



Reedley Moves

Active Transportation

and Parkway Master Plan

SUMMARY OF EXISTING CONDITIONS

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TOOLE DESIGN GROUP LLC |

Project Overview

To support the health and well-being of Reedley’s growing community and provide a greater range of transportation options, continued investments in active modes of transportation, such as bicycling and walking, are essential. To effectively create these options, the City must ensure a connected and safe bicycle network, safe street crossings, and ample sidewalks. The *City of Reedley Active Transportation and Parkway Master Plan* provides an update to Reedley’s 2019 Bicycle and Pedestrian Mobility Plan and lays the groundwork for expanding the City’s multi-use path system beyond the Reedley Parkway – a key amenity that has inspired many residents to be active and get outdoors since its inception. The term “active transportation” is inclusive of walking as well as all forms of micromobility (i.e., lightweight, personal vehicles that generally do not exceed 25 mph). Micromobility includes rolling (using a wheelchair, powerchair, or mobility scooter), biking (including electric bikes, or e-bikes), skateboarding, rollerblading, using a scooter or e-scooter, and other modes.

Community Overview

Regional Context

The City of Reedley is centrally located in California’s San Joaquin Valley, in Fresno County, between California’s Coastal Mountain Range and the Sierra Nevada Mountains. Reedley is approximately twenty-five miles southeast of the City of Fresno and is part of the greater Fresno metropolitan area and a member of the Fresno Council of Governments. The surrounding San Joaquin Valley is known for its rich soil and is recognized as one of the most productive agricultural regions in the world. As such, agriculture has historically had a great influence on the economy and land use in Reedley, though local industries have diversified in recent years.

Reedley is compact with generally short block lengths and a grid network that creates a high level of connectivity and supports walking and biking on low stress neighborhood streets. Reedley features a number of regional and local destinations, including Reedley College, a junior college which contributes to the employment and educational opportunities in the city, the highly walkable Downtown central business district, and numerous schools and parks. As of the 2020 U.S. Census, the City’s population was 25,227.

Regional access to the city is via State Route (SR) 99, located approximately ten miles west of the City’s center, and SR 180 located approximately nine miles north of the City’s center. These facilities are heavily used for local, regional, and national travel. Manning Avenue, a divided four-lane major arterial, serves as the primary connection for the City to SR 99, while the San Joaquin Valley Railroad lines run adjacent to the City of Reedley and serves as a critical means of freight travel. The Fresno County Rural Transit Agency (FCRTA) together with Dinuba Area Regional Transit operates limited public transit routes in Reedley, making regional connections.

Population Characteristics

The population of Reedley is notable for its high share of Hispanic or Latino/a residents and for modest household income levels compared to Fresno County and the country overall. About 79 percent of Reedley’s population identifies as Hispanic or Latino/a, with the second most-populous racial/ethnic group being White, non-Hispanic/Latino/a, at 15.4 percent. Sixty-four (64) percent of households speak a language other than English at home. By comparison, Fresno County is 53.6 percent Hispanic or Latino/a overall, with 27.0 percent identifying as White, non-Hispanic/Latino/a. Across the County, 43.6 percent of households speak a language other than English at home. The U.S. overall has an even lower share of people identifying as Hispanic or Latino/a (18.9 percent) and households that speak a language other

than English at home (21.7 percent), and a greater share of people identifying as White, non-Hispanic/Latino/a (59.3 percent).

Median household income in Reedley is \$55,498, with an estimated 18.4 percent of the population living in poverty. By comparison, median household income across Fresno County is \$61,276, with an estimated 19.4 percent of the population living in poverty. For the U.S. overall, median household income is higher and percent living in poverty is lower. See Table 1 for a comparison of selected population characteristics in Reedley to Fresno County and the U.S. overall.

Table 1: Selected Population Characteristics of Reedley Compared to Fresno County Overall

Population Characteristics	Reedley	Fresno County	United States
Percent Hispanic or Latino/a*	79.1%	53.6%	18.9%
Percent White, non-Hispanic/Latino/a*	15.4%	27.0%	59.3%
Households that Speak a Language Other than English at Home[^]	64.0%	43.6%	21.7%
Median Household Income[^]	\$55,498	\$61,276	\$69,021
Population Living in Poverty[^]	18.4%	19.4%	11.6%

*U.S. Census Bureau, 2020 Decennial Census

[^]U.S. Census Bureau 2017-2021 ACS 5-Year Estimates

Despite modest incomes, vehicle ownership in Reedley is high, with 94 percent of households having access to at least one vehicle (see Table 2). Vehicle ownership in Reedley is in fact higher than in Fresno County and the country overall. This suggests a high level of dependency on private vehicles in Reedley – and room for improvement in terms of providing alternate modes of transportation. Reducing vehicle dependency in Reedley may be beneficial as vehicle ownership can place cost burdens on families.

Table 2: Share of Households without Access to a Vehicle

Number of Vehicles Available	Reedley	Fresno County	United States
No vehicle available	6.0%	7.4%	8.3%
1 vehicle available	28.8%	31.2%	32.5%
2 vehicles available	36.0%	36.5%	37.1%
3 vehicles available	16.0%	16.3%	14.8%
4 or more vehicles available	13.1%	8.6%	7.3%
Total	100.0%	100.0%	100.0%

Source: U.S. Census Bureau 2017-2021 ACS 5-year Estimates

Disadvantaged Communities

Disadvantaged Communities in California are specifically targeted for investment of proceeds from the state’s Cap-and-Trade Program, with the goal of improving public health, quality of life, and economic opportunity. Disadvantaged Communities have historically been designated based on their scores from the CalEnviroScreen tool, developed by the California Environmental Protection Agency (CalEPA) to identify census tracts most susceptible to pollution due to pollution burden, socioeconomic factors, age, or health.

In May 2022, CalEPA updated its methodology for designating Disadvantaged Communities to include all census tracts that meet at least one of the following criteria:

- Census tracts receiving the highest 25 percent of overall scores in CalEnviroScreen 4.0
- Census tracts lacking overall scores in CalEnviroScreen 4.0 due to data gaps, but receiving the highest five percent of CalEnviroScreen 4.0 cumulative pollution burden scores
- Census tracts identified in the 2017 DAC designation, regardless of their scores in CalEnviroScreen 4.0
- Lands under the control of federally recognized Tribes

The entire city is considered a disadvantaged community per the updated criteria. This means that improving public health and reducing pollution by furthering the active transportation network and providing opportunities for physical activity is crucial, and additional state funds may be available for projects identified in the Active Transportation and Parkways Master Plan.

Review of Existing Plans and Studies

Recent planning efforts in Reedley established the provision of active transportation facilities as a major priority to support the well-being and quality of life of residents and visitors. These plans, as well as a multi-use trail prefeasibility study developed by a graduate student in cooperation with the City, provide a foundation that this current plan can build upon. Critical takeaways from each plan and study, along with relevant goals, objectives, and policies, are detailed below.

City of Reedley Bicycle and Pedestrian Mobility Plan (2019)

This plan consolidates the recommendations from the 2010 City of Reedley Bicycle Transportation Plan and the 2018 Fresno County Regional Active Transportation Plan (ATP) and provides guidance for the long-term development of a bicycle and pedestrian network across the city. The plan also sets goals, objectives, and policies related to active transportation in Reedley. The plan builds on the Reedley chapter of the Fresno County Regional ATP by providing further detail on locations and costs for proposed bicycle and pedestrian projects and identifying potential funding sources. The Bicycle and Pedestrian Mobility Plan does not describe how proposed facilities were selected. The 2019 proposed network, which reflects previous City and County planning efforts, forms the starting point for developing an updated proposed network as part of this Active Transportation Plan.

Table 3: Relevant Goals, Objectives, and Policies from the City of Reedley Bicycle and Pedestrian Mobility Plan

Relevant Goals and Objectives

1. Provide safe, accessible, and continuous bicycle and pedestrian facilities as an integral component of a multi-modal transportation network.

- Continue development of a continuous bicycle and pedestrian network linking residential communities with schools, employment areas, shopping centers, and recreational activities.
- Maintain signage, striping, shoulders, lane clearances, and pathways on the existing bicycle and pedestrian transportation network.

- Provide bicycle and pedestrian support facilities, including bike racks, at popular destination areas and installed on transit vehicles.

2. Recognition of bicycling and walking as viable alternative modes of transportation that necessitates inclusion in local, regional, and state transportation planning efforts.

3. Promote bicycle and pedestrian safety through the education and enforcement of traffic laws.

- Develop and distribute the Reedley, Fresno County, and Tulare County Connectors Bikeway Map pamphlets that include information on bicycle and pedestrian safety and rules.

4. Advance the development of a continuous bicycle and pedestrian transportation network through the maximization of funding opportunities.

5. Implementation of the Fresno County Regional Active Transportation Plan

Relevant Policies

- 1.1 Encourage Caltrans to adopt policies and design standards that include the accommodation of bicycle and pedestrian travel on all new construction, reconstruction, and capacity increasing streets and highway projects where practical and feasible.
- 1.2 Encourage Caltrans to create bicycle and pedestrian facilities (on state highways) consistent with state design specifications.
- 1.3 Encourage and support grant opportunities for bicycle and pedestrian facilities as designated in the Bicycle and Pedestrian Mobility Plan.
- 2.1 Encourage public participation in the planning processes of bicycle and pedestrian transportation facilities.
- 2.2 Through public awareness programs, identify and support bicycling as a viable mode of transportation that lessens traffic congestion, promotes physical fitness, and improves air quality.
- 3.1 Support strict enforcement of state and local traffic laws pertinent to bicycle and pedestrian safety and the interaction between bicycles, pedestrians and motor vehicles.
- 3.2 Encourage the inclusion of bicycle and pedestrian rules and regulations as part of the Department of Motor Vehicles' driver's license examinations.
- 3.3 Promote the Bicycle and Pedestrian Month of May through the encouragement of bicycling and walking activities and notices.
- 4.1 Identify funding sources and notify member agencies of requirements for all federal, state, regional, and local bicycle and pedestrian transportation funding programs.
- 4.2 Prioritize projects that enhance the development of a continuous bicycle and pedestrian transportation system.
- 4.3 Support transportation grant applications and maintain qualified staff that will assist in seeking funding for bicycle and pedestrian facility projects. Qualified staff may also maintain bikeway specifications and standards for designers and developers to utilize.

Fresno County Regional Active Transportation Plan (2018)

The Fresno County Regional Active Transportation Plan offers a comprehensive vision for all forms of active transportation in Fresno County and a roadmap for achieving that vision. The first handful of chapters outline facility types, existing conditions across the county, and implementation details, while the remaining chapters focus on individual places within the County. Chapter 15 is specific to Reedley and summarizes all existing conditions, as well as planned facilities.

Table 4: Relevant Goals, Fresno County Regional Active Transportation Plan

Relevant Goals from the Fresno County ATP
<ul style="list-style-type: none"> • Create a network of safe and attractive trails, sidewalks, and bikeways that connect Fresno County residents to key destinations, especially local schools and parks.
<ul style="list-style-type: none"> • Create a network of regional bikeways that allows bicyclists to safely ride between cities and other regional destinations.
<ul style="list-style-type: none"> • Increase walking and bicycling trips in the region by creating user-friendly facilities.
<ul style="list-style-type: none"> • Increase safety by creating bicycle facilities and improving crosswalks and sidewalks for pedestrians.

City of Reedley General Plan 2030 (2014)

The General Plan is the primary document specifying goals and policies for the City, with an overarching emphasis on land use. In addition to the Land Use element, the General Plan is required by the State of California to include six additional elements, including Housing, Circulation, Open Space, Conservation, Noise and Safety.

The Circulation, Land Use, and Open Space elements all provide goals, objectives, and policies related to active transportation in Reedley; many of which are also included in the Bicycle and Pedestrian Mobility Plan. The plan emphasizes land use that encourages bicycling and walking as viable alternative transportation modes, complete with pedestrian, bicycle, and transit-oriented design recommendations for future development.

Active transportation-related goals, listed in Table 5, can be generally grouped into two categories:

- Programs and policies that reduce dependency on single-occupancy vehicle travel, including street design standards and requirements for active transportation infrastructure as part of new developments.
- Expanding bicycle and pedestrian facility and multi-use trails through direct investments on the city roadway network.

Table 5: Relevant Goals and Objectives, City of Reedley General Plan

Programs and Policies to Encourage Active Modes
<p>LU 2.6A – New development (residential, commercial, and public) shall be designed in a way that creates fully integrated neighborhoods with a variety of land uses arranged so that access by walking or bicycling is possible and encouraged.</p>

LU 2.6H – Sidewalk standards shall be revised to encourage and facilitate pedestrian activity by increasing sidewalk width, allow meandering sidewalk patterns and incorporating the placement of street trees between the sidewalk and the street.

CIR 3.4A – Encourage the use of bicycles as a viable means of transportation.

CIR 3.4D – Encourage bicycling for reasons of ecology, health, economy, and enjoyment as well as for transportation use.

COSP 4.9A – Reduce motor vehicle trips and vehicle miles traveled while increasing average vehicle ridership.

Infrastructure Investments

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.

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.

The General Plan contains nearly three dozen policies that are related to active transportation. Similar to plan goals, the relevant policies can be categorized based on their application to site development and the desired urban form of the city, and the type of public infrastructure that should be planned and constructed across the city. See the Appendix for a complete list of relevant policies.

The policies reflect the position that pedestrian facilities and walkability are a key part of the character of Reedley and that connections should be provided between adjacent development sites and the surrounding street network. The policies recognize new development as a critical means of implementing multi-modal transportation infrastructure and that street design standards should be created to include pedestrian facilities on all roads, with buffers to separate sidewalks from motor vehicle traffic, where possible. Site design modifications that support site access by walking and biking, including opportunities for reduced parking, are encouraged.

Various policies explicitly call for federal, state, and local funds to be used to construct a comprehensive and well-connected system of bikeways and trails, with separated bike facilities where high vehicle speeds and volumes exist. The General Plan refers to Caltrans documents for guidance on bikeway and pedestrian facility design. One noteworthy policy, counter to best practices in bikeway facility design, is policy CIR 3.4.10, which calls for “stopping a bikeway before a major street intersection or dangerous railroad crossing and starting it again after the area has been passed.” In these instances, bicyclists are encouraged to walk their bicycles through these intersections, thus creating a disconnected bikeway network.

Developing a Multi-use Trail System in Reedley, California: A Prefeasibility Study (2020)

Conducted in partnership with the City, the prefeasibility study further assesses opportunities for expanding the multi-use trail system and developing a Reedley Parkway Master Plan. Currently, the Reedley Parkway is a 3.2-mile, multi-use rail trail that bisects the City. The future vision for this trail is a 15-mile-long multi-use trail that connects the existing north and south ends into one continuous loop. Key content from the study include:

- Existing trail conditions and opportunities for trail development in Reedley
- Decision-making framework for trail development
- Assessment and analysis of the potential Parkway expansion
- Recommendations and next steps for implementation

In addition to supporting future population growth, expanding the active transportation, and other benefits, the study emphasizes the planned trail expansion’s economic potential as a catalyst for trail-oriented development in the City.

Figure 1: Proposed Expansion of the Multi-Use Trail System from the 2020 Prefeasibility Study



Design Considerations

Roadway Design Standards

The City of Reedley has a Standard Specifications document, which outlines roadway construction requirements, and Standard Plans that provide an overview of the desired widths and features of different roadway types. Table 6 summarizes the typical street components and standard widths by street classification. Alternative cross sections are provided for arterials based on the presence of turn lanes; where bike lanes are present, they should be 6 feet wide.

Table 6: Roadway Requirements by Street Classification

Street Classification	Travel Lanes: Quantity; Width	Turn Lanes: Quantity: Width	Bike Lane Width	Sidewalk Width	Shoulder Width	Other Features
Major Arterial	4; 12'	2; 12'	N/A	10'	8'	N/A
Minor Arterial or Collector, version 1	4; 12'	0	N/A	9'6"	8'	N/A
Minor Arterial or Collector, version 2	2; 12'	1 (two-way); 12'	6'	9'6"	8'	N/A
Collector with Median	2; 13'	0	6'	10'	8'	10' median
Local Residential Street	2; 11'	0	N/A	5'	7'	N/A
Local Industrial Street	2; 12'	0	N/A	5'	10'	N/A

Landscaping is required for collectors and arterials though not for local roads. Major arterials require a minimum 21-foot-wide landscaped area (including the sidewalk and masonry block walls at the outer edges of the right-of-way). Minor arterials and collectors require a minimum 17-foot-wide landscaped area (including the sidewalk and block wall). An example of this street type, South Buttonwillow Avenue, is pictured below in Figure 2.

Figure 2: Landscaping along South Buttonwillow Avenue (Source: Google)



Roadway Design Guidance Opportunities

The Standard Specifications and Standard Plans are limited, and more clarification would be useful in certain cases. Some opportunities to improve the existing guidance include:

- Further guidance for bikeway facility design, including a greater range of facility types, the application of techniques such as buffers or vertical barriers that increase user comfort levels, and the appropriate facility type based on context factors such as street classification, traffic volume, or speed limit. Current guidance only includes standard bike lanes.
- Further guidance for pedestrian facilities, such as inclusion of landscape/physical buffers (aside from the limited cases requiring a masonry wall.) This would support General Plan goal LU 2.6H.
- Reference to Americans with Disabilities Act (ADA) requirements and PROWAG guidance.
- Guidance for prioritizing design features in constrained right-of-way cases by roadway type and context.
- Guidance for designing bikeways through intersections.
- Desired features and amenities for paved multi-use paths/trails.
- Guidance on the use of leading pedestrian intervals and other intersection treatments to manage conflicts among motorists and pedestrians.

Existing Pedestrian and Bicycle Networks

Reedley features infrastructure for both bicyclists (and comparable-speed modes, such as e-scooters) and pedestrians. Its Downtown is small-scale and pedestrian-oriented, allowing the average person to reach any destination within 15 minutes on foot. Parallel to the Downtown is the Reedley Parkway, a multi-use path (“multi-use” meaning inclusive of all modes of micromobility) that follows an abandoned rail corridor. While bicyclists may use all roads in Reedley, the term “bicycle network” is also used to specifically refer to the network of multi-use paths, bike lanes, bike routes, and separated bikeways.

Pedestrian Network

The pedestrian network includes sidewalks and multi-use paths. Nearly 63 miles (71 percent) of roadway in Reedley feature sidewalks on both sides of the street, while about 12 miles (13.5 percent) feature sidewalks only on one side of the street, and almost 14 miles (15.5 percent) have no sidewalks (see Table 8). Figure 4 highlights streets where sidewalks exist only on one side (highlighted in orange) or on neither side (highlighted in red.) Streets in gray have sidewalks on both sides, and multi-use (off-street) pathways serving all active transportation users are highlighted in green.

Table 7: Pedestrian Facility Mileage in Reedley

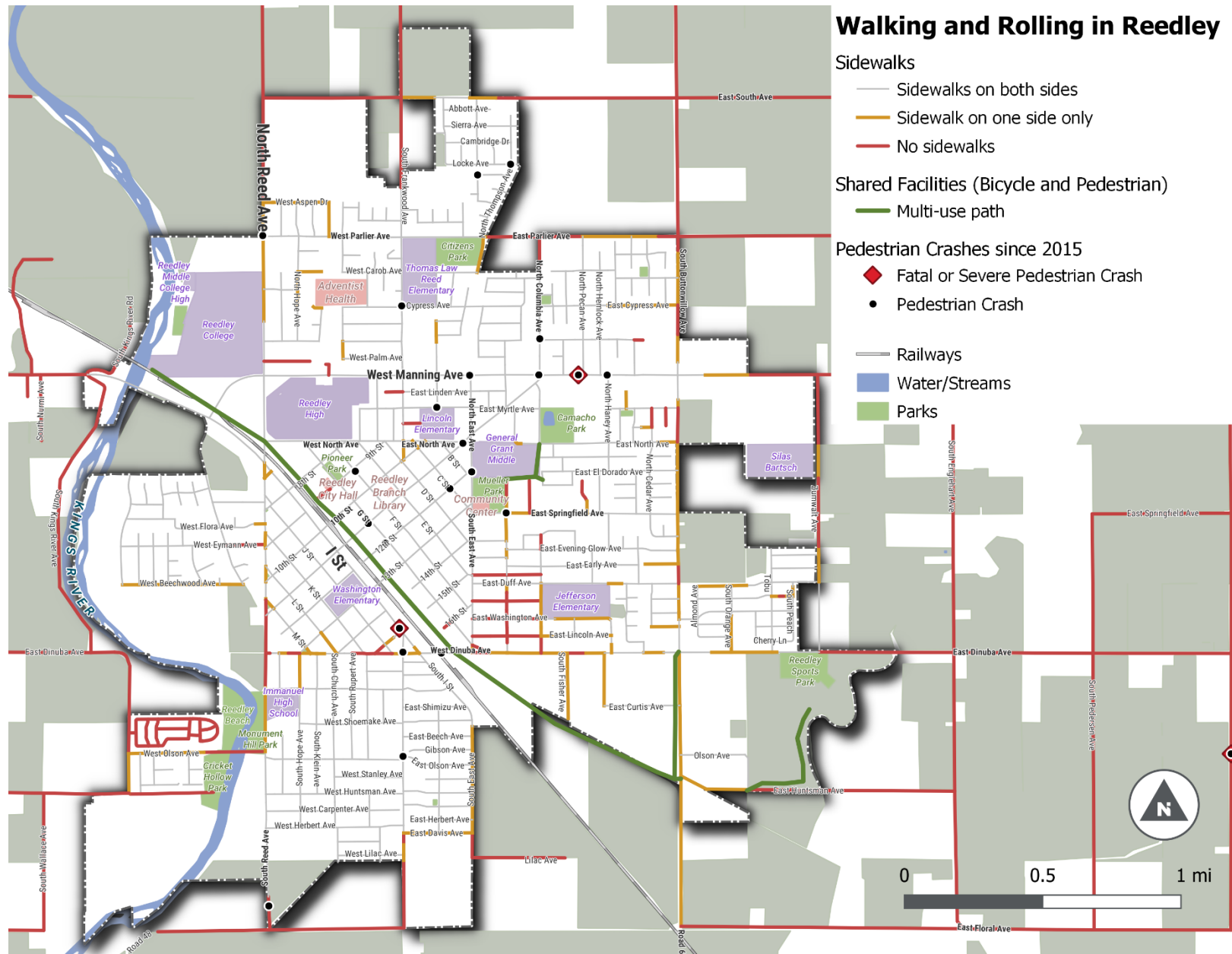
Facility Type	Total Miles of Road
No Sidewalks Present	13.73
Sidewalk on One Side of Street Only	11.96
Sidewalks on Both Sides of Street	62.88
Total	88.57

Figure 4 also notes the location of pedestrian crashes (represented as black dots) from 2015 to 2019. There were a total of 20 crashes. Crashes in which pedestrians sustained severe or fatal injuries (a total of two) have a red diamond. Most crashes occurred on arterial streets with speed limits of 30 mph or greater, with West Manning Avenue being the most common, but one of the four fatal or severe crashes occurred on a local street in Downtown Reedley. While nearly all crashes occurred at intersections, one crash occurred along a sidewalk-less 55 mph segment of South Reed Avenue.

Figure 3: Pedestrian Crossing at North Ave



Figure 4: City of Reedley Pedestrian Network



Bikeway Network

Facility Types

The City of Reedley uses the Caltrans classification system for bikeways, which includes three types: bike paths (or in the case of Reedley, multi-use paths, as they are shared with other active transportation users), bike lanes, bike routes, and separated bikeways. Table 9 provides information and graphics illustrating each facility type.

Table 8: Bikeway Facility Type Classifications

CalTrans Classification	Variations	Description	Example in Reedley
Class I: Bike Path (Multi-use Path)	N/A	8-12' wide, paved off-street path shared between bicyclists and pedestrians	Reedley Parkway
Class II: Bike Lane	Class IIB: Buffered Bike Lane	5-7' on-street lane for bicyclists separated from traffic with paint. Class IIB bike lanes have additional painted buffer space.	East Ave; there are no Class IIB Buffered Bike Lanes in Reedley currently
Class III: Bike Route	Class IIIB: Neighborhood Greenway/ Bicycle Boulevard	Bicyclists share lanes with vehicles. Bicycle route signage and pavement markings (e.g., sharrows) may be used to increase driver awareness. Neighborhood greenways include additional traffic calming such as traffic circles and speed humps to naturally decrease speed and volume of vehicles.	West Olson Ave; there are no Class IIIB Neighborhood Greenways in Reedley currently
Class IV: Separated Bikeway	N/A	5-7' on-street lane for bicyclists, separated from vehicular traffic by a buffer with vertical element (e.g., flexible posts, bollards, planters, parked vehicles, curbs, etc.)	East Huntsmen Ave

Source for bikeway width recommendations: California Department of Transportation Highway Design Manual, 7th Ed., 2020

Class I: A **bike path** (also called shared-use path or multi-use path) is separated from motor vehicle facilities by space or a physical barrier. A bike path may be located on a portion of a street or highway right-of-way not related to a motor vehicle facility, it may be grade separated, or have street crossings at designated locations. A bike path is identified with guide signing and may also have pavement markings. An example of a Class I facility is the Reedley Parkway which provides a shared bike and pedestrian trail separated from the roadway.

Class II: A **bike lane** is a painted lane within the paved area of road for preferential bicycle use. It is usually located along the right edge of a paved road area or between the parking lane and the first motor vehicle lane. A bike lane is identified by a painted (usually white) lane line, and sometimes other pavement markings, such as a bicycle or bicyclist icon. Bike lanes may be painted green for greater visibility. Bicycles and similar-speed micromobility devices, such as e-scooters, have exclusive use of the bike lane but motor vehicles and pedestrians may cross it. There are many bike lanes in Reedley, such as the one along South East Avenue.

A variation of a bike lane is a buffered bike lane, which has an additional painted buffer space to provide increased separation between bicyclists and motorists. There are currently no buffered bike lanes in Reedley.

Figure 5: Bike Lanes along 13th Street



Class III: A **bike route** is a recommended route for bicycle travel along an existing right-of-way which is typically signed but not striped. Bike routes may include roadside signs and “sharrows” painted on the pavement, alerting motorists that the road is shared with bicyclists. A handful of streets in Reedley are designated bike routes, such as 11th Street between I Street and F Street.

A variation of the bike route is the bike boulevard (also known as a neighborhood greenway, among other terms). This alternative facility includes additional traffic calming measures, such as traffic circles, speed humps, and/or raised crosswalks, and are typically recommended for streets with lower speeds and lower vehicle volumes. There are currently no bike boulevards/neighborhood greenways in Reedley.

Class IV: A **separated bikeway** – also called protected bike lane – is a lane within the paved area of road for preferential bicycle use, separated from motor vehicles by a physical barrier with a vertical element (e.g., flexible posts, bollards, planters, parked vehicles, curbs, etc.) Separated bikeways may be one- or two-way facilities (the latter which may also be referred to as a “cycle track”) and are usually located along the right edge of a paved road area, adjacent to the curb. A separated bikeway is identified by a painted (usually white) lane line, and sometimes other pavement markings, such as a bicycle or bicyclist icon, in addition to the vertical separation element. Separated bikeways may be painted green for greater visibility. Bicycles and similar-speed micromobility devices, such as e-scooters, have exclusive use of the bike lane but motor vehicles and pedestrians may cross it. Reedley has one separated bikeway on East Huntsmen Avenue.

Figure 6: Separated Bikeway along East Huntsmen Ave



Existing Bikeways

Reedley’s bike network is comprised primarily of Class II bike lanes, followed by Class I multi-use paths, and Class III bike routes. There is one recently built Class IV separated bikeway. See Table 10 for a summary of miles of facilities by type. Figure 7 shows where the various bicycle facilities exist in Reedley, by facility type.

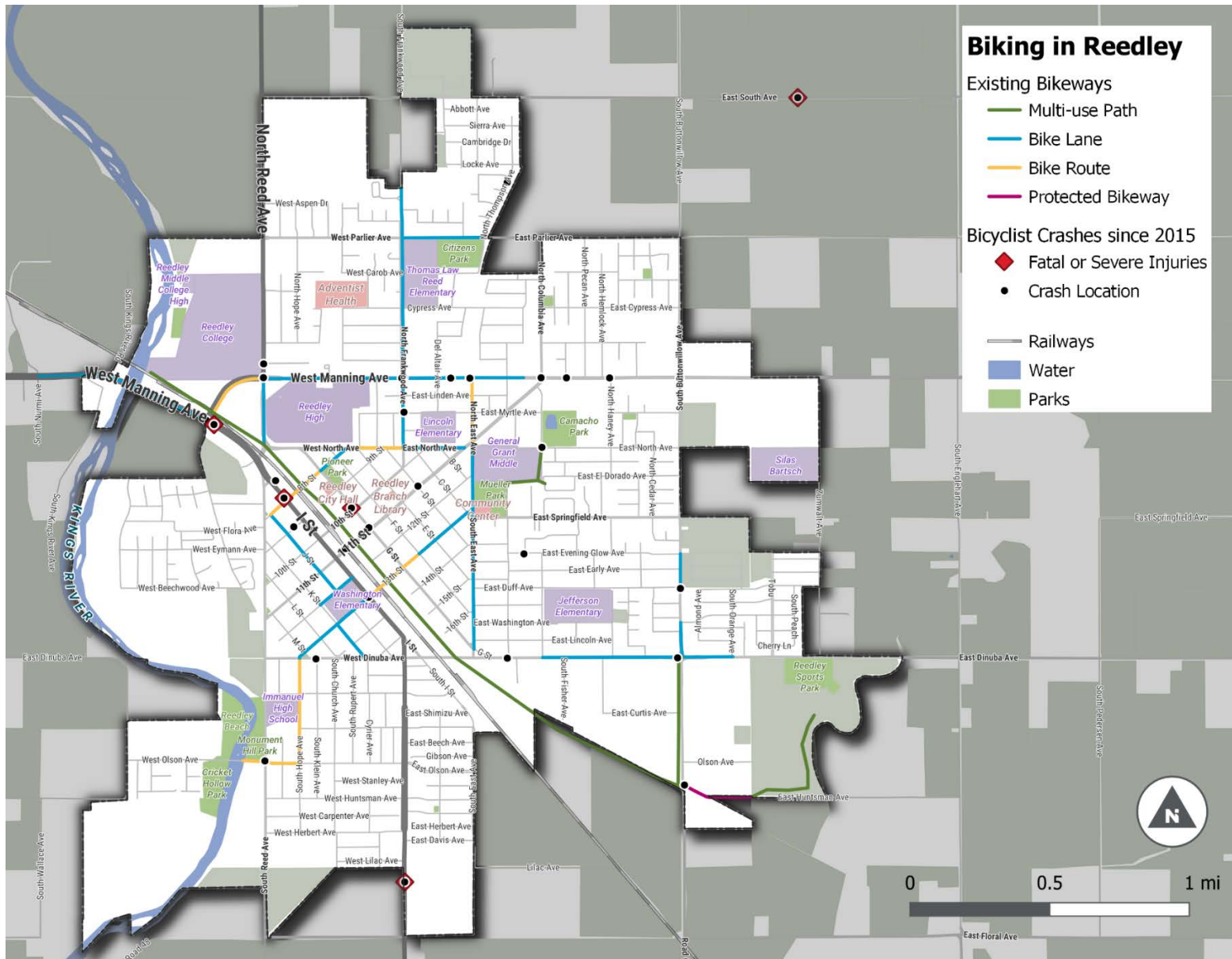
Bike lanes and bike routes are present throughout the central portion of the city (bounded roughly by Dinuba Avenue to the south and North Avenue to the north, and Reed Avenue to the west and East Avenue to the east), with some corridors featuring a combination of both facility types. Bike lanes are present along most of East Avenue, which provides a critical north-south connection across the city. Bikeways are less likely to be present in the eastern portion of the city, with east-west bike lanes present along most of Dinuba Avenue and north-south bike lanes present along portions of South Buttonwillow Road. Between East Avenue and South Buttonwillow Avenue, there are few local streets that are fully connected, so bikeways along the major streets are necessary for providing active transportation connections across the city.

Table 9: Bikeway Facility Mileage in Reedley

Bikeway Type	Total Mileage*
Multi-Use Path (Class I)	3.50
Bike Lane (Class II)	5.95
Bike Route (Class III)	1.72
Separated Bikeway (Class IV)	0.25

*Facilities on two sides of the street are counted once; 5.95 miles of bike lanes represent bike lanes on one side of street only.

Figure 7: City of Reedley Bikeway Network



Crashes Involving Bicyclists

Figure 7 also notes the location of crashes in which bicyclists were injured (represented as black dots) from 2015 to 2019. Over that five-year span, there were a total of 31 crashes. Crashes in which bicyclists sustained severe or fatal injuries (a total of four) have a red diamond. Most crashes occurred on arterial streets with speed limits of 30 mph or greater, with West Manning Avenue being the most common street (just as in the pedestrian network.) The intersections of West Manning Avenue/North Frankwood Avenue and West Manning Avenue/I Street each had two crashes; one of these four crashes was fatal or severe. One of the four fatal/severe crashes occurred on a local street in Downtown Reedley.

The crash data is underscored by the Systemic Safety Analysis Report (SSAR) completed for the City in 2018, which identifies the intersections of West Manning Avenue with I Street as the top intersection for further analysis based on collision counts, followed by the intersection of West Manning Avenue and North Reed Avenue. West Manning Avenue/North Frankwood Avenue is also identified for further analysis. The SSAR is based on all collision types, not just those involving bicyclists and pedestrians.

Bikeway Network Policy Considerations

Intersection Gaps and Barriers

There is an existing General Plan policy that encourages bike lanes to stop short of major intersections, with the assumption that bicyclists will transition to sidewalks through the intersection. This policy has been implemented at some intersections across the City. To improve the safety of all roadway users and ensure a connected network for bicyclists, several intersections should be revisited so that bike lanes may be safely implemented where they are currently missing. Among these locations, the North Frankwood/West Manning intersection has been the site of two bicycle crashes in recent years, indicating that the current policy might not be working. Similarly, there are instances of bike lanes ending a block or two before a major intersection. The intersecting streets either have an existing or proposed bike lane along them. In these instances, extending the bike lane would create a more connected overall network.

Gaps Approaching Intersections

- North Frankwood Avenue (both sides of street) at Manning Avenue
- North Frankwood Avenue (southbound lane) at North Avenue
- North Reed Avenue (northbound lane) at Manning Avenue

Block Length Gaps Approaching Major Intersections

- South East Avenue at Dinuba Avenue: Currently the bike lane ends at G Street intersection but if Dinuba Avenue bike lanes are extended in the future, this bike lane should extend to Dinuba
- West Manning Avenue at North Reed Avenue: Currently the bike lane ends at Reedley High but extending to North Reed Avenue would complete the network

Parking Conflicts

The review of existing conditions revealed that some bike lanes, including along East Avenue near the intersection with G Street, are used for motor vehicle parking. Hopefully this will be resolved with the East Avenue rehabilitation project, but to avoid this happening in this area and elsewhere, the City may consider developing a policy to ban motor vehicles from parking in bike lanes and additional signage and pavement markings to better demarcate the space as intended for use by bicyclists.

Upcoming Projects

Upcoming projects that will affect the active transportation network in Reedley are summarized in Table 7.

Table 10: Location and Description of Upcoming Projects in the City of Reedley

Location/Corridor	Termini	Description
Rancho Vista Phase 1 (under construction)	East side of Buttonwillow Avenue north of Duff Avenue	Road widening and adding bike lane
Columbia Avenue	Parlier Avenue to Ann Drive	Sidewalk installation on east side of road
East Avenue	11 th Street to G Street	Road rehabilitation
Reedley Alleys (ongoing)	N/A	Paving and reconstruction of alleys and installation of driveway approaches
E Street	10 th to 12 th Street	Road reconstruction and installation of curb ramps and ADA-compliant driveway approaches
11th Street	Reed Avenue to East Avenue	Road rehabilitation, including update of curb ramps and driveways as needed
Manning Ave Phase 3	Columbia Avenue to Buttonwillow Avenue	Road rehabilitation
Dinuba Avenue	N/A	Full reconstruction and installation of sidewalk, curb ramps, and driveways where missing or non-ADA compliant
Jefferson Elementary Safe Routes to School	N/A	Installation of sidewalks and 21 ADA ramps
North Avenue and residential streets (Hollywood, Acacia, Myrtle, Birch, West Linden)	Manning Avenue to Frankwood Avenue	Full reconstruction and sidewalk gap closure

Reedley Parkway and Trails Network

Reedley Parkway

The Reedley Parkway (“the Parkway”) is a 3.2-mile-long trail and landscaped corridor constructed within the right-of-way next to an abandoned railroad line that was donated to the City in the mid-1990s. In 1997, a grassroots coalition of residents advocated for the conversion of the land into a recreation trail that would connect to various community points of interest. Strong community support led to the formation of the Reedley Parkway Committee to provide a platform to facilitate public input for the design, funding, construction, and maintenance of a rails-to-trails project. The Parkway was originally envisioned to go beyond the railway corridor to loop around the entire City.

The Parkway is considered part of the pedestrian and bicycle network and thus is included in both maps. It is the primary multi-use path bisecting the City, connecting Reedley College with the Downtown. Where the main path intersects South Buttonwillow Avenue, a Parkway spur extends north along the roadway to connect to East Dinuba Avenue. Another Parkway segment extends from East Huntsmen Avenue to the Reedley Sports Park. This segment is connected to the main path via a separated bikeway.

Figure 8: Reedley Parkway near Downtown



The Parkway features a meandering, paved path ranging 8 to 12 feet in width with ample shade trees, bike racks, benches, and exercise equipment. While the path features lighting throughout the Downtown area, the facility lacks lighting east of Dinuba Avenue. The path was originally intended to connect individuals walking, rolling, and bicycling to key destinations within the City. Now that new forms of

micromobility with varying speeds have emerged, such as e-scooters and e-bikes, new policies may be necessary to address how to best integrate these faster-speed modes into the City's active transportation system.

Figure 9: Amenities along Reedley Parkway



Figure 10: Reedley Parkway spur along South Buttonwillow Ave



Other Trails

Paved Trails: A paved trail that is not part of the Reedley Parkway system which connects Camacho Park, General Grant Middle School, Mueller Park, and adjacent streets.

Unpaved Trails: One notable **unpaved trail** within the City is the Kings River Trail, which follows the east bank of the Kings River adjacent to the Reedley College campus and can be accessed via the northernmost end of the Reedley Parkway. While unpaved trails will not be a focus of this plan, they do

serve pedestrians in Reedley. An informal walking path has been created along the east side of the Kings River to the south of Manning Ave to the Reedley Beach area.

Existing Transit Service

Transit in Reedley is limited to regional services that operate on weekdays only. Service is geared towards connecting riders to specific destinations in nearby cities. See Table 11 for a summary of existing transit services.

The Fresno County Rural Transit Agency offers one fixed route serving Reedley, the Kingsburg-Reedley route, which connects Reedley College to stops in Kingsburg, Selma, Fowler, and Parlier. A total of three trips per day are offered in the morning and afternoon, Monday-Friday only.

Dinuba Area Regional Transit additionally provides a connector bus serving a handful of stops in Reedley, including Reedley College and Adventist Health Center, and connects users to Dinuba Transit Center. This service operates hourly Monday-Friday, from 7am to 9pm during the school year, and 7am to 3pm during the summer.

These two services are integrated to help users make connections between the systems. There is one park and ride within City limits located near Reedley College at the intersection of I Street and Manning Avenue,

Table 11: Existing Transit Service in Reedley

Operating Agency	Route	Destinations	Frequency	Days	Times
Fresno County Rural Transit Agency	Kingsburg-Reedley	Reedley College, Parlier City Hall, Fowler Bus Shelter, Fowler Children’s Hospital, Selma Plaza Shopping Center, Coffee Pot Bus Shelter (Kingsburg)	Three trips per day	Monday-Friday	7am-5pm
Dinuba Area Regional Transit	Dinuba Connection	Reedley: Reedley College, Adventist Medical Center, Palm Village Retirement Community Dinuba: Transit Center, Tulare Works, Walmart	Hourly	Monday-Friday	7am-9pm (except summer, 7am-3pm only)

Appendix: Relevant Policies from the Reedley General Plan

Policy Category 1: Site Layout and Urban Form

LU 2.7.23 (c) Commercial development shall be designed to facilitate pedestrian and bicycle access and function, featuring outdoor seating, pedestrian plazas and wide, shade-covered walkways.

LU 2.7.35 Neighborhood Commercial shopping centers shall be designed to facilitate easy pedestrian and bicycle access from surrounding neighborhoods.

LU 2.9.2 Encourage patterns of development, such as sidewalks and walking and biking paths that promote physical activity and discourage automobile dependency.

LU 2.9.4 Encourage the development of parks and open space, as well as a network of pedestrian walkways for physical activity in all neighborhoods.

CIR 3.4.3 Bicycle parking and storage facilities should be provided at major bicycle traffic generators.

CIR 3.4.11 Require large scale development projects to provide bike racks to encourage bicycling as an alternative mode of transportation.

COSP4.5.4 Require major new development to provide on-site facilities that encourage employees to use alternative transportation modes as air quality and transportation mitigation measures. Some examples include: (a) Showers and lockers provided in office buildings. (b) Safe and secure bicycle parking areas. (c) On-site or nearby cafeterias and eating areas.

COSP4.9.2 The City shall encourage projects proposing pedestrian-oriented designs to improve the image of pedestrian-oriented neighborhoods and the Downtown (pedestrian amenities, street trees, transit facilities, etc.)

COSP4.9.8 The City shall work closely with the Kings Canyon Unified School District to incorporate school sites into larger neighborhood activity centers to allow students to safely walk or bicycle from their homes. The activity centers could include parks, day care facilities, and limited commercial uses.

COSP4.9.12 The City shall encourage project sites designed to increase the convenience, safety and comfort of people walking or cycling, and for future transit use.

COSP4.9.13 The City shall review all subdivision street and lot designs, commercial site plans, and multifamily site plans to identify design changes that can improve access by transit, bicycle, and walking.

COSP4.9.14 Require as a part of the site plan review or subdivision process a description of design measures proposed for the site. Some specific design features include: (a) Subdivision streets and lot designs that promote pedestrian, bicycle, and transit use. (b) Pedestrian access improvements and amenities (sidewalks, benches, water fountains, landscaping, etc.). (c) Parking lot designs that enhance rather than detract from pedestrian access. (d) The location and type of bicycle improvements (bicycle parking/lockers, relation to bike paths or routes serving the site).

COSP4.9.15 The City will reduce required road width standards wherever feasible to calm traffic and encourage alternative modes of transportation.

COSP4.9.16 The City will reduce parking space requirements when feasible.

COSP4.9.21 The City will create and preserve distinct, identifiable neighborhoods whose characteristics support pedestrian travel, including: (a) Designing or maintaining neighborhoods where the neighborhood center can be reached in approximately five minutes of walking. (b) Encouraging pedestrian-only plazas within developments, and destinations that may be reached conveniently by public transportation,

walking, or bicycling. (c) Providing continuous sidewalks with shade trees and landscape strips to separate pedestrians from traffic. (d) Encouraging neighborhood parks and recreational centers near concentrations of residential areas (preferably within one quarter mile) and include pedestrian walkways and bicycle paths that encourage nonmotorized travel. [LU 2.7.23 also supports this concept.]

COSP4.9.22 The City will ensure pedestrian access to activities and services, including: (a) Ensuring that new development provides pedestrian connections to as many locations as possible to adjacent development, arterial streets, and thoroughfares. (b) Ensuring a balanced mix of housing, workplaces, shopping, recreational opportunities, and institutional uses, including mixed-use structures. (c) Locating schools in neighborhoods, within safe and easy walking distances of residences served. (d) Support commercial development where automobile access does not impede pedestrian access, by consolidating driveways, providing cross-access between parcels, or developing alley access. (e) For existing areas with poor or inefficient connectivity, prioritize development of sidewalks and pedestrian trails.

COSP4.10.12 Require pedestrian pathways connecting existing developments and planned transit or multimodal facilities.

Policy Category 2: Infrastructure Investments and Design

LU 2.9.5 Provide adequate lighting for streets, parks, recreational facilities, sidewalks, and bike paths to promote their use.

CIR 3.4.1 Priority should be given to bikeways that will serve the most cyclists and destinations of greatest demand.

CIR 3.4.2 Bikeways should be designated near major traffic generators such as commercial land employment centers, schools, recreational areas, and major public facilities.

CIR 3.4.4 Bikeways should be provided in both existing and future parks where they will not cause serious conflicts with other uses of the parks.

CIR 3.4.5 Bikeways should be continuous and should be linked to other bikeways and recreation facilities.

CIR 3.4.6 Wherever possible, bikeways should be developed in conjunction with street construction and improvement projects occurring along streets and roads where bikeways have been designated on the Bikeways Plan map. [This recommendation is also reflected in policy COSP 4.10.8.]

CIR 3.4.7 The City and County should develop a coordinated program for the construction of bikeways in the Planning Area.

CIR 3.4.8 The design and construction of a bikeway shall conform to the standards established by the California Department of Transportation (Caltrans) and the City of Reedley Standard Plans and Specifications.

CIR 3.4.9 Work with the City of Dinuba to provide a bicycle/pedestrian trail system that will connect to a similar system in the City of Reedley near the Sports Park.

CIR 3.4.10 Safe conditions for bicycle use shall be developed and maintained. The following shall apply: (a) A visually clear, simple, and consistent bikeway system with clearly defined areas and boundaries should be established. (b) For the safety of those who use the bikeways, the City should consider stopping a bikeway before a major street intersection or dangerous railroad crossing and starting it again after the area has been passed. Within these potentially dangerous areas, bicyclists walk their bicycles or ride with extra caution at their own risk. (c) Through mass media, school, and private efforts, the City of

Reedley should encourage a program of education in the rules of the road aimed at both the cyclist and the motorist.

COSP4.10.5 Include improvement and maintenance requirements for pedestrian and bicycle connections, as part of the Zoning and Subdivision Ordinances, Development Standards.

COSP4.10.7 The City shall ensure that a comprehensive system of bikeways and pedestrian paths is planned and constructed in accordance with an adopted City plan.

COSP4.10.11 To maximize bicycle use, the following actions may be included in street design standards: (a) Bikeways should be part of a network that connects major destination points within the community. (b) Provide separate bike paths in areas where motor vehicle speed or volume make on-street bike lanes unsafe or unpleasant to use. (c) Provide adequate paved shoulder on arterial and collectors to keep cyclists and motorists separated.

COSP4.10.14 The City shall include sidewalks, separated sidewalks whenever possible, on both sides of all new street improvement projects, except where there are identified constraints.

COSP4.10.15 Provide safe and convenient access for pedestrians and bicyclists to, across, and along major streets.

Policy Category 3: General Policies and Planning Priorities

COSP4.10.2 The City shall vigorously pursue and use local, state, and federal funds earmarked for bicycle and transit improvements.

COSP4.10.4 Ensure that updates to the Circulation Element and submittals of regional transportation improvement projects to the Fresno COG reflect designs and facilities that support a multi-modal system.