

Chapter 8

FOWLER

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

RELATIONSHIP TO CITY PLANS AND POLICIES

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

City of Fowler General Plan

The Fowler City Council adopted the Fowler General Plan in June 2004. This plan establishes guidance for future planning in the City extending to the year 2025.

Circulation Element

The City of Fowler General Plan Circulation Element is designed to provide for a safe, convenient, and efficient transportation system.

The Bikeway and Pedestrian Facilities section provides a discussion on investment in bikeways that can assist in providing an inexpensive, environmentally friendly alternative mode of transportation. Also discussed are how pedestrian facilities, including sidewalks, signals, lighting, and benches, among other items, increase the likelihood of people walking rather than using a vehicle. In addition, pedestrian facilities near schools and recreation areas can increase the safety of those who decide to walk.

The Goals, Policies and Standards section describes that the intent of the Circulation Element is to establish

a comprehensive multi-modal transportation system. The goals related to bicycling and walking are included below:

- Goal 5-4: Provide safe and convenient pedestrian access between residential neighborhoods, parks, open space, and schools that services those neighborhoods.
- Goal 5-12: Provide facilities for non-motorized modes of transportation that enhance the livability and character of the City.

Bicycle Transportation Plan (2011)

The Fowler City Council adopted the Bicycle Transportation Plan in April 2011. The Bicycle Transportation Plan 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 plan includes a list of projects developed after receiving public input and that is consistent with the Regional Transportation Plan that was current at that time.

City of Fowler Planned Bikeway System Mapping (2017)

The purpose of the City of Fowler Planned Bikeway System Mapping project was to identify a planned bicycle network in the City of Fowler. Its findings and products support local planning efforts to provide a safe, convenient, and continuous bicycle network in the Fowler area. The recommended bikeway system mapping was accepted by City of Fowler staff as part of the Fresno Council of Governments Circuit Planner Program.

Central Fowler Revitalization Plan (2007)

The Central Fowler Revitalization Plan summarizes the results of a community-based planning charrette that involved a series of public events. The plan study area

included Fowler's central commercial area and immediate neighborhoods, bounded by Adams Avenue to the east, SR 99 to the west, Tuolumne Street to the north, and Main Street to the south. The area also includes the approximately one-mile section of the Golden State Boulevard Corridor between Adams Avenue to the north and West Peach Street to the south, and selected areas observed as important opportunities to connect existing neighborhoods and future development to the downtown and schools.

To assist the City of Fowler in prioritizing projects, the plan identified two design principles to help direct the revitalization of central Fowler:

1. Maintain a Compact, Walkable, Accessible Town Center
2. Provide a Well-Connected Network for Bicyclist and Pedestrians

City of Fowler Standard Drawings (2014)

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

- ST-11: Curb, Gutter, & Sidewalk
- ST-3 to ST-7: Street Cross Sections
- ST-12A to ST -12D: Curb Ramp

Municipal Code of Fowler, California (2016)

The Fowler Municipal Code is a compilation of all of the City of Fowler's ordinances, codified into regulations. In the code, regulations are grouped by subject matter. With a few minor exceptions, most regulations concerning pedestrian and bicycle planning and riding can be found in Title 4, "Public Safety," and Article 20, "Off-Street Parking and Loading."

The sections with direct applicability to the ATP are Title 4, "Public Safety," and 9-5.2002, "Off-Street Parking Required":

- Public Safety

4-1.01 - Roadways: Use of right-hand sides.

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.

4-1.02 - Riding two abreast.

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.

4-1.03 - Use of bicycle paths.

Whenever a usable path for bicycles has been provided adjacent to a roadway, bicycle riders shall use such path and shall not use the roadway.

4-1.04 - Riding on sidewalks.

No person shall operate a bicycle on a sidewalk within the City.

4-1.05 - Use of seats.

No person propelling a bicycle shall ride other than astride a permanent and regular seat attached thereto.

4-1.06 - Number of persons limited.

No bicycle shall be used to carry more persons at one time than the number for which such bicycle is designed and equipped.

4-1.07 - Emerging from alleys, driveways, and buildings.

The operator of a bicycle emerging from an alley, driveway, or building, upon approaching a sidewalk or the sidewalk area extending across any alley-way, shall yield the right-of-way to all pedestrians approaching on such sidewalk or sidewalk area and, upon entering the roadway, shall yield the right-of-way to all vehicles approaching on such roadway.

4-1.08 - Clinging to vehicles.

No person riding upon any bicycle shall attach such bicycle or himself to any vehicle upon a roadway or street.

4-1.09 - Carrying packages.

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.

4-1.10 - Speed.

No person shall operate a bicycle at a speed greater than is reasonable and prudent under the conditions then existing.

- Off-Street Parking Required

10. Bicycle and Motorcycle Parking

All commercial, government, and office areas shall provide adequate facilities for bicycle parking at convenient location at a ratio of one (1) bicycle facility for each ten (10) required parking spaces

EXISTING CONDITIONS

Currently there are 4.5 miles of bicycle facilities and 42.9 miles of sidewalks within the City of Fowler. These networks are summarized in Table 8-1 and depicted in

Figure 8-1 and 8-2. Sidewalks exist throughout most of the City, but there are gaps, especially in areas near Golden State Boulevard, as shown in Figure 8-2.

Table 8-1: City of Fowler Existing Facilities

Type	Miles
Sidewalks	42.9
Class I Bike Paths	0.0
Class II Bike Lanes	7.0
Class III Bike Routes	1.0
Class IV Separated Bikeway	0.0

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

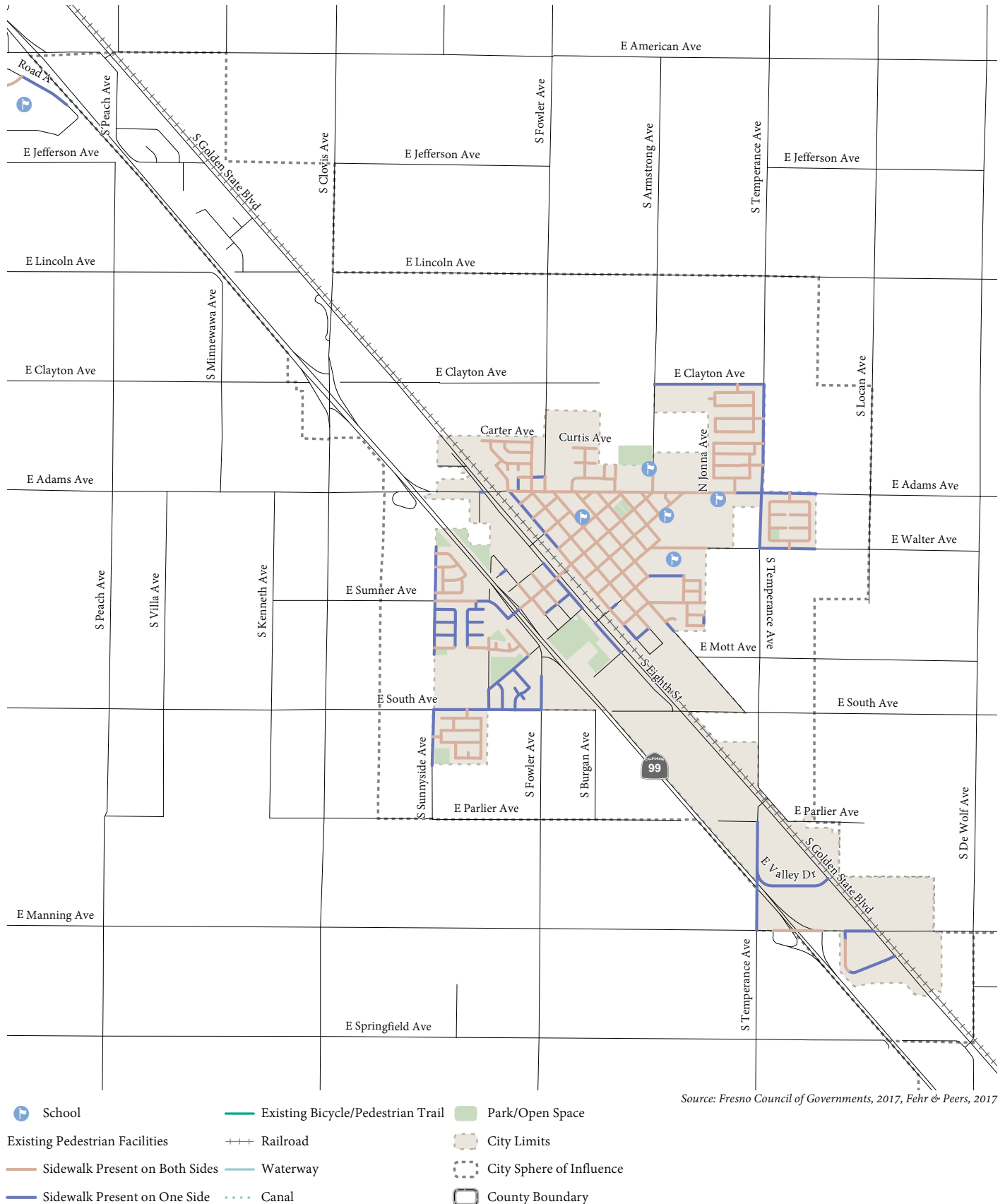


Crosswalks with bulb outs and brick paving at 6th and Merced Streets, Fowler

Figure 8-1 Fowler Existing Bicycle Facilities



Figure 8-2: Fowler Existing Pedestrian Facilities



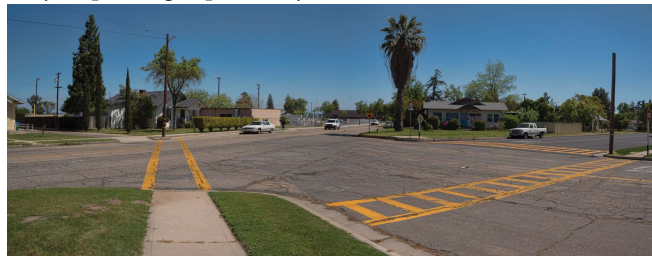
The City of Fowler is located 11 miles southeast of the City of Fresno. The City is located along SR 99 and Golden State Boulevard. The City of Fowler has constructed a Class II bicycle facility along East Adams Avenue from Vista Avenue to Temperance Avenue and Golden State Boulevard. The following factors are notable to the safety and comfort of bicycling and walking in Fowler:

- Irregular intersections where the railroad grid aligns with major intersections create challenges for bicyclists and pedestrians as discussed generally in Chapter 3, Existing Conditions.
- Challenges walking on Adams Avenue due to sidewalk gaps, high curbs and a lack of curb ramps. Adams Avenue is also challenging to cross due to the

sight distance challenges associated with the angled intersections.

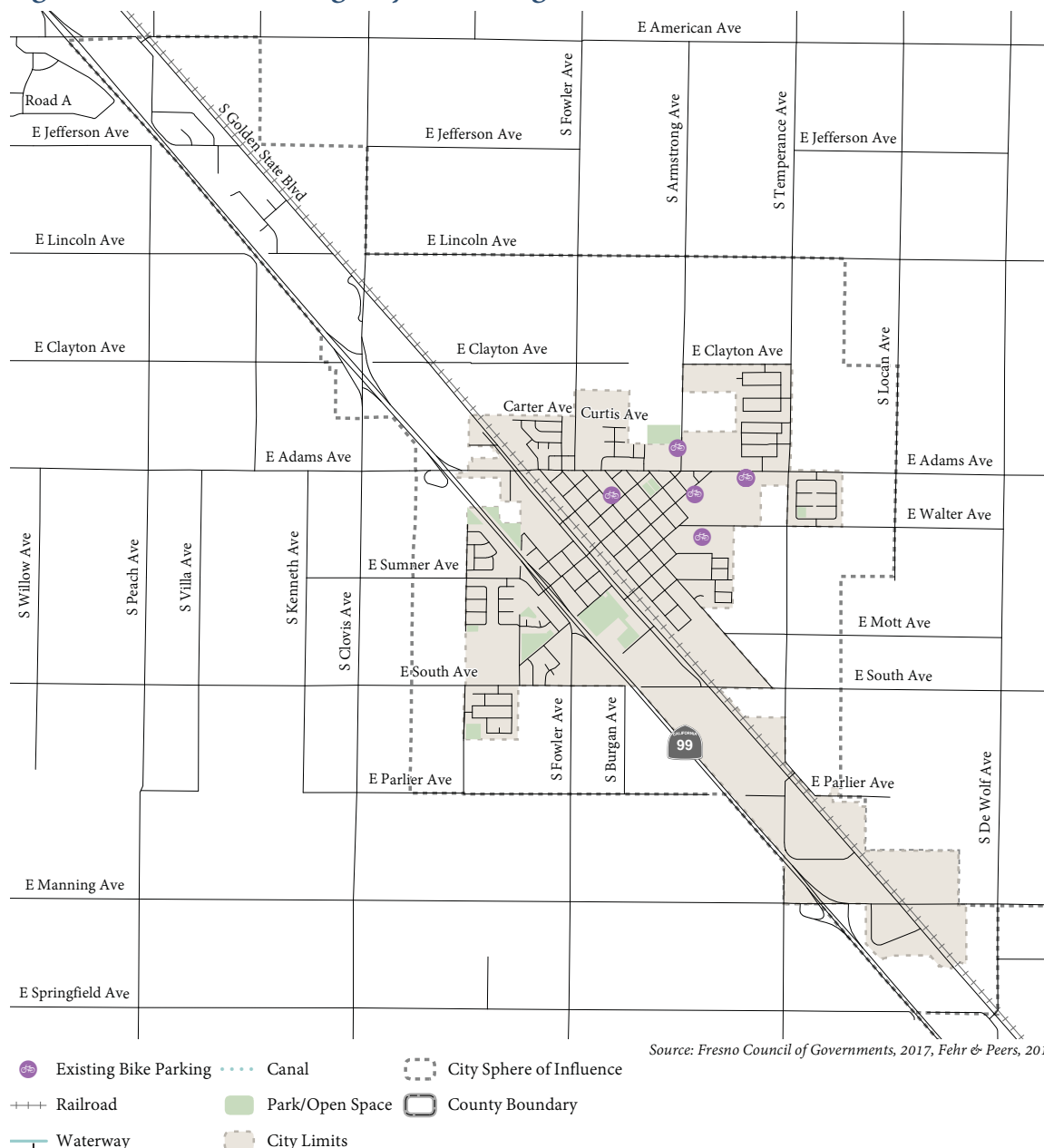
- Challenges crossing Merced Street at 10th Street due to proximity to SR 99 interchange ramps.

Existing bicycle parking in Fowler is shown in Figure 8-3. Bicycle parking is primarily located at schools.



Crosswalks across from Marshall Elementary School, Fowler

Figure 8-3: Fowler Existing Bicycle Parking



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

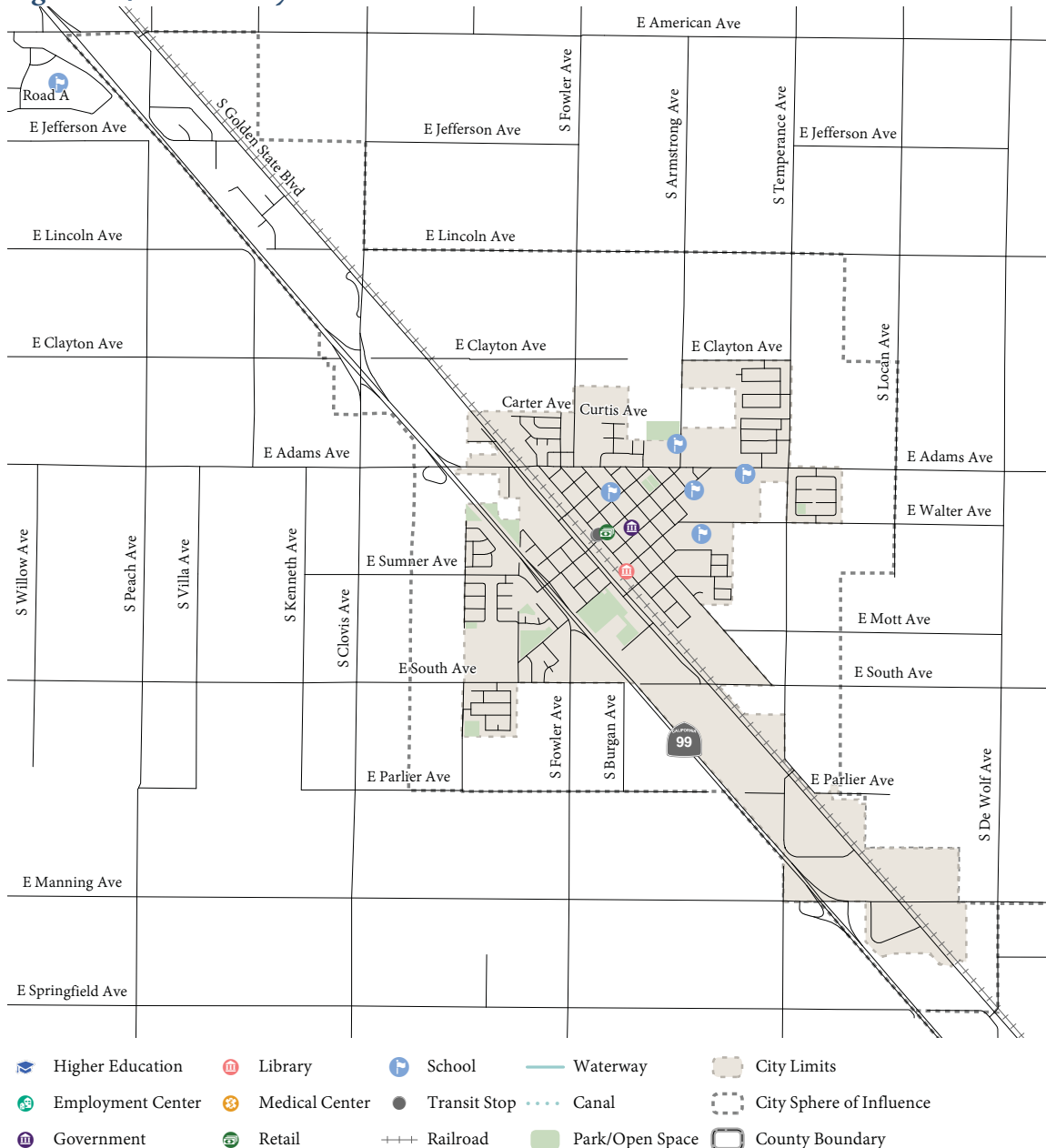
Key Destinations

Figure 8-4 shows key destinations for bicyclists and pedestrians in the City of Fowler. Highlights include

- schools in the area,
- restaurants and businesses downtown along Merced Street, and
- parks such as Donny Wright Park and Panzak Park.

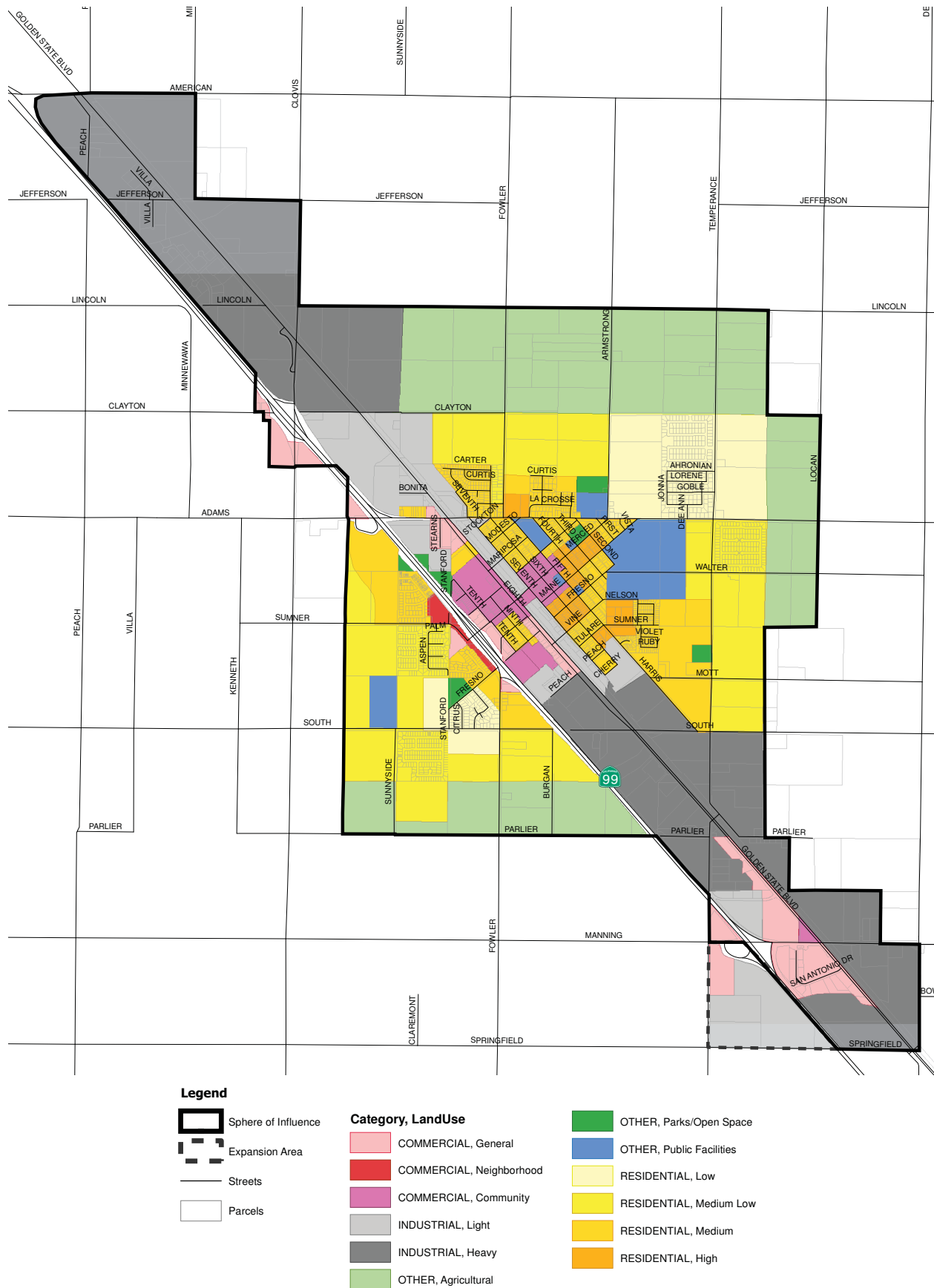
Figure 8-5 shows the General Plan Zoning Map for the City, which identifies residential, commercial, and industrial areas.

Figure 8-4: Fowler Key Destinations



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

Figure 8-5 Fowler General Plan Zoning Map

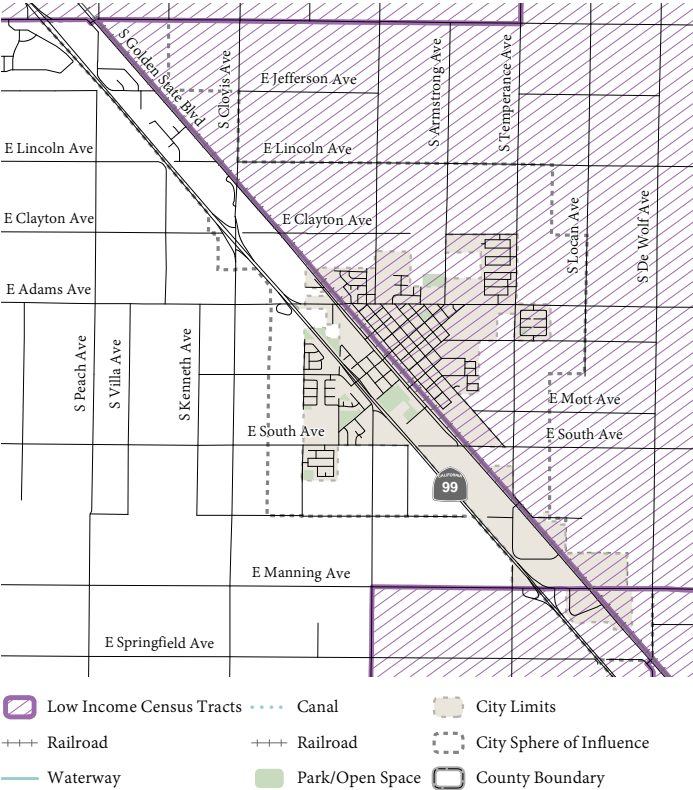


Source: City of Fowler, 2017

Disadvantaged Communities

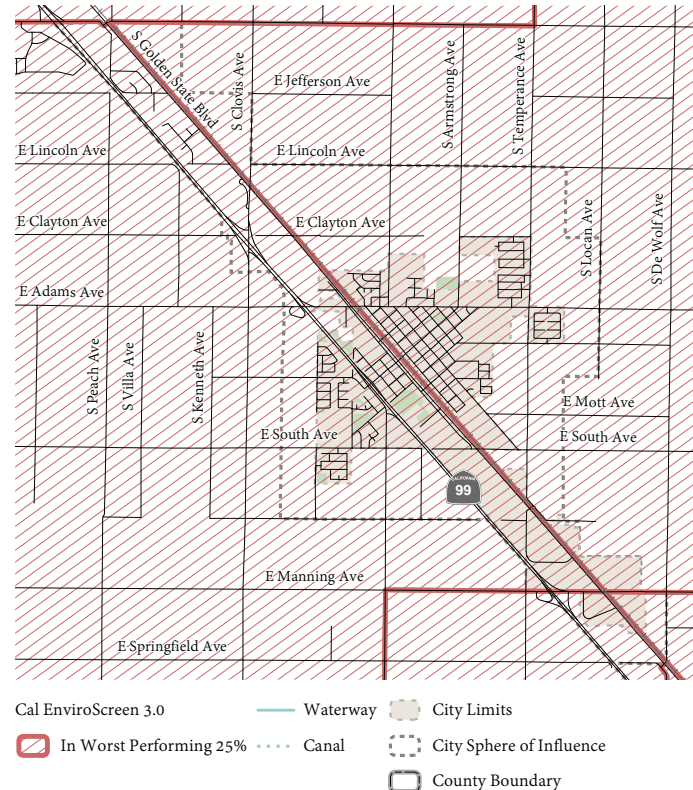
All of Fowler meets one or more of the criteria for disadvantaged communities, as shown in Figures 8-6 to 8-9. These indicators are explained in Chapter 3, Existing Conditions.

Figure 8-6: Fowler Household Median Income



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

Figure 8-7: Fowler CalEnviroScreen 3.0 Score



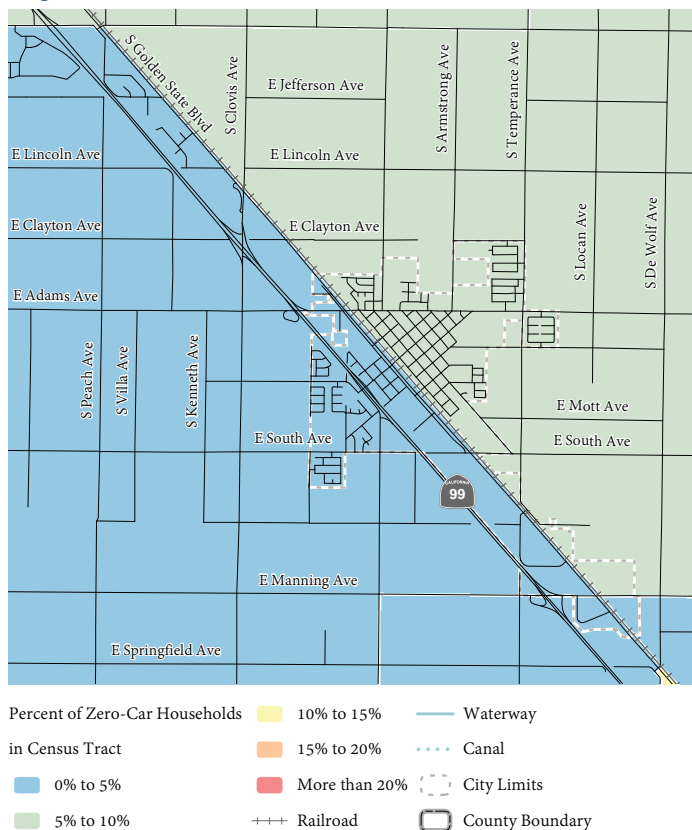
Source: California Office of Environmental Health Hazard Assessment, 2017, Fehr & Peers, 2017

Figure 8-8: Fowler Free or Reduced Price Meal Eligibility



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

Figure 8-9: Fowler 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 Fowler workers commute to work by bicycling and 3.3% 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 8-2. However, these statistics only include workers who walk or ride every day, not those who do so occasionally. Reliable data on non-commute trips, including trips to school, trips for shopping, and recreational trips is not readily available and not included in these estimates. Thus, the total number of biking and walking trips in Fowler is higher than shown here.

Table 8-2: Fowler Trips to Work by Bicycling and Walking

Jurisdiction	Bicycle		Walk	
	Estimate	Share	Estimate	Share
Fowler	0	0.0%	76	3.3%

California 188,736 1.2% 458,5623 2.9%

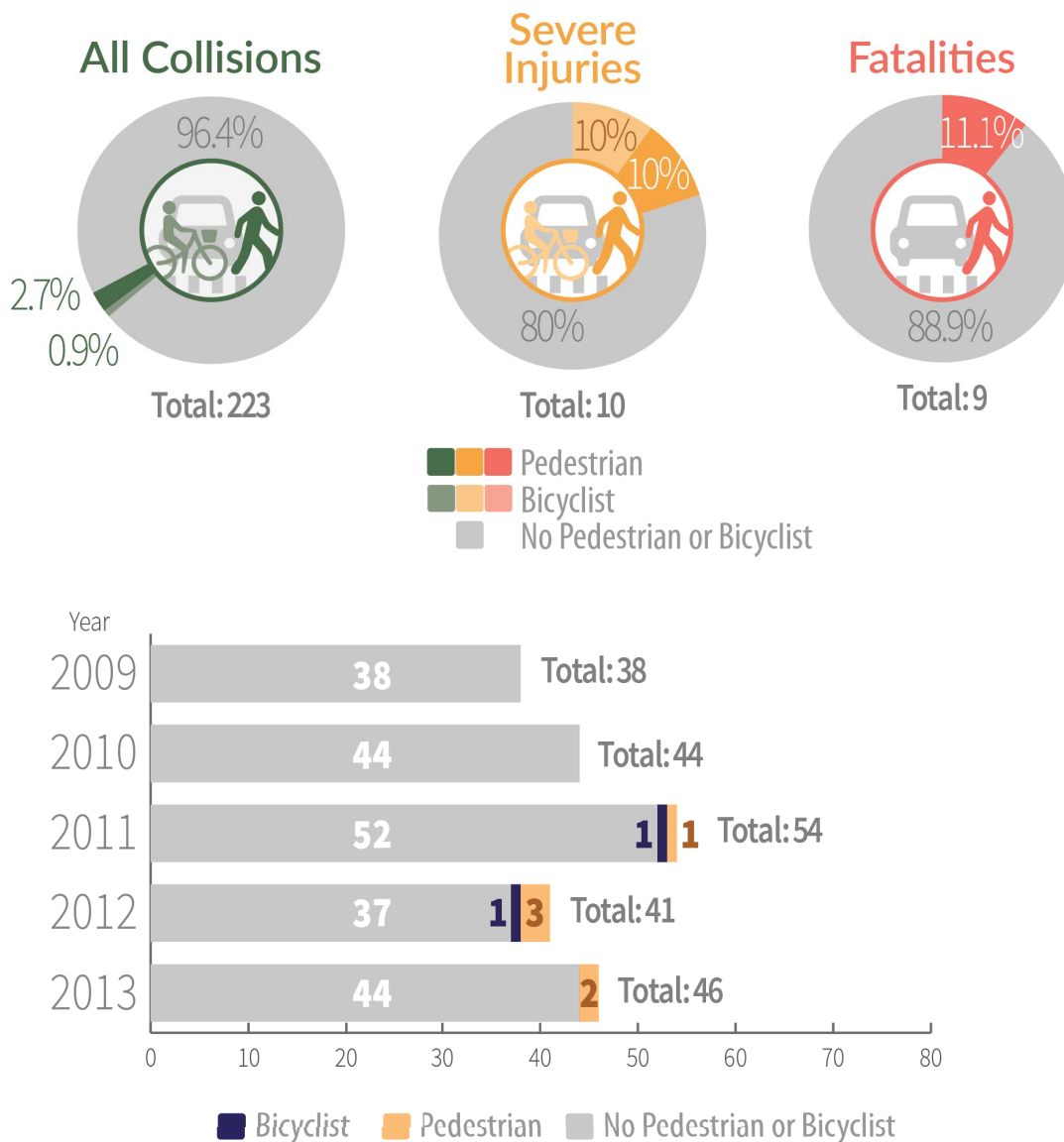
Note: Workers aged 16 years and older, excludes percentage of employees that work from home.

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

Collisions

The graphics below summarize injury collisions in Fowler involving bicyclists and pedestrians by severity and year.

Figure 8-10 shows locations of injury collisions involving bicyclists and Figure 8-11 shows locations of injury collisions involving pedestrians.



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

Figure 8-10: Fowler Collisions Involving Bicyclists, 2009-2013

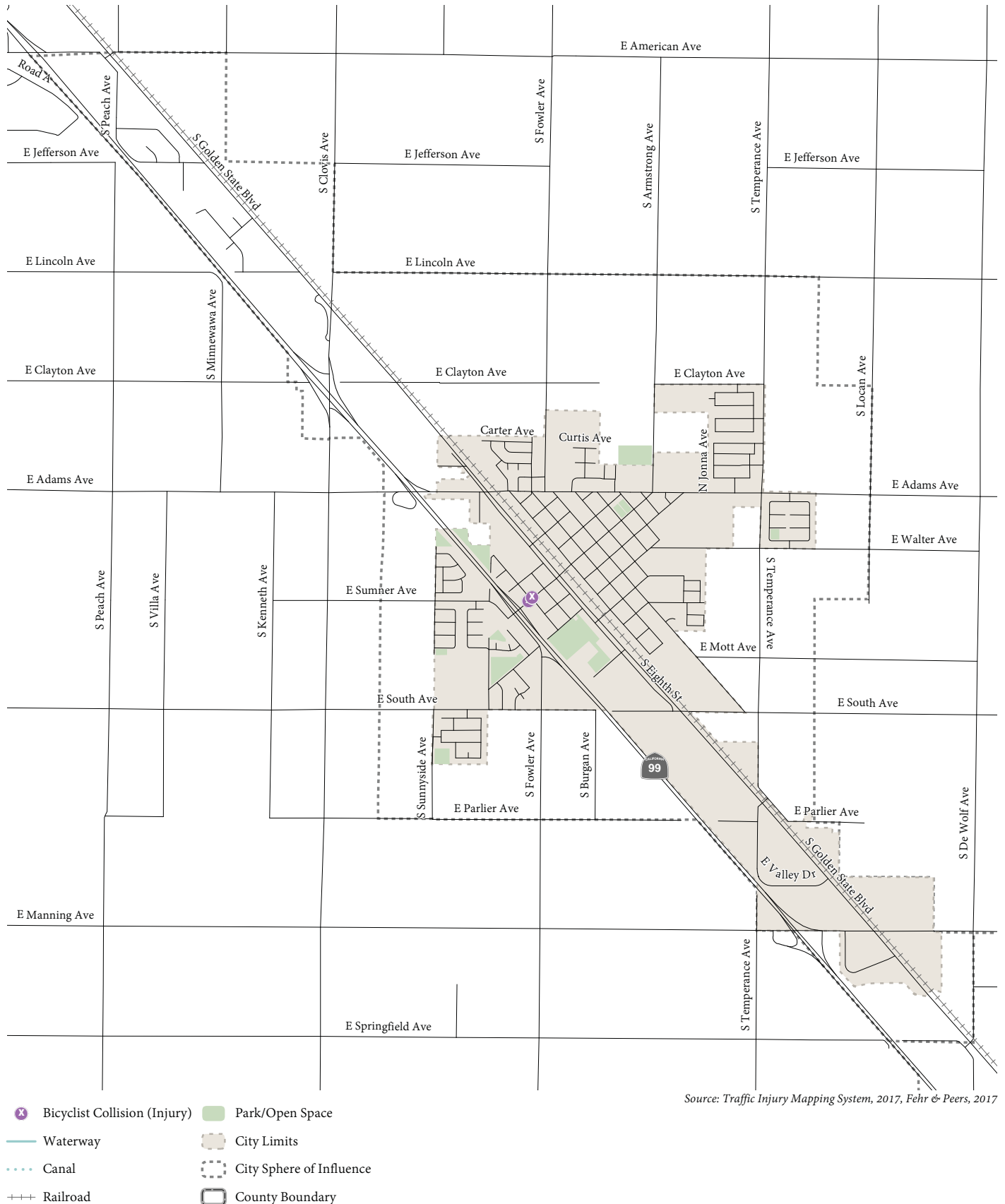
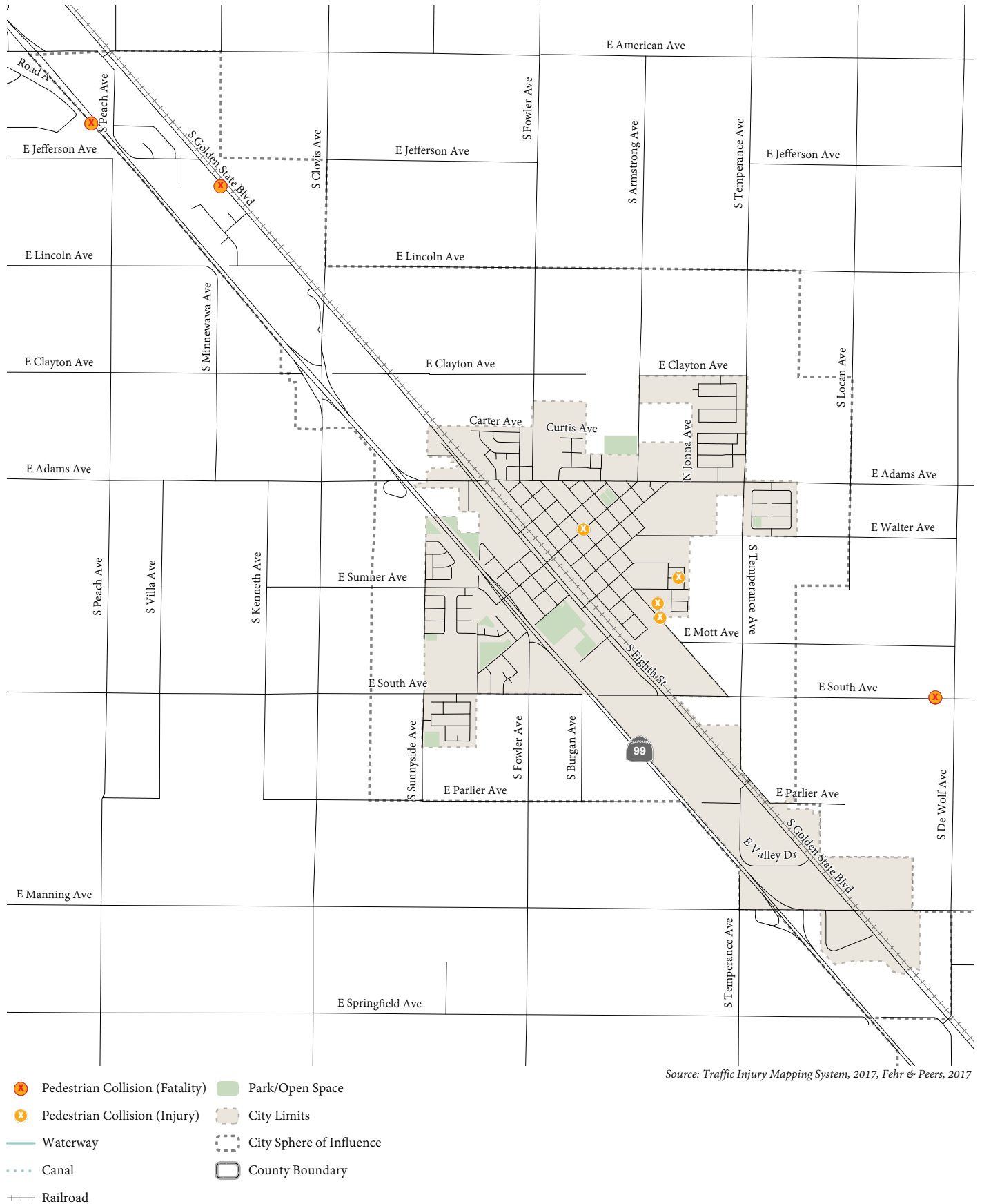


Figure 8-11: Fowler Collisions Involving Pedestrians, 2009-2013



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

Past Expenditures

Recent expenditures on bicycle and pedestrian facilities are summarized in Table 8-3.

Table 8-3: Fowler Active Transportation Expenditures, 2012-2017

Project	Description	Cost
2012 Street Maintenance	Modified Curb Ramp, Replaced Handicap Ramp	\$13,900
Manning Avenue Reconstruction	Curb Ramps, Curb and Gutter	\$20,490
7 th Street Parking Lot Improvements	Alley Approach, Curb and Gutter, Sidewalk	\$12,716
Merced St. Improvements – 3 rd Street to 5 th Street	Curb and Gutter, Sidewalk, Sidewalk Ramps, Alley Approach	\$71,260
Fowler Avenue Sidewalks – Merced Street to Fresno	Sidewalks	\$141,378

Source: City of Fowler, 2017


Maintenance Policies

The City of Fowler maintains bike lanes, trails, and sidewalks on an as-needed basis as maintenance is required.

Five E's

Fowler's recent efforts supporting the five E's are presented in Table 8-4.

Table 8-4: Fowler Five E's of Active Transportation

E	Discussion
Engineering 	The City of Fowler has created bikeway system plans as discussed earlier in this chapter.

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

PLANNED NETWORKS

The planned bicycle and pedestrian networks for Fowler are summarized in Table 8-5 and shown in Figures 8-12 to 8-13. The networks include bike lanes and routes, sidewalks, and crosswalk improvements. The proposed networks are designed 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 8-14 presents planned bike parking for Fowler. These planned bike parking locations supplement existing locations by adding parking at parks and near retail areas.

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

Table 8-5: Fowler Planned Bicycle and Pedestrian Facilities

Facility Type	Existing (Miles)	Planned (Miles)	Total (Miles)
Sidewalk	42.9	7.1	50.0
Class I Bike Path	0.0	0.0	0.0
Class II Bike Lane	7.0	21.6	28.6
Class III Bike Route	1.0	3.6	4.6

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

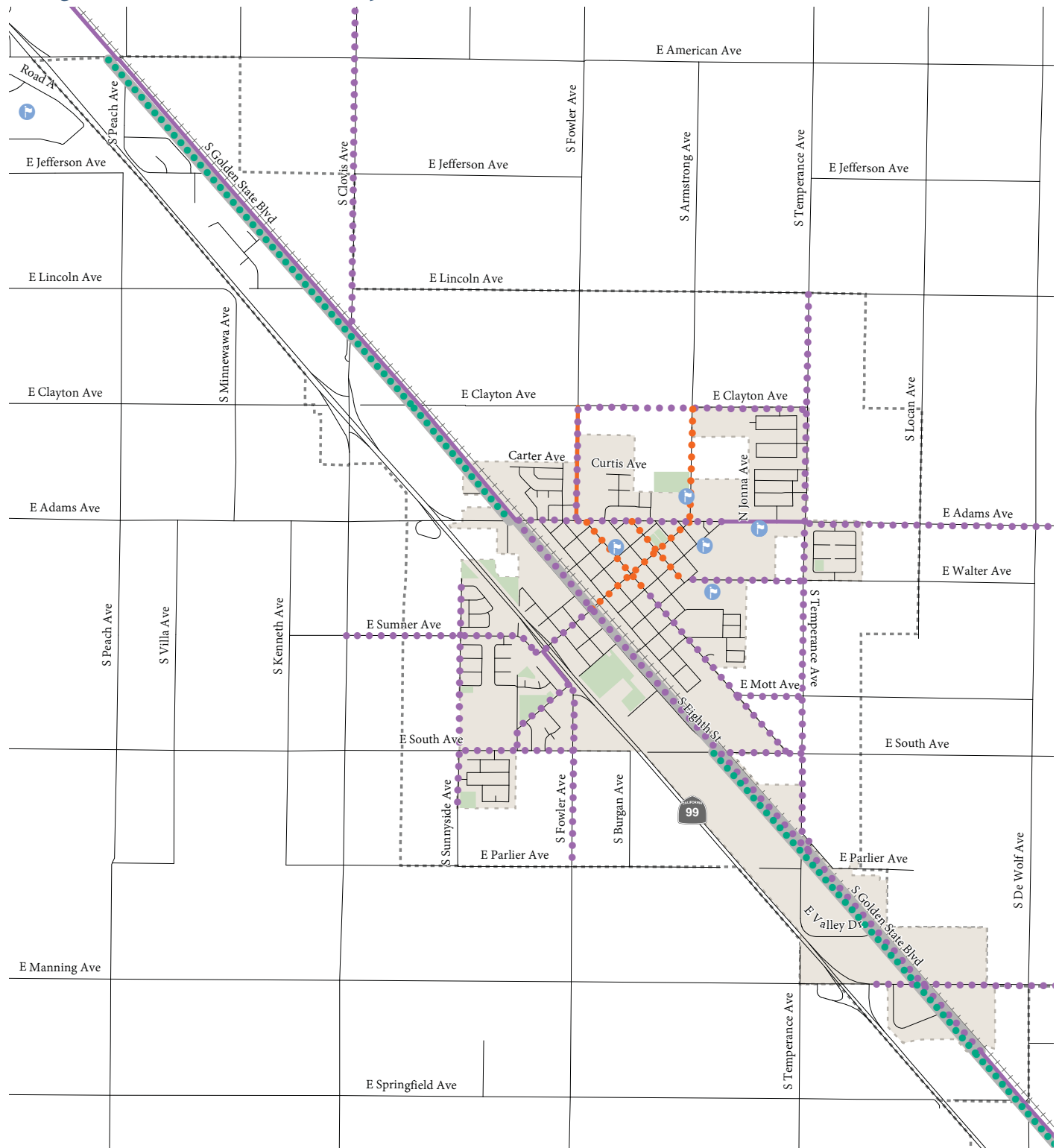
Costs to implement these facilities are summarized in Table 8-6.

Table 8-6: Fowler Planned Bicycle and Pedestrian Network Costs

Facility Type	Cost Per Mile	High Priority	Other	Total
Sidewalks	\$343,000	\$798,000	\$1,623,000	\$2,421,000
Class II Bike Lane	\$175,000	\$822,000	\$2,950,000	\$3,772,000
Class III Bike Route	\$8,000	\$21,000	\$8,000	\$29,000
Crossing Improvements		\$25,000	\$425,000	\$450,000
Total		\$1,666,000	\$5,006,000	\$6,672,000

Source: Fehr & Peers, 2017

Figure 8-12: Fowler Planned Bicycle Facilities



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

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

Figure 8-13: Fowler Planned Pedestrian Facilities



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

Figure 8-14: Fowler Planned Bicycle Parking

