

Chapter 9

HURON

This chapter describes the current status and future plans for biking and walking in the City of Huron.

RELATIONSHIP TO CITY PLANS AND POLICIES

The City of Huron General Plan is the primary document specifying goals and policies for the City, including those relating to walking and bicycling. The General Plan and other local plans are described in this section. Several other regional, state, and federal plans and policies also contain goals and policies relating to bicycling and walking in Huron. These plans are discussed in Chapter 2, Existing Conditions, and in Appendix C, Relationship to State and Federal Plans and Policies.

City of Huron General Plan

The City of Huron's General Plan Policies Statement was adopted in July 2007. This plan establishes guidance for future planning in the City extending to the year 2025.

Circulation Element

The Circulation Element provides guidance for development and improvement of the circulation system to support existing and planned development. The Element also describes how the use of alternative modes of transportation such as transit, walking, and bicycling helps to assist in improving air quality and reducing the demand for auto transportation system improvements. Pedestrian and bicycling systems are also key in promoting Huron as a walk/bike friendly community.

The policies related to bicycling and walking from the Policies and Standards section are included below.

- 5.3 Designate a network of bicycle routes providing safe passage throughout the City; establish linkages between schools, parks and designated bikeways.
- 5.4 Require bicycle storage facilities as a condition of approval for multi-family residential development projects containing 10 or more units and for all commercial and public development proposals.
- 5.13 Design the street network with multiple connections and relatively direct routes for motorists, as well as pedestrians and bicyclists.
- 5.14 Residential streets shall be designed with sidewalks on both sides. Sidewalks shall be a minimum width of 5.5 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.
- 5.52 In existing developed areas where sidewalks do not exist, the City shall continue to support existing programs and pursue new programs for sidewalk construction. Bicycle accidents shall continue to be monitored and bicycle paths and lanes shall be established upon need.
- 5.53 Provide safe, aesthetic and pleasant space for pedestrians.
- 5.54 Widen sidewalks above the minimum established Improvement Standards where intensive commercial, recreation or institutional activity is present and where residential densities are high.
- 5.55 Ensure convenient and safe pedestrian crossings.
- 5.56 Pedestrian and bicycle access shall be provided on Local streets and Minor Collectors to enable pedestrians to have access through a neighborhood, to shopping areas, to transit stops, schools and other such facilities.

- 5.57 Locate sidewalks, pedestrian paths, and appropriate crosswalks to facilitate access to all schools and other areas with significant pedestrian traffic. Whenever feasible, pedestrian paths shall be developed to allow for unobstructed pedestrian flow from within a neighborhood.
- 5.58 Promote safe, convenient, and accessible pedestrian access ways within the community except where there is no demonstrated need, such as industrial and rural residential areas.
- 5.59 Encourage the inclusion of green belts and common open space for pedestrian use within the residential development areas.
- 5.60 Require that Collector streets 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. Arterial streets shall provide for a Class II bike route. In such cases, the City shall accommodate cyclists on these identified streets by widening the street or eliminating on-street parking wherever possible.
- 5.61 Design bicycle and pedestrian paths so that interaction with vehicular traffic is minimized.
- 5.62 Require the provision for safe bicycle circulation in all new developments, including bicycle parking facilities and internal bicycle and pedestrian routes.
- 5.63 Provide for the safe and convenient use of the bicycle as a means of transportation and recreation.
- 5.64 Prevent bicycle accidents through promoting bicycle safety education and improved traffic enforcement related to bicycle use.
- 5.65 Encourage adequate and secure bicycle storage facilities.

City of Huron Mobility, Access and Safety Project (2014)

The City of Huron's Mobility, Access and Safety Project document was the result of a community based planning process in Huron. The intent of this plan was to identify short, medium, and long term strategies to improve safety and mobility for residents. To help accomplish this task, members of the public participated in charrette exercises, stakeholder meetings and interviews, public workshops, and a community walkability audit.

The Mobility Plan section discusses how walking is a popular alternative transportation mode within the City of Huron. The main pedestrian improvements that are recommended by the Project include completing the

sidewalk network, adding new enhanced pedestrian crossing where needed, and enhancing crossing with features such as raised median islands, high-visibility markings, advance yield lines, and curb extensions to reduce crossing distance. Illustrations of these proposed pedestrian improvements are included in the Mobility, Access and Safety Project as Figures 37 to 41.

The Mobility Plan section provides an overview of the bicycle network in the City. Also discussed is how providing a complete network of bicycle friendly streets is critical when encouraging those who are interested in bicycling, but may be concerned about safety. The bicycle improvements that are recommended in the Plan include additional bike lanes, buffers, and bicycle parking. A proposed bicycle network for Huron is included in the Mobility, Access and Safety Project as Figure 42.

Municipal Code of Huron, California (2017)

The Huron Municipal Code is a compilation of all of the City of Huron's ordinances, codified into regulations. In the code, regulations are grouped by subject matter. With a few minor exceptions, most regulations concerning pedestrian and bicycle planning and riding can be found in Title 10, "Vehicles and Traffic," Title 16, "Subdivisions," and Title 17, "Zoning."

The sections with direct applicability to the ATP are 16.32.010, Pedestrian walkways and bikeways, and 17.60.090, Bicycle parking requirements:

• 16.32.010 -Pedestrian walkways and bikeways

Dedications for bicycle paths may only be required for subdivisions which have two hundred (200) lots or more on the final map.

• 17.60.090 - Bicycle parking requirements

Bicycle parking shall be required for certain land and structural uses in order to eliminate bicycles from becoming obstacles in designated pedestrian areas. Bicycle parking spaces in the form of bicycle racks shall be provided in the following manner:

Bicycle Parking Requirements:

- Bicycle parking area shall be clearly marked.
- Bicycle parking areas shall be located away from vehicular maneuvering areas and away from blind curves and driveway entrances.
- Bicycle parking may not be located in public rights-of-way unless approved by the appropriate review authority. Under no circumstance shall bicycle parking be located in pedestrian or vehicular travel paths.
- All bicycle parking spaces shall be located on

the same parcel as the structure or use, unless approved otherwise by the review authority.

- Bicycle parking spaces shall be located within one hundred (100) feet from the primary entrance for which the parking space is provided.
- Bicycle parking shall be provided by approved, industrial quality bicycle parking racks, shall not be obtrusive, and shall be compatible in architectural character (color, materials, etc.) with the primary structures on the parcel.
- All bicycle parking facilities shall be designed, constructed, and maintained with security as a priority to protect safety of users.
- Bicycle parking areas shall be clearly visible and permanently maintained.
- Bicycle parking shall be located so that it reduces the potential for traffic interference and hazards.
- Bicycle parking areas shall have lighting capable of providing adequate illumination for security and safety. Lighting standards shall be energy efficient and in scale with the height and use of the structure. Any illumination, including security lighting, shall be directed away from adjoining properties and public rights-of-way.
- All required parking facilities shall be permanently maintained, free of litter, debris and graffiti.

Shared Bicycle Parking:

- Bicycle parking facilities may be shared if multiple uses cooperatively establish and operate the facilities and if these uses generate parking demands primarily during hours when the remaining uses are not in operation (for example, if one use operates during evenings or weekdays only). The applicant shall have the burden of proof for a reduction in the total number of required bicycle parking spaces, and documentation shall be submitted substantiating their reasons for the requested parking reduction.
- A sufficient number of spaces are provided to meet the greater parking demand of the participating uses.
- Satisfactory evidence, as deemed so by the planning department, has been submitted by the parties operating the shared parking facility, describing the nature of the uses and the times when the uses operate as to demonstrate the lack of potential conflict between them.

EXISTING CONDITIONS

Currently there are 0.5 miles of bicycle facilities and 18.0 miles of sidewalks within the City of Huron. These networks are summarized in Table 9-1 and depicted in Figure 9-1 and 9-2. Sidewalks exist throughout the downtown core, but there are gaps, as shown in Figure 9-2.

Table 9-1: City of Huron Existing Facilities

Type	Miles
Sidewalks	18.0
Class I Bike Paths	0.0
Class II Bike Lanes	0.5
Class III Bike Routes	0.0
Class IV Separated Bikeway	0.0

Sources: Fresno Council of Governments, 2017, Fehr & Peers, 2017

The City of Huron is located in southern Fresno County, along Lassen Avenue (SR 269). Lassen Avenue serves as a main street and major corridor through the City. The City has constructed one Class II bike lane on the west side of Azteca Boulevard, adjacent to Huron Middle School.

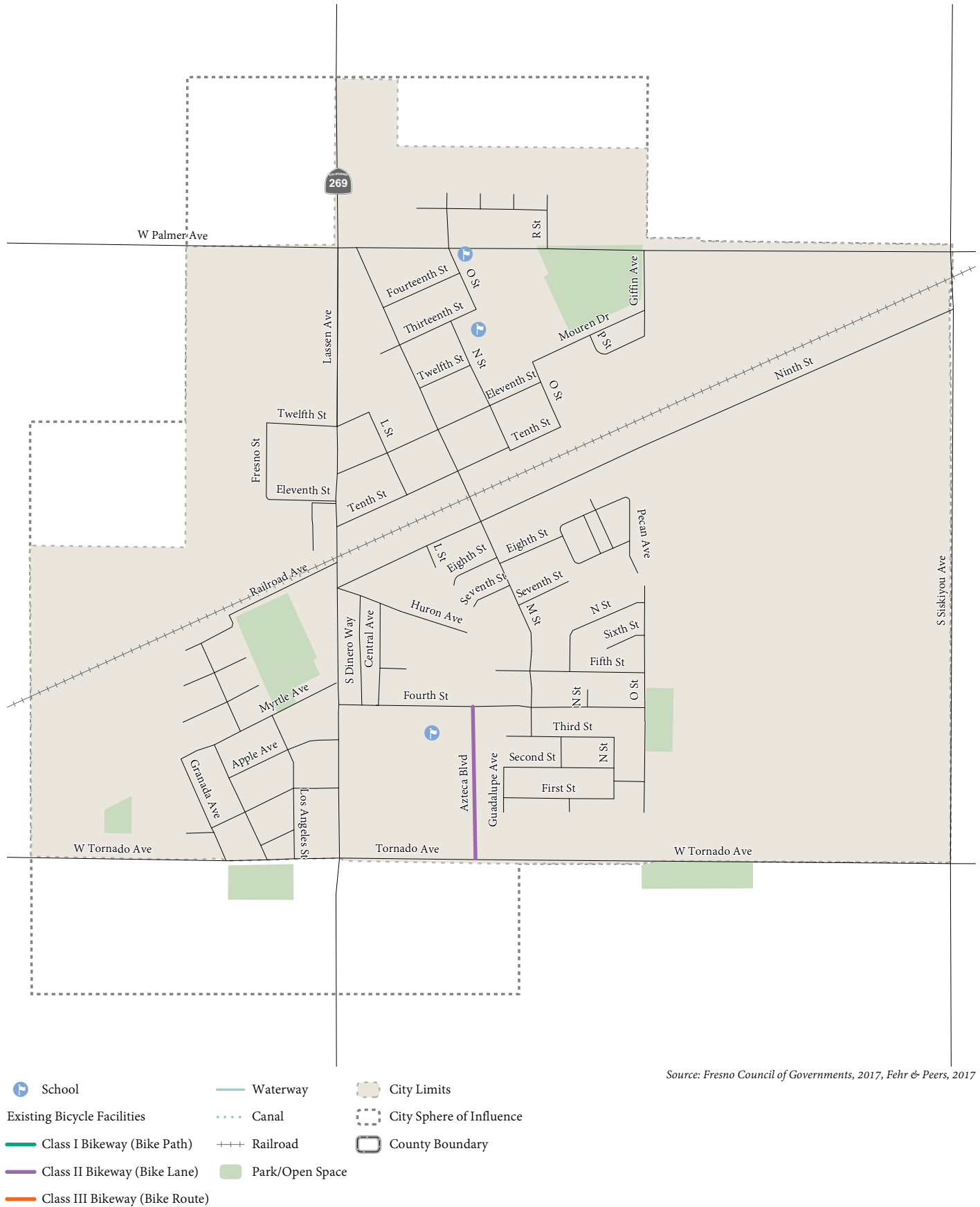
The following factors also are notable to the safety and comfort of bicycling and walking in Huron:

- Residents have expressed safety concerns when walking and bicycling on Lassen Avenue due to the



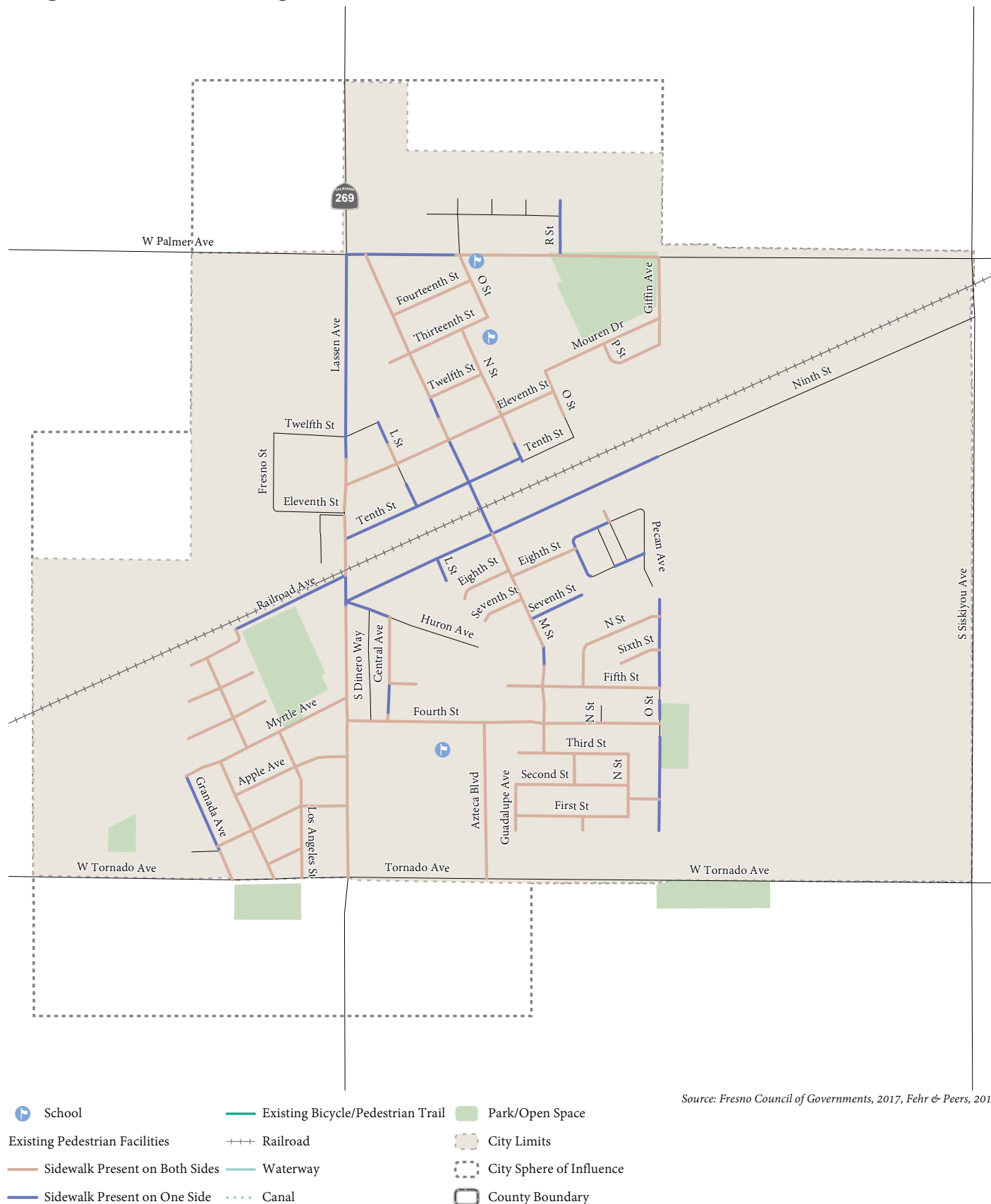
Huron Elementary School

Figure 9-1: Huron Existing Bicycle Facilities



Source: Fresno Council of Governments, 2017, Fehr & Peers, 2017

Figure 9-2: Huron Existing Pedestrian Facilities



Source: Fresno Council of Governments, 2017, Fehr & Peers, 2017

lack of crossings, inadequate bicycle and pedestrian facilities, and presence of heavy vehicle traffic. This prohibits residents from walking and biking across the City to desirable locations including schools, churches, and parks.

- Gaps exist in the sidewalk network at locations connecting major streets such as Tornado Avenue.
- Railroad tracks bisect the City.

Existing bicycle parking in Huron is shown in Figure 9-3. Only one existing bicycle parking location was identified.

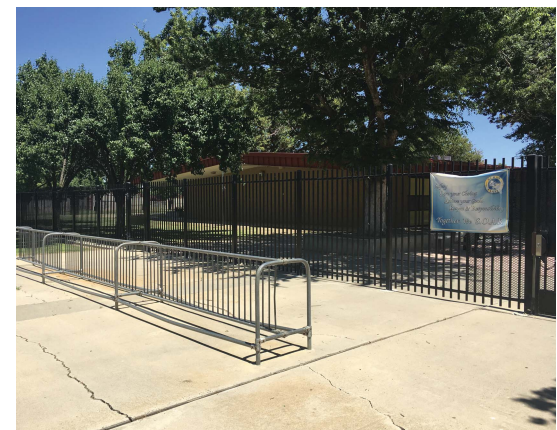


Crosswalk near Huron Elementary School that lacks adequate curb ramps

Figure 9-3: Huron Existing Bicycle Parking



Wide sidewalks exist on Railroad Ave adjacent to Keenan Park



Bike parking outside of Huron Elementary School at Huron Community Park

Source:

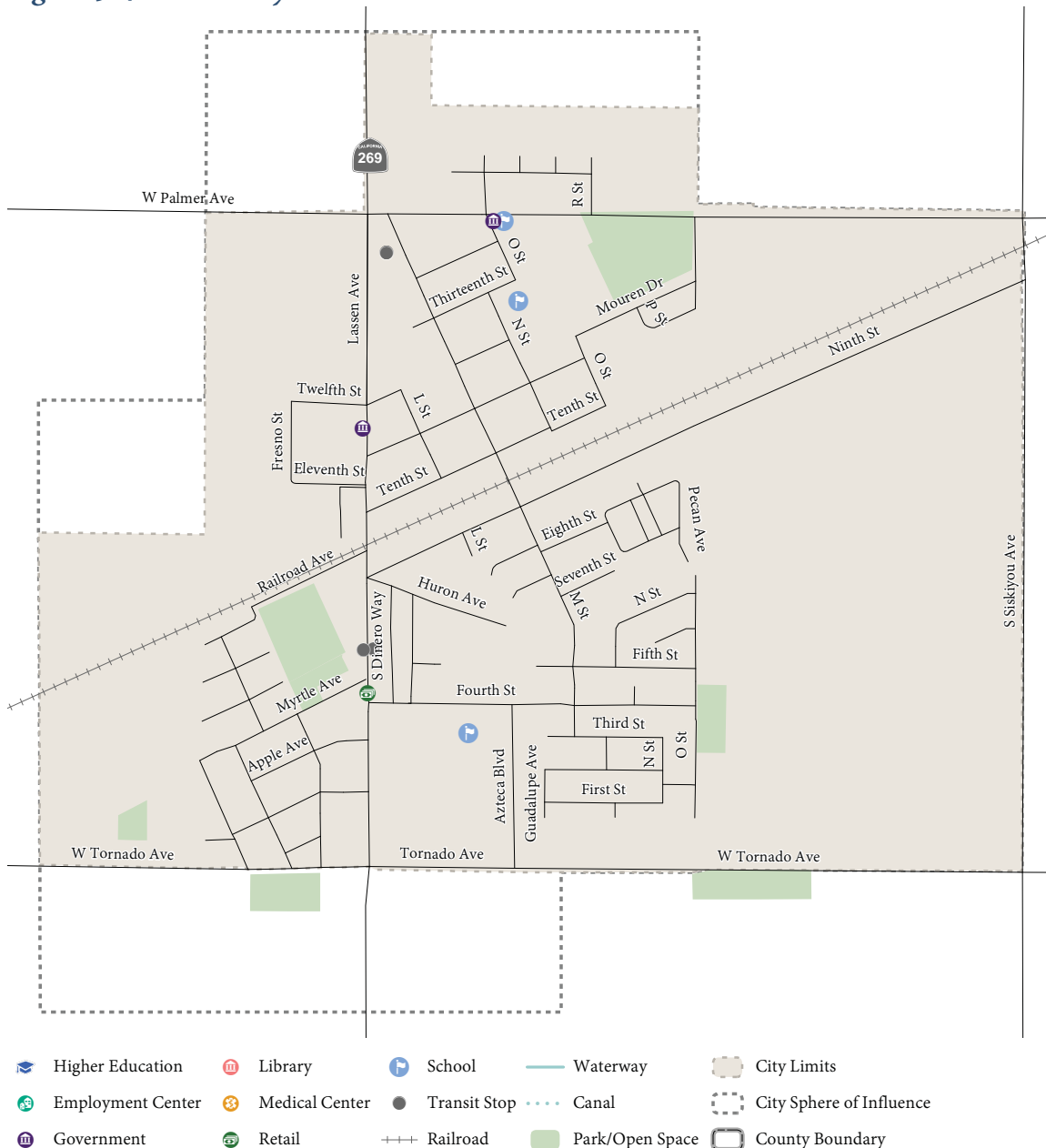
Key Destinations

Figure 9-4 shows key destinations for bicyclists and pedestrians in the City of Huron. Highlights include

- Schools in the area, including Huron Elementary School and Huron Middle School
- Keenan Park and Huron Community Park
- Restaurants and businesses along Lassen Avenue

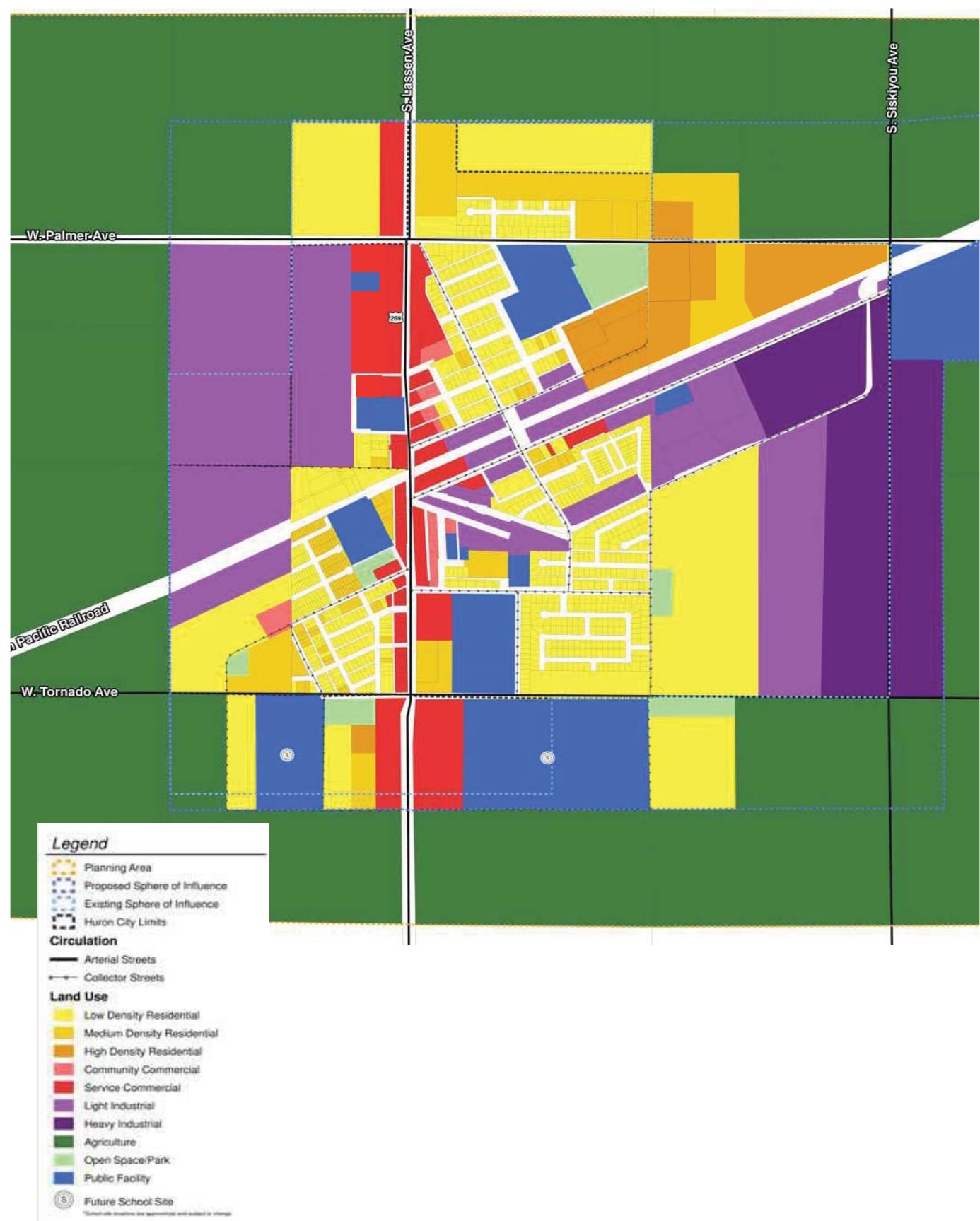
Figure 9-5 shows the General Plan Zoning Map for the City, which identifies residential, commercial, and industrial areas.

Figure 9-4: Huron Key Destinations



Source: Fresno Council of Governments, 2017, Fehr & Peers, 2017

Figure 9-5: Huron General Plan Zoning Map



Source: City of Huron, 2017

Disadvantaged Communities

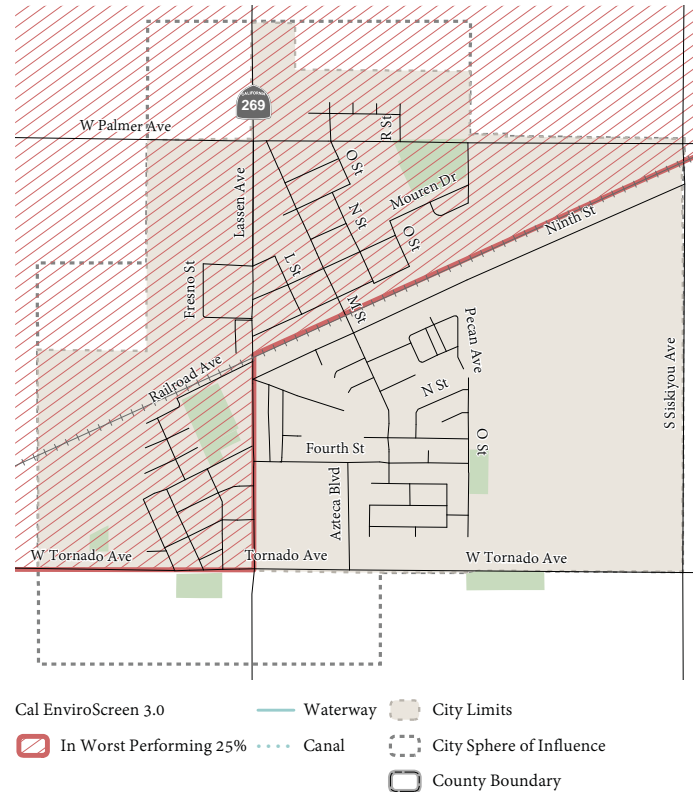
All of Huron meets one or more of the criteria for disadvantaged communities, as shown in Figures 9-6 to 9-9. These indicators are explained in Chapter 3, Existing Conditions.

Figure 9-6: Huron Household Median Income



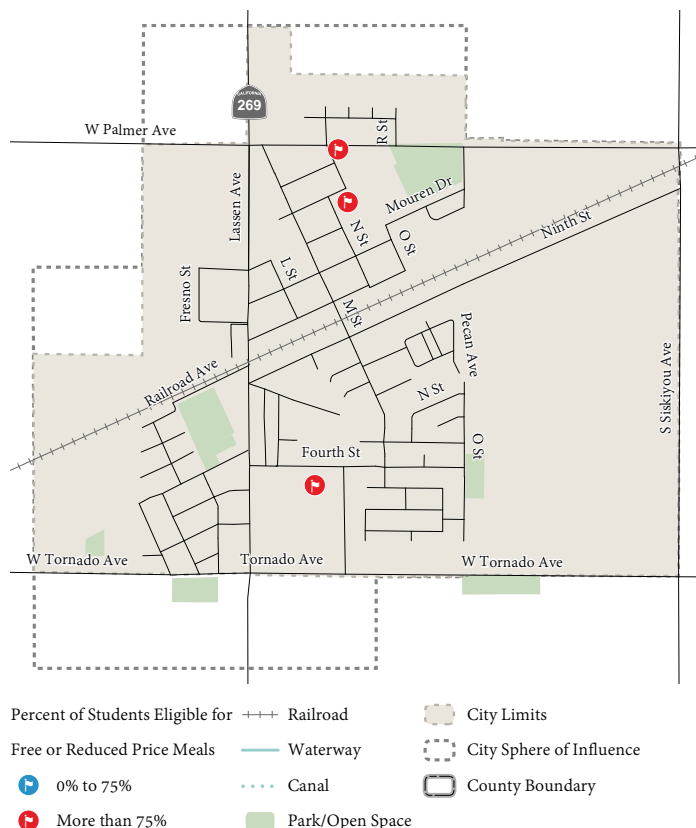
Sources: U.S Census American Community Survey, 2016, Fehr & Peers, 2017

Figure 9-7: Huron CalEnviroScreen 3.0 Score



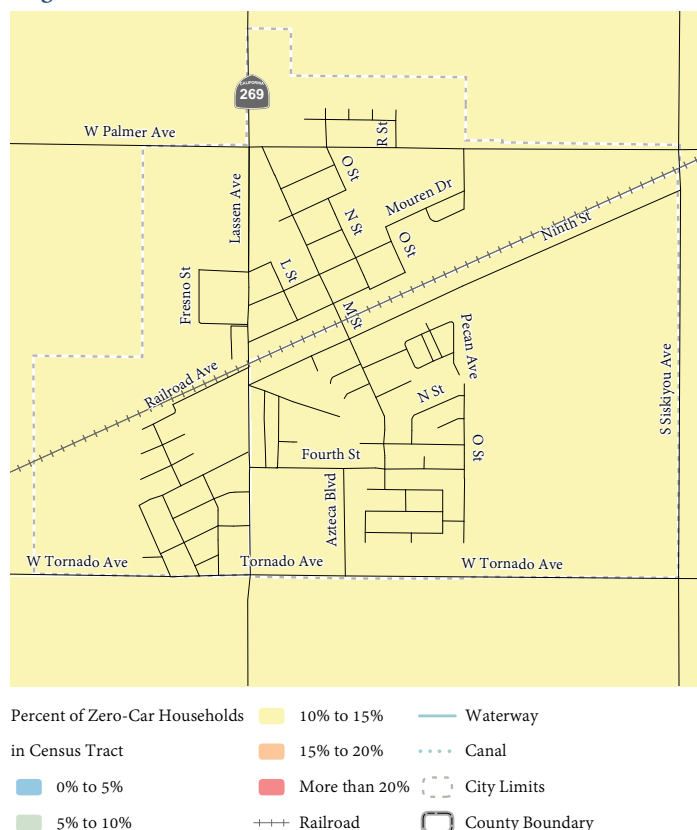
Source: California Office of Environmental Health Hazard Assessment, 2017, Fehr & Peers, 2017

Figure 9-8: Huron Free or Reduced Price Meal Eligibility



Source: California Department of Education, 2011; Fehr & Peers, 2017

Figure 9-9: Huron Zero Automobile Households



Sources: U.S. Census 2011-2015 American Community Survey, 2016; Fehr & Peers, 2017

Existing Trips

Based on data collected through the U.S. Census American Community Survey, approximately 0% of Huron workers commute to work by bicycling and 4.4% commute to work by walking. Although the share of commuters that bicycle to work is much lower than the statewide average, the share of people who walk to work is higher than the state average, as shown in Table 9-2. However, these statistics only include workers who walk or ride every day, not those who do so occasionally. Reliable data on non-commute trips, including trips to school, trips for shopping, and recreational trips is not readily available and not included in these estimates. Thus, the total number of biking and walking trips in Huron is higher than shown here.

Table 9-2: Huron Trips to Work by Bicycling and Walking

Jurisdiction	Bicycle		Walk	
	Estimate	Share	Estimate	Share
Huron	0	0.0%	85	4.4%

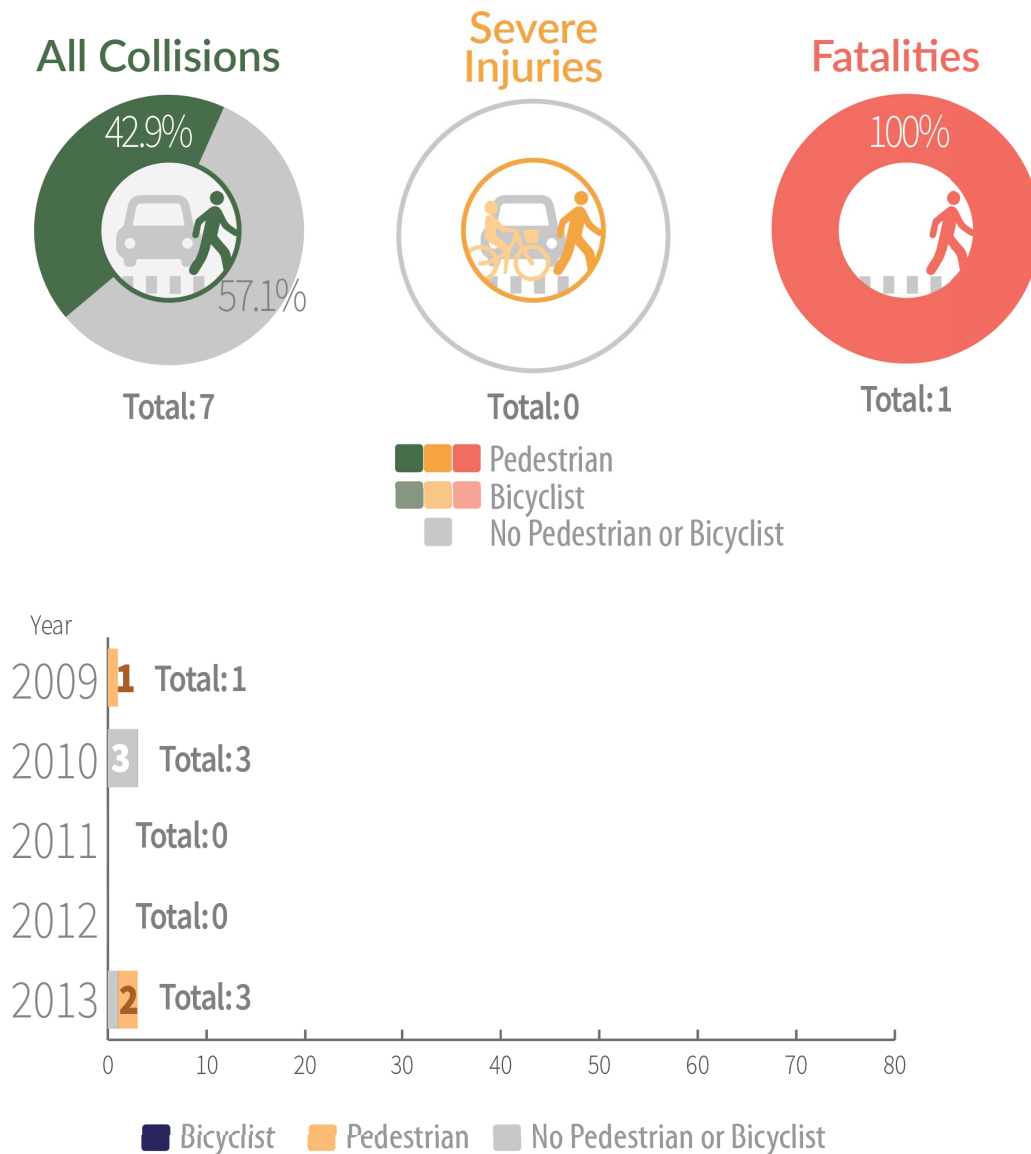
California 188,736 1.2% 458,5623 2.9%

Note: Workers aged 16 years and older, excludes percentage of employees that work from home.

Source: U.S. Census 2011-2015 American Community Survey, 2016; Fehr & Peers, 2017

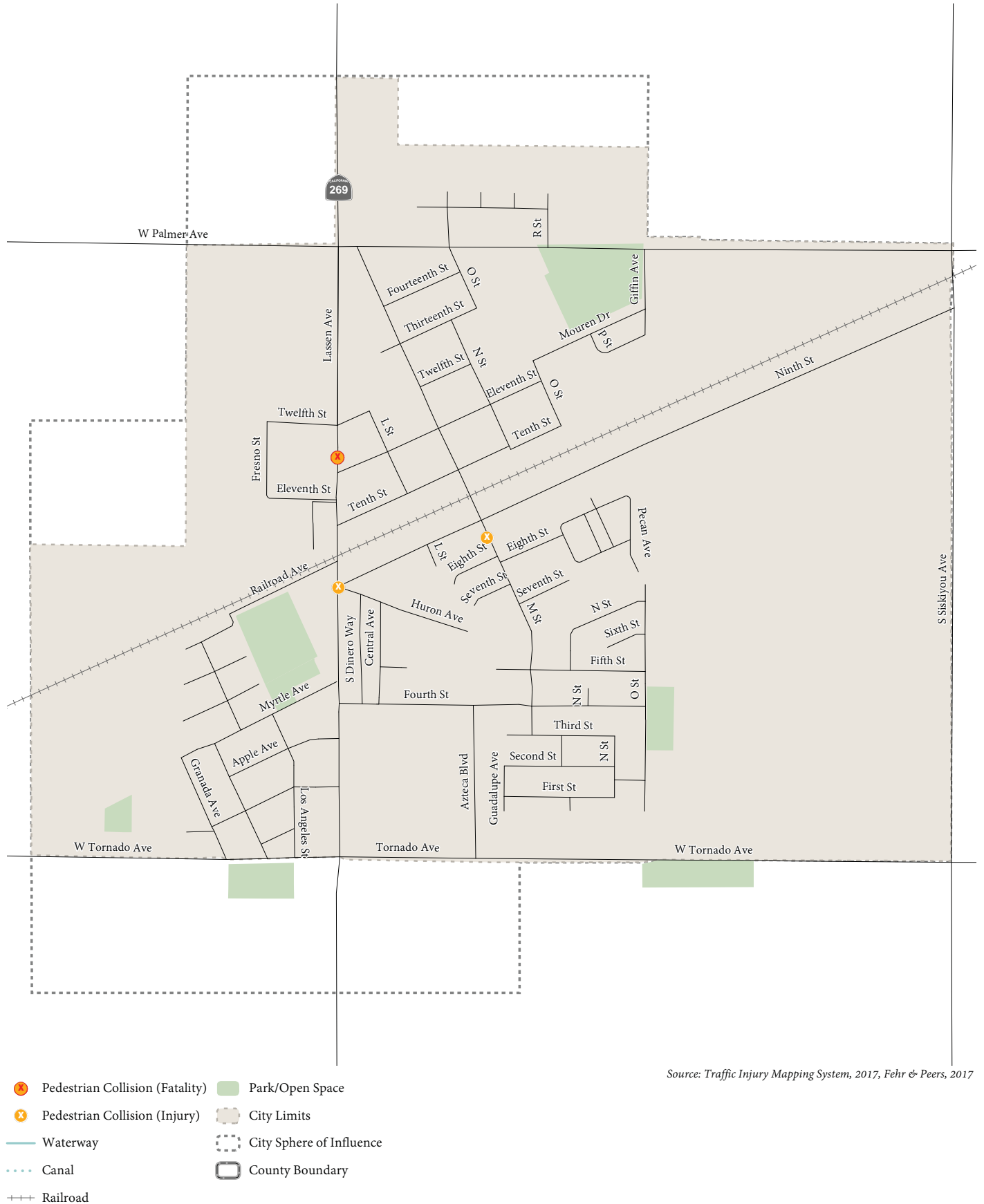
Collisions

The graphics shown below summarize injury collisions in Huron involving bicyclists and pedestrians by severity and year. Figure 9-10 shows locations of injury collisions involving pedestrians; there were no injury collisions involving bicyclists reported between 2009 and 2013.



Sources: Traffic Injury Mapping System, 2017, Fehr & Peers, 2017

Figure 9-10: Huron Collisions Involving Pedestrians, 2009-2013



Source: Traffic Injury Mapping System, 2017, Fehr & Peers, 2017

Past Expenditures

No detailed data was available on past expenditures on bicycle and pedestrian facilities in Huron.

Maintenance Policies

The City of Huron has no specific maintenance policies for bicycle and pedestrian facilities. Typically, the City will concentrate the most attention to areas near schools, parks, and larger streets.

Five E's

Huron's recent efforts supporting the five E's are presented in Table 9-4.





PLANNED NETWORKS

The planned bicycle and pedestrian networks for Huron are summarized in Table 9-5 and shown in Figures 9-11 to 9-12. The networks include shared-use paths, bike lanes and routes, sidewalks, and crosswalk improvements. The proposed networks are designed to provide access to key destinations and to serve as recreational assets. The sidewalk improvements also fill gaps in the sidewalk network and add crossing improvements to enhance safety near schools and across busy roads.

Figure 9-13 presents planned bike parking for Huron. These planned bike parking locations supplement existing locations by adding parking at schools, parks, and near retail areas.

Based on the indicators of disadvantaged communities discussed earlier in this chapter, these facilities all support disadvantaged communities.

Table 9-4: Huron Five E's of Active Transportation

E	Discussion
 Education	The schools in the City of Huron will occasionally provide bicycle education information.
 Encouragement	There are occasional walk/run events that take place in the City of Huron.
 Engineering	The City of Huron Mobility, Access and Safety Project evaluated and recommended improvements to biking and walking facilities in the City as discussed earlier in this chapter.
 Evaluation	The City of Huron Mobility, Access and Safety Project evaluated and recommended improvements to biking and walking facilities in the City as discussed earlier in this chapter.

Sources: City of Huron, 2017, Fehr & Peers, 2017

Table 9-5: Huron Planned Bicycle and Pedestrian Facilities

Facility Type	Existing (Miles)	Planned (Miles)	Total (Miles)
Sidewalk	18.0	1.9	19.9
Class I Bike Path	0.0	2.9	2.9
Class II Bike Lane	0.5	10.6	11.1
Class III Bike Route	0.0	1.6	1.6
Class IV Separated Bikeway	0.0	1.6	1.6

Sources: Fresno Council of Governments, 2017, Fehr & Peers, 2017

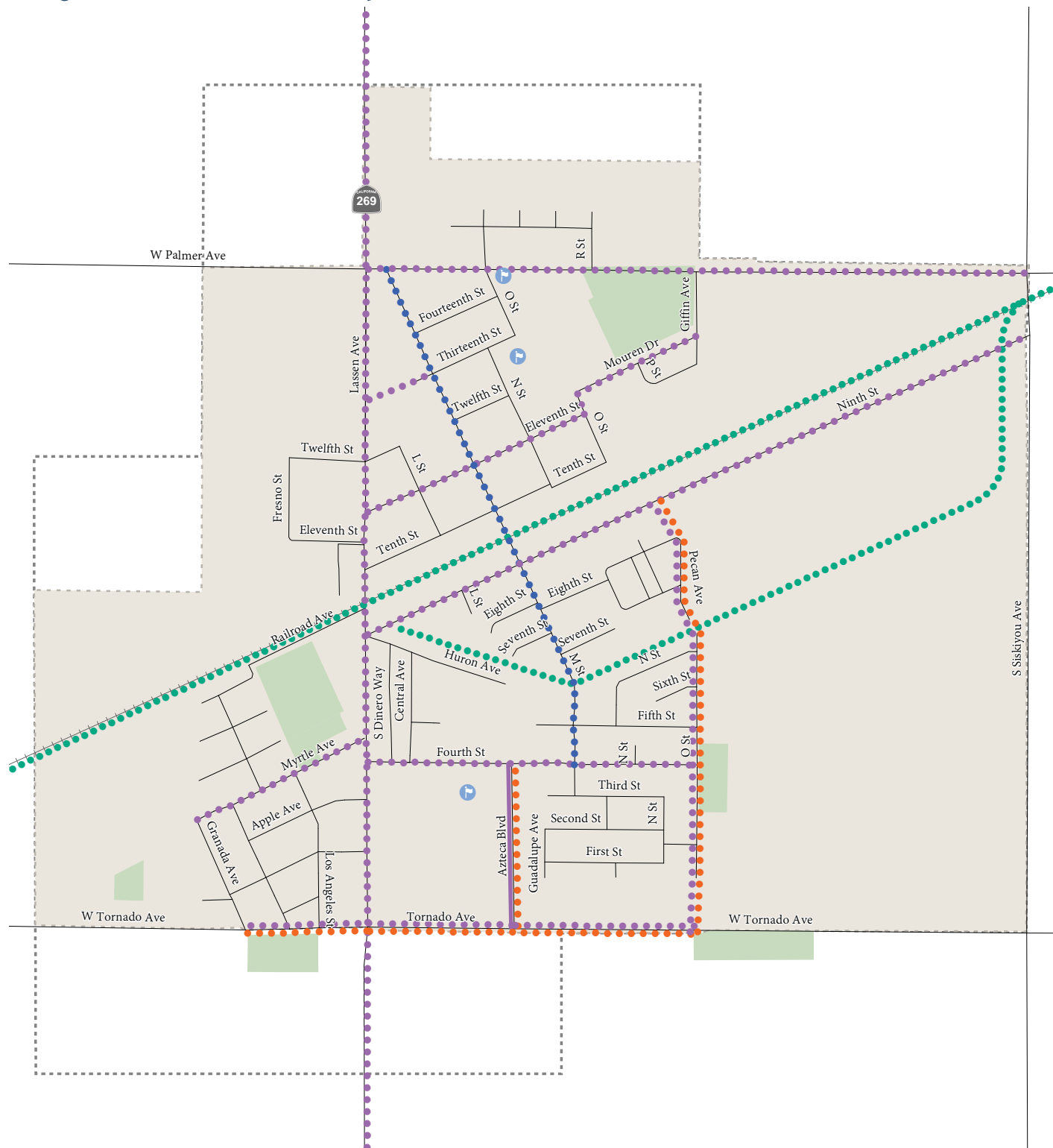
Costs to implement these facilities are summarized in Table 9-6.

Table 9-6: Huron Planned Bicycle and Pedestrian Network Costs

Facility Type	Cost Per Mile	High Priority	Other	Total
Sidewalk	\$343,000	\$159,000	\$492,000	\$651,000
Class I Bike Path	\$750,000	\$960,000	\$1,245,000	\$2,205,000
Class II Bike Lane	\$175,000	\$1,085,000	\$763,000	\$1,848,000
Class III Bike Route	\$8,000		\$13,000	\$13,000
Class IV Separated Bikeway	\$200,000	\$326,000		\$326,000
Crossing Improvements		\$400,000	\$25,000	\$425,000
Total		\$2,930,000	\$2,538,000	\$5,468,000

Source: Fehr & Peers, 2017

Figure 9-11: Huron Planned Bicycle Facilities



Source: Fresno Council of Governments, 2017, Fehr & Peers, 2017

Existing Bicycle Facilities

Class I Bikeway (Bike Path)

Class II Bikeway (Bike Lane)

Class III Bikeway (Bike Route)

Planned Bicycle Facilities

Class I Bikeway (Bike Path)

Class II Bikeway (Bike Lane)

Class III Bikeway (Bike Route)

Class IV Bikeway (Separated Bikeway)

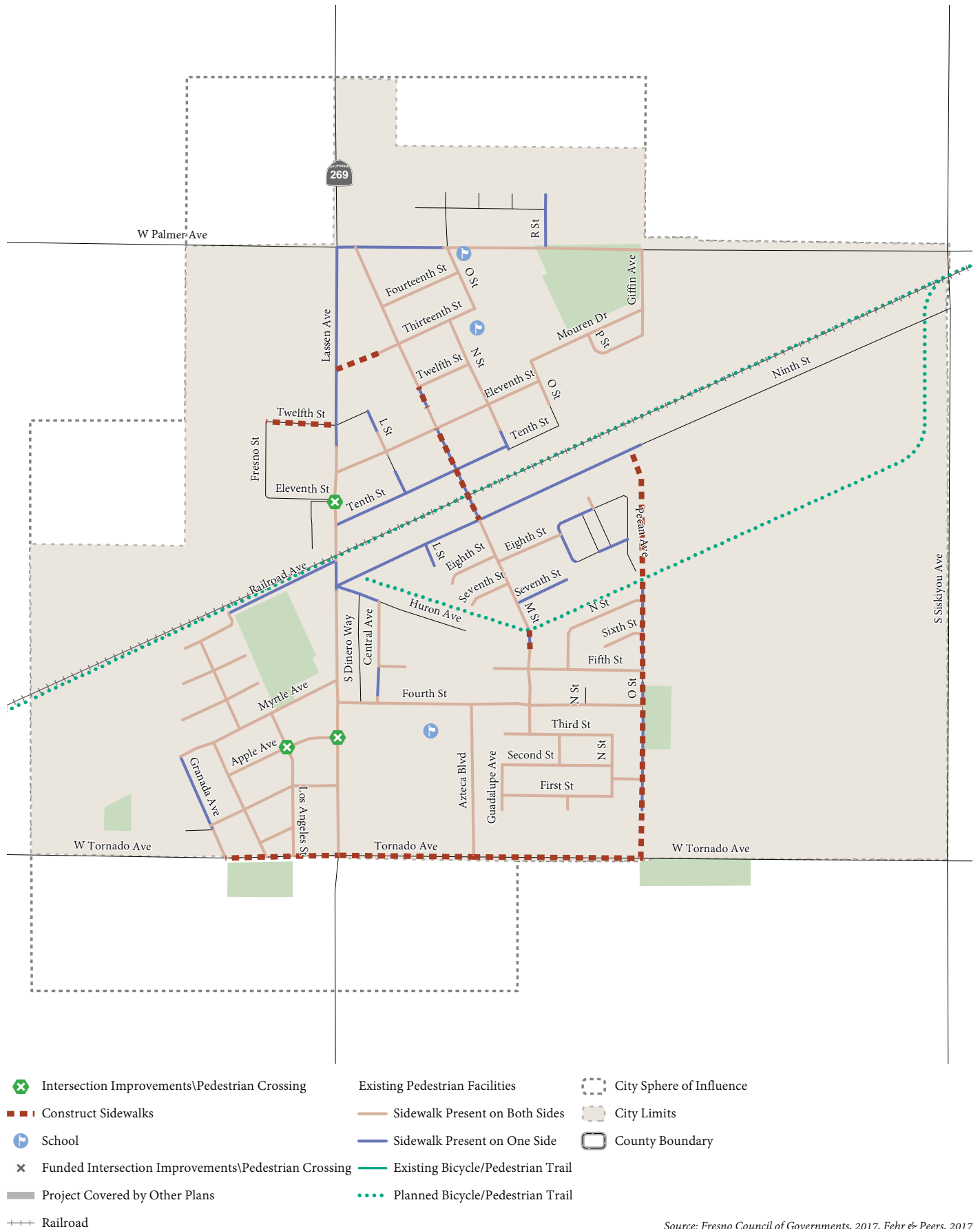
Class II/IV

Funded Project, Not Included in ATP

Project Covered by Other Plans

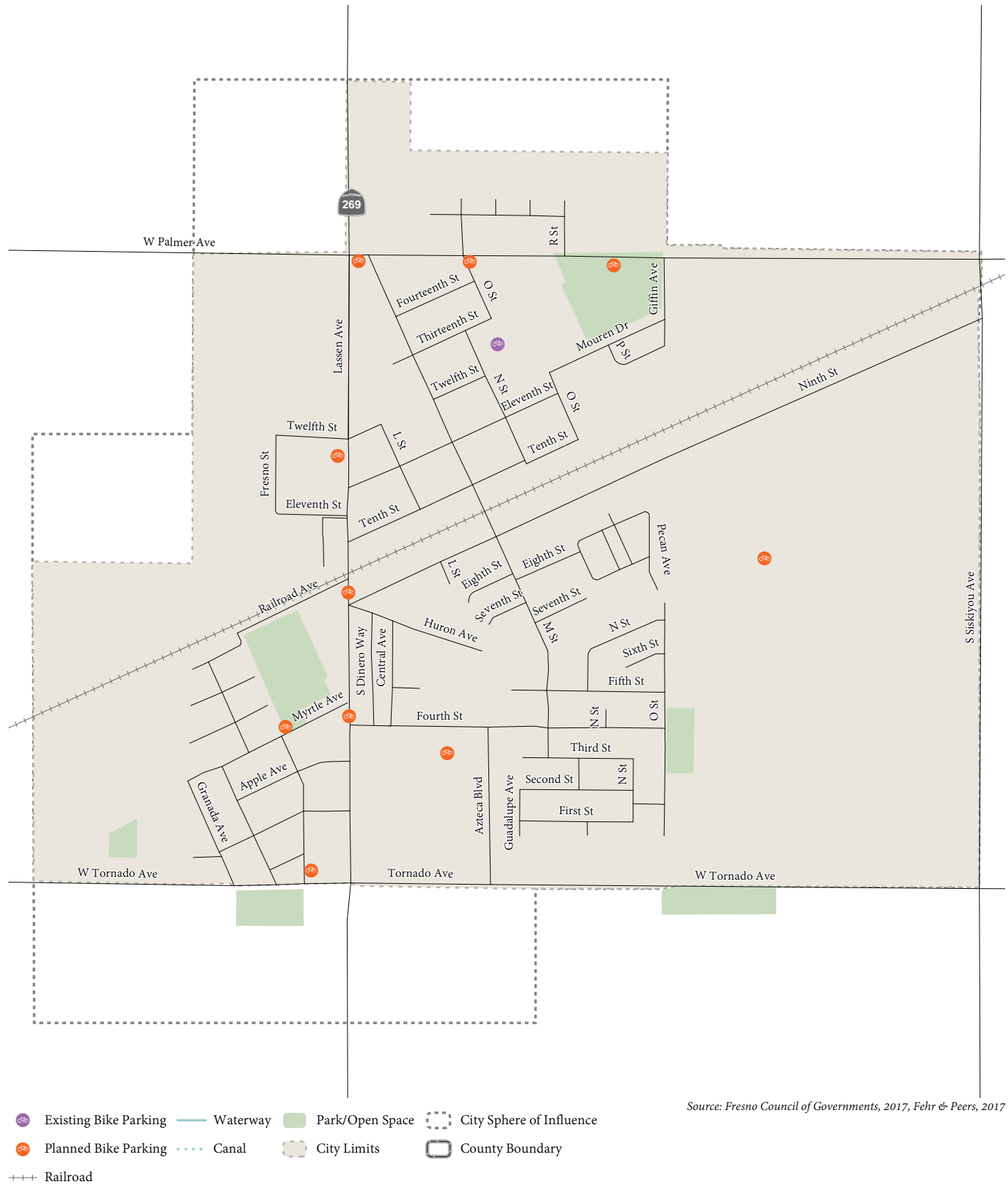
County Boundary

Figure 9-12: Huron Planned Pedestrian Facilities



Source: Fresno Council of Governments, 2017, Fehr & Peers, 2017

Figure 9-13: Huron Planned Bicycle Parking



Source: Fresno Council of Governments, 2017, Fehr & Peers, 2017