City of Reedley

Bicycle and Pedestrian Mobility Plan

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Introduction
Introduction

Purpose

This City of Reedley Bicycle and Pedestrian Mobility Plan (Mobility Plan) has been prepared to reflect goals, objectives, and policies and existing and future bikeway and pedestrian systems referenced in the 2010 City of Reedley Bicycle Transportation Plan (BTP) and in the Fresno Regional Active Transportation Plan (ATP) prepared by the Fresno Council of Governments (Fresno COG) in 2017. This Plan has been prepared through the Fresno COG Circuit Planner Program in consultation and cooperation with City of Reedley Planning and Engineering staff and represents an update to the 2010 BTP.

The Mobility Plan is a comprehensive document that coordinates the planning efforts of the city and unincorporated areas of the county from a regional transportation planning perspective. The intent of this plan is to provide a long-range guidance and connectivity for the development of an extensive bicycle and pedestrian transportation network in the Reedley area. The Mobility Plan outlines goals, objectives, and policies; defines facilities standards; develops a system of bike and pedestrian facilities, paths, lanes, trails and routes; and identifies potential funding sources for implementation.

The plan is consistent with the requirements of California Streets and Highways Code Section 891.2. Once the plan is approved the City of Reedley becomes eligible to receive State ATP funding through Caltrans’ statewide competitive grant process and through the Fresno COG ATP competitive funding program. The Mobility Plan provides grant opportunities annually to provide safe and convenient bicycle and pedestrian facilities, paths, lanes, trails and routes in local communities throughout the State of California. The Fresno County Measure C Bicycle Funding Program also requires a valid Bike Plan (beginning in 2012). Additionally, other competitive bikeway grant opportunities can improve their scoring potential when a valid Mobility is maintained by the local agency.

Regional Setting

The City of Reedley is centrally located in California’s San Joaquin Valley. Reedley falls between California’s Coastal Mountain Range and the Sierra Nevada Mountains, within an hour of travel time to Yosemite, Sequoia, and Kings Canyon National Parks. Figure 1 shows Reedley’s regional location. The San Joaquin Valley is known for its wealth of agricultural opportunity and is recognized as one of the most agricultural productive regions in the world. Reedley’s centralized location in the valley has led to the City’s development as an agriculturally-oriented industry. The City’s industries have diversified in recent years, however there is still a significant agricultural influence governing Reedley’s economy.

Reedley is located approximately twenty-five miles southeast of the City of Fresno. State Route (SR) 99 is located approximately ten miles west of the City’s center and SR 180 is located approximately nine miles north of the City’s center. These facilities are heavily used for local, regional, and national travel. Manning Avenue, a divided four-lane major arterial facility, serves as the primary connection for the City to SR 99. The San Joaquin Valley Railroad lines run adjacent to the City of Reedley and the Fresno County Rural
Transit Agency (FCRTA) operates public transit routes in Reedley. The City’s population is estimated to be approximately 28,000.1

Education is a vital part of community life, with seven elementary, three junior high, and two high schools, both public and private. Over 9,600 students are served by these facilities, part of the Kings Canyon Unified School District. For almost 85 years, Reedley College has capped the local educational structure, providing area residents with an assortment of classes, programs, activities, and community events. Part of a 106 campus and 71 district California Community College system, it has a total on and off-campus enrollment of over 10,000. Small classes, on campus housing, an excellent library, strong career guidance resources, and a spirited athletic program add to the college’s appeal. Students can select certificate or associate degree programs in a wide variety of educational majors. Within a thirty-mile radius of the City are California State University Fresno, Fresno City College, College of the Sequoias (Visalia), Fresno Pacific University, two law schools, a Christian college, and a graduate professional psychology school. Local television and radio stations, the Reedley Exponent newspaper which provides local communication and perspective opportunities, a full range of newspapers from around the country, a local branch public library, and an active historical society and local museum further enhance the community’s education profile.

Key to the Reedley area, however, is its exceptional recreational amenities. On the banks of the Kings River, sandy beaches and clear stretches of open water lure enthusiasts for swimming, fishing, boating and water-skiing. The Rails to Trails Path (also known as the Reedley Parkway), a Class I bicycle and pedestrian facility, is complete and exits from the Kings River to the Southeast City limits. Parks and camping grounds along the river draw families and friends and other visitors from great distances for frequent picnics and festivities. The City’s public parks, swimming pool, new sports park and comprehensive recreational program, along with its annual community-wide pageants and festivals, compete with three area golf courses, nearby Pine Flat Reservoir, Sequoia National park and the redwoods, lakes, streams, camping and hiking trails minutes away in the Sierra Nevada mountains. Reedley’s special setting is enhanced by the entertainment and shopping radius surrounding the city center, and its success in combining the best of its rural heritage and contemporary urban comforts.

Air Quality

The San Joaquin Valley is designated by the U.S. Environmental Protection Agency as a severe non-attainment area for ozone and particulate matter. The non-attainment area includes the counties of San Joaquin, Stanislaus, Merced, Madera, Fresno, Kings, Tulare, and Kern. Approximately 60% of nitrogen oxides (NOx) and volatile organic compounds (VOC), the precursor emissions that produce ozone and PM$_{10}$, are emitted by on-road mobile sources in the valley. On-road mobile sources include light, medium, and heavy-duty vehicles and trucks. The San Joaquin Valley Air Pollution Control District (SJVAPCD) has included the implementation of transportation control measures (TCMs) in its Ozone Rate of Progress Plan and PM$_{10}$ Attainment Plan. TCMs are measures designed to reduce single occupancy vehicle trips. Assembly Bill (AB) 32, the Global Warming Solutions Act directed the California Air Resources Board (ARB) to begin developing discrete early actions to reduce greenhouse gases by 2020 and Senate Bill (SB) 375

1 The United States Census Bureau
requires ARB to develop regional greenhouse gas emission reduction targets for passenger vehicles. The implementation and promotion of safe and accessible bicycle and pedestrian facilities can reduce the reliance on motor vehicles for short-range trip purposes. The projects included in this plan are designed to develop a network of bicycle and pedestrian facilities, paths, lanes, trails and routes that will allow bicycling to become an alternative and viable mode of transportation in Fresno County and the City of Reedley.

In addition, beginning in 2020, the California Environmental Quality Act (CEQA), in accordance with SB 743, will require an analysis of transportation impacts focused on reductions in vehicle miles traveled (VMT). The analysis must identify how proposed transportation and development projects will reduce VMT through reductions in vehicle trips and promoting and implementing other modes of transportation including bicycling, walking and using transit.

Regional Connectivity

Bicycling and walking are viable modes of transportation, particularly for relatively short trips in and around urban areas and rural communities. In addition, the bicyclist and pedestrians will also utilize or relate to "roads of regional significance" to connect destinations in neighboring communities. Portions of these routes are also integrated into local circulation and there are few alternative routes other than State Highways and County Roads connecting one community to another. Generally, these routes are relatively heavily traveled by trucks and cars at high speeds. Bike and pedestrian use, even if minimal, may be unsafe without some separation of facilities. This is particularly true on urban segments of these routes where use of all types is concentrated. This is where the use of the abandoned rail road tracks with the Rails to Trails Programs create a safe travel path for bicyclists and pedestrians. These "roads of regional significance", including most state highways or parallel routes and many conventional County roads, form a basic 5- to 7-mile grid network traversing the valley and foothill portions of Fresno County and Tulare County where the vast majority of population, jobs, schools and most other trip origins and destinations are located.

Benefits

Bicycle and pedestrian travel are safe, efficient, cost effective transportation options that have benefits for individuals as well as the broader community. Replacing vehicle miles with bicycle and pedestrian miles is a key part of reducing greenhouse gas emissions. The US Environmental Protection Agency (US EPA) acknowledges that greenhouse gases contribute to poor air quality, which contributes to poor health and increased health costs.

At an individual level biking and walking offers daily exercise, which reduces stress and risk for certain health problems. Regular exercise has also been shown to increase productivity and mood, which strengthens work and family connections. Additionally, most vehicle trips made are 10 miles or less and of those trips almost half are 2 miles or less. Therefore, the opportunity for short exercise is available and, if taken advantage of, could lower the risk of obesity and its associated health problems, while increasing the positive, environmental, social and economic outcomes.
Chapter II:
Existing Conditions
Existing Conditions

Education plays a critical role in Reedley’s community. The Kings Canyon Unified School District has 23 various campuses in the City of Reedley and surrounding areas that serve Reedley’s population. These campuses include eight K-5 schools, four K-8 schools, three middle schools, five high schools and three alternative schools that cumulatively serve over 9,600 students. Reedley College is the only college campus in the city limits and has served as a community hub for academia since its establishment in 1926. The college is home to a spirited athletic program, on campus housing, library, strong career guidance services, and small class sizes. Within thirty miles of Reedley, there are several other postsecondary education facilities including California State University, Fresno, Fresno City College, and Fresno Pacific University. The community’s education profile is further enhanced by local television stations, radio stations, newspapers, a branch public library, a historical society and museum, and a full range of newspapers from around the country.

The various recreational amenities surrounding Reedley have shaped the community and characteristics of the City. The Kings River runs along the outskirts of the City providing opportunity for many recreational activities including swimming, fishing, boating, camping, and picnicking. The Reedley Parkway, a Class I bicycle and pedestrian facility that runs from the Kings River to the southwest City limits, provides the region with a scenic active transit route that connects various destinations of interest. Reedley’s public parks, swimming pool, and comprehensive recreational program encourage community involvement. The nearby national parks, lakes, and streams draw visitors from all regions and provide Reedley residents access to a multitude of hiking and camping opportunities. The entertainment and shopping opportunities scattered around the City center complement Reedley's special location, further enhancing the region’s combination of rural heritage and urban comforts.
Regional Connectivity

In urban areas and rural communities, walking and biking are viable modes of transportation for short trips that help connect communities and reduce vehicular congestion and emissions. Schools, restaurants, businesses, and parks are key destinations for bicyclist and pedestrians. Pedestrians and bicyclists utilizing routes heavily traveled by trucks and cars at high speeds may be unsafe without the adequate separation of facilities. The Reedley Parkway, a Class I bicycle and pedestrian facility, is a multiuse trail facility that provides safe bicycle and pedestrian routes with access to some of Reedley’s busiest arterials. However, this facility is not capable of serving the entire Reedley area. Manning Avenue currently serves numerous motorists with various destinations, which makes it difficult and dangerous for pedestrians to cross. The angled intersections bordering the railroad grid also provide challenges for bicyclist and pedestrians. Presently, only one bike parking location has been confirmed in Reedley. However, more unconfirmed parking may exist.

Types of Bicycle Facilities

A comprehensive bicycle network contains various components and supporting facilities. Chapter 1000 of the Highway Design Manual (6th Edition) classifies bikeways into four major categories. These categories include Class I Bike Paths, Class II Bike Lanes, Class III Bike Routes, and Class IV Separated Bikeways. Each classification is described below. The City of Reedley currently has facilities recognized as Class I, Class II, Class III and Class IV.

Class I Bikeway: Bike Path

Bike Paths are off-street facilities used exclusively for nonmotorized travel. Figure 2 provides a layout of a Class I Bike Path facility. Bike Paths are typically located in landscaped corridors and provide vital recreational amenities for all who are utilizing nonmotorized modes of travel including bicyclers, pedestrians, dog walkers, runners, and skaters. Class I facilities should meet or exceed minimum standards set by the California Highway Design Manual and should be a minimum of eight feet wide providing a hard, smooth travel surface. In areas where interruptions by street intersections or driveways is minimal, bike paths should be installed. Each potential bike path location should be evaluated by merits, but an uninterrupted length of 1000 feet is desirable. ADA accessibility should be provided where necessary and all access points to the paths should be clearly marked and signed. Convenient connections to public streets should be provided and if a path is closer than five feet from the edge of a travel way, a physical barrier should be installed to prevent lane encroachment. Straight stretches should be designed for a minimum speed of 20 mph and long downgrades should be designed for 30 mph. In areas that anticipate high volumes of bikes or pedestrians, a two-way path should be created with a preferred width of twelve feet.
Figure 2
Class I Bike Path
Completely separated right-of-way for exclusive use of bicycles and pedestrians

Source: 2018 Fresno County Regional ATP

Class II Bikeway: Bike Lane

Class II Bike Lanes are on-street facilities with clear signage or markings notifying roadway users where bicycle traffic is expected to travel with preferential or exclusive priority. Figure 3 provides a layout of a typical Class II facility. Preferred bike lane facilities will have a minimum width of five feet with parking restricted. Where parking is allowed, bike lanes should have a minimum width of five feet, but a width of four feet is acceptable when the lane is bordering road or shoulder edges. All bike lanes shall have bike lane signage at the beginning of the lane, at the far side from every arterial street intersection, at all major changes in direction, and at no less than half-mile intervals. Pavement stencils and directional arrows should be placed on the far side of each intersection and may also be placed at other locations if desired. The lane shall be marked with a continuous six-inch wide stripe to indicate bike lane separation from the motor vehicle lane.

Figure 3
Class II Bike Lane

On-street striped lane for one-way bike travel

Source: 2018 Fresno County Regional ATP
Class III Bikeway: Bike Route

Bike routes are shared facilities often used to fill gaps between bike lane segments or bike paths. Bicyclists usually share the facility with motor vehicles or pedestrians on road shoulders, as shown in Figure 4. Bike route signage is required at periodic placements and at all major changes in direction. Directional arrows should also be placed at major directional changes. Bike routes are most popular along roadways with relatively low vehicular volumes, usually less than 3,000 Average Daily Traffic (ADT). Shared lane markings, or sharrows, commonly mark the pavement of Class III facilities alerting drivers that bicycles are sharing the road. Sharrow markings should be placed out of the parked vehicle zone, near the center of the travel lane.

**Figure 4**
Class III Bike Route

Source: 2018 Fresno County Regional ATP

Class IV Bikeway: Separated Bikeway

Class IV Separated Bikeways are commonly known as cycle tracks and provide facilities that are distinctly separated from vehicular and pedestrian traffic. They are located within the street right-of-way but provide separation from vehicular traffic with a physical vertical barrier. Vertical curbs, painted buffers with flexible posts, parked cars, landscaped areas, large planters, or fixed barriers are commonly used to separate these facilities. Separated bikeways can also be constructed by elevating the bike lane above the vehicular lanes with continuously sloped transitions. Separated bikeways can be designated as either one-way or two-way facilities. The layout for a common Class IV bikeway facility is shown in Figure 5. The preferred separated bikeway has a lane width of seven feet and a minimum buffer width of two to three feet. Class IV facilities require wider right-of-way than Class II and Class III facilities and are most effectively implemented along segments with high vehicular volumes and few driveways.
Pedestrian Facilities

A comprehensive network that provides regional connectivity includes various pedestrian facilities. Chapter 100 of the Highway Design Manual (6th Edition) and local agency standards outline specifications for the creation of adequate pedestrian facilities. A description of pedestrian trails, sidewalks, and crosswalks is provided below.

Trails

Class I bikeways are considered shared-use facilities to accommodate nonmotorized travel methods including walking. Class I facilities should meet or exceed minimum standards set by the California Highway Design Manual and should be a minimum of eight feet wide providing a hard, smooth travel surface.

Sidewalks

Sidewalks are paved segments adjacent to vehicular roadways created for use by pedestrians. Unless prohibited, bicyclists may ride on the sidewalk where bicycle facilities are not provided. Unlike shared-use paths, or Class I bicycle facilities, sidewalks are located directly adjacent to the main right-of-way. The California Highway Design Manual recognizes a minimum width of eight feet between curb and buildings for preferred sidewalk facilities in urban and rural main street place types. For all other locations, the minimum sidewalk width is six feet when contiguous to a curb, or five feet when separated from right-of-way by a planting strip.

Crosswalks

Crosswalks delineate the designated crossing areas for pedestrians crossing vehicular roadways. Crosswalks can be classified as controlled or uncontrolled depending on the intersection type they are
traversing. At uncontrolled traffic intersections, crosswalks are considered uncontrolled and vehicles are required under California law to yield to pedestrians. At intersections controlled by stop signs or traffic signals, the pedestrian crossings are considered controlled crosswalks. As designated by California MUTCD, marked crosswalks are striped. Unmarked crosswalks are not striped and must have both of the following elements: occurrence at an intersection, and occurrence where the sidewalk connects to an intersection. No unmarked crosswalks can occur without these two elements.

Existing Bicycle and Pedestrian Facilities

The City of Reedley currently includes 17 miles of bicycle facilities and 126 miles of sidewalks. Table 1 summarizes Reedley’s existing facilities by type. Figures 6 shows the existing bicycle facilities, bicycle parking locations, and any segments lacking sidewalk coverage. Existing pedestrian facilities are shown in Figure 7.

Table 1
City of Reedley
Existing Bicycle and Pedestrian Facilities

<table>
<thead>
<tr>
<th>Facility Type</th>
<th>Miles</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sidewalks</td>
<td>126</td>
</tr>
<tr>
<td>Class I Bike Paths</td>
<td>3.5</td>
</tr>
<tr>
<td>Class II Bike Paths</td>
<td>11.8</td>
</tr>
<tr>
<td>Class III Bike Routes</td>
<td>1.7</td>
</tr>
<tr>
<td>Class IV Separated Bikeways</td>
<td>.25</td>
</tr>
</tbody>
</table>

City of Reedley
Bicycle and Pedestrian Mobility Plan

Existing Bicycle Facilities - Figure 6

- Class I Bikeway (Bike Path)
- Class II Bikeway (Bike Lane)
- Class III Bikeway (Bike Route)
- Class IV Bikeway (Separated Bikeway)

Bicycle Parking
Segments Without Sidewalk
Rail Road

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Existing Pedestrian Facilities - Figure 7

- Sidewalk on one-side of street
- No sidewalks either side of street
- Existing Bike or Pedestrian Trail
- School
Notable safety and comfort factors applicable to the safety and comfort of bicycling and walking in Reedley are listed below:

✓ Safe pedestrian crossing along Manning Avenue, a busy major arterial providing access to schools and retail, can be challenging; especially mid-block crossing of the facility.
✓ The angled intersections adjacent to the railroad grid can be challenging for bicyclists and pedestrians to safely navigate.
✓ The Kings River corridor provides a good opportunity for the creation of new trails.

The City of Reedley several key destinations for bicyclists and pedestrian including:

✓ Reedley College and other schools in the area
✓ A downtown area along G street with restaurants and businesses
✓ Manning Ave through the City of Reedley
✓ Recreational areas along the Kings River
✓ Reedley Park and Ride
✓ Sierra-Kings District Hospital/Adventist Medical Center
✓ Camacho, Citizens, and Cricket Hollow Parks, Kelly’s Beach, and Hauli Huvila
Figure 8 is the General Plan Zoning Map for the City identifying residential, commercial, and industrial areas and Figure 9 shows the Reedley Parkway. The Reedley Parkway is a continuous 3.2-mile non-motorized multi-use transportation corridor built on abandoned Tulare Valley Railroad railway. The Parkway runs from the Kings River to the City Sports Park and contains amenities for bicyclists and pedestrians using the facilities. Along the route, the Parkway connects some the of the community’s busiest streets and allows access to most of the City’s commercial center, downtown area including City Hall, several schools including Reedley College, the industrial sector as well as a Park and Ride facility. The Parkway is widely used by people of all ages for biking, walking, jogging, rollerblading and picnicking.

Information on recent Reedley bicycle and pedestrian facilities expenditures in provided in Table 2.

<table>
<thead>
<tr>
<th>Project</th>
<th>Description</th>
<th>Cost ($)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sidewalks Projects (FY 11/12)</td>
<td>Sidewalks Projects</td>
<td>1,296</td>
</tr>
<tr>
<td>Pedestrian and Trails (FY 11/12)</td>
<td>Pedestrian and Trails Projects</td>
<td>17,744</td>
</tr>
<tr>
<td>Bike Facilities (FY11/12)</td>
<td>Bike Facilities Projects</td>
<td>1,300</td>
</tr>
<tr>
<td>Sidewalks Projects (FY 12/13)</td>
<td>Sidewalks Projects</td>
<td>11,851</td>
</tr>
<tr>
<td>Pedestrian and Trails (FY 12/13)</td>
<td>Pedestrian and Trails Projects</td>
<td>57,111</td>
</tr>
<tr>
<td>Bike Facilities (FY12/13)</td>
<td>Bike Facilities Projects</td>
<td>395</td>
</tr>
<tr>
<td>Sidewalks Projects (FY 13/14)</td>
<td>Sidewalks Projects</td>
<td>13,443</td>
</tr>
<tr>
<td>Pedestrian and Trails (FY 13/14)</td>
<td>Pedestrian and Trails Projects</td>
<td>34,157</td>
</tr>
<tr>
<td>Bike Facilities (FY13/14)</td>
<td>Bike Facilities Projects</td>
<td>144,239</td>
</tr>
<tr>
<td>Sidewalks Projects (FY 14/15)</td>
<td>Sidewalks Projects</td>
<td>12,947</td>
</tr>
<tr>
<td>Sidewalks Projects (FY 15/16)</td>
<td>Sidewalks Projects</td>
<td>20,486</td>
</tr>
<tr>
<td>Sidewalks Projects (FY 16/17)</td>
<td>Sidewalks Projects</td>
<td>24,247</td>
</tr>
<tr>
<td>Pedestrian and Trails (FY 16/17)</td>
<td>Pedestrian and Trails Projects</td>
<td>50,000</td>
</tr>
</tbody>
</table>

*Source: City of Reedley, 2017*

The City of Reedley normally completes maintenance of the City’s pavement, striping and markings, pedestrian signals, lighting, vegetation, and ADA (Americans with Disabilities Act) ramps/facilities once a year.
Figure 8
Disadvantaged Communities in Reedley

Per the California Public Utilities Commission (CPUC), Disadvantaged Communities refers to the areas throughout California which most suffer from a combination of economic, health, and environmental burdens. These burdens are identified as poverty, high unemployment, health conditions such as asthma and heart disease, as well as air and water pollution, and hazardous wastes. Senate Bill 350 calls for the state to help improve air quality and economic conditions in these communities. The State uses an analytical tool, CalEnvironScreen in conjunction with collecting information related to communities all over the state and their local environments to identify which communities are most burdened or “disadvantaged” by the different factors, taken together. If designated as disadvantaged (defined as the top 25% scoring census tract areas from the CalEnvironScreen analysis process), the community is eligible to receive funds from the Cap-and-Trade funding program to achieve additional reductions of greenhouse gas emissions, and to the extent feasible, to further other goals of Assembly Bill 32 and Senate Bill 862. The majority of the City, especially the southern and eastern areas, meet at least one of the criteria to be designated as disadvantaged. Figures 10 through 13 provide information for the City of Reedley’s disadvantaged communities.
Existing Bicycle and Pedestrian Facility Counts

The first step toward assessing the Project area is to evaluate existing bicycle and pedestrian conditions. Existing Daily and AM and PM peak hour bicycle and pedestrian movements were collected along existing bicycle and pedestrian facilities in the City of Reedley. Peak hour bicycle and pedestrian counts were conducted for the peak hour periods of 7:00-9:00 AM and 2:00-4:00 PM. These peak hour time periods correspond with the start and finish times for local schools in the study area. Twenty-four (24) hour counts along the Reedley Parkway were also taken. Existing Daily and AM and PM peak hour bicycle and pedestrian volumes are shown in Figures 14 and 15. Below is a list of the count locations along with the corresponding count date.

✓ Count Locations 1 and 2 (Parlier Avenue) – 6/8/2018
✓ Count Location 3 (Frankwood Avenue) – 10/23/2018
✓ Count Location 4 (Manning Avenue) – 10/23/2018 and 10/24/2018
✓ Count Location 5 (Reedley Parkway) – Bicycle Count 5/10/2016 - Pedestrian Count 5/3/2016
✓ Count Location 6 (North Avenue) – 9/13/2018
✓ Count Location 7 (Rails to Trails Path) – Bicycle Count 5/9/2016 - Pedestrian Count 5/3/2016
✓ Count Location 8 (J Street) – 6/5/2018 and 6/6/2018
✓ Count Location 9 (13th Street) – 6/5/2018 and 6/6/2018
✓ Count Location 10 (Reedley Parkway) – Bicycle Count 5/9/2016 - Pedestrian Count 5/5/2016
✓ Count Location 11 (Hope Avenue) – 9/13/2018 and 9/18/2018
✓ Count Location 12 (Northeast Avenue) – 9/13/2018 and 9/19/2018
✓ Count Location 13 (Duff Avenue) – 6/5/2018
✓ Count Location 14 (Duff Avenue) – 6/5/2018
✓ Count Location 15 (Dinuba Avenue) – 9/18/2018 and 9/19/2018
✓ Count Location 16 (Reedley Parkway) – Bicycle Count 5/14/2016 - Pedestrian Count 5/5/2016
✓ Count Location 17 (Zumwalt Avenue) – 6/5/2018
✓ Count Location 18 (Buttonwillow Avenue) – 9/19/2018

It should be noted that the bicycle and pedestrian counts will not be used for specific designs plans (i.e. not like a traffic study that determines a left turn pocket length). However, the bicycle and pedestrian counts provide a sense of current travel patterns and the types of bicycle and pedestrian facilities that serve the Reedley community and will be considered as future pedestrian and bicycle needs are addressed during the planning process.

The U.S. Census American Community Survey collected data which noted that approximately 1.2% of Reedley workers commute to work by bicycling and 1.5% commute to work by walking. The share of commuters that bike to work is equal to California’s statewide average, but the share of people who walk to work is lower than the State average as depicted in Table 3.
City of Reedley
Bicycle and Pedestrian Mobility Plan

Existing Pedestrian Volumes - Figure 15

* Volumes include a combination of pedestrian and bicycle trips
** Daily volumes
### Table 3
City of Reedley
Trips to Work by Bicycling and Walking

<table>
<thead>
<tr>
<th>Jurisdiction</th>
<th>Bicycle</th>
<th>Walk</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Estimate</td>
<td>Share</td>
</tr>
<tr>
<td>Reedley</td>
<td>116</td>
<td>1.2%</td>
</tr>
<tr>
<td>California</td>
<td>188,736</td>
<td>1.2%</td>
</tr>
</tbody>
</table>


### Bicycle and Pedestrian Crash Statistics

In 2017, the National Highway Traffic Safety Administration (NHTSA) reported 2015 bicycle and pedestrian collision statistics. A traffic crash is defined as an incident that involved one or more motor vehicles where at least one vehicle was in transport and the crash originated on a public traffic way such as a road or highway. Crashes that occurred on private property, including parking lots and driveways, are excluded from the analysis. Crash statistics related to bicycling riders are defined as pedalcyclists and refer to bicyclist and other cyclists including riders of two-wheel, nonmotorized vehicles, tricycles, and unicycles powered solely by pedals. In 2015, over 1,000 cyclists were killed in the United States (U.S.). For crash statistics, pedestrians are defined as any person on foot, walking, running, jogging, hiking, sitting, or lying down who is involved in a motor vehicle traffic crash. In 2015, there were 5,376 pedestrians killed in traffic crashes in the U.S., the highest number since 1996. Figures 16 and 17 identify locations of injury collisions in Reedley involving bicyclists and pedestrians and Figure 18 shows collision data by severity and year.
Bicyclist Collisions - Figure 16

- Bicyclist Collision (Injury)
- School
Pedestrian Collisions - Figure 17

- Pedestrian Collision (Injury)
- School
Total Collisions By Year - Figure 18

- **All Collisions**: Total: 183
  - Pedestrian: 11.5%
  - Bicyclist: 78.7%
  - No Pedestrian or Bicyclist: 9.8%

- **Severe Injuries**: Total: 12
  - Pedestrian: 41.7%
  - Bicyclist: 41.6%
  - No Pedestrian or Bicyclist: 16.7%

- **Fatalities**: Total: 0

**Yearly Breakdown**

<table>
<thead>
<tr>
<th>Year</th>
<th>Pedestrian</th>
<th>Bicyclist</th>
<th>No Pedestrian or Bicyclist</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>2009</td>
<td>5</td>
<td>29</td>
<td>25</td>
<td>39</td>
</tr>
<tr>
<td>2010</td>
<td>3</td>
<td>29</td>
<td>2</td>
<td>36</td>
</tr>
<tr>
<td>2011</td>
<td>2</td>
<td>23</td>
<td>24</td>
<td>30</td>
</tr>
<tr>
<td>2012</td>
<td>4</td>
<td>37</td>
<td>3</td>
<td>43</td>
</tr>
<tr>
<td>2013</td>
<td>6</td>
<td>26</td>
<td>3</td>
<td>35</td>
</tr>
</tbody>
</table>

**Sources**: Traffic Injury Mapping System, 2017; Fehr & Peers, 2017
Chapter III: Goals, Objectives, and Policies
GOAL: Provide safe, accessible, and continuous bicycle and pedestrian facilities as an integral component of a multi-modal transportation network.

Objectives:
✓ Continue development of a continuous bicycle and pedestrian network linking residential communities with schools, employment areas, shopping centers, and recreational activities.
✓ Maintain signage, striping, shoulders, lane clearances, and pathways on the existing bicycle and pedestrian transportation network.
✓ Provide bicycle and pedestrian support facilities, including bike racks, at popular destination areas and installed on transit vehicles.

Policies:
▪ Encourage Caltrans to adopt policies and design standards that include the accommodation of bicycle and pedestrian travel on all new construction, reconstruction, and capacity increasing streets and highway projects where practical and feasible.
▪ Encourage Caltrans to create bicycle and pedestrian facilities consistent with state design specifications.
▪ Encourage and support grant opportunities for bicycle and pedestrian facilities as designated in the Bicycle and Pedestrian Mobility Plan.

GOAL: Recognition of the bicycle and walking as viable alternative modes of transportation that necessitates inclusion in local, regional and state transportation planning efforts.

Policies:
▪ Encourage public participation in the planning processes of bicycle and pedestrian transportation facilities.
▪ Through public awareness programs, identify and support bicycling as a viable mode of transportation that lessens traffic congestion, promotes physical fitness, and improves air quality.

GOAL: Promote bicycle and pedestrian safety through the education and enforcement of traffic laws.

Objectives:
✓ Develop and distribute the Reedley, Fresno County, and Tulare County Connectors Bikeway Map pamphlets that includes information on bicycle and pedestrian safety and rules.
**City of Reedley**
**Bicycle and Pedestrian Mobility Plan**

**Policies:**
- Support strict enforcement of state and local traffic laws pertinent to bicycle and pedestrian safety and the interaction between bicycles, pedestrians and motor vehicles.
- Encourage the inclusion of bicycle and pedestrian rules and regulations as part of the Department of Motor Vehicles’ driver’s license examinations.
- Promote the Bicycle and Pedestrian Month of May through the encouragement of bicycling and walking activities and notices.

**GOAL:** Advance the development of a continuous bicycle and pedestrian transportation network through the maximization of funding opportunities.

**Policies:**
- Identify funding sources and notify member agencies of requirements for all federal, state, regional, and local bicycle and pedestrian transportation funding programs.
- Prioritize projects that enhance the development of a continuous bicycle and pedestrian transportation system.
- Support transportation grant applications and maintain qualified staff that will assist in seeking funding for bicycle and pedestrian facility projects. Qualified staff may also maintain bikeway specifications and standards for designers and developers to utilize.

**GOAL:** Implementation of the Fresno County Regional Active Transportation Plan.

**Objectives:**
- ✓ Create a network of safe and attractive trails, sidewalks, and bikeways that connect Reedley residents to key destinations, especially local schools, parks, and transit.
- ✓ Create a network of regional bikeways that allows bicyclists to safely ride between Reedley and other regional destinations.
- ✓ Increase walking and bicycling trips in the region by creating user-friendly facilities.
- ✓ Increase safety by creating bicycle and pedestrian facilities and improving crosswalks and sidewalks for pedestrians.

**RELATIONSHIP TO CITY PLANS AND POLICIES**

The Reedley General Plan is the primary document specifying goals and policies for the City, including those relating to walking and bicycling. The Reedley 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 Reedley. These plans are discussed in Chapter 2, Existing Conditions, and in Appendix C, Relationship to State and Federal Plans and Policies.
The Reedley City Council adopted the Reedley General Plan 2030 Update in February 2014. This plan establishes guidance for future planning in the City extending to the year 2030.

**Circulation Element**
The Circulation element is designed to function as a comprehensive transportation plan covering streets, highways, bikeways, public transportation, railway and airport systems, and truck routes.

The Bikeways Transportation System section discusses the City’s commitment to bicycling and walking.

The goals related to bicycling and walking from the Goals and Policies section are included below:

- **CIR 3.2A** - The City will design and maintain a fully integrated local transportation network that provides for the movement of people and goods in an orderly, safe, and efficient manner.
- **CIR 3.2E** - Provide a street and highway system which can accommodate alternative modes of travel.
- **CIR 3.4A** - Encourage the use of bicycles as a viable means of transportation.
- **CIR 3.4B** - Develop a continuous and easily accessible bikeways system which facilitates the use of the bicycle as a viable alternative transportation mode.
- **CIR 3.4C** - Develop programs, standards, ordinances, and procedures to achieve and maintain safe conditions for bicycle use.
- **CIR 3.4D** - Encourage bicycling for reasons of ecology, health, economy, and enjoyment as well as for transportation use.

**Conservation, Open Space, Parks and Recreation Element**
The Conservation, Open Space, Parks and Recreation Element includes discussions of transportation, circulation, and parks and recreation.

The goals related to bicycling and walking from the Goals and Policies section are included below:

- **COSP 4.10A** - Develop innovative transportation systems that incorporate alternative transportation modes into existing system design.
- **COSP 4.18A** - Facilitate greater community connectivity with recreation, parks, and programs in Reedley through the development of an integrated system of trails, bikeways, parks and open space.

**Land Use Element**
The Land Use Element establishes urban development goals, policies and land use patterns which seek to maximize orderly development, while minimizing potential competing interests and adverse impacts of development on the local economy and physical environment. The Land Use Element is viewed as one of the core elements of the General Plan and is the most frequently referenced element. Providing an active transportation linkage within this element is vital to ensuring projects are properly planned for and implemented. The guiding principle of the Land Use Element most related to bicycling and walking is included below:
City of Reedley
Bicycle and Pedestrian Mobility Plan

✓ 2.3 (e) – Seek a balanced and compatible land use pattern which accommodates projected population growth and encourages alternative transportation such as walking, bicycling or transit.

City of Reedley 2010 Bicycle Transportation Plan (2010)

The Reedley City Council adopted the 2010 Bicycle Transportation Plan (BTP) Update in December 2010. The BTP addressed all the required elements that comprise a Bicycle Transportation Plan, as listed in Section 891.2 of the California Streets and Highways Code. The purpose of the Plan is to provide long-term guidance and connectivity for the development of a comprehensive bicycle transportation network in Reedley. The Plan details goals, objectives, policies, and facilities standards. The Plan also proposes a network of bike paths, lanes, and routes, and identifies potential funding sources.

The goals related to bicycling from the Goals, Objectives, and Policies section are included below:

✓ Provide safe, accessible, and continuous bicycle facilities as an integral component of a multi-modal transportation network.
✓ Recognition of the bicycle as a viable alternative mode of transportation that necessitates inclusion in local, regional, and state transportation planning efforts.
✓ Promote bicycle safety through the education and enforcement of traffic laws.
✓ Advance the development of a continuous bicycle transportation network through the maximization of funding opportunities.


This American with Disabilities (ADA) Self-Evaluation and Transition Plan was prepared to fulfill the requirements set forth in ADA, Title II 28 CFR. Part 35 Sec. 35.105 and Sec. 35.150. The Plan will serve as a guide to ensure that all of the City’s facilities, services, programs and activities are accessible to all users. This report will assist the City and government entities to identify policy, program, and physical barriers to accessibility and to develop solutions that will allow for accessibility to all users.

City of Reedley Standard Specifications (2007)

The City of Reedley Standard Specifications contain specifications for sidewalks in Section 16.

City of Reedley Standard Drawings (2016)

The City of Reedley Standard Drawings define standards applicable to sidewalks, Class I bike paths, on-street bike lanes, and striping on City roadways. These drawings include:

✓ ST-1 to ST-3: Street Cross Sections
✓ ST-8: Curb, Gutter & Sidewalk
✓ ST-33 to ST-34: Major Street Connections for Local Streets and Street Type Approaches (includes bike lane striping)
✓ ST-37: Typical Bike Lane Cross-Sections • ST-76 to ST-78: Multi-Purpose Trails
The Municipal Code and Charter of Reedley is a compilation of all of the City of Reedley’s ordinances, codified into regulations. In the code, regulations are grouped by subject matter into titles. With a few minor exceptions, most regulations concerning pedestrian and bicycle planning and riding can be found in Title 6, “Motor Vehicles and Traffic,” Title 7, “Public Ways and Property,” and Title 11, “Subdivision Regulations.”

The section with direct applicability to the ATP is 6-3-2, Operation of Bicycles:

✓ 6-3-2: Operation of Bicycles

It shall be unlawful for any person to ride or operate a bicycle in violation of any of the rules of the road as set forth in this section as follows:

A. Riding on Sidewalks: The public works department is authorized to erect signs on any sidewalk or roadway prohibiting the riding of bicycles thereon by any person; and when such signs are in place, no person shall disobey the same. Where permitted, persons riding bicycles on sidewalks shall do so in a single file.

Whenever any person is riding a bicycle upon a sidewalk, such person shall yield the right of way to any pedestrian, and shall give an audible signal.

Before overtaking and passing such pedestrian. At the intersection of two (2) or more sidewalks, where the vision of the operator of a bicycle is so restricted by hedges, bushes, buildings or any other obstruction so that the approach of a pedestrian cannot be observed and there is danger of a collision with the pedestrian, the operator of a bicycle shall dismount and walk through the intersection of the sidewalks.

B. Speed: No person shall operate a bicycle at a speed greater than is reasonable and prudent under the conditions then existing, and every bicycle shall be operated with reasonable regard to the safety of the operator and other persons upon the streets, sidewalks and public highways of the city.

C. Emerging from Alley or Driveway: The operator of a bicycle emerging from an alley, driveway or building shall, upon approaching a sidewalk or the sidewalk area extending across any alleyway, yield the right of way to all pedestrians approaching on said sidewalks or sidewalk area, and upon entering the roadway shall yield the right of way to all vehicles approaching on said roadway.

D. Clinging to Vehicles: No person riding upon any bicycle shall cling or attach the same or himself to any other moving vehicle or streetcar or person in any other vehicle.

E. Carrying Articles: No person operating a bicycle shall carry any package, bundle or article which prevents the rider from keeping at least one hand upon the handlebars.
F. **Riding on Roadways and Bicycle Paths:** Every person operating a bicycle upon a roadway shall ride as near to the right-hand side of the roadway as practicable, exercising due care when passing a standing vehicle or one proceeding in the same direction.

Persons riding bicycles upon a roadway shall not ride more than two (2) abreast except on paths or parts of roadways set aside for the exclusive use of bicycles.

G. **Passengers:** No person riding or operating a bicycle in the city shall carry another person on said bicycle, unless such person or passenger is seated upon an individual seat or carrier separate from that intended to be used by the operator.

No person shall ride upon a bicycle as a passenger, unless he is seated upon an individual seat or carrier separate from that intended to be used by the operator.

H. **Towing:** No person riding or operating a bicycle in the city shall tow any other vehicle or person, except that bicycle trailers used for the delivery of newspapers, magazines or merchandise may be towed when being used in such delivery service.

I. **Racing:** No person riding or operating a bicycle upon a public highway or street shall participate in any race, speed or endurance contest unless such race or endurance contest has the written permission of the chief of police.

J. **Traffic Signals:** Every person operating a bicycle shall stop for all arterial highways and traffic signals.

K. **Parking:** No person shall park any bicycle against windows or parking meters or on the main traveled portion of the sidewalk, nor in such manner as to constitute a hazard to pedestrians, traffic or property.

If there are no bicycle racks or other facilities intended to be used for parking of bicycles in the vicinity, bicycles may be parked on the sidewalk in an upright position parallel to and within twenty-four inches (24”) of the curb.

L. **Parks, Playgrounds and Schools:** No person shall ride or operate a bicycle upon any playground, park or school ground, where children are playing, without permission of the person having supervision thereof.
Chapter IV: Planned Networks
Planned Networks

Five E’s of Active Transportation

Each community with active transportation facilities are unique areas with their own natural benefits and challenges – from climate and topography to culture and population density. It has been noted that there are essential elements across five categories – known as the Five E’s – that are consistent in making places great for bicycle and pedestrian activities. The Five E’s are:

✓ Engineering – creating safe and convenient places to ride, park, and walk
✓ Education – giving people of all ages and abilities the skills and confidence to ride
✓ Encouragement – creating a strong bike culture that welcomes and celebrates bicycling
✓ Enforcement – ensuring safe roads for all users
✓ Evaluation and Planning – planning for bicycling and walking as safe and viable transportation options

The City of Reedley has, and will continue, to plan and work toward supporting the elements of the Five E’s. Table 4 shows Reedley’s recent efforts supporting the Five E’s of active transportation.

<table>
<thead>
<tr>
<th>E</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Encouragement</td>
<td>The City of Reedley holds various walking/jogging events, which include the Reedley Fiesta Walk/Run, Reedley Parkway Run, and Blossom Trail Weekend Bike Ride</td>
</tr>
<tr>
<td>Engineering</td>
<td>The City of Reedley has completed bicycle and pedestrian improvement projects as shown in Table 2. The City of Reedley developed a Bicycle Master Plan as discussed earlier in this chapter.</td>
</tr>
<tr>
<td>Evaluation</td>
<td>The City of Reedley has performed pedestrian/bicyclist counts in recent years using Tube Counters and PYRO-Box</td>
</tr>
</tbody>
</table>

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

Planned Bicycle and Pedestrian Networks

Planned bicycle and pedestrian networks for Reedley include shared-use paths, bike lanes and routes, sidewalks, and crosswalk improvements. The planned bicycle and pedestrian networks are summarized...
in Table 5 and shown in Figures 19 and 20. A listing of planned bicycle and pedestrian projects is shown in Tables 6 and 7, and costs related to implementation of these planned facilities is shown in Table 8. The proposed networks are designed to connect to Reedley’s existing multi-use trails, to provide access to key destinations, and to serve as recreational assets. Sidewalk improvements will fill gaps in the pedestrian network and add crossing improvements to enhance safety near schools and across busy roads.

### Table 5
City of Reedley
Planned Bicycle and Pedestrian Facilities

<table>
<thead>
<tr>
<th>Facility Type</th>
<th>Existing (Miles)</th>
<th>Planned (Miles)</th>
<th>Total (Miles)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sidewalk</td>
<td>126.0</td>
<td>4.3</td>
<td>130.3</td>
</tr>
<tr>
<td>Class I Bike Path</td>
<td>3.5</td>
<td>7.0</td>
<td>10.5</td>
</tr>
<tr>
<td>Class II Bike Lane</td>
<td>11.8</td>
<td>33.1</td>
<td>44.9</td>
</tr>
<tr>
<td>Class III Bike Route</td>
<td>1.7</td>
<td>7.5</td>
<td>9.2</td>
</tr>
<tr>
<td>Class IV Separated Bikeway</td>
<td>0.25</td>
<td>5.25</td>
<td>5.5</td>
</tr>
</tbody>
</table>


### Table 6
City of Reedley
Bicycle List of Projects

<table>
<thead>
<tr>
<th>Facility Type</th>
<th>Location</th>
<th>High Priority</th>
<th>Length (Miles)</th>
<th>Cost ($)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reedley Bicycle Projects</td>
<td>Along river from north SOI to Reed Ave</td>
<td>5.30</td>
<td>3,975,000</td>
<td></td>
</tr>
<tr>
<td>Class I</td>
<td>Sports Field\Canal Loop Trail</td>
<td>0.84</td>
<td>630,000</td>
<td></td>
</tr>
<tr>
<td>Class I</td>
<td>Driveway through hospital and right-of-way from Parlier Ave to Manning Ave</td>
<td>0.54</td>
<td>405,000</td>
<td></td>
</tr>
<tr>
<td>Class I</td>
<td>From Reed Ave\Parlier Ave to connect to Class I by river</td>
<td>0.24</td>
<td>180,000</td>
<td></td>
</tr>
<tr>
<td>Class I</td>
<td>Spur from Carob Ct to hospital</td>
<td>0.08</td>
<td>60,000</td>
<td></td>
</tr>
<tr>
<td>Class II</td>
<td>Frankwood Ave from Dinuba Ave to Floral Ave</td>
<td>High</td>
<td>1.97</td>
<td>345,000</td>
</tr>
<tr>
<td>Class II</td>
<td>Parlier Ave from Reed Ave to Frankwood Ave</td>
<td>High</td>
<td>1.00</td>
<td>175,000</td>
</tr>
<tr>
<td>Class II</td>
<td>Dinuba Ave from Orange Ave to Zumwalt Ave</td>
<td>High</td>
<td>0.64</td>
<td>112,000</td>
</tr>
<tr>
<td>Class II</td>
<td>Reed Ave from South Ave to Olson Ave</td>
<td>5.96</td>
<td>1,043,000</td>
<td></td>
</tr>
<tr>
<td>Class II</td>
<td>Zumwalt Ave from Manning Ave to Dinuba Ave</td>
<td>3.99</td>
<td>698,000</td>
<td></td>
</tr>
<tr>
<td>Class II</td>
<td>Buttonwillow Ave from South Ave to Washington Ave</td>
<td>3.71</td>
<td>649,000</td>
<td></td>
</tr>
<tr>
<td>Class II</td>
<td>Dinuba St from Reed Ave to Fisher Ave</td>
<td>2.18</td>
<td>382,000</td>
<td></td>
</tr>
<tr>
<td>Facility Type</td>
<td>Location</td>
<td>Length (Miles)</td>
<td>Cost ($)</td>
<td></td>
</tr>
<tr>
<td>---------------</td>
<td>----------</td>
<td>----------------</td>
<td>----------</td>
<td></td>
</tr>
<tr>
<td>Class II</td>
<td>Davis Ave from Frankwood Ave to Buttonwillow Ave</td>
<td>2.03</td>
<td>355,000</td>
<td></td>
</tr>
<tr>
<td>Class II</td>
<td>Parlier Ave from Thompson Ave to east of Buttonwillow Ave</td>
<td>1.89</td>
<td>331,000</td>
<td></td>
</tr>
<tr>
<td>Class II</td>
<td>Duff Ave and connection to Silas Bartsch school cul-de-sac</td>
<td>1.50</td>
<td>263,000</td>
<td></td>
</tr>
<tr>
<td>Class II</td>
<td>Springfield Ave from East Ave to Buttonwillow Ave</td>
<td>1.49</td>
<td>261,000</td>
<td></td>
</tr>
<tr>
<td>Class II</td>
<td>Buttonwillow Ave from Huntsman Ave to Floral Ave</td>
<td>1.03</td>
<td>180,000</td>
<td></td>
</tr>
<tr>
<td>Class II</td>
<td>Springfield Ave from Buttonwillow Ave to Zumwalt Ave</td>
<td>1.02</td>
<td>179,000</td>
<td></td>
</tr>
<tr>
<td>Class II</td>
<td>Olson Ave from Kings River Rd to existing Class I west of Reed Ave, and Kings River Rd from Huntsman Ave to Olson Ave</td>
<td>1.01</td>
<td>177,000</td>
<td></td>
</tr>
<tr>
<td>Class II</td>
<td>Herbert Ave from Reed Ave to Frankwood Ave</td>
<td>0.99</td>
<td>173,000</td>
<td></td>
</tr>
<tr>
<td>Class II</td>
<td>Frankwood Ave from South Ave to West Cambridge Dr</td>
<td>0.75</td>
<td>131,000</td>
<td></td>
</tr>
<tr>
<td>Class II</td>
<td>Dinuba Ave from Zumwalt Ave to east of Zumwalt Ave</td>
<td>0.56</td>
<td>98,000</td>
<td></td>
</tr>
<tr>
<td>Class II</td>
<td>8th St from F St to I St</td>
<td>0.49</td>
<td>86,000</td>
<td></td>
</tr>
<tr>
<td>Class II</td>
<td>13th St from existing trail to J St</td>
<td>0.47</td>
<td>82,000</td>
<td></td>
</tr>
<tr>
<td>Class II</td>
<td>East Ave from Manning Ave to 11th St to connect to existing facilities</td>
<td>0.43</td>
<td>75,000</td>
<td></td>
</tr>
<tr>
<td>Class III</td>
<td>Haney Ave from Springfield Ave to Evening Glow Ave, Evening Glow Ave from Haney Ave to Columbia Ave, Columbia Ave from Evening Glow Ave to Dinuba Ave</td>
<td>High</td>
<td>1.49</td>
<td>12,000</td>
</tr>
<tr>
<td>Class III</td>
<td>North Ave from Columbia Ave to Haney Ave</td>
<td>High</td>
<td>0.50</td>
<td>4,000</td>
</tr>
<tr>
<td>Class III</td>
<td>Washington Ave from East Ave to Columbia Ave</td>
<td>High</td>
<td>0.50</td>
<td>4,000</td>
</tr>
<tr>
<td>Class III</td>
<td>Sunset Ave from Springfield Ave to existing Class I</td>
<td>High</td>
<td>0.25</td>
<td>2,000</td>
</tr>
<tr>
<td>Class III</td>
<td>Columbia Rd from South Ave to Manning Ave</td>
<td>High</td>
<td>1.99</td>
<td>16,000</td>
</tr>
<tr>
<td>Class III</td>
<td>Haney Ave from Manning Ave to Springfield Ave</td>
<td>High</td>
<td>1.06</td>
<td>8,000</td>
</tr>
<tr>
<td>Class III</td>
<td>Olson Ave from Hope Ave to Frankwood Ave</td>
<td>High</td>
<td>0.75</td>
<td>6,000</td>
</tr>
<tr>
<td>Class III</td>
<td>Acacia Ave from Manning Ave to North Ave</td>
<td>High</td>
<td>0.47</td>
<td>4,000</td>
</tr>
<tr>
<td>Class III</td>
<td>Sunset Ave from Springfield Ave to Evening Glow Ave, Evening Glow Ave from Sunset Ave to Columbia Ave</td>
<td>High</td>
<td>0.51</td>
<td>4,000</td>
</tr>
<tr>
<td>Class IV</td>
<td>Manning Ave from Kings River Rd to Zumwalt Ave*¹</td>
<td>High</td>
<td>5.48</td>
<td>1,096,000</td>
</tr>
</tbody>
</table>

*¹ The Fresno County Regional ATP does designate Manning as a Class IV Facility.

Source: Fresno County Regional Active Transportation Plan, January 2018
<table>
<thead>
<tr>
<th>Facility Type</th>
<th>Location</th>
<th>Crossing Treatment Level</th>
<th>High Priority</th>
<th>Length (Miles)</th>
<th>Cost ($)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reedley Pedestrian Projects</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Pedestrian Crossing</td>
<td>Across Manning Ave at sidewalk east of Reedley High School pool</td>
<td>High</td>
<td>High</td>
<td>N/A</td>
<td>200,000</td>
</tr>
<tr>
<td>Pedestrian Crossing</td>
<td>Across Frankwood Ave at Myrtle Ave</td>
<td>Low</td>
<td>High</td>
<td>N/A</td>
<td>5,000</td>
</tr>
<tr>
<td>Pedestrian Crossing</td>
<td>Across Manning Ave at Fisher Ave</td>
<td>High</td>
<td></td>
<td>N/A</td>
<td>200,000</td>
</tr>
<tr>
<td>Sidewalks</td>
<td>Zumwalt Ave from Manning Ave to Evening Glow Ave</td>
<td>N/A</td>
<td>High</td>
<td>1.29</td>
<td>441,000</td>
</tr>
<tr>
<td>Sidewalks</td>
<td>Frankwood Ave from 10th St to North Ave</td>
<td>N/A</td>
<td>High</td>
<td>0.07</td>
<td>23,000</td>
</tr>
<tr>
<td>Sidewalks</td>
<td>Justine Ave north of Springfield Ave</td>
<td></td>
<td></td>
<td>0.23</td>
<td>600,000</td>
</tr>
<tr>
<td>Sidewalks</td>
<td>East Ave from Lincoln Ave to August Ave</td>
<td></td>
<td></td>
<td>0.69</td>
<td>550,000</td>
</tr>
<tr>
<td>Sidewalks</td>
<td>Washington Ave from East Ave to Columbia Ave</td>
<td></td>
<td></td>
<td>0.50</td>
<td>150,000</td>
</tr>
<tr>
<td>Sidewalks</td>
<td>Lincoln Ave from East Ave to Columbia Ave</td>
<td></td>
<td></td>
<td>0.50</td>
<td>150,000</td>
</tr>
<tr>
<td>Sidewalks</td>
<td>Jefferson Ave from East Ave to Columbia Ave</td>
<td></td>
<td></td>
<td>0.49</td>
<td>150,000</td>
</tr>
<tr>
<td>Sidewalks</td>
<td>Manning Ave from Rio Vista Ave to Kings River Rd</td>
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<td></td>
<td>0.41</td>
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<td>Sidewalks</td>
<td>Myrtle Ave from Del Altair Ave to East Ave</td>
<td></td>
<td></td>
<td>0.12</td>
<td>75,000</td>
</tr>
</tbody>
</table>

Source: Fresno County Regional Active Transportation Plan, January 2018
Table 8
City of Reedley
Planned Bicycle and Pedestrian Network Costs

<table>
<thead>
<tr>
<th>Facility Type</th>
<th>Cost Per Mile</th>
<th>High Priority</th>
<th>Other</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sidewalk</td>
<td>$343,000</td>
<td>$464,000</td>
<td>$1,814,000</td>
<td>$2,278,000</td>
</tr>
<tr>
<td>Class I Bike Path</td>
<td>$750,000</td>
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<td>$5,250,000</td>
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<td>Class II Bike Lane</td>
<td>$175,000</td>
<td>$632,000</td>
<td>$5,163,000</td>
<td>$5,795,000</td>
</tr>
<tr>
<td>Class III Bike Route</td>
<td>$8,000</td>
<td>$22,000</td>
<td>$38,000</td>
<td>$60,000</td>
</tr>
<tr>
<td>Class IV Separated Bikeway</td>
<td>$200,000</td>
<td></td>
<td>$1,096,000</td>
<td>$1,096,000</td>
</tr>
<tr>
<td>Crossing Improvements</td>
<td></td>
<td>$205,000</td>
<td>$200,000</td>
<td>$405,000</td>
</tr>
<tr>
<td>Overcrossing</td>
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<td></td>
<td>$2,700,000</td>
<td>$2,700,000</td>
</tr>
<tr>
<td>Total</td>
<td>$1,323,000</td>
<td>$16,261,000</td>
<td>$17,584,000</td>
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</tr>
</tbody>
</table>

The City plans on adding planned bicycle parking at schools, parks, and near civic and retail areas to encourage bicycling activities. In addition, there are various bicycle parking facilities and pedestrian and bicycle amenities provided on school campuses. Bike parking recommendations outside of on-site school facilities, can be seen in Figure 21. In order to allow legal general use of bicycle trailers for children or cargo, Municipal Code section 6-3-2, Item H, Towing will need to be deleted or amended.
Planned Bicycle Parking - Figure 21

- Existing Bicycle Parking
- Planned Bicycle Parking
- School
Chapter V:
Recommended Standards
Recommended Standards

Land Use Considerations

Land use decisions by Fresno County and the City of Reedley can clearly play an important role in resident's choice of travel. Simply providing facilities for bicycling and walking is not enough. Steps must be taken to encourage people to bicycle and walk while discouraging unnecessary motor vehicle trips, particularly alone. Decisions that make bicycling and walking realistic and practical transportation options include:

✓ encouraging mixed-use developments;
✓ increasing housing densities;
✓ promoting a "jobs/housing balance" in community and area plans;
✓ developing commercial design guidelines which promote the use of bicycle and pedestrian facilities and incorporate parking management programs; and
✓ discouraging the construction of facilities that focus on the single occupant motor vehicle exclusively at the expense of alternative transportation modes.

The above mentioned development options should address and implement the San Joaquin Valley Blueprint (Blueprint) procedures and guidelines, where feasible. The Blueprint program for Fresno County is overseen by Fresno COG and in conjunction with all eight COGs/MPOs of the San Joaquin Valley. The Blueprint pursues the standards of improved regional planning efforts, which incorporates three major planning principles: 1) Values and Vision; 2) Goals, Objectives, and Performance Measures; and 3) Evaluation of Alternative Growth.

Bicycle and pedestrian facilities are commonly added to the transportation infrastructure after it has been developed causing expensive retrofitting. Instead, local and regional planning departments should routinely examine and promote new developments for opportunities to create safer areas for bicycling and walking. Developing these facilities from the start is a far more cost-effective approach. It will also be a positive amenity to their development.

In places such as the City of Davis, where land use decisions reflect such priorities, bicycling and walking have become the mode of choice by over 25% of their residents.

Interface with Transit and Other Modes

Modern transportation planning anticipates connections between the various transportation modes facilitating use of a combination of transportation modes for maximum flexibility. People should be able to easily combine transit, automobile, carpooling, bicycling, and walking for their commuting, shopping, and recreational trips.

Facilities that can help cyclists combine transportation modes include: bike racks and lockers at transit stops and park and ride lots, intermodal stations, and "multi-modal" parking facilities (including bike, pedestrian and transit as well as motor vehicle parking).
Education

Bicycle and Pedestrian Safety and Educational Recommendations

1. Education information
   - Coordinate with local bike shops to disseminate educational information when a bicycle is purchased or repaired.
   - Distribute bicycle and pedestrian education material at schools, businesses, health institutions and community events. Consider the creation of a website page that covers bicycle/pedestrian topics.
   - Emphasize to motorists’ bicycle and pedestrian awareness.

2. Coordinate with the Highway Patrol, Police Department, and school districts to develop a bicycle and pedestrian education program for the elementary schools.

3. Subscribe to publications from national bicycle and pedestrian groups to keep abreast of developments in bicycle and pedestrian planning, education and promotion on a regional, state and national level.

4. Emphasize increased vehicle code enforcement of bicycling in the following areas:
   - Riding without lights at night.
   - Riding on sidewalks.
   - Riding while using cell phone or personal electronic devices.
   - Riding against traffic.
   - Failing to stop at traffic signals or stop signs.

5. Encourage the Department of Motor Vehicles to:
   - Emphasize bicycle and pedestrian safety on drivers' license examinations.
   - Include bicycle and pedestrian education information in the Office of Motor Vehicles (OMV) Traffic School curriculum.
   - Emphasize the safe of use of roundabouts by bicyclists and pedestrians.

6. Publicize theft prevention efforts that emphasize the recording of serial numbers, the utilization of secure locks, provision of adequate racks and/or lockers at major activity centers.

Proposed Standards that Promote Safety

Road Surfaces

Street and road surfaces should be smooth with uniform pavement edges. The local Public Works Departments should develop a regular bicycle and pedestrian facilities maintenance program for removing obstructions, repairing potholes, or large cracks, landscaping, shoulders, signage and striping. Bikeway sweeping should occur on a regular basis to ensure that the facilities are clean and
safe for bicycle and pedestrian travel. Promote the use of bollards at Class I trail/path entrances and ramps to prevent trail use by motor vehicles.

Drainage Grates

All drainage grates should be upgraded so that there are no openings parallel to the direction of bicycle and pedestrian travel. A waffle style pattern should be used to prevent bicycle and pedestrian from becoming trapped inside the grate.

Railroad Crossings

Bikeways should be straight, have the same width, and be right angles to the track for at grade railroad crossings. Where skewed crossing is unavoidable the shoulder should be widened to allow the bicyclist maneuver at a right angle. Special construction materials should be used to keep the flange depth to a minimum.

Road Improvements

Provide acceptable pavement surfaces where trench failure or road repair projects occur in a designated bikeway. Require the repair and replacement of roadway surfaces extend the full width of the roadway to include the facility and signage. The City Plan checker must make sure, bikeway designs are incorporated in street plans and compliance with the Mobility Plan.

Traffic Calming

Traffic calmed streets can provide safer conditions for bicycle and pedestrian travel. Medians, narrowed lanes, traffic circles, roundabouts, reduced speed limits, speed bumps, and signs are some of the traffic calming options available to make streets and roads bicycle and pedestrian friendly. Obviously, the additional roadway width is essential.

Bicycle and Pedestrian Facilities Standards

Every street and highway on which bicycles and pedestrians are permitted to operate should be designed and maintained to accommodate shared use by bicycles, pedestrians and motor vehicles. Rural road reconstruction projects should include a minimum 4-foot paved shoulder in both directions to accommodate bicycle and pedestrian travel. Caltrans’ bikeway standards should be followed as minimum criteria for installing new or upgrading existing bicycle and pedestrian facilities. Standards should be consistent throughout jurisdictions to provide a feeling of familiarity to cyclists riding and pedestrians walking in this region and so motorists also recognize the potential for bike and pedestrian traffic.

The following standards for Class I, II, III and IV bikeways (reference Figures 2 through 5) are offered to supplement Caltrans’ standards.
Chapter VI:
Facilities Funding Sources
Facilities Funding Sources

Bicycle and pedestrian facilities have numerous sources of federal, state, and local funding. Each specific project must be evaluated according to available programs, which fluctuate year to year in amount allocated and in competition with other areas. The following funding programs are considered to be the principal sources anticipated to be available for funding of the Reedley Bicycle and Pedestrian Mobility Plan project and programs.

Federal Programs

✓ **Congestion Mitigation and Air Quality Program (CMAQ)**
The Congestion Mitigation and Air Quality Program (CMAQ) provides a flexible funding source to state and local governments for transportation projects and programs to help meet federal Clean Air Act requirements. Funding is available for areas that do not meet the National Ambient Air Quality Standards (non-attainment areas), as well as former non-attainment areas that are now in compliance (maintenance areas). Funds are distributed to states based on a formula that considers an area’s population by county and the severity of its air quality.

CMAQ-eligible projects or programs are those that help regions attain the National Ambient Air Quality Standards for ozone, carbon monoxide, and/or particulate matter. Typical projects may include bicycle and pedestrian facilities.

✓ **Highway Safety Improvement Program**
The Fixing America’s Surface Transportation (FAST) Act continues the Highway Safety Improvement Program (HSIP) to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal lands. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance.

A highway safety improvement project is any strategy, activity or project that is consistent with the data-driven State Strategic Highway Safety Plan (SHSP) and corrects or improves a hazardous road location or feature or addresses a highway safety problem. HSIP funds are eligible for work on any public road or publicly owned bicycle or pedestrian pathway or trail, or on tribal lands, that corrects or improves the safety for its users. The 24 project categories are broad and listed under 23 U.S.C. §148(a)(4)(B). Workforce development, training and education activities are also HSIP eligible. In California, the HSIP is a competitive program that is administered by Caltrans.

✓ **Surface Transportation Block Grant Program**
The FAST Act converts the long-standing Surface Transportation Program into the Surface Transportation Block Grant Program (STBG). STBG provides flexible funding that states and local governments may use for transportation projects, including pedestrian and bicycle project. The State sub-allocates Federal STBG funds to regions based on population and serves as Fresno COG’s Regional Surface Transportation Block Grant Program (STBG).
Recreational Trails Program

The Recreational Trails Program (RTP) provides funds annually for recreational trails and trails-related projects. The RTP is administered at the federal level by the Federal Highway Administration (FHWA). It is administered at the state level by the California Department of Parks and Recreation (DPR). Non-motorized projects are administered by the Department’s Office of Grants and Local Services and motorized projects are administered by the Department’s Off-Highway Motor Vehicle Recreation Division. Eligible applicants include; cities and counties, districts, state agencies, federal agencies, and non-profit organizations with management responsibilities of public lands.

State Programs

Active Transportation Program

The Active Transportation Program (ATP) consolidates existing federal and state transportation programs, including the Transportation Alternatives Program (TAP), Bicycle Transportation Account (BTA) and State Safe Routes to School (SR2S), into a single program with a focus on making California a national leader in active transportation. Senate Bill 1 (SB 1) also contributes approximately $100 million per year to the ATP program.

The ATP encourages active transportation modes by:

- Increasing biking and walking trips.
- Increasing non-motorized users’ safety and mobility.
- Advancing regional agencies active transportation efforts to achieve greenhouse gas (GHG) reduction goals, pursuant to SB 375 (of 2008) and SB 341 (of 2009).
- Enhancing public health.
- Ensuring that disadvantaged communities fully share in the program’s benefits, and
- Providing a broad spectrum of projects to benefit many types of active transportation users.

Project types allowed under the ATP include: new bikeways serving major transportation corridors, new bikeways to improve bicycle commuting options, bicycle parking at transit and employment centers, traffic control devices to improve pedestrian and bicycle safety, improving and maintaining safety on existing bikeways, recreational facilities, Safe Routes to School projects, Safe Routes To Transit projects, education programs, and other improvements to bicycle-transit connections and urban environments.

Local Transportation Funds

The Local Transportation Fund (LTF) is one of two major sources of public transportation funding from the Transportation Development Act (TDA). Restricted amounts (2%) from the Local Transportation Fund (LTF) and derived from a ¼ cent of the general sales tax collected statewide, can be used for bicycle and pedestrian facilities. Article 3 funds for planning and construction of pedestrian and bicycle facilities are administered locally through Fresno COG and are allocated to member agencies based on population and taxable sales.
Highway Safety Improvement Program
The Highway Safety Improvement Program (HSIP), codified as Section 148 of Title 23, United States Code (23 U.S.C. §148) is one of the core federal-aid programs in the new Fixing America’s Surface Transportation Act (FAST), which was signed into law on December 4, 2015. In California, Caltrans Division of Local Assistance (DLA) administers California’s share of HSIP funds. Local HSIP projects must be identified on the basis of crash experience, crash potential, crash rate, or other data-supported means.

Previous funding has frequently been awarded to bicycle and pedestrian projects. Such examples have included:
- Median refuges and curb extensions.
- Curb, gutter, and sidewalk.
- Paved shoulders.
- Upgraded traffic signals with pedestrian countdown signals and pedestrian-scale lighting.
- Bicycle lane striping.
- Crosswalk striping.
- In-pavement flashers and rectangular rapid flashing beacon.

Local Partnership Program
Local Partnership Program funds are for counties that employ local transportation funding taxes or that have imposed fees, including uniform developer fees. As part of SB 1, there are two parts to the program: 50% of the funding is provided by a formula and 50% of the funding is provided by a competitive program. Eligible projects may include bicycle or pedestrian infrastructure improvements for safety or mobility.

Solutions for Congested Corridors Program
Solutions for Congested Corridor Program (SCCP) funds projects designed to reduce congestion in highly traveled and highly congested corridors through performance improvements that balance transportation improvements, community impacts, and that provide environmental benefits. Improvements may be on the state highway system, local streets and roads, public transit facilities, bicycle and pedestrian facilities or required mitigation or restoration or some combination thereof. All projects nominated for the SCCP must be in a multimodal corridor plan and will only fund the construction component of a project.

Caltrans Planning Grant Program
Caltrans Transportation Planning Grants are available to jurisdictions for planning or feasibility studies. For Fiscal Year (FY) 2019-2020, Caltrans will award approximately $40 million for transportation planning projects throughout California. Available transportation planning grants include Sustainable Communities Grants, Strategic Partnership Grants, and Adaptation Grants.

California Office of Traffic Safety Pedestrian and Bicycle Safety Grants
The California Office of Traffic Safety (OTS) works towards eliminating traffic deaths and injuries. The OTS seeks to accomplish these goals by making grants available to local and state public agencies for safety outreach that assist in the enforcement of traffic laws, educate the public in traffic safety, and
City of Reedley
Bicycle and Pedestrian Mobility Plan

provide varied and effective means of reducing fatalities, injuries and economic losses from collisions. This often includes grantees providing bicycle and pedestrian safety education at school or other community events.

✓ Land and Water Conservation Fund
The Land and Water Conservation Fund (LWCF), administered by the National Park Service and California State Parks, provide matching grant funding to state and local government for the acquisition or development of land to create public outdoor recreation areas and facilities for the health and wellness of Californians.

✓ Affordable Housing and Sustainable Communities Program
The Strategic Growth Council (SGC) Affordable Housing and Sustainable Communities Programs (AHSC) principal goal is to fund the development and implementation of plans that lead to significant reductions in greenhouse gas emissions (GHGs) in a manner consistent with the State Planning Priorities, AB 32: The California Global Warming Solutions Act of 2006 and the current Environmental Goals and Policy Report (EGPR), if available.

Funds shall be used for projects which demonstrate Vehicle Miles Traveled (VMT) reductions through fewer or shorter vehicle trips or mode alternative shifts to transit use, bicycling or walking within areas lacking high quality transit services, with an emphasis on servicing disadvantaged communities. Additionally, the project area must contain a minimum of one transit stop.

Local Programs

✓ Fresno County Transportation Authority (FCTA) Measure C
Transportation Development Act (TOA) section 99234 designates 2% of the total Local Transportation Fund for bicycle and pedestrian projects. LTF funds may be used for bicycle facilities, parking facilities, maintenance, and other intermodal access projects. The remaining LTF funds are intended for public transit services, although it may be used for streets and roads purposes (including bicycle projects) if there are no unmet transit needs within the jurisdiction. LTF funds are allocated to each local agency by its proportion of City of Reedley population.

✓ Fresno COG ATP Funding Program
MPOs with large urbanized areas, such as Fresno COG, have the option of either administering a
regional call for projects or delegating that responsibility to the State. The Policy Board recommended that Fresno COG administer our own regional call for projects and that we develop our own guidelines applicable to our region. Because Fresno COG is using guidelines with slightly different requirements, such as minimum project size, for its regional competitive ATP selection process than the state, Fresno COG had to obtain California Transportation Commission (CTC) approval prior to administering a regional call for projects.

The Fresno COG Programming Subcommittee formed a new Multidisciplinary Advisory Group (MAG) to assist in the development of the guidelines, scoring criteria and to participate in the evaluation of the project applications. In forming the MAG, the Subcommittee sought participants with expertise in bicycling and pedestrian transportation, including Safe Routes to Schools type projects, and in projects benefiting disadvantaged communities. The representatives are geographically balanced representing tribal agencies, state agencies, Fresno COG, local jurisdictions in Fresno County, and non-governmental organizations. The MAG will prioritize, rank the applications, and ensure that 25% of available funds are dedicated to projects and programs benefiting Disadvantaged Communities as identified in the CTC ATP guidelines and in the Fresno COG regional competitive ATP Guidelines.

✓ San Joaquin Valley Air Pollution Control District Bikeway Incentive Program
The San Joaquin Valley Air Pollution Control District (SJVAPCD) provides funds to assist with the development or expansion of a comprehensive bicycle network which provides a viable transportation for travel to schools, work, and commercial sites. Funds may be used for Class I, II, or III bikeways in amounts up to $150,000 per project (depending on bikeway type).
Chapter VII: Public Participation

2010 and 2017
Public Participation 2010 and 2017

Summary – Fresno County Regional Active Transportation Plan, January 2018

In January of 2018, Fresno Council of Governments (Fresno COG) completed the Fresno County Regional Active Transportation Plan (ATP). Public participation, and obtaining feedback from stakeholders and residents, was an important part of the ATP development process. Input received assisted the development team identify recommended improvements to the County’s bicycling and walking facilities as well as priorities for projects. A variety of outreach strategies were implemented to solicit feedback including:

✓ Conducted interactive planning workshops in each city early in the development process
✓ Implemented an online crowdsourced interactive map in both English and Spanish
✓ Outreach completed via email and local community groups
✓ Disseminated ATP materials at workshops held during the development of the 2018 Fresno COG Regional Transportation Plan
✓ Provided ATP materials for posting on the Fresno COG ATP webpage allowing the development team to provide project information including plan process, schedule, and draft documents
✓ Hosted workshops in each city to obtain public input on recommended networks.

Public Participation Activities Specific to the City of Reedley

City of Reedley Meeting, June 6, 2017, 9:00 – 10:30 AM, Reedley City Hall

This early phase meeting was led by ATP consultant Fehr & Peers and included an introductory PowerPoint Presentation, a mapping exercise, and a discussion concerning data needs and other relevant information.

The introductory PowerPoint presentation provided an overview of the ATP development process and included:

✓ What is Active Transportation
✓ Project Overview
✓ Project Schedule
✓ Meeting Objectives
✓ Bikeway Facilities Designations
✓ Next Milestones
✓ Project Website

Following the presentation, participants provided input on pedestrian and bicycle facilities maps during the exercise portion of the meeting. Maps included:

✓ City of Reedley Pedestrian Facilities
✓ City of Reedley Bicycle Facilities
✓ Fresno County Bicycle Facilities
Mapping exercise exhibits are provided below. Exhibits are graphical representation of community input only.
Following the mapping exercise, the development team discussed data needs and other relevant information that would contribute to the ATP with City officials. The following was noted:

**Plans**
- Americans with Disabilities Act (ADA) Transition Plan
  - The City does have an ADA Transition Plan and will provide it to the project team

**Schools**
- The City said that Washington Elementary, Jefferson Elementary, and Grant Middle School are “walking schools” because there is no busing to these schools
- The City stated that there are no sidewalks near Jefferson Elementary
- There are 2 future school sites that are currently in the environmental phase. These future schools are expected to be opened in the next 3 to 5 years

**Reedley College**
- Some students use midblock crossings to get to Reedley College. The City feels that this can be unsafe for students, especially those crossing Manning Ave.
- The City will be installing a rapid flashing beacon crossing on Reed Ave. in 2018

**Maintenance Policies and Procedures**
- The project team requested a quick description from the City on the current maintenance policies and procedures
- The City will discuss internally and provide to the project team

**Collision Data**
- The Police Department keeps addition data not already available on SWITRS
- The project team requested that the City pass along any locations that are not appearing on SWITRS but may be important for project team to be aware of

**Bike/Pedestrian Expenditures**
- The City has provided the project team with information and will provide additional information from the past 5 years

**Systemic Safety Analysis**
- Mark Thomas is looking into Systemic Safety Analysis for the City of Reedley

**Bike Parking**
- The schools have bike parking
- Bike parking can also be found along the rail trail, community center, and City Hall
- The City will send along bike parking information to the project team

**Downtown Parking**
- There is diagonal parking all along downtown
✓ Converting the diagonal parking to parallel parking has been discussed many times but the downtown businesses are strongly against the idea
✓ The City is not opposed to alternative designs but would want to know what the pros and cons would be for converting the downtown parking


Open House Comments/Responses

(a) Connectivity of bikeways within the City is important, but also between both Fresno and Tulare County rural bike routes.

The City generally coordinates with Fresno County on proposed routes and connection points. City Staff will coordinate new routes and connections with the Fresno County Regional Bicycle Plan due early 2011 and incorporate changes in the next City Bicycle Transportation Plan Update to be completed with the General Plan update and coordinate routes and connection points.

(b) Public Education for both cyclists and drivers is needed to cover safety, traffic and etiquette matters.

The education of the public in vehicle/bicycle matters is an integral part of the BTP. Additional efforts are subject to potential grant monies or available funds that can be budgeted in this area.

(c) Generally, we need more bikeways. Budget more funds and grants including Public Relations/promotional work.

The City is committed to applying for more grants and seeking bikeway funding where possible, as well as confirming bikeway facilities are included in proposed developments and capital projects.

(d) Hardly any bicyclists noticed by the high school/schools – maybe because lack of lockers/racks and them being stolen.

The City, as well as other agencies, realize the minimal use of bicycles at this time. With the addition of more bikeways, bike racks, and better understanding of bicycling benefits, these numbers are expected to increase in the future. The anticipated rise in gasoline costs and new regulations with recent legislative mandates will also increase the use of bicycling for commutes and short trips.

(e) Connect more residential areas to the Reedley Parkway and connect east end of the Reedley Parkway to the new Sports Park on Dinuba Avenue. Looping this trail way would be beneficial.

Better connectivity of bikeways within the City will be addressed in the next City of Reedley General Plan Update to be completed in 2011. The City has received transportation grant funding for a bikeway project to connect the Reedley Parkway to the Sports Park Complex.
(f) Make improvements to Manning Avenue to improve bike crossing at Reed Avenue.

The forthcoming Reed Avenue Widening Project from North to South Avenues will upgrade the bikeway facilities in this area (Class I and Class II). The anticipated advertising date is mid-2012.

(g) Complete the Reedley Parkway section from the west end/gazebo and to the north Class I dirt trails.

This section is identified as a Class I route in the 2010 BTP Update. Further improvement of this partially developed portion is subject to additional funds or grant opportunity.

(h) Will the new Manning Bridge project provide for a Class I trail beneath bridge?

Yes, the bridge project will allow for the construction of a future bike trail and connections.
Appendix A

Implementation
Background

This document is the Bicycle and Pedestrian Mobility Plan for the City of Reedley. It addresses each of the elements listed in Section 891.2 of the Streets and Highways Code. On April 9th, 2019 the Reedley City Council approved Resolution No. 2019-301 adopting the Bicycle and Pedestrian Mobility Plan and amending the Circulation Element of the City's General Plan to include the Bicycle and Pedestrian Mobility Plan.

Compliance with Section 891.2 of the Streets and Highways Code

This Mobility Plan for the City of Reedley addresses the eleven required elements that comprise a Bicycle Transportation Plan, as listed in Section 891.2 of the Streets and Highways Code. Section 891.2 states:

A city or county may prepare a bicycle transportation plan, which shall include, but not be limited to, the following elements:

(a) The estimated number of existing bicycle commuters in the plan area and the estimated increase in the number of bicycle commuters resulting from implementation of the plan.

Response: According to the most recent U.S. Census information, the population of the City of Reedley is approximately 24,000. The developed area covers approximately 5 miles. Most trips are, therefore, generally short and could be easily accomplished by bicycle or pedestrian travel. This is particularly true for trips to school and to centrally located commercial and employment enterprises.

A verifiable estimate of the number of bicycle and pedestrian commuters in the City of Reedley is not available because no formal survey has been conducted. A rough estimate provided by City staff is approximately 1,800 daily bicycle riders and thousands of pedestrian trips. These numbers should increase with the provision of more adequate and identifiable bikeway and pedestrian facilities.

(b) A map and description of existing and proposed land use and settlement patterns which shall include, but not be limited to, locations of residential neighborhoods, schools, shopping centers, public buildings, and major employment centers.

Response: A generalized land use map of the City of Reedley is included. Generally, commercial activities are located along the Central Business District in the center of the City, along "G" Street, and along Manning Avenue throughout the City. Reedley College is located on the west side of the City near the Kings River; residential areas are located north and south of the Central Business District, and on the east side of the City while multi-family residential uses are located primarily north of the Central Business District and on the west side of the City. Industrial areas are located generally on the east and southeast side of the City. The Reedley High School is located on North Avenue north of the Central Business District while other schools, including middle and elementary schools are located in various areas throughout the City. Other land uses within the community that generate bicycle trips include recreational uses such as parks that are located throughout the City and community and governmental facilities that are located at the north end of the Central Business District. With the
provision of more adequate and identifiable bikeways, the number of bicycle trips generated by these different land use can be expected to increase substantially.

(c) **A map and description of existing and proposed bikeways.**

**Response:** A map at the same scale as the land use map showing bikeways and pedestrian superimposed over the existing street network is included herein. The map provides for three classes of bikeway facilities: Class I facilities are located on the Reedley Parkway, Class II facilities (lanes) are located on Dinuba Avenue, Buttonwillow Avenue, Frankwood Avenue, Manning Avenue, North Avenue, Columbia Avenue, Kingswood Parkway and 11th Street. Class III facilities (routes) are located on Manning Avenue, Dinuba Avenue, Olsen Avenue, Hope Avenue, Acacia Avenue, Haney Avenue, North Avenue, Columbia Avenue, Pecan Avenue, and Evening Glow Avenue. Class IV facilities are located on Huntsman Avenue.

(d) **A map and description of existing and proposed end-of-trip bicycle parking facilities.** These shall include, but not be limited to, parking at schools, shopping centers, public buildings, and major employment centers.

**Response:** Bicycle parking racks are provided at school sites, government centers, City parks and some shopping centers. As part of the design process for the bikeways, consideration will be given as to the adequacy of bicycle parking facilities associated with the bikeways under design. Potential new locations for bicycle parking facilities may include, but not limited to, the following: parks, City owned parking lots in the Central Business District, Park and Ride Lots and community centers. The City will promote the construction of bicycle parking facilities with private employers and new commercial developments. The City has an existing program in which residents of the City may purchase an approved design seating bench to be placed on the Reedley Parkway and have a plaque engraved
(again with the approved design) commemorating the gift to the City's Bike Path System. To date there are nine such benches installed at various locations along the Class I Bike Path.

(e) A map and description of existing and proposed bicycle transport and parking facilities for connections with and use of other transportation modes. These shall include, but not be limited to, parking facilities at transit stops, rail and transit terminals, ferry docks and landings park and ride lots, and provisions for transporting bicyclists and bicycles on transit or rail vehicles or ferry vessels.

Response: The designated transit stops and designated Park and Ride lots in the City of Reedley are shown herein, “Bike Path Intermodal Connection Map. As part of the overall bikeway strategy for the City of Reedley, consideration will be given to purchase of transit mounted bicycle racks for the City's transit vehicles when grants funding for such purchases may become available. Orange Cove Transit has a route through Reedley with three stops one at Reedley College, one at the Community Center and one at St. La Salle School. The transit buses have bike racks on them. The route includes stops in Orange Cove, Reedley, Parlier, Sanger and Fresno. Dinuba Transit has a route from Dinuba to the Sierra Kings Hospital.

(f) A map and description of existing and proposed facilities for changing and storing clothes and equipment. These shall include, but not be limited to, locker, restroom, and shower facilities near parking facilities.

Response: It is proposed to construct equipment storage facilities with bicycle racks and covered rest areas at the Park and Ride Lot at the intersection of Manning Avenue and "I" Street, at the newly constructed City of Reedley Sports Park Complex on Dinuba Avenue east of Buttonwillow Avenue and at 10th Street and 13th Streets adjacent to the existing Reedley Parkway. As stated earlier, the City of Reedley covers approximately 5 square miles, therefore trips are generally expected to be fairly short.

In addition, as part of the City's promotion on bicycle parking facilities at employment centers and new commercial developments, employers and developers will be encouraged to construct equipment storage and shower facilities for the bicyclists.

Shower facilities at the rest areas are not a viable option at this point in time due to the maintenance and vandalism issues related to such facilities.

(g) A description of bicycle safety and education programs conducted in the area included within the plan, efforts by law enforcement agency having primary traffic law enforcement responsibility in the area to enforce provisions of the Vehicle Code pertaining to bicycle operation, and the resulting effect on accidents involving bicyclists.

Response: The City of Reedley Police Department and the City of Reedley Fire Department have bicycle education programs. The City of Reedley Police Department patrols school sites during peak hour traffic conditions to provide enforcement of speed laws while children are entering and leaving the school grounds. The City of Reedley Police Department conducts bicycle safety programs in which children are taught bicycle safety rules and laws, taught how to maintain their
bicycles, and hold bicycle competitions. The City Police Department gives away bicycle helmets yearly. The City of Reedley Fire Department conducts a similar bicycle safety program during the year. The Police Department and Fire Department conduct joint bicycle safety events each year. These programs have been in place for many years and can be credited with keeping bicycle related injuries and deaths to a minimum in the City.

(h) A description of the extent of citizen and community involvement in Development of the plan, including, but not limited to, letters of support.

Response: The bicycle transportation plan for the City of Reedley was presented at a noticed, open house on November 29, 2010. On December 14, 2010 the City Council of Reedley adopted Resolution No. 2010-086 to approve the Plan and authorized staff to transmit the Plan to the Council of Fresno County Government for review and approval and subsequently to the Caltrans Bicycle Facilities Unit. In addition, Fresno COG, which prepared the Fresno County Regional Active Transportation Plan (ATP), including a Section 15.3 reflective of City of Reedley existing and planned bicycle and pedestrian facilities, conducted an extensive public education and outreach program in 2016 and 2017 prior to acceptance of the ATP in 2017. Workshops were held in the City of Reedley related to development of the Fresno Regional ATP and references to the City of Reedley pedestrian and bicycle facilities.

(i) A description of how the Bicycle Transportation Plan has been coordinated and consistent with other local or regional transportation, air quality, or energy conservation plans, including, but not limited to, programs that provide incentives for bicycle commuting.

Response: Development of the Mobility Plan has been coordinated with the plans and policies of adjoining jurisdictions. In particular, the County of Fresno adopted a General Plan on October 3, 2000, including a comprehensive revision to the planned unincorporated bikeways system. The planned bikeways system for the City of Reedley, as described in this Plan; provides for connectivity with the unincorporated system. In addition, the planned bikeways system for the City of Reedley has been coordinated with and is consistent with the goals and policies contained in the Regional Transportation Plan.

Improved bicycling facilities are also consistent with valley-wide programs to limit single occupant motor vehicle travel. Specifically, transportation control measures contained in the Regional Transportation Plan and the California State Implementation Plan for Air Quality are supportive of bicycle and pedestrian modes and plans and programs that encourage them.

(j) A description of the projects proposed in the plan and a listing of their priorities for implementation.

Response: Tables 6 and 7 in the Reedley Bicycle and Pedestrian Mobility Plan describe and prioritize bicycle projects within the City of Reedley. The projects are subject to funding availability and the current needs as determined by the City Engineer. The project list was developed through a coordinated process that provided for public input and are consistent with the Regional Transportation Plan.
(k) A description of past expenditures for bicycle facilities and future financial needs for projects that improve safety and convenience for bicycle commuters in the plan area.

Response: The City of Reedley has implemented a Rails to Trails Program within the City to coordinate, develop and construct bicycle facilities. To date, the City has constructed a Class I Bike Path that bisects the Central Business District and connects Reedley College to the City's Industrial Park. Future expansion of this Class I Bike facility will include a path along the Kings River from Reedley College to Reedley Beach. To date, the City has spent approximately $2,728,166 on the Pedestrian and Bike Trails currently in place.