

Chapter 15

REEDLEY

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

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.

City of Reedley General Plan 2030 Update (2014)

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 references the 2010 Reedley Bicycle Transportation Plan. This section also contains the City of Reedley's Bikeway Plan Map, which was prepared in conjunction with the Reedley Bicycle Transportation Plan.

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:

- 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.

City of Reedley American with Disabilities Act Self Evaluation and Transition Plan (2013)

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

Municipal Code of Reedley, California (2017)

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.

EXISTING CONDITIONS

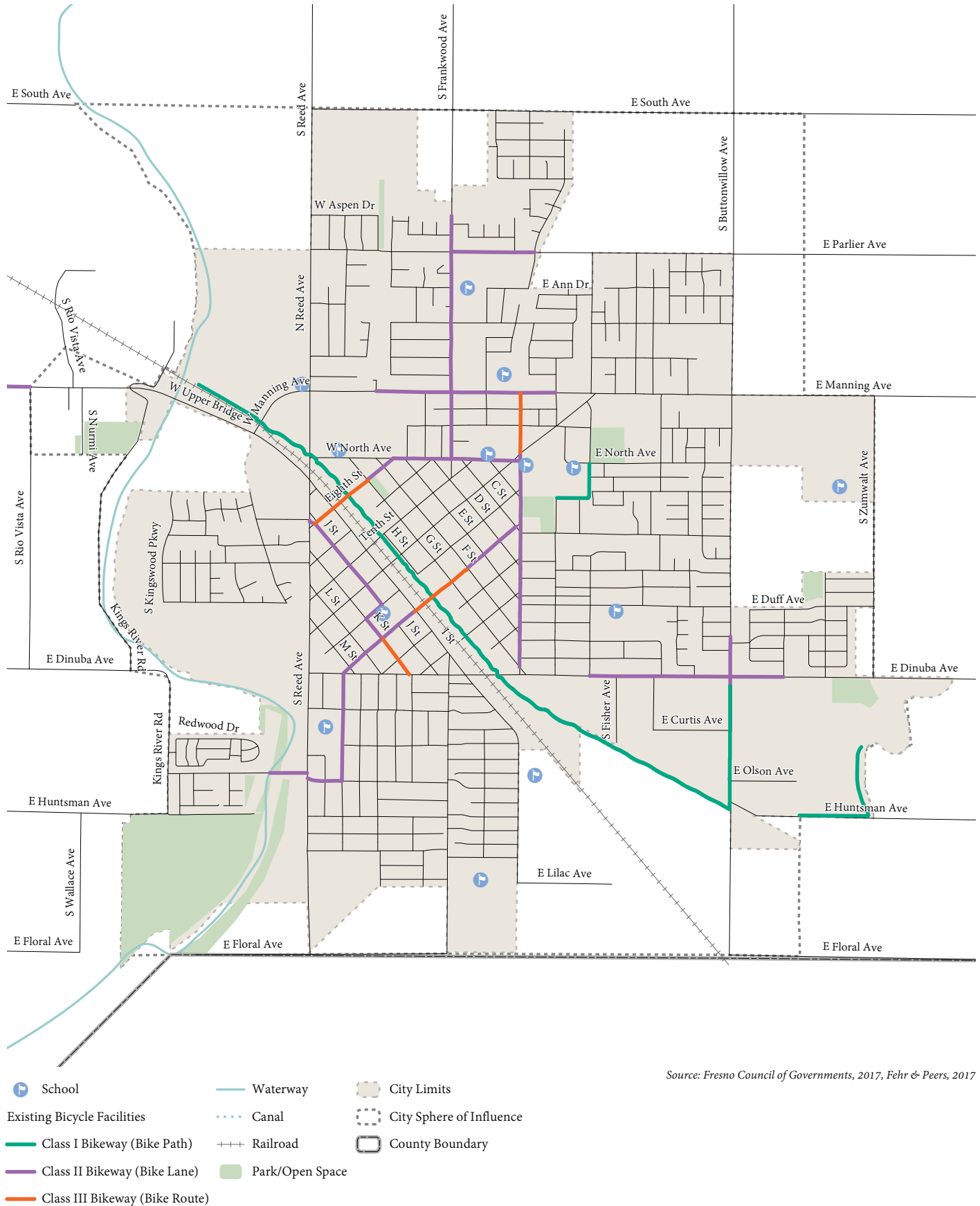
Currently there are 17.0 miles of bicycle facilities and 126.0 miles of sidewalks within the City of Reedley. These networks are summarized in Table 15-1 and depicted in Figures 15-1 and 15-2. Sidewalks exist throughout much of the City, but there are gaps, as shown in Figure 15-2.

Table 15-1: City of Reedley Existing Facilities

Type	Miles
Sidewalks	126.0
Class I Bike Paths	3.5
Class II Bike Lanes	11.8
Class III Bike Routes	1.7
Class IV Separated Bikeway	0.0

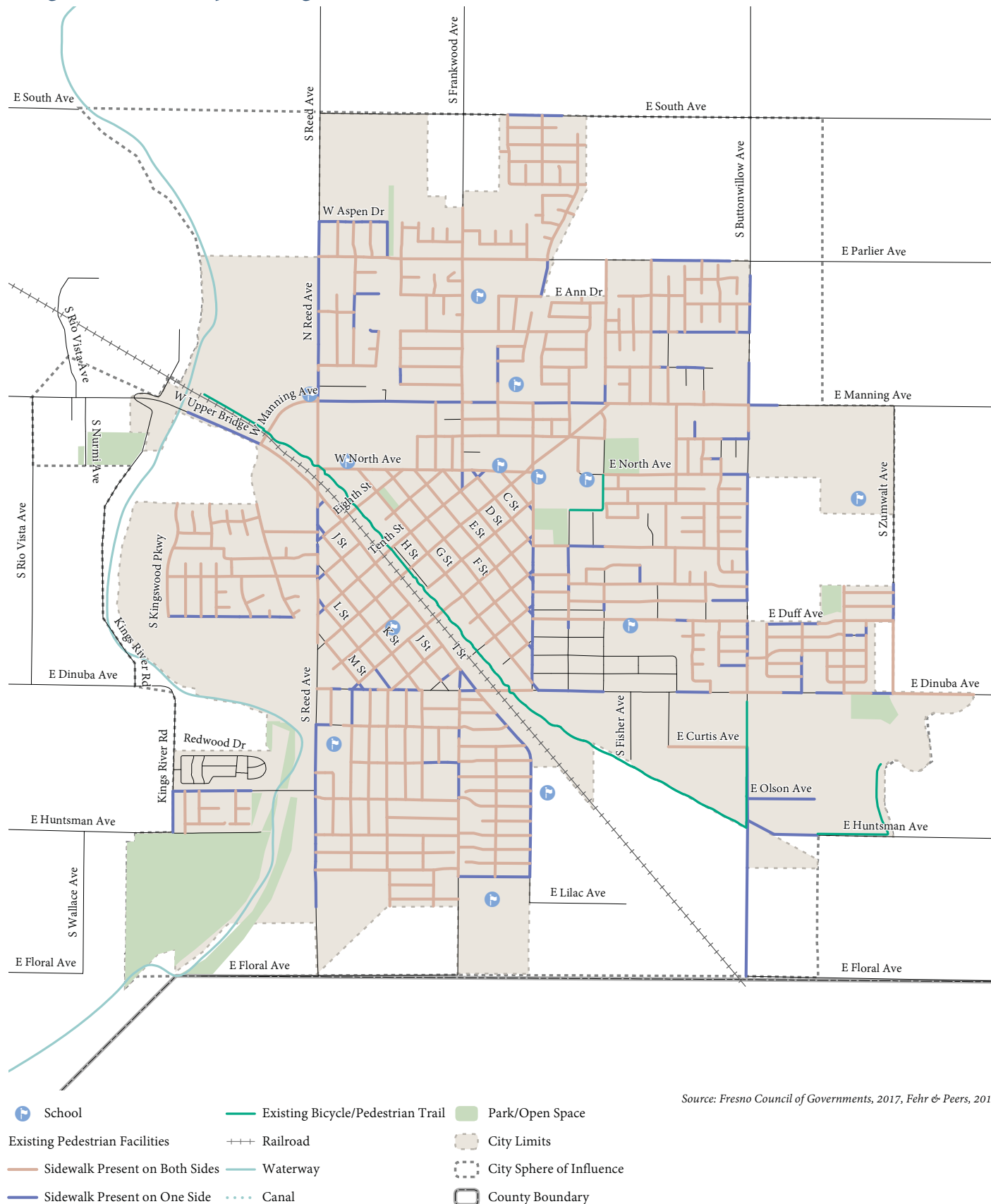
Sources: Fresno Council of Governments, 2017, Fehr & Peers, 2017

Figure 15-1: Reedley Existing Bicycle Facilities



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

Figure 15-2: Reedley Existing Pedestrian Facilities



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

The City of Reedley is located adjacent to the Kings River, which flows along the west side of the City. Reedley College, located on the west side of the City, is a destination for many residents in Fresno County. The City has constructed a Class I trail along the railroad alignment through the center of the City, with amenities such as trees and benches.

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

- Manning Avenue, a busy arterial with many destinations, including schools and retail, can be difficult for pedestrians to cross.
- Angled intersections along the edges of the railroad grid can be challenging for bicyclists and pedestrians.
- The Kings River corridor is a good opportunity for new trails in the City.

Only one existing bike parking location was confirmed in the City of Reedley as shown below and in Figure 15-13, though more bike parking may exist.

Key Destinations

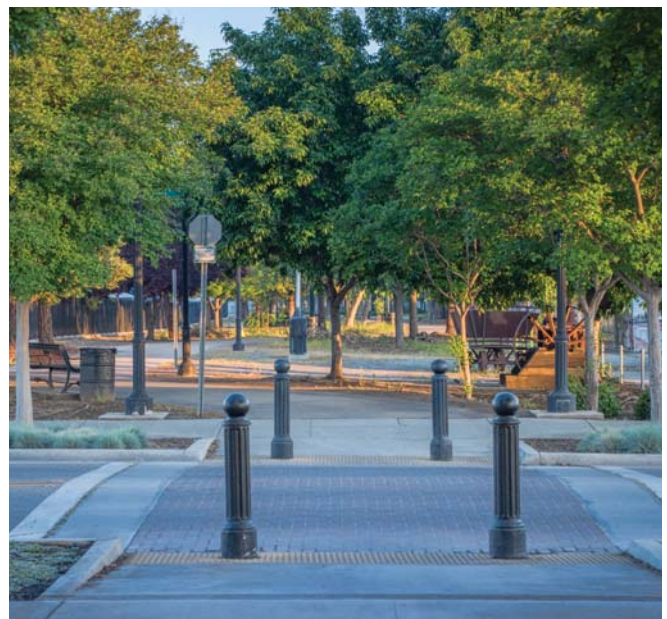
Figure 15-3 shows key destinations for bicyclists and pedestrians in the City of Reedley. Highlights include:

- Schools in the area, most notably Reedley College
- Restaurants and businesses downtown, especially along G Street
- Parks, including Camacho Park and Citizens Park

Figure 15-5 shows the General Plan Zoning Map for the City, which identifies residential, commercial, and industrial areas.



Reedley Rail–Trail, a multi-use trail through the center of the City, between 10th Street and 11th Street



Mid-block crossing in Reedley

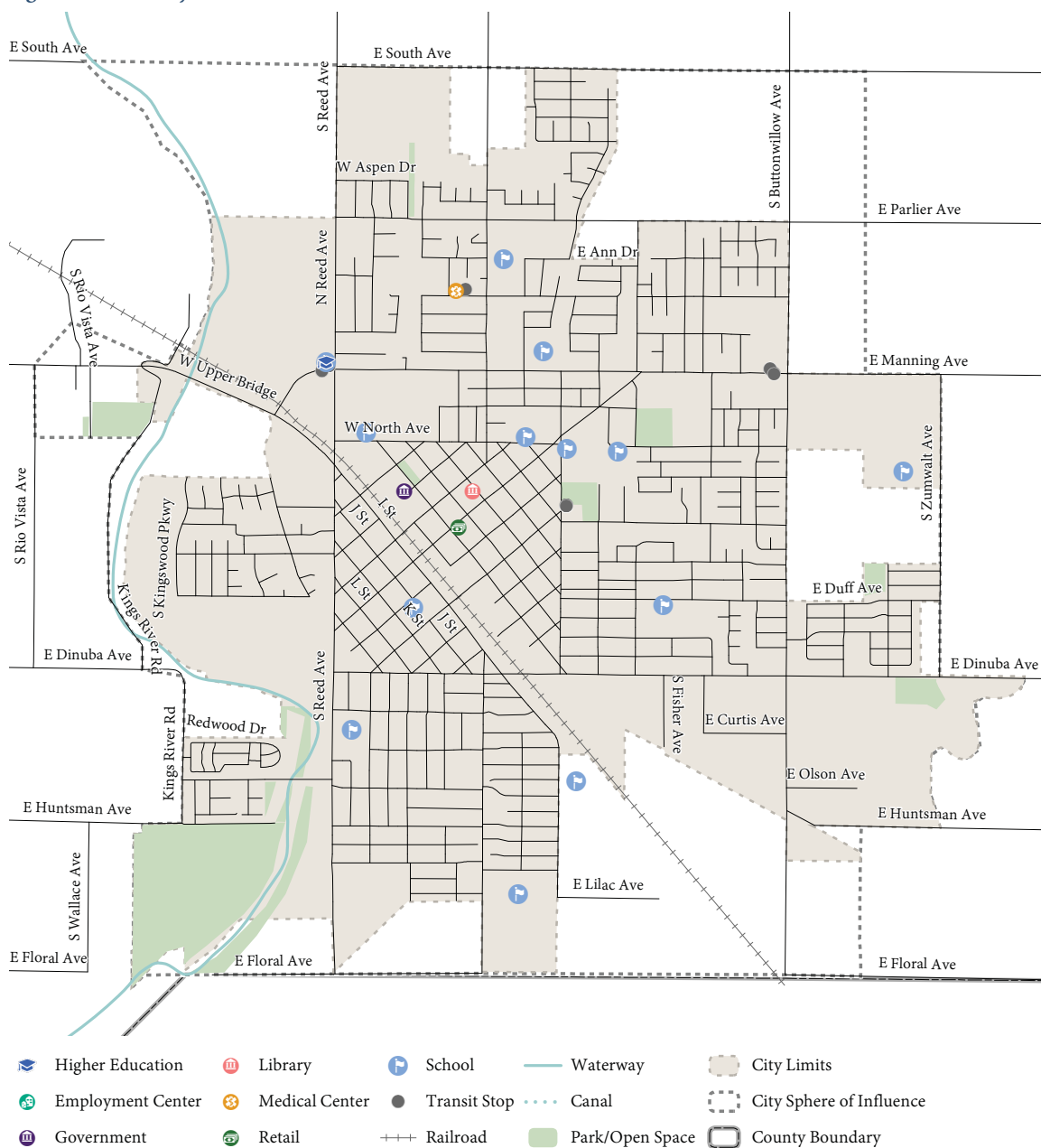
Figure 15-3: Reedley Key Destinations

Figure 15-4: Reedley General Plan Zoning Map

Disadvantaged Communities

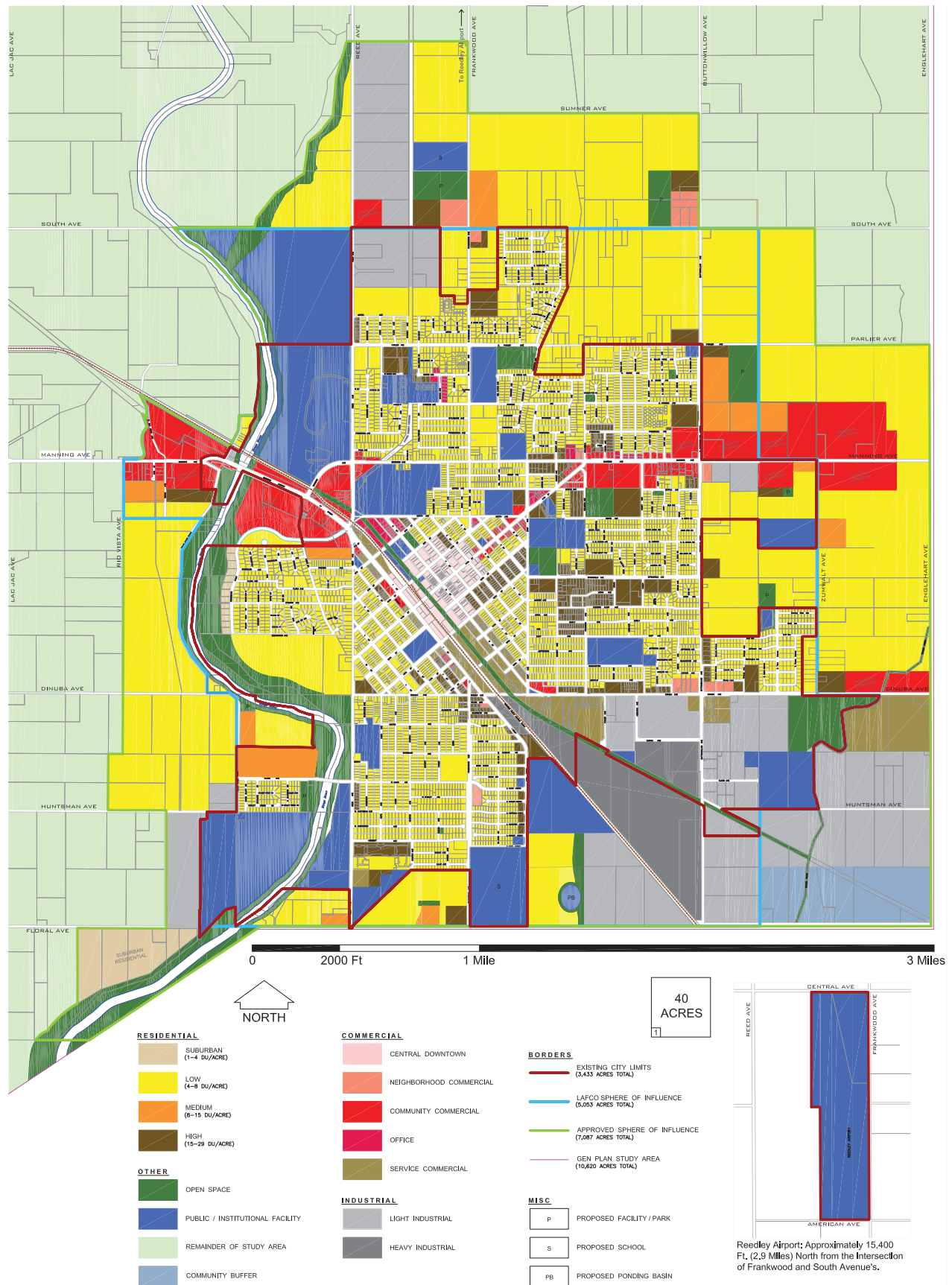
Most of Reedley, in particular the southern and eastern sections of the City, meets one or more of the criteria for disadvantaged communities, as shown in Figures 15-5 to 15-9.

Figure 15-5: Reedley Household Median Income



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

Figure 15-6: Reedley CalEnviroScreen 3.0 Score



Source: City of Reedley, 2017

Figure 15-8: Reedley Zero Automobile Households

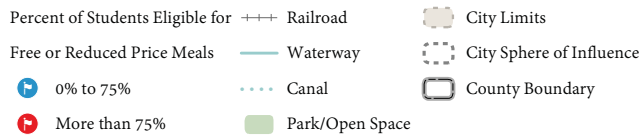
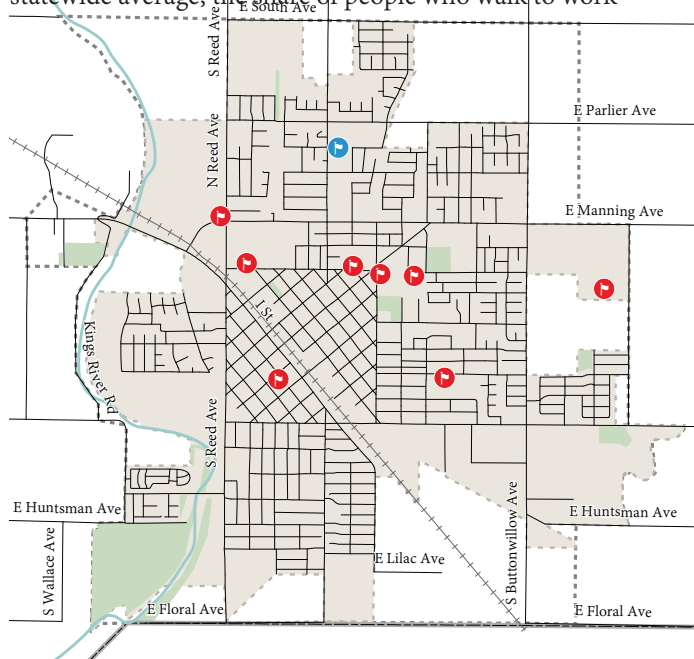
Existing Trips

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

[illegible]

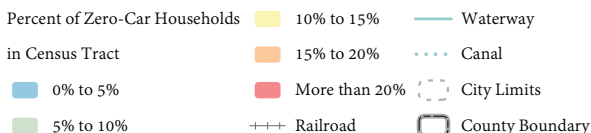
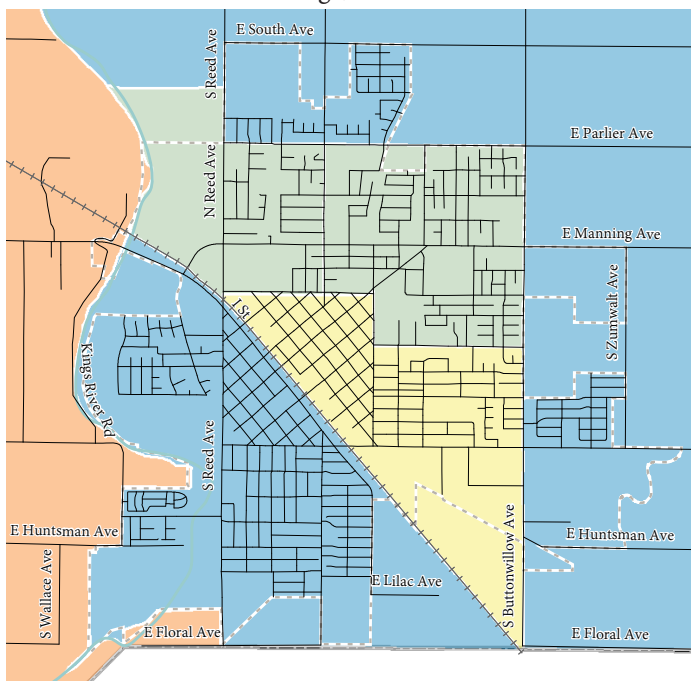
Source: California Office of Environmental Health Hazard Assessment, 2017, Fehr & Peers, 2017

the share of commuters that bicycle to work is equal to the statewide average, the share of people who walk to work



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

is lower than the state average, as shown in Table 15-2.



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

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 Reedley is higher than shown here.

Table 15-2: Reedley Trips to Work by Bicycling and Walking

Jurisdiction	Bicycle		Walk	
	Estimate	Share	Estimate	Share
Reedley	116	1.2%	142	1.5%
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

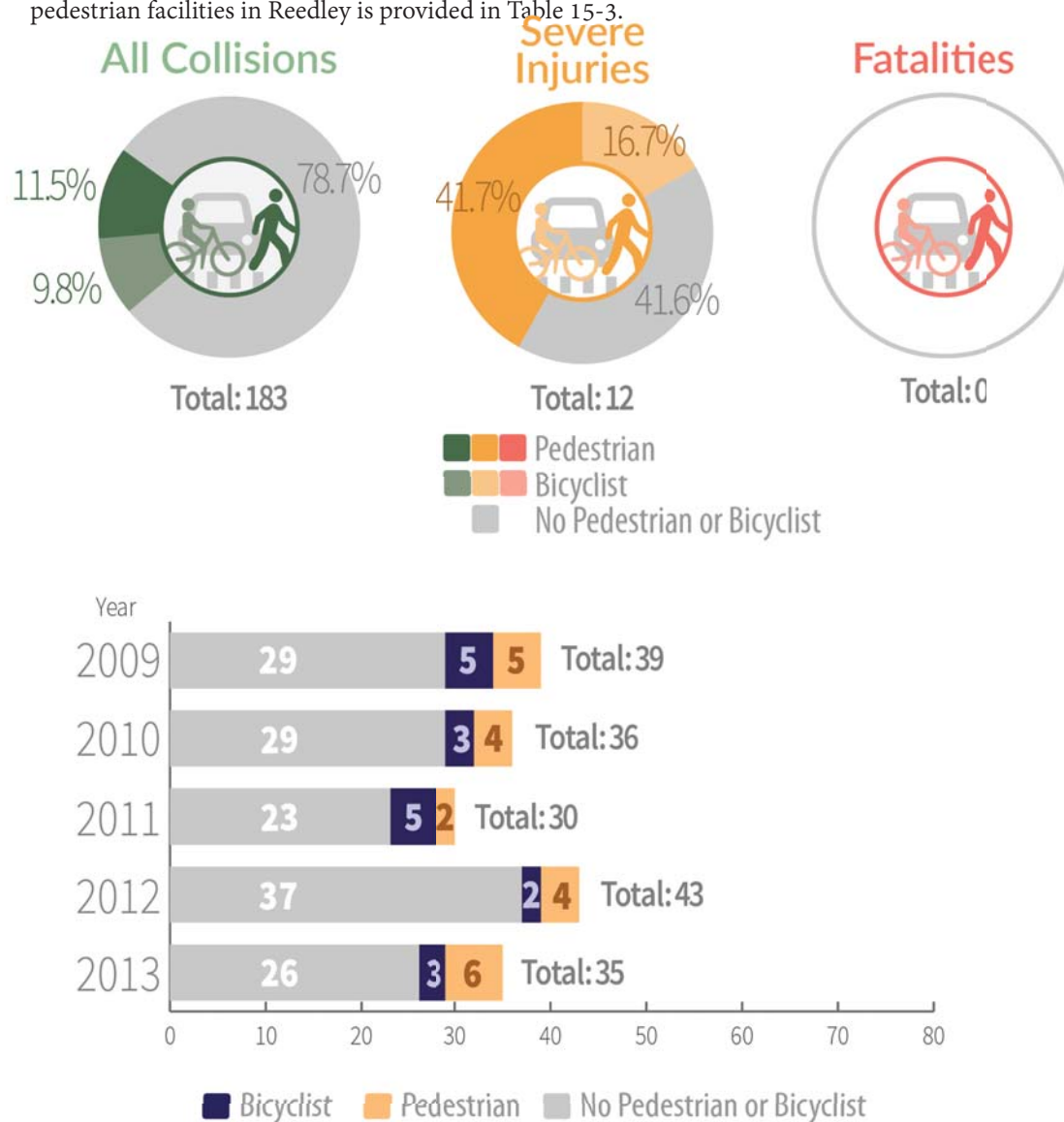
The graphics shown below summarize injury collisions in Reedley involving bicyclists and pedestrians by severity and year. Figure 15-9 shows locations of injury collisions involving bicyclists and Figure 15-10 shows locations of injury collisions involving pedestrians.

Figure 15-9: Reedley Collisions Involving Bicyclists, 2009-2013

Figure 15-10: Reedley Collisions Involving Pedestrians, 2009-2013

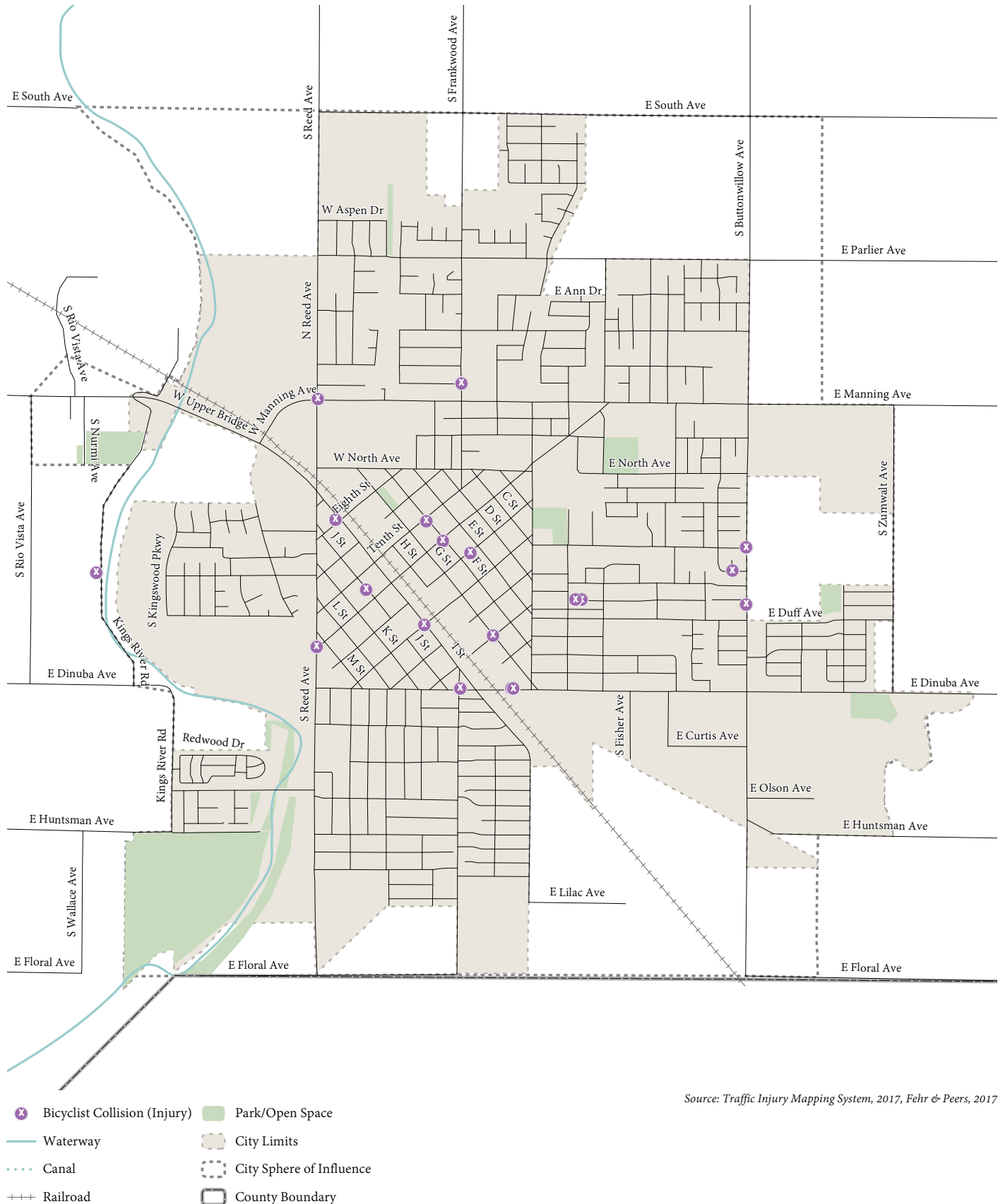
Past Expenditures

Information on recent expenditures on bicycle and pedestrian facilities in Reedley is provided in Table 15-3.

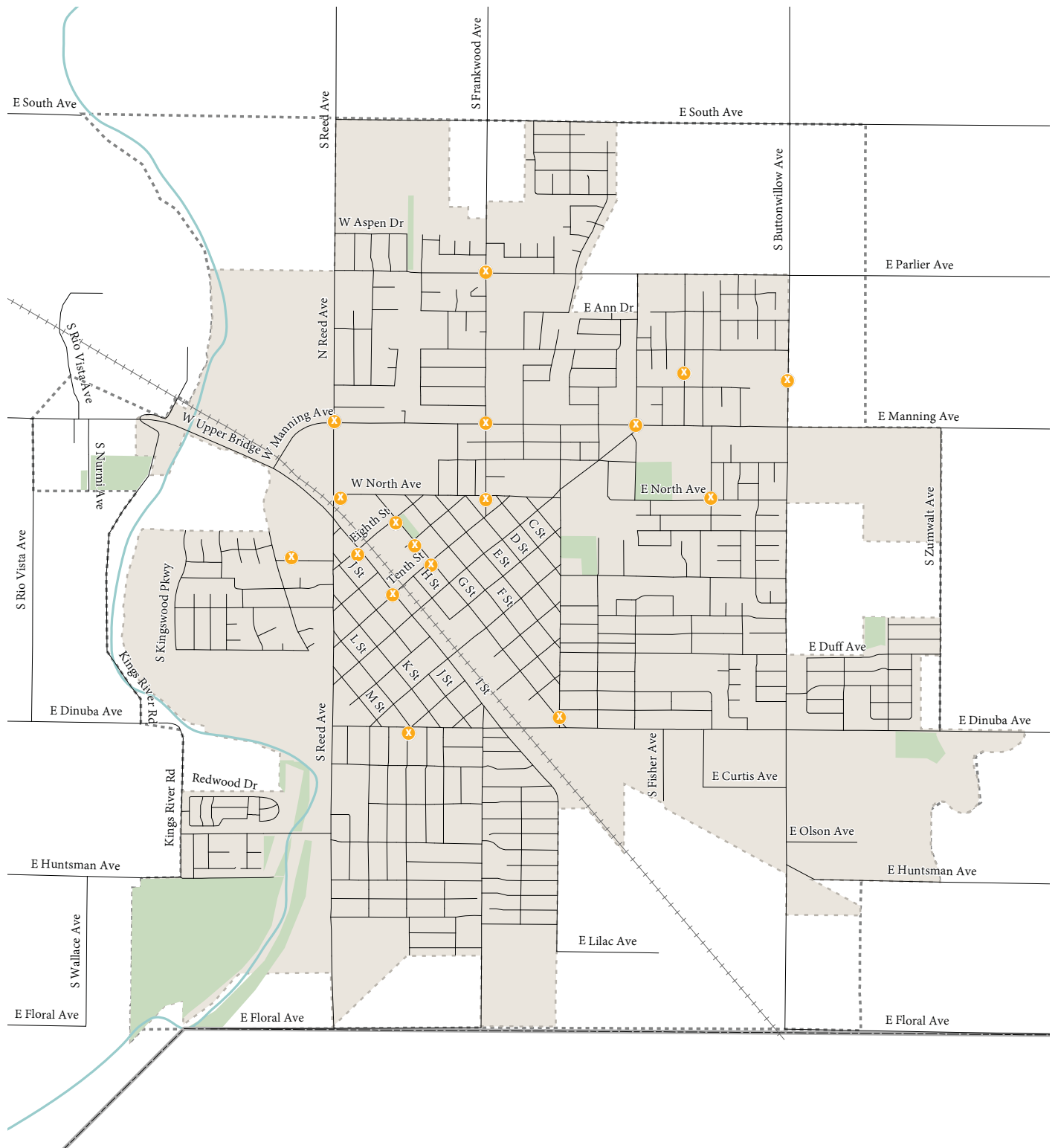


Sources: Traffic Injury Mapping System, 2017, Fehr & Peers, 2017

Table 15-3: Active Transportation Expenditures, 2012-2017



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



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

- ✕ Pedestrian Collision (Fatality)
- ✕ Pedestrian Collision (Injury)
- Waterway
- Canal
- +++ Railroad
- Park/Open Space
- City Limits
- City Sphere of Influence
- County Boundary

Project	Description	Cost (\$)
Sidewalks Projects (FY 11/12)	Sidewalks Projects	1,296
Pedestrians and Trails (FY 11/12)	Pedestrians and Trails Projects	17,744
Bike Facilities (FY 11/12)	Bicycle Facilities Projects	1,300
Sidewalks Projects (FY 12/13)	Sidewalks Projects	11,851
Pedestrians and Trails (FY 12/13)	Pedestrians and Trails Projects	57,111
Bike Facilities (FY 12/13)	Bicycle Facilities Projects	395
Sidewalks Projects (FY 13/14)	Sidewalks Projects	13,443
Pedestrians and Trails (FY 13/14)	Pedestrians and Trails Projects	34,157
Bike Facilities (FY 13/14)	Bicycle Facilities Projects	144,239
Sidewalks Projects (FY 14/15)	Sidewalks Projects	12,947
Sidewalks Projects (FY 15/16)	Sidewalks Projects	20,486
Sidewalks Projects (FY 16/17)	Sidewalks Projects	24,247
Pedestrians and Trails (FY 16/17)	Pedestrians and Trails Projects	50,000

Source: City of Reedley, 2017

Maintenance Policies

Maintenance for the City of Reedley's pavement, striping and markings, pedestrian signals, lighting, vegetation, ADA ramps/facilities are normally completed once a year.

Five E's

Reedley's recent efforts supporting the five E's are presented in Table 15-4.

Table 15-4: Reedley Five E's of Active Transportation

E	Discussion
Encouragement	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.
Engineering	The City of Reedley has completed bicycle and pedestrian improvement projects as shown in Table 15-3. The City of Reedley developed a Bicycle Master Plan as discussed earlier in this chapter.
Evaluation	The City of Reedley has performed pedestrian/bicyclist counts in recent years using Tube Counters and PYRO-Box.

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

PLANNED NETWORKS

The planned bicycle and pedestrian networks for Reedley are summarized in Table 15-5 and shown in Figures 15-11 to 15-12. The networks include shared-use paths, bike lanes and routes, sidewalks, and crosswalk improvements. The

proposed networks are designed to connect to Reedley'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 15-13 presents planned bike parking for Reedley. 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, nearly all of these facilities support disadvantaged communities.

To allow legal general use of bicycle trailers for children or cargo, Municipal Code section 6-3-2, Item H, Towing, should be deleted or amended.



Community action meeting in Reedley

Table 15-5: Reedley Planned Bicycle and Pedestrian Facilities

Facility Type	Existing (Miles)	Planned (Miles)	Total (Miles)
Sidewalk	126.0	4.3	130.3
Class I Bike Path	3.5	7.0	10.5
Class II Bike Lane	11.8	33.1	44.9
Class III Bike Route	1.7	7.5	9.2
Class IV Separated Bikeway	0.0	5.5	5.5

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

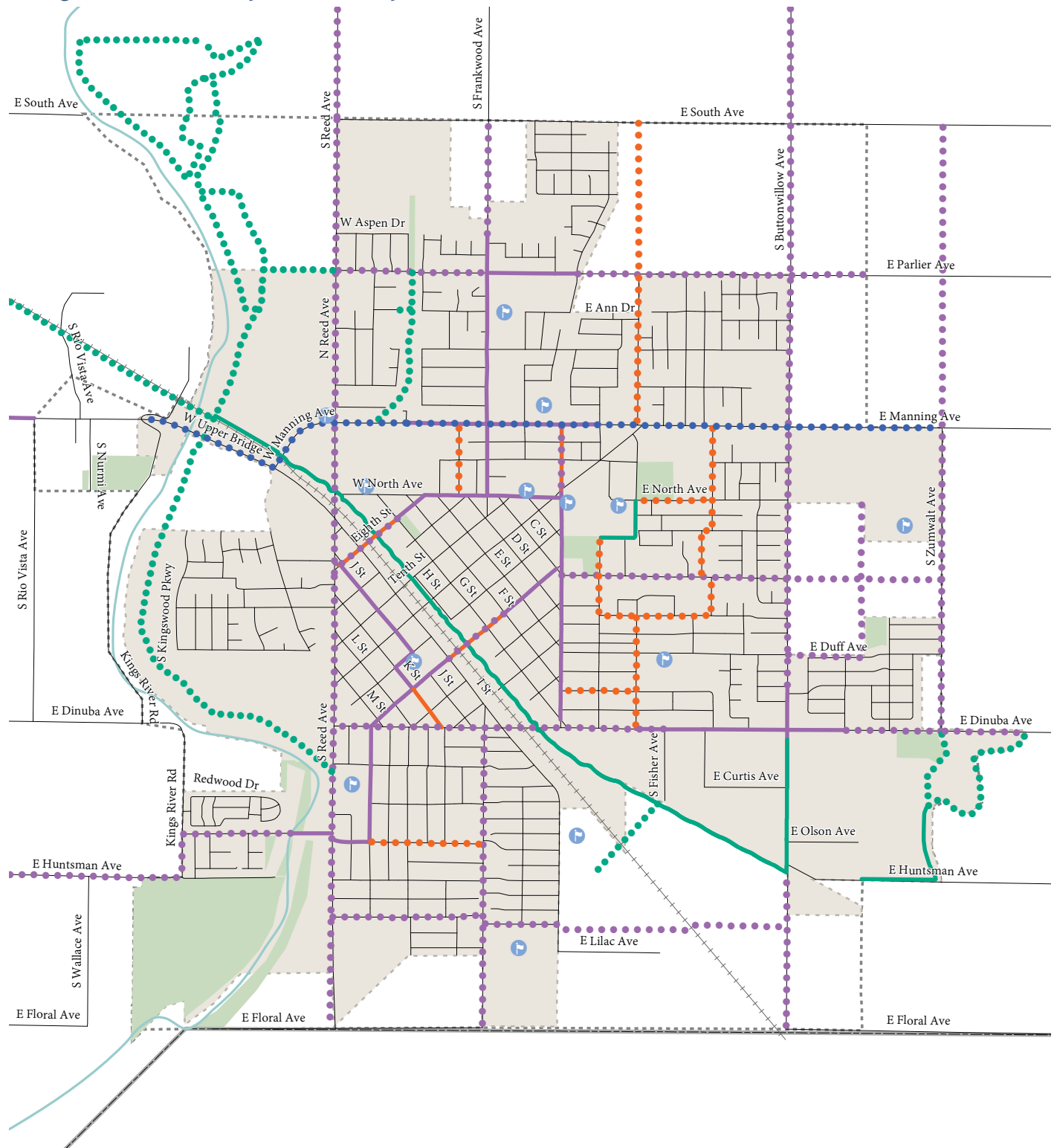
Costs to implement these facilities are summarized in Table 15-6.

Table 15-6: Reedley Planned Bicycle and Pedestrian Network Costs

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

Source: Fehr & Peers, 2017

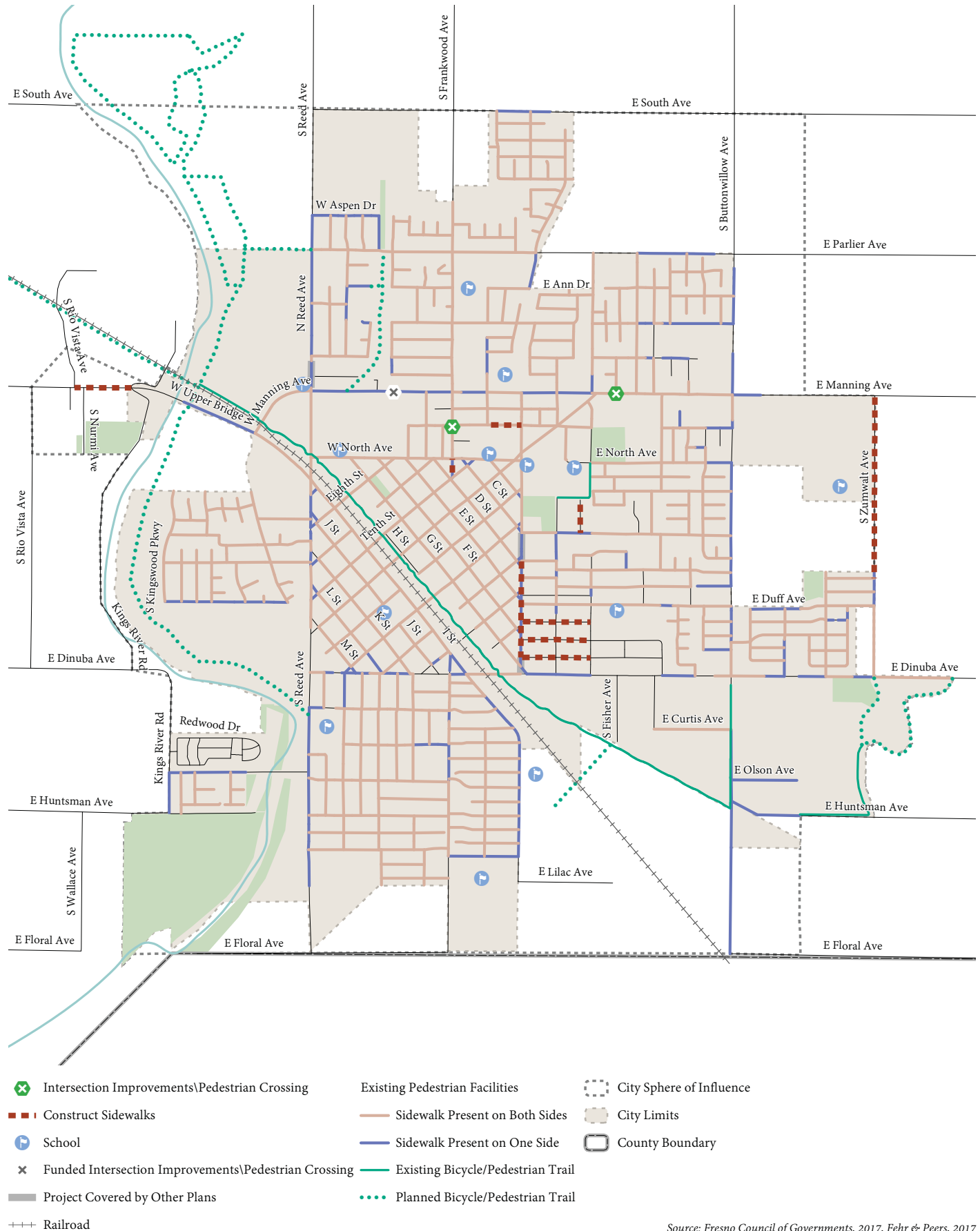
Figure 15-11: Reedley Planned Bicycle Facilities



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

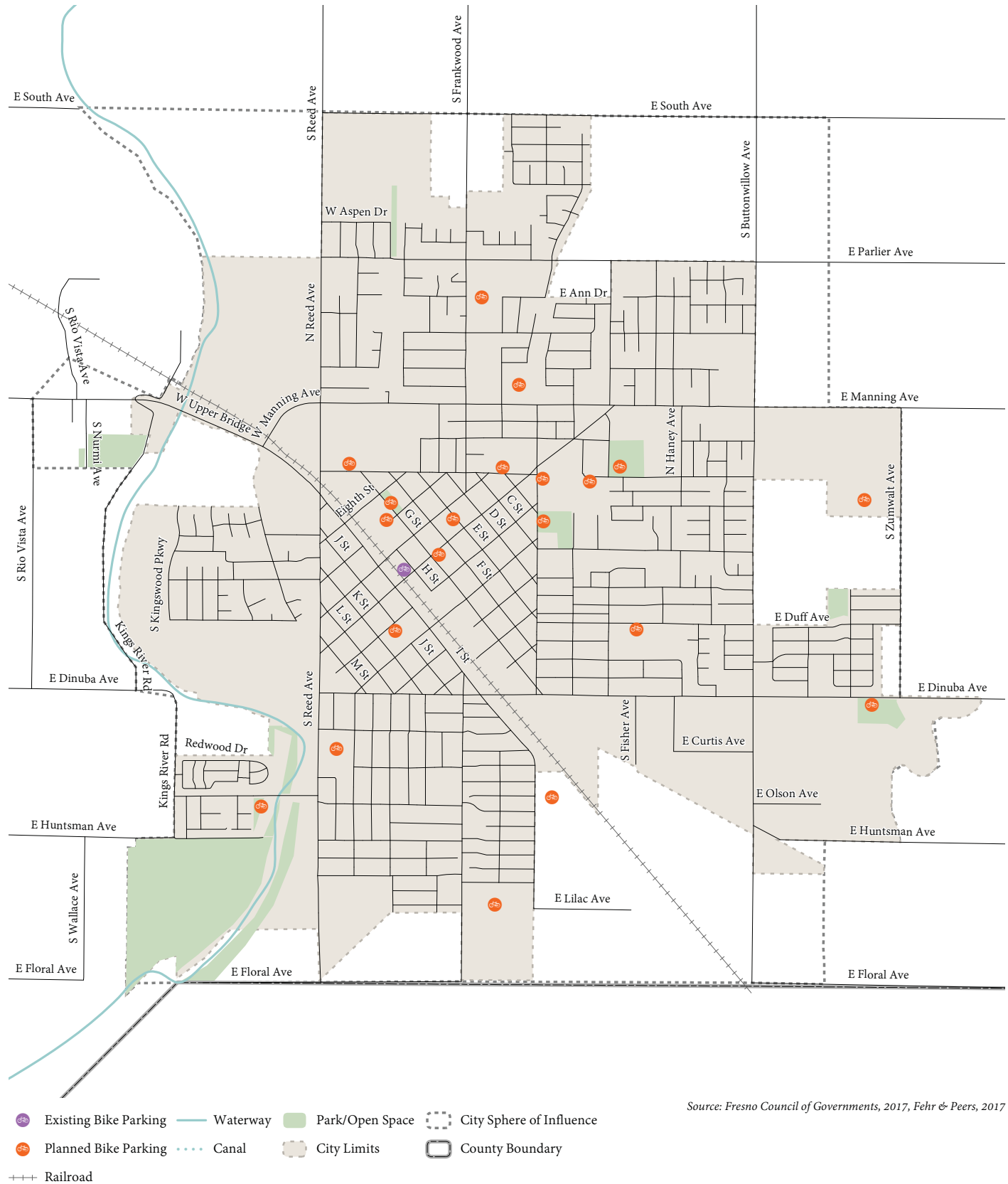
- | | | |
|--------------------------------|--------------------------------------|--|
| Existing Bicycle Facilities | Planned Bicycle Facilities | Yellow line: Funded Project, Not Included in ATP |
| Class I Bikeway (Bike Path) | Class I Bikeway (Bike Path) | Grey line: Project Covered by Other Plans |
| Class II Bikeway (Bike Lane) | Class II Bikeway (Bike Lane) | Black outline: County Boundary |
| Class III Bikeway (Bike Route) | Class III Bikeway (Bike Route) | |
| | Class IV Bikeway (Separated Bikeway) | |
| | Class II/IV | |

Figure 15-12: Reedley Planned Pedestrian Facilities



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

Figure 15-13: Reedley Planned Bicycle Parking



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