

Chapter 13

ORANGE COVE

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

RELATIONSHIP TO CITY PLANS AND POLICIES

The Orange Cove General Plan is the primary document specifying goals and policies for the City, including those relating to walking and bicycling. The Orange Cove 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 Orange Cove. These plans are discussed in Chapter 2, Existing Conditions, and in Appendix C, Relationship to State and Federal Plans and Policies.

City of Orange Cove General Plan (2003)

The primary goal of the City of Orange Cove's General Plan is to facilitate a well-planned community. This plan establishes guidance for future planning in the City extending to the year 2030.

Circulation Element

The Circulation Element outlines the circulation routes by which people travel within the city, including roadways and bike paths.

The Bikepaths and Pedestrian Pathways section describes how bicycling is an important form of transportation and can provide residents with a practical way to make trips within the community. The importance of properly designing Orange Cove's bikepath system for its users is emphasized. The goals related to bicycling and walking from the Goals and Policies section are included below:

- Goal I: Encourage persons to ride bikes for good health as well as for environmental reasons.
- Goal II: Ensure that Orange Cove's bikepath system is consistent with the Fresno County Regional Bicycle Transportation Plan.
- Goal III: Encourage residents to walk in Orange Cove.

The School Routes section explains that there are many roadways in Orange Cove that are primarily used by children traveling to and from school. It is recommended that sidewalks be placed along both sides of roadways leading up to schools. One goal related to bicycling and walking is included in the Goals and Policies section:

- Goal I: Ensure that children have safe walking and bicycling routes to school.

City of Orange Cove Proposed Bike Path System

The City of Orange Cove developed a Proposed Bike Path System map. This map was used as the basis for developing the ATP.

City of Orange Cove Standard Drawings (2013)

The City of Orange Cove Standard Drawings define standards applicable to sidewalks and striping on City roadways. These drawings include

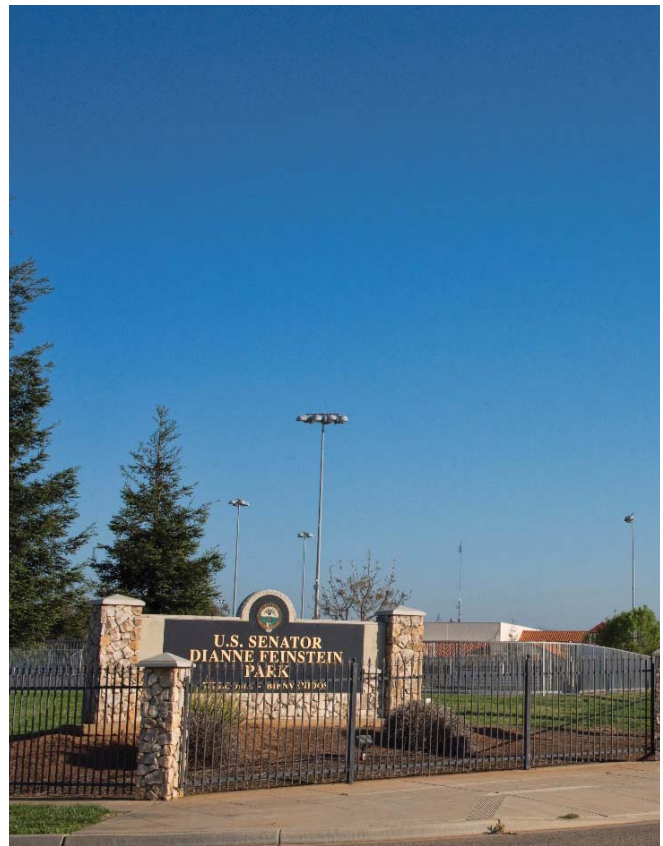
- P-1 to P-2: Street Cross Sections
- P-5: Sidewalk, Curb & Gutter

Municipal Code and Charter of Orange Cove (2016)

The Municipal Code and Charter of Orange Cove is a compilation of the City of Orange Cove's ordinances, codified into regulations. In the code, regulations are grouped by subject matter into titles. With a few minor exceptions, most regulations concerning pedestrians and bicycles 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 are

- **10.12.010 – Riding on sidewalk prohibited**
No person shall ride any bicycle upon any sidewalk or parkway.
- **16.32.010 - Pedestrian walkways and bikeways**
 - A. Pedestrian walkways or bikeways may be required where needed for:
 1. Access to schools, playgrounds or parks, shopping centers, or public areas;
 2. Traffic safety; or
 3. Access through unusual long blocks;
 4. Access to public areas shown on an approved general plan.
 - B. Dedication for bicycle paths may only be required for subdivisions which have two hundred lots or more on the final map.



U.S. Senator Dianne Feinstein Park

EXISTING CONDITIONS

Currently there are 2.5 miles of bicycle facilities and 34.5 miles of sidewalks within the City of Orange Cove. These networks are summarized in Table 13-1 and depicted in Figure 13-1 and 13-2. There are many gaps in the Orange Cove sidewalk network, as shown in Figure 13-2.

Table 13-1: City of Orange Cove Existing Facilities

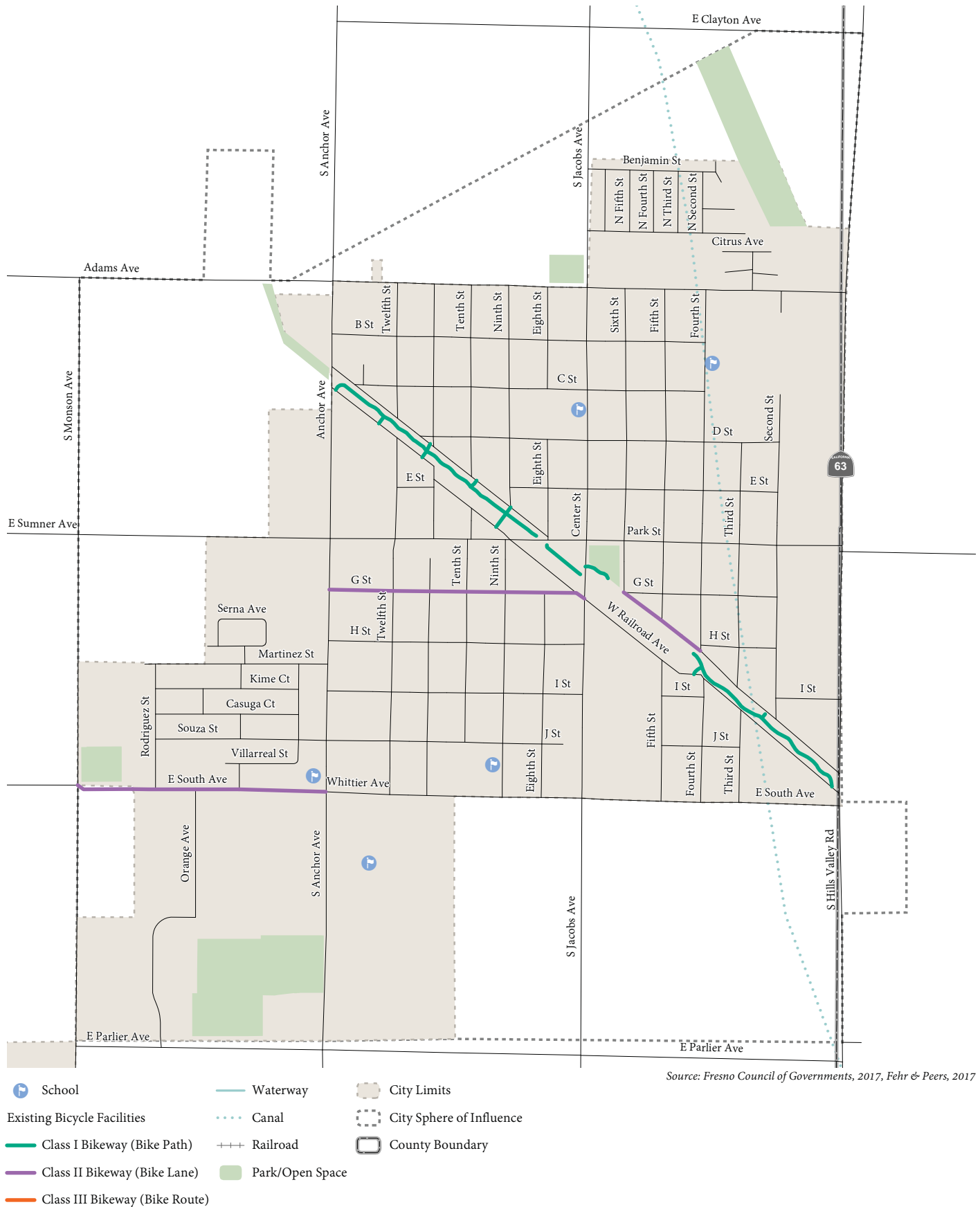
Type	Miles
Sidewalks	34.5
Class I Bike Paths	1.2
Class II Bike Lanes	2.3
Class III Bike Routes	0.0
Class IV Separated Bikeways	0.0

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



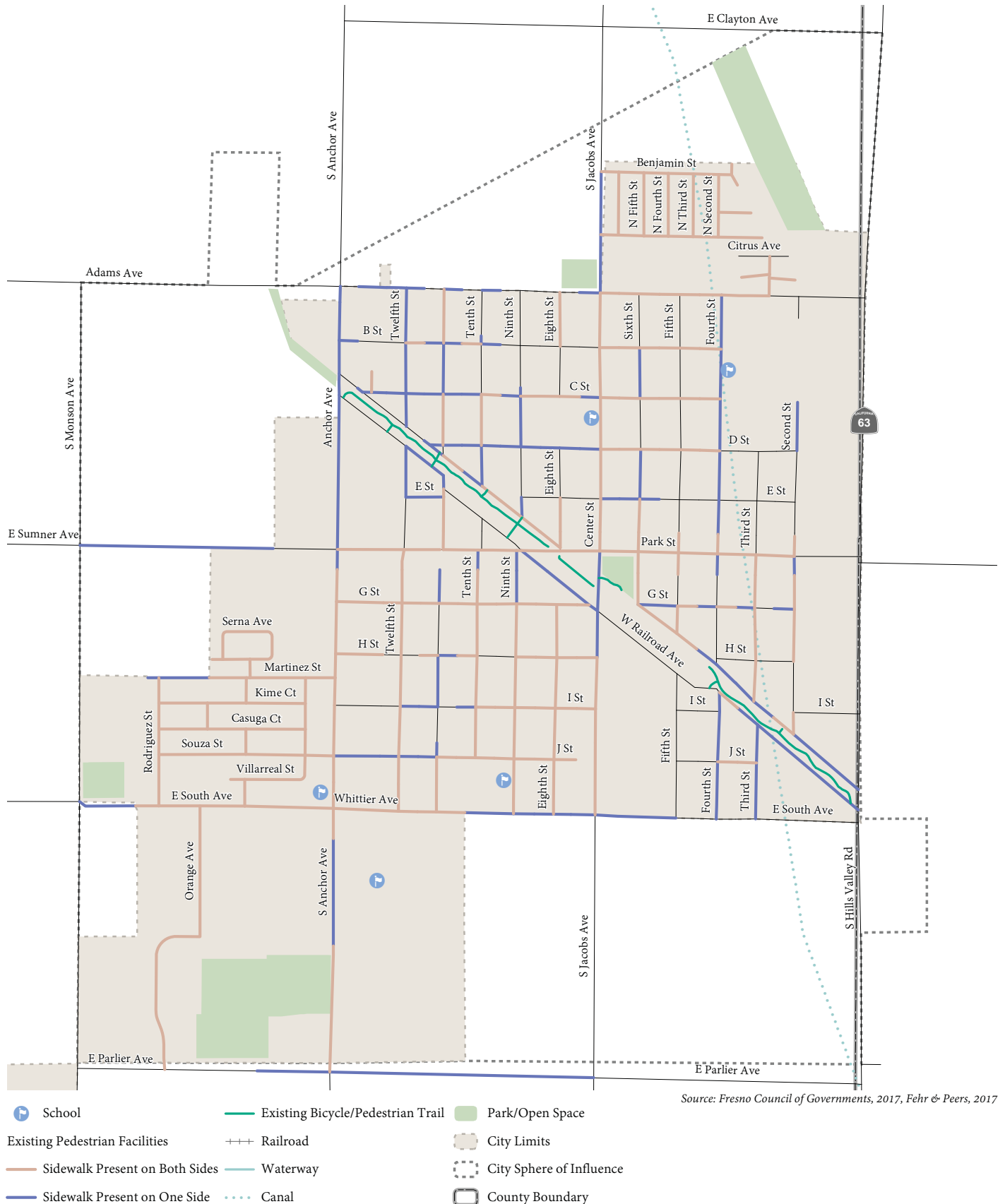
Neighborhood signage promoting walking in Orange Cove

Figure 13-1: Orange Cove Existing Bicycle Facilities



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

Figure 13-2: Orange Cove Existing Pedestrian Facilities

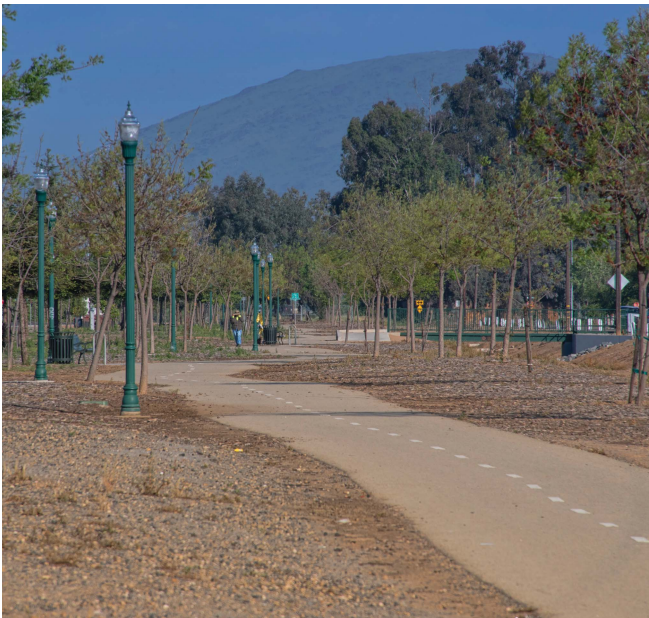


The City of Orange Cove is located in the San Joaquin Valley, 8 miles east-southeast of Reedley. The City has constructed a Class I Trail that runs along the former railroad alignment that bisects the City. SR 63 runs north-south along Orange Cove's eastern boundary, which is also the boundary between Fresno and Tulare Counties. The main east-west roadway is Park Boulevard, which is central to the City's downtown business district.

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

- Though the City has made much progress in adding sidewalks, many gaps still exist.
- Residents have expressed a strong desire for improved pedestrian crossings in many locations across the City.

No existing bike parking was confirmed in the City of Orange Cove, though some bike parking may exist.



Class I bike trail for bicyclists and pedestrians in Orange Cove



Mid-block crosswalk with bulb outs in Orange Cove

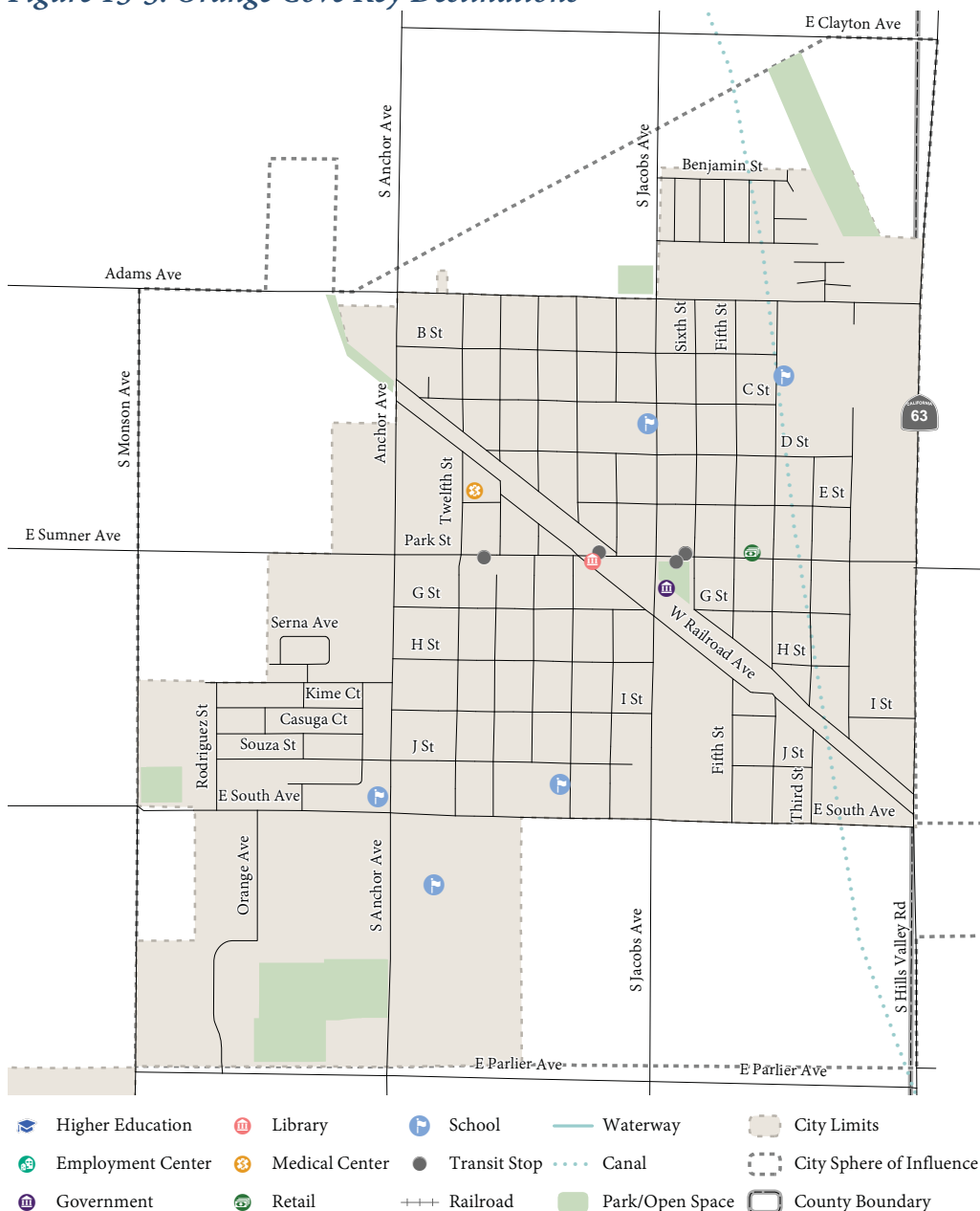
Key Destinations

Figure 13-3 shows key destinations for bicyclists and pedestrians in the City of Orange Cove. Highlights include

- Local schools and parks, including Memorial Park and Feinstein Park
- Restaurants and businesses downtown along Park Boulevard
- Orange Cove Branch Library

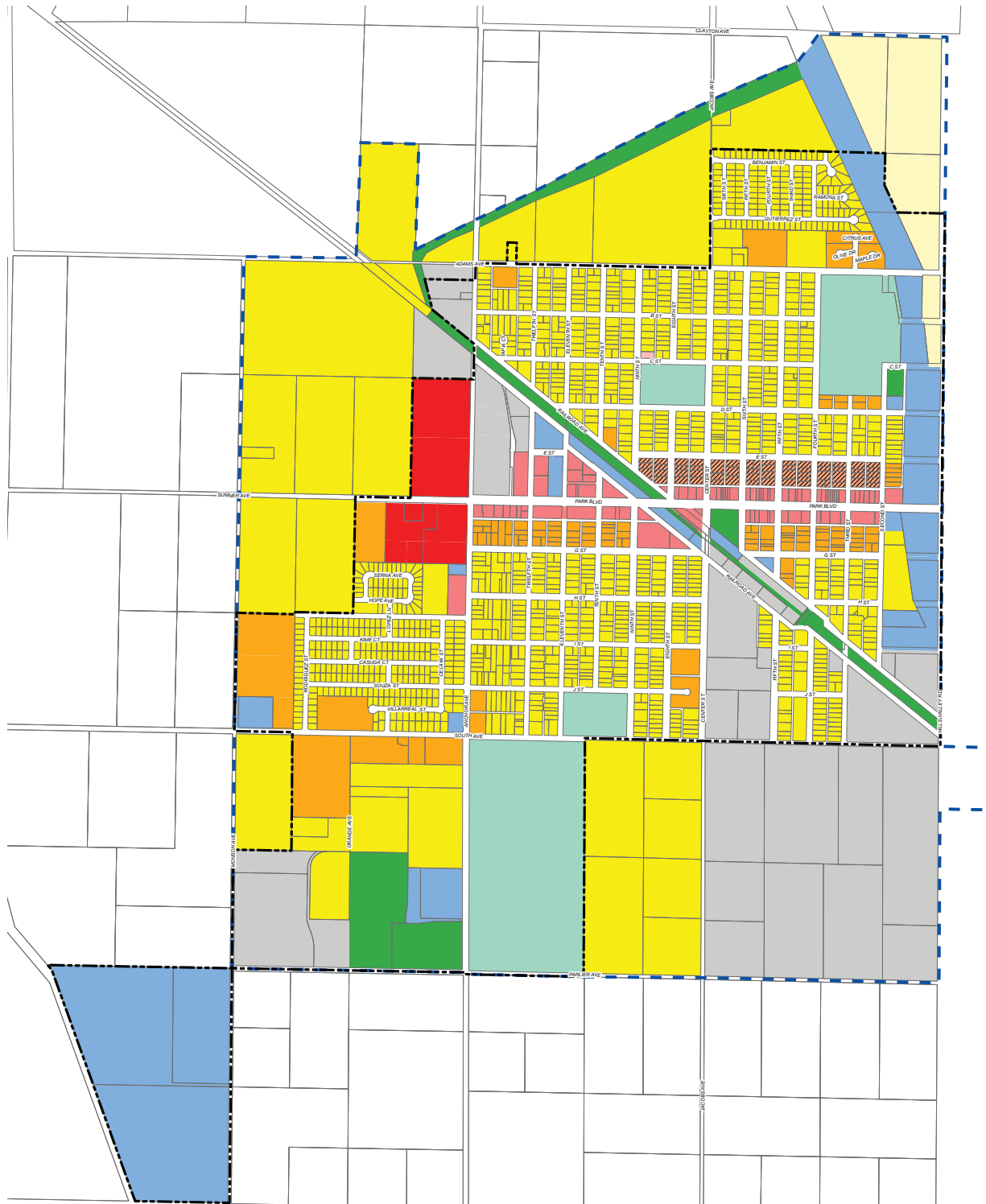
Figure 13-4 shows the General Plan Zoning Map for the City, which identifies residential, commercial, and industrial areas.

Figure 13-3: Orange Cove Key Destinations



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

Figure 13-4 Orange Cove General Plan Zoning Map



City of Orange Cove - Land Use


**Yamabe & Horn
Engineering, Inc.**

Updated: 09/08/2015

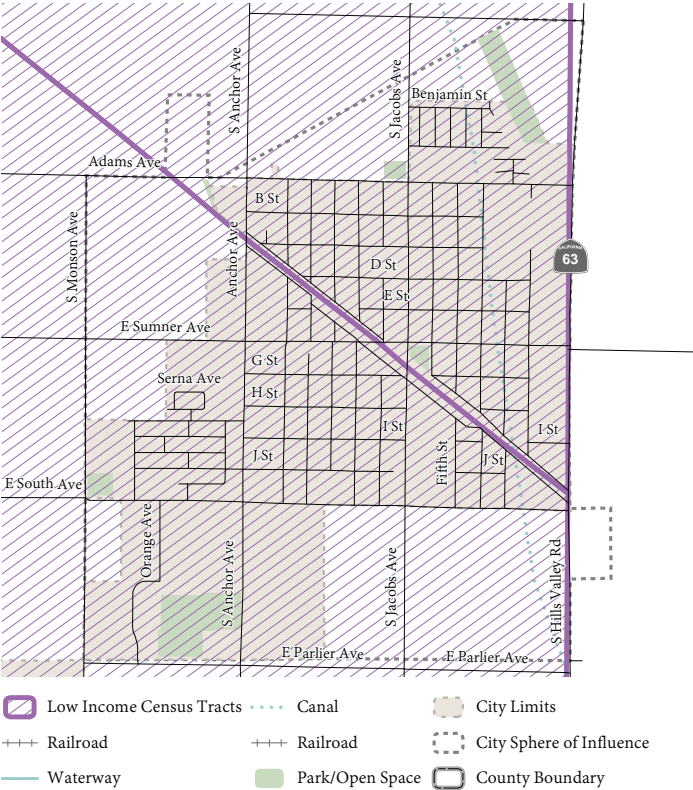
-  City Limits
  Low Density Residential
  High Density Residential
  Central Commercial
  Industrial
  Schools
  Mixed Use
-  Sphere of Influence
  Medium Density Residential
  Neighborhood Commercial
  General Commercial
  Public Facilities
  Open Space

September 8, 2015

Disadvantaged Communities

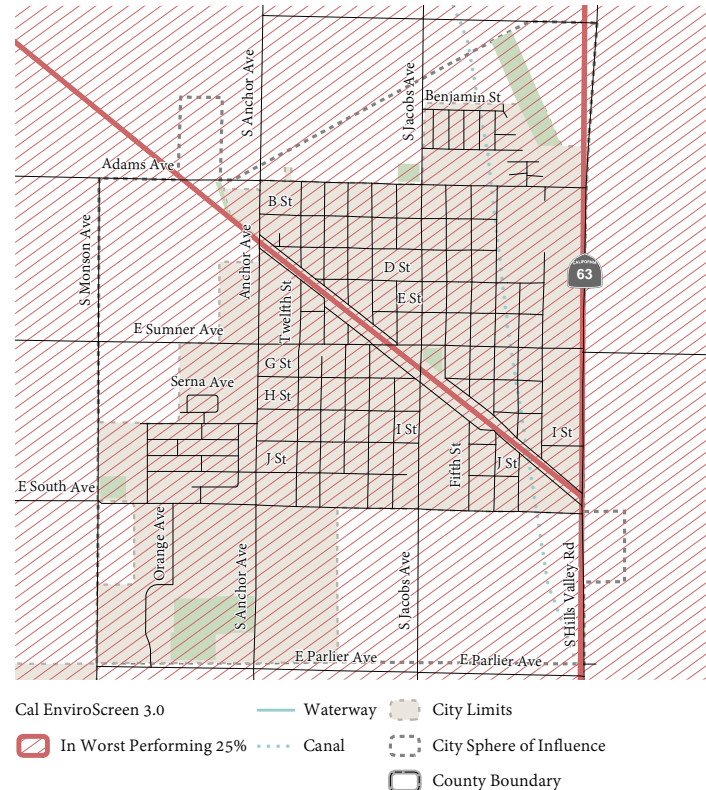
All of Orange Cove meets one or more of the criteria for disadvantaged communities, as shown in Figures 13-5 to 13-8. These indicators are explained in Chapter 3, Existing Conditions.

Figure 13-5: Orange Cove Household Median Income



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

Figure 13-6: Orange Cove CalEnviroScreen 3.0 Score



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

Figure 13-7: Orange Cove Free or Reduced Price Meal Eligibility

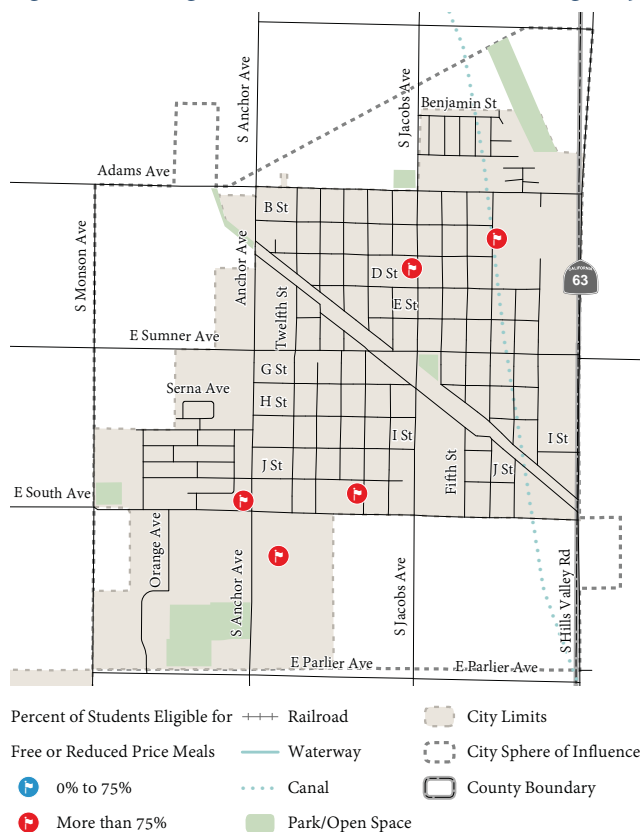
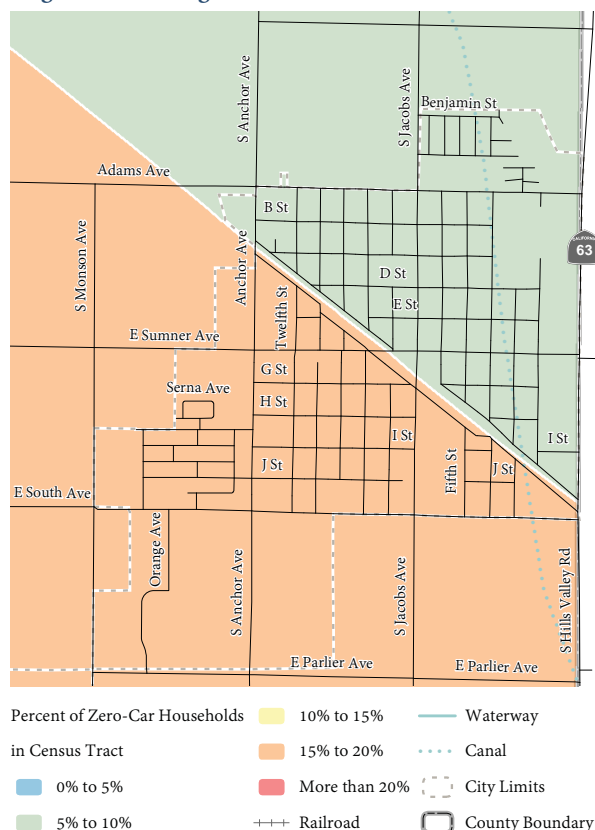


Figure 13-8: Orange Cove Zero Automobile Households



Existing Trips

Based on data collected through the U.S. Census American Community Survey, approximately 0% of Orange Cove workers commute to work by bicycling and 3.0% commute to work by walking. Although the share of commuters that bicycle to work is much lower than the statewide average, the share of people who walk to work is higher than the state average, as shown in Table 13-2. 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 Orange Cove is higher than shown here.

Table 13-2: Orange Cove Trips to Work by Bicycling and Walking

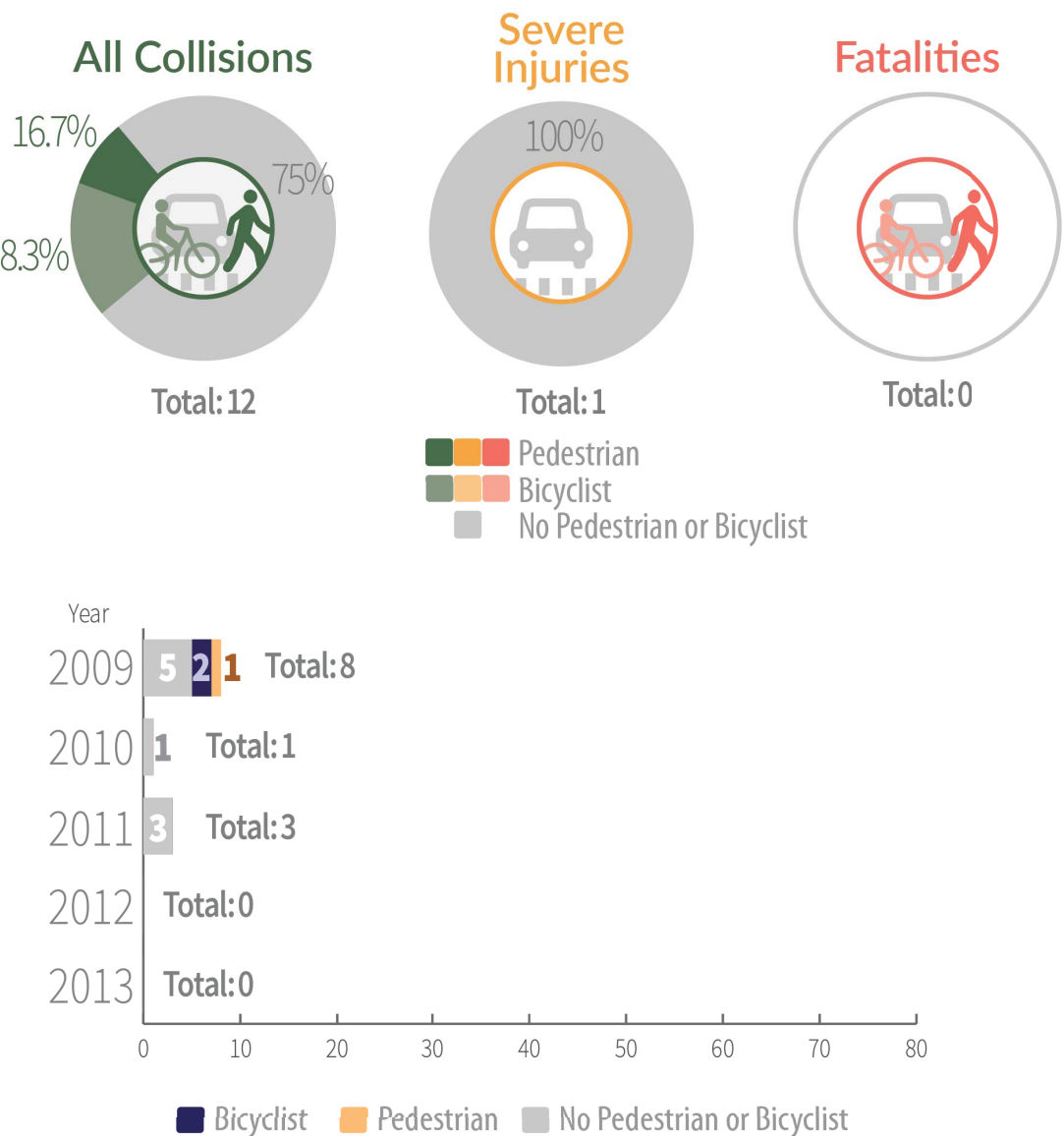
Jurisdiction	Bicycle		Walk	
	Estimate	Share	Estimate	Share
Orange Cove	0	0.0%	80	3.0%

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 Orange Cove involving bicyclists and pedestrians by severity and year. Figure 13-9 shows locations of injury collisions involving bicyclists and Figure 13-10 shows locations of injury collisions involving pedestrians.



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

Figure 13-9: Orange Cove Collisions Involving Bicyclists, 2009-2013

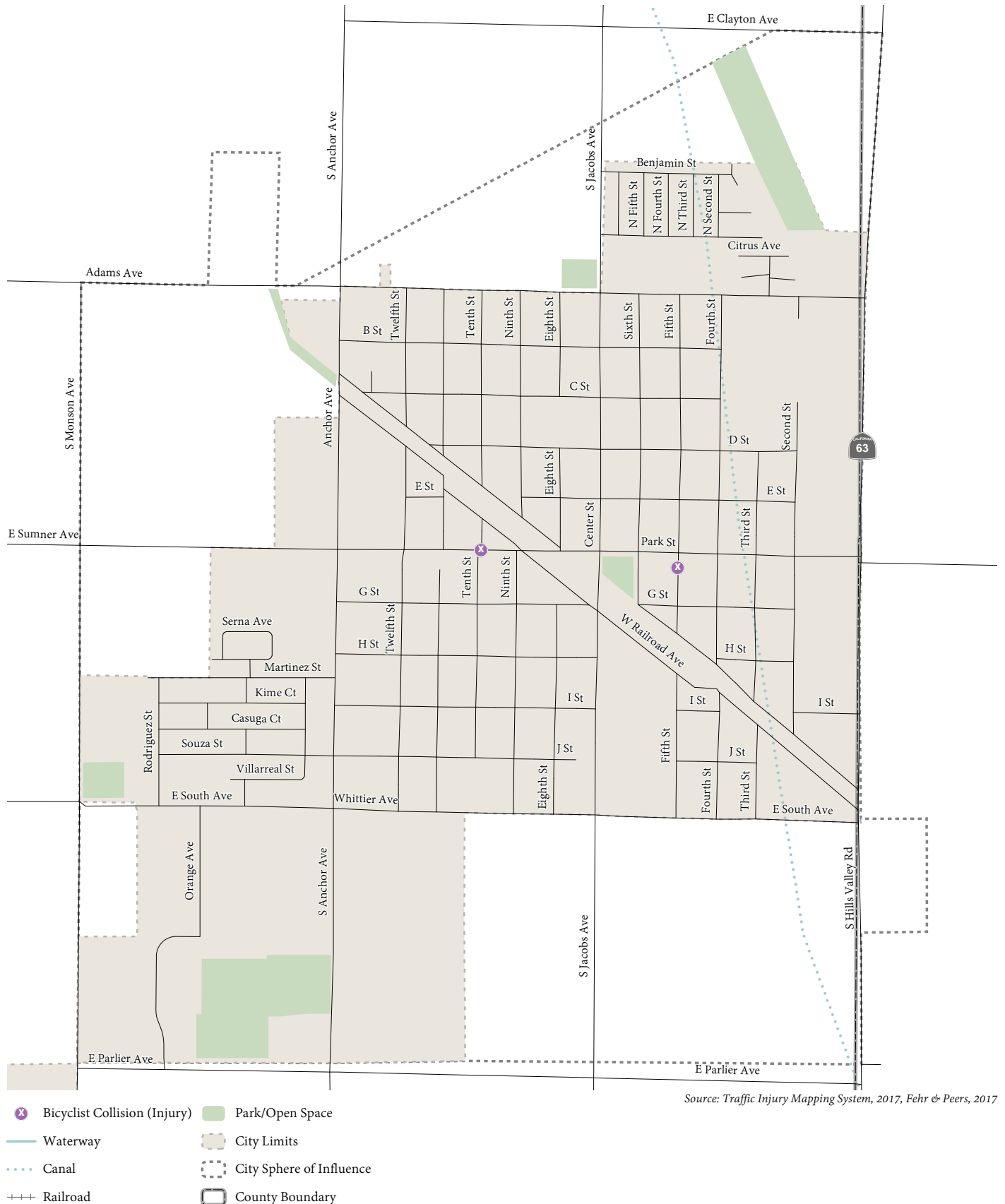
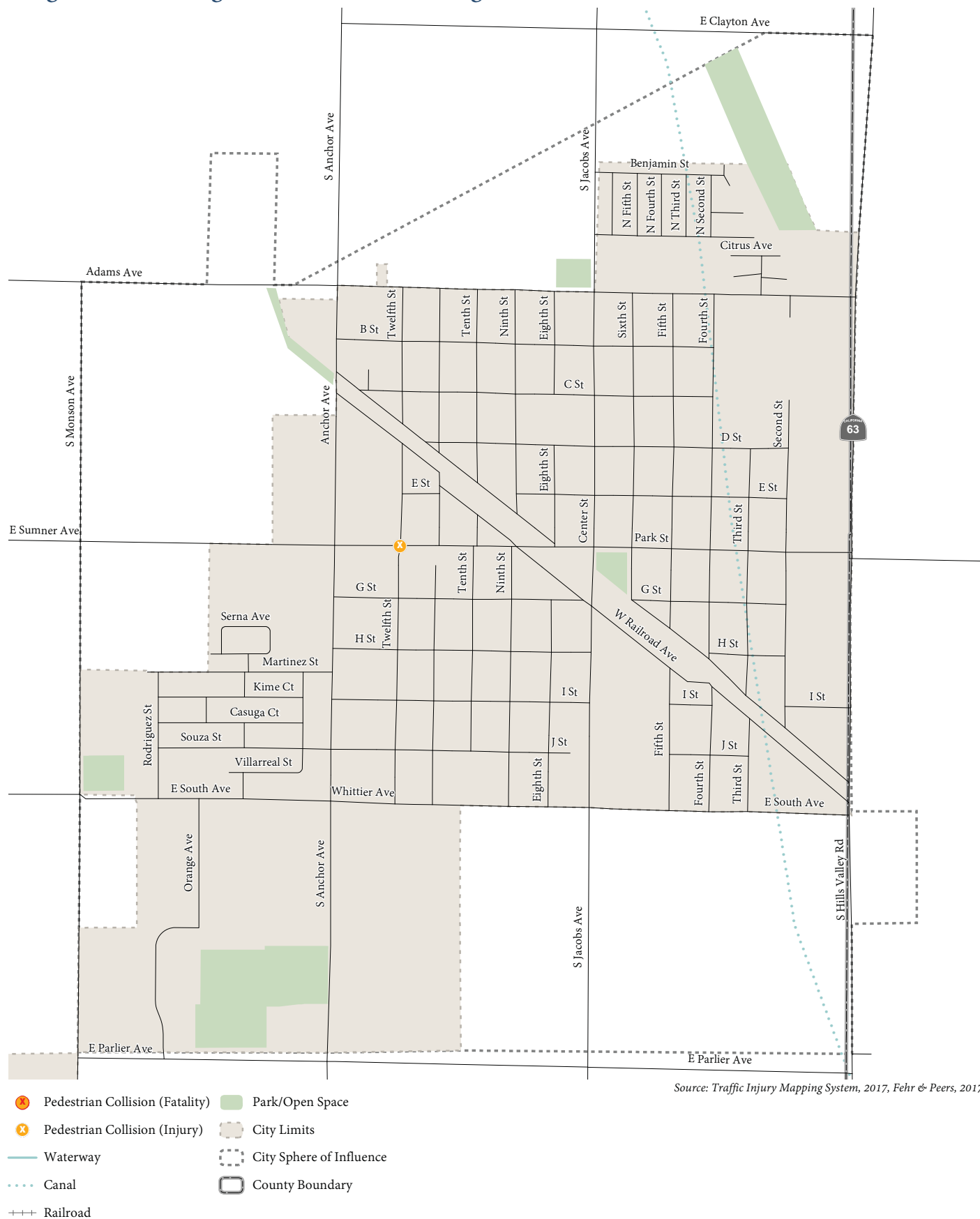


Figure 13-10: Orange Cove Collisions Involving Pedestrians, 2009-2013



Past Expenditures

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



Maintenance Policies

The City will typically repaint crosswalks near schools annually. Major street projects also include ADA ramp improvements within project limits.

Five E's

Orange Cove's recent efforts supporting the five E's are presented in Table 13-3.

Table 13-3: Orange Cove Five E's of Active Transportation

E	Discussion
Encouragement 	An athletic club at Orange Cove High School sponsors a Walk/Run event annually.
Engineering 	The City completed a proposed Bike Path System Map as discussed earlier in this chapter.

Sources: City of Orange Cove, 2017, Fehr & Peers, 2017

PLANNED NETWORKS

The planned bicycle and pedestrian networks for Orange Cove are summarized in Table 13-4 and shown in Figures 13-11 to 13-13. The networks include shared-use paths, bike lanes and routes, sidewalks, and crosswalk improvements. The proposed networks are designed to connect to Orange Cove's multi-use trails, to provide access to key destinations, and to serve as recreational assets. The sidewalk improvements also fill gaps in the sidewalk network and add crossing improvements to enhance safety near schools and across busy roads.

Figure 13-14 presents planned bike parking for Orange Cove. These recommendations add bike parking at schools, parks, and near civic and retail areas.

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

Table 13-4: Orange Cove Planned Bicycle and Pedestrian Facilities

Facility Type	Existing (Miles)	Planned (Miles)	Total (Miles)
Sidewalk	34.5	1.9	36.4
Class I Bike Path	1.2	3.2	4.4
Class II Bike Lane	2.3	26.7	29.0
Class III Bike Route	0.0	0.3	0.3

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

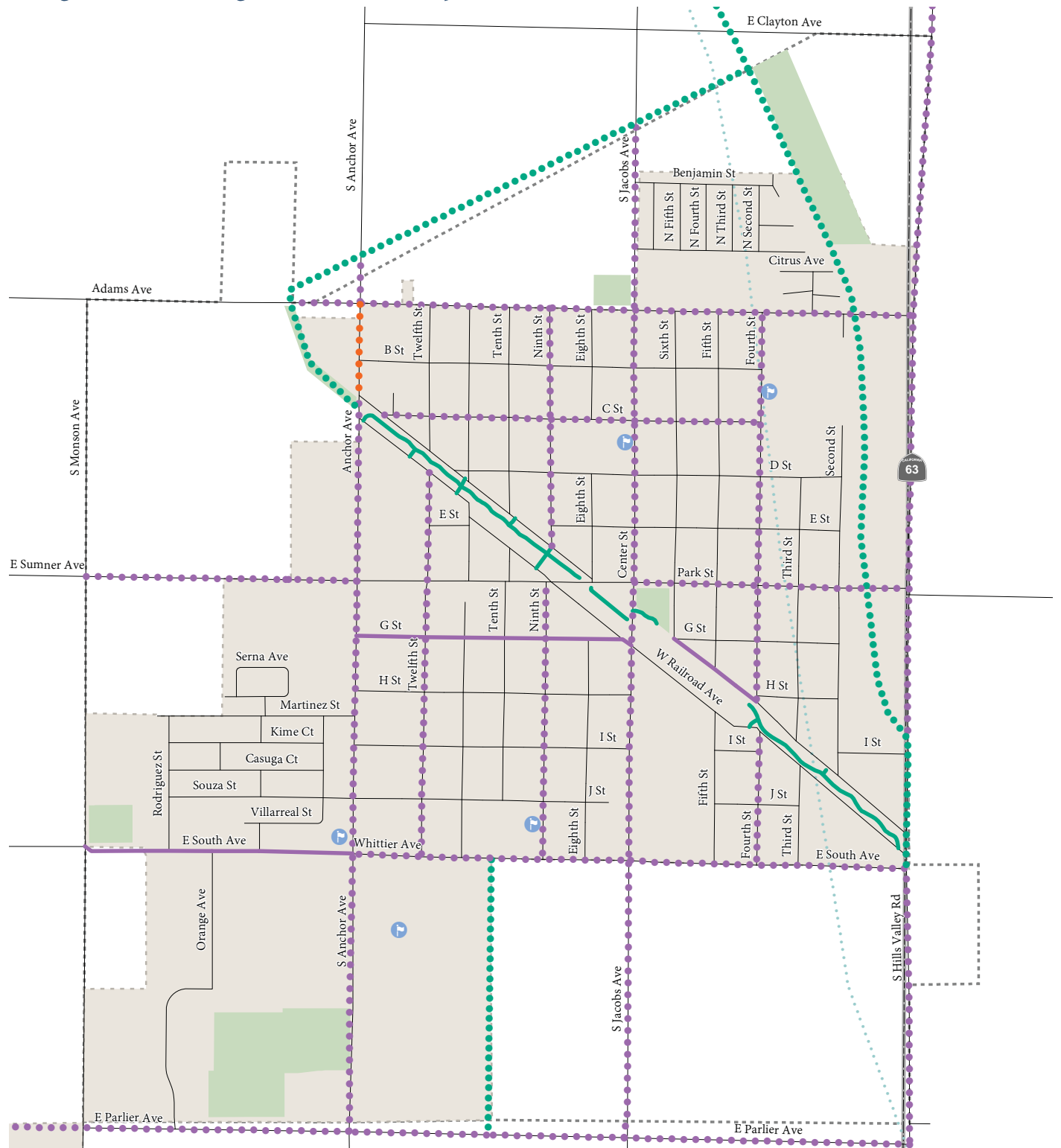
Costs to implement these facilities are summarized in Table 13-5.

Table 13-5: Orange Cove Planned Bicycle and Pedestrian Network Costs

Facility Type	Cost Per Mile	High Priority	Other	Total
Sidewalk	\$343,000	\$381,000	\$278,000	\$659,000
Class I Bike Path	\$750,000	\$1,328,000	\$1,051,000	\$2,379,000
Class II Bike Lane	\$175,000	\$1,212,000	\$3,459,000	\$4,671,000
Class III Bike Route	\$8,000		\$3,000	\$3,000
Crossing Improvements		\$110,000	\$125,000	\$235,000
	Total	\$3,031,000	\$4,916,000	\$7,947,000

Source: Fehr & Peers, 2017

Figure 13-11: Orange Cove 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)

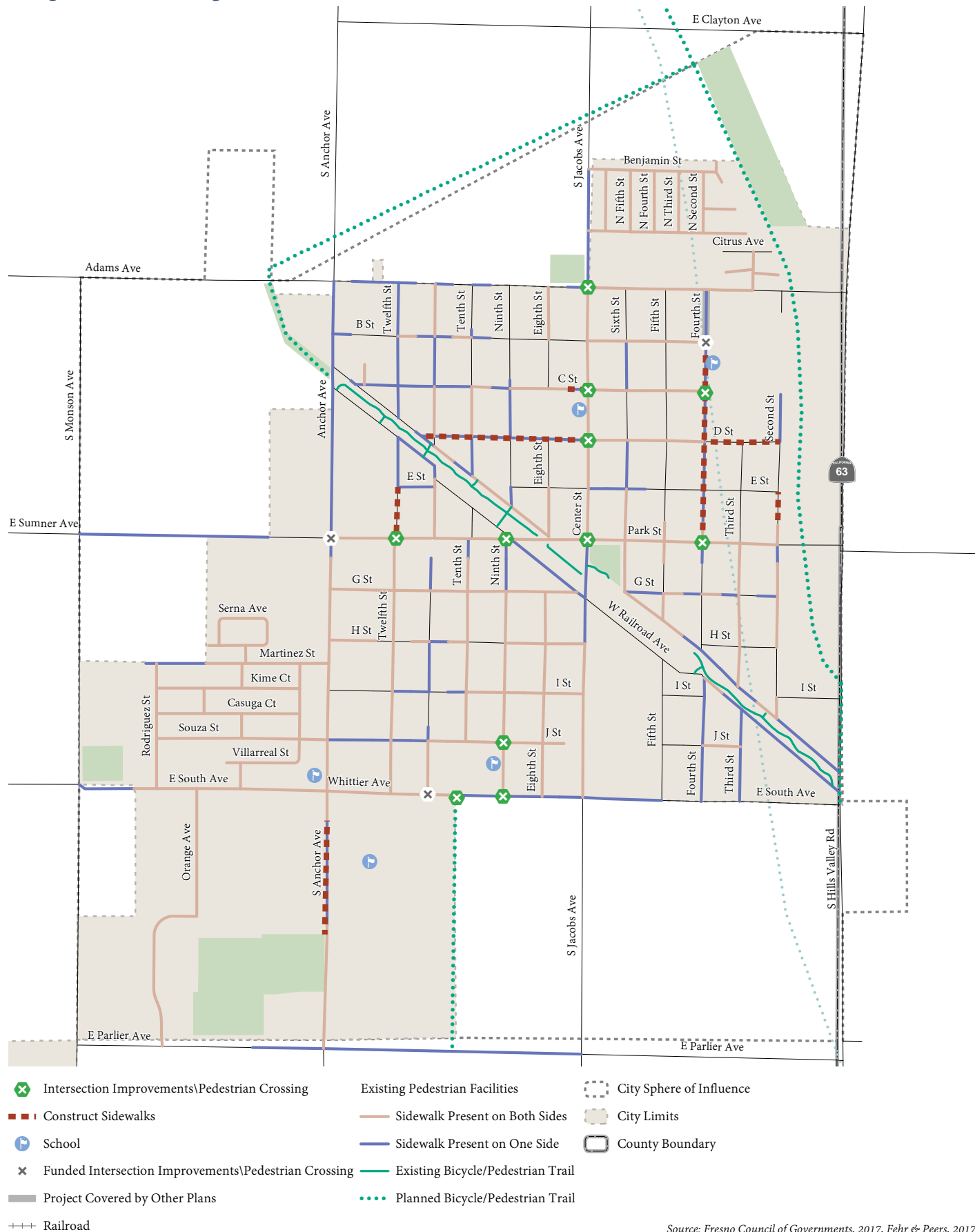
Class II/IV

Funded Project, Not Included in ATP

Project Covered by Other Plans

County Boundary

Figure 13-12: Orange Cove Planned Pedestrian Facilities



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

Figure 13-13: Orange Cove Planned Bicycle Parking

