



Chapter 8

HURON

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

EXISTING CONDITIONS

The City of Huron is located in southern Fresno County, along Lassen Avenue (SR 269) (see Figure 1-1). Lassen Avenue serves as a main corridor through the City.

Existing Bicycle & Pedestrian Facilities

There are 19.6 miles of sidewalks and 0.3 miles of bikeways within Huron. These networks are summarized in Table 8-1 and depicted in Figures 8-1 and 8-2.

Table 8-1: Summary of Existing Walking & Bicycling Facilities in Huron

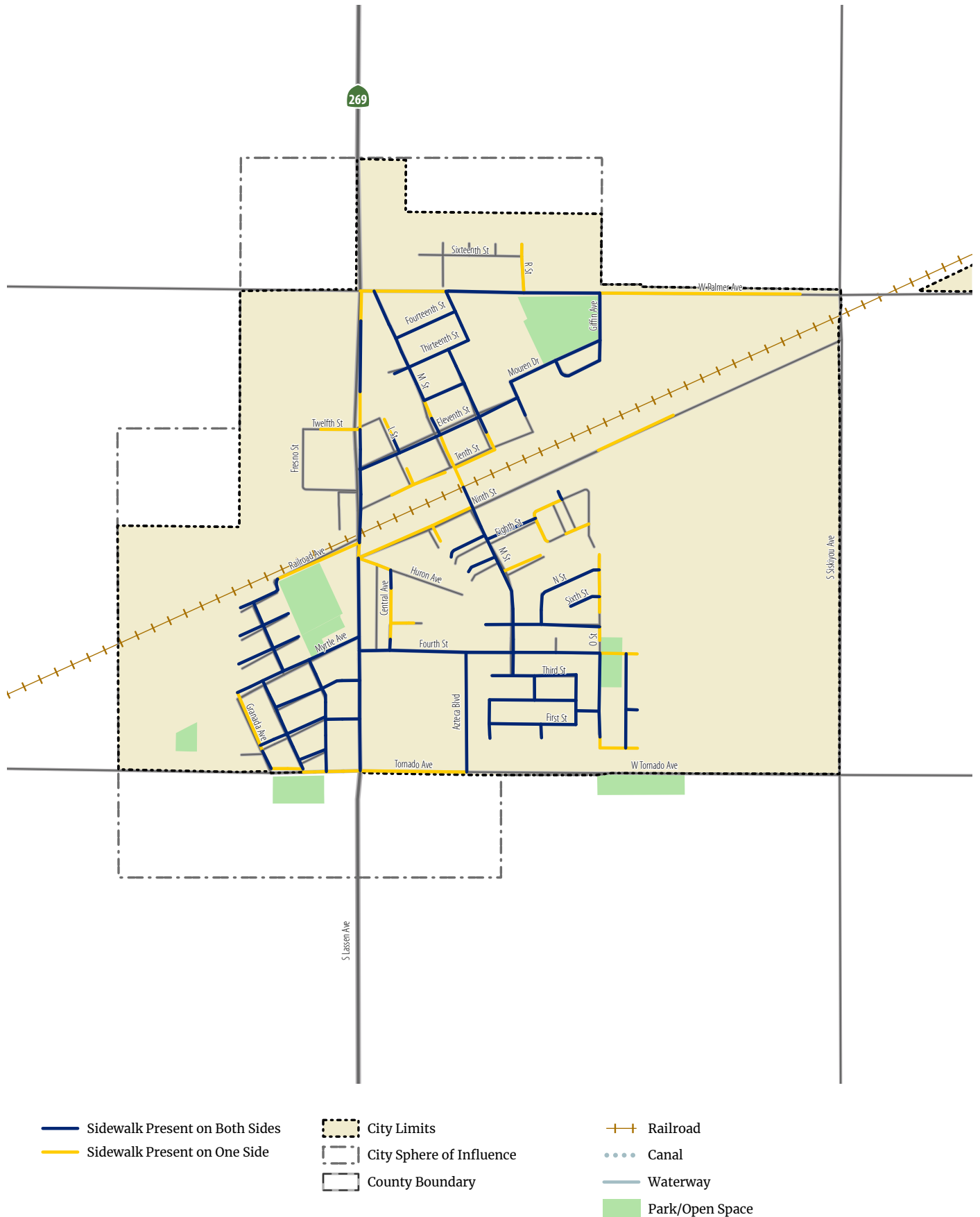
Type	Miles
Sidewalk	19.6
Shared Use Path (Class I)	0.0
Bike Lane (Class II)*	0.2
Bike Route (Class III)*	0.0
Separated Bikeway (Class IV)*	0.0

**Distance measured by centerline*

The following conditions are noted relevant to the safety and comfort of bicycling and walking in Huron:

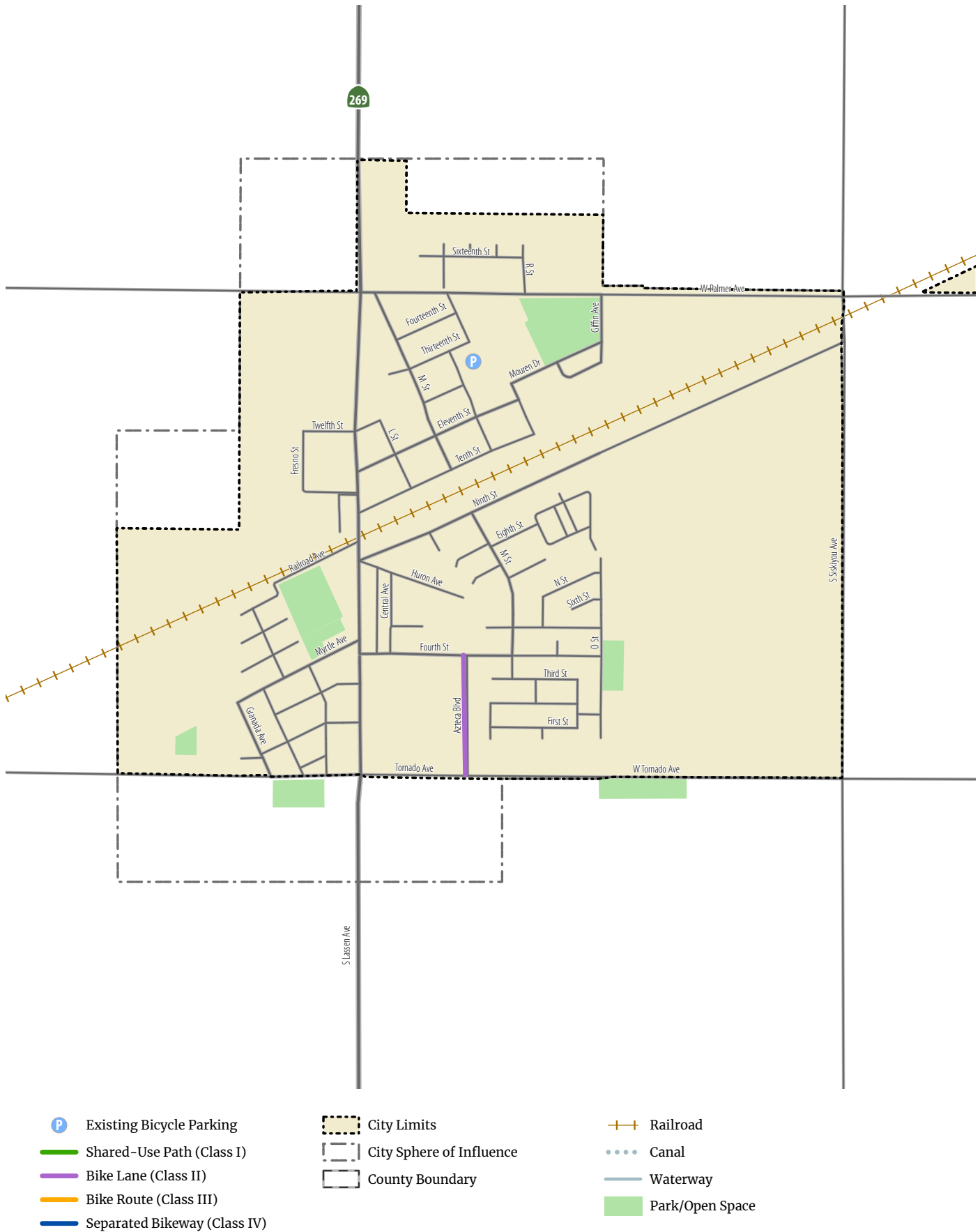
- » There are a lack of pedestrian crossings along Lassen Avenue connecting residences to commercial uses.
- » Railroad tracks bisect the city and there are only two roads connecting one side of town to the other (Lassen Ave and M St.). M St. has sidewalk network gaps near this intersection with the rail tracks.
- » There is only one bike lane in the city, along Azteca Boulevard.

Figure 8-1: Existing Pedestrian Facilities in Huron



Source: Fehr & Peers, 2023

Figure 8-2: Existing Bicycling Facilities in Huron



Source: Fehr & Peers, 2023



Plans and Policies Related to Active Transportation

The following City plans and policies are relevant to biking and walking in Huron:

- » City of Huron General Plan (2007)
- » City of Huron Mobility, Access and Safety Project (2014)
- » Municipal Code of Huron, California (2017)

These plans and policies are discussed in greater detail in Appendix C. Regional, state, and federal plans and policies are also discussed in Appendix C.

Expenditures on Active Transportation Facilities

The City of Huron has not had any expenditures on walking and biking in the last five years to report. However, the Huron Bicyclist and Pedestrian Safety Improvement Project, which will add Class II, III and IV bike facilities and six new crosswalks with safety features (RRFBs, pedestrian refuge island, and bulb-outs), will go out to bid in October 2023. The budget for this project is \$1,969,000. The Lassen Avenue pedestrian hybrid beacon is also in the process of right-of-way acquisition as of October 2023. The budget for this project is \$417,000.

Maintenance

The City repaints crosswalks and stop bars annually before school starts, with a focus on areas around schools. Due to funding limitations, sidewalks repairs are limited. Vegetation maintenance along walkways is the responsibility of the property owners; the City works with them to enforce this and bill them if it is not performed. Generally, funding is a challenge for maintenance of many public facilities.

Education & Enforcement Programs

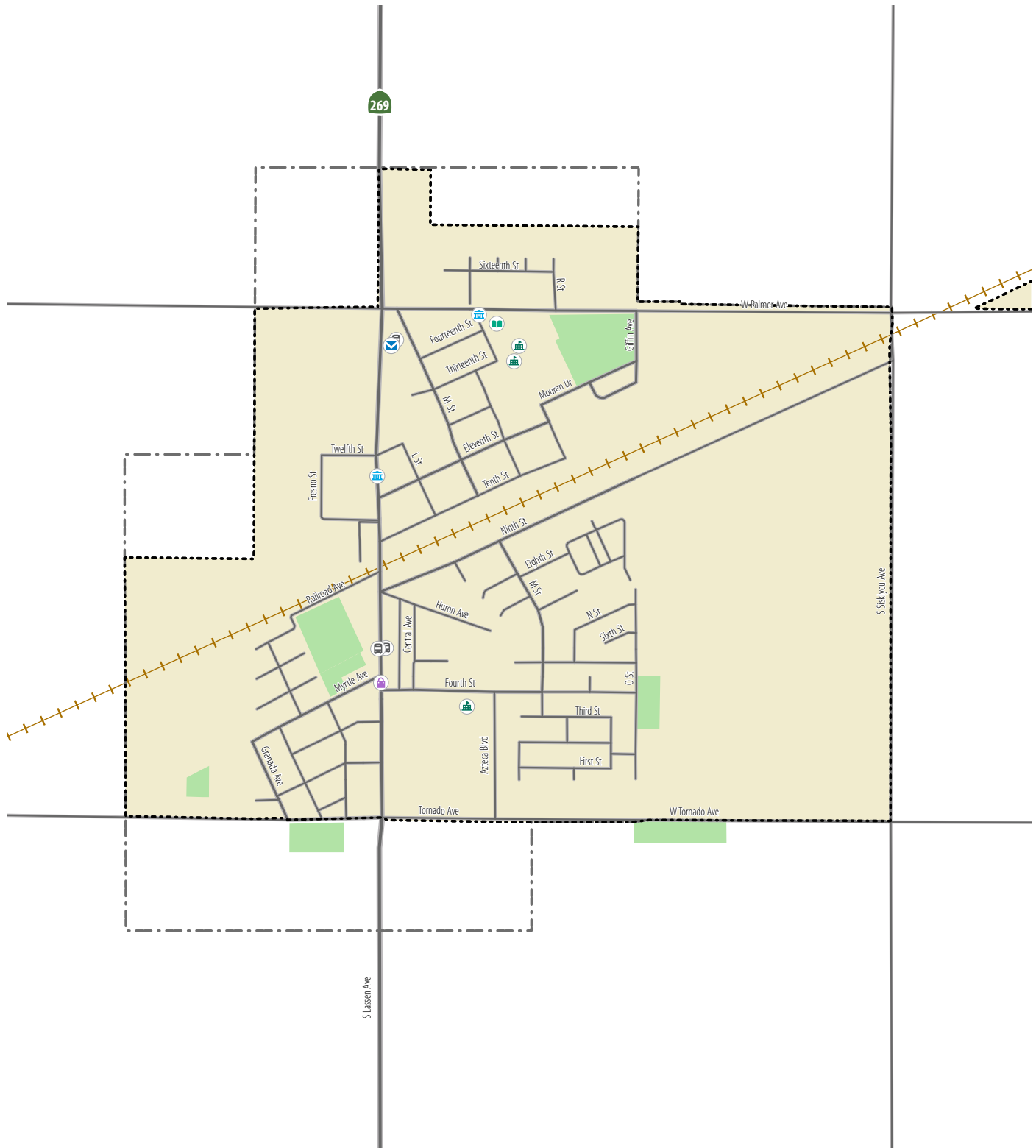
Prior to the Covid-19 pandemic, local schools had a school resource officer from the police department that held bike and walk days. The City would like to reinstate that outreach. The police department has also given out helmets and reflectors.

Key Destinations

Figure 8-3 shows key destinations for bicyclists and pedestrians in the City of Huron. Highlights include

- » Schools in the area, including Huron Elementary School, Chestnut High School;
- » Restaurants and businesses along Lassen Avenue;
- » The post office and Huron Public Library; and
- » Transit stops.

Figure 8-3: Key Destinations in Huron



- | | | | |
|-------------------------|-------------------|--------------------------|-----------------|
| Higher Education | Public School | City Limits | Railroad |
| Employment Center | Private School | City Sphere of Influence | Canal |
| Government | Transit Stop | County Boundary | Waterway |
| Library | Senior Facilities | | Park/Open Space |
| Medical Center/Hospital | | | |
| Retail | | | |
| Post Office | | | |

Source: Fehr & Peers, 2023



Bus stop along Lassen Avenue



School crossing in Huron

Disadvantaged Communities

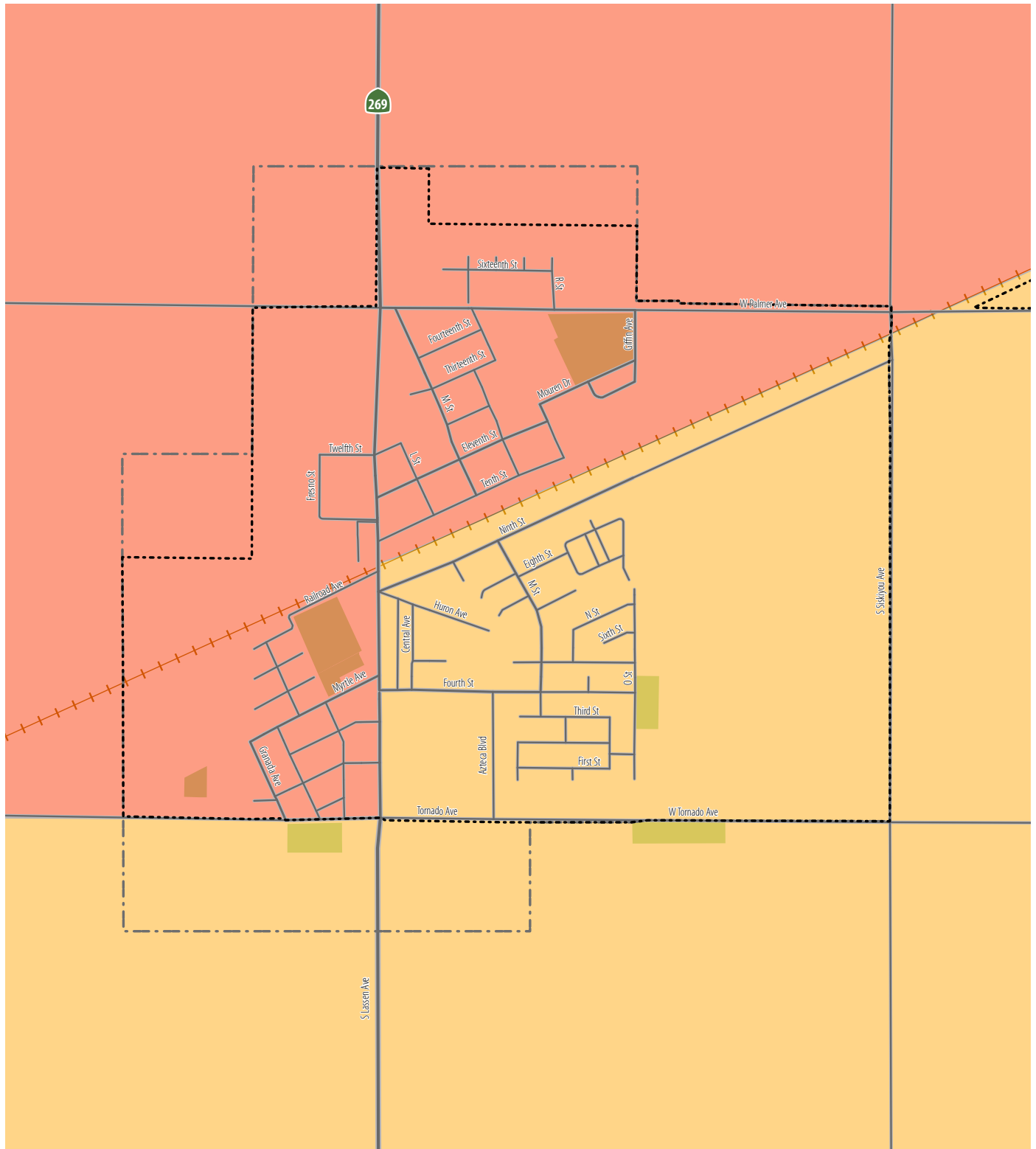
All of Huron meets one or more of the Active Transportation Program criteria for disadvantaged communities, described in Chapter 2, Existing Conditions.

- » **Median Household Income:** Huron residents living south of Railroad Ave and east of Lassen Ave make between 65 and 70 percent of the state median. Residents north Railroad Ave and west of Lassen Ave make less than 65% of the state median, as shown in Figure 8-4.
- » **Free & Reduced Price Meals for Schools:** All schools with available data have over 90 percent of students eligible for free or reduced price meals.
- » **CalEnviroScreen:** Huron residents living north of Railroad Ave and west of Lassen Ave are within 15 to 20 percent of the most disadvantaged areas in the state. Residents living southward are within 20 to 25 percent of the most disadvantaged areas in the state, as shown in Figure 8-5.
- » **Healthy Places Index:** Huron is within the 10 percent most disadvantaged areas in the state.
- » **Federal Climate & Economic Justice Tool:** The Huron community north of Railroad Ave and west of Lassen Ave exceed 7 categories in the screening tool, and the community south of that exceed five or six categories, as shown in Figure 8-6
- » **US DOT Equitable Transportation Community Disadvantaged Community Tool:** The community south of Railroad Ave and east of Lassen Ave is within 10 percent of the most disadvantaged areas in the state, as shown in Figure 8-7.
- » **FCOG Environmental Justice Areas:** All of Huron is considered disadvantaged by this definition.

Because all of Huron meets one or more of these criteria for disadvantaged communities, the challenges for walking and biking described at the beginning of this chapter are equity issues.



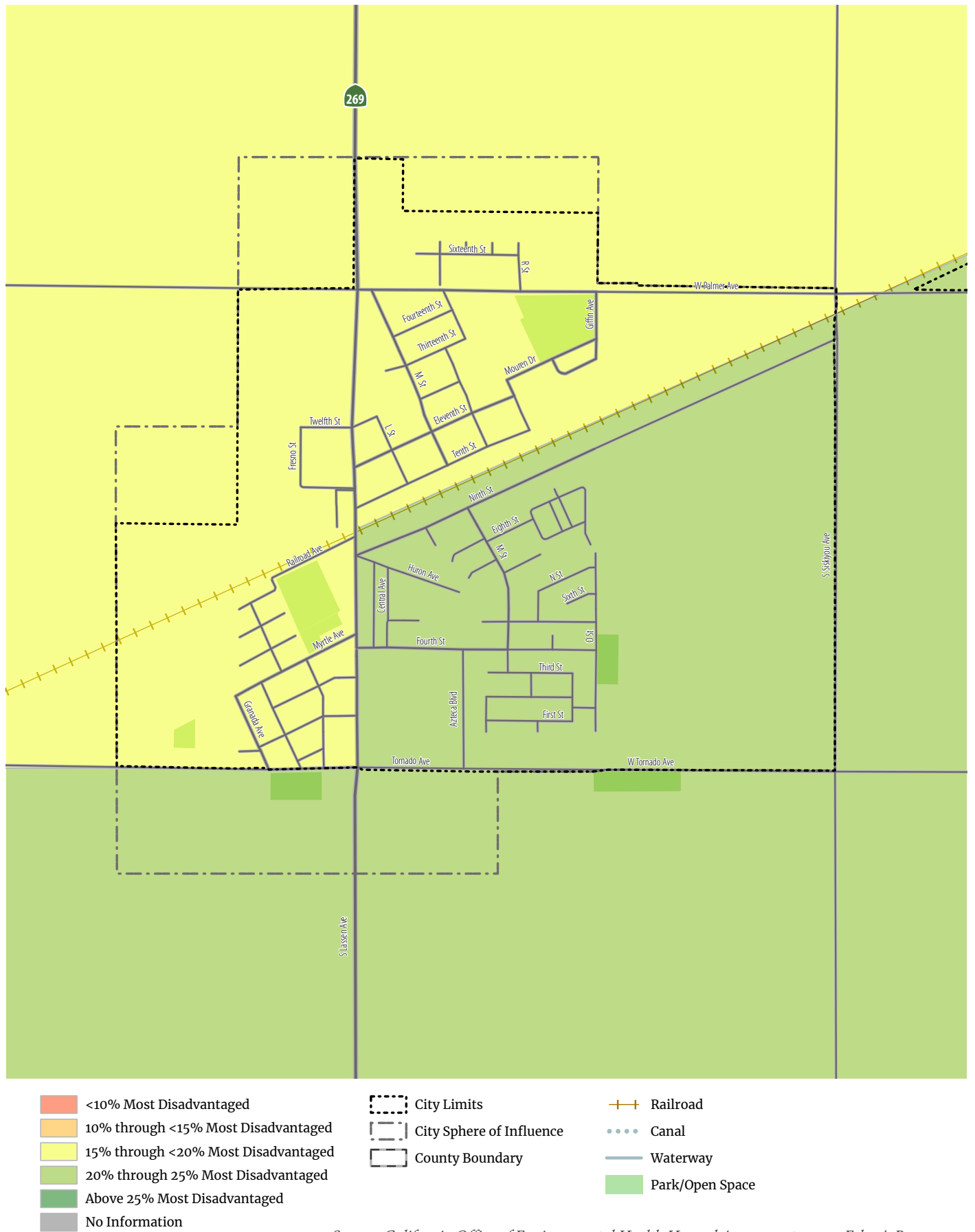
Figure 8-4: Huron Median Household Income



- <65% of Statewide MHI
- 65% through <70% of Statewide MHI
- 70% through <75% of Statewide MHI
- 75% through <80% of Statewide MHI
- Greater than 80% of Statewide MHI
- No Information
- City Limits
- City Sphere of Influence
- County Boundary
- Railroad
- Canal
- Waterway
- Park/Open Space

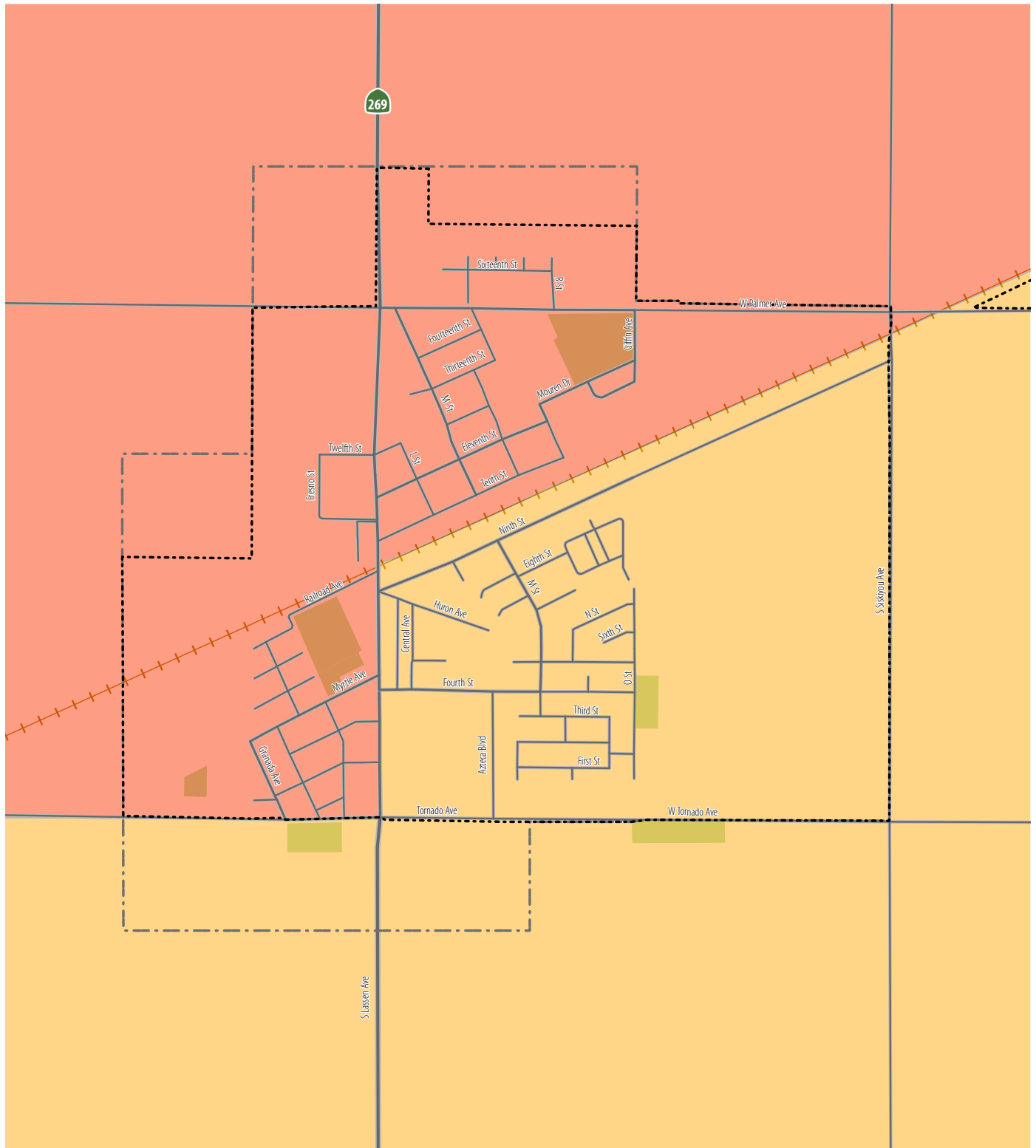
Source: US Census 2018-2022 ACS, 2023 Fehr & Peers, 2023

Figure 8-5: Huron CalEnviroScreen Results



Source: California Office of Environmental Health Hazard Assessment, 2023; Fehr & Peers, 2023

Figure 8-6: Huron Federal Climate & Economic Justice Screening Results



- 7 Categories Exceeded
- 5 - 6 Categories Exceeded
- 3 - 4 Categories Exceeded
- 1 - 2 Categories Exceeded
- 0 Categories Exceeded
- City Limits
- City Sphere of Influence
- County Boundary
- Railroad
- Canal
- Waterway
- Park/Open Space

Source: Council on Environmental Quality, 2023; Fehr & Peers, 2023

Existing Trips

Based on the U.S. Census American Community Survey, approximately zero percent of Huron workers commute to work by walking or bicycling. These shares are much smaller than the statewide averages, as shown in Table 8-2. 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 8-2 Huron Trips to Work by Bicycling and Walking

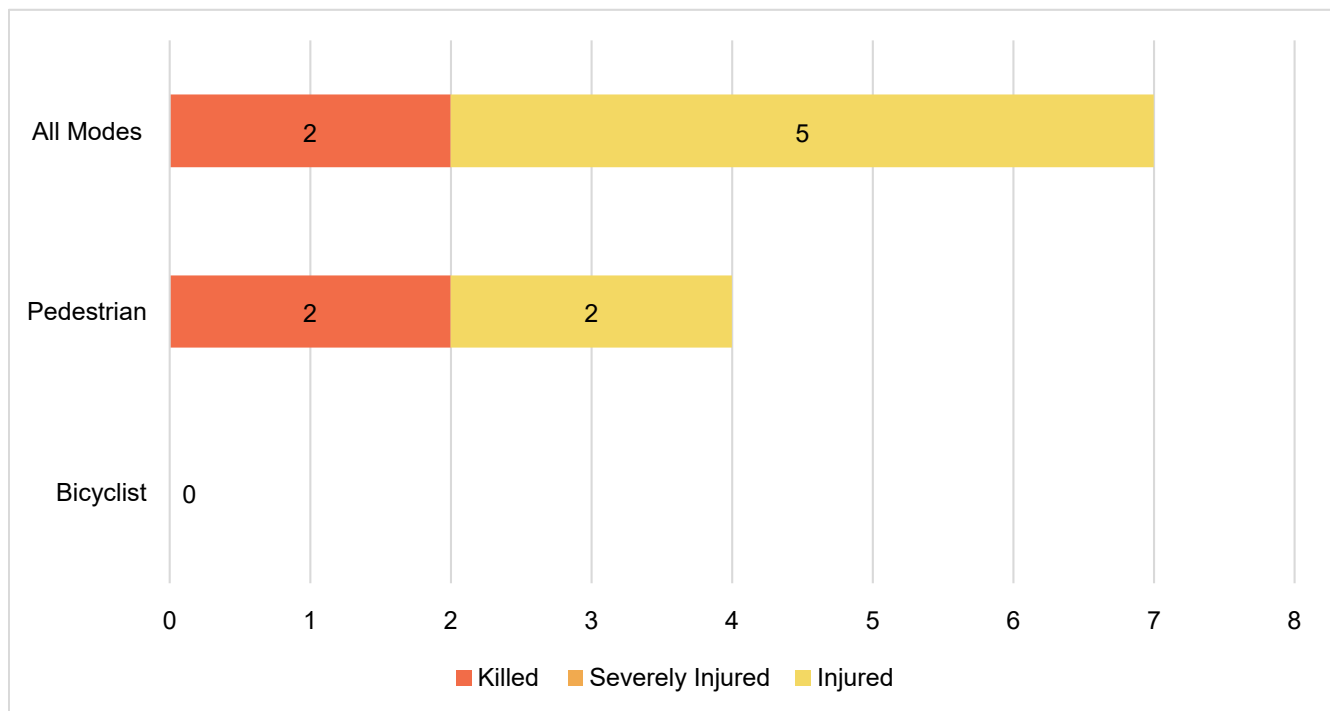
Jurisdiction	Walk		Bicycle	
	Estimate	Share	Estimate	Share
Huron	0	0.0%	0	0.0%
California	440,483	2.4%	128,474	0.7%

*Note: Workers aged 16 years and older, excludes percentage of employees that work from home.
Source: U.S. Census 2018 -2022 American Community Survey, 2023; Fehr & Peers, 2023*

Collisions

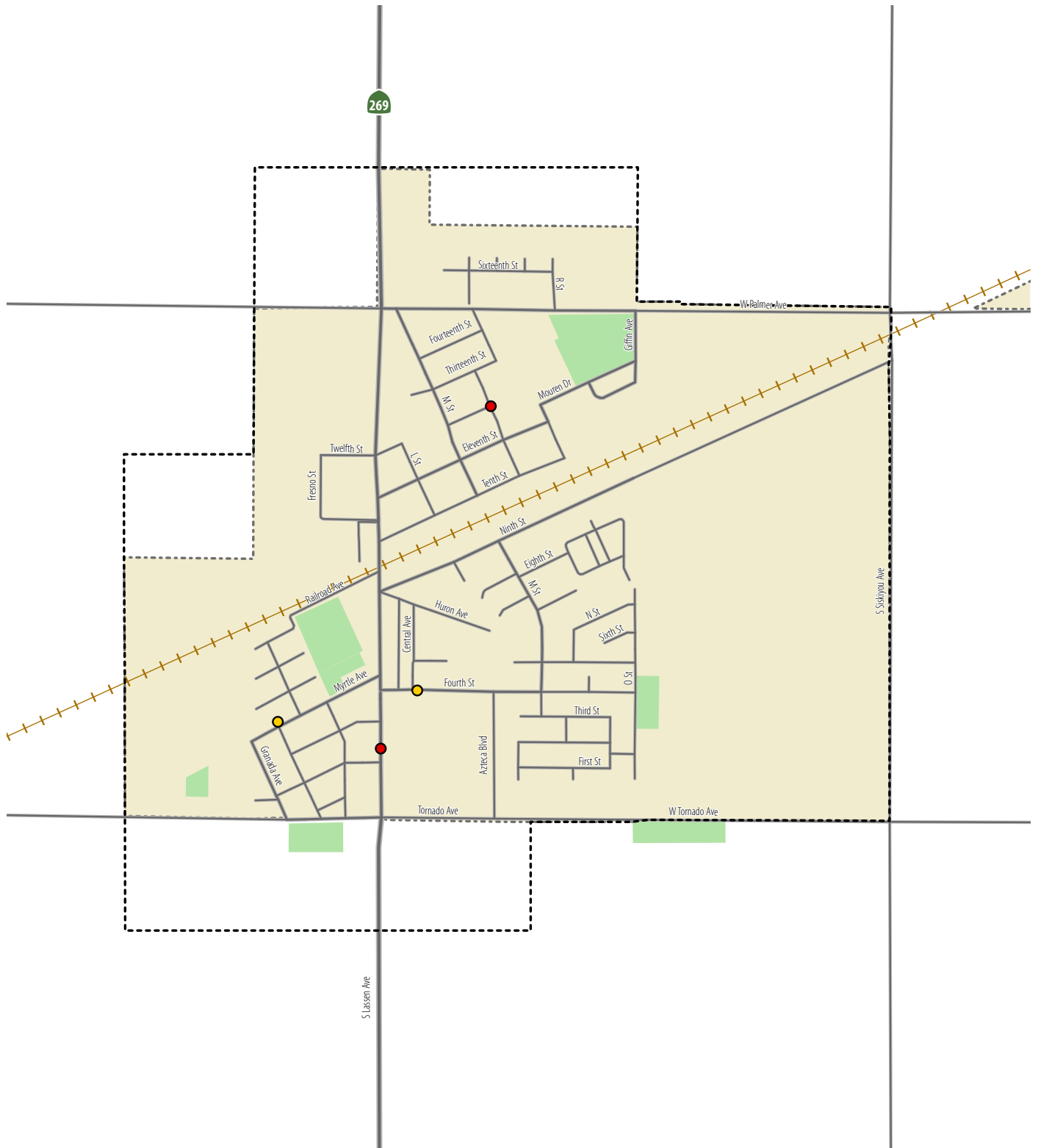
There were four injury collisions reported between 2016 and 2021 that involved a pedestrian. In this period, 100 percent of collisions resulting in a fatality involved a person walking and 40 percent of all collisions resulting in injury involved a pedestrian. Figures 8-7 and 8-8, respectively, summarize and map these collisions.

Figure 8-7: Collisions by Severity in Huron, 2016 -2021



Sources: UC Berkeley SafeTREC, 2023; Fehr & Peers, 2023

Figure 8-8: Collisions Involving a Pedestrian in Huron, 2016 - 2021



Bicycle Collisions (2016-2021)

- Fatal
- Injury (Severe)
- Injury (Other Visible)
- Injury (Complaint of Pain)

Pedestrian Collisions (2016-2021)

- Fatal
- Injury (Severe)
- Injury (Other Visible)
- Injury (Complaint of Pain)

- City Limits
- ⋯ City Sphere of Influence
- County Boundary

- +— Railroad
- ⋯ Canal
- Waterway
- Park/Open Space

Sources: UC Berkeley SafeTREC, 2023; Fehr & Peers, 2023

PLANNED NETWORKS

The planned walking and biking networks for Huron are summarized in Table 8-3 and mapped in Figures 8-8 and 8-9. The networks include shared-use paths, bike lanes and routes, sidewalks, and crosswalk improvements. The proposed networks are designed to connect to Huron’s shared-use paths, 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. Appendix D includes a list of these network improvements including locations and extents, lengths, high-level estimated costs, and priorities. Additionally, several of the high priority projects have been grouped into a single project. Additional information to support a funding application for this project has been combined into a fact sheet, which is included in Appendix F.

Figure 8-7 also presents planned bike parking for Huron. These planned bike parking locations supplement existing locations by adding parking at parks and near retail areas and other destinations.

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

Table 8-3: Summary of Planned Walking and Biking Facilities in Huron

Facility Type	Existing (Miles)	Planned (Miles)	Total (Miles)
Sidewalk	19.6	2.6	22.2
Shared Use Path (Class I)	0.0	3.1	3.1
Bike Lane (Class II)*	0.2	3.6	3.8
Bike Route (Class III)*	0.0	0.3	0.3
Separated Bikeway (Class IV)*	0.0	0.8	0.8

**Distance measured by centerline*

Sources: Fresno Council of Governments, Fehr & Peers, 2023

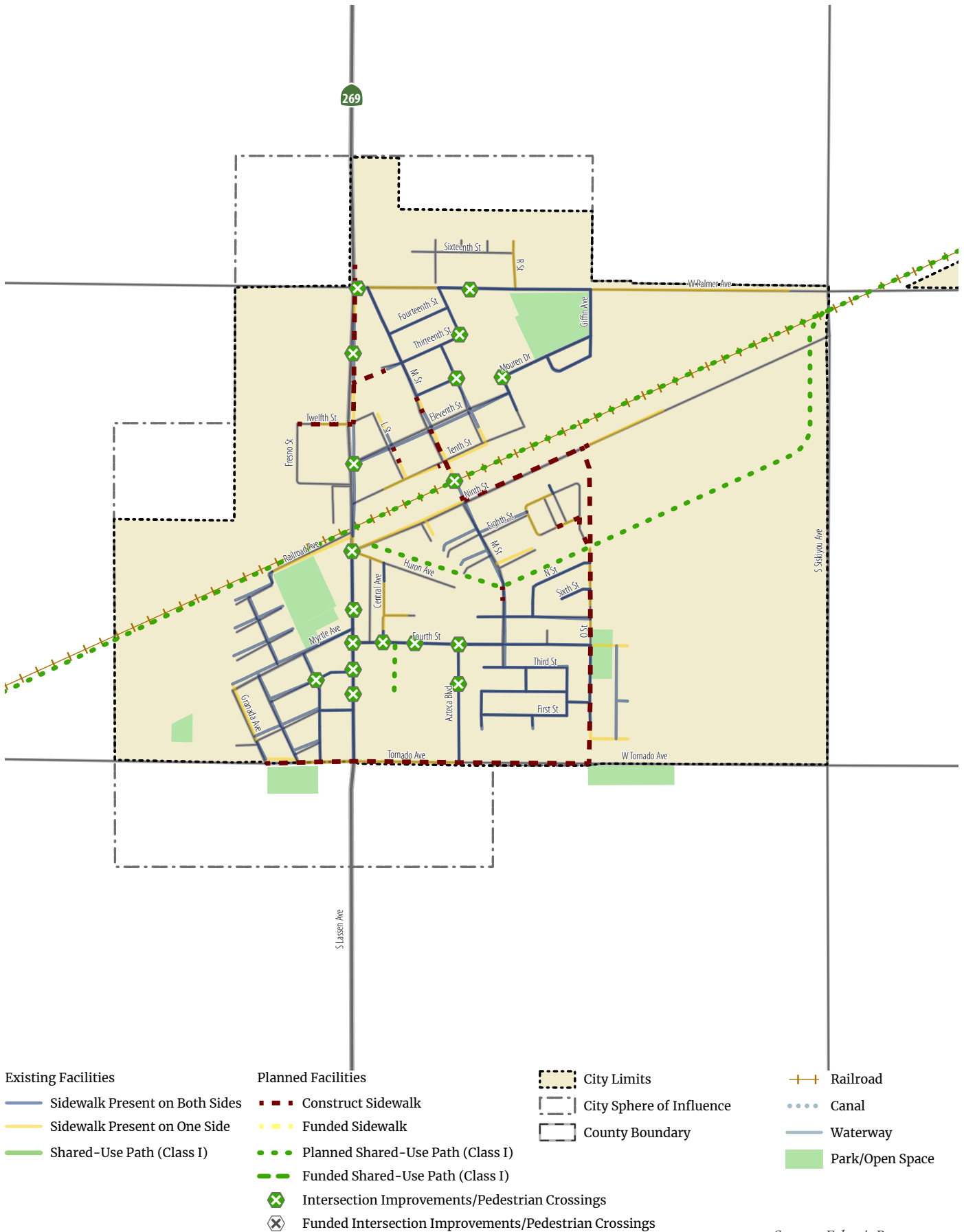
Costs to implement these facilities are summarized in Table 8-4.

Table 8-4: Cost of Planned Walking and Biking Facilities in Huron

Facility Type	Cost Per Mile	High Priority	Total
Sidewalk	\$369,600	\$371,700	\$951,300
Shared Use Path (Class I)	\$955,700	\$2,914,885	\$2,914,885
Bike Lane (Class II)	\$401,400	\$1,445,040	\$1,445,040
Bike Route (Class III)	\$16,000	\$4,000	\$4,000
Separated Bikeway (Class IV)	\$633,600	\$513,216	\$513,216
Crossing Improvements		\$948,300	\$948,300
Total		\$6,197,141	\$6,776,741

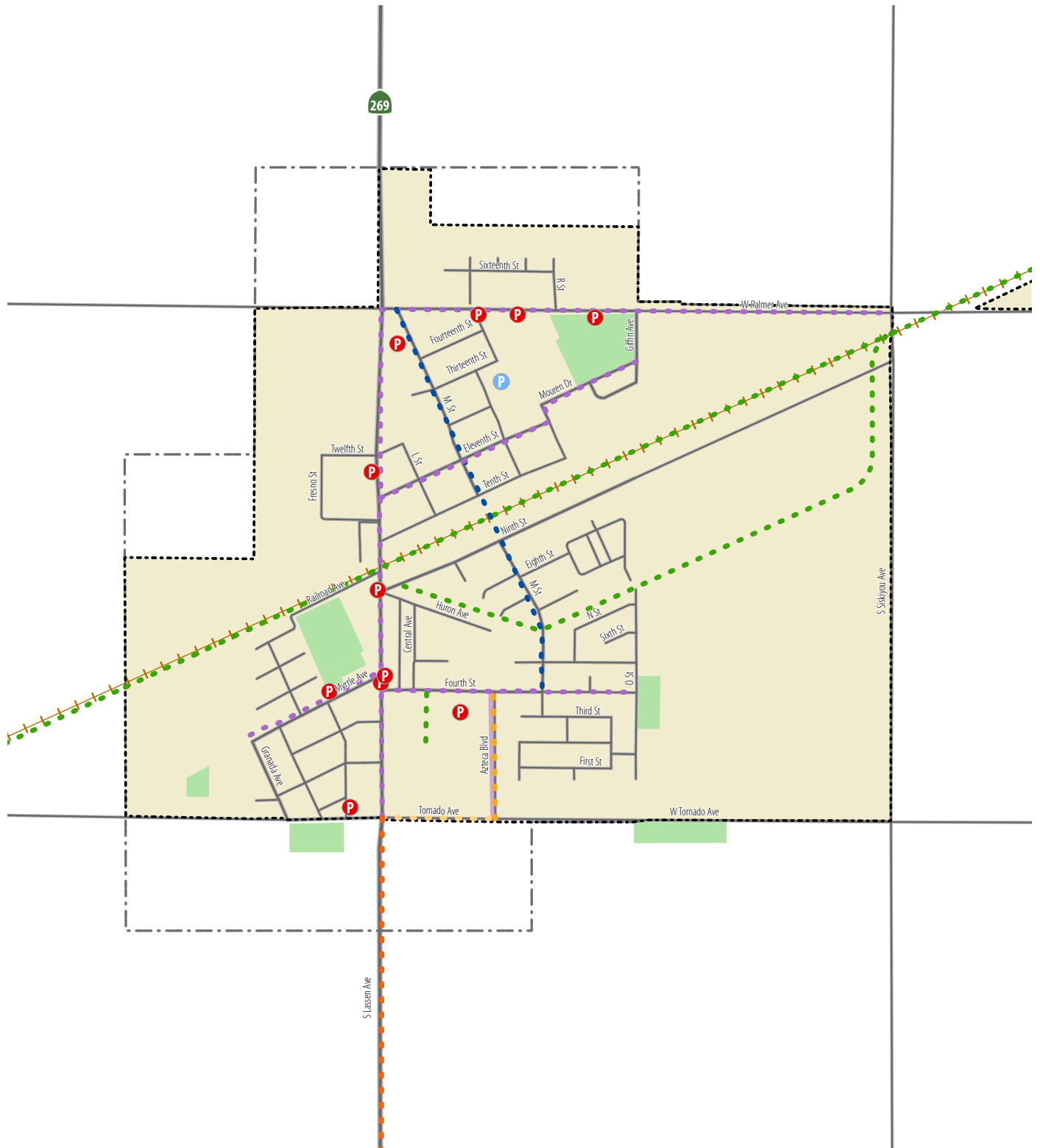
Source: Fehr & Peers, 2023

Figure 8-8: Huron Planned Walking Facilities



Source: Fehr & Peers, 2023

Figure 8-9: Huron Planned Bicycle Facilities



Bicycle Facility Status		Bicycle Facility Classification		City Limits	Railroad
Existing Bicycle Facility	Funded Bicycle Facility	Shared-Use Path (Class I)	Class II or III	City Sphere of Influence	Canal
Planned Bicycle Facility	Existing Bicycle Parking	Bike Lane (Class II)	Class II or IV	County Boundary	Waterway
Proposed Bicycle Parking	Class III with Multi-use Shoulder	Bike Route (Class III)	Separated Bikeway (Class IV)	Park/Open Space	

Source: Fehr & Peers, 2023



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