

Chapter 12

MENDOTA

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

RELATIONSHIP TO CITY PLANS AND POLICIES

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

City of Mendota General Plan (2009)

The Mendota City Council adopted the Mendota General Plan Update in August 2009. This plan establishes guidance for future planning in the City extending to the year 2025.

Circulation Element

The Circulation Element provides an overview of the existing and planned transportation network.

The Bike and Pedestrian Facilities section describes how pedestrian circulation in the City occurs via the sidewalk system in residential and commercial neighborhoods. This section further discusses that Fresno COG has designated a regional bikeway route in the City of Mendota along SR 180 to its intersection with SR 33 to the City of Firebaugh.

The goals related to bicycling and walking from the Goals and Policies section include:

- Goal C-3: Provide a City-wide system of safe, efficient and attractive bicycle and pedestrian routes for commuter, school and recreational use.

- Goal C-4: Provide a transportation system that is cost effective, energy-efficient and environmentally sensitive.
- Goal C-5: Provide public and private transportation system options to facilitate the mobility of all City residents while reducing potential traffic congestion.
- Goal C-6: Develop Pedestrian-Oriented Streetscapes by encouraging Community Design Principles and standards which de-emphasize automobiles.

Open Space and Conservation Element

The Parks, Recreation and Open Space section of the Open Space and Conservation Element discusses the availability and accessibility of parks and recreational facilities in Mendota. This section also provides guidance for maintaining existing and creating additional parks and recreation facilities within walking or biking distance for residents.

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

- Goal OSC-2: A system of parks, recreational facilities and public open space areas to meet the existing and future recreational needs of the community.
- Goal OSC-3: Design and maintain parks, recreational facilities, and public open spaces as aesthetically pleasing community focal points and gathering areas.

River Ranch Specific Plan (2013)

The River Ranch Specific Plan encompasses approximately 650 undeveloped acres of land within the current and

proposed Sphere of Influence of the City of Mendota. The plan was developed to serve as the guiding planning document for future growth within the Plan area.

- Circulation and Transportation

The Circulation and Transportation section of the River Ranch Specific Plan provides a recommended network of streets, bicycle paths, trails, and pedestrian walkways that connect the Plan districts. The objectives related to bicycling and walking from the Objectives and Policies section are included below:

- Objective C-1: Create “Complete Streets” that accommodate not only automobiles, but transit vehicles and non-motorized modes of travel such as pedestrians and bicyclists.
- Objective C-3: Create a pedestrian and bicycle network throughout the Plan Area to promote high level walking and biking activities as viable alternatives to vehicular transportation, especially for access to neighborhoods, commercial centers, school, parks, and other key activity centers.

The Pedestrian and Bicycle Network section provides discussion on sidewalks, narrowing the roadways at mid-block and intersections to slow vehicular speeds and reducing crossing distances for pedestrians, and providing a bicycle network that connects major land uses throughout the Plan Area. The bicycle network in the Plan Area is included in the River Ranch Specific Plan as Figure 3-3, Bicycle and Pedestrian Trail Master Plan.

The Trail System section contains details on the inclusion of an exclusive Class I bicycle and pedestrian path to further promote the use of non-motorized vehicles within the Plan Area. The proposed cross section of the trail is illustrated in the River Ranch Specific Plan as Figure 3-12, Bicycle and Pedestrian Trail.

City of Mendota American with Disabilities Act Transition Plan (2011)

As required by the American with Disabilities Act (ADA), Title II 28 CFR. Part 35 Sec. 35.105 and Sec. 35.150, the City of Mendota conducted a self-evaluation of its facilities and developed its Transition Plan. The Plan serves as a guide to ensure that the City’s facilities, services, programs and activities are accessible to all users. As part of the self-evaluation process the City examined fixed work sites, accessible pedestrian signals, curb ramps and sidewalks, maintenance, and a correction program to address identified barriers.

City of Mendota Standard Specifications (2007)

The City of Mendota Standard Specifications contain specifications for sidewalks. These specifications include

- Section 15 provides details of sidewalk construction.

City of Mendota Standard Drawings (2010)

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

- ST-3 to ST-8: Street Cross Sections
- ST-12A: Curb, Gutter, & Sidewalk
- ST-13A to ST-13C: Curb Ramp

Municipal Code of Mendota, California (2017)

The Municipal Code and Charter of Mendota is a compilation of all of the City of Mendota’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 section with direct applicability to the ATP is 10.24.150, Operating rules:

- 10.24.150 - Operating rules
 - A. It is unlawful for any person to ride or operate a bicycle in the city in violation of any of the following rules of the road:
 1. **Riding on Sidewalk.** No person shall ride or operate a bicycle on any sidewalk in the city, except as specifically permitted in this chapter.
 2. **Juveniles Riding on Sidewalk.** Juveniles under the age of sixteen (16) years, exercising due care and giving pedestrians the right of way, may ride and operate their bicycles upon the sidewalk, except such sidewalks as are in front of schools, stores or buildings used for business purposes.

3. **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 (24) inches of the curb.

EXISTING CONDITIONS

Currently there are 1.2 miles of bicycle facilities and 45.1 miles of sidewalks within the City of Mendota. These networks are summarized in Table 12-1 and depicted in Figures 12-1 and 12-2. Sidewalks exist throughout the downtown core, but there are gaps, as shown in Figure 12-2.

Table 12-1: City of Mendota Existing Facilities

Type	Miles
Sidewalks	45.4
Class I Bike Paths	0.0
Class II Bike Lanes	1.2
Class III Bike Routes	0.0
Class IV Separated Bikeway	0.0

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



Students often cross Derrick Avenue (SR 33) at this location on 4th Street / Rio Frio Street



Residents are often sighted crossing railroad tracks at this location near 2nd Avenue

Figure 12-1: Mendota Existing Bicycle Facilities

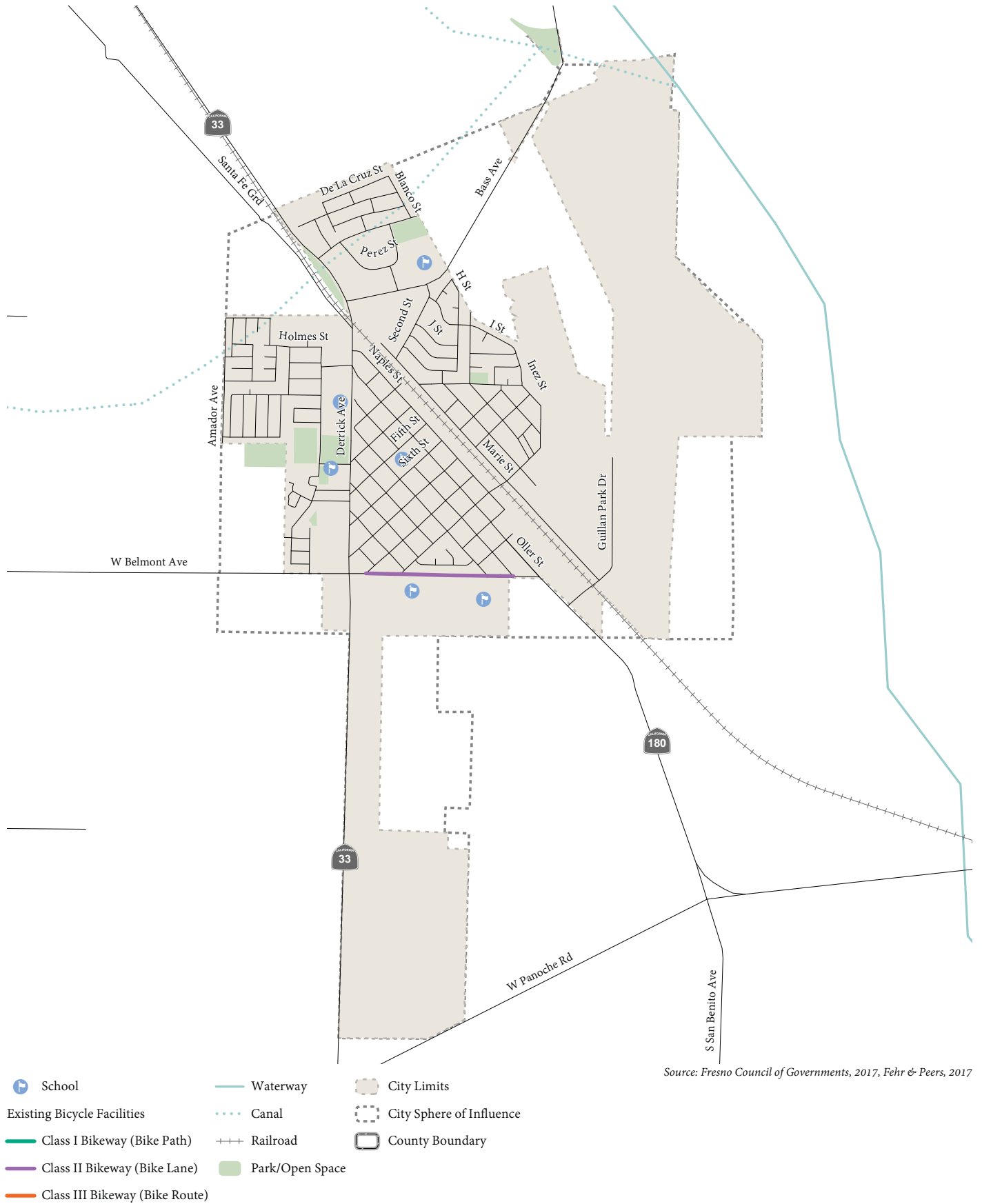
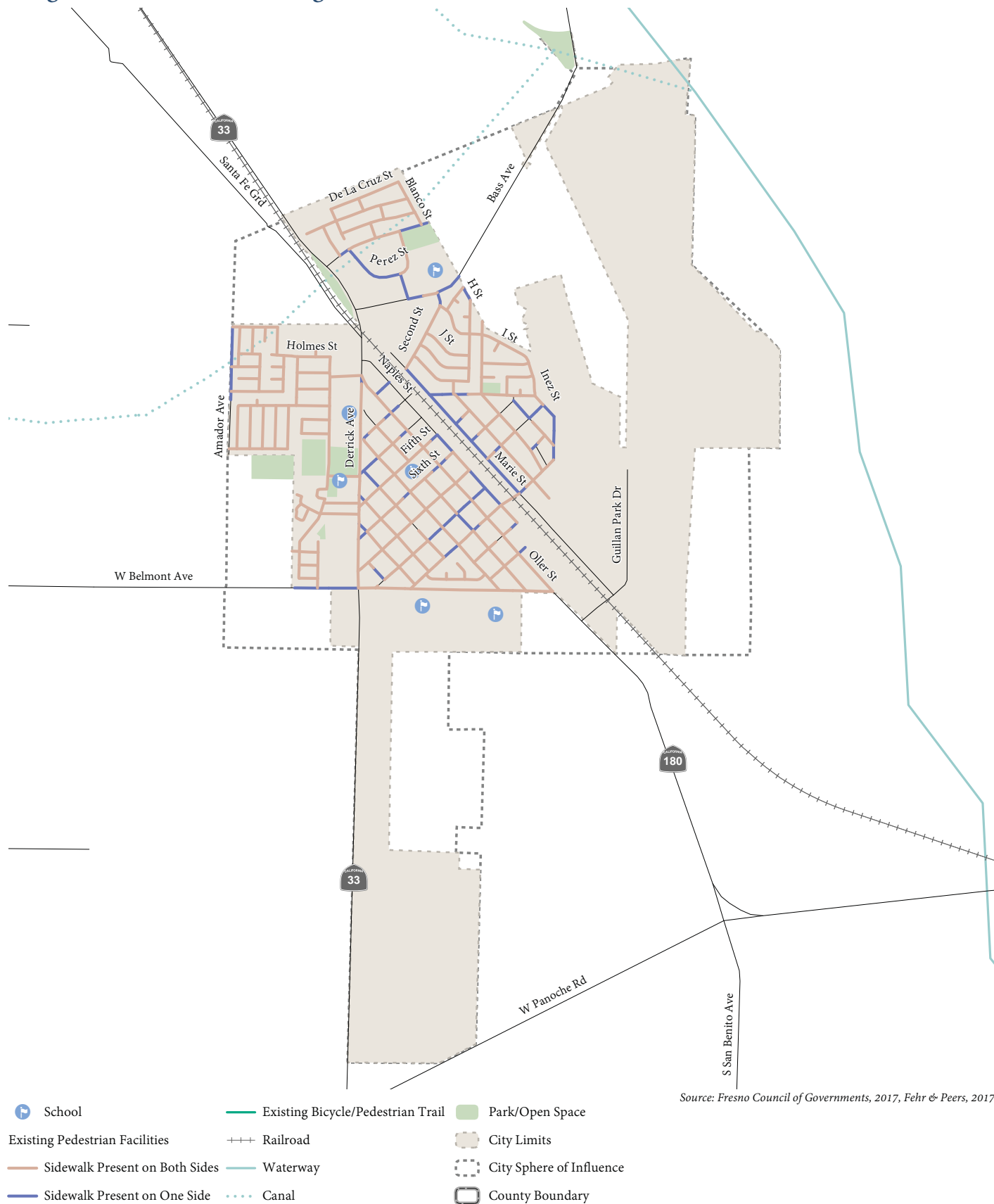


Figure 12-2: Mendota Existing Pedestrian Facilities



The City of Mendota is located in northwestern Fresno County, a short distance west of the San Joaquin River. Derrick Avenue (SR 33) and Oller Street (SR 180) run through the City. There is one existing Class II bike lane on the south side of Belmont Avenue, adjacent to Mendota Junior High School, Mendota High School, and Mendota Branch Library.

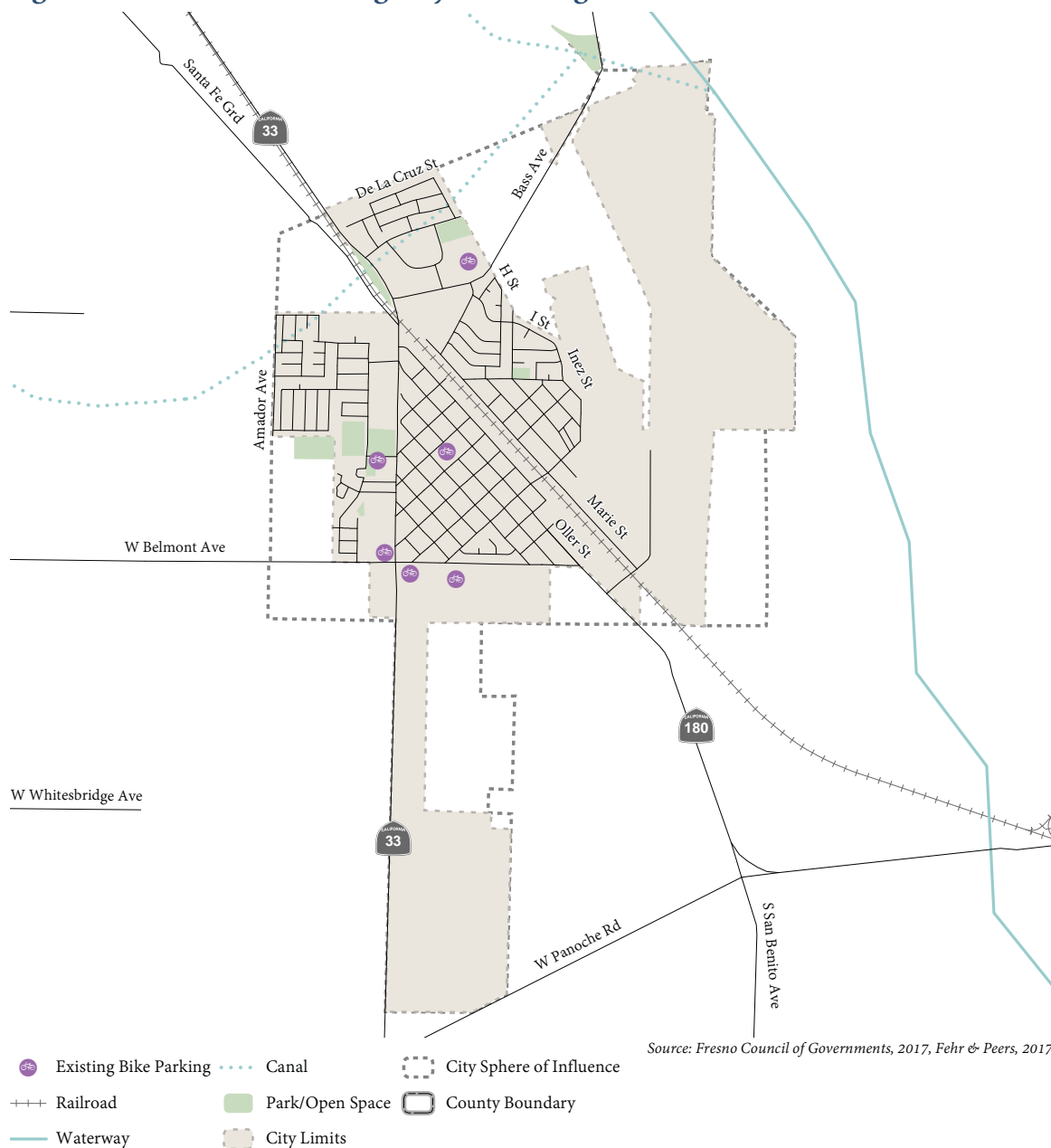
The following factors also are notable to the safety and comfort of bicycling and walking in Mendota:

- Railroad tracks divide the City and are challenging for residents to cross. Existing crossings are at Derrick Avenue, 9th Street, and Belmont Avenue.

- Intersections along Derrick Avenue (SR 33) are challenging for pedestrians to cross, though many destinations are located along the west side of Derrick Avenue including schools, parks, and retail.
- Pool Park is separated from the City by Bass Avenue, which lacks bicycle and pedestrian facilities.

Existing bicycle parking in Mendota is shown in Figure 12-3 and is primarily located at schools.

Figure 12-3: Mendota Existing Bicycle Parking



Key Destinations

Figure 12-4 shows key destinations for bicyclists and pedestrians in the City of Mendota. Highlights include

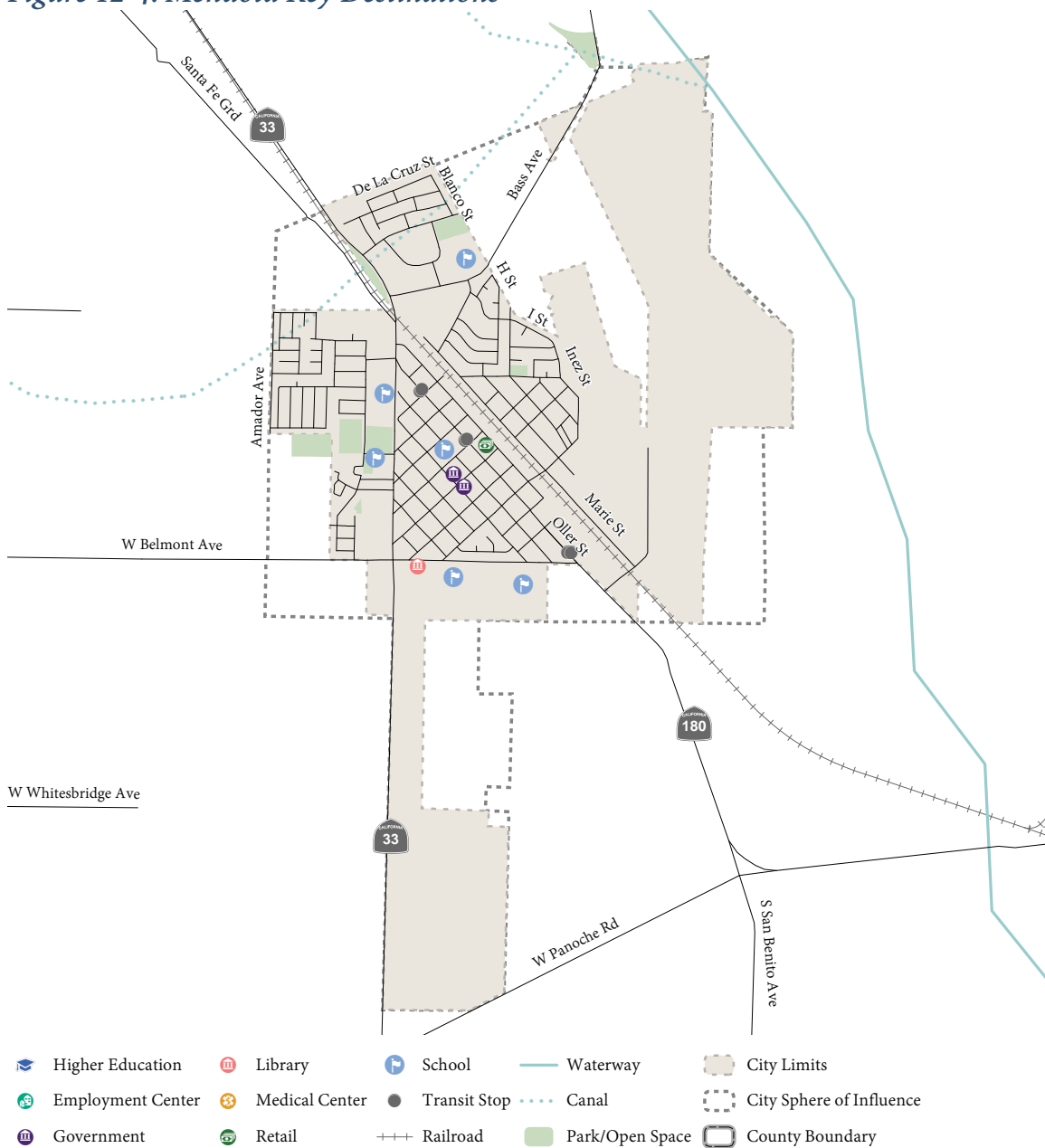
- Local schools and parks including Rojas Pierce Park, Jess Gill Park, and Pool Park
- Restaurants and businesses downtown, especially along Oller Street and at 7th Street and Derrick Avenue
- Mendota Branch Library

Figure 12-5 shows the General Plan Zoning Map for the City, which identifies residential, commercial, and industrial areas.



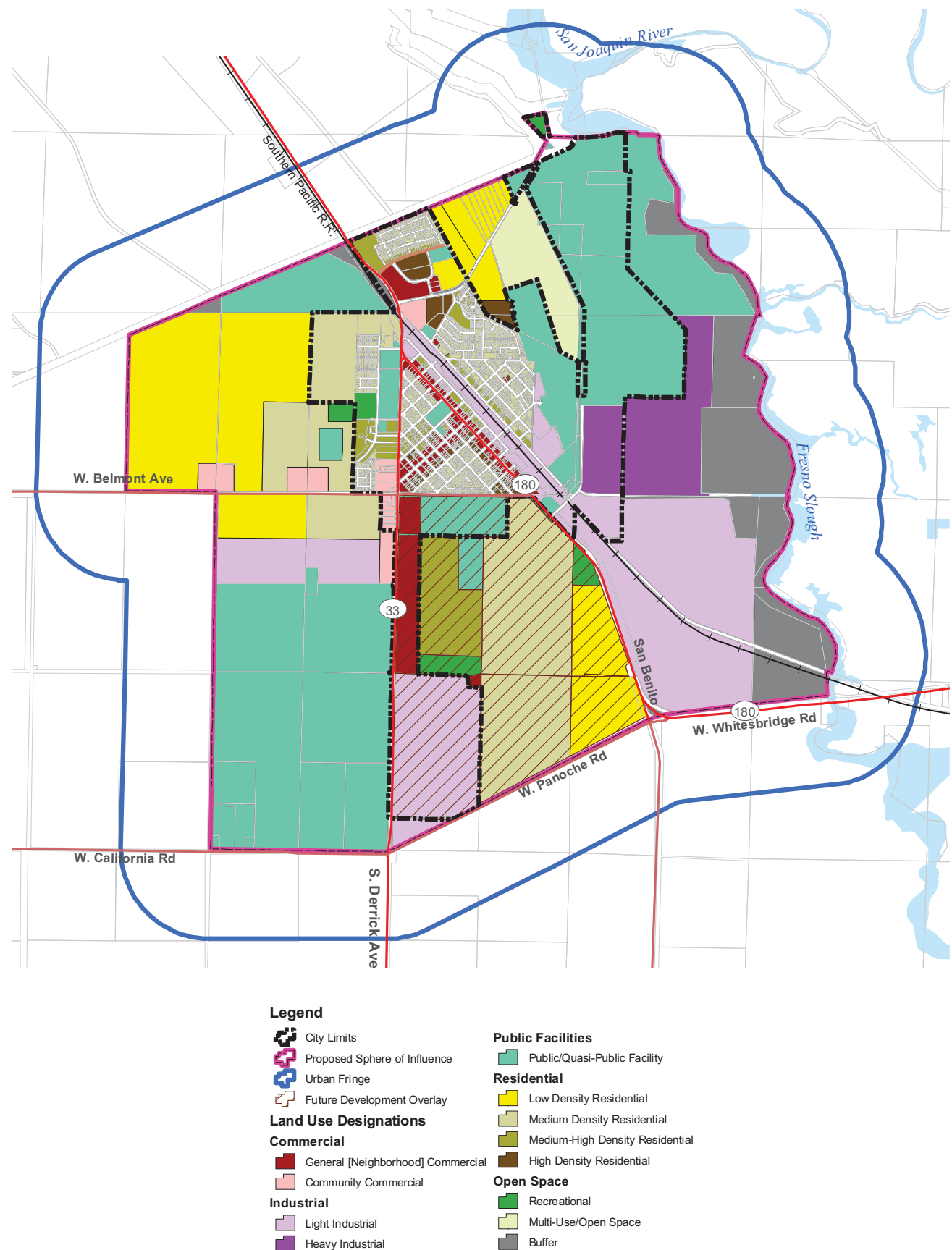
Roja-Pierce Park

Figure 12-4: Mendota Key Destinations



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

Figure 12-5 Mendota General Plan Zoning Map

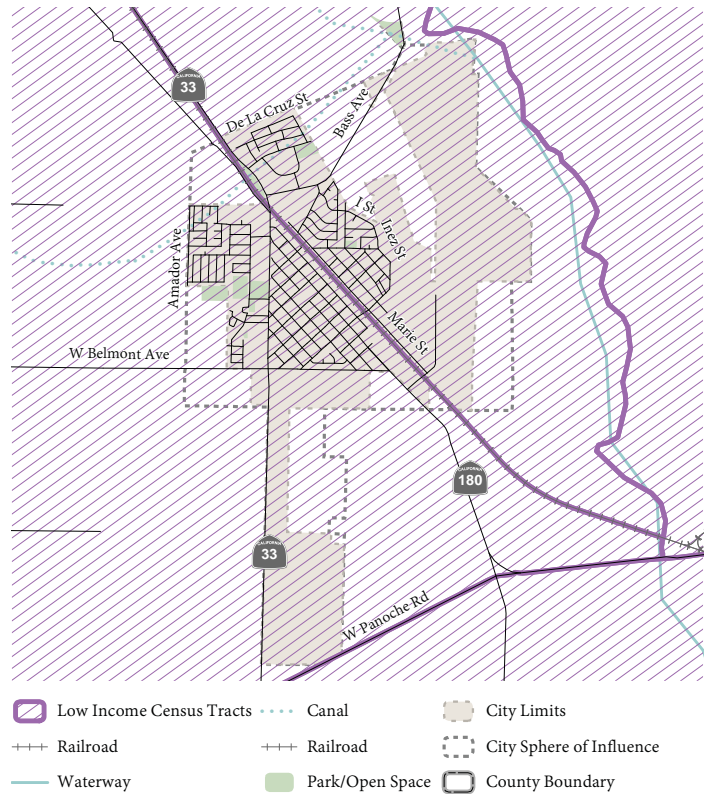


Source: City of Mendota, 2017

Disadvantaged Communities

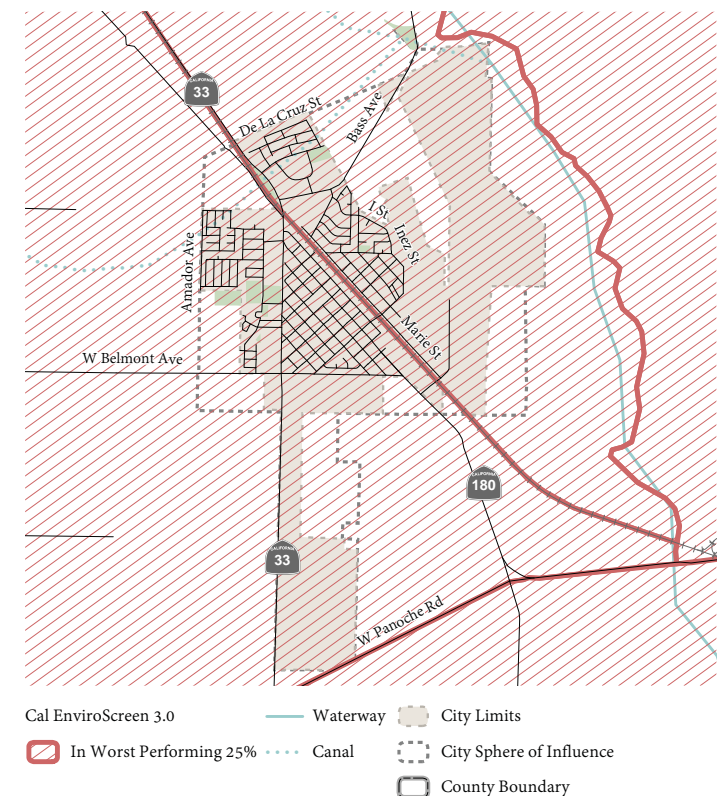
All of Mendota meets one or more of the criteria for disadvantaged communities, as shown in Figures 12-6 to 12-9. These indicators are explained in Chapter 3, Existing Conditions.

Figure 12-6: Mendota Household Median Income



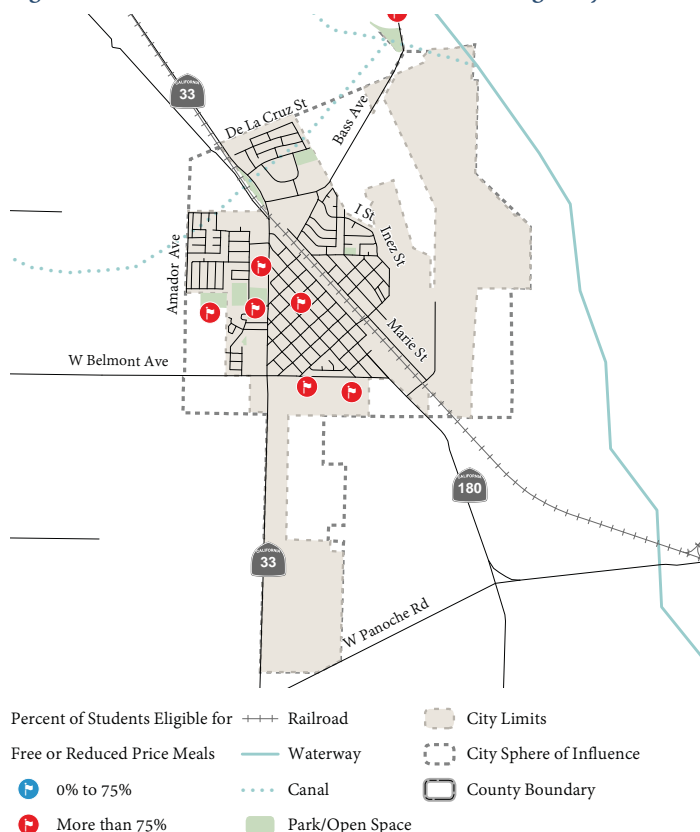
Sources: U.S. Census American Community Survey, 2016, Fehr & Peers, 2017

Figure 12-7: Mendota CalEnviroScreen 3.0 Score



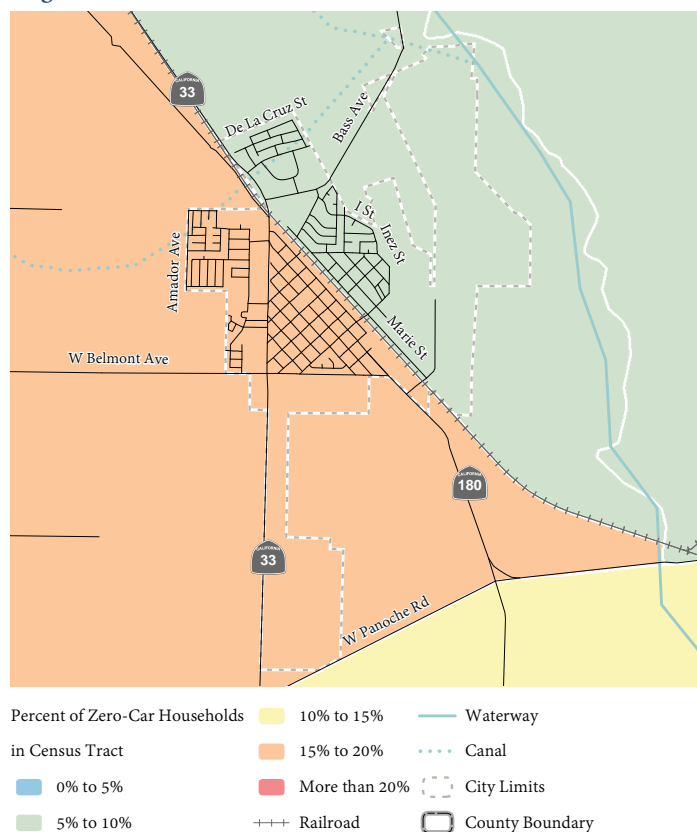
Source: California Office of Environmental Health Hazard Assessment, 2017, Fehr & Peers, 2017

Figure 12-8: Mendota Free or Reduced Price Meal Eligibility



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

Figure 12-9: Mendota 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 Mendota workers commute to work by bicycling and 2.4% commute to work by walking. These shares are lower than the statewide averages, as shown in Table 12-2. 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 Mendota is higher than shown here.

Table 12-2: Mendota Trips to Work by Bicycling and Walking

Jurisdiction	Bicycle		Walk	
	Estimate	Share	Estimate	Share
Mendota	0	0.0%	83	2.4%

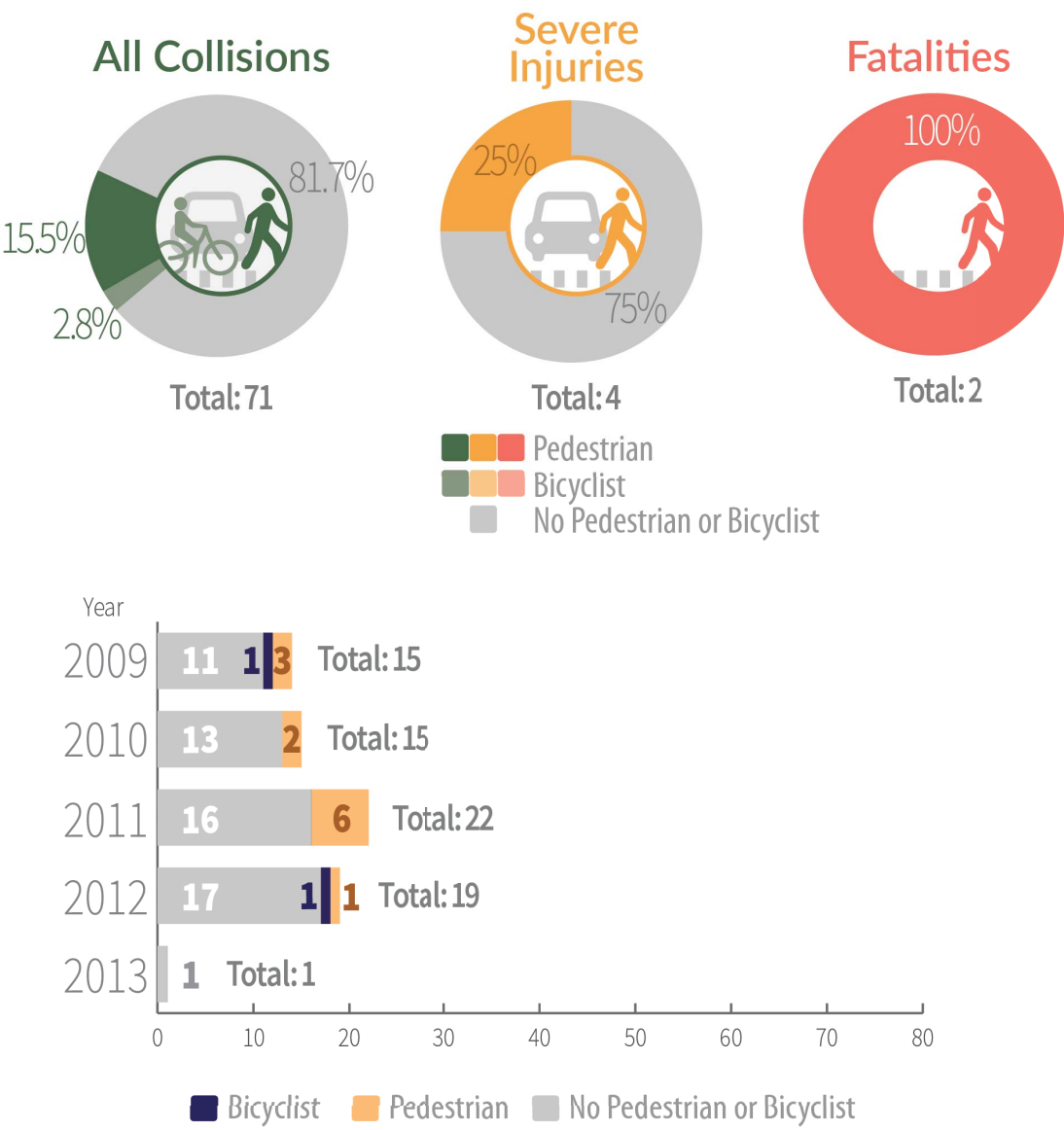
California

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

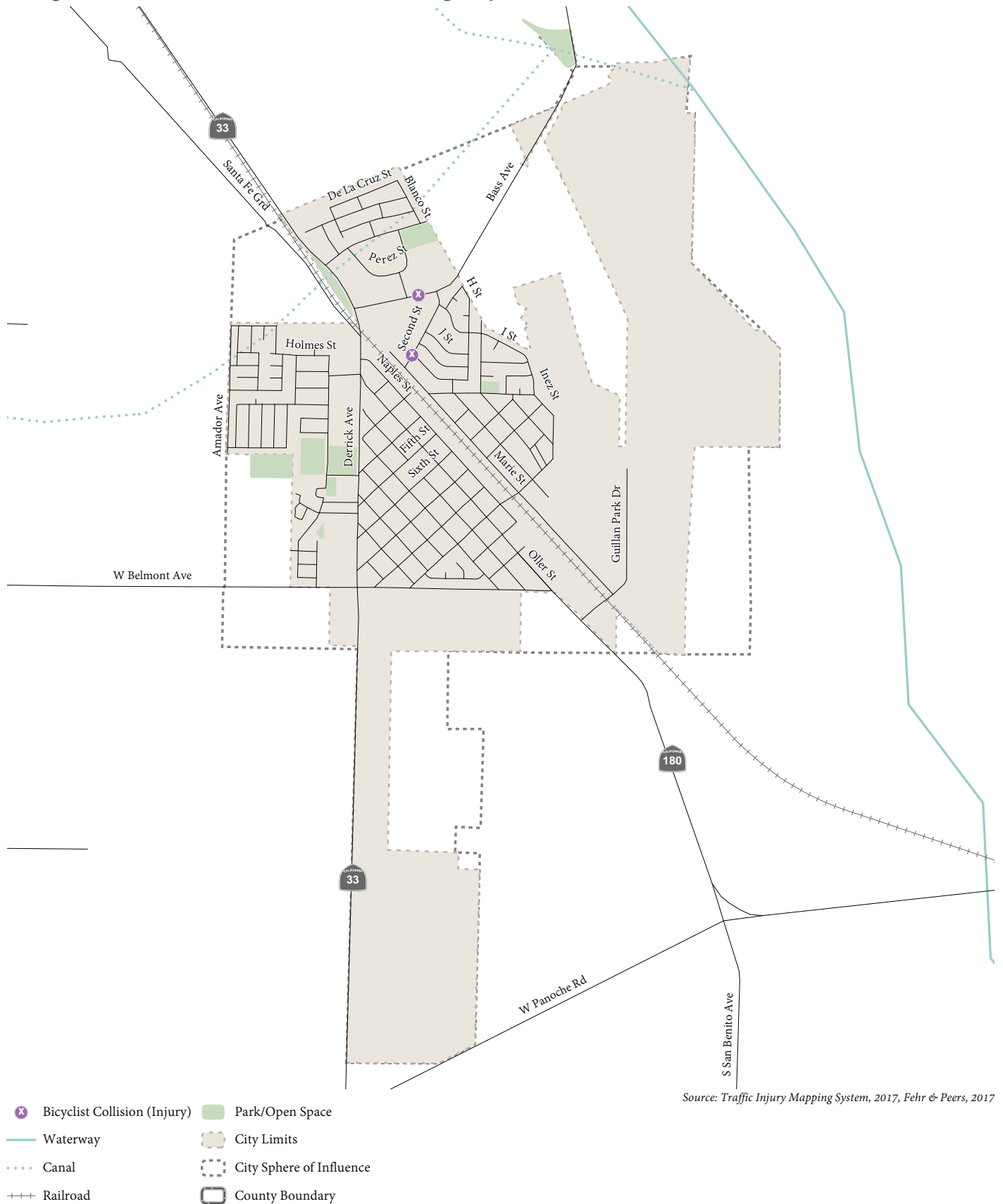
Collisions

The graphics shown below summarize injury collisions in Mendota involving bicyclists and pedestrians by severity and year. Figure 12-10 shows locations of injury collisions involving bicyclists and Figure 12-11 shows locations of injury collisions involving pedestrians.



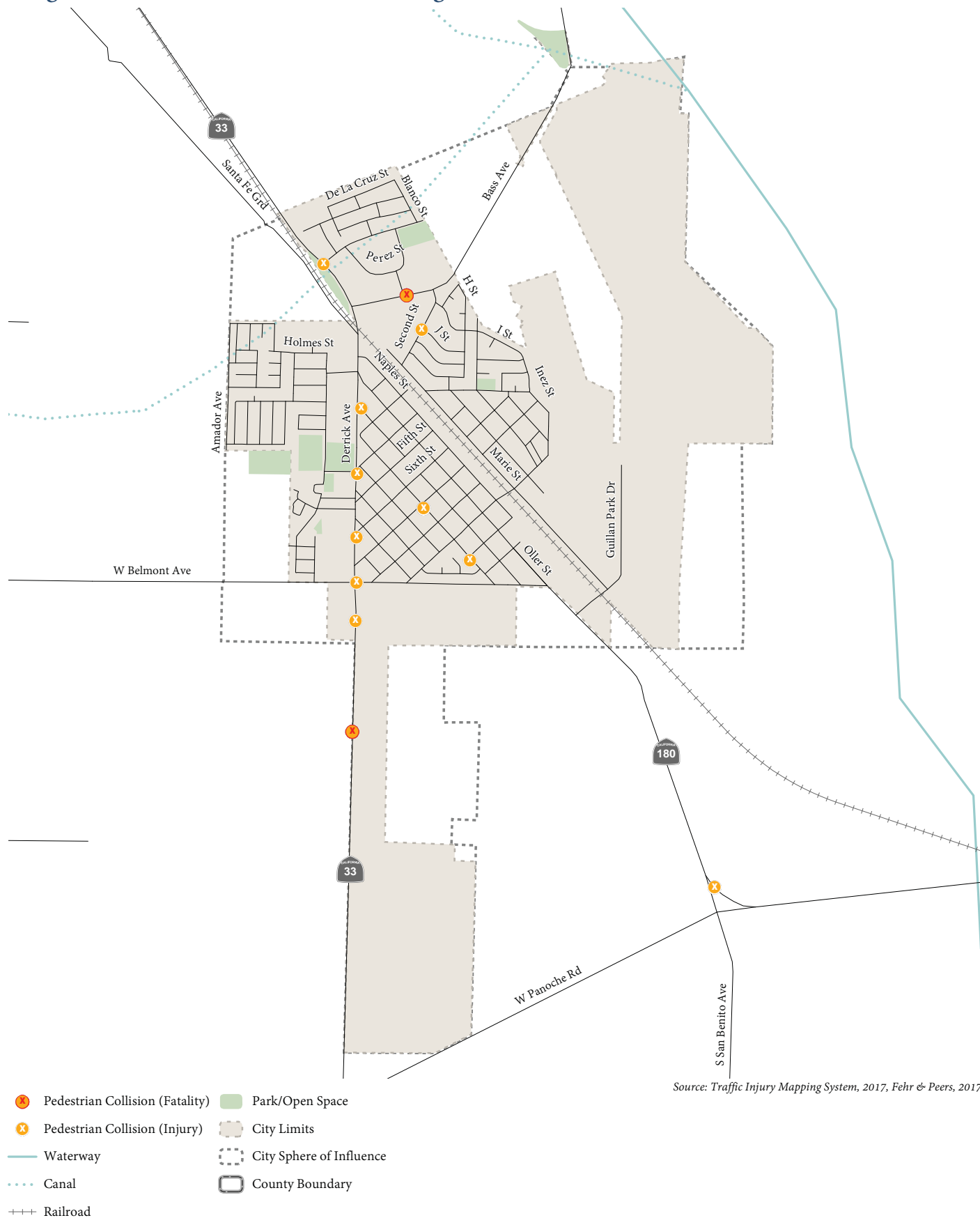
Sources: Traffic Injury Mapping System, 2017, Fehr & Peers, 2017

Figure 12-10: Mendota Collisions Involving Bicyclists, 2009-2013



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

Figure 12-11: Mendota Collisions Involving Pedestrians, 2009-2013



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

Past Expenditures

Table 12-3 shows recent investments made by the City of Mendota for bicycle and pedestrian improvements.

Table 12-3: Mendota Active Transportation Expenditures, 2012-2017

Project	Description	Cost
9 th Street Improvements	Curb ramps and sidewalks	\$25,000
Eastside Streets	Curb ramps and sidewalks	\$70,000
Smoot Sorensen McCabe	Curb ramps, sidewalks, curb extensions (bulb-outs)	\$200,000
2013 Safe Routes to School	Overhead flashing beacons, in-roadway crosswalk lights at Belmont & Quince, sidewalk	\$105,000
2013-2014 CDBG Project	Curb ramps	\$36,000
Mendota Elementary School Pedestrian Improvements	Flashing beacon crossing at Bass & 2 nd Street, in-roadway crosswalk lights, concrete medians, curb ramps and sidewalk	\$157,600
6 th Street Reconstruction	Curb ramps, sidewalks, striping to reduce lane widths (road diet)	\$63,000
Marie Street and Divisadero Street Reconstruction	Striping to reduce lane widths (road diet)	\$5,000
Derrick Avenue & 7 th Street Intersection	Reduced crossing distance of intersection, added median and created park space, street beautification	\$1,000,000

Source: City of Mendota, 2017

Maintenance Policies



The City of Mendota current maintenance policies and procedures include the following:

- Roads are being systematically reconstructed or maintained throughout the City. There has been a focus on the downtown core of the City, as it has the oldest roads and connects to the majority of retail, educational, governmental and business destinations.
- Curb ramps are added or brought up to code compliance with all reconstruction projects.
- New pavement projects implement new striping concepts to narrow vehicular travel lanes and reduce traffic speeds.

Five E's

Mendota's recent efforts supporting the five E's are presented in Table 12-4.

Table 12-4: Mendota Five E's Of Active Transportation

E	Discussion
Education 	The City of Mendota has sponsored an annual Drivers Awareness Day for the last ten years.
Engineering 	Bicycle and pedestrian engineering projects are shown in Table 12-3.

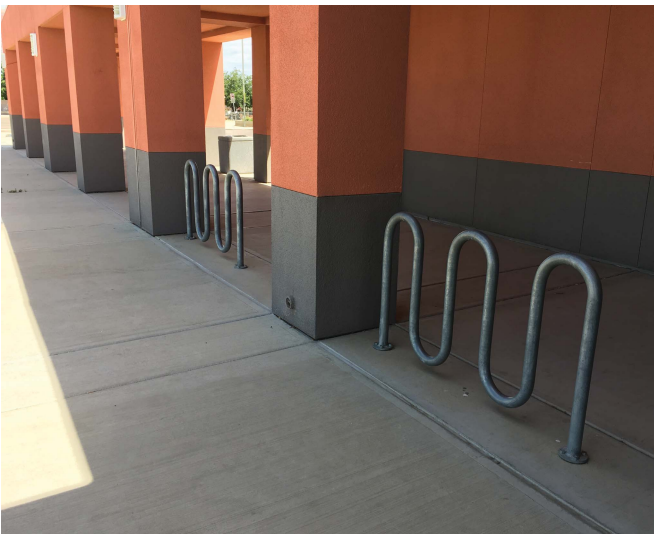
Sources: City of Mendota, 2017, Fehr & Peers, 2017

PLANNED NETWORKS

The planned bicycle and pedestrian networks for Mendota are summarized in Table 12-5 and shown in Figures 12-12 to 12-13. 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 12-14 presents planned bike parking for Mendota. These planned bike parking locations supplement existing locations by adding parking at parks, near retail, and at civic areas.

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



Bike parking located outside of Mendota Branch Library

Table 12-5: Mendota Planned Bicycle and Pedestrian Facilities

Facility Type	Existing (Miles)	Planned (Miles)	Total (Miles)
Sidewalk	45.4	1.6	47.0
Class I Bike Path	0.0	5.1	5.1
Class II Bike Lane	1.2	23.2	24.5
Class III Bike Route	0.0	1.5	1.5

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

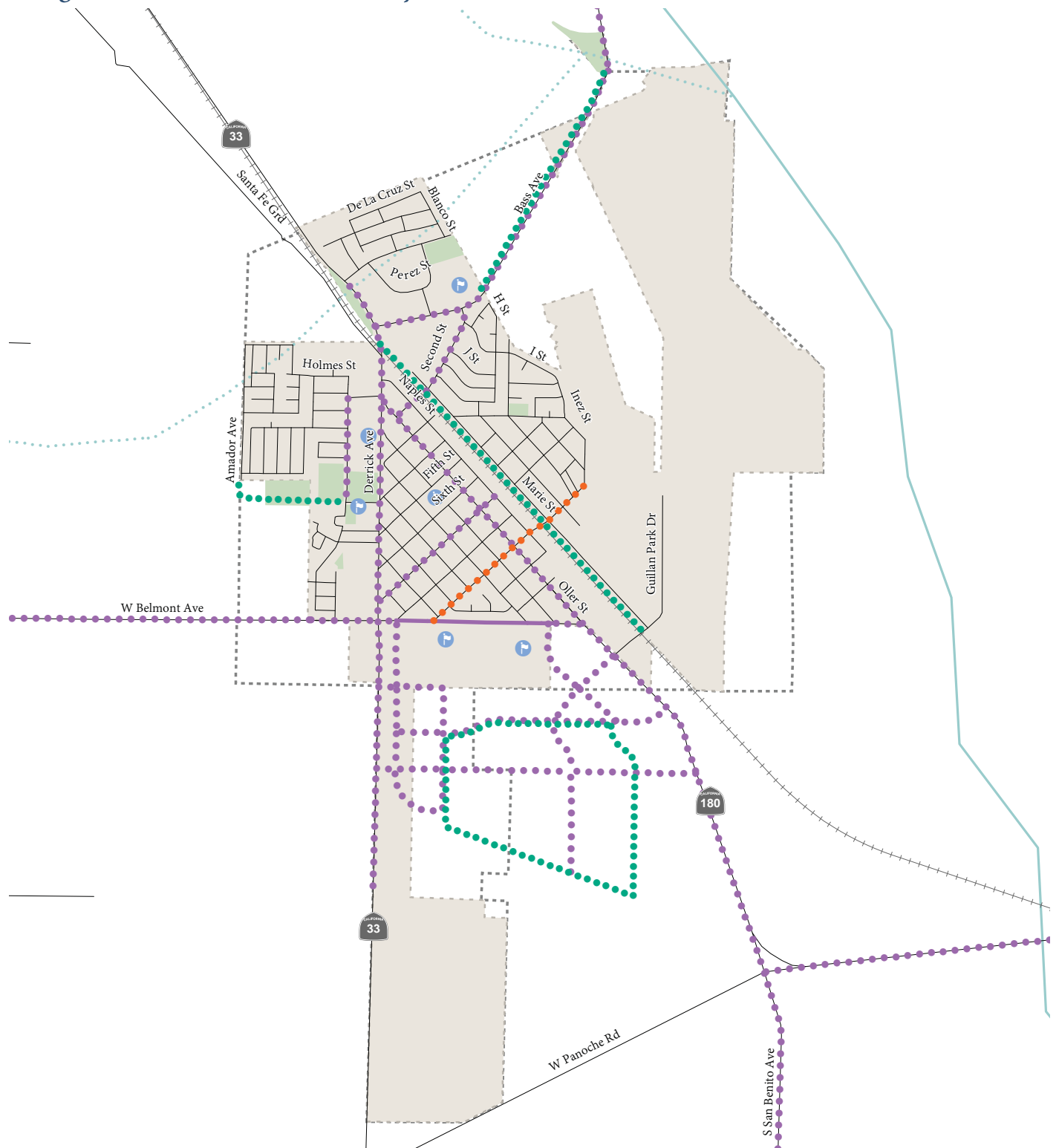
Costs to implement these facilities are summarized in Table 12-6.

Table 12-6: Mendota Planned Bicycle and Pedestrian Network Costs

Facility Type	Cost Per Mile	High Priority	Other	Total
Sidewalk	\$343,000	\$551,000		\$551,000
Class I Bike Path	\$750,000	\$338,000	\$3,465,000	\$3,803,000
Class II Bike Lane	\$175,000	\$1,203,000	\$2,864,000	\$4,067,000
Class III Bike Route	\$8,000		\$12,000	\$12,000
Crossing Improvements		\$425,000	\$1,000,000	\$1,425,000
	Total	\$2,517,000	\$7,341,000	\$9,858,000

Source: Fehr & Peers, 2017

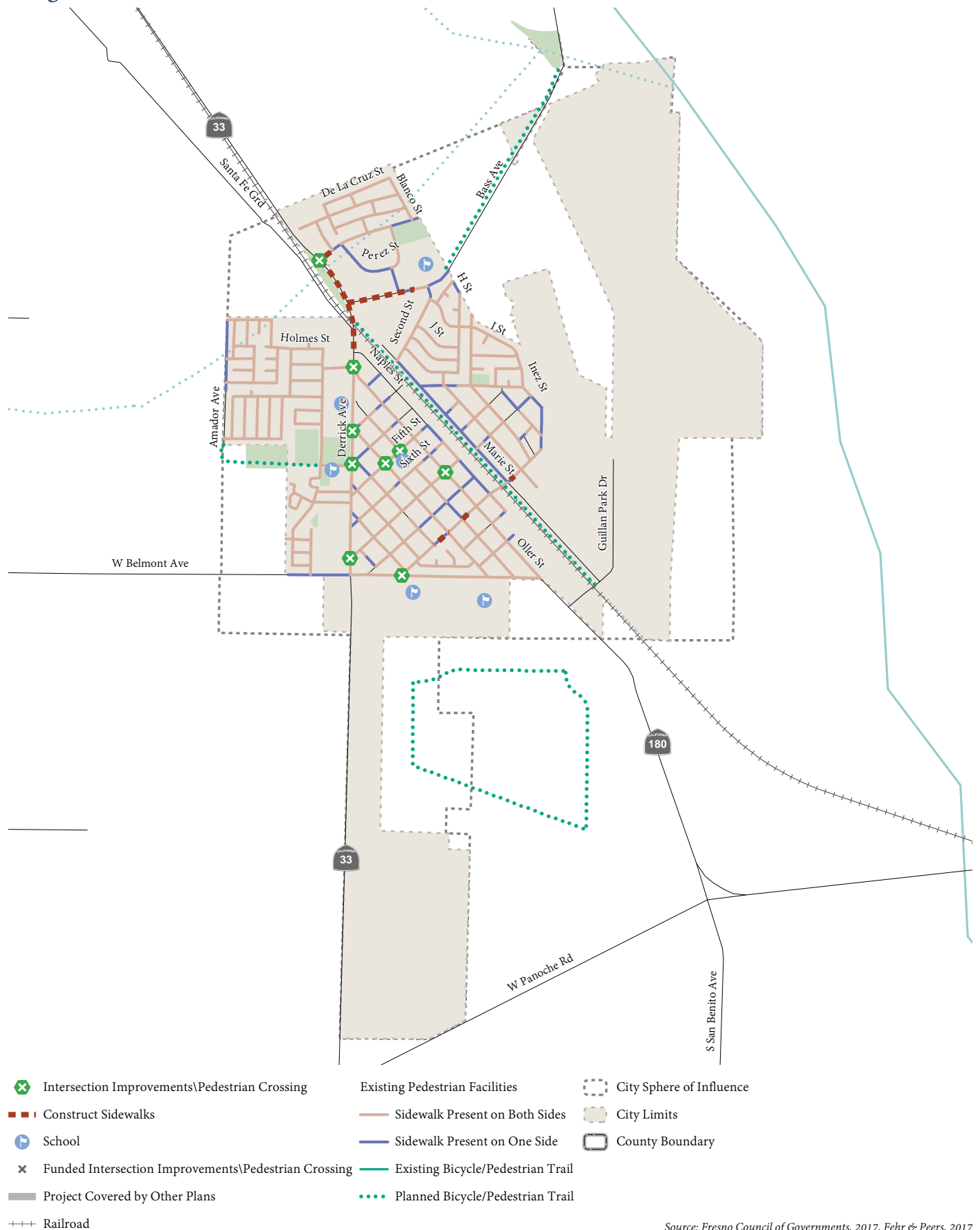
Figure 12-12: Mendota Planned Bicycle Facilities



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

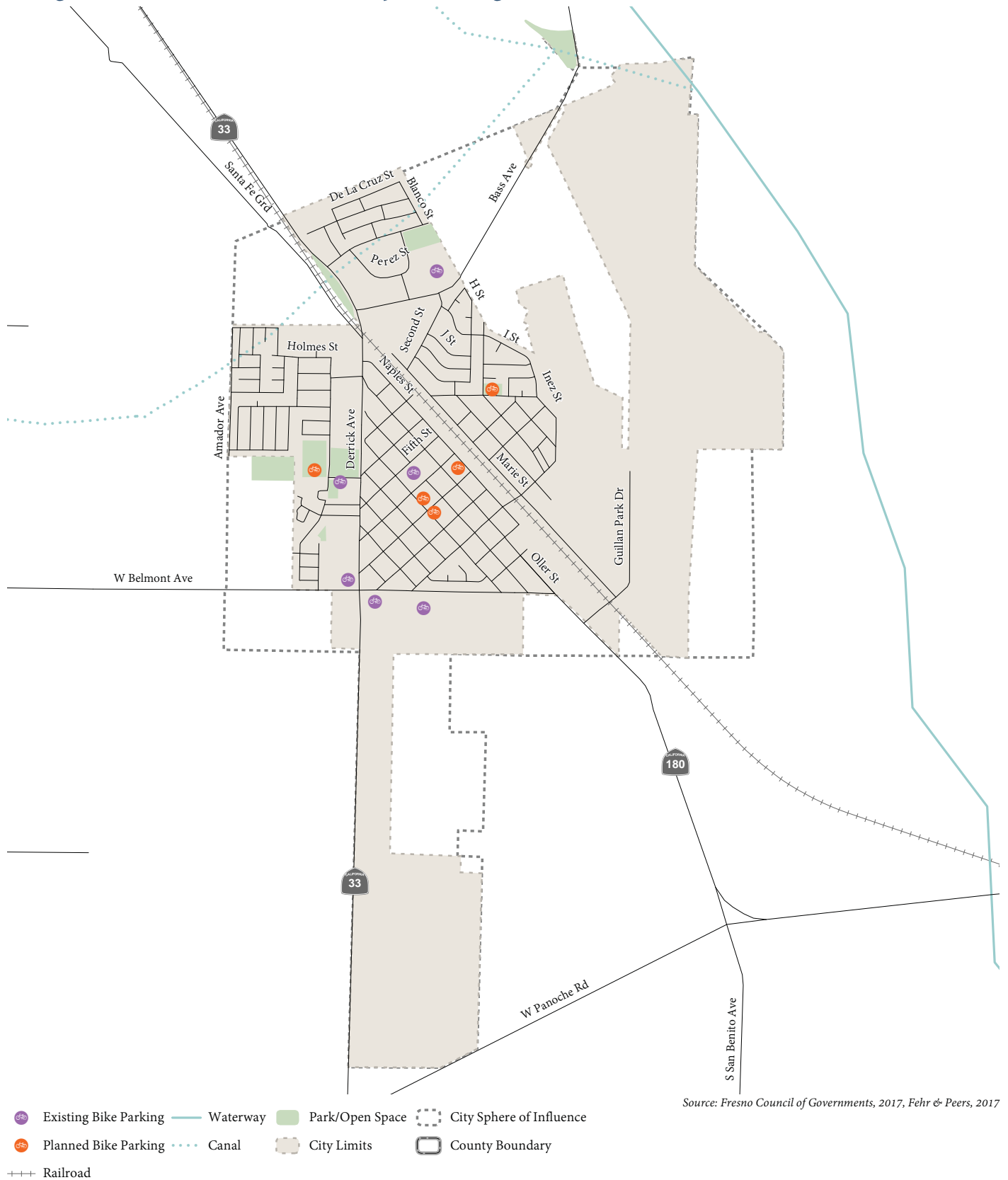
Existing Bicycle Facilities	Planned Bicycle Facilities	Funded Project, Not Included in ATP
— Class I Bikeway (Bike Path)	●●● Class I Bikeway (Bike Path)	— Project Covered by Other Plans
— Class II Bikeway (Bike Lane)	●●● Class II Bikeway (Bike Lane)	 County Boundary
— Class III Bikeway (Bike Route)	●●● Class III Bikeway (Bike Route)	
	●●● Class IV Bikeway (Separated Bikeway)	
	●●● Class II/IV	

Figure 12-13 Mendota Planned Pedestrian Facilities



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

Figure 12-14: Mendota Planned Bicycle Parking



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