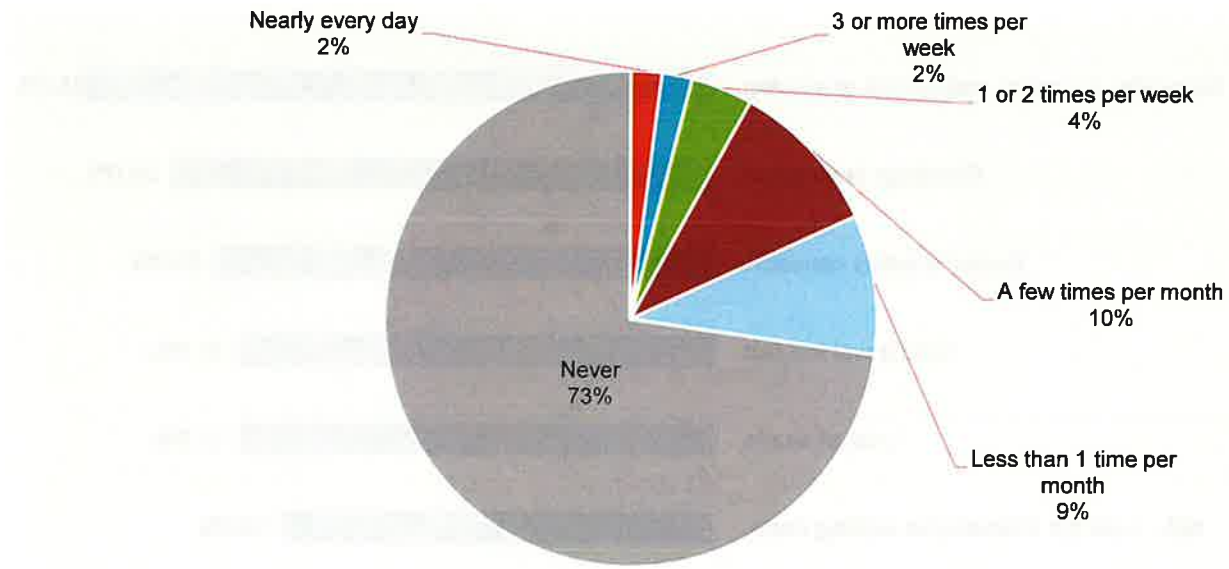


Figure 7: Frequency of Biking in Corcoran
Survey Question: How often do you ride a bike (traditional or e-bike) to get around Corcoran?

Top Reasons for Biking

Respondents were then asked to select their two top reasons for biking. This was a multi-select question, meaning that some respondents selected more than one reason and the total number of responses was higher than total number of survey respondents, adding to over 100%. Among respondents who answered indicated that they bike around Corcoran (26%), the top reason for biking was for exercise or enjoyment (76.9%). Affordability (23.1%) and close proximity of destinations (19.2%) were the next most-frequently selected responses (Table 4). Participants could select up to two responses. The one respondent who selected "Other" did not provide a write-in response.

Table 4: Reasons for Biking in Corcoran

Exercise or enjoyment	76.9%
Cost/affordability	23.1%
Destinations are nearby	19.2%
I have no other option for getting around	7.7%
Other	3.8%
To minimize environmental impact	3.8%

Survey Question: What are the top reasons that you bike to get around Corcoran? Select up to two.

Destinations

Respondents were asked to indicate to which destinations they bike (Figure 8). This was a multi-select question, meaning that some respondents selected more than one mode and the figures below add up to more than 100%. Top responses of the 27 people who answered this question were for recreational purposes (44.4%), followed by to access homes of friends and family (40.7%). Write-in responses included "around the block," "no destination," and the park.

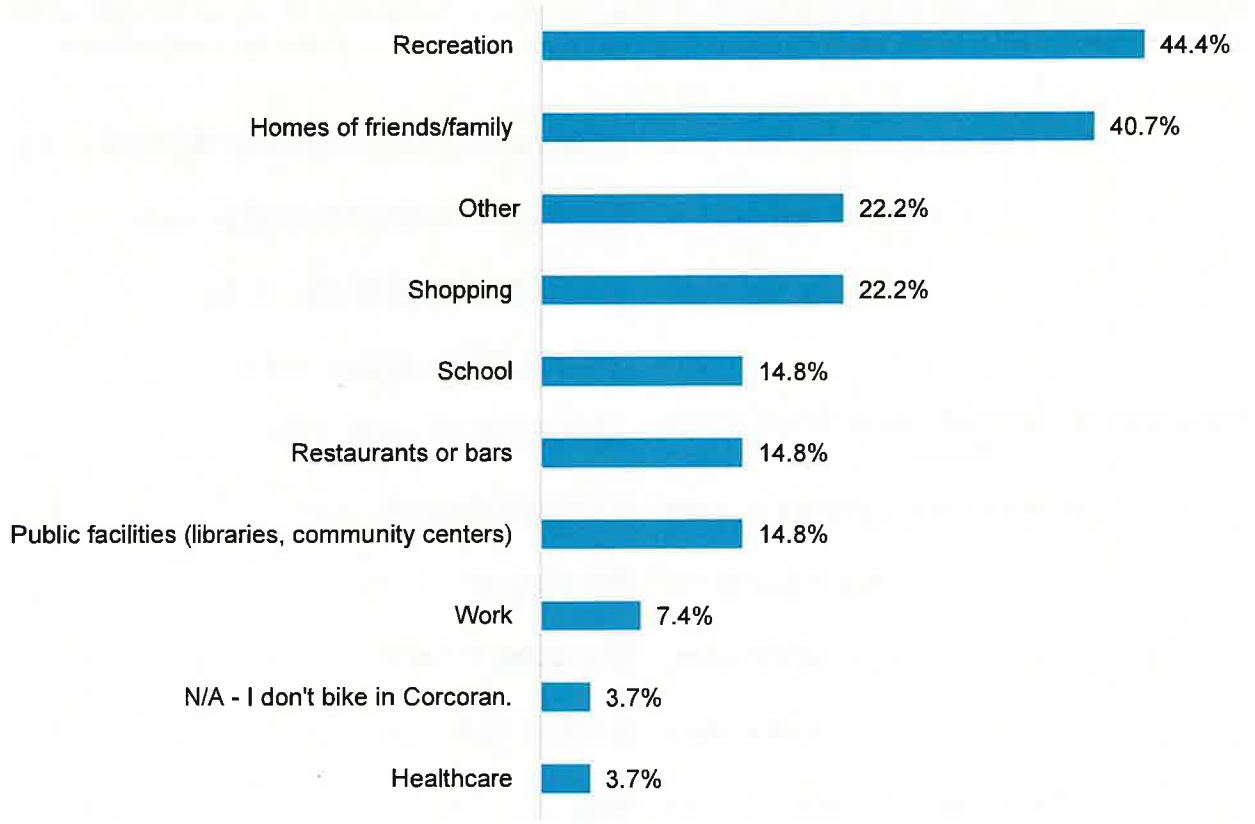


Figure 8: Top Destinations for Biking
Survey Question: Which destinations do you bike to? Select all that apply.

Barriers to Biking

Respondents were asked to select the top three barriers that keep them from biking more than they currently do. This was a multi-select question, meaning that some respondents selected more than one mode and the figures below add up to more than 100%. The most common response was "N/A – I am not interested in biking more" at 31%, followed by personal safety concerns (24%) and unsafe crossings (21%) (Figure 9). Other barriers identified through write-in responses included lack of bike parking, potholes, having a disability, and loose dogs. Of note, 31 respondents selected "N/A – I am not interested in biking more," yet that number is much smaller than the 73 respondents who indicated on an earlier question that they never bike in Corcoran, which implies that some of the respondents who do not currently bike in Corcoran might be interested in doing so if conditions were different.

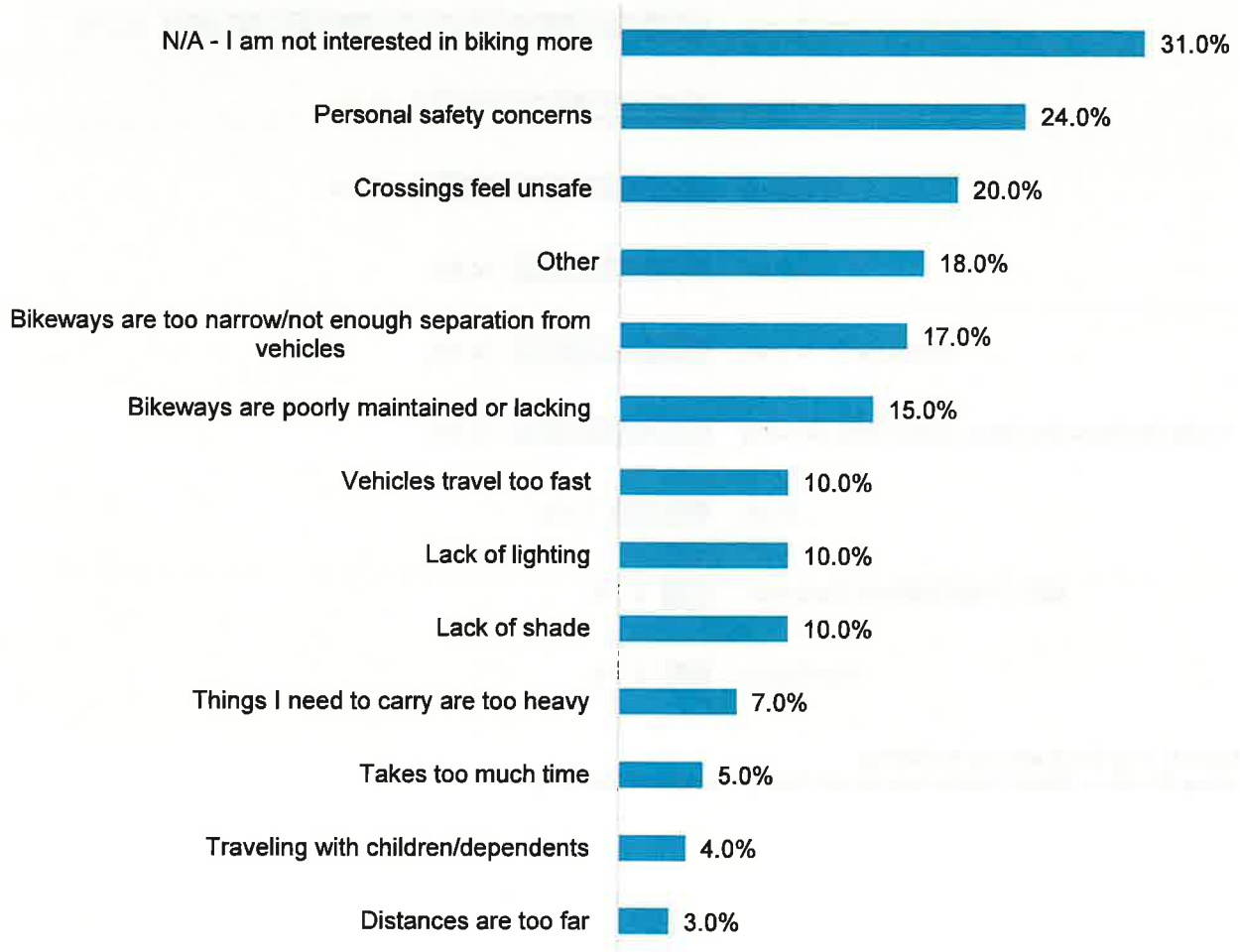


Figure 9: Barriers to Biking More
Survey Question: If you would like to bike more (for trips to school, work, errands, etc.) but don't, what are the biggest barriers or constraints that keep you from doing so? Select up to three responses.

Interest in Biking More

Respondents were asked if they would bike more if safer and more comfortable bikeways were available. While a quarter (26%) noted they would not, nearly half (47%) reported that they would bike more and roughly another quarter (27%) were undecided (see Figure 10). This reinforces the observation that more people in Corcoran would bike if the conditions were different.

Figure 10: Interest in Biking More
Survey Question: Would you bike more (or at all, if you do not currently bike) if more safe and comfortable bikeways were available?

Using Transit in Corcoran

Frequency

Respondents were asked about how frequently they use the dial-a-ride bus service in Corcoran. Only 4% noted that they use the service more than once per month, and 79% noted they never use it (Figure 8).

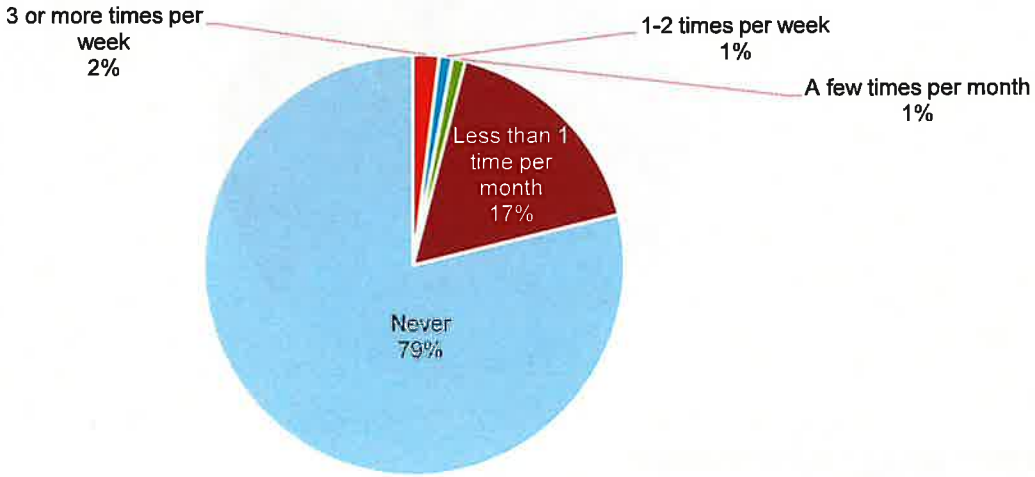


Figure 11: Corcoran Dial-a-Ride Bus Service
Survey Question: How often do you use the dial-a-ride bus to get around Corcoran?

Comparatively, 9% of respondents noted that someone in their household uses the school bus at least a few times per month, and 86% noted that no one in their household ever travels by school bus (Figure 9).

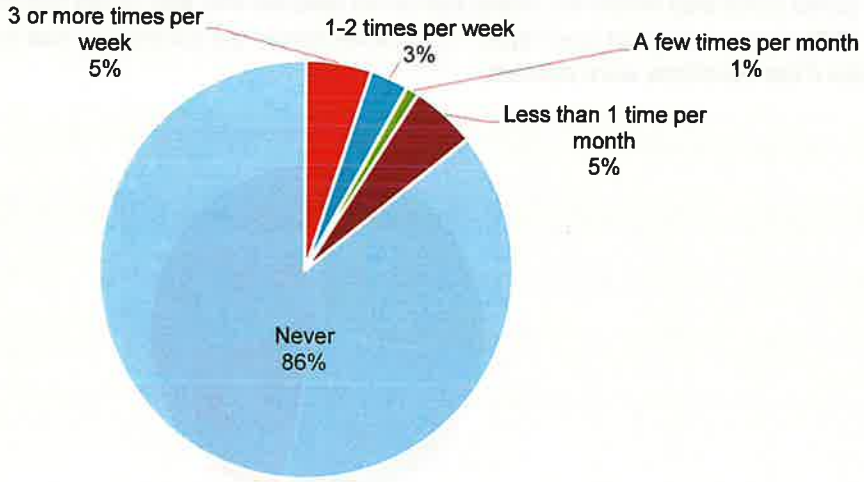


Figure 12: Using the School Bus in Corcoran
Survey Question: How often do you or someone in your household use the school bus to get around Corcoran?

Respondents were asked about whether they use the Amtrak to travel to or from Corcoran. Sixty-five percent (65%) said they never use it, while 14% said they use it at least a few times per month (Figure 10).

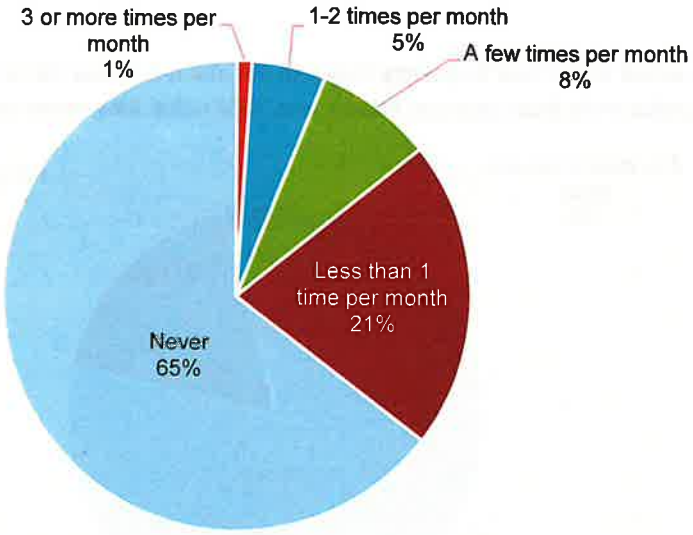


Figure 13: Using the Amtrak in Corcoran
Survey Question: How often do you use Amtrak to travel to or from Corcoran?

Transit Access Challenges

The next question in this section asked respondents if they experience any challenges accessing either the Dial-a-Ride bus, school bus, or Amtrak station. Of the 46 respondents who answered this open-ended question, the majority wrote they experience no challenges (26 responses) or that the question was not relevant to them since they don't use any of the services (11 responses). Two respondents cited personal safety concerns, two noted that the bus wait times were too long and the bus doesn't run on weekends nor connect in a timely manner with train service, and one noted that crossings were unsafe.

Interest in Using Transit

The final question of this section assessed whether respondents would use transit more frequently (or at all) if it were easier to access. Over a third of respondents said no, while another third said they didn't know, and a third selected at least one mode that they would use more (see Figure 11). Given that respondents noted a lack of difficulty in accessing transit in the previous question and some noted that service frequency is more of an issue than access (in terms of the Dial-a-Ride), it is difficult to draw a conclusion about interest in using transit from the responses to this question.

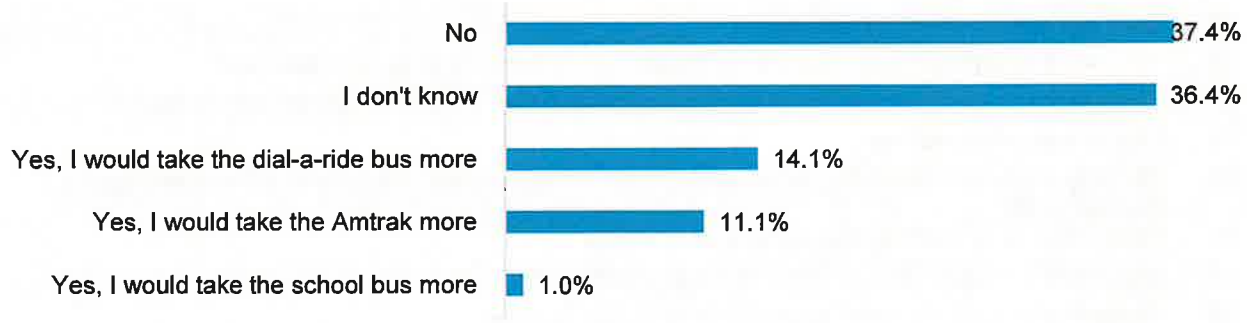


Figure 14: Interest in Using Transit
Survey Question: Would you take transit (dial-a-ride bus, school bus, Amtrak) more frequently if it was easier to access? Select all that apply.

Final Thoughts

A final open-ended question allowed respondents to share anything else related to the survey. These responses generally echoed the concerns raised in other questions that asked about challenges getting around Corcoran: missing sidewalks, roadway safety concerns, potholes. The full set of responses to this question can be found in the Appendix.

Implications for the Plan

Community input shared in the survey will be reflected in the development of the Corcoran Active Transportation Plan (Plan), particularly in goals and objectives and in the bicycle and pedestrian project recommendations. The Plan is being developed with the goal of reflecting community priorities and addressing existing challenges to walking and biking, including those expressed here, such as missing or poorly maintained sidewalks and unsafe crossings.

Appendix: Responses to Open-Ended Questions

Do you experience any challenges getting around Corcoran? Please describe:

ID #	Response
5	Yes we do encounter driving challenges in Corcoran. I have expressed my concerns regarding the dangerous conditions of the road I reside on which is Osage ave. Please make this a priority and fix our Road thank you...please contact me if you would like to confirm exactly what section of Osage ave
6	Hard to safely drive at night due to poor lighting, especially on Dairy. Bikes and pedestrians are nearly impossible to see.
7	I don't have challenges personally but I do see how others could. Side walks in some areas are not available. Bike lanes are not available in come areas especially now that the loop is across town. I've witnessed the tough having to ride in the streets or very edge of curb.
8	There should be a sole turning lane on Whitley and Letts light as well as on Dairy and Whitley- a lot of congestion in the morning
10	I live on the 2700 block of Brokaw. My street does not have even paved roads. My street needs better road access before considering "sidewalk" improvements. My street has no paved roads, gutter, or sidewalk.
16	no sidewalks everywhere
19	Yes I feel unsafe sometimes at times
20	Yes, I've almost been hit by a car a lot of the time, so I choose to drive more than walk.
23	I experience challenges while getting around corcoran because there are some ignorant drivers
24	I feel unsafe when walking
25	The only challenge I experience while getting around Corcoran is getting past the 4 way lanes while riding my bike.
26	Where there is no traffic lights waiting to walk across
27	irresponsible drivers make crossing crosswalks dangerous.
30	Attempting to cross the street even when it is my turn to cross.
32	I do not except when walking to gateway Park. There is a lack of side walks near that area.
33	No, but when driving some people lack the ability to respect some of the rules.
34	Not typically but on the street my grandma lives in the road is very bad and messed and there aren't any sidewalks
38	Crossing Bainum, Dherman, or Whitley can be challenging
42	Al transitar por la calle Whitley a la altura de la gasolinera Shell durante la noche está muy oscuro y necesita más alumbrado porque los peatones no se ven.
44	Yes there cracks on the road and like it's bumpy Cardoso ave.
45	Driver, pedestrians, and bikers don't always follow traffic laws.
46	I don't feel safe walking where there is no sidewalk. I live on a busy street and have to be very careful driving out onto the road from my driveway because of speeding cars.
48	As I get older, it is easier to trip and fall, so I am cautious about uneven pavement, of which there is a lot.
50	Vehicle speeds and volume make it a bit challenging to cross some streets around town.
51	Challenges include lack of bike lanes, lack of shade, and roughness of roadway creates unfavorable scooter riding conditions.
52	Not at all. Recently used dial-a-ride Corcoran bus...what a wonderful thing! Im a senior and when our car is in repair, its too much to walk.. The bus was awesome!
56	Too many stray dogs. Impatient vehicles while crossing roads.
62	Not enough bus, no car
67	Don't walk anymore got hit by pickup in crosswalk!

ID #	Response
69	Pot holes
73	Broken cement around my trees on sidewalk. Tripped and fell x1
74	Too many holes to drive a car and not enough sidewalks
76	Sunset views and school areas
77	School areas
81	Drive-bys
84	Too much traffic
88	It gets too hot to travel around sometimes
96	No controlled left turns
103	Gas prices
107	No; some places have potholes
109	Potholes, gravel, no real pavement
110	Potholes

NOTE: Written responses stating "no," "none," or other language indicating no comment have been omitted from this list.

Is there anything else related to this survey that you would like to share?

ID #	Response
5	Please fix Road Osage Ave
7	The homeless would be my biggest concerned. They are not stable and their actions scare me. My kids want more freedom to bike but I just don't feel comfortable allowing them.
8	If more transit busses are ran I would consider taking the bus. Plus if newer buses were bought I would utilize it. Biases need to look more attractive and be cleaner.
10	Ensure all the streets in Corcoran are paved before we spend tax dollars on improving sidewalks
19	I like Corcoran but there should be more stuff here
27	the intersections could be a lot safer.
34	I would like to share that on benrus street if it would be possible could you guys fix it because it's very bumpy and has no sidewalks
48	The block of Letts Avenue just north of Whitley by Rite Aid is hazardous because of driveways crossing the sidewalk. A wider sidewalk with lawn extension would be helpful.
49	I think there should be a sidewalk on Oregon avenue going eastbound between Dairy and Letts. When children are walking to Mark Twain school there is not a sidewalk and they have to walk in the dirt. If it is raining, it is muddy and it is dangerous to cross the road due to people taking their children to school in a car.
50	Our streets need to better prioritize the needs and safety of pedestrians/bicyclists and the vulnerable population (seniors, children, etc.)
52	Thank you for caring about improving services in our town.
57	Some corners/intersections have had views hard to see if traffic is coming
74	More stop lights
107	We need more lights around certain parts of town; speed limits need to be noticeable and not hidden by trees.

NOTE: Written responses stating "no," "none," or other language indicating no comment have been omitted from this list.

Appendix D

PROJECT RECOMMENDATIONS AND COST ESTIMATES

Appendix D: Bicycle Project Implementation Actions and Costs

ID	Street	From	To	Recommended Facility	Tier	Implementation Action(s)	Miles	Planning-Level Cost Opinion	
								Restriping Only	Mill & Overlay
Short-term projects (1-2 years)									
4	Van Dorsten Avenue and Norboe Avenue	Oregon Ave	North Ave	Bike Boulevard	II	Add bike boulevard treatments	1.30	$ 130,000.00	$ 2,769,000.00
9	Hanna Avenue	Dairy Ave	Norboe Ave	Bike Boulevard	II	Add bike boulevard treatments	0.55	$ 55,000.00	$ 1,171,500.00
11	Bell Avenue	Dairy Ave	Letts Ave	Bike Boulevard	II	Add bike boulevard treatments	0.25	$ 25,000.00	$ 532,500.00
Medium-term projects (3-5 years)									
1	6 ½ Avenue	Sherman Ave	North Ave	Buffered Bike Lane	II	Remove parking on one side and stripe buffered bike lanes	0.80	$ 208,000.00	$ 1,760,000.00
2	Dairy Avenue and 6th Avenue	Oregon Ave	Niles Ave	Separated Bike Lane	I	Remove parking on one side and install separated bike lanes (striping and flexposts or concrete curb)	2.00	$ 600,000.00	$ 6,360,000.00
5	5 1/4 Avenue, Flory Avenue, and King Avenue	Oregon Ave	Whitley Ave	Separated Bike Lane	III	Remove parking on one side and install separated bike lanes (striping and flexposts or concrete curb)	0.80	$ 240,000.00	$ 2,160,000.00
6	Orange Avenue	Dairy Ave	Otis Ave	Separated Bike Lane	II	Remove parking and install separated bike lanes (striping and flexposts or concrete curb)	0.40	$ 120,000.00	$ 892,000.00
10a	Patterson Avenue	6 1/2 Ave	Letts Ave	Bike Lane	II	Remove parking on one side and stripe bike lanes	0.75	$ 195,000.00	$ 1,620,000.00
12	Oregon Avenue	Dairy Ave	5 1/4 Ave	Bike Lane	II	Remove parking on one side and stripe bike lanes	0.75	$ 195,000.00	$ 1,650,000.00
13	North Avenue	7th Ave	Otis Ave	Bike Lane	I	Remove parking on one side and stripe bike lanes	1.55	$ 403,000.00	$ 3,456,500.00
Long-term projects (6-10 years)									
3	Letts Avenue	Oregon Ave	North Ave	Shared Use Path	I	Construct shared use path (potential need for right-of-way acquisition)	1.30	N/A	$ 3,276,000.00
7a	Sherman Avenue	7th Ave	Dairy Ave	Shared Use Path	II	Construct shared use path on south side of Sherman Ave (potential need for right-of-way acquisition)	1.00	N/A	$ 1,460,000.00
8a	Whitley Avenue	6 1/2 Ave	Van Dorsten Ave	Separated Bike Lane	I	Reduce travel lanes from 4 to 2 to add separated bike lanes (striping and flexposts or concrete curb); move existing curb lines	1.00	N/A	$ 3,180,000.00
8b	Whitley Avenue	Van Dorsten Ave	Sweet Canal (City Limit)	Separated Bike Lane	I	Reduce travel lanes from 4 to 2 to add separated bike lanes (striping and flexposts or concrete curb); move existing curb lines	0.70	N/A	$ 2,226,000.00

Opinions of probable cost were developed by identifying major pay items and establishing rough quantities to determine a rough order of magnitude cost. Contingencies are included to cover items that are undefined or are typically unknown early in the planning phase of a project. Unit costs are based on 2023 dollars and were assigned based on historical cost data from the Caltrans Contract Cost Data. Cost opinions do not include easement and right-of-way acquisition; permitting; surveying, geotechnical investigation, environmental documentation, special site remediation, escalation, or the cost for ongoing maintenance. A general cost has been assigned to certain general categories such as utility relocations; however, these costs can vary widely depending on the exact details and nature of the work. The overall cost opinions are intended to be general and used only for planning purposes. TDG Engineering, Inc. makes no guarantees or warranties regarding the cost estimate herein. Construction costs will vary based on the ultimate project scope, actual site conditions and constraints, schedule, and economic conditions at the time of construction.

Appendix E

PROJECT PRIORITIZATION METHODOLOGY

TOOLE DESIGN

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SUITE 208
OAKLAND, CA 94612

510.298.0740
TOOLEDESIGN.COM

December 20, 2023

To: Kevin Tromborg and Valerie Bega, City of Corcoran
From: Sara Rauwolf and Lauren Pepe, Toole Design
Project: Corcoran Active Transportation Plan

Re: Prioritization Methodology

Overview

All recommendations presented in the Corcoran Active Transportation Plan will take time and resources to implement. Recognizing that funding and capacity constraints exist, each recommended infrastructure project will be prioritized through a data-driven process shaped by input from the public. Projects will be prioritized based on five criteria, which are summarized in the table below and explained further on the following pages. Each project will be allotted points based on each criterion, then points will be tallied for each project to rank projects relative to one another.

Prioritization Criterion	Description	Score
Access	Prioritizing access to community-identified priority destinations	High (3 points) or Low (1 point)
Safety	Prioritizing safety needs based on where fatal and injury-causing crashes involving people walking and biking have occurred in the past	High (3 points), Medium (2 points), or Low (1 point)
Connectivity and Comfort	Facility needs	High (3 points) or Medium (2 points)
Priority Populations	Prioritizing active transportation investments in Census tracts that are disproportionately burdened by pollution, socioeconomic factors, age, and/or health, as determined by CalEnviroScreen	High (3 points), Medium (2 points), or Low (1 point)
Community Support	Public/stakeholder support	High (3 points), Medium (2), or Low (1 point)

Prioritization Criteria

Access

The "School Corridor", "Parks Corridor" and "Commerce Corridor" (the "Spine Corridors") provide connections to key destinations in Corcoran (as identified by community input). Projects within these corridors are considered high priority.

Score	Metric
High	Project is located along one or more of the Spine Corridors
Low	Project is not located along any of the Spine Corridors

Safety

Projects that are located at or near crash sites (per 2016-2020 crash data) may address key safety issues in Corcoran. This evaluation will consider motor vehicle crashes as well as those involving bicyclists and pedestrians. Although there are not many historic bicycle or pedestrian crashes in Corcoran, all crashes have the potential to be fatal, and even if active modes are not involved in a crash (motor vehicle only), locations with more than one motor vehicle crash may indicate systemic safety concerns that affect active modes, as well. Additionally, bicyclists and pedestrians may try to avoid places that are perceived to be dangerous.

Score	Improvement
High	Project located within 100' of the site of at least **one bicycle or pedestrian crash** or **two or more motor vehicle crashes**
Medium	Project located within 100' of the site of one motor vehicle crash
Low	No crashes occurred within 100' of project site

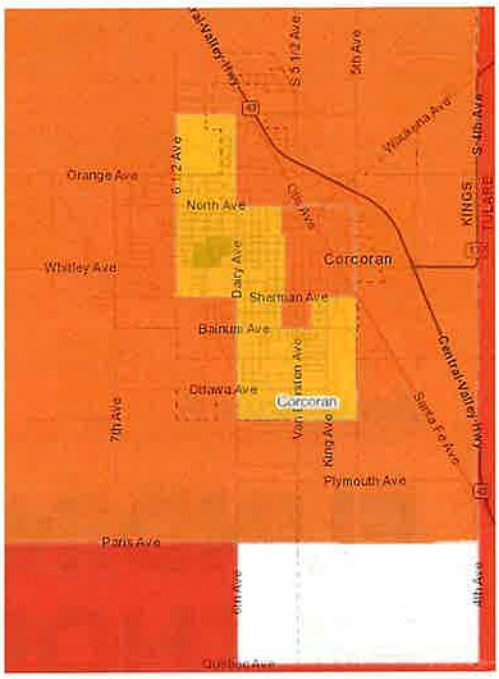
Connectivity and Comfort

Connectivity and Comfort evaluate whether a project fills in a gap in the network, provides connections to new locations, and/or improves the quality of an existing bikeway or crossing. Pedestrian needs are based on filling in gaps in the sidewalk network and/or creating wider sidewalks with buffers from motor vehicle traffic. A crossing improvement is equivalent to filling in a gap in the system.

Score	Bikeway Projects	Pedestrian Projects
High	• Project fills existing gap in bicycle network	• Project provides new pedestrian crossing
Medium	• Project enhances existing bikeway	• Project enhances existing pedestrian crossing
Low	• N/A	• N/A

Priority Populations

CalEnviroScreen is an equity analysis tool developed by the State of California to identify Census tracts that are disproportionately burdened by pollution, socioeconomic factors, age, and/or health. Census tracts scoring in the 80th percentile or higher are considered Disadvantaged Communities (DAC), which are specifically targeted for the investment of proceeds from the State's Cap-and-Trade Program, to improve public health, quality of life, and economic opportunity. Corcoran's CalEnviroscreen scores are summarized in the map to the right, with the orange-shaded area scoring >80th percentile (DAC) and the yellow-shaded area scoring >60th percentile (not a DAC). There is no data for the unshaded area where the prison is located, and the red-shaded area is located outside of the city limits.



Investments in DACs, where residents may especially benefit from investments in active transportation through new opportunities for exercise, a decrease in transportation cost burden, etc., will be prioritized. The Priority Populations criterion will prioritize projects in Census tracts that are disproportionately burdened by pollution, socioeconomic factors, age, and/or health, as determined by CalEnviroScreen.

Score	Criteria
High	Project falls within a DAC
Medium	Project does not fall within a DAC

Community Support

Projects located in areas with safety issues as identified by community members through various engagement platforms should receive additional consideration (survey, pop-ups, workshop, etc.); particularly, projects in locations that have been mentioned multiple times should be prioritized.

Score	Criteria
High	Project addresses issue in a location mentioned >5 times
Medium	Project addresses issue in a location mentioned 2-5 times
Low	Project addresses issue in a location mentioned <2 times

Appendix F

FUNDING METHODS

FUNDING METHODS

The City currently funds active transportation projects through state Active Transportation Program (ATP) funding as well as through Kings County Association of Governments (KCAG)'s Federal Transportation Improvement Program (FTIP) allocation. One federal funding source that has supported projects in Corcoran through the FTIP is the Congestion Mitigation and Air Quality (CMAQ) grant. The CMAQ grant application through KCAG is available biannually. The following sections discuss additional funding sources that Corcoran is eligible for and could use to pursue funding for Corcoran ATP projects.

COMPETITIVE GRANT PROGRAMS

Below are additional grants that Corcoran is eligible to apply for active transportation project support, including on-street and off- street active transportation infrastructure and educational efforts. Adopting the Corcoran ATP will increase Corcoran's competitiveness for the following grants. Federal grants that require projects to be listed in a Transportation Improvement Program are not listed below as they require coordination through KCAG; however, these funding sources are listed in the following table.

FEDERAL GRANT PROGRAMS

Rebuilding American Infrastructure with Sustainability and Equity (RAISE): Formerly known as TIGER, then BUILD, this grant funds surface transportation projects that promise to achieve a significant local or regional impact. Multimodal projects are commonly selected. Approximately 100-150 projects nationally are supported by this award each year.

Safe Streets for All (SS4A) Planning and Demonstration Grants fund the completion of safety action plans (such as Local Road Safety Plans) and corresponding demonstration activities. Projects identified in the Corcoran ATP may be candidates for inclusion in a safety action plan. Once a safety action plan is in place, the City may apply for **SS4A Implementation Grants** to design and construct the projects.

Community Development Block Grants (CDBG) are economic development grants that may support public infrastructure that directly benefits low-income communities. Funds can only be used in certain locations based on map of income levels and local vendors should be hired for construction.

Federal Grant Programs

		RAISE	SS4A	Carbon Reduction Program (CRP)^	CDBG	Surface Transportation Block Grants^	CMAQ^
Infrastructure Project Elements	Crossing enhancements	x	x	x	x	x	x
	On-road facilities	x	x	x	x	x	x
	Off-road facilities	x	x	x	x	x	x
	Roadway reconstruction	x	x	x	x	x	x
	End-of-trip facilities	x		x	x	x	x
Project Stage	Planning	x	x	x	x		
	Design	x	x*	x	x		
	Construction	x	x*	x	x	x	x
Education/Awareness Programming					x		

^Funding requires project is listed in a Federal or State Transportation Improvement Program.
*Design and construction SS4A funding can only be obtained for projects listed in a qualifying safety action plan.

STATE GRANT PROGRAMS

Transformative Climate Communities (TCC) Program funds projects that reduce greenhouse gas emissions significantly over time, leverage additional funding sources, and provide health, environmental and economic benefits to the community. Eligible projects include bicycle and pedestrian facilities and crossings, bikeshare programs, and green infrastructure. Bicycle and pedestrian projects require 15-30% design plans for funding. TCC-funded projects require at least a 50% match from another funding source.

Recreational Trails Program (RTP) funds recreational trails and trails-related projects. RTP projects require a 12% match; this may be other state, federal, or local grants or private funds.

Clean California Local Grants Program is a Caltrans program that can fund projects that beautify and improve local streets and roads, parks, and pathways. This funding source supports lighting and shade installation, wayfinding, placemaking activities, public art, climate-friendly infrastructure, and pedestrian/bike paths, among other things.

California Sustainable Transportation Equity Project (STEP) funds the construction of active transportation infrastructure in low-income communities, tribal lands, and DACs. Many recommended projects in this Plan fall within DACs.

California Office of Traffic Safety (OTS) Grants fund traffic safety education and awareness programs, including Safe Routes to School programming.

Sustainable Transportation Planning Grants (STPG), administered through CalTrans, fund active transportation planning, studies, and design, with the goal of greenhouse gas emissions reduction. While these

grants do not support implementation of facilities, they do support 30 percent design, which is often required for implementation funding.

Urban Greening Grants support projects that will reduce greenhouse gas emissions and acquire, create, enhance, or expand green spaces. These funds are ideal for supporting off-road trail facilities.

California State Grant Programs

		ATP+	Recreational Trails Program	TCC	STEP	STPG	Clean California Local Grants	California OTS Grants	Urban Greening Grants
Infrastructure Project Elements	Crossing enhancements	x		x	x	x			
	On-road facilities	x		x	x	x			
	Off-road facilities	x	x	x	x	x	x		x
	Roadway reconstruction	x		x		x			
	End-of-trip facilities	x		x		x	x		
Project Stage	Planning	x		x	x	x			
	Design	x		x		x			
	Construction	x	x	x	x		x		x
Education/Awareness Programming								x	

+The ATP is federally funded; funds are distributed on the state and regional levels.

LOCAL FUNDING OPPORTUNITIES

In addition to pursuing project funding through competitive grant programs, Corcoran could initiate local funding for active transportation project implementation.

Development Impact Fees could be collected from private developers as part of the building permit process. These funds can later be used to implement local active transportation improvements, such as sidewalks, crossings, trails, and bikeways.

Bond Program: The City could issue general obligation bonds for capital improvements projects.

City of
CORCORAN
FOUNDED 1914

A MUNICIPAL CORPORATION

Appropriations
ITEM #: 3-A

MEMORANDUM

TO: City Council

FROM: Sandra Pineda, Finance Director

DATE: **04/09/24** **MEETING DATE:** **04/09/24**

SUBJECT: Warrant Register

Recommendation:
Consider approval of the warrant register(s).

Discussion:
The attached appropriations are for services and supplies utilized by City Departments in order to maintain services for the community. The warrant register(s) will be reviewed at the upcoming meeting and staff can address any questions from Council Members.

Budget Impact:
The warrant register includes expenses approved in the Fiscal Year **2023/2024** Budget and may include items which will be addressed through Budget Amendments.

Attachments:
- Warrant Register **#1** for warrant request date: 03/27/2024

Accounts Payable

Blanket Voucher Approval Document

#1

User: lmustain
Printed: 03/27/2024 - 10:16AM
Warrant Request Date: 3/27/2024
DAC Fund:

Batch: 00501.04.2024 - Wrnt Rgstr 04/09/24 FY24

Line	Claimant	Amount
1	A & M Consulting Engineers	55,616.15
2	American Incorporated	8,050.00
3	American Office Solutions, LLC	182.93
4	Amtrak	1,620.00
5	Amtrak	1,620.00
6	Auto Zone, Inc.	535.32
7	Az Auto Parts	417.65
8	Best Deal Food Co Inc.	214.15
9	BSK Associates	4,033.75
10	Cal West Rain	45,090.15
11	Chemical Waste Management Inc	2,161.32
12	Christian Espinoza	328.06
13	CIVICWELL	22,929.56
14	Corcoran Hardware	1,721.74
15	David Arredondo	150.00
16	Dept of Motor Vehicles	10.00
17	Direct Distributing, Inc.	64.02
18	Eddies Screens And Awnings Inc.	12,500.00
19	Ferguson Enterprises, Inc	1,763.54
20	Ferguson Enterprises, Inc. #3325	83.36
21	Frontier Communications	59.48
22	Haaker Equipment Company	364,906.42
23	Home Depot Credit Services	1,171.02
24	Jones Electric	460.00
25	Jorgensen & Company	3,508.32
26	Kings County Mobile Locksmith	281.00
27	KRC Safety Co. Inc.	178.79
28	Matson Alarm Co. Inc.	275.00
29	Pace Analytical Services, LLC	1,019.00
30	PACE Supply	8,865.08
31	Pacific Tire - Corcoran	60.00
32	Pamela James	376.00
33	Pedro Castro	51.00
34	PerfIC Performance Industrial Controls	45,513.82
35	PG&E	382.26
36	PG&E	586.68
37	Proclean Supply	1,434.43
38	Prudential Overall Supply	921.80
39	Quality Pool Service	850.00
40	Raymond VanZant	200.00
41	Richard's Chevrolet	238.75
42	Robert Sevilla	376.00
43	Robinsons Interior Inc	14,505.00
44	SANZ Industrial Services, Inc.	5,814.00
45	Sawtelle & Rosprim Hardware, Inc.	87.87
46	Steve Dovali Construction	117,212.81

47	Sun Badge Co	139.55
48	Superior Steel Framing Systems	1,137.95
49	The Gas Company	4,166.60
50	The Lawnmower Man	135.14
51	Tulare County Jail-Industries Engraving Program	759.50
52	Turnupseed Electric Svc Inc	4,694.40
53	Univar USA Inc	11,352.94
54	unWired Broadband	333.99
55	US Bank Equipment Finance	569.13
56	Valerie Bega	554.82
57	Wells Fargo Bank, N.A.	5,102.70
58	Wright's Electric	1,641.77
59	Zalco Laboratories, Inc	3,212.00
	Grand Total:	$762,226.72

Accounts Payable

Voucher Approval List

User: lmustain
Printed: 03/27/2024 - 10:17AM
Batch: 00501.04.2024 - Wrnt Rgstr 04/09/24 FY24

Warrant Date	Vendor	Description	Account Number	Amount
3/27/2024	A & M Consulting Engineers	INT STUDY CITY 16 ACRES	104-406-300-200	140.00
3/27/2024	A & M Consulting Engineers	REV TPM 23-03	104-406-300-200	185.00
3/27/2024	A & M Consulting Engineers	REV REV STARBUCKS	104-406-300-200	246.05
3/27/2024	A & M Consulting Engineers	INT STUDY ENVIOR CITY 16 ACRES	104-406-300-200	560.00
3/27/2024	A & M Consulting Engineers	SEQ PHASE 2 WALL DESIGN REVIEW	104-406-300-200	246.05
3/27/2024	A & M Consulting Engineers	FOX RUN INSPECTIONS	104-406-300-200	540.00
3/27/2024	A & M Consulting Engineers	CPR 800 6 1/2 AVE	104-406-300-200	185.00
3/27/2024	A & M Consulting Engineers	SEQ PHASE 1 INSPECTIONS	104-406-300-200	980.00
3/27/2024	A & M Consulting Engineers	FEMA DISASTER ADMIN	104-406-300-200	153.55
3/27/2024	A & M Consulting Engineers	INFRUS INSPECTIONS	104-406-300-200	420.00
3/27/2024	A & M Consulting Engineers	EV GRANT TASK 2 222-031	104-406-300-200	12,670.00
3/27/2024	A & M Consulting Engineers	EV GRANT TASK 2 222-031	104-406-300-200	21,980.00
3/27/2024	A & M Consulting Engineers	CPR 800 6 1/2 AVE	104-406-300-200	558.00
3/27/2024	A & M Consulting Engineers	SEQ PHASE 1 INSPECTIONS	104-406-300-200	700.00
3/27/2024	A & M Consulting Engineers	HSIP-5223 (034) GRANT - PREPARE DOCS	109-434-300-200	6,860.00
3/27/2024	A & M Consulting Engineers	STATE ALLOCATION - WELL 5F GRANT - PLANS SPECS & EST	105-437-300-200	8,680.00
3/27/2024	A & M Consulting Engineers	CDBG PI GRANT - ORANGE AVE PEDESTRIAN FACILITES - PR	109-434-300-200	512.50
3/27/2024	American Incorporated	PROP 68 GRANT - SNACK SHACK CONSTRUCTION	307-449-500-530	8,050.00
3/27/2024	American Office Solutions, LLC	BATTERY BACK UP	145-410-300-210	182.93
3/27/2024	Amtrak	135 HANFORD TO CORCORAN	145-410-300-292	810.00
3/27/2024	Amtrak	135 CORCORAN TO HANFORD	145-410-300-292	810.00
3/27/2024	Amtrak	135 HANFORD TO CORCORAN	145-410-300-292	810.00
3/27/2024	Amtrak	135 CORCORAN TO HANFORD	145-410-300-292	810.00
3/27/2024	Auto Zone, Inc.	UNIT 202 FILTERS FOR SERVICE	109-434-300-260	21.20
3/27/2024	Auto Zone, Inc.	UNIT 294 FILTERS FOR SERVICE	105-437-300-260	102.42
3/27/2024	Auto Zone, Inc.	SPARK PLUGS #224	104-421-300-260	12.07
3/27/2024	Auto Zone, Inc.	BATTERY TESTER FOR SHOP	104-433-300-210	162.36
3/27/2024	Auto Zone, Inc.	NEW BATTERY # 267	104-421-300-260	237.27
3/27/2024	Az Auto Parts	WWTP SUPPLIES	120-435-300-210	33.48
3/27/2024	Az Auto Parts	UNIT 183 BATTERY	120-435-300-260	270.47

3/27/2024	Az Auto Parts	TOOLS FOR SHOP	104-433-300-210	34.19
3/27/2024	Az Auto Parts	UNIT 202 VEH	109-434-300-260	24.87
3/27/2024	Az Auto Parts	UNIT 285 OIL FILTER	105-437-300-260	12.69
3/27/2024	Az Auto Parts	BUS 238 FOG LIGHT	145-410-300-140	5.29
3/27/2024	Az Auto Parts	WWTP REPLACE GAS CAN	120-435-300-210	36.66
3/27/2024	Best Deal Food Co Inc.	DRY DOG FOOD	104-421-300-203	47.59
3/27/2024	Best Deal Food Co Inc.	DRY DOG FOOD	104-421-300-203	71.38
3/27/2024	Best Deal Food Co Inc.	DRY DOG FOOD	104-421-300-203	47.59
3/27/2024	Best Deal Food Co Inc.	DRY DOG FOOD	104-421-300-203	47.59
3/27/2024	BSK Associates	QUANTI TRAY TOTAL COLIFORM AND E. COLI	105-437-300-200	243.00
3/27/2024	BSK Associates	QUANTI TRAY TOTAL COLIFORM AND E. COLI	105-437-300-200	243.00
3/27/2024	BSK Associates	QUANTI TRAY ARSENIC & NITRATE	105-437-300-200	457.00
3/27/2024	BSK Associates	SAMPLING	105-437-300-200	171.00
3/27/2024	BSK Associates	QUANTI TRAY ARSENIC & NITRATE	105-437-300-200	120.00
3/27/2024	BSK Associates	PLANT INF/EFF/LAGOON	120-435-300-200	381.00
3/27/2024	BSK Associates	SAMPLING	105-437-300-200	211.00
3/27/2024	BSK Associates	UCMR5 EPA SAMPLING	105-437-300-200	600.00
3/27/2024	BSK Associates	QUANTI TRAY TOTAL COLIFORM AND E. COLI	105-437-300-200	243.00
3/27/2024	BSK Associates	QUANTI TRAY ARSENIC & NITRATE	105-437-300-200	120.00
3/27/2024	BSK Associates	WELL 5F TESTING SERVICES FEB 2024	105-437-300-200	1,244.75
3/27/2024	Cal West Rain	CORCORAN WELL 8C PUMP MATERIAL INSPECTIONS	105-437-500-512	45,090.15
3/27/2024	Chemical Waste Management Inc	SLUDGE REMOVAL	105-437-300-193	2,161.32
3/27/2024	Christian Espinoza	OVER PMT IN INS PREMS - PAYROLL FINAL CHECK	120-435-200-120	328.06
3/27/2024	CIVICWELL	ATP GRANT - PROJECT MGR, LABOR BILLED, EXPENSES	104-406-300-200	22,929.56
3/27/2024	Corcoran Hardware	DEPARTMENT SUPPLIES	138-413-300-210	16.22
3/27/2024	Corcoran Hardware	DEPARTMENT SUPPLIES	138-413-300-210	11.23
3/27/2024	Corcoran Hardware	DEPARTMENT SUPPLIES	104-432-300-210	141.71
3/27/2024	Corcoran Hardware	DEPARTMENT SUPPLIES	109-434-300-210	170.93
3/27/2024	Corcoran Hardware	DEPARTMENT SUPPLIES	104-412-300-210	159.42
3/27/2024	Corcoran Hardware	LERMA BUST PROJECT	138-413-300-210	17.99
3/27/2024	Corcoran Hardware	VEHICLE REPAIRS	104-412-300-260	24.33
3/27/2024	Corcoran Hardware	DEPARTMENT SUPPLIES	104-433-300-210	75.72
3/27/2024	Corcoran Hardware	EQUIP REPAIR	105-437-300-140	428.45
3/27/2024	Corcoran Hardware	DEPARTMENT SUPPLIES	105-437-300-210	318.98
3/27/2024	Corcoran Hardware	DEPARTMENT SUPPLIES	120-435-300-210	356.76
3/27/2024	David Arredondo	UNIFORM - BOOT REIMBURSEMENT FY 24	105-437-200-125	150.00
3/27/2024	Dept of Motor Vehicles	PTI 5 YEAR FEE - VIN 028346	104-412-300-160	10.00
3/27/2024	Direct Distributing, Inc.	METER PROJ - GALVANIZED NIPPLES FOR SERVICE LINES W	105-437-300-200	64.02
3/27/2024	Eddies Screens And Awnings Inc.	PROP 68 FRANT - SNACK SHACK - INSTALL METAL ROOF & S	307-449-500-530	12,500.00

3/27/2024	Ferguson Enterprises, Inc	METER PROJECT 3/4" REGISTERS	105-437-300-200	1,496.14
3/27/2024	Ferguson Enterprises, Inc	METER PROJECT CONNECTORS	105-437-300-200	267.40
3/27/2024	Ferguson Enterprises, Inc. #3325	WWTP POND SUPPLIES	120-435-300-210	83.36
3/27/2024	Frontier Communications	WWTP 559-992-1265-091718-5	120-435-300-220	59.48
3/27/2024	Haaker Equipment Company	PO 24852: NEW ELGIN REGENX SWEEPER	121-439-500-540	30,968.80
3/27/2024	Haaker Equipment Company	PO 24852: NEW ELGIN REGENX SWEEPER	112-438-500-540	30,968.81
3/27/2024	Haaker Equipment Company	PO 24852: NEW ELGIN REGENX SWEEPER	109-434-500-540	30,968.81
3/27/2024	Haaker Equipment Company	CMLNI -5223(016) PO 24852: NEW ELGIN REGENX SWEEPER	112-438-500-540	272,000.00
3/27/2024	Home Depot Credit Services	CRISCOM SUPPLIES	104-432-300-210	79.44
3/27/2024	Home Depot Credit Services	STREET SUPPLIES	109-434-300-210	214.15
3/27/2024	Home Depot Credit Services	SGR FY 20/21 LIGHT FIXTURES FOR DEPOT	145-410-300-210	453.32
3/27/2024	Home Depot Credit Services	STREET SUPPLIES	109-434-300-210	320.68
3/27/2024	Home Depot Credit Services	UNIT 297 MAINTENANCE	109-434-300-260	37.87
3/27/2024	Home Depot Credit Services	DOG PARK WALL SUPPLIES	104-412-300-210	46.60
3/27/2024	Home Depot Credit Services	DOG PARK WALL SUPPLIES	104-412-300-210	18.96
3/27/2024	Jones Electric	REPAIR ELECTRICAL AT PW BREAK ROOM	105-437-300-140	133.35
3/27/2024	Jones Electric	BUSH WASH REPAIR PRESSURE WASHER	145-410-300-211	60.00
3/27/2024	Jones Electric	REPAIR ELECTRICAL AT PW BREAK ROOM	120-435-300-140	133.30
3/27/2024	Jones Electric	REPAIR ELECTRICAL AT PW BREAK ROOM	109-434-300-140	133.35
3/27/2024	Jorgensen & Company	ALARM MONITORING MAR 2024-FEB 2025 - WTP	105-437-300-200	600.00
3/27/2024	Jorgensen & Company	ANNUAL FIRE EXTINGUSHIER - WWTP	120-435-300-200	159.41
3/27/2024	Jorgensen & Company	ANNUAL FIRE EXTINGUSHIER INSPECTION	145-410-300-200	82.90
3/27/2024	Jorgensen & Company	ANNUAL FIRE EXTINGUSHIER - RAO	136-415-300-200	138.18
3/27/2024	Jorgensen & Company	ANNUAL FIRE EXTINGUSHIER - WTP	105-437-300-200	171.18
3/27/2024	Jorgensen & Company	ANNUAL FIRE EXTINGUSHIER - VETS HALL	104-432-320-200	399.52
3/27/2024	Jorgensen & Company	ANNUAL FIRE EXTINGUSHIER SERVICE	104-421-300-200	787.67
3/27/2024	Jorgensen & Company	ANNUAL FIRE EXTINGUSHIER - CITY HALL	104-432-300-200	126.90
3/27/2024	Jorgensen & Company	ANNUAL FIRE EXTINGUSHIER - CORP YARD	104-432-300-200	1,042.56
3/27/2024	Kings County Mobile Locksmith	HOMELESS VANDALISM AT GATEWAY PARK	104-412-300-140	281.00
3/27/2024	KRC Safety Co. Inc.	PARKING BUMBER /SAFETY VESTS	104-412-300-210	65.71
3/27/2024	KRC Safety Co. Inc.	STREET SUPPLIES - VEST	109-434-300-210	113.08
3/27/2024	Matson Alarm Co. Inc.	RAO ALARM SYSYEM - MONITORING & SVC FEB 2024	136-415-300-200	137.50
3/27/2024	Matson Alarm Co. Inc.	RAO ALARM SYSYEM - MONITORING & SVC APRIL 2024	136-415-300-200	137.50
3/27/2024	Pace Analytical Services, LLC	MONTHLY ARSENIC TESTING SAMPLES JAN 2024 - WWTP	120-435-300-200	372.00
3/27/2024	Pace Analytical Services, LLC	MONTHLY ARSENIC TESTING SAMPLES FEB 2024 - WWTP	120-435-300-200	372.00
3/27/2024	Pace Analytical Services, LLC	MONTHLY ARSENIC TESTING SAMPLES MAR 2024 - WWTP	120-435-300-200	275.00
3/27/2024	PACE Supply	METER PROJECT 1 1/2 VALVES	105-437-300-200	2,950.79
3/27/2024	PACE Supply	BOLTS FOR 10" FLANGE	105-437-300-140	236.32
3/27/2024	PACE Supply	4" REPLACEMENT CHECK VALVE FOR RECLAIM	105-437-300-140	769.05

3/27/2024	PACE Supply	PARTS FOR RECLAIM PUMP #3 REPAIRS	105-437-300-140	316.87
3/27/2024	PACE Supply	METER PROJECT 1 1/2 PEP COUPLINGS	105-437-300-200	1,123.64
3/27/2024	PACE Supply	METER PROJECT 2" PEP 90 DEGREE ELBOWS	105-437-300-200	1,070.18
3/27/2024	PACE Supply	16" COUPLING FOR 16" MAIN REPAIR	105-437-300-140	1,691.41
3/27/2024	PACE Supply	3/4" CTS PJ 45s FOR STOCK	105-437-300-210	660.33
3/27/2024	PACE Supply	12" GASKETS FOR STOCK	105-437-300-210	46.49
3/27/2024	Pacific Tire - Corcoran	UNIT 201 - TIRE REPAIR	104-433-300-260	20.00
3/27/2024	Pacific Tire - Corcoran	BUS 215 - TWO PATCHES ON SAME TIRE	145-410-300-140	40.00
3/27/2024	Pamela James	CTO TRAINING 4/22/24-4/26/24	104-421-300-270	376.00
3/27/2024	Pedro Castro	INTERNAL AFFAIRS 4/22/24-4/24/24	104-421-300-270	51.00
3/27/2024	PerfIC Performance Industrial Controls	SCADA UPGRADE	105-437-500-551	45,513.82
3/27/2024	PG&E	3357250173-3 UTILITES - KC STREET LIGHTING	104-432-300-240	586.68
3/27/2024	PG&E	1056173633-0 1311 1/2 HANNA AVE	301-430-300-316	382.26
3/27/2024	Proclean Supply	JANITORIAL BUILDING SUPPLIES	104-432-300-216	1,434.43
3/27/2024	Prudential Overall Supply	ENTRANCE RUGS/SHOP TOWELS/DUST MOP	145-410-300-200	49.61
3/27/2024	Prudential Overall Supply	ENTRANCE RUGS/SHOP TOWELS/DUST MOP	136-415-300-200	34.32
3/27/2024	Prudential Overall Supply	ENTRANCE RUGS/SHOP TOWELS/DUST MOP	104-432-300-200	50.13
3/27/2024	Prudential Overall Supply	ENTRANCE RUGS/SHOP TOWELS/DUST MOP	104-432-300-200	149.77
3/27/2024	Prudential Overall Supply	ENTRANCE RUGS/SHOP TOWELS/DUST MOP	120-435-300-200	48.69
3/27/2024	Prudential Overall Supply	ENTRANCE RUGS/SHOP TOWELS/DUST MOP	104-433-300-200	37.52
3/27/2024	Prudential Overall Supply	ENTRANCE RUGS/SHOP TOWELS/DUST MOP	104-432-300-200	48.99
3/27/2024	Prudential Overall Supply	ENTRANCE RUGS/SHOP TOWELS/DUST MOP	104-433-300-200	19.68
3/27/2024	Prudential Overall Supply	ENTRANCE RUGS/SHOP TOWELS/DUST MOP	136-415-300-200	33.75
3/27/2024	Prudential Overall Supply	ENTRANCE RUGS/SHOP TOWELS/DUST MOP	104-432-320-200	21.48
3/27/2024	Prudential Overall Supply	ENTRANCE RUGS/SHOP TOWELS/DUST MOP	104-433-300-200	19.23
3/27/2024	Prudential Overall Supply	ENTRANCE RUGS/SHOP TOWELS/DUST MOP	105-437-300-200	51.76
3/27/2024	Prudential Overall Supply	ENTRANCE RUGS/SHOP TOWELS/DUST MOP	105-437-300-200	52.73
3/27/2024	Prudential Overall Supply	ENTRANCE RUGS/SHOP TOWELS/DUST MOP	104-432-320-200	21.84
3/27/2024	Prudential Overall Supply	ENTRANCE RUGS/SHOP TOWELS/DUST MOP	145-410-300-200	48.69
3/27/2024	Prudential Overall Supply	ENTRANCE RUGS/SHOP TOWELS/DUST MOP	120-435-300-200	49.61
3/27/2024	Prudential Overall Supply	ENTRANCE RUGS/SHOP TOWELS/DUST MOP	104-433-300-200	36.72
3/27/2024	Prudential Overall Supply	ENTRANCE RUGS/SHOP TOWELS/DUST MOP	104-432-300-200	147.28
3/27/2024	Quality Pool Service	MONTHLY SERVICE FEB 2024	138-413-300-200	850.00
3/27/2024	Raymond VanZant	VETS HALL REFUND 03/22/24	104-432-300-200	200.00
3/27/2024	Richard's Chevrolet	VEHICLE REPAIR A/C HOSE #242	104-421-300-260	238.75
3/27/2024	Robert Sevilla	ICI CHILD ABUSE 4/15/24-4/19/24	104-421-300-270	376.00
3/27/2024	Robinsons Interior Inc	MEASURE A- CITY COUNCIL CHAMBERS - INSTALL CARPET	138-426-500-520	14,505.00
3/27/2024	SANZ Industrial Services, Inc.	SLUDGE REMOVAL	105-437-300-193	5,814.00
3/27/2024	Sawtelle & Rosprim Hardware, Inc.	LATEX GLOVES	105-437-300-210	73.72

3/27/2024	Sawtelle & Rosprim Hardware, Inc.	STREET SUPPLIES- FACE MASK	109-434-300-210	14.15
3/27/2024	Steve Dovali Construction	STATE ALLOCATION WELL 5F GRANT - MARCH 24 PROGRES	105-437-500-519	104,145.84
3/27/2024	Steve Dovali Construction	CORCORAN WELL 8C - MARCH WORK SITE	105-437-500-512	13,066.97
3/27/2024	Sun Badge Co	OFC FRANCO FLAT BADGE	104-421-300-230	139.55
3/27/2024	Superior Steel Framing Systems	MEASURE A CITY COUNCIL CHAMBERS - CHANGE ORDER L	138-426-500-520	1,137.95
3/27/2024	The Gas Company	11484795064 - POOL	138-413-300-200	4,166.60
3/27/2024	The Lawnmower Man	PARK SUPPLIES - CHAIN BRAKE, RECOIL STARTER	104-412-300-210	135.14
3/27/2024	Tulare County Jail-Industries Engraving Progr	PRINTING - STICKERS	104-421-300-155	759.50
3/27/2024	Turnupseed Electric Svc Inc	INSTALLED PUMPS AT STADIUM STATION	121-439-300-200	334.76
3/27/2024	Turnupseed Electric Svc Inc	WORK ON INFLOW PUMPS	120-435-300-200	1,410.96
3/27/2024	Turnupseed Electric Svc Inc	SEWER STATION AT BAIMUM/LETTS	120-435-300-210	1,284.71
3/27/2024	Turnupseed Electric Svc Inc	FLOATS REPAIR AT STADIUM STATION	121-439-300-200	1,268.67
3/27/2024	Turnupseed Electric Svc Inc	INSTALLED #1 INFLOW PUMP	120-435-300-200	395.30
3/27/2024	Univar USA Inc	BULK SODIUM HYPOCHLORITE	105-437-300-219	11,352.94
3/27/2024	unWired Broadband	INTERNET SERVICE CITY HALL	104-432-300-220	111.33
3/27/2024	unWired Broadband	INTERNET SERVICE WWTP	120-435-300-220	111.33
3/27/2024	unWired Broadband	INTERNET SERVICE WTP	105-437-300-220	111.33
3/27/2024	US Bank Equipment Finance	PUBLIC WORKS COPIER LEASE	109-434-300-180	212.61
3/27/2024	US Bank Equipment Finance	DEPOT COPIER MONTHLY CONTRACT CHARGES	145-410-300-180	356.52
3/27/2024	Valerie Bega	PER DIEM - CAL ACT CONF	145-410-300-270	554.82
3/27/2024	Wells Fargo Bank, N.A.	MEASURE A COUNCIL CHAMBERS PROJECT COORDINATOR	138-426-300-200	1,182.60
3/27/2024	Wells Fargo Bank, N.A.	MEASURE A GATEWAY PARK SNACK SHACK PROJECT COO	138-413-300-200	591.30
3/27/2024	Wells Fargo Bank, N.A.	MEASURE A GATEWAY PARK SNACK SHACK PROJECT COO	138-413-300-200	854.10
3/27/2024	Wells Fargo Bank, N.A.	TEMP WORKER G. PASTOR	120-435-300-200	17.52
3/27/2024	Wells Fargo Bank, N.A.	TEMP WORKER - G. PASTOR	105-437-300-200	17.52
3/27/2024	Wells Fargo Bank, N.A.	MEASURE A COUNCIL CHAMBERS PROJECT COORDINATOR	138-426-300-200	1,773.90
3/27/2024	Wells Fargo Bank, N.A.	TEMP WORKER G. PASTOR	104-412-300-200	17.52
3/27/2024	Wells Fargo Bank, N.A.	TEMP WORKER G. PASTOR	104-432-300-200	280.32
3/27/2024	Wells Fargo Bank, N.A.	TEMP WORKER G. PASTOR	145-410-300-200	17.52
3/27/2024	Wells Fargo Bank, N.A.	TEMP WORKER G. PASTOR	105-437-300-200	17.52
3/27/2024	Wells Fargo Bank, N.A.	TEMP WORKER - G. PASTOR	145-410-300-200	17.52
3/27/2024	Wells Fargo Bank, N.A.	TEMP WORKER - G. PASTOR	104-412-300-200	17.52
3/27/2024	Wells Fargo Bank, N.A.	TEMP WORKER - G. PASTOR	104-432-300-200	280.32
3/27/2024	Wells Fargo Bank, N.A.	TEMP WORKER - G. PASTOR	120-435-300-200	17.52
3/27/2024	Wright's Electric	SGR FY 20/21 - REPLACE PHOTOCELL ON EXTERIOR BLDG &	145-410-300-200	109.77
3/27/2024	Wright's Electric	SGR FY 20/21 - INSTALL NEW FIXTURES AT DEPOT	145-410-300-200	1,532.00
3/27/2024	Zalco Laboratories, Inc	WWTP ANNUAL GROUNDWATER SAMPLING	120-435-300-200	3,212.00
			Warrant Total:	**762,226.72**

City of
CORCORAN
FOUNDED 1914

A MUNICIPAL CORPORATION

PUBLIC HEARING
ITEM # 5-A

MEMORANDUM

TO: City Council

FROM: Kevin J. Tromborg: Community Development Director

DATE: April 3, 2024, **MEETING DATE: April 9, 2024**

SUBJECT: Consider approval of Planning Commission Resolution 2024-02 regarding zoning code revisions that Planning Commission reviewed and approved over the past 18 months.

Recommendation: Staff recommends that after the Public Hearing is held, and Council deliberations are complete, the City Council approve the Zoning Code revisions and Resolution 2024-02 as presented and direct staff to move forward with the printing of the revised Zoning Code.

Discussion: The City of Corcoran Community Development Department in conjunction with A&M Engineering (City Engineer) applied for and received a Local Early Action Planning (LEAP) grant. A portion of the grant, ($150,000) was utilized for a Master Storm Water Plan and the remaining funds of the grant are earmarked for the revisions to the current zoning code and printing of new code books. Over the past 18 months staff has brought proposed revisions to the Planning Commission for review and discussion. The revisions are necessary for the following reasons:

1. Required by law.
2. New or revised ordinances passed that impact the zoning code.
3. Revision that was missed in 2014.
4. Additions to the land use tables.

After several Planning Commission meeting where the Commissioners were presented with proposed revisions, the Planning Commission, under a Public Hearing approved the revisions as presented and directed staff to present the revisions under a public hearing to the City Council for final approval.

Budget Impact: The revisions are paid for via Local Early Action Planning Grant (LEAP)

Attachments

1. Zoning code revisions
2. Resolution 2024-02

CORCORAN CITY PLANNING COMMISSION
RESOLUTION 2024-02
PERTAINING TO
ZONING CODE REVISIONS

At a regular meeting of the Planning Commission of the City of Corcoran duly called and held on March 18, 2024 on motion of Commissioner Frazier, seconded by Commissioner Watkins, and duly carried, the following resolution 2024-02 was adopted:

WHEREAS Community Development Staff applied for and received a Local Early Action Planning Grant (LEAP) of $150,000 to be used for a Storm Water Master Plan and required zoning code revisions, and.

WHEREAS, the project is categorically exempt from CEQA, section 15268 Ministerial project, as per the California Environmental Quality Act (CEQA). Therefore, the preparation of a negative declaration is not necessary; and

WHEREAS A&M Engineering prepared and finalized a Master Storm Water Plan; and

WHEREAS Staff presented suggested zoning code revisions to the Planning Commission during the 2022, and 2023 calendar years that were necessary because of Ordinance additions, retractions and revisions, State and Federal new laws and law amendments. ; and

WHEREAS the revisions to the zoning code are deemed necessary to protect the health, safcty and welfare of the citizens and visitors of the City of Corcoran; and

WHEREAS the proposed revisions are consistent with the goals and objectives of the Corcoran General Plan; and

WHEREAS, A notice of Public Hearing was posted in the Corcoran Journal on February 8, 2024, and posted at City Hall, 832 Whitley Avenue and outside the Council Chambers located at 1015 Chittenden Avenue; and

WHEREAS this Commission held a public hearing and considered the staff report for the proposed zoning code amendments on February 20, 2024, and a continuation of that Public Hearing on March 18, 2024; and

WHEREAS, the Planning Commission has carefully considered recommendations and testimony presented at the public hearing.

THEREFORE, BE IT RESOLVED that Resolution 2024-02 regarding proposed Zoning Code Revisions be approved by the Planning Commission and sent to the Corcoran City Council for final approval.

PASSED AND ADOPTED at a regular meeting of the Planning Commission of the City of Corcoran by the following vote:

Voting: AYES: Commissioners:

NOES:

ABSTAIN:

ABSENT: Commissioners:

Adopted this 18th day of March 2024.

Planning Commission Chairman

Community Development Director

Revision of Zoning Code
2020

Chapter	Page	Original Zone Text	Zone Text Change	Resolution	Date of Approval
11-5-1	17	Duplex Homes not permitted use in R1 and RA	Duplex Homes in R-1-6 zone with Administrative Approval	Res. No. 2020-06	3/16/2020
11-5-1	18	Transitional Housing as Permitted Use	Transitional Housing as permitted use under Conditional Use Permit	Res. No. 18-07	9/17/2020
11-5-4	25	Utilities: A detached secondary unit may have separate utilities, such as sewer, water and gas	Utilities. A detached second unit shall have separate water meter and utilities. Sewer, gas and electric may be separated as directed by the Building Official.	Res. No. 2020-09	4/13/2020
11-6-1	28	Cemeteries and Columbarium	Adding crematoriums to Sevice Commercial (CS), Highway Commercial (CH), Light Industrial (IL) and Heavy Industrial (IH) under Conditional Use Permit	Res. No. 18-06	9/17/2018
11-6-1	28	Mobile Home Parks - Use Not Allowed in Commercial Zones	Mobile Home Parks as Permitted Use in Service Commercial (CS) and Neighborhood Commercial (CN) zones	Res. No. 2020-05	3/16/2020
11-10-2	57	Mobile Home Sites, A.1. Location	Include Neighborhood Commercial (CN)	Ref Resolution No. 2020-05	
11-6-2	29	Medical Institutions, Medical Clinics and Labs, Large - Use Not Allowed in PO zone district	Medical Institutions, Medical Clinics and Labs, Large - Administrative Review Permit Required in PO zone district	Res. No. 2020-16	11/16/2020
11-10-3	60	Additional Regulations: Certification. Mobile homes must be less than 5 years old or certified under the National Mobile Home Construction and Safety Act of 1974 (42 USC Section 5401 et seq.) and on permanent foundation system, pursuant to California Health and Safety Code Section 18551.	Additional Regulations: Mobile home or manufactured homes to be placed on lots within City limits under Administrative Review. Mobile or manufactured homes in any zone that are older than ten (10) years old are not allowed.	Res. No. 2020-11	7/20/2020
11-19-5	118	Prohibited Signs (D) Signs that include any part that appears to flash, blink, move, change, color or change intensity, excluding standard barber poles, time and temperature signs located in commercial and industrial zones, and community identification signs.	Remove (D) from Prohibited Signs: Signs that include any part that appears to flash, blink, move, change, color or change intensity, excluding standard barber poles, time and temperature signs located in commercial and industrial zones, and community identification signs.	Res. No. 2020-07	3/16/2020

11-19-5	118	Prohibited Signs (D) Signs that include any part that appears to flash, blink, move, change, color or change intensity, excluding standard barber poles, time and temperature signs located in commercial and industrial zones, and community identification signs.	Add new section for Digital Signs of the zoning code under Conditional Use Permit	Res. No. 2020-07	3/16/2020
11-15-2	90	B. Applicability: 1 and 2	B. Applicability: Remove section B-2 and replace with: The use of animal as a form of security in commercial or industrial zones is allowed by Conditional Use Permit.		4/18/2016 and 5/16/16
11-31 (Glossary	174	Any establishment that keeps animals for sale or hire and provide medical treatment.....	Any establishment that keeps animals for sale or hire or for security and provide medical treatment.....		4/18/2016
11-10	57	None	Tiny Home, classification: Tiny House located on a lot for permanent housing will be classified as a Mobile Home or Manufactured Home, subject to all the requirements of chapter 11-10 of the Corcoran Zoning Code. Tiny Home used strictly as a "home away from home" will be categorized as RV subject to rules and regulations regarding recreational vehicles.		4/16/2018

Propose Revision of Zoning Code (LEAP GRANT)
2020

Key

P	**Permitted Use**
C	**Conditional Use Permit Required**
A	**Administrative Review Permit Required**
--	**Use Not Allowed**

Red - Proposed Changes

Chapter/ Table	Page	Original Zone Text	Proposed Zone Text Change
11-1-5	2	B.3 Overhead communication lines	B.3 Overhead and underground communication lines.
11-1-5	2	D. Compliance with Regulations. No land shall be used and no structire buil, occupied, modified, moved, or destroyed in accordance with the Zoning Code.	D. Compliance with Regulations. No land shall be used and no structire buil, occupied, modified, moved, or destroyed in accordance with the Zoning Code and applicable State Building Codes.
11-2-1	5	The City Council delegrates to the Community Development Department the responsibility to interpret the meaning and applicability of the Zoning Code.	Add: In the event that ambuguity exists that cannot be solved by Community Development Department, refer to Section 11-1-3-C.
11-4-1	13	None	Possible addition of zoning district R-1-5, 5,000 Square Feet minimum Site Area, Medim Density Residential
11-15-1	18	Public and Quasi-Public Uses	Add Crematorium - Use Not Allowed in all Residential Zone
11-15-1	19	Note: None	Note: Add (6) An Administratrive Review Permit is required for Secondary Dwelling Unit.
11-15-1	18	Secondary Dwelling Unit Permitted Use (P) in all Residential Zone Districts	Secondary Dwelling Unit Permitted Use P(6) in all Residential Zone Districts

Chapter/ Table	Page	Original Zone Text	Proposed Zone Text Change
11-5-1	18	None on Personal Services	Add: Personal Services Section: Barber and Beauty Shops (-) Use Not Allowed; Palmistry, Fortune Teller, Psychic Counselor (-) Use Not Allowed; Tattoo Parlors and Body Piercing (-) Use Not Allowed in all Commercial and Professional Office Zone. Add Massage Parlor (A) or (C) in R-1 and RA Zones.
11-15-1	88	Home Occupations #8. Prohibitied Uses, #f. Massage parlors, beauty shops and barber shops, and fortunetellers	Home Occupations #8. Prohibitied Uses, #f. Massage parlors - remove from prohibited use as home occupation (for discussion)
11-15-1	19	Agriculture and Natural Resources Uses: Beekeeping (A) Administrative Review in R-1 and RM zone districts	Agriculture and Natural Resources Uses: Beekeeping (-) Use Not Allowed in R-1 and RM zone districts
11-15-1	19	Agriculture and Natural Resources Uses: Crop Cultivation	Agriculture and Natural Resources Uses: Crop Cultivation. Add Cannabis/Hemp (See Section 11-15-4)
11-15-1	19	Agriculture and Natural Resources Uses: Crop Cultivation. Greenhouses and Hydroponics	Agriculture and Natural Resources Uses: Crop Cultivation. Greenhouses and Hydroponics (P) in RA zone
11-15-1	19	Other Uses. Medical Marjijuana Dispensaries and Cultivation	Medical Marijuana Dispensaries (See Section 11-15-4)
11-5-2	20	None	Possible Addition of R-1-5 Zone District
11-5-2	21	Other Standards. Lot Coverage. 40%	Other Standards. Lot Coverage 40%(1) on all Zoning District
11-5-2	21	Other Standards. Separation Between Structures: 10 ft in all Zoning District	10 ft.(6) in all Zoning District

Chapter/ Table	Page	Original Zone Text	Proposed Zone Text Change
11-5-3	23	H.1.a.b.	Add H.1.c. All trash receptacles shall be kept out of public view except on trash pick-up day.
11-5-4	25	C.9. Utilities. A detached second unit may have separate utilities, such as sewer, water and gas.	C.9. Utilities. A detached second unit shall have separate water meter and utilities. Sewer, gas and electric may be separated as directed by the Building Official. *(Planning Commission Resolution 2020-09)*
11-6-1	28	Residential Uses. Duplex Homes CD (P); PO (P)	Residential Uses. Duplex Homes CD (-); PO (-) Use Not Allowed
11-6-1	28	Residential Uses. Guest Houses and Accessory Living Quarters (A) in all Commercial Zone; PO (P)	Residential Uses. Guest Houses and Accessory Living Quarters - Use Not Allowed (-) in all Commercial Zone and PO
11-6-1	28	Residential Uses. Multi-Family Hoes 5 Units or More - CD (P); PO (C)	Residential Uses. Multi-Family Hoes 5 Units or More - CD (A); PO - (A) Administrative Review
11-6-1	28	Residential Uses. Single Family Homes CD (P); PO P(2)	Residential Uses. Single Family Homes. CD and PO through (A) Administrative Review
11-6-1	28	Residential Uses. Single-Room Occupancy (C) on all Commercial Zone	Residential Uses. Single-Room Occupancy (-) Use not allowed on all Commercial Zone
11-6-1	29	Commercial Uses. Convenience Market with Fuel Service, CS (C)	Commercial Uses. Convenience Market with Fuel Service CS (A) Administrative Review
11-6-1	29	Commercial Uses. Gas and Service Stations, CS (C)	Commercial Uses. Gas and Service Stations - CS (A) Administrative Review
11-6-1	29	Commercial Uses. Maundromats and Self-Serivce Dry Cleaners, CC (P); CD (P); CS (C)	Commercial Uses. Maundromats and Self-Serivce Dry Cleaners - CC (A); CD (A); CS (P)
11-6-1	29	Commercia Uses. Nurseries, Plant and Garden Shops, CD (-) Use Not Allowed	Commercia Uses. Nurseries, Plant and Garden Shops, CD (C) Conditional Use Permit

Chapter/ Table	Page	Original Zone Text	Proposed Zone Text Change
11-6-1	30	Personal Services, General - CN (A); CC (P); CH (A); CD (P); CS (P); PO (-)	Personal Services, General - CN (A); CC (A); CH (A); CD (A); CS (A); PO (-)
11-6-1	30	Personal Services, General - None	Personal Services, General - Add Palmistry, Fortune Teller, Psychic Counselor, (A) Administrative Review in all Commercial and Professional Office Zone
11-7-1	38	Commercial Uses. Animal Services - Kennel, Commercial, (-) Use Not Allowed in IL and IH	Commercial Uses. Animal Services - Kennel, Commercial, (A) Administrative Review in IL and IH
11-6-1	30	Retail Sales and Services. Bakeries - None	Retail Sales and Services, add Bakeries Allowed under Administrative Review in all Commercial Zone except CH and PO
11-6-1	30	Retail Sales and Services	Add Meat Shop as a Permitted Use in all Commercial Zone
11-6-1	30	Retail Sales and Services	Add Farmers' Market, CD (A) (see section 11-16-3. B.2)
11-16-3	100	11-16-3, B.2.a. Markets are held a maximum of three days per week.	a. Markets are held a maximum of three days per week in CD Zone through Administrative Review.
11-6-1	30	Retail Sales and Services. Outdoor Retail Sales and Activities: CN (-); CC (A); CH (C); CD (C); CS (C); PO (-)	Retail Sales and Services. Outdoor Retail Sales and Activities: Add Sidewalk Sales CN (-) and PO (-); CC (A); CH (A); CD (A); CS (A)
11-6-1	30	Restaurants/Cafes	Add Mobile Food Vending - see 11-15-7 page 95 *(Ordinance 639)*
11-6-1	30	Restaurants/Cafes, Outdoor Dining Areas, None	Restaurants/Cafes, Add Outdoor Dining Areas (see regulations on page 35)
11-6-3	35	B.2.d Outdoor dining areas	Add regulations for outdoor dining areas
11-6-1	30	Restaurants/Café with Brewery and Distillery -None	Add Restaurants/Café. Brewery and Distillery, Allowed under CUP in CD and CC zone districts. All other zone, Use Not Allowed

Chapter/ Table	Page	Original Zone Text	Proposed Zone Text Change
11-6-1	30	Vehicle Sales and Services: CN (C); CC (A); CH (A); CD (A); CS (A); PO (-)	Add Car Wash, Automatic, under permitted under CUP for CN and CD but use not allowed in PO zone. All other zones under Administrative Review
11-6-1	30	Vehicle Sales and Services. New and Used Sales and Services: CN (-)	New and Used Sales and Services: CN (C)
11-6-1	30	Vehicle Sales and Services. Tires Sales and Services: CS (P)	Vehicle Sales and Services. Tires Sales and Services: CS (A)
11-6-1	31	Industrial Uses. Chemical Products Manufacturing, Compounding, Packaging and Bottling: Light: PO (C)	Industrial Uses. Chemical Products Manufacturing, Compounding, Packaging and Bottling: Light: PO (-) Use Not Allowed
11-6-1	31	Industrial Uses. Food and Beverage Preparation, Packing and Distribution. Food Products	Industrial Uses. Food and Beverage Preparation, Packing and Distribution. Change to Food Products and Manufacturing
11-6-1	31	Industrial Uses. Food and Beverage Preparation, Packing and Distribution. Ice Manufacturing and Storage, CD (-) Use Not Allowed	Industrial Uses. Food and Beverage Preparation, Packing and Distribution. Ice Manufacturing and Storage, CD (C)
11-6-1	31	Manufacturing, Assembly and Processing. Heavy is allowed under CUP; Light is allowed under CUP in CC and CS Zone Districts	Manufacturing, Assembly and Processing. Use Not Allowed in all Commercial Zone and PO Zone.
11-6-1	32	Warehousing, Wholesaling and Distribution. Trucking and Storage: CS (P)	Warehousing, Wholesaling and Distribution. Trucking and Storage: CS (A)
11-6-1	32	Warehousing, Wholesaling and Distribution. Truck Freight Terminals/Distribution Facilities : CS (P)	Warehousing, Wholesaling and Distribution. Truck Freight Terminals/Distribution Facilities : CS (A)
11-6-1	32	Animal Keeping and Raising. Household Pets, Permitted in all Commercial and PO Zone Districts	Animal Keeping and Raising. Household Pets, Use Not Allowed in all Commercial Zone Districts
11-6-1	32	Crop Cultivation. General, : CN (C); CC (A); CH (A); CD (-); CS (P); PO (P)	Crop Cultivation. General, : CN (C); CC (C); CH (C); CD (-); CS (C); PO (C)

Chapter/ Table	Page	Original Zone Text	Proposed Zone Text Change
11-6-1	32	Crop Cultivation. Greenhouses and Hydroponics: Use Not Allowed	Crop Cultivation. Greenhouses and Hydroponics: Allowed under CUP in CS and CH Commercial Zone
11-6-1	32	Transportation, Communications and Utilities Uses. Recycling Collection Facilities	Add Recycling Collection Facilities, Small. Review is the same as Large
11-11	65	D. Small Recycling Facility - 2. Permit Expiration	D. Small Recycling Facility - 2. Permit Expiration/ Administrative Review- a. and b. change to permit/administrative review....
11-6-3	33	Medical Marijuana Dispensaries and Cultivation. Use not allowed in all commercial zone	Add Hemp- Use not allowed in all commercial zone
11-6-3	35	B.2.d. Commercial Zoning District Standards - Outdoor dining - No regulations on outdoor dining	B.2.d. Commercial Zoning District Standards - Outdoor dining- add regulations as # 5. Outdoor Dining Regulations, Permanent and Temporary
* 11-10-3	59	B.3 A garage shall be provided for every dwelling located on a lot in an R-1 And RM zoning district, which is not a part of a mobile home subdivision	A garage/carport shall be provided for every dwelling located on a lot in an R-1 And RM zoning district, whici is not a part of a mobile home subdivision
11-10-3	59	B.5.A Roof. Roofs shall be constituted of wood shakes, ashpahlt, composition or wood shingles, clay tile, concrete, or metal tile, slate, or built up asphaltic gravel materials.	A Roof. Roofs shall be constituted of ~~wood shakes~~, ashpahlt, composition or ~~wood shingles~~, clay tile, concrete, or metal tile, slate, or built up asphaltic gravel materials.
11-10-3	59	5.B.1 Exterior siding consist of wood, masonary, concrete, stucco, Masonite, or metal lap.	5.B.1 Exterior siding consist of **treated** wood, masonary, concrete, stucco, Masonite, or metal lap.
11-11-2	63		**11.11.E.3 Permanent sea trains or storage pods prohibited in R2 Zones**
11-11-4	64		11.11.4 #7 Admisntrative Approval and Conditional Use Permit for small collection facilities are 18 months.
11-11-4	64	C.1.A Permanent use of commercial staorage containers, including sea trains, requires Conditional Use Permit.	Temporary use of commercial staorage containers, including sea trains, requires Conditional Use Permit.
11-11-4	65	C.1.B temporary use of commercial storage containers, including sea trains, requires Administrative Approval.	C.1.B temporary use of commercial storage containers, including sea trains, requires Conditional Use Permit.

11-11-4	65		C.6 Add #7 Once approved, they must be painted to match surrounding buildings. No logos or writing
11-11-4	65	D.2	
11-12-1	69	B. Ornamental features that rpovide a screening funstion and are 50 percent or more opaque are included n the height measurement of a fence or wall.	B. Ornamental features that rpovide a screening funstion and are 50 percent or more opaque are included n the height measurement of a fence or wall, with the exception of the front yard.
11-12-2	69	**Table 11-12-2 to be discussed wth Planning Commission for possible changes.**	
11-13-5	74	A.2 Front yards landscaping is required, and shall include trees, shrubs, and ground cover.	Front yards landscaping is required, and shall include drought tolerant trees, shrubs, and ground cover.
11-13-5	75		Add another Table listed as 11-13-2 to show R2 zones require a minimum of 40% landscape requirements
11-3-6	76	B.2 Landscape irrigation shall be scheduled betweeen the hours of 6:00 p.m and 10:00 a.m to avoid irrigation during times of high wind, high temperature and high water usage.	B.2 Landscape irrigation shall be ~~scheduled betweeen the hours of 6:00 p.m and 10:00 a.m to avoid irrigation during times of high wind, high temperature and high water usage.~~ Per current water ordinance.
11-3-6	76	D.3 Any removed mature landscaping shall be replaced with landscaping of similar sizse and maturity as that which was removed.	Any removed mature landscaping shall be replaced with approved landscaping of similar sizse and maturity as that which was removed
		Original Zone Text	**Proposed Zone Text Change**
* 11-14-4	82	B.1 All motor vehicles incapable of movement under their own power, other than in cases of emergency, shall be stored in an entirely enclosed space, garage, or carport	B.1 All motor vehicles incapable of movement under their own power, other than in cases of emergency, shall be stored in an entirely enclosed space, garage, or carport or as directed by the City.
* 11-14-4	83	F.B.(1) Be parked on all-weather parking surfcaes (i.e. gravel, decomposed granite, ashphalt paving or concrete)	Add: Must have approved driveway approach.
* 11-14-4	83	F.B.(3) Be properly licensed	Be properly licensed and have current registration.
* 11-14-4	83	F.2	Add: D. Street parking shall not exceed 72 hours.
* 11-14-4	83	F.3 A guest on the property owned by or leased to the host may occupyan RV for 14 days.	F.3 Aguest on the property owned by or leased to the host may occupyan RV for 14 days and must notify the City.
* 11-14-4	83	F.3	C. Stored RVs are not allowed habitation, or utility services.
* 11-14-5	83	Table 11-14-2	Add: RVs shall not park over sidewalks
* 11-14-5	83	Table 11-14-2	Add: Electronic Vehicle charging stations shall comply with City standards.

* 11-15-1	88	D.8.B Construction contractors	Planning Commission Review
* 11-15-1	88	D.8.F *Massage Parlors*	Massage Parlor business shall be reviewed by the Planning Commission
* 11-15-1	88	D.8.J Upholstery repair shops	Upholstery shop business shall be reviewed by the Planning Commission
* 11-15-2	90		Add 11-15-2 F. No animals allowed in Commercial areas
* 11-15-8	95		Add 11-15-8.1 Photovoltaic Farms are to follow Title 24 codes and regulations.
* 11-15-9	96		Add: 3. Accessory Dwelling Units; add current state laws
* 11-15-9	96	B. Permit Requirements. A garage conversion requires approval of an Adminstration Permit and building plans.	B. Permit Requirements. A garage conversion requires approval of an ~~Adminstration Permit~~ Building Permit and building plans.
* 11-15-4	93	Medical Marijuana Prohibitions	As per state law and City ordinances
11-16-		**Temporary uses and structures**	
11-16-2	99	Temp uses allowed by right	
11-16-2 A	99	Garage Sales	Add: Yard sale and rummage sale
11-16-2 A	99	Garage sales	ADD: section (5) Advertisment on telephone poles, light poles, street signs, or advertisment in the City ROW not allowed
11-16-2 B	99	Fund raising events	Add: section (1) Advertisment for non-profit organazation must state the organazation on all signage.
11-19	**115**	**Signs**	
11-19-5 D	118	Prohibited signs	Digital signage: Allow in Commercial districts under CUP
11-19-5 F	118	Prohibited signs	Add; Telephone poles, light poles, Cars parked on street
11-19-5 I	118	Prohibited signs	Add: Residential exterior walls
11-19-5-J	118	Prohibited signs	Remove: Windblown device
11-21	**139**	**Administrative Responsibilities**	

11-21-5	140	Community Development Department Role	Add: 11-21-5 (D) Enforcement of the Zoning Code
11-23-6	**148**	**ADD: Lot line adjustment/ merger**	**Add; New section**
11-23-6 A		Add: A Purpose	Add: purpose
11-23-6 B		Add: B Application submittal and review	Add: Application submittall and review
11-23-6 C		Add: C Review athority	Add: Review athority, Administrative
11-23-6 D		Add: D proceedure for review	Add: proceedure for review
11-23-6 E		Add: E Letters of approval and recording	Add: letters of approval and recording
11-28	**163**	**Enforcement**	
11-28-3 B-1	163	Add: 11-28-3 1 Unlawful structures Add Building official, Comm Dev Dir	Add: name building official, Community Development Director
11-28-3 B 2	163	Add: 11-28-3 2 Unlawful structures Add Building official, Com Dev Dir	Add: name building official, Community Development Director

Propose Revision of Zoning Code
2021/2024

Key

P	**Permitted Use**
C	**Conditional Use Permit Required**
A	**Administrative Review Permit Required**
–	**Use Not Allowed**

Chapter/ Table	Page	Original Zone Text	Proposed Zone Text Change
11-7-1	40	Industrial Uses. Food and Beverage Preparation, Packing and Distribution. Food Products	Industrial Uses. Food and Beverage Preparation, Packing and Distribution. Change to Food Products and Manufacturing IH under CUP
11-8-1	47	Retail Sales and Services, Swap Meet, Use Not Allowed in Ag Zone (-)	Retail Sales and Services, Swap Meet, Conditional Use Permit in Ag Zone (C)
11-11-2	62	Setbacks (min) Rear: RA, R-1, RM is 5 ft.	Setbacks (min) Rear: RA, R-1, RM is 10 ft.
11-11-2	63	None	Add, F. Roll-off, Temporary use of roll-off park on the street requires Administrative Review
11-11-4	64	Private Garages and Carports, Use Not Allowed in Comercial and Office Zoning Districts	Private Garages and Carports, Conditional Use Permit in Commercial and Office Zoning Districts
Table 11-11-4	64	C. Outdoor Storage and Sea Trains in Non-Residential Zoning Districts. A. Permanent use of commercial storage containers, including sea trains requires a Conditional Use Permit	
11-14-4	82	RV Parking, Recreational vehicles may be parked or stored in any of the residential zone districts.....	Setback of 20 feet from the sidewalk

11-15-4	93	Medical Marijuana Prohibitions, B and C	Consider revision based on Ordinance 636
11-15-7	95	Mobile Food Vendors	Revision of Mobile Food Vendors according to approved Ordinance 639
11-12-2 Table 11-12-1	69	Fence Height Limits. Within street side setback area and within side and rear setback areas - 7 ft.	Fence Height Limits. Within street side setback area and within side and rear setback areas - 6 ft.
Definition			c/o Kevin
	100	B4	Outdoor Displays of Merchandise/Sidewalk Sales

11-1-5 B3	page 2	Add underground	
D	page 2	add and applicable state building codes	
11-2-1	page 5	Authority - add in case of ambuguity that cannot be solved by Community Development Department (see 11-1-3-C. for revision c/o KT)	
11-4	p 13	possible addition R-1-5 zone	
11-5-1	p 18	add crematorium use not allowed	
Table 11-5-1	18	Secondary Dwelling Unit change to P(6)	Note: list of properties with two units both use as rental units. Send letter re-sale of property, rent of units require administrative approval.
	p 19	Notes: add (6) second dwelling unit is allowed through admin review	Air B&B or home-sharing regulations
Table 11-5-1	p 19	Beekeeping - use not allowed in R-I and RM zone districts	
Table 11-5-1	p 19	Crop cultivation - Cannabis/hemp (see section 11-15-4)	For presentation in January or February PC meeting
	p 19	Medical marijuana - remove cultivation (add see section 11-15-4)	
	p 19	Greenhouses and Hydroponics - see chapter and add section	
Table 11-5-2	p 20	R-1-5 if approved	
		Separation between structures - add 10 ft. (6) on all zone	
		Lot coverage - add (1) on all zone	
H. 1.	p 23	add section letter C. all trash receptacles shall be kept out of public view except on trash pick-up day	
Definition		C/o KT	
Table 11-6-1	p28	Single Room Occupancy - Use not allowed	
	28	Duplex homes not allowed in commercial zones	
	28	Single Family Homes - through admin review	
	28	Guest houses and accessory living quarters - use not allowed	
	28	Multi-family homes, 5 units or more, CD trhough admin review	
11-7-1	38	animal services, kennels, commercial - through admin review	
11-6-1	29	Convenience Market with Fuel Service, CS through admin review	
		Gas and Service Stations, CS through admin review	

		Laundromats and self-service dry cleaners, CD through admin review; CS Permitted; CC through admin review	
		Nurseries, Plant and Garden Shops, CD through CUP	
	30	Personal Services, General through admin review	
		Palmistry, fortune teller, psychic counselor through admin review	
11-5-1	18	Add Personal Services Section, Palmistry..... not allowed; barber.... Not allowed; massage parlor through admin review/CUP in R1 and RA but not in RM; tattoo not allowed;	
	88	Prohibited Use - discuss with PC massage parlor removal from prohibited use	
11-8-1	47	Swap Meet, CUP in A zone	
11-6-3, B 2	35	Add regulations on outdoor dining areas	
11-6-1	30	Add outdoor dining (see regulations on page 35)	
11-6-1	31	Chemical products.... Light - remove from PO zone. Use not allowed	
	30	Restaurants/Café - add brewery and distillery under CUP CD, CC, all other zone use not allowed	
	30	Retail Sales and Services, add Bakeries, Admin Review on all commercial zone except CH and PO	
11-7-1	40	Food products and manufacturing allowed in IH under CUP	
11-6-1	31	Food and Beverage.... Change to Food products and manufacturing	
	31	Food and Beverage .....Ice manufacturing allowed in CD under CUP	
	31	Manufacturing, Assembly....use not allowed in all commercial zone.	
	32	Warehousing....Trucking storage and Truck Freight.. Through Admin Review (CS)	
	32	Animal Keeping...Household Pets use not allowed in all commercial zone	
	32	Crop cultivation - General, change to CUP except CD use not allowed	
	32	Greenhouse and Hydroponics - CUP for CS and CH	
	33	Add Hemp use not allowed in all commercial zone	

11-6-3	35	B.2 Commercial Zoning District Standards - Outdoor dining- add regulations # 5. Outdoor dining regulations (permanent and temporary)	

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PUBLIC HEARING
ITEM # 5-B

TO: **Corcoran City Council**

FROM: **Valerie Bega, Transit and Grants Manager**

DATE: March 25, 2024, **MEETING DATE:** April 9, 2024

SUBJECT: **Public Hearing to obtain comments regarding Unmet Transit Needs and consider adoption of Resolution No. 4028, Unmet Transit Needs.**

Recommendation: **Voice Vote**

That the Council adopts Resolution No.4028 after Public Hearing with one of the following findings:

1. There are no unmet transit needs.
2. There are no unmet transit needs that are reasonable to meet.
3. There are unmet transit needs, including needs that are reasonable to meet.

Discussion:

At the March 12 and April 9, 2024, Council Meetings, the City Council conducted a public hearing mandated by State Law, to allow the opportunity for public input on whether there are transit needs in the community that are reasonable to meet and are not being met by our existing service. At the conclusion of the hearing on April 9, 2024, the Council will be requested to adopt a Resolution with one of the above-listed findings.

The California Transportation Development Act of 1971 established the Local Transportation Fund (LTF), which is administered by the Kings County Association of Governments (KCAG) Transportation Policy Committee (TPC). When claims are received for LTF money for purposes not directly related to public transportation services, specialized transportation services, or facilities provided for the exclusive use of pedestrians and bicycles, the following items must be considered first:

a) Low mobility person's transit needs
b) Adequate accessible public transit service is available in the jurisdictions of each claimant

Currently, staff are unaware of any unmet transit needs in the community. The city provides forms for comment for the users of this service and for the community to notify us of any needs not being met. Unless new issues are raised during the hearing, staff would recommend the adoption of a Resolution on April 9, 2024, indicating there are no unmet transit needs.

RESOLUTION NO. 4028

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CORCORAN FINDING NO UNMET TRANSIT NEEDS AND MAKING A CLAIM FOR LOCAL TRANSPORTATION FUNDS AND STATE TRANSIT ASSISTANCE FUNDS

WHEREAS, the California Transportation Development Act of 1971 established the Local Transportation Fund (LTF), which is administered by the Kings County Association of Governments (KCAG) Transportation Policy Committee (TPC); and

WHEREAS, when claims are received for LTF money for purposes not directly related to public transportation services, specialized transportation services, or facilities provided for the exclusive use of pedestrians and bicycles, the TPC shall insure that:

a) Low mobility person's transit needs have been considered,
b) Adequate accessible public transit service is available in the jurisdictions of each claimant has been considered,
c) Alternative transit services have been considered; and

WHEREAS, pursuant to Public Utilities Code, Section 99238.5, the City of Corcoran held a duty noticed public hearings on March 12, 2024 and April 9, 2024, for the purpose of soliciting comments on the unmet transit needs that may exist within the City of Corcoran transit service area and that may be reasonable to meet by establishing or contracting for new public transportation services or specialized transportation services or by expanding existing services; and

WHEREAS, at said public hearing, testimony was provided concerning; and

WHEREAS, that based on a review of transit services being provided, the testimony received, recent transit studies, and a review of the Regional Transportation Plan which addresses the needs for transit services:

NOW, THEREFORE, BE IT RESOLVED, that there are _____ within the jurisdictions of the City of Corcoran that are_____.

BE IT FURTHER RESOLVED, that after consideration of all available information compiled pursuant to Public Utilities Code, Section 99401.5(a), (b), and (c), that the City Council of the City of Corcoran finds that there are no unmet transit needs that are reasonable to meet. That the City of Corcoran City Manager is authorized to execute and file all claims or any other document required by the Department. That the City of Corcoran City Manager is authorized to provide additional information as the Department may require in connection with the application and is authorized to submit and approve requests for reimbursement of funds from the Department.

CLERKS CERTIFICATE

I, Marlene Spain, hereby certify that the foregoing is a full, true, and correct copy of a resolution passed and adopted by the City Council of the City of Corcoran at a meeting held on the 9th day of April 2024, by the vote as set forth therein.

DATED: April 9, 2024

_____

Marlene Spain, City Clerk

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STAFF REPORT
ITEM # 6-A

MEMORANDUM

TO: Corcoran City Council

FROM: Kevin J. Tromborg: Community Development Director
Planner, Building Official.

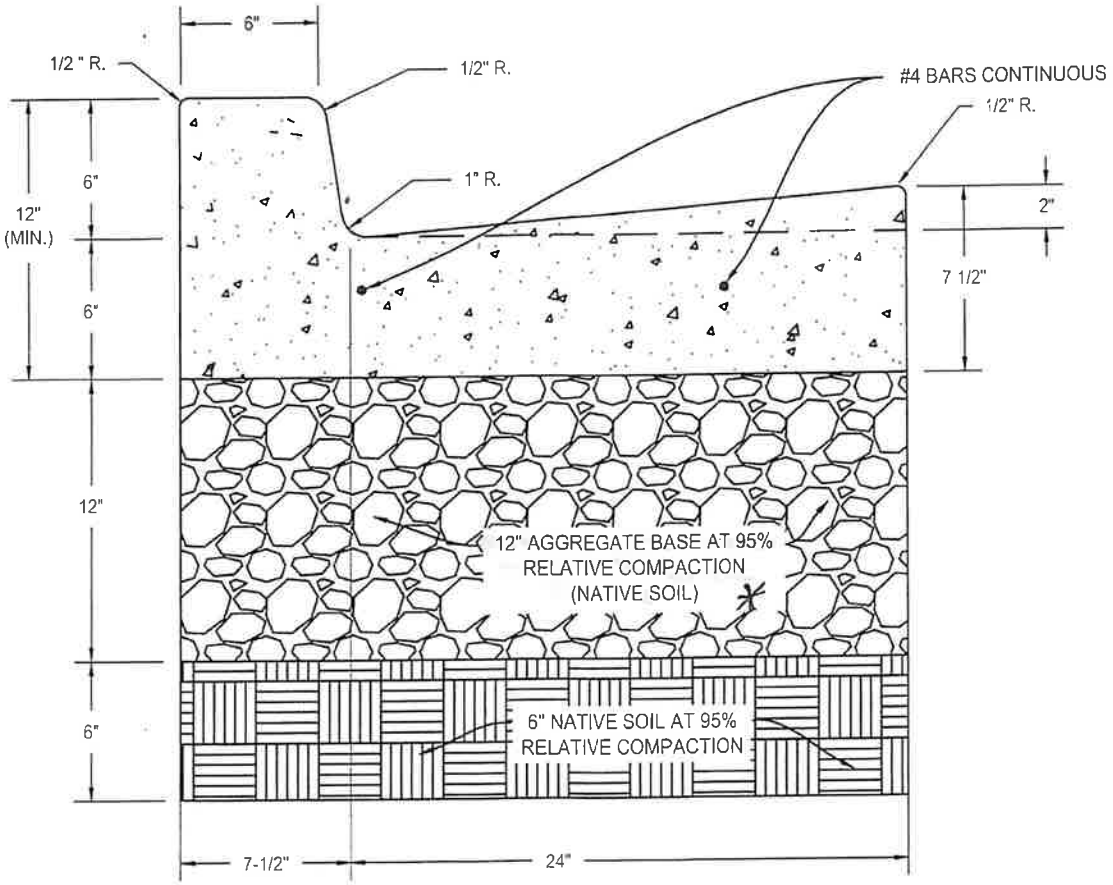
SUBJECT: Council review and approval of revisions to the City of Corcoran Improvement Standards. C-2, C-2A, C-4, C-4A and ST-2.

DATE: April 1, 2024, **MEETING DATE: April 9, 2024**

RECOMMENDATION: *(VV)*

DISCUSSION: Recent geotechnical evaluations review by our City Engineer revealed an elevated clay content in the soil in and around Corcoran. This necessitates excavating to a minimum depth of 12 inches rather than the 8-inch minimum depth our current Standard calls for. Additionally, given the frequent failures of trench patches around the city, the city has mandated that all trenches must be backfilled using a two-sack sand -cement slurry mix. The Slurry will eliminate the need for time-consuming and costly compaction work and reports. This will also ensure no settling occurs beneath the asphalt roadways of Right-of -ways. The following revisions were made to the City Standards.

- City Standard (C-2) Curb and Gutter Raised Curb - Aggregate Base under Curb and Gutter was increased to 12" from the previous 4".
- City Standard (C-2A) Curb and Gutter Depressed Curb - Aggregate Base under Curb and Gutter was increased to 12" from the previous 4".
- City Standard (C-4A) Adjacent Sidewalk Detail - Aggregate Base under sidewalk was increased to 6" from the previous 4". The width dimension was updated to 5' for Residential due to discrepancies with other city standards. Added a concrete curing note for all ramp and sidewalks to be completed per Caltrans Standards. Due to the excessive summer heat, it will now be required that all curing best practices be followed to minimize premature concrete shrinkage cracking.



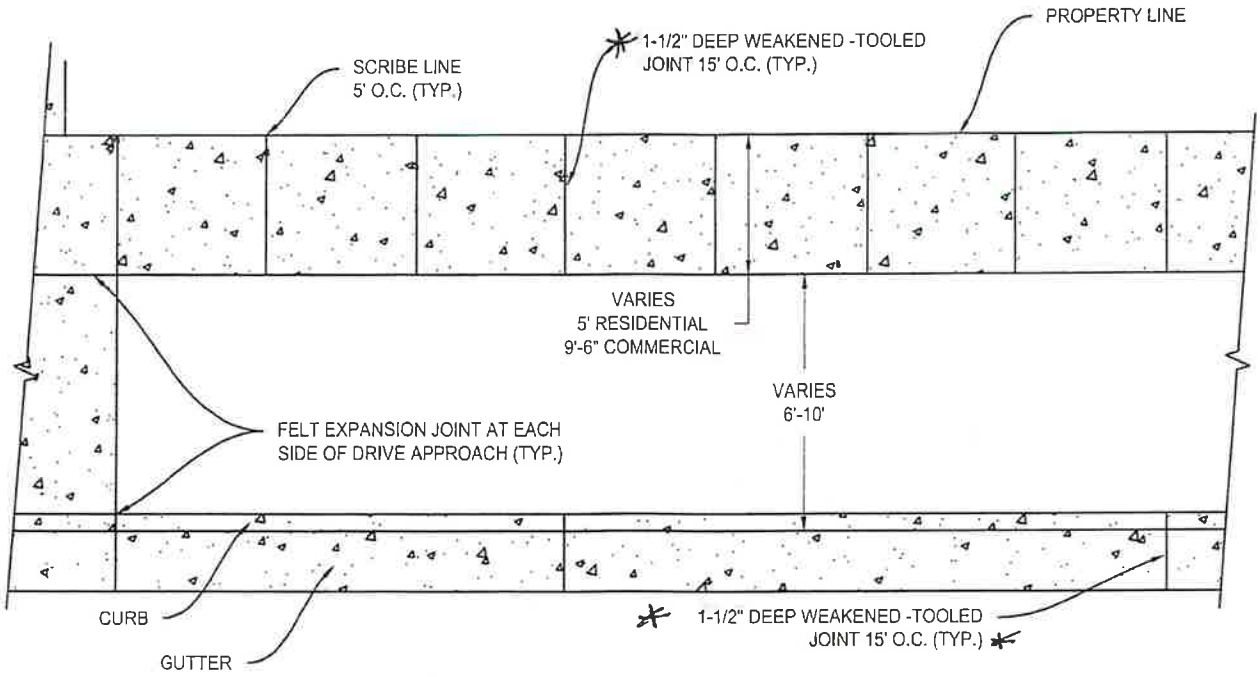
RAISED CURB

NOTES:

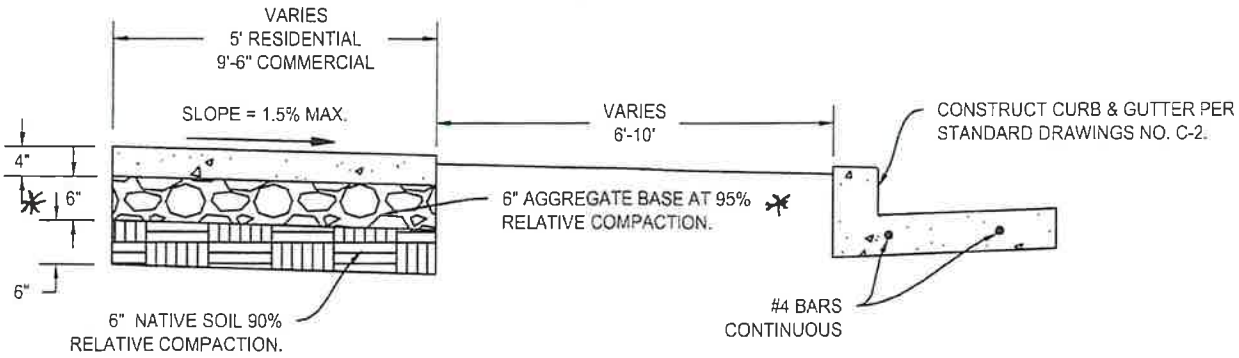
1. ALL CONCRETE SHALL BE CLASS 3 CONCRETE.
2. A WEAKENED PLANE JOINT OR COLD JOINT SHALL BE INSTALLED AT THE END OF CURB RETURNS AND AT THE CENTERLINE OF PROPOSED DRIVE APPROACHES.
3. WHERE ADA ACCESSIBLE PATH CROSSES GUTTER PAN, SLOPE IN THE DIRECTION OF TRAVEL SHALL BE 3% MINIMUM AND 4.5% MAXIMUM.
4. WOOD FORMS SHALL HAVE A NORMAL THICKNESS OF 2", EXCEPT ON CURVE CONSTRUCTION WHERE THE THICKNESS SHALL BE DETERMINED BY THE CITY INSPECTOR.
5. MINIMUM GRADE FOR CURB & GUTTER SHALL NEVER BE LESS THAN .0015 SLOPE, EXCEPT CURVE PORTIONS OF CUL- DE-SAC STREETS WHICH SHALL HAVE .0020 SLOPE MINIMUM.
6. 1" x 2" LINE & GRADE STAKES ARE TO BE SET 3' FROM FACE OF CURB. STAKE SPACING SHALL BE 25' MAX. FOR A SLOPE OF .0015 AND 50' MAX. FOR SLOPES OF .0020 OR MORE (OR EQUIVALENT CONTROLS).
7. SEE CONCRETE NOTES AND CITY STANDARD SPECIFICATIONS.
8. FILL AND GRADE AREA BEHIND CURB AS DIRECTED BY THE CITY OF CORCORAN.

CITY OF CORCORAN • DEPARTMENT OF PUBLIC WORKS

STANDARD DRAWING FOR:	APPROVED BY: ORFIL MUNIZ, P.E. 88165, CITY ENGINEER — Date: 1/17/2024
CURB AND GUTTER - RAISED CURB	REVISED:
	C-2



CURB, GUTTER AND SIDEWALK SCRIBE LINE DETAIL
NOT TO SCALE



CURB, GUTTER AND SIDEWALK CROSS - SECTION
NOT TO SCALE

NOTES:

1. FORMS TO REMAIN FOR A MIN. OF 24 HOURS.
2. WOOD FORMS SHALL HAVE NOMINAL THICKNESS OF 2", EXCEPT ON CURVE CONSTRUCTION WHERE THE THICKNESS SHALL BE DETERMINED BY THE CITY ENGINEER.
3. SEE CONCRETE NOTES (C-1) AND CITY STANDARD SPECIFICATIONS.
4. EXPANSION JOINTS SHALL BE INSTALLED WITHIN CURVILINEAR SIDEWALKS AT MIN. 60 FEET O.C.
5. CONCRETE SHALL BE MINIMUM FIVE SACK MIX. (3200 P.S.I. MIN. IN 28 DAYS).
6. ALL SIDEWALKS AND RAMPS SHALL BE CURED IN ACCORDANCE WITH THE PROVISIONS OUTLINED IN THE LATEST CALTRANS STANDARD SPECIFICATIONS.

CITY OF CORCORAN • DEPARTMENT OF PUBLIC WORKS

STANDARD DRAWING FOR:

PARKWAY SIDEWALK DETAIL

APPROVED BY: _____ 1/17/2024
ORFIL MUNIZ, P.E. 88165, CITY ENGINEER — Date

REVISED:

C-4

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MATTERS FOR MAYOR AND COUNCIL
ITEM #:7

MEMORANDUM

MEETING DATE:	**April 9, 2024**
TO:	**Corcoran City Council**
FROM:	**Greg Gatzka, City Manager**
SUBJECT:	**Matters for Mayor and Council**

6-A. Upcoming Events/Meetings

- Apil 15, 2024 (Monday) Planning Commission Meeting 5:30 pm, Corcoran Council Chambers
- April 23, 2024 (Tuesday) Council Meeting- 5:30 p.m., Corcoran Council Chambers
- May 14, 2024 (Tuesday) Council Meeting- 5:30 p.m., Corcoran Council Chambers
- May 18, 2024 (Saturday) Car Show - 1:00 p.m. - Whitley Ave, Downtown Corcoran
- May 27, 2024 (Monday) City Offices Closed in Observance of Memorial Day
- May 28, 2024 (Tuesday) Council Meeting- 5:30 p.m., Corcoran Council Chambers

6-B. City Manager's Report

6-C. Council Comments/Staff Referral Items – *This is the time for council members to comment on matters of interest.*

6-D. Committee Reports

1. Kings Waste and Recycling Agency (KWRA)
2. Kings County Association of Governments (KCAG)
3. Kings Community Action Organization

Update 04/09/24

COUNCIL REQUESTS OR REFERRRAL ITEMS PENDING FURTHER ACTION or RESOLUTION BY STAFF

DATE Sent to Council/ Request made	REQUEST	STATUS	DEPARTMENT RESPONSIBLE Dept/Division
09/26/23	Vacant and blighted commercial properties. Council directed staff to begin preparing an abatement ordinance.	In progress	City Manager
09/26/23	Expansion of diagonal parking along Whitley Ave.	In progress	Public Works/Community Development
09/26/23	Council directed Staff to begin preparing a public nuisance ordinance.	In progress	Community Development/Police Department
11/14/23	Traffic safety and emergency access.		City Manager
3/26/24	Housing Authority - Streets		City Manager/ Public Works