

Chapter 10

KERMAN

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

RELATIONSHIP TO CITY PLANS AND POLICIES

The City of Kerman General Plan is the primary document specifying goals and policies for the City of Kerman, including those relating to walking and bicycling. The Kerman General Plan and other documents are described in this section. Several other local, regional, and statewide plans and policies related to bicycling and walking in Kerman. Those plans are discussed in Chapter 2, Relationship to Other Plans and Policies.

City of Kerman General Plan (2007)

The Kerman City Council adopted the Kerman General Plan Update in 2007. This plan establishes guidance for future planning in the City extending to the year 2027.

Circulation Element

The Circulation Element discusses travel by mode to destinations within and outside of the City.

The Alternative Transportation Modes section includes the following policies related to bicycling and walking:

- The City shall promote all modes of transportation, including mass transit (buses, etc.), bicycle and walking.
- The City shall prepare a bikepath design plan which lays out a community-wide bicycle lane network. New subdivisions shall provide for the network.

City of Kerman Madera Avenue Streetscape Master Plan (2012)

The Madera Avenue Streetscape Master Plan is the outcome of a community-based planning process for the Madera Avenue Corridor. The project area includes an approximately one-mile stretch of South Madera Avenue (SR 145) between Whitesbridge Avenue (SR 180) to the north and California Street to the south. This plan is the culmination of community input and technical analysis on the existing conditions of the Madera Avenue corridor, and contains specific recommendations to improve the safety, mobility and access of the roadway, as well as to enhance its aesthetic qualities through streetscape improvements. The Plan provides a discussion on existing conditions, corridor design frameworks, corridor design proposals, design details, and implementation.

The Corridor Design Frameworks section includes a focus on pedestrian realm improvements. This section also lists several recommendations that should be considered to improve the environment for pedestrians, including

- curb extensions,
- universally accessible curb ramps,
- mid-block crossings,
- raised medians as pedestrian refuges,
- high-visibility crosswalk markings,
- alternative paving treatments for pedestrian crossings,
- advance yield lanes, and
- pedestrian-scale lighting.

The Plan also briefly discusses the bicycle network in Kerman and recommends that connections should be developed and improved between important community destinations such as schools, parks, civic and institutional facilities, residential neighborhoods, and commercial services.

City of Kerman Standard Drawings

The City of Kerman Standard Drawings define standards applicable to sidewalks, striping on City roadways, and curb ramps. These drawings include:

- P-1 to P-2: Street Cross Sections
- P-5: Concrete Sidewalk, Curb & Gutter
- P-8 to P-9: Wheelchair Ramps

Municipal Code of Kerman, California

The Kerman Municipal Code is a compilation of all of the City of Kerman'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 10, "Vehicles and Traffic," Title 12, "Streets, Sidewalks and Public Places," and Title 16, "Subdivisions."

The sections with direct applicability to the ATP is 10.20.010, Prohibited vehicles on certain streets and parkways; 12.32.240, Bicycle and skateboards; and 12.34.060, Bicycle, motorcycle, motorized vehicle, motorized skateboard or scooter use prohibited in skate park.

- **10.20.010 - Prohibited vehicles on certain streets and parkways**

It is unlawful for any person to ride or use, a vehicle, bicycle, tricycle, skateboard, package delivery vehicle or scooter, whether motor driven or otherwise on the following portions of the public streets of the city; all sidewalks, foot paths and other ways intended to be used and used exclusively by pedestrians along and upon that certain street, avenue, and public way within the city commonly known and designated as Madera Avenue. Additionally, it shall be unlawful for any person to ride a bicycle, tricycle, skateboard, package delivery vehicle or scooter, whether motor driven or otherwise within any park or property designated as a parkway by the city. This prohibition against bicycle, tricycle, skateboard, package delivery bicycle or scooter riding in the park shall be noticed to the public by proper and reasonable placing of signs in areas designated as parks or parkways.

- **12.32.240 - Bicycles and skateboards**

- A. No person shall operate any bicycle, skateboard, roller skating or rollerblading equipment in any location of a park where signs are posted prohibiting such activity.
- B. No person shall ride a bicycle or skateboard on any grassy area, service roads or pathways, path, or pathways designated for exclusive pedestrian use. A bicyclist shall be permitted to push a bicycle by hand over any such grassy area, path, or walkway.
- C. No person shall leave a bicycle or skateboard in any place or position where other persons may trip over or be injured by it, when not in use. Bicycles shall be left in a bicycle rack when one is provided and there is space available.

- **12.34.060 - Bicycle, motorcycle, motorized vehicle, motorized skateboard or scooter use prohibited in skate park**

The skate park is for use only by riders of skateboards, in-line skates and roller skates. It is unlawful for a person to enter onto or ride on the skate park with a bicycle, motorized bicycle, motorcycle, motorized vehicle, motorized scooter, nonmotorized scooter, motorized skate board, or any other device than a skateboard, in-line skates or roller skates. A sign shall be posted warning that anyone riding or bringing any unauthorized device or contrivance onto the park is in violation of the ordinance codified in this chapter and is subject to citation.

EXISTING CONDITIONS

Currently there are 17.6 miles of bicycle facilities and 81.3 miles of sidewalks within the City of Kerman. These networks are summarized in Table 10-1 and depicted in Figure 10-1 and 10-2. Kerman has generally good sidewalk coverage with only a few gaps, as shown in Figure 10-2.

Table 10-1: City of Kerman Existing Facilities

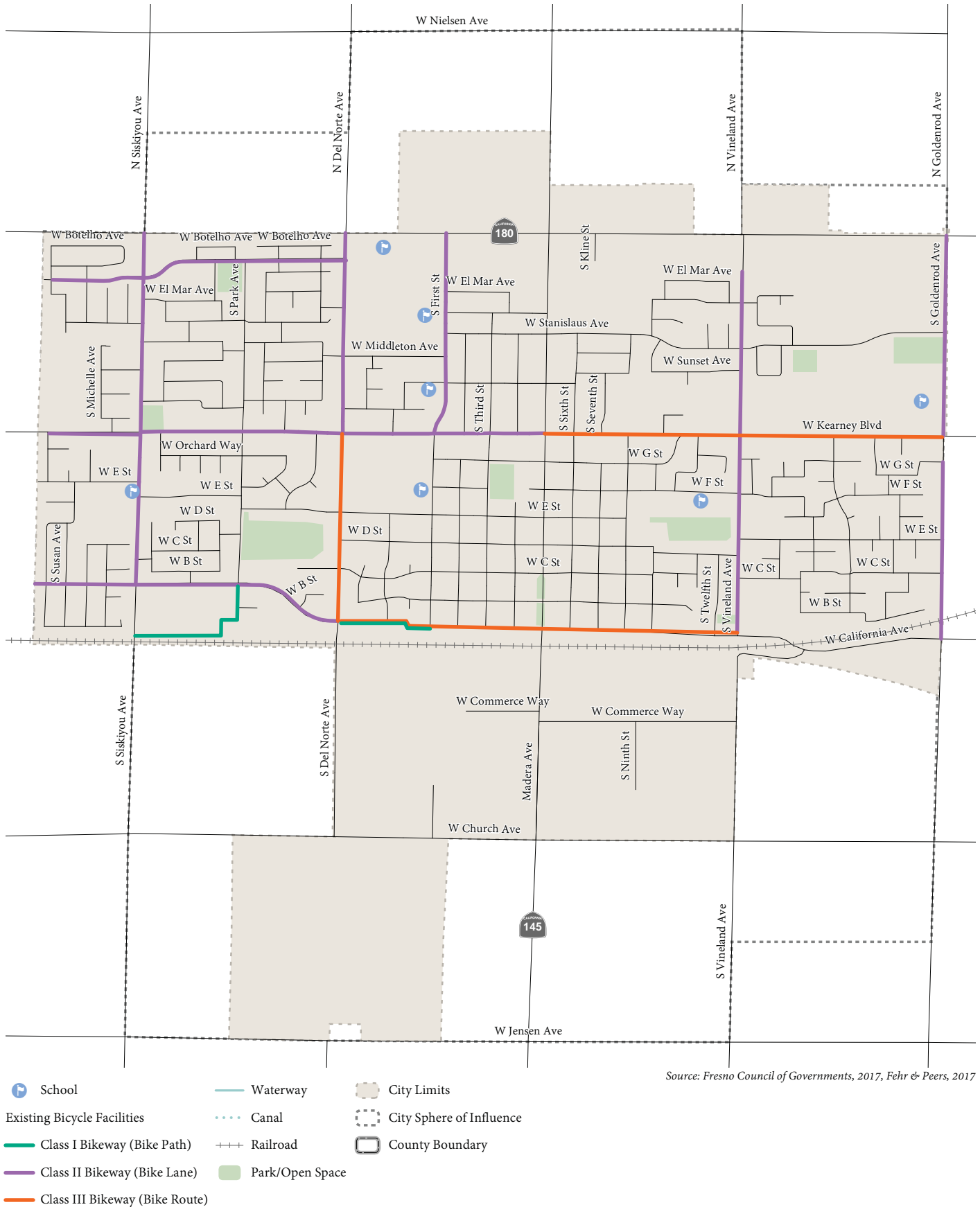
Type	Miles
Sidewalks	82.0
Class I Bike Paths	0.6
Class II Bike Lanes	12.1
Class III Bike Routes	4.9
Class IV Separated Bikeway	0.0

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



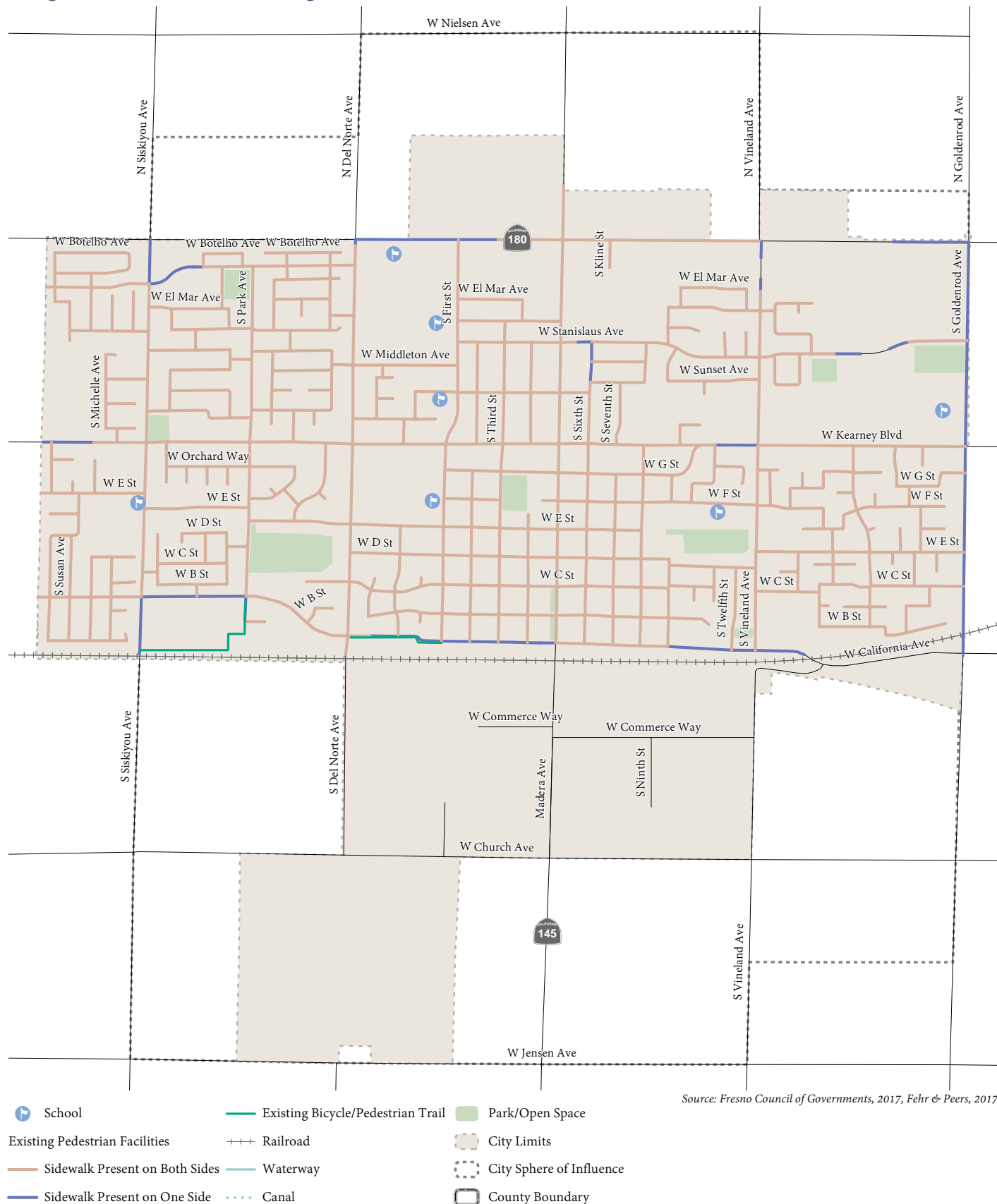
City of Kerman sign at Plaza Veteran's Park

Figure 10-1: Kerman Existing Bicycle Facilities



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

Figure 10-2: Kerman Existing Pedestrian Facilities



The City of Kerman is located 15 miles west of the City of Fresno. Two Caltrans state routes run through the City, the east-west Whitesbridge Avenue (SR 180) and the north-south Madera Avenue (SR 145). The City has invested in bicycle and pedestrian infrastructure in recent years and maintains a well-developed grid system. There is also a Class I multi-use trail adjacent to A Street that runs along the southern perimeter of Kerman.

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

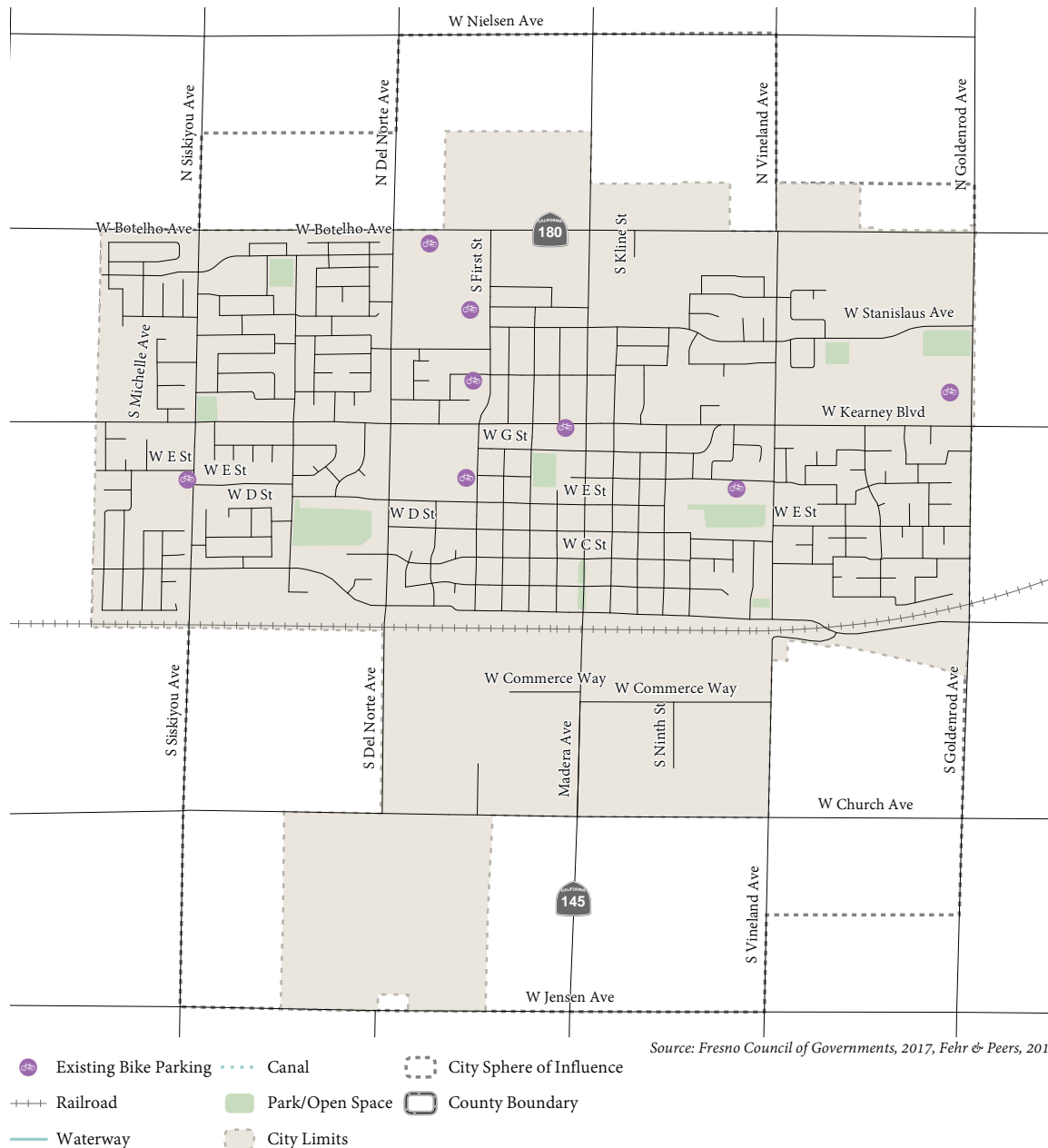
- Residents have expressed safety concerns when crossing Madera Avenue (SR 145).
- Bike lanes do not connect to some of the main parks in the City.

Existing bicycle parking in Kerman is shown in Figure 10-3. Some schools have bike parking, but parks do not.



Piano-themed crosswalk at intersection of F Street and 8th Street at Kerman Floyd Elementary School

Figure 10-3: Kerman Existing Bicycle Parking



Key Destinations

Figure 10-4 shows key destinations for bicyclists and pedestrians in the City of Kerman. Highlights include:

- Local schools and parks
- Kerman Branch Library and Kerman Community Center
- Restaurants and businesses along Madera Avenue and Whitesbridge Avenue

Figure 10-5 shows the General Plan Zoning Map for the City, which identifies residential, commercial, and industrial areas.



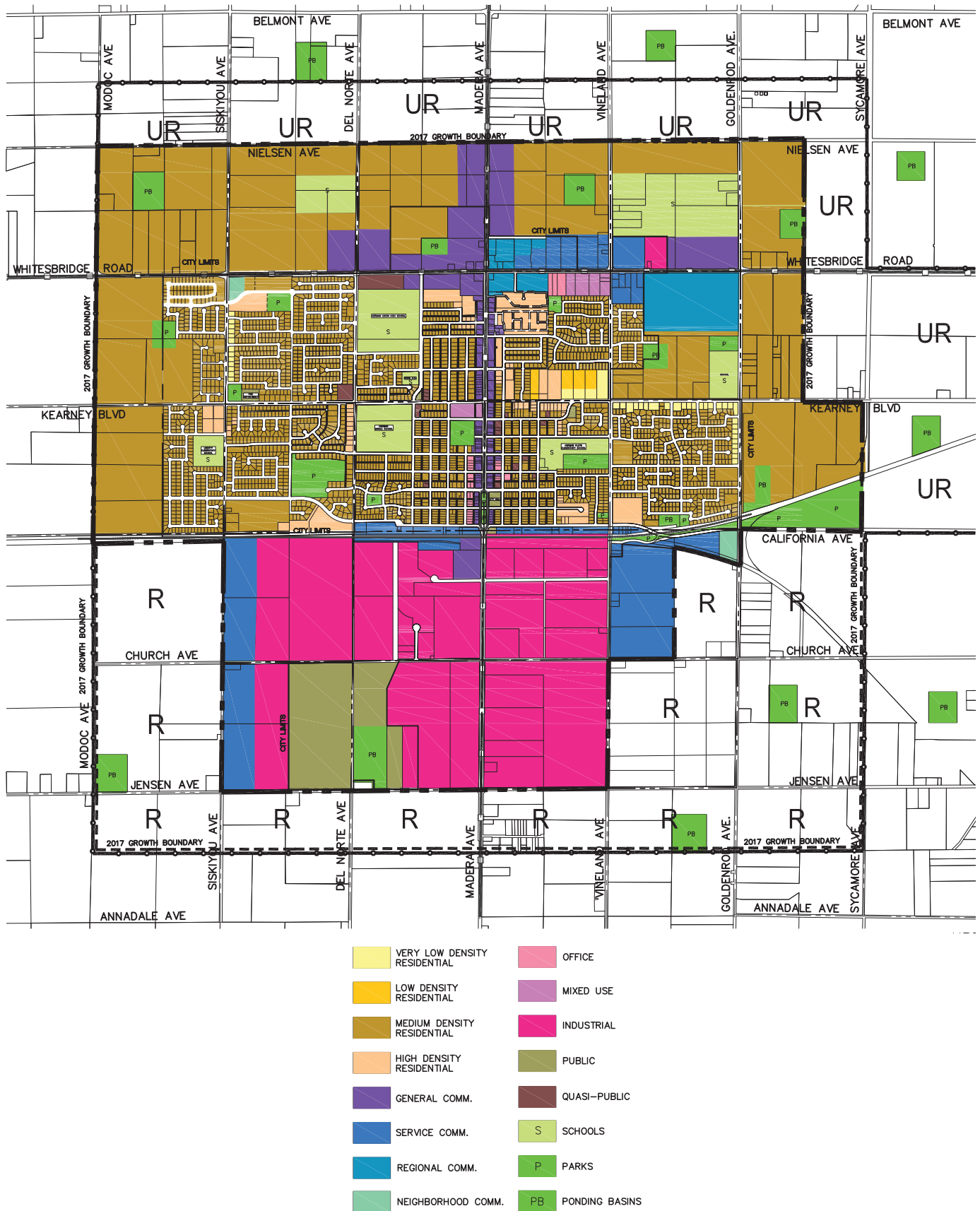
Shared sidewalk sign on A Street in Kerman

Figure 10-4: Kerman Key Destinations



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

Figure 10-5 Kerman General Plan Zoning Map

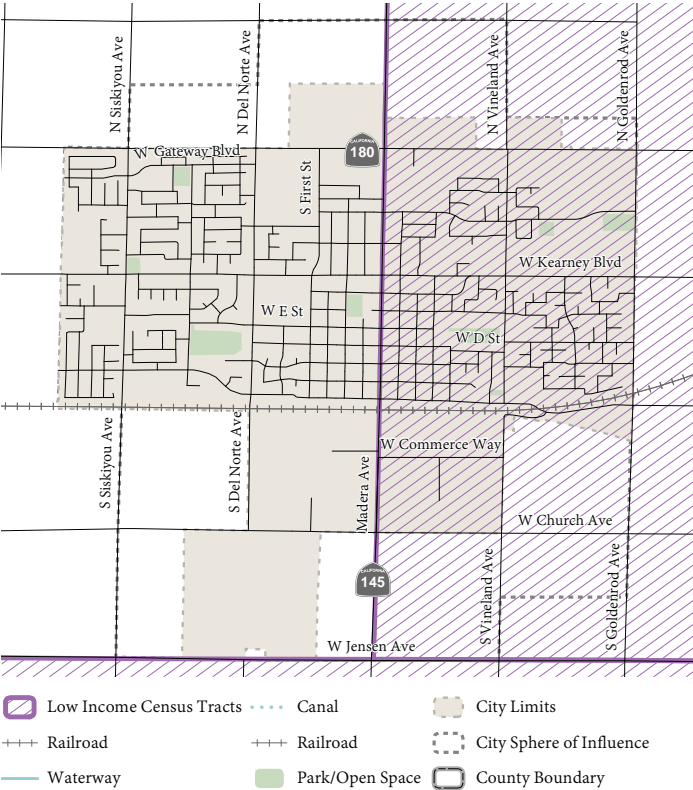


Source: City of Kerman, 2017

Disadvantaged Communities

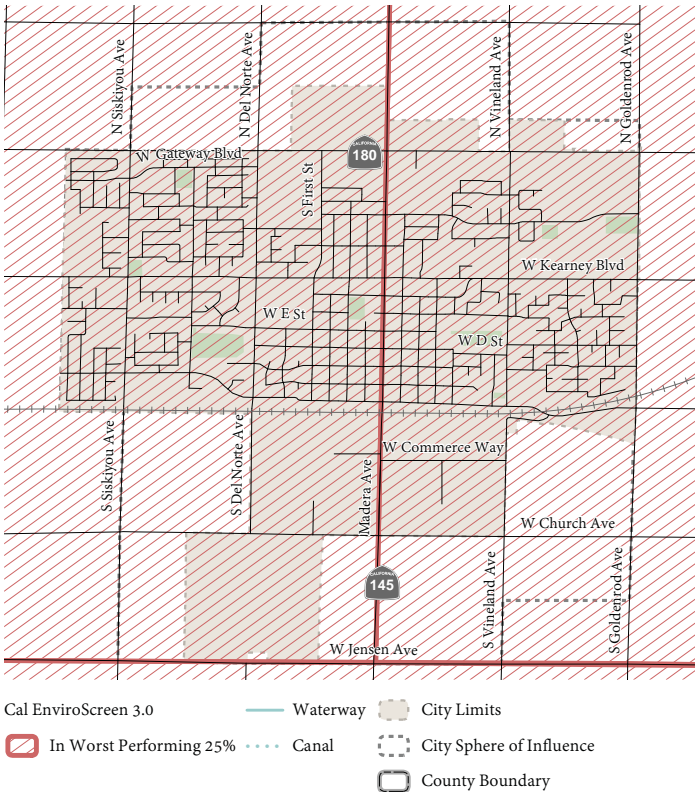
All of Kerman meets one or more of the criteria for disadvantaged communities, as shown in Figures 10-6 to 10-9. These indicators are explained in Chapter 3, Existing Conditions.

Figure 10-6: Kerman Household Median Income



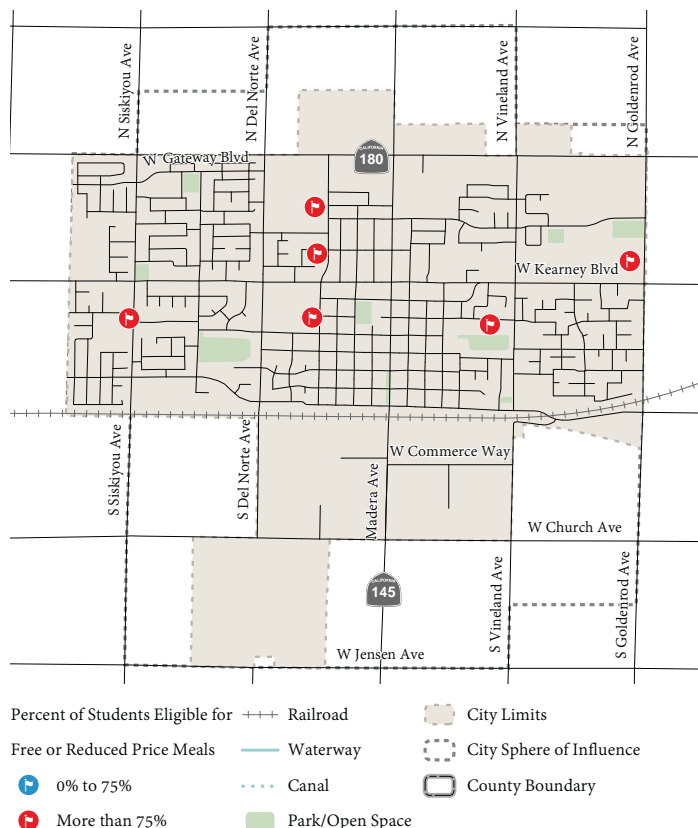
Sources: U.S Census American Community Survey, 2016, Fehr & Peers, 2017

Figure 10-7: Kerman CalEnviroScreen 3.0 Score



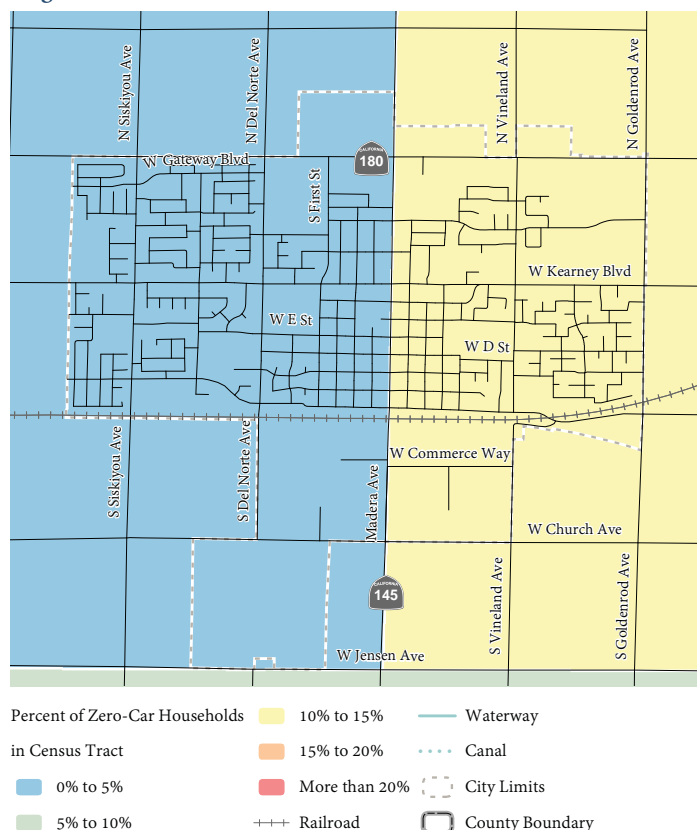
Source: California Office of Environmental Health Hazard Assessment, 2017, Fehr & Peers, 2017

Figure 10-8: Kerman Free or Reduced Price Meal Eligibility



Source: California Department of Education, 201, Fehr & Peers, 2017

Figure 10-9: Kerman Zero Automobile Households



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

Existing Trips

Based on data collected through the U.S. Census American Community Survey, approximately 0% of Kerman workers commute to work by bicycling and 0.8% commute to work by walking. These shares are much lower than the statewide averages, as shown in Table 10-2. However, these statistics only include workers who walk or ride every day, not those who do so occasionally. Reliable data on non-commute trips, including trips to school, trips for shopping, and recreational trips is not readily available and not included in these estimates. Thus, the total number of biking and walking trips in Kerman is higher than shown here.

Table 10-2: Kerman Trips to Work by Bicycling and Walking

Jurisdiction	Bicycle		Walk	
	Estimate	Share	Estimate	Share
Kerman	0	0.0%	37	0.8%

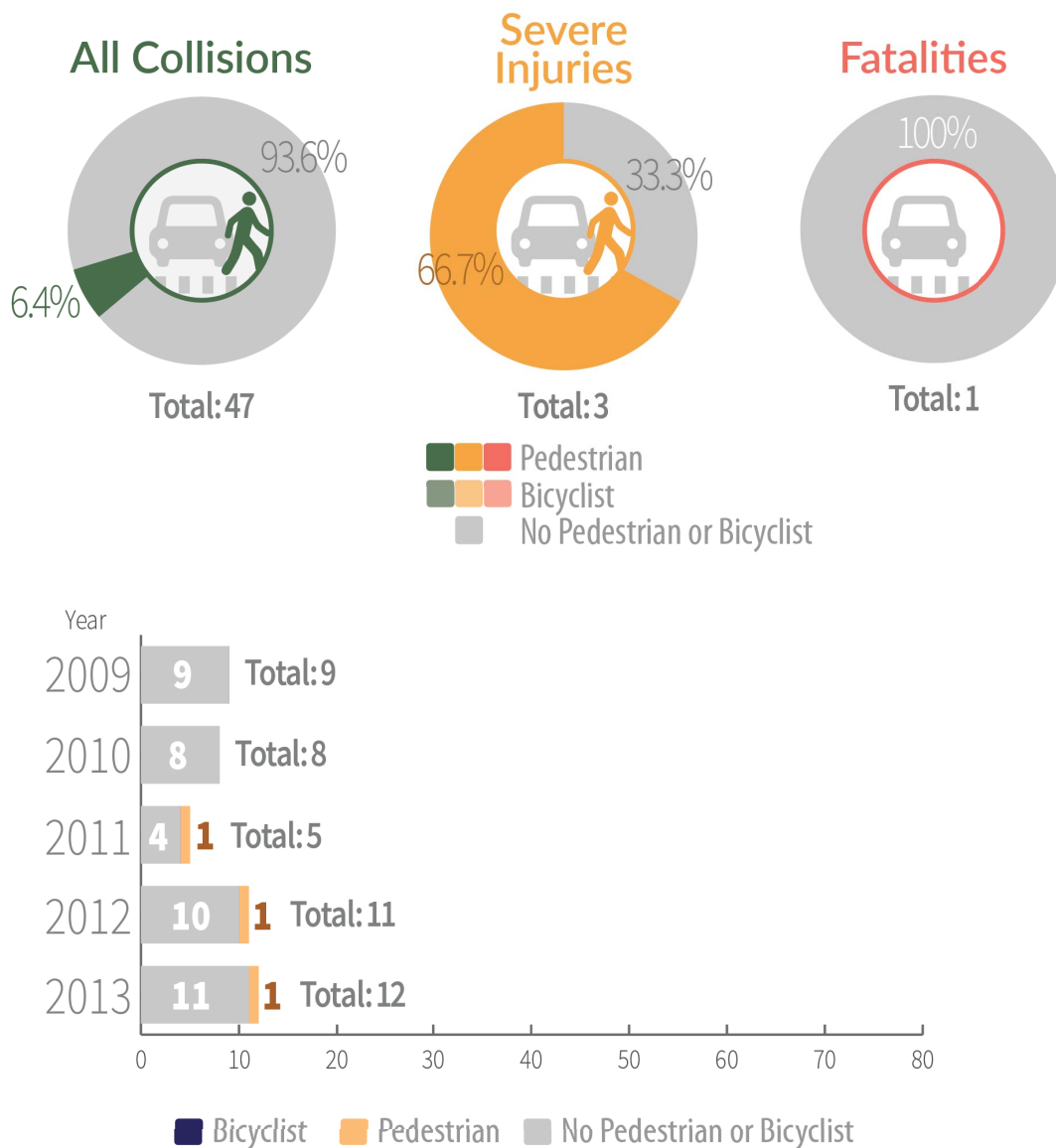
California 188,736 1.2% 458,5623 2.9%

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

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

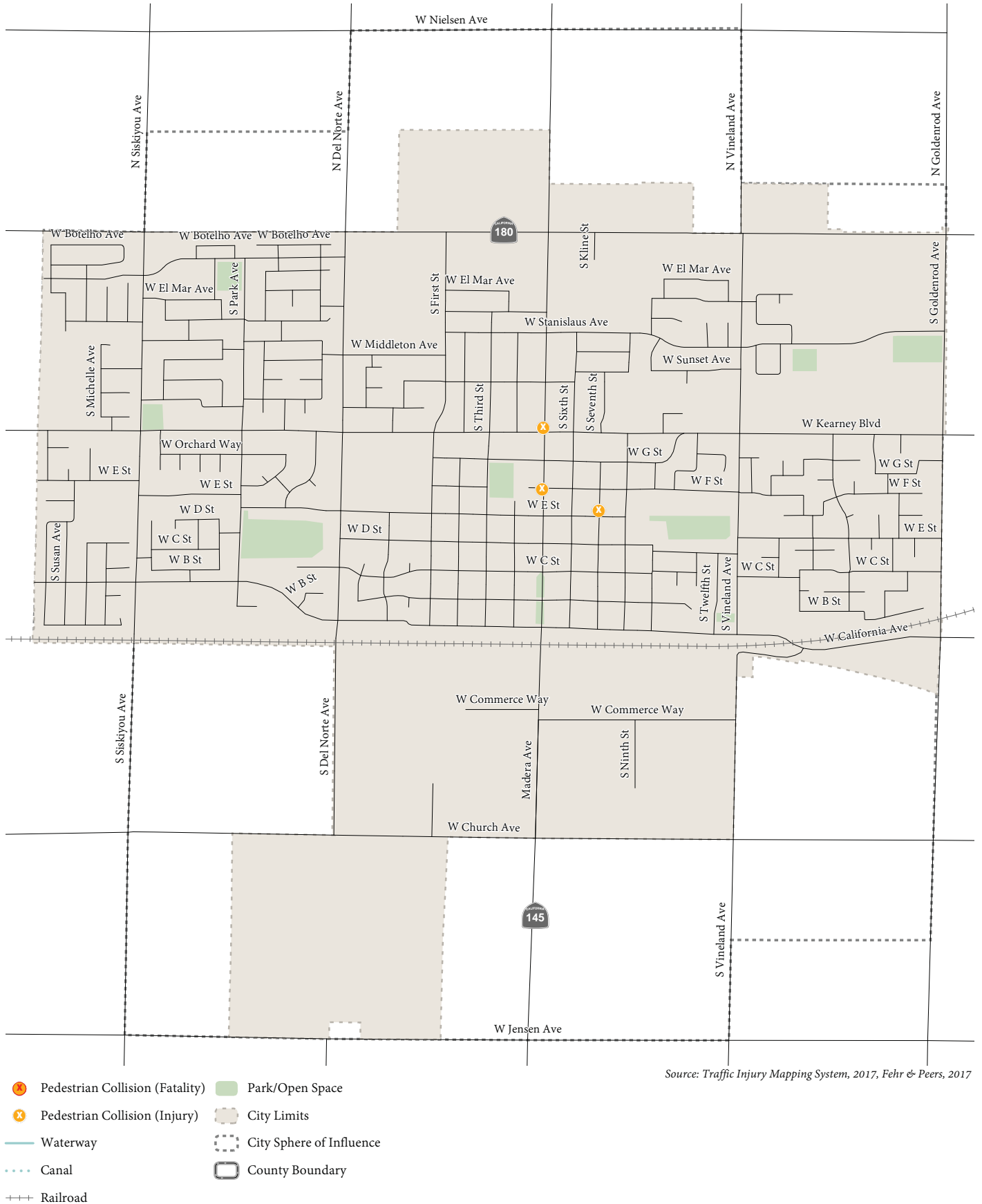
Collisions

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



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

Figure 10-10: Kerman Collisions Involving Pedestrians, 2009-2013



Past Expenditures

Table 10-3 shows recent bicycle and pedestrian expenditures for the City of Kerman.

Table 10-3: Kerman Bicycle and Pedestrian Expenditures (2013-2017)

Project	Description	Cost
7 th Street Reconstruction & 8 th Street Improvements	Bike & Pedestrian Expense	\$73,575
Kearney & Vineland Walkway & Bike Lane Signing & Striping Along Various Streets	Bike & Pedestrian Expense	\$469,500
Stanislaus Avenue Reconstruction	Bike & Pedestrian Expense	\$50,790
First Street & Middleton Avenue Reconstruction	Bike & Pedestrian Expense	\$167,865
2013 Local Street Project	Bike & Pedestrian Expense	\$116,850
2014 Concrete Project	Bike & Pedestrian Expense	\$257,400
California Avenue Reconstruction	Bike & Pedestrian Expense	\$195,600
2016 Concrete Project	Bike & Pedestrian Expense	\$104,700
California Avenue Sidewalk, Phase I	Bike & Pedestrian Expense	\$213,800

Source: City of Kerman, 2017

Maintenance Policies



The City of Kerman current maintenance practices include the following:

- The City aims to complete a re-paving project and a street sealing project every two years.
- The City's performs re-striping on a regular basis.
- Paving projects are funding dependent.

Five E's

Kerman's recent efforts supporting the five E's are presented in Table 10-4.

Table 10-4: Kerman Five E's of Active Transportation

E	Discussion
Encouragement 	The City of Kerman hosts the Kerman Almond Festival Run/Walk.
Engineering 	Recent bicycle and pedestrian engineering projects are shown in Table 10-3.

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

PLANNED NETWORKS

The planned bicycle and pedestrian networks for Kerman are summarized in Table 10-5 and shown in Figures 10-11 to 10-12. The networks include shared-use paths, bike lanes and routes, sidewalks, and crosswalk improvements. The proposed networks are designed to connect to key destinations and to serve as recreational assets. The sidewalk improvements also fill gaps in the sidewalk network and add crossing improvements to enhance safety near schools and across busy roads.

Figure 10-11 presents planned bike parking for Kerman. These planned bike parking locations supplement existing locations by adding parking at parks, and near civic areas.

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



Public meeting held in Kerman to discuss potential improvements to bicycle and pedestrian networks

Table 10-5: Kerman Planned Bicycle and Pedestrian Facilities

Facility Type	Existing (Miles)	Planned (Miles)	Total (Miles)
Sidewalk	82.0	1.0	83.0
Class I Bike Path	0.6	8.6	9.2
Class II Bike Lane	12.1	28.5	40.6
Class III Bike Route	4.9	17.0	21.9

Source: Fehr & Peers, 2017

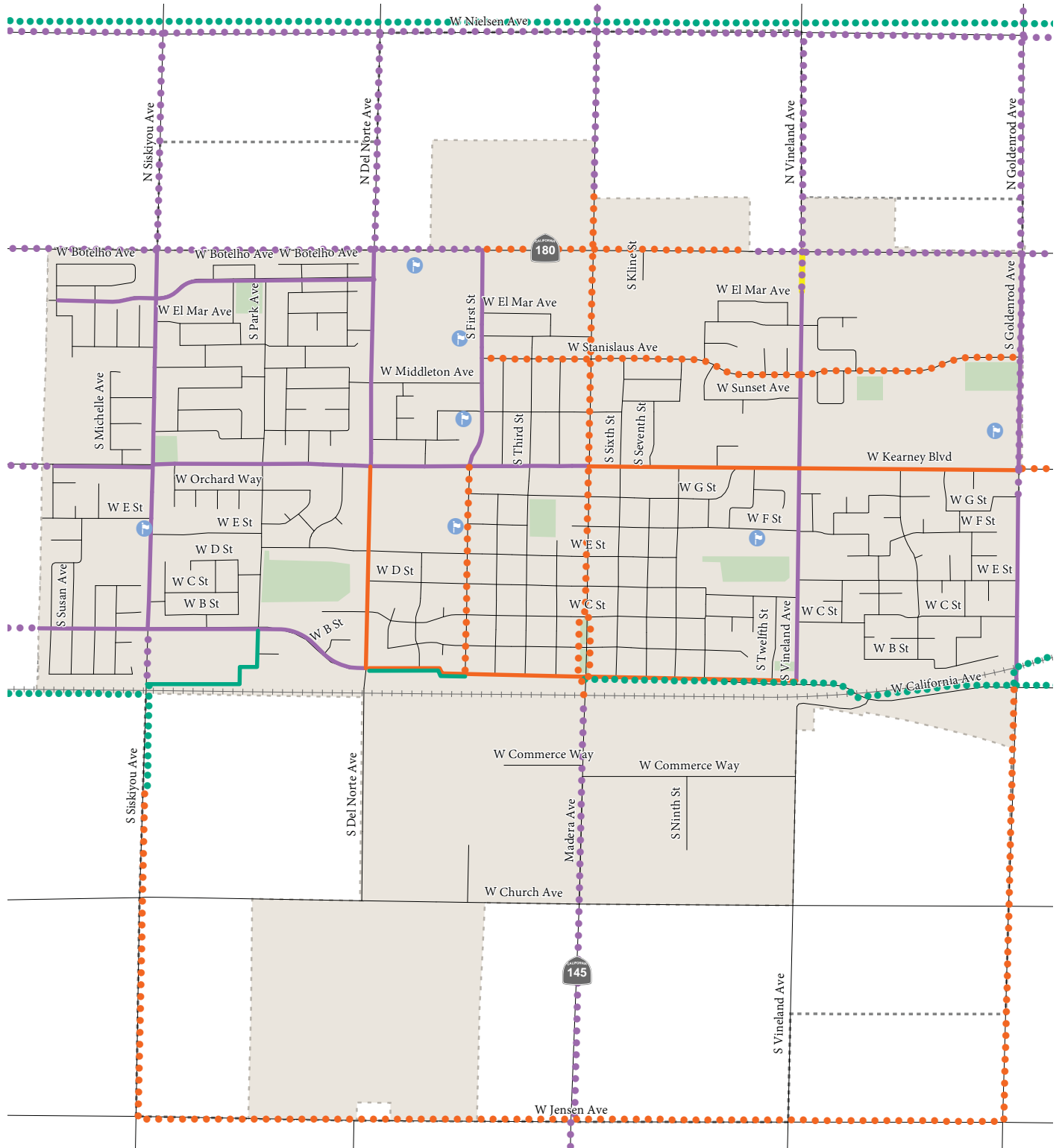
Costs to implement these facilities are summarized in Table 10-6.

Table 10-6: Kerman Planned Bicycle and Pedestrian Network Costs

Facility Type	Cost Per Mile	High Priority	Other	Total
Sidewalk	\$343,000	\$111,000	\$230,000	\$341,000
Class I Bike Path	\$750,000	\$998,000	\$5,424,000	\$6,422,000
Class II Bike Lane	\$175,000	\$23,000	\$4,959,000	\$4,982,000
Class III Bike Route	\$8,000	\$12,000	\$124,000	\$136,000
Crossing Improvements		\$25,000	\$175,000	\$200,000
	Total	\$1,169,000	\$10,912,000	\$12,081,000

Source: Fehr & Peers, 2017

Figure 10-11: Kerman Planned Bicycle Facilities



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

Existing Bicycle Facilities

Class I Bikeway (Bike Path)

Class II Bikeway (Bike Lane)

Class III Bikeway (Bike Route)

Planned Bicycle Facilities

Class I Bikeway (Bike Path)

Class II Bikeway (Bike Lane)

Class III Bikeway (Bike Route)

Class IV Bikeway (Separated Bikeway)

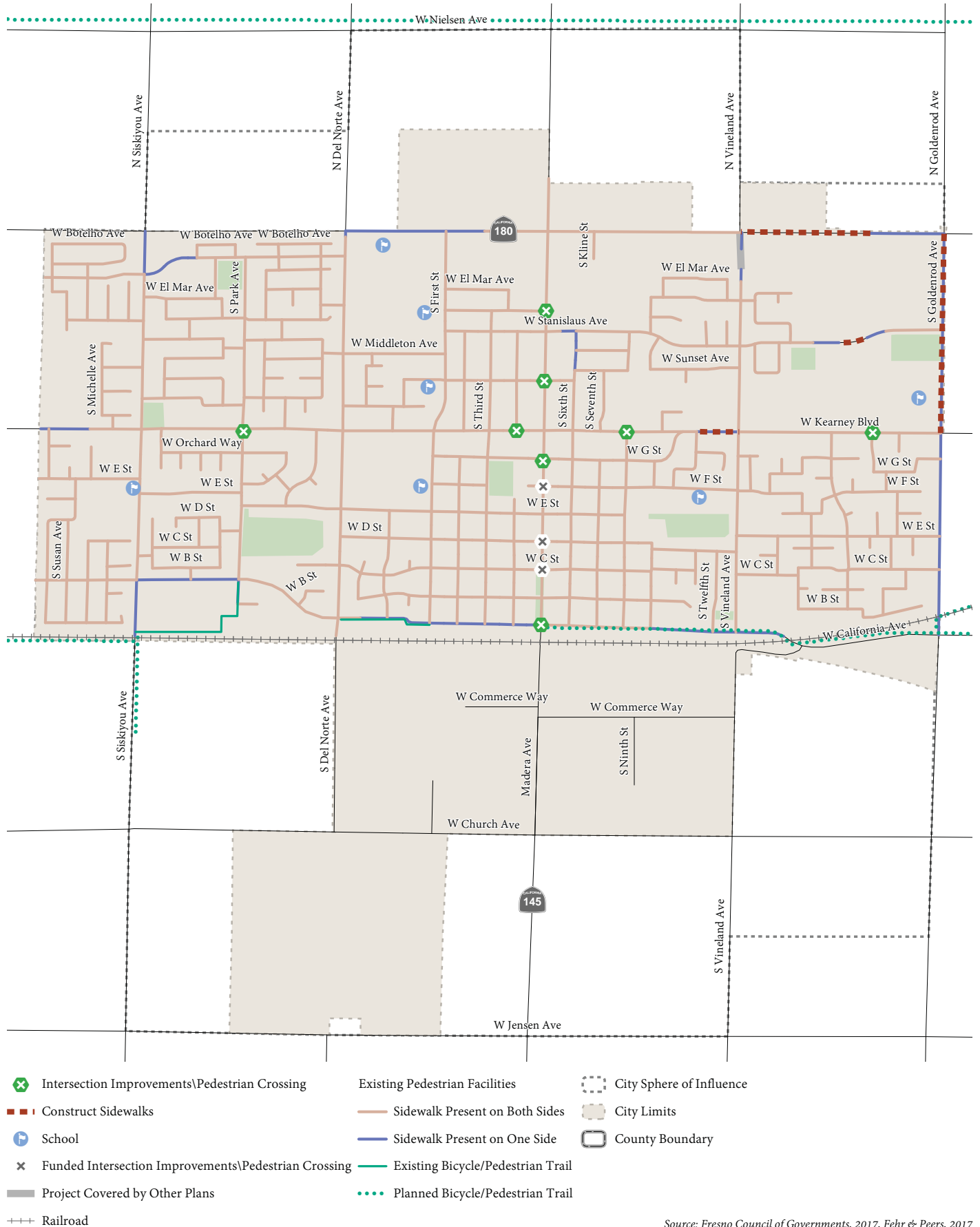
Class II/IV

Funded Project, Not Included in ATP

Project Covered by Other Plans

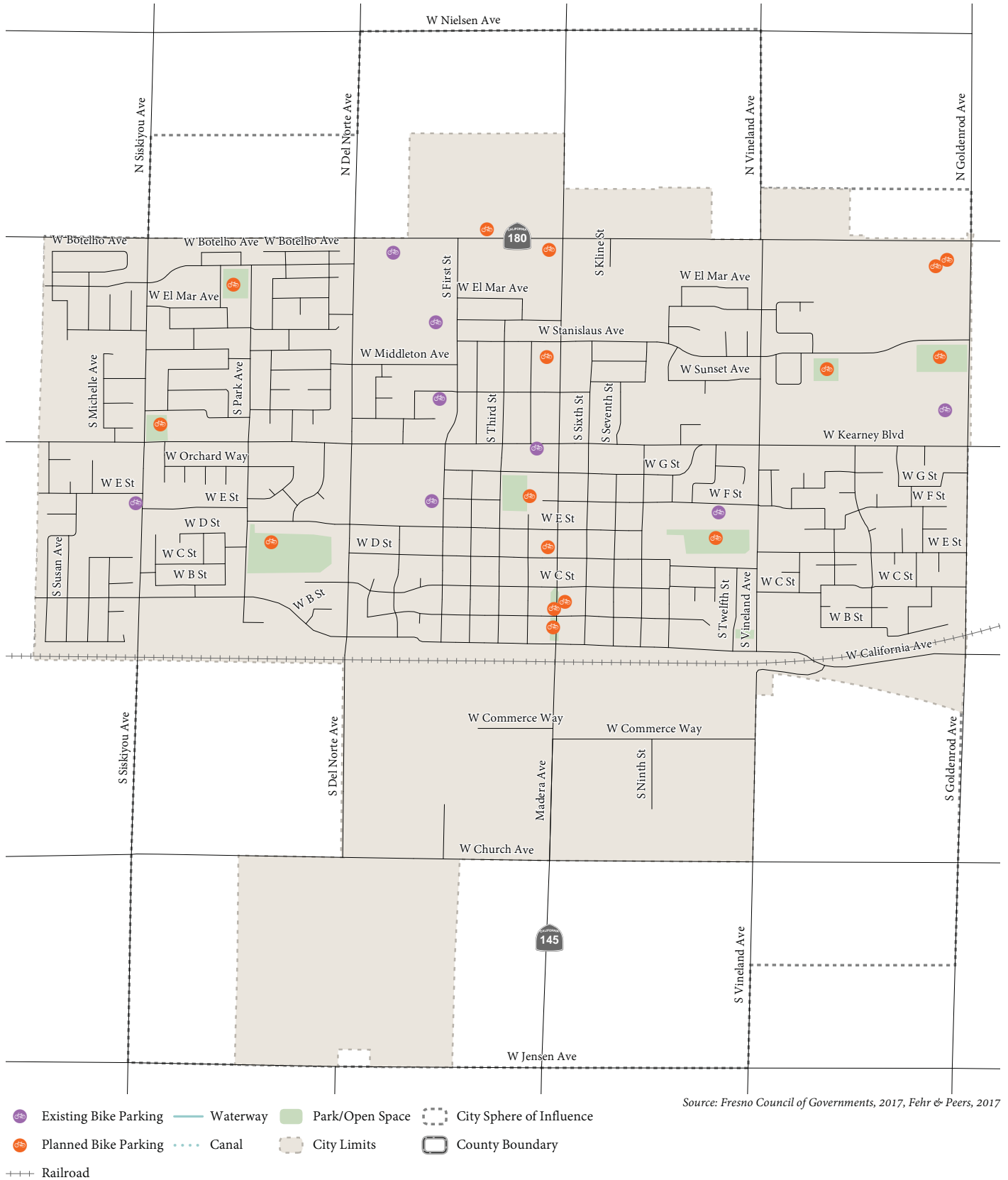
County Boundary

Figure 10-12: Kerman Planned Pedestrian Facilities



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

Figure 10-13: Kerman Planned Bicycle Parking





Gateway to Kerman