

Appendix C

RELATIONSHIP TO OTHER PLANS AND POLICIES

Many local, regional, state, and federal plans and other documents were reviewed in the development of this ATP. These plans and documents contain goals and policies as well as specific requirements related to active transportation.

Zoning maps for each City are also included at the end of this appendix.

STATE AND FEDERAL

Several state and federal plans and other documents contain goals, policies, and requirements relevant to the ATP.

- California State Bicycle and Pedestrian Plan
- California Green Building Code
- California Assembly Bill 32
- California Senate Bill 375
- California Assembly Bill 1358
- California Assembly Bill 743
- US DOT Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations
- US Americans with Disabilities Act

The following civil rights and environmental justice laws are also relevant to the plan:

- Title VI of the Civil Rights Act of 1964
- California Government Code Section 11135
- Executive Order 12898, “Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations” (Clinton 1994)
- U.S. Department of Transportation, Updated Environmental Justice Order 5610.2(a) (amended 5/2/2012)
- Federal Highway Administration, Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, Order 6640.23A (6/14/2012)

REGIONAL

The following regional plans were also important in the development of the ATP:

Fresno Council of Governments Regional Transportation Plan and Sustainable Communities Strategy (2022)

The Fresno Council of Governments Regional Transportation Plan (RTP) and Sustainable Communities Strategy (SCS) (2022) include bicycle and pedestrian goals and policies in Chapter 4 Implementing the Plan.

Goal 2: Vibrant communities that are accessible by sustainable transportation options

Policy 4: Encourage alternatives to single-occupancy vehicles that reduce vehicle miles traveled (VMT) and greenhouse gas emissions.

Policy 5: Support investment in and promotion of active transportation and transit to improve public health and mobility, especially in historically underinvested areas.

Goal 3: A safe, well-maintained, efficient, and climate-resilient multimodal transportation network

Policy 11: Prioritize investment in and promote multimodal safety measures to reduce traffic fatalities and incidents in the region.

Policy 12: Promote enhanced Transportation Systems Management (TSM) and Transportation Demand Management (TDM) strategies to reduce congestion and vehicle miles traveled.

Policy 13: Encourage improvements in travel connections across all modes to create an integrated, accessible, and seamless transportation network.

Policy 16: Preserve and maintain existing multimodal transportation assets in a state of good repair.

Fresno County Transportation Authority Measure C

In 1986, Fresno County voters passed Measure C, a 20-year, 1/2-cent sales tax aimed at improving the overall quality of Fresno County's transportation system. In 2006, voters chose to extend Measure C for another 20 years until 2027. The funding allocation programs specifically finance bicycle facilities through several programs:

Local Transportation Program

- The Pedestrian/Trails Facilities Subprogram (3.10% of total Measure C funding) provides funding for pedestrian/bicycle trail facilities, signage and striping, Master Plan preparation and updates, and other Program-related facilities and support facilities. Measure C specifies certain design criteria for bicycle paths and multi-purpose trails.
- The Bicycle Facilities Subprogram (0.90% of total Measure C funding) provides funding for significant improvements to the existing and planned bicycle system. Eligible projects include Class II bike lanes, Class III bike routes, Class IV separated bikeways, signage and striping, master plan preparation and updates, and other Program-related facilities and support facilities.

- The Flexible Funding Category of the Local Allocation Subprogram (14.80% of total Measure C funding) provides funding for any type of transportation project, including bicycle, trail, and pedestrian projects.

Alternative Transportation Program

- The Rail Consolidation Subprogram (6.00% of total Measure C funding) specifies that should consolidation of the BNSF tracks occur, the land will revert to the City and County of Fresno for trails, bikeways, and pedestrian facilities.
- Additionally, Measure C requires that any new highway, expressway, superarterial, arterial, or collector constructed or reconstructed with Measure C funds include accommodations for pedestrian and bicycle travel. Measure C funds are also being used to develop bicycle and pedestrian trails and other improvements along the Golden State corridor.

Fresno Council of Governments Transportation Needs Assessment

The Fresno COG Transportation Needs Assessment addressed significant accessibility problems within Fresno County, with a particular focus on disadvantaged communities. The project consisted of two parts:

- Part 1 analyzed bicycle and trail facilities in Fresno County to identify gaps between local jurisdictions and recommend projects to close those gaps.
- Part 2 analyzed connectivity between communities within the region and ten major regional and sub- regional destinations, with a focus on disadvantaged communities who may have limited transportation options.

Projects were recommended to improve connectivity, including for pedestrians and bicyclists. This ATP includes recommendations from the needs assessment.

Golden State Corridor Design Plans

The Fresno COG is facilitating infrastructure improvements along the Golden State Corridor. These plans include development of trails, bike lanes, bicycle and pedestrian crossings, and other improvements along Golden State Boulevard and city roads in this corridor. These improvements are being constructed with funds from Measure C.

Caltrans Bicycle Guide for District 6

The Caltrans Bicycle Guide for District 6 maps and describes bicycle access on Caltrans facilities in Fresno County and neighboring counties. It also includes alternative routes to state highways on which bicycle travel is prohibited.

Fresno Council of Governments Regional Safety Plan (2021)

The Fresno Council of Governments Regional Safety Plan recognizes transportation related safety concerns in Fresno County and formalizes safety planning. The plan notes that bicyclists and pedestrians are overrepresented in fatal and severe injury crashes and envisions “a region of diverse partners sharing in the resources and responsibility to improve roadway safety for all communities.” The plan recommends safety strategies regarding engineering, education and promotion, equitable enforcement, and emergency services.

Fresno Council of Governments Multijurisdictional Local Road Safety Plan (2022)

The Multijurisdictional Local Road Safety Plan (MLRSP) enables ten of the COG's local jurisdiction partners to prepare their first local road safety plans. The ten participating local jurisdictions are:

- City of Clovis
- City of Coalinga
- City of Firebaugh
- Fresno County (Unincorporated)
- City of Huron
- City of Kerman
- City of Mendota
- City of Orange Cove
- City of San Joaquin
- City of Selma

The focus of the MLRSP's development is to identify the following for each of the local jurisdictions:

- Crash patterns and trends
- Systemic engineering treatments to help reduce crash risk
- Education, enforcement, and/or emergency services strategies to help improve roadway safety
- High priority locations for projects with supporting design concepts
- Highway Safety Improvement Program (HSIP) grant applications to facilitate securing funding for high priority safety projects

The document presents the local road safety plans for each of the above local agencies. The local road safety plans were informed by technical analysis as well as input from key stakeholders and input from the general public. The Goals for the County include:

1. Use a data-driven approach to identify and prioritize opportunities to reduce the risk of crashes.
2. Implement proven, low-cost engineering countermeasures systemically to maximize funding opportunities across the large geographic County footprint.
3. Partner with adjacent local agencies to promote roadway safety as a priority investment.
4. Reduce the number of annual fatal and severe injury crashes across all public County roadways.
5. Engage citizens to provide feedback on roadway safety issues across the County.
6. Facilitate roadway safety stakeholder collaboration to identify effective ways to implement non-engineering strategies at key locations.

7. Achieve a reduction in the number of lane departure crashes on public County roadways

Fresno COG Regional Transportation Plan (2022)

The Fresno COG Regional Transportation Plan outlines transportation for Fresno County through 2046. The plan identifies the following policies related to active transportation:

- Policy 4: Encourage alternatives to single-occupancy vehicles that reduce vehicle miles traveled (VMT) and greenhouse gas emissions.
- Policy 5: Support investment in and promotion of active transportation and transit to improve public health and mobility, especially in historically underinvested areas.
- Policy 11: Prioritize investment in and promote multimodal safety measures to reduce traffic fatalities and incidents in the region.
- Policy 19: Support innovative mobility solutions that are accessible, affordable, reduce greenhouse gas emissions, and improve air quality.

Caltrans District 6 Active Transportation Plan (2022)

The Caltrans District 6 Active Transportation Plan identifies pedestrian and bicycle needs on and across the State Highway System and prioritizes highway segments and crossings to inform future investments for the county of Fresno as well as Madera, Kings, Tulare, and Kern counties.

LOCAL JURISDICTIONS

Most jurisdictions have their own policies and requirements related to bicycling and walking. The documents containing these policies and requirements include:

- existing bicycle and pedestrian plans,
- general plans,
- standard drawings,
- municipal codes, and
- specific plans and other plans.

COALINGA

City of Coalinga General Plan 2020-2025 (2009)

The Coalinga City Council adopted the Coalinga General Plan 2020-2025 in June 2009. This plan establishes guidance for future planning in the City extending to the year 2025. The Coalinga General Plan is the primary document specifying goals and policies for the City, including those relating to walking and bicycling.

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 Alternative Transportation section discusses the City’s commitment to bicycling and walking. The goals related to bicycling and walking from the Goals and Policies section are included below:

Goal C1 – A balanced, safe and efficient circulation system that includes cars, public transportation, bicycles and pedestrians while accommodating future growth, maintaining acceptable Levels of Service.

Goal C2 – A network of multi-use recreational trails along Los Gatos and Warthan Creeks with inner City and regional connections for use by local residents and visitors.

Goal C3 – Create a system of pedestrian and bicycle routes and transit related facilities that provide an efficient alternative to automobile transportation.

City of Coalinga Active Transportation Plan (2017)

The Coalinga City Council adopted the Active Transportation Plan (ATP) in March 2017. The purpose of the Plan is to envision and guide implementation of a network that supports walking and bicycling for both transportation and recreation where residents of all ages and abilities in Coalinga can choose to walk or bike. The Plan details goals, objectives, policies, and facilities standards. The Plan also proposes a network of pedestrian and bike paths, lanes, and routes, and identifies potential funding sources.

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

- Prioritize safety for the most vulnerable roadway users.
- Design active transportation projects that are accessible and comfortable for people of all ages and abilities.
- Identify and work to implement a complete and convenient active transportation network.
- Increase awareness and support of walking and bicycling through education, encouragement, and evaluation programs.

Coalinga Municipal Code (2023)

The Coalinga Municipal Code contains several ordinances related to walking and biking, including:

- Requirements for bicycle and pedestrian access in new development
- Requirements for bicycling parking in multi-family residential building and commercial, industrial, and public projects

FIREBAUGH

City of Firebaugh General Plan

The City of Firebaugh General Plan establishes guidance for future planning in the City extending to the year 2030.

Circulation Element

The Circulation Element describes the City's plans for all modes of transportation, including bicycling and walking.

The Bike paths and Pedestrian Pathways section discusses the importance of biking and walking in a smaller community like Firebaugh. These modes of transportation can provide residents with an additional way to make trips within the community. This section also describes how the City can take advantage of the nearby San Joaquin River by creating and extending pathways along the river for pedestrians and bicyclists. Also discussed is how future development should include walking trails and landscaping parallel to the numerous canal banks that are present in the City.

The School Routes section describes how children walking or riding bicycles to school should be provided with safe routes to school. Sidewalks should be constructed along both sides of the roadways leading to schools, and crosswalks should be located at intersections and other appropriate locations.

The Circulation Element goals related to bicycling include:

- Encourage residents to walk and ride bikes for good health as well as for environmental reasons.
- Ensure that children have safe walking and bicycling routes to school.

City of Firebaugh Bicycle Transportation Plan (2017)

The Firebaugh City Council adopted the Firebaugh Bicycle Transportation Plan (BTP) in February 2017. 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 Plan also describes the different types of bikeways, reviews the Firebaugh General Plan Circulation Element's goals and objectives with regard to bicycling, and details funding and implementation. Proposed bikeways within and adjacent to the City are included in the Bicycle Transportation Plan as Map 3, Proposed Bike Path System.

Central Firebaugh Revitalization Plan (2007)

The Central Firebaugh Revitalization Plan identified improvements to State Route (SR) 33, the downtown area, and other key street and pedestrian connections to help revitalize the community by making it a safer and appealing place to walk, shop, gather and do business. The ATP supports and builds upon the recommendations of this plan.

City of Firebaugh Standard Specifications (2008)

The City of Firebaugh Standard Specifications contains specifications for sidewalk, curb, and gutter. These specifications include:

- Section 3.12 provides details on sidewalk construction.

City of Firebaugh Standard Drawings (2008)

The City of Firebaugh Standard Drawings define standards applicable to sidewalks, striping on City roadways, and curb ramps.

- 3-A to 3-B: Street Cross Sections
- 3-G: Sidewalk, Curb & Gutter
- 3-H: Sidewalk Construction
- 3-P to 3-Q: Curb Ramps

Municipal Code of Firebaugh, California

The Firebaugh Municipal Code is a compilation of all of the City of Firebaugh's ordinances, codified into regulations. In the code, regulations are grouped by subject matter into chapters, each of which is subdivided into sections. With a few minor exceptions, most regulations concerning pedestrian and bicycle planning and riding can be found in Chapter 5 "Licensing of Bicycles," Chapter 7 "Traffic," Chapter 23 "Municipal Airport," and Chapter 25 "Zoning."

The sections with direct applicability to the ATP are 5-2.1 "Riding on Sidewalks Prohibited," 5-3.1 "License Required," 7-11.1, "Pedestrian Crossing Prohibited;" 23-1.6, "Motor Vehicle Regulation," and 23-1.7, "Pedestrians":

5-2.1 Riding on Sidewalks Prohibited

It shall be unlawful for any person to ride a bicycle upon the sidewalks of the city, except as may be necessary to enter or leave adjacent property from or to a roadway.

5-3.1 License Required

It shall be unlawful for any person to operate or use a bicycle upon any of the streets, alleys or public highways of the city without first obtaining from the police department a license therefor.

7-11.1.1 – Pedestrian Crossings Prohibited

No pedestrian shall cross State Highway 33 within the corporate limits of the City of Firebaugh at other than crosswalks distinctly indicated for pedestrian crossing by lines or other markings on the surface of the highway.

23-1.6 – Motor Vehicle Regulations

The operation of any bicycle inside the fenced area of the airport is prohibited unless authorized by the airport manager and subject to the other conditions.

23-1.7 – Pedestrians

No pedestrian shall be upon any landing area of the airport without first having obtained a signed permit from the airport manager, except persons engaged as mechanics or who, by necessity, are required to be there.

Comprehensive School Safety Plan (2021-22 School Year)

The Firebaugh-Las Deltas Unified School District Comprehensive School Safety Plan addresses EC 32281 Comprehensive School Safety Plan components with component (G) specifying

procedures for Safe Ingress and Egress of Pupils, Parents, and Staff to and from School and states the following:

- Walkers have crosswalks available at all intersections surrounding the school and in front of bus loading areas with a crossing guard in the morning before school and in the afternoon when school is dismissed. Slow School signs are placed in all directions from campus.
- Bicyclists, scooters, and skateboarders are required to wear a helmet while riding to and from campus. Once on campus, students have a bike cage to secure their bikes, scooters and skateboards. They are encouraged to have heavy-duty locks and cables.

FOWLER

City of Fowler General Plan

The Fowler City Council adopted the Fowler General Plan in April 2023. This plan establishes guidance for future planning in the City extending to the year 2040. The Fowler General Plan is the primary document specifying goals and policies for the City, including those relating to walking and bicycling.

Mobility Element

The City of Fowler General Plan Mobility 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 Mobility Chapter outlines strategies to implement a comprehensive multi-modal transportation system. The Mobility (MOB) goals, policies and action items related to bicycling and walking are included below:

Goal MOB-1: Fowler's streets are a safe and enjoyable environment for pedestrians, cyclists, motorists, and people of all ages and abilities.

Goal MOB-5: Safe, well-designed, multi-modal connections exist across State Route 99, Golden State Boulevard, and the Union Pacific Railroad. Policies in this topic area of the Mobility Chapter address the provision of active transportation facilities resulting in physical changes or improvements to the circulation network. These policies support other elements of the General Plan by recognizing that for residents to effectively engage in active modes of transportation, there must be policies directing the development of active transportation facilities.

Policy MOB-9 New development may be required to provide off-site pedestrian and/or bicycle facilities to address gaps in the active transportation network.

Policy MOB-10 Develop a multi-purpose recreational bikeway network and support facilities.

Action Item MOB-10a Review and revise, as needed, the Zoning Ordinance to include provisions for short-term and long-term bicycle parking and storage facilities.

Policy MOB-11 Ensure street and road projects are adequately designed to accommodate safe and convenient pedestrian and bicyclist access.

Action Item MOB-11a Review and revise, as needed, public works standards to include pedestrian and bicycle safety features where appropriate.

Action Item MOB-11b Establish design standards to ensure the bikeway network is easily identifiable and consistent with standard signs and markings, as designated by the State of California Traffic Control Devices Committee and the State Bikeway Committee.

Policy MOB-12 Require traffic calming techniques in the design of new local streets where such techniques will manage traffic flow and improve safety for pedestrian and bicyclist users.

The General Plan's Chapter 7: Community Health and Equity includes active living strategies. The Community Health (CH) goals, policies and action items supporting bicycle and pedestrian initiatives are listed below.

GOAL CH-1 Opportunities for physical activity, such as walking and biking, are integrated into the built environment

Policy CH-1 Implement an active transportation network that links residential uses with schools, shopping, entertainment, recreation, and employment centers.

Action Item CH-1a Identify gaps in the existing pedestrian and bicycle network to inform capital improvements programming and grant funding opportunities.

Action Item CH-1b Prioritize pedestrian and bicycle improvement projects that close gaps in the mobility network and those which link the east and west sides of the city.

Action Item CH-1c Amend road design standards, as necessary, to include complete street design principles.

Action Item CH-1d Develop and implement an Active Transportation Plan.

Action Item CH-1e Pursue funding for the adoption of a Safe Routes to School Master Plan to assist in the planning and funding of bicycle and pedestrian infrastructure improvements along school routes.

For additional policies related to the planning and implementation of a community trail network, see Chapter 8: Open Space.

The General Plan's Chapter 8: Open Space includes trail development strategies. The Open Space (OS) goals, policies and action items supporting bicycle and pedestrian initiatives are listed below.

GOAL OS-1 Open space areas form a connected network, linking Fowler's residential neighborhoods to passive and active recreation opportunities.

GOAL OS-2 Open space areas enhance community livability, provide opportunities for improved public health, and are equitably distributed throughout the City.

GOAL OS-3 Recreational programming and facilities meet the needs of community members of all ages and abilities.

GOAL OS-4 Open space acquisition, development, programming, and maintenance is adequately and reliably funded.

Policy OS-9 Trails shall be planned and constructed according to the classifications found in Table 8-2: Trail Facilities.

Policy OS-10 The City shall implement the community trail network as shown Figure 8-2: Trail Facilities.

Action Item OS-10b Update the Development Impact Fee Study for the park development impact fee to include the community trail network.

Policy OS-11 Neighborhood trails should be planned as part of a connected, City-wide open space network which connects neighborhoods, parks, community trails, and other destinations including the downtown and shopping districts.

Policy OS-12 Placement of neighborhood trails should be constructed along the most direct alignment possible to close network gaps in the trail system. Neighborhood trails may be required to be constructed as part a new development in order to accommodate that connection.

Policy OS-13 When a site designated for a segment of the community trail is located within the boundaries of a subdivision map or the project site for other discretionary planning permits, the City may require the applicant to dedicate the trail area, prepare plans, and construct the trail. The planning, design, and construction of the community trail is in addition to other open space dedication and funding requirements, as detailed in Policy OS-18 and Policy OS-3. However, the cost to construct the community trail may be reimbursed, consistent with City standards and procedures.

Policy OS-14 Continue cooperative efforts with the Fowler Unified School District for park and recreational facilities.

Policy OS-15 Support the use of multipurpose open space by collocating public facilities with park and trail facilities.

Policy OS-16 Ensure that community centers provide sufficient space to conduct civic meetings, recreational programs, and social activities to meet the needs of residents. The City should aim to meet the standard of one meeting room per 7,500 residents. Community centers should serve the needs of seniors; families with children; and teens. Locate a new Community Center within or adjacent to parks or downtown.

Policy OS-17 The City shall use a broad range of funding and economic development tools to ensure high quality development, maintenance, and programming of the City parks, trails, and recreation system

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:

- Maintain a Compact, Walkable, Accessible Town Center
- 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," 9-5.2002, "Off-Street Parking Required," and 9-5.28.05 "Standards":

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

9-5.28.05 Standards

6. Pedestrian access and bicycle paths should be incorporated within PUDs when possible.

Climate Adaptation Policy Paper and Vulnerability Assessment (2020)

The City of Fowler’s Climate Adaptation Policy Paper and Vulnerability Assessment provides an overview of the new general plan requirements outlined in Senate Bill (SB) 379, which require cities and counties to address the impacts of climate change in their communities. A

review of the currently adopted 2004 General Plan shows support for active transportation which furthers climate adaptation needs.

HURON

City of Huron General Plan

The City of Huron's General Plan Policies Statement was adopted in July 2007. This plan establishes guidance for future planning in the City extending to the year 2025.

Circulation Element

The Circulation Element provides guidance for development and improvement of the circulation system to support existing and planned development. The Element also describes how the use of alternative modes of transportation such as transit, walking, and bicycling helps to assist in improving air quality and reducing the demand for auto transportation system improvements. Pedestrian and bicycling systems are also key in promoting Huron as a walk/bike friendly community.

The policies related to bicycling and walking from the Policies and Standards section are included below.

- 5.3 Designate a network of bicycle routes providing safe passage throughout the City; establish linkages between schools, parks and designated bikeways.
- 5.4 Require bicycle storage facilities as a condition of approval for multi-family residential development projects containing 10 or more units and for all commercial and public development proposals.
- 5.13 Design the street network with multiple connections and relatively direct routes for motorists, as well as pedestrians and bicyclists.
- 5.14 Residential streets shall be designed with sidewalks on both sides. Sidewalks shall be a minimum width of 5.5 feet to provide enough room for two pedestrians to walk side-by-side. Sidewalks and bike lanes shall be shaded by trees for pedestrian comfort.
- 5.52 In existing developed areas where sidewalks do not exist, the City shall continue to support existing programs and pursue new programs for sidewalk construction. Bicycle accidents shall continue to be monitored and bicycle paths and lanes shall be established upon need.
- 5.53 Provide safe, aesthetic and pleasant space for pedestrians.
- 5.54 Widen sidewalks above the minimum established Improvement Standards where intensive commercial, recreation or institutional activity is present and where residential densities are high.
- 5.55 Ensure convenient and safe pedestrian crossings.
- 5.56 Pedestrian and bicycle access shall be provided on Local streets and Minor Collectors to enable pedestrians to have access through a neighborhood, to shopping areas, to transit stops, schools and other such facilities.

- 5.57 Locate sidewalks, pedestrian paths, and appropriate crosswalks to facilitate access to all schools and other areas with significant pedestrian traffic. Whenever feasible, pedestrian paths shall be developed to allow for unobstructed pedestrian flow from within a neighborhood.
- 5.58 Promote safe, convenient, and accessible pedestrian access ways within the community except where there is no demonstrated need, such as industrial and rural residential areas.
- 5.59 Encourage the inclusion of green belts and common open space for pedestrian use within the residential development areas.
- 5.60 Require that Collector streets which are identified to function as links for the bicycle transportation system be provided with Class II bikeways (bike lanes) or show an alternative route. Arterial streets shall provide for a Class II bike route. In such cases, the City shall accommodate cyclists on these identified streets by widening the street or eliminating on-street parking wherever possible.
- 5.61 Design bicycle and pedestrian paths so that interaction with vehicular traffic is minimized.
- 5.62 Require the provision for safe bicycle circulation in all new developments, including bicycle parking facilities and internal bicycle and pedestrian routes.
- 5.63 Provide for the safe and convenient use of the bicycle as a means of transportation and recreation.
- 5.64 Prevent bicycle accidents through promoting bicycle safety education and improved traffic enforcement related to bicycle use.
- 5.65 Encourage adequate and secure bicycle storage facilities.

City of Huron Mobility, Access and Safety Project (2014)

The City of Huron's Mobility, Access and Safety Project document was the result of a community based planning process in Huron. The intent of this plan was to identify short, medium, and long term strategies to improve safety and mobility for residents. To help accomplish this task, members of the public participated in charrette exercises, stakeholder meetings and interviews, public workshops, and a community walkability audit.

The Mobility Plan section discusses how walking is a popular alternative transportation mode within the City of Huron. The main pedestrian improvements that are recommended by the Project include completing the sidewalk network, adding new enhanced pedestrian crossing where needed, and enhancing crossing with features such as raised median islands, high-visibility markings, advance yield lines, and curb extensions to reduce crossing distance. Illustrations of these proposed pedestrian improvements are included in the Mobility, Access and Safety Project as Figures 37 to 41.

The Mobility Plan section provides an overview of the bicycle network in the City. Also discussed is how providing a complete network of bicycle friendly streets is critical when encouraging those who are interested in bicycling, but may be concerned about safety. The bicycle improvements that are recommended in the Plan include additional bike lanes, buffers,

and bicycle parking. A proposed bicycle network for Huron is included in the Mobility, Access and Safety Project as Figure 42.

Municipal Code of Huron, California (2017)

The Huron Municipal Code is a compilation of all of the City of Huron’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 10, “Vehicles and Traffic,” Title 16, “Subdivisions,” and Title 17, “Zoning.”

The sections with direct applicability to the ATP are 16.32.010, Pedestrian walkways and bikeways, and 17.60.090, Bicycle parking requirements:

16.32.010 – Pedestrian walkways and bikeways

Dedications for bicycle paths may only be required for subdivisions which have two hundred (200) lots or more on the final map.

17.60.090 – Bicycle parking requirements

Bicycle parking shall be required for certain land and structural uses in order to eliminate bicycles from becoming obstacles in designated pedestrian areas. Bicycle parking spaces in the form of bicycle racks shall be provided in the following manner:

Bicycle Parking Requirements:

Bicycle parking area shall be clearly marked.

- Bicycle parking areas shall be located away from vehicular maneuvering areas and away from blind curves and driveway entrances.
- Bicycle parking may not be located in public rights-of-way unless approved by the appropriate review authority. Under no circumstance shall bicycle parking be located in pedestrian or vehicular travel paths.
- All bicycle parking spaces shall be located on the same parcel as the structure or use, unless approved otherwise by the review authority.
- Bicycle parking spaces shall be located within one hundred (100) feet from the primary entrance for which the parking space is provided.
- Bicycle parking shall be provided by approved, industrial quality bicycle parking racks, shall not be obtrusive, and shall be compatible in architectural character (color, materials, etc.) with the primary structures on the parcel.
- All bicycle parking facilities shall be designed, constructed, and maintained with security as a priority to protect safety of users.
- Bicycle parking areas shall be clearly visible and permanently maintained.
- Bicycle parking shall be located so that it reduces the potential for traffic interference and hazards.
- Bicycle parking areas shall have lighting capable of providing adequate illumination for security and safety. Lighting standards shall be energy efficient and in scale with the height and use of the structure. Any illumination, including security lighting, shall be directed away from adjoining properties and public rights-of-way.

- All required parking facilities shall be permanently maintained, free of litter, debris and graffiti.

Shared Bicycle Parking:

- Bicycle parking facilities may be shared if multiple uses cooperatively establish and operate the facilities and if these uses generate parking demands primarily during hours when the remaining uses are not in operation (for example, if one use operates during evenings or weekdays only). The applicant shall have the burden of proof for a reduction in the total number of required bicycle parking spaces, and documentation shall be submitted substantiating their reasons for the requested parking reduction.
- A sufficient number of spaces are provided to meet the greater parking demand of the participating uses.
- Satisfactory evidence, as deemed so by the planning department, has been submitted by the parties operating the shared parking facility, describing the nature of the uses and the times when the uses operate as to demonstrate the lack of potential conflict between them.

KERMAN

City of Kerman General Plan (2020)

The Kerman City Council adopted the Kerman General Plan Update in 2020. The General Plan establishes guidance for planning within the City through the year 2046. The City of Kerman General Plan is the primary document specifying goals and policies for the City of Kerman, including those relating to walking and bicycling.

Circulation Element

The Circulation Element discusses travel by mode to destinations within and outside of the City.

The Alternative Transportation Modes section includes the following policies related to bicycling and walking:

- **CIRC-5.1 Alternative Modes of Transportation**
The City shall encourage project site designs and subdivision street and lot designs that support alternative modes of transportation, including public transit, bicycling, and walking.
- **CIRC-5.2 Active Transportation**
The City shall encourage bicycling, walking, taking public transit, and carpooling as alternatives to driving single-passenger vehicles to reduce VMT, traffic congestion, and associated emissions from additional automobile use.
- **CIRC-5.3 Continuous Bicycle Network**
The City shall design a safe and logical bicycle path network that links key destinations within the planning area to promote the use of bicycles as a mode of transportation to reduce greenhouse gas emissions and to encourage exercise.
- **CIRC-5.4 Safe Sidewalks Along Whitesbridge and South Madera Avenues**
The City shall work with Caltrans to improve the sidewalks along Whitesbridge

Avenue and South Madera Avenue to provide a safe, continuous, and ADA-compliant network that encourages walking, and contributes to a sense of community.

- CIRC-5.5 Pedestrian Network
The City shall design a continuous, safe, and attractive pedestrian environment within the community and providing a safe linkage to key destinations, including schools and parks.
- CIRC-5.6 Pedestrian-Friendly Streets
The City shall design and improve streets to be “pedestrian-friendly” by incorporating features including wide and unobstructed sidewalks, bulb outs at intersections, narrow traffic lanes at key locations to slow traffic speed, adequate street lighting, and tree for natural shade cover.

City of Kerman Madera Avenue Streetscape Master Plan (2012)

The Madera Avenue Streetscape Master Plan is the outcome of a community-based planning process for the Madera Avenue Corridor. The project area includes an approximately one-mile stretch of South Madera Avenue (SR 145) between Whitesbridge Avenue (SR 180) to the north and California Street to the south. This plan is the culmination of community input and technical analysis on the existing conditions of the Madera Avenue corridor, and contains specific recommendations to improve the safety, mobility and access of the roadway, as well as to enhance its aesthetic qualities through streetscape improvements. The Plan provides a discussion on existing conditions, corridor design frameworks, corridor design proposals, design details, and implementation.

The Corridor Design Frameworks section includes a focus on pedestrian realm improvements. This section also lists several recommendations that should be considered to improve the environment for pedestrians, including

- curb extensions,
- universally accessible curb ramps,
- mid-block crossings,
- raised medians as pedestrian refuges,
- high-visibility crosswalk markings,
- alternative paving treatments for pedestrian crossings,
- advance yield lanes, and
- pedestrian-scale lighting.

The Plan also briefly discusses the bicycle network in Kerman and recommends that connections should be developed and improved between important community destinations such as schools, parks, civic and institutional facilities, residential neighborhoods, and commercial services.

City of Kerman Standard Drawings

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

- P-1 to P-2: Street Cross Sections

- P-5: Concrete Sidewalk, Curb & Gutter
- P-8 to P-9: Wheelchair Ramps

Municipal Code of Kerman, California

The Kerman Municipal Code is a compilation of all of the City of Kerman’s ordinances, codified into regulations. In the code, regulations are grouped by subject matter into titles. With a few minor exceptions, most regulations concerning pedestrian and bicycle planning and riding can be found in Title 10, “Vehicles and Traffic,” Title 12, “Streets, Sidewalks and Public Places,” and Title 16, “Subdivisions.”

The sections with direct applicability to the ATP is 10.20.010, Prohibited vehicles on certain streets and parkways; 12.32.240, Bicycle and skateboards; and 12.34.060, Bicycle, motorcycle, motorized vehicle, motorized skateboard or scooter use prohibited in skate park.

10.20.010 – Prohibited vehicles on certain streets and parkways

It is unlawful for any person to ride or use, a vehicle, bicycle, tricycle, skateboard, package delivery vehicle or scooter, whether motor driven or otherwise on the following portions of the public streets of the city; all sidewalks, foot paths and other ways intended to be used and used exclusively by pedestrians along and upon that certain street, avenue, and public way within the city commonly known and designated as Madera Avenue. Additionally, it shall be unlawful for any person to ride a bicycle, tricycle, skateboard, package delivery vehicle or scooter, whether motor driven or otherwise within any park or property designated as a parkway by the city. This prohibition against bicycle, tricycle, skateboard, package delivery bicycle or scooter riding in the park shall be noticed to the public by proper and reasonable placing of signs in areas designated as parks or parkways.

12.32.240 – Bicycles and skateboards

- A. No person shall operate any bicycle, skateboard, roller skating or rollerblading equipment in any location of a park where signs are posted prohibiting such activity.
- B. No person shall ride a bicycle or skateboard on any grassy area, service roads or pathways, path, or pathways designated for exclusive pedestrian use. A bicyclist shall be permitted to push a bicycle by hand over any such grassy area, path, or walkway.
- C. No person shall leave a bicycle or skateboard in any place or position where other persons may trip over or be injured by it, when not in use. Bicycles shall be left in a bicycle rack when one is provided and there is space available.

12.34.060 – Bicycle, motorcycle, motorized vehicle, motorized skateboard or scooter use prohibited in skate park

The skate park is for use only by riders of skateboards, in-line skates and roller skates. It is unlawful for a person to enter onto or ride on the skate park with a bicycle, motorized bicycle, motorcycle, motorized vehicle, motorized scooter, nonmotorized scooter, motorized skateboard, or any other device than a skateboard, in-line skates or roller skates. A sign shall be posted warning that anyone riding or bringing any unauthorized device or contrivance onto the park is in violation of the ordinance codified in this chapter and is subject to citation.

KINGSBURG

City of Kingsburg General Plan

The Kingsburg General Plan reflects the City’s long-range goals, and provides guidance for planning in the City. The Plan also embraces all aspects of existing and future development of the City. The Kingsburg General Plan is the primary document specifying goals and policies for the City, including those relating to walking and bicycling.

Circulation Element

The Circulation Element is designed to provide access to other parts of the City and region for all citizens of Kingsburg. The Bicycle Routes section discuss how the compact structure of the City helps encourage the use of bicycles as an alternative transportation mode. The section also encourages bicyclist use of collector and minor streets as primary routes of bicycle transportation. This Element proposes that separate bike lanes be provided along the following streets:

- Sierra Avenue, between 6th Avenue and 10th Avenue;
- Draper Street, between 10th Avenue and California Street; and
- Golden State Boulevard/Simpson Street, between Sierra Street and Kamm Avenue.

City of Kingsburg Bicycle Transportation Plan (2017)

The Kingsburg City Council adopted the Kingsburg Bicycle Transportation Plan (BTP) in February 2017. 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 Plan also describes the different types of bikeways, reviews the Kingsburg General Plan Circulation Element’s goals and objectives with regard to bicycling, and details funding and implementation. Proposed bikeways within and adjacent to the City are included in the Bicycle Transportation Plan as Map 3, Proposed Bike Path System.

Central Kingsburg Revitalization Plan (2007)

The Central Kingsburg Revitalization Plan identified improvements to the downtown area and other key street and pedestrian connections to help revitalize the community by making it a safer and appealing place to walk, shop, gather and do business. The ATP supports and builds upon the recommendations of this plan.

Revitalization Strategy for Downtown Kingsburg (2017)

The Revitalization Strategy for Downtown Kingsburg was developed with assistance from the Community Planning Assistance Team (CPAT) program, which united expert planning professionals with residents and other community stakeholders. The study area for the project was Downtown Kingsburg, bounded by Sierra Street, 18th Avenue, and SR 99. The study placed an emphasis on examining Kingsburg’s future growth, physical development of the Downtown Swedish Village, wayfinding, and strategies for downtown economic development.

The study’s physical development recommendations for pedestrian improvements included the following:

- Pedestrian light standards should be added to the sidewalks on the west side of Simpson Street between Sierra Avenue and Draper Street, and on both sides of Draper Street from Simpson Street to Sierra Avenue.

North Kingsburg Specific Plan (2005)

The North Kingsburg Specific Plan serves as a guide for the City of Kingsburg to carry out urban development proposals of the General Plan for the Swedish Village in North Kingsburg. The Plan provides for a combination of residential, commercial, and industrial uses to accompany

the existing community. The Plan area extends north of the city limits to Mountain View Avenue, and from SR 99 east to Madsen Avenue.

The Community Design Standards section for the North Kingsburg Residential Village includes a discussion on a planned pedestrian corridor trail system. Besides occasional interconnections within blocks, the trail system is intended to be separate from the sidewalk network along street rights-of-ways. The North Kingsburg Specific Plan includes how trail corridors might interconnect with various residential development.

Policy highlights within the Specific Plan Objectives for pedestrian improvements include:

- Objective 3C: Link key public facilities and activity centers, such as schools, parks and commercial centers, with pedestrian-oriented corridors separated from streets.

City of Kingsburg School Access and Safety Evaluation (2016)

The City of Kingsburg School Access and Safety Evaluation was intended to assist the City in identifying school access and safety issues, and potential remedies. The project or analysis was funded by Fresno COG under its Circuit Planner Program for smaller cities in the Fresno Region.

The seven public schools in the City of Kingsburg were the subject of the study. To determine potential actions to alleviate school district concerns regarding transportation and access issues, vehicles and pedestrian access to the seven schools were observed during the morning and afternoon peak hours. Some of the issues observed with respect to school traffic operations included worn out school-related pavement markings, lack of pedestrian crosswalks, and children crossing streets without designated crosswalk locations. Potential actions to alleviate the key issues identified included restriping school related pavement, providing zebra or ladder striping at crosswalk locations, and providing curb, gutter, and sidewalks along school routes.

City of Kingsburg Standard Specifications (2009)

The City of Kingsburg Standard Specifications contains specifications for sidewalks. These specifications include:

- Section 11 provides details of sidewalk construction, including specification of sidewalk pattern.

City of Kingsburg Standard Drawings (2009)

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

- ST-1 to ST-4: Street Cross Sections
- ST-23 to ST-24: Curb, Gutter & Sidewalk
- ST-30: Curb Ramp Notes and Details
- ST-31: Detectable Warning Surface
- ST-33 to ST-44: Curb Ramp

Municipal Code of Kingsburg, California (2016)

The Kingsburg Municipal Code is a compilation of all of the City of Kingsburg’s ordinances, codified into regulations. In the code, regulations are grouped by subject matter into titles. With a few minor exceptions, most regulations

concerning pedestrian and bicycle planning and riding can be found in Title 10, “Vehicles and Traffic,” and Title 12, “Streets, Sidewalks and Public Places.”

The section with direct applicability to the ATP is 10.20.130, annual bicycle safety report, and 10.20.170, bicycle parking:

10.20.130 - Annual bicycle safety report

The chief of police shall prepare an annual bicycle safety report to include accident data, enforcement, licensing, registration and educational.

10.20.150 - Operation upon sidewalks.

No person shall ride a bicycle, skateboard, skates or roller blades upon a sidewalk within the central business district as described in this chapter (except as to the south side of Lewis Street and the west side of California Street), nor shall any person ride upon any other sidewalk within this city which has been posted or painted with signs prohibiting such riding.

10.20.170 - Bicycle parking

No person shall park a bicycle within the central business district as described by this chapter except at locations provided for the parking of bicycles.

MENDOTA

City of Mendota General Plan (2009)

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

Circulation Element

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

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

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

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

Goal C-4: Provide a transportation system that is cost effective, energy-efficient and environmentally sensitive.

Goal C-5: Provide public and private transportation system options to facilitate the mobility of all City residents while reducing potential traffic congestion.

Goal C-6: Develop Pedestrian-Oriented Streetscapes by encouraging Community Design Principles and standards which de-emphasize automobiles.

Open Space and Conservation Element

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

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

Goal OSC-2: A system of parks, recreational facilities and public open space areas to meet the existing and future recreational needs of the community.

Goal OSC-3: Design and maintain parks, recreational facilities, and public open spaces as aesthetically pleasing community focal points and gathering areas.

River Ranch Specific Plan (2013)

The River Ranch Specific Plan encompasses approximately 650 undeveloped acres of land within the current and proposed Sphere of Influence of the City of Mendota. The plan was developed to serve as the guiding planning document for future growth within the Plan area.

Circulation and Transportation

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

Objective C-1: Create “Complete Streets” that accommodate not only automobiles, but transit vehicles and non-motorized modes of travel such as pedestrians and bicyclists.

Objective C-3: Create a pedestrian and bicycle network throughout the Plan Area to promote high level walking and biking activities as viable alternatives to vehicular transportation, especially for access to neighborhoods, commercial centers, school, parks, and other key activity centers.

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

The Trail System section contains details on the inclusion of an exclusive Class I bicycle and pedestrian path to further promote the use of non-motorized vehicles within the Plan Area.

The proposed cross section of the trail is illustrated in the River Ranch Specific Plan as Figure 3-12, Bicycle and Pedestrian Trail.

City of Mendota Safe Routes to School Master Plan (2023)

This plan identifies existing safety concerns, proposes implementation activities to address those concerns, and positions the City to procure additional grant funding for transportation activities supporting walking and biking to school.

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

As required by the American with Disabilities Act (ADA), Title II 28 CFR. Part 35 Sec. 35.105 and Sec. 35.150, the City of Mendota conducted a self-evaluation of its facilities and developed its Transition Plan. The Plan serves as a guide to ensure that the City's facilities, services, programs and activities are accessible to all users. As part of the

self-evaluation process the City examined fixed work sites, accessible pedestrian signals, curb ramps and sidewalks, maintenance, and a correction program to address identified barriers.

City of Mendota Standard Specifications (2007)

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

- Section 15 provides details of sidewalk construction.

City of Mendota Standard Drawings (2010)

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

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

Municipal Code of Mendota, California (2017)

The Municipal Code and Charter of Mendota is a compilation of all of the City of Mendota's ordinances, codified into regulations. In the code, regulations are grouped by subject matter into titles. With a few minor exceptions, most regulations concerning pedestrian and bicycle planning and riding can be found in Title 10, "Vehicles and Traffic," Title 12, "Streets, Sidewalks, and Public Places," and Title 16, "Subdivisions."

The section with direct applicability to the ATP is 10.24.150, Operating rules:

10.24.150 – Operating rules

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

bicycles upon the sidewalk, except such sidewalks as are in front of schools, stores or buildings used for business purposes.

3. *Parking.* No person shall park any bicycle against windows or parking meters or on the main traveled portion of the sidewalk, nor in such manner as to constitute a hazard to pedestrians, traffic or property.

B. If there are no bicycle racks or other facilities intended to be used for parking of bicycles in the vicinity, bicycles may be parked on the sidewalk in an upright position parallel to and within twenty-four (24) inches of the curb.

ORANGE COVE

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.

PARLIER

City of Parlier General Plan (2010)

The Parlier City Council adopted the Parlier General Plan Update in February 2010. This plan establishes guidance for future planning in the City extending to the year 2030. The Parlier General Plan is the primary document specifying goals and policies for the City, including those relating to walking and bicycling.

Circulation Element

The Circulation Element provides guidance for the continued development and improvement of the circulation system in the City of Parlier. The use of non-motorized modes of transportation, such as walking and biking, are promoted to reduce the demands on the transportation system and to improve air quality.

The Bicycle Facilities section discusses how the City supports the installation of a shared use roadway system and will encourage newly developing areas to provide bicycle facilities. The section also explains that while the City does not currently have a comprehensive bicycle plan in place, the interest in a plan will grow as the City’s population increases. Therefore, the development of a comprehensive bicycle plan should be considered as part of the long range plan for the City. This Element proposes that development of bike lanes and/or bike paths should be explored around schools and parks, and a potential bicycle and pedestrian path could be implemented along the City’s abandoned rail line.

One objective in the Objectives, Policies, and Standards section is related to bicycling:

- Promote the use of bicycles as a viable means of transportation.

Recommendations to Improve Pedestrian Safety in the City of Parlier (2014)

The City of Parlier, in collaboration with the Latino Coalition for a Healthy California and the Central California Obesity Prevention Program, was selected as a focus community for a Community Pedestrian Safety Training (CPST). The CPST program is a joint project of the University of California at Berkeley’s Safe Transportation Research Center (SafeTREC) and California Walks (Cal Walks) and is funded by a grant from the California Office of Traffic Safety through the National Highway Traffic Safety Administration. Both SafeTREC and Cal Walks were invited by the City of Parlier to facilitate a workshop and walkability assessment to assist with the City’s grant application for the Fresno Council of Government’s Regional Active Transportation Program.

The City of Parlier’s workshop and walkability assessment was held with an emphasis on addressing two major goals. The first goal was to inform the development of the City’s Regional ATP grant application in alignment with community residents identified and prioritized needs. The second goal was to provide City staff, community organizations, and residents with a toolkit for promoting pedestrian safety and walkability and to inform future comprehensive active transportation planning and improvement efforts. A summary of all community resident recommendations was developed and specific recommendations were applied to the City’s recent Regional Active Transportation Program Application.

Municipal Code of Parlier, California

The Municipal Code and Charter of Parlier is a compilation of the City of Parlier’s ordinances, codified into regulations. In the code, regulations are grouped by subject matter into titles. With a few minor exceptions, most regulations concerning pedestrian and bicycle planning and riding can be found in Title 10, “Vehicles and Traffic,” Title 12, “Streets and Other Public Places,” and Title 16, “Subdivisions.”

The section with direct applicability to the ATP is 16.09.010, Pedestrian walkways and bikeways:

16.09.10 – 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 other public areas;
2. Traffic safety; and
3. Access through unusually long blocks.

8.01.100 – Prohibited acts on park property–Operation of vehicles, bicycles.

F. Ride a bicycle other than on the right-hand side of a paved vehicular road or single file on a designated bicycle path. A bicyclist may wheel or push a bicycle by hand over any grassy area or on any paved area reserved for pedestrian use.

SANJOAQUIN

City of San Joaquin General Plan (2014)

The San Joaquin City Council adopted the San Joaquin General Plan update in July 2014. This plan establishes guidance for future planning in the City extending to the year 2033. The San Joaquin General Plan is the primary document specifying goals and policies for the City, including those relating to walking and bicycling.

Circulation Element

The Circulation and Transportation Element provides a foundation for the development of the City of San Joaquin's transportation system. This Element identifies the need to add bicycle lanes and improve the sidewalk network in the City.

The Bicycle Facilities section describes how street improvements can provide safer conditions for bicyclists. The City will seek funding for bicycle facilities and will seek to construct Class I, Class II, and Class III bicycle facilities.

The Pedestrian Facilities section discusses how residents of San Joaquin will benefit from improved pedestrian facilities. Sidewalks and crosswalks will be required in new subdivisions and commercial developments. In addition, new street development will need to consider the need for pedestrian facilities.

The goals related to bicycling and walking from the Goals, Objectives, Policies, and Programs section are:

Goal CIR 2: An environmentally sustainable and healthy transportation system.

Goal CIR 5: A safe transportation system.

The City of San Joaquin 2040 Community Plan (2011)

The City of San Joaquin 2040 Community Plan provides a synopsis of existing conditions and development needs in San Joaquin. The information found in the Plan informed the goals, policies, and programs that were included in the San Joaquin General Plan.

City of San Joaquin Mobility and Revitalization Plan (2013)

The City of San Joaquin Mobility and Revitalization Plan was developed to improve the safety and mobility of all community members. To achieve this goal, City leaders and residents participated in a multi-day charrette process. During the planning process, participants identified a number of issues including broken pavement, lack of sidewalks, and lack of bicycle facilities in the City.

The plan identified three design principles to assist the City with enhancing mobility, directing revitalization efforts, and coordinating improvement with the long term growth principles previously identified in the City of San Joaquin 2040 Community Plan. Two design principles related to biking and walking:

- I: Develop a complete network for pedestrians and bicyclists
- III: Maintain a compact community form on a walkable scale with a well-defined edge.

The Plan also discusses pedestrian and bicycle improvements and identifies several locations in the City as candidates for these improvements. Recommendations and drawings for each of these locations are included in the Mobility and Revitalization Plan.

Municipal Code of San Joaquin, California

The Municipal Code and Charter of San Joaquin is a compilation of all of the City of San Joaquin’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 7, “Traffic Code,” and Title 9, “General Regulations.” Although there are several regulations concerning pedestrians and sidewalks, few cover bicyclists.

71.09 COASTERS, ROLLER SKATES, SKATEBOARDS AND SIMILAR DEVICES.

(A) It shall be unlawful for any person upon roller skates, skateboard or riding in or by means of any coaster, toy vehicle or similar device to go upon any roadway, or upon the sidewalk in the business district, or upon private property open to the public where the use of the devices is expressly prohibited by posted signs.

SANGER

City of Sanger General Plan (2020)

The Sanger City Council adopted the 2035 Sanger General Plan in February 2020. This plan establishes guidance for future planning in the City extending to the year 2035. The Sanger General Plan is the primary document specifying goals and policies for the City, including those relating to walking and bicycling.

Transportation/Circulation Element

This Element focuses on current transportation issues, develops goals and policies, and explores funding sources to implement the planned system.

The bicycling and pedestrian sections discuss how these modes can have benefits for travel and health. This Element also proposes several new facilities including walking and bike paths and multi-use trail concepts.

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

The City shall establish safe and convenient facilities to accommodate the use of non-motorized modes of transportation.

Conservation, Open Space, Parks, and Recreation Element

This Element provides guidance for a range of facility planning in Sanger, including trails.

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

Establish a comprehensive, linked system of trails in existing and future development areas of Sanger.

North Academy Corridor Master Plan (2020)

The North Academy Corridor Master Plan is intended to guide urban development within a planning area centered on Academy Avenue, north of the existing Sanger city boundary,

extending to the intersection of Academy Avenue and State Route 180 (Kings Canyon Road). It includes a Class I shared use path along Academy Avenue.

Sanger Accessibility Master Plan (2016)

The Sanger Accessibility Master Plan was developed to be compliant with the Americans with Disabilities Act (ADA) of 1990, Title II requirements for accessibility to City programs, services and activities in the public right of way. The Plan focuses on evaluating and removing the physical and programmatic barriers to accessibility. The physical barriers that the Plan primarily evaluates are sidewalks, curb ramps, and pedestrian crossings at traffic signals. The Plan also establishes implementation policies and an initial implementation schedule to become ADA compliant.

City of Sanger Traffic Safety Assessment (2014)

The City of Sanger's Traffic Safety Assessment was prepared to improve traffic, bicycle, and pedestrian traffic safety in the City. The report includes an overview of collision data, an engineering review of the primary areas of concern in Sanger as identified by City staff, and law enforcement measures. The report also provides suggestions to City staff to assist decision making for future safety improvement projects.

City of Sanger Standard Drawings (2008)

The City of Sanger Standard Drawings define standards applicable to sidewalks, striping on City roadways, and curb ramps.

- 3-A to 3-B: Street Cross Sections
- 3-G: Sidewalk, Curb & Gutter
- 3-H: Sidewalk Construction
- 3-P to 3-Q: Curb Ramps

City of Sanger Standard Details

The City of Sanger Design Details defines pedestrian treatments such as the following:

- ST-11: Local Street Raised Pedestrian Crossings
- ST-12: Pedestrian Crosswalk Striping
- ST-13 All Streets Crosswalk Alignment
- ST-14 Curb Ramp
- ST-15 Curb Returns Wheelchair Ramps for Intersections
- ST-22 Curb, Gutter, and Sidewalk

Municipal Code of Sanger, California

The *Municipal Code and Charter of Sanger* is a compilation of all of the City of Sanger's ordinances, codified into regulations. In the code, regulations are grouped by subject matter into chapters. With a few minor exceptions, most regulations concerning bicycling and walking can be found in Chapter 58, Streets and Sidewalks and Other Public Places; Chapter 62,

Subdivisions; and Chapter 70, Traffic and Vehicles. Article IV, Bicycles, of Chapter 70 contains many regulations concerning the ownership and operation of bicycles.

Sec. 42-11. - Same—Operation of vehicles, bicycles.

(6) Ride a bicycle other than on the right-hand side of a paved vehicular road or single file on a designated bicycle path. A bicyclist may be permitted to wheel or push a bicycle by hand over any grassy area or on any paved area reserved for pedestrian use.

(7) Park a bicycle in a place other than a bicycle rack when such is provided and there is space available, nor at any time lean a bicycle against a tree or shrub, nor leave it lying on a lawn or paved area or other location or position where other persons may trip over or otherwise be injured by it.

Sec. 70-101. - Required.

It shall be unlawful for any person to operate or use a bicycle in the city which has not been registered and licensed and equipped with one or more license plates as provided in this division except as may be specifically exempted by this division.

Sec. 70-102. - Operation by nonresidents licensed by another municipality.

Any nonresident of the city may operate in the city any bicycle which is duly licensed and registered in another municipality, and equipped with license plates, without obtaining a city license; provided, that such other municipality wherein the bicycle is licensed extends the same privilege to residents of the city.

Sec. 70-133. - Riding on sidewalks.

(a) No person shall ride or operate a bicycle on any sidewalk in the city except as specifically permitted by this section.

(b) Juveniles under the age of 16 years, exercising due care and giving the pedestrian the right-of-way, may ride and operate their bicycles upon the sidewalk, except such sidewalks as are in front of schools, stores or buildings used for business purposes.

Sec. 70-134. - Keeping to right.

Persons riding or operating bicycles on a highway or street shall keep their bicycles as close to the righthand curb as possible, except when preparing to make a lefthand turn.

Sec. 70-135. - Group riding.

Persons riding or operating bicycles in the city shall not ride more than two abreast, except on paths or parts of a roadway set aside for the exclusive use of bicycles; provided, that persons riding bicycles on the sidewalk shall do so in single file.

Recommendations to Improve Pedestrian & Bicycle Safety for the City of Sanger (2017)

The Recommendations to Improve Pedestrian & Bicycle Safety for the City of Sanger summarizes the outreach process including the workshop proceedings, ideas identified during the process, and recommendations for pedestrian and bicycle safety projects, policies, and programs.

- **Temporary Demonstrations on Jensen Avenue:** Because there appears to be widespread interest in improving safety conditions on Jensen Avenue—particularly at uncontrolled crossings—we recommend that the City plan and implement temporary demonstration projects on Jensen Avenue to demonstrate to community

residents what pedestrian and bicycle safety improvement projects could look like on that street. Temporary demonstrations can be accomplished with low-cost materials and provide a non-traditional opportunity for the City to solicit feedback from residents. We recommend reviewing the Ventura/Kings Canyon Corridor Complete Streets Plan⁴ to see how the City of Fresno experimented with temporary demonstrations. The City could also pursue funding from the Fresno Council of Governments (FresnoCOG) to support its temporary demonstration efforts. A temporary demonstration event on Jensen Avenue is recommended to occur within the next two years (2024-2025).

- **Integrate Complete Streets into Maintenance Projects:** We recommend that the City integrate a complete streets approach in the City’s maintenance projects through the use of a complete streets/paving project coordination checklist⁵ to help ensure that regular road maintenance projects include pedestrian and bicycle safety improvements whenever possible. This is a cost-effective approach that we have seen work in other communities to dramatically expand their bicycle networks and to improve pedestrian and bicycle safety. Integration of a complete streets approach is recommended to occur within the next year (2024).
- **Pursue Funding for a Dedicated Safe Routes to School Coordinator:** We recommend that the City work with the Sanger Unified School District to pursue funding through the state or regional Active Transportation Program (ATP) for a paid Safe Routes to School (SRTS) Coordinator. It is recommended the City of Sanger submit an application to the ATP, which is expected to release a call for projects in Spring 2024. The roles and responsibilities of a SRTS Coordinator—either part-time or full-time—vary by locality and according to the recently released “Building Momentum for Safe Routes to School” toolkit co-authored by Safe Routes to School National Partnership,⁶ a SRTS Coordinator may:
 - Recruit and train volunteers to implement education and encouragement activities at individual schools;
 - Coordinate district or county-wide activities such as special Walk and Bike to School Day events;
 - Identify and prioritize safety concerns through walk assessments and community outreach;
 - Work with engineers and planners on changes to the physical infrastructure around schools;
 - Identify funding opportunities to expand SRTS programming; and
 - Lead or implement a local SRTS task force.

FRESNO COUNTY

County of Fresno General Plan (2000)

The County adopted its current General Plan in 2000. This plan establishes guidance for future planning in the County extending to a horizon year of 2020. The primary elements relevant to bicycle and pedestrian planning are the Transportation and Circulation Element and the Open Space and Conservation Element.

A final draft General Plan Review and Revision, dated February 2024, was also reviewed for this project. Policies in the draft were generally consistent with the 2000 plan.

Transportation and Circulation Element

The General Plan Transportation and Circulation Element identifies goals, policies, and implementation measures for streets and highways, transit, transportation systems management, bicycle facilities, rail transportation, and air transportation.

One goal relates directly to bicycling:

- Goal TR-D: To plan and provide a safe, continuous, and easily accessible bikeway system that facilitates the use of the bicycle as a viable alternative transportation mode and as a form of recreation and exercise.”

Several policies are related to bicycling and walking:

- Policy T R-C.3: The County shall work with the Cities of Fresno and Clovis to encourage new urban development within the FCMA to provide appropriate on-site facilities that encourage employees to use alternative transportation modes as air quality and transportation mitigation measures. The type of facilities may include bicycle parking, shower and locker facilities, and convenient access to transit, depending on the development size and location.
- Policy T R-D.1: The County shall implement a system of recreational, commuter, and inter-community bicycle routes in accordance with the Regional Bikeway Plan described in the Circulation Diagram and Standards section and depicted in Figure TR-2. The plan designates bikeways between cities and unincorporated communities, to and near major traffic generators such as recreational areas, parks of regional significance, and other major public facilities, and along recreational routes.
- Policy T R-D.2: The County shall give priority to bikeways that will serve the most cyclists and destinations of greatest demand and to bikeways that close gaps in the existing system.
- Policy T R-D.3: The County shall implement Regional Bikeways Plan routes as Class II facilities unless otherwise designated.
- Policy T R-D.4: The County shall develop bikeways in conjunction with street improvement projects occurring along streets and roads designated on the Regional Bikeways Plan map.
- Policy T R-D.5: The County shall require that adequate rights-of-way or easements are provided for designated bikeways or trails as a condition of land development.
- Policy T R-D.6: The County should promote bicycle safety programs through education and awareness programs aimed at both cyclists and motorists.
- Policy T R-D.7: The County shall construct and maintain bikeways to minimize conflicts between bicyclists and motorists.
- Policy T R-D.8: The County shall support development of facilities that help link bicycling with other modes of transportation.

Open Space and Conservation Element

The Open Space and Conservation Element includes a section that seeks to enhance recreational opportunities in the county by encouraging the development of a countywide trail system, as expressed in the following goal:

- Goal OS-I: To develop a system of hiking, riding, and bicycling trails and paths suitable for active recreation and transportation and circulation.

The following policies support this goal:

- Policy OS-I.1: The County shall develop a countywide Recreational Trail Master Plan, integrated with existing County facilities, similar facilities in cities and adjoining counties, and on State and Federal land. The recreational trail system shall be oriented to providing safe, off-street access from urban areas to regional recreation facilities of countywide importance.
- Policy OS-I.2: The County shall develop recreational trails in County recreation areas.
- Policy OS-I.3: The County shall encourage the preservation or advance acquisition of desirable trail routes, including linear open space along rail corridors and other public easements.
- Policy OS-I.4: The County shall require that adequate rights-of-way or easements are provided for designated trails or bikeways as a condition of land development approvals.
- Policy OS-I.5: The County shall provide for the separation of different types of users in multiple-purpose trail corridors when desirable for safety reasons or trail type needs.
- Policy OS-I.6: The County shall coordinate development of its Recreational Trail Master Plan with the San Joaquin River Conservancy concerning the proposed multipurpose trail between Highway 99 and Friant Dam in the San Joaquin River Parkway.
- Policy OS-I.7: The County shall maintain and enforce regulations prohibiting the use of all County-developed and maintained recreational trails by motorized vehicles, except for maintenance vehicles.
- Policy OS-I.8: The County shall use the following principles in the siting of recreational trails:
 - a. Recreational trail corridors should connect urban areas to regional recreational amenities, follow corridors of scenic or aesthetic interest, or provide loop connection to such routes or amenities;
 - b. Recreational trails should be located where motor vehicle crossings can be eliminated or minimized;
 - c. Recreational trails should provide for connectivity to other transportation modes such as bus stops, train stations and park-and-ride sites when feasible to enhance intermodal transportation opportunities; and
 - d. Recreational trails should provide for connectivity to the on-street walkway and bikeway network when feasible to enhance non-motorized transportation opportunities.

- e. Recreational trails shall whenever possible make maximum use of existing public land and rights-of-way.
- Policy OS-I.9: The County shall follow design guidelines published by the California Department of Transportation (Caltrans) in the Highway Design Manual, Chapter 1000 (Bikeway Planning and Design), in designing and constructing recreational trails.
- Policy OS-I.10: Pending adoption of a Recreational Trail Master Plan, the County shall review development proposals for consistency with and accessibility to the trails in the Conceptual Recreational Trail Corridor Map.
- Policy OS-I.11: The County shall seek the provision of recreation trails in future foothill and mountain developments.
- Policy OS-I.12: The County shall encourage communication and cooperation with the cities of the county, the Fresno County Council of Governments, and other agencies in the county by referring proposed trail projects for review and comment.
- Policy OS-I.13: The County shall actively seek all possible financial assistance for planning, acquisition, construction, and maintenance of trails when such funding does not divert funds available for preservation and improvement of the road system.
- Policy OS-I.14: The Fresno County General Services Department shall maintain trails located within County parks, along but separated from the road way, along irrigation canals, flood control channels, abandoned railroad rights-of-way or easements, utility easements, and along floodplains.
- Policy OS-I.15: The Fresno County Public Works Department shall maintain recreational trails located within the road right-of-way as integral parts of the roadway.
- Policy OS-I.16: The County shall encourage public/private partnerships to implement and maintain trails.

Regional Bicycle & Recreational Trails Master Plan (2013)

The Fresno County Regional Bicycle & Recreational Trails Master Plan (BRTMP) was adopted by the Board of Supervisors in 2013. The following goals are directly related to the ATP:

- Goal BP-A: Develop a safe and convenient, interregional system of bikeways throughout Fresno County.
- Goal BP-B: Promote bicycling as an alternate form of transportation and integrate bicycling with other forms of transportation, including public transit to major destination areas.
- Goal BP-C: Increase Fresno County bicycle transportation in urban areas so that the number of bicycle commuter trips doubles by the year 2035.
- Goal BP-D: Improve bicycling safety, reduce bicycle-related collisions, establish educational opportunities aimed at all levels of bicyclists, and promote safer driving behaviors among cyclists and motorists.

- Goal BP-E: Develop and fund a bicycle program at the County and budget to implement improvements.

The plan estimated that there were 90 bicycle parking locations in the county. Rural bicycle parking locations are primarily at educational facilities. A few bicycle parking racks, located along popular rural bike routes, have been donated by local bicycle clubs.

County of Fresno Improvement Standards (2016)

The County of Fresno Improvement Standards were updated in 2016. Section 7 covers Bicycle Transportation and Trails.

County of Fresno Standard Drawings (2016)

The County of Fresno Standard Drawings define standards applicable to sidewalks and bike lanes. These drawings include:

- ST1 to ST9: Street Cross Sections
- ST6: Bike Lane Geometric Section, Urban Areas
- ST30: Local Residential Driveway Approach, Monolithic Sidewalk
- ST34: Alley Approach, Commercial & Residential Sidewalks
- ST38: Sidewalks, Commercial & Residential
- ST39: Concrete Sidewalk Pattern
- ST43 and ST44: Curb Return Ramps

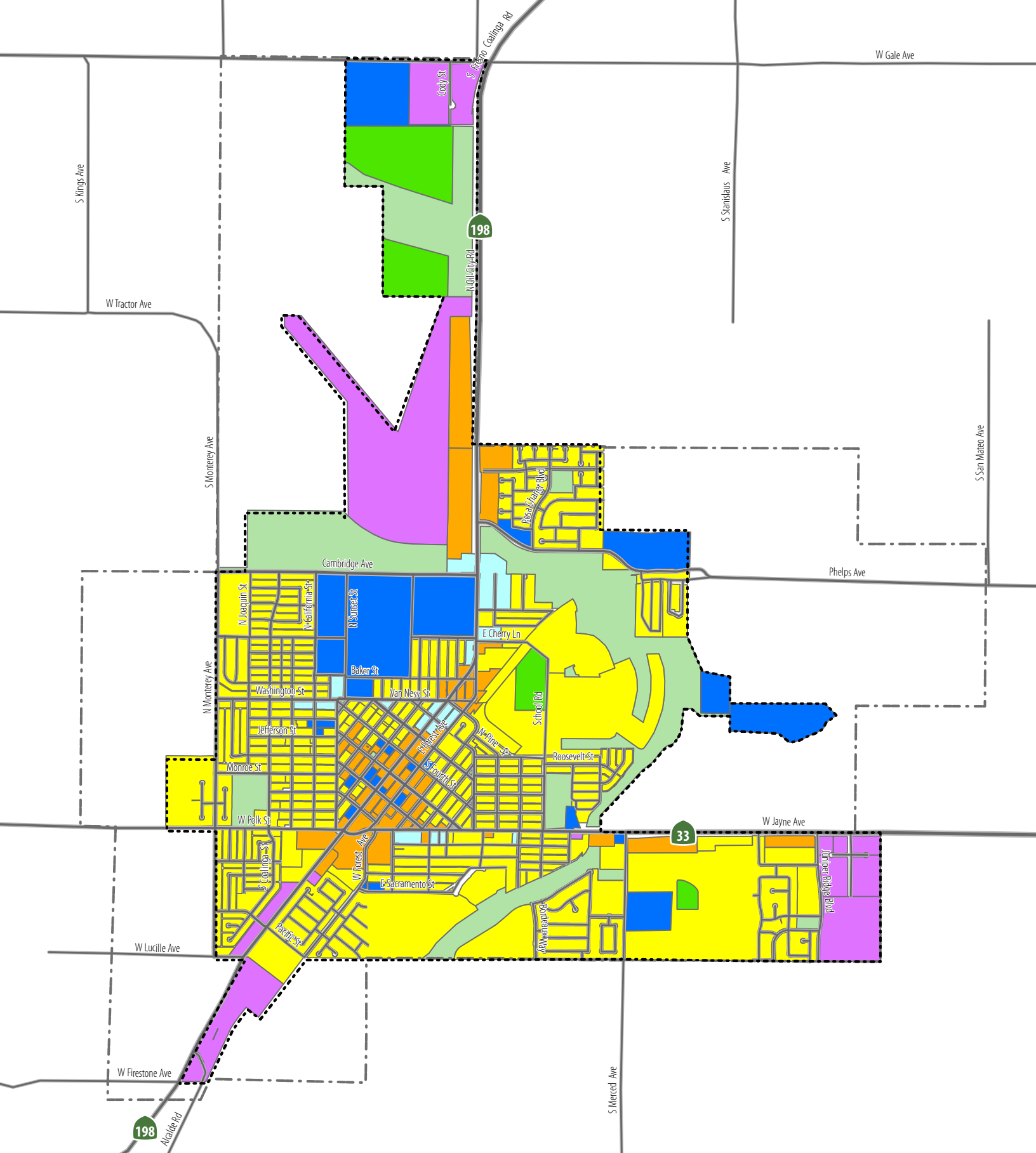
Fresno County Code, California (2016)

The County Code is a compilation of all the County of Fresno's ordinances, codified into regulations. Key sections applicable to bicycles and pedestrians are listed below:

11.40.050 - Bicycle paths—Misuse prohibited

It is unlawful for any person to drive or ride any animal or vehicle other than a bicycle propelled by human power upon any public bicycle path when such path is designated exclusively as such by appropriate signs at either end thereof and all places where such path intersects a public road.

Zoning Maps



- Agriculture
- Commercial
- Industrial/Manufacturing
- Mixed Use
- Park/Open Space
- Public Facility
- Residential

- City Limits
- City Sphere of Influence
- County Boundary

- Railroad
- Canal
- Waterway

Coalinga Zoning

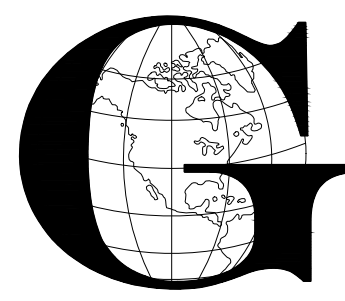
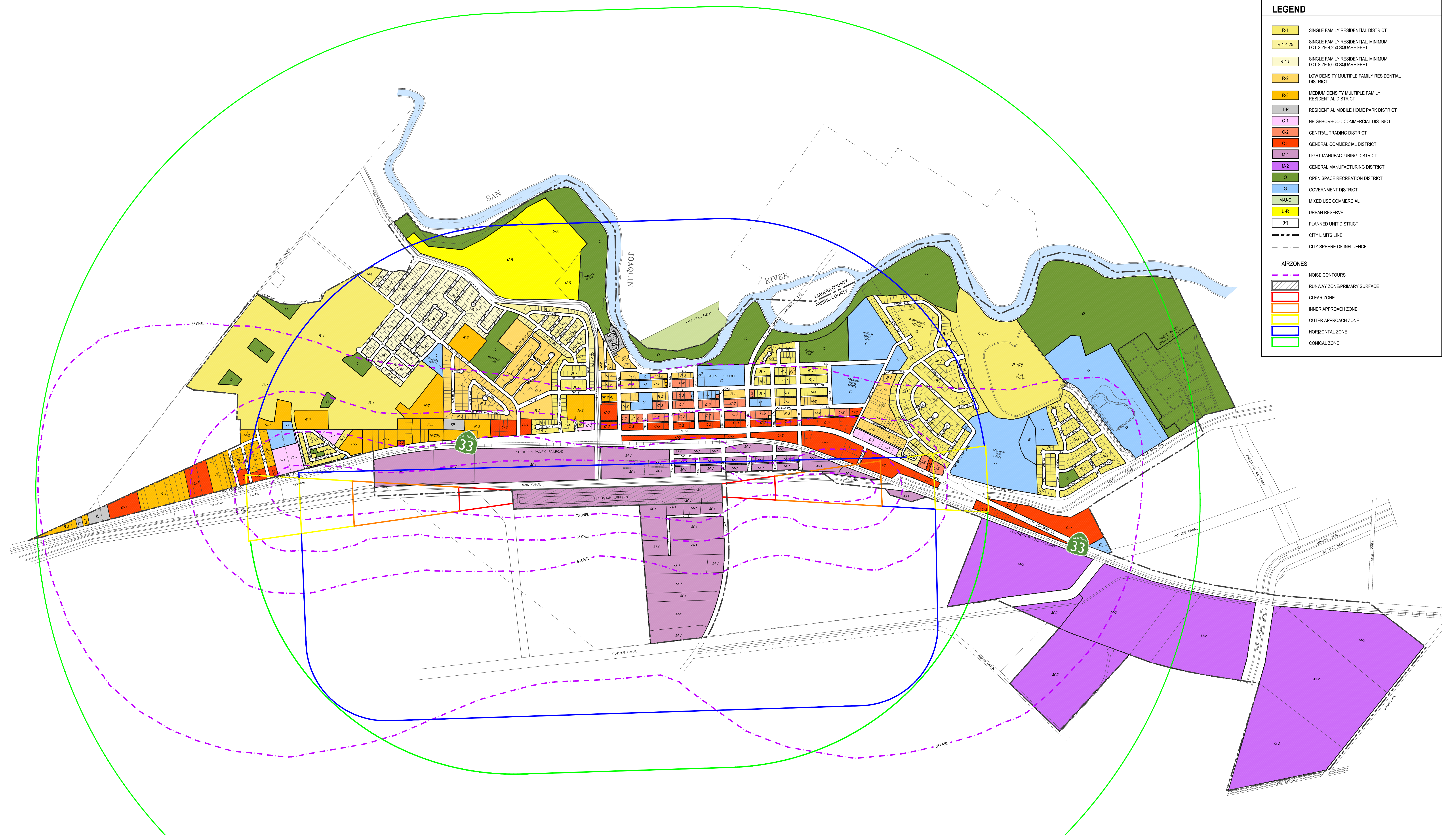
Source: City of Coalinga, Fehr & Peers, 2023

LEGEND

	SINGLE FAMILY RESIDENTIAL DISTRICT
	SINGLE FAMILY RESIDENTIAL, MINIMUM LOT SIZE 4,250 SQUARE FEET
	SINGLE FAMILY RESIDENTIAL, MINIMUM LOT SIZE 5,000 SQUARE FEET
	LOW DENSITY MULTIPLE FAMILY RESIDENTIAL DISTRICT
	MEDIUM DENSITY MULTIPLE FAMILY RESIDENTIAL DISTRICT
	RESIDENTIAL MOBILE HOME PARK DISTRICT
	NEIGHBORHOOD COMMERCIAL DISTRICT
	CENTRAL TRADING DISTRICT
	GENERAL COMMERCIAL DISTRICT
	LIGHT MANUFACTURING DISTRICT
	GENERAL MANUFACTURING DISTRICT
	OPEN SPACE RECREATION DISTRICT
	GOVERNMENT DISTRICT
	MIXED USE COMMERCIAL
	URBAN RESERVE
	PLANNED UNIT DISTRICT
	CITY LIMITS LINE
	CITY SPHERE OF INFLUENCE

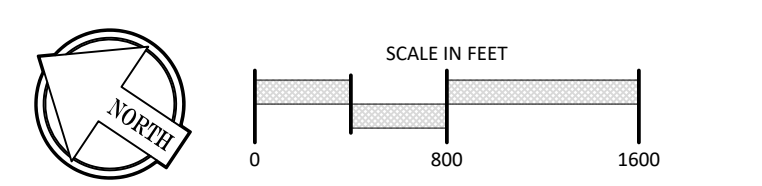
AIRZONES

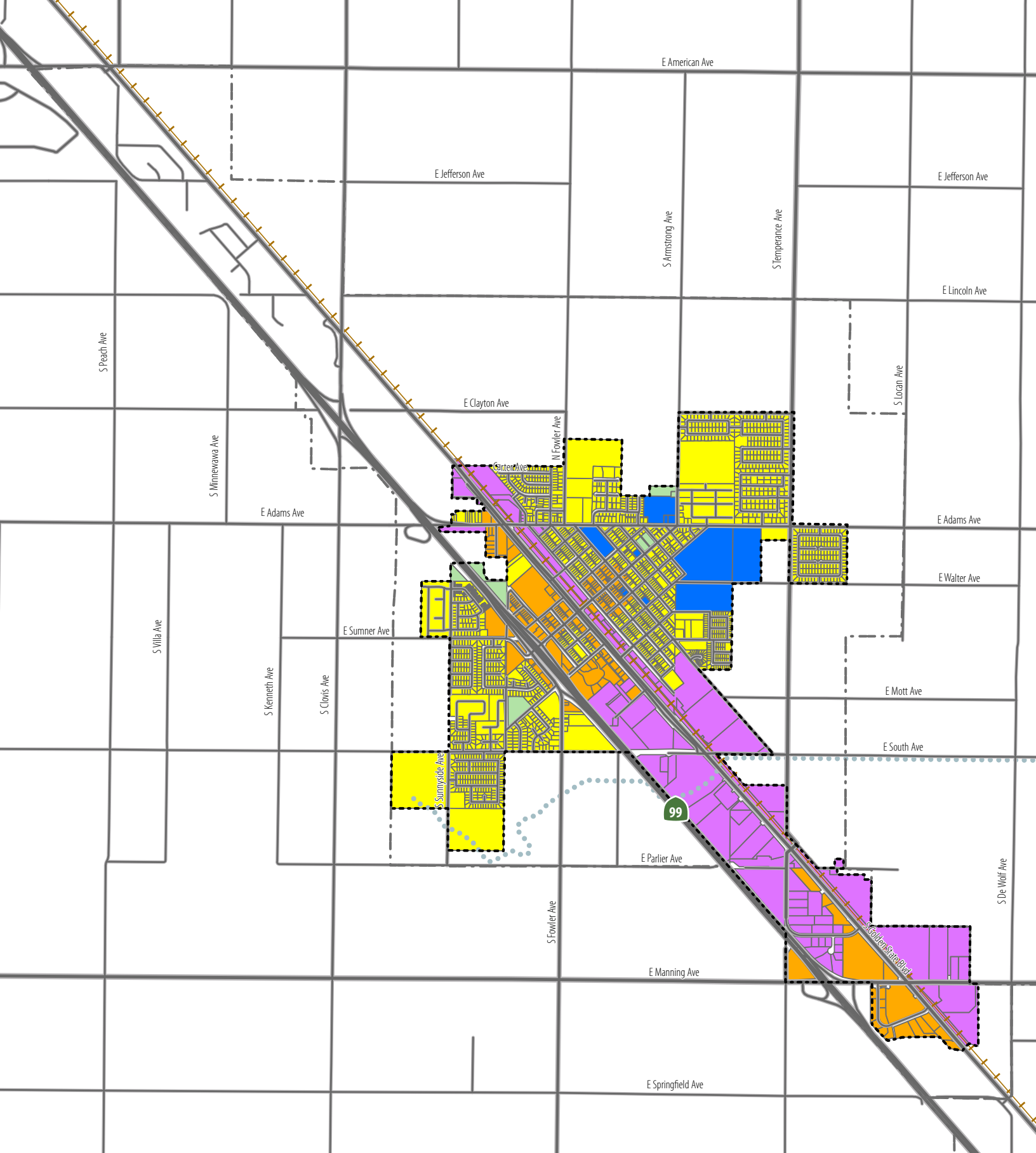
	NOISE CONTOURS
	RUNWAY ZONE/PRIMARY SURFACE
	CLEAR ZONE
	INNER APPROACH ZONE
	OUTER APPROACH ZONE
	HORIZONTAL ZONE
	CONICAL ZONE



Official Zone Map
Firebaugh, California
 January, 2023

Gouveia Engineering, Inc. • 456 Sixth Street • Gustine, California 95322 • (209) 854-3300





- Commercial
- Industrial/Manufacturing
- Park/Open Space
- Public Facility
- Residential

- City Limits
- City Sphere of Influence
- County Boundary

- Railroad
- Canal
- Waterway

Fowler Zoning
 Source: City of Fowler,
 Fehr & Peers, 2023

GENERAL PLAN MAP



FOR THE
CITY OF HURON






he Heart of The Valle

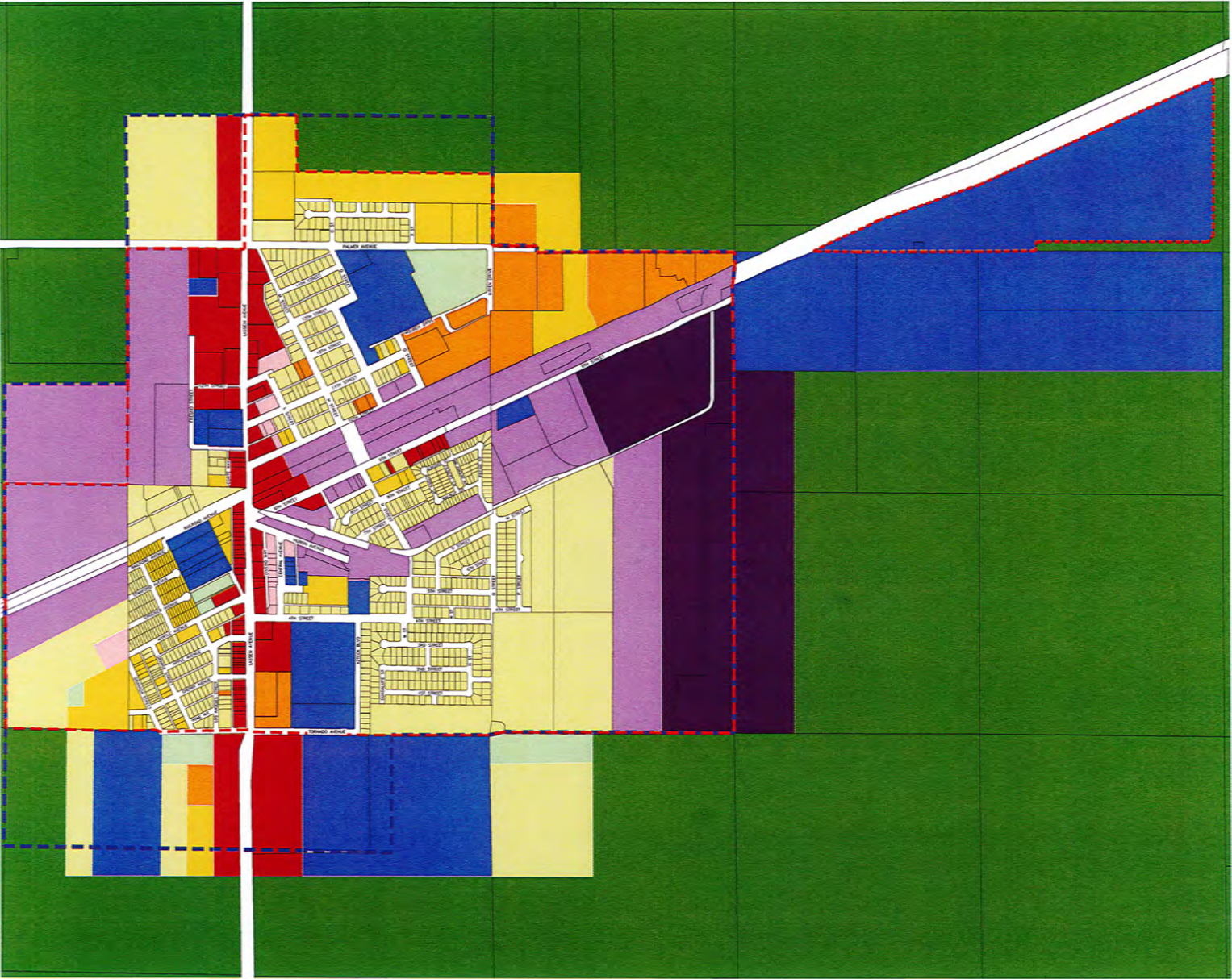
JUNE 2019

LEGEND

-  SPHERE OF INFLUENCE
-  CITY LIMITS

LAND USE

-  LOW DENSITY RESIDENTIAL
±329.0 ACRES
-  MEDIUM DENSITY RESIDENTIAL
±81.3 ACRES
-  HIGH DENSITY RESIDENTIAL
±51.4 ACRES
-  COMMUNITY COMMERCIAL
±7.8 ACRES
-  SERVICE COMMERCIAL
±85.9 ACRES
-  LIGHT INDUSTRIAL
±243.7 ACRES
-  HEAVY INDUSTRIAL
±141.6 ACRES
-  OPEN SPACE / PARK
±25.3 ACRES
-  PUBLIC FACILITY
±385.4 ACRES
-  AGRICULTURE

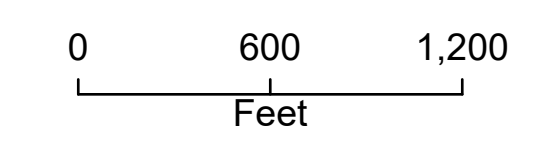
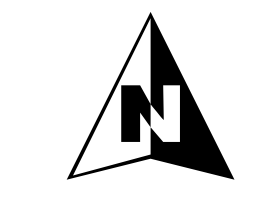
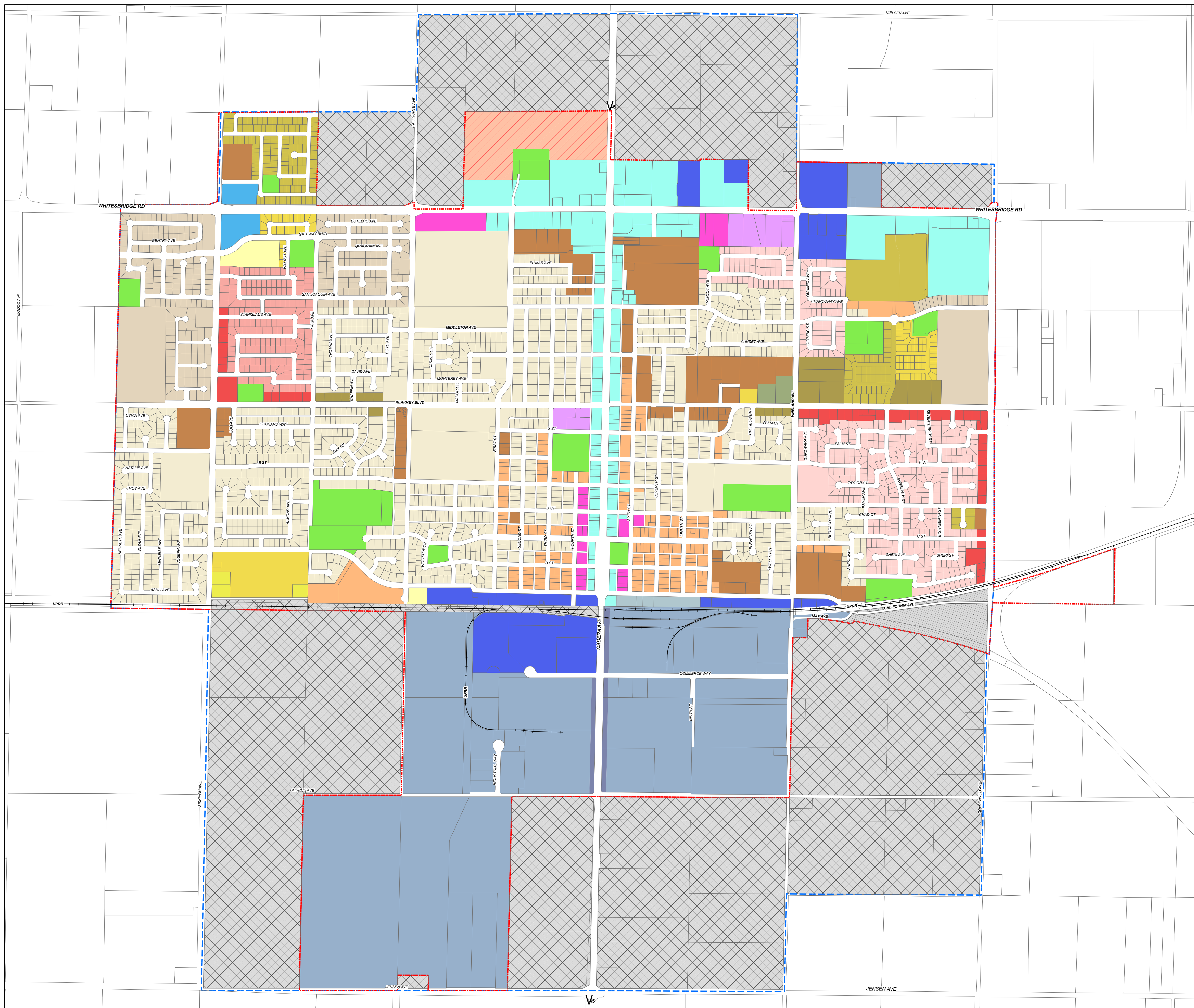




Zoning Map

Legend:

- Kerman Parcels
- City Limits
- Sphere of Influence
- Zoning**
- Commercial Districts**
- CG, General Commercial
- CN, Neighborhood Commercial
- CS, Service Commercial
- Industrial Districts**
- M-1, Light Manufacturing
- M-2, Heavy Manufacturing
- M-2-1BA, Heavy Manuf. Industrial Blvd. Area
- Rural Residential District**
- RR, Rural Residential (0.5 Ac. Mn. Lot)
- Single-Family Residential District**
- R-1, Single-Family Residential
- R-1-7, Single-Family Residential (7000 SF Mn. Lot)
- R-1-12, Single-Family Residential (12000 SF Mn. Lot)
- Multi-Family Residential District**
- R-2, Two-Family Residential (One Unit/3500 SF)
- R-3, Multi-Family Residential (One Unit/1500 SF)
- Smart Development (SD) Residential District**
- SD-R-2.5, SD Residential (2500 SF Mn. Lot)
- SD-R-3.5, SD Residential (3500 SF Mn. Lot)
- SD-R-4.5, SD Residential (4500 SF Mn. Lot)
- SD-R-5.0, SD Residential (5000 SF Mn. Lot)
- Planned Development (PD) Combining District**
- PD-R-1, PD Single-Family Residential
- PD-R-1-7, PD Single-Family Residential (7000 SF Mn. Lot)
- PD-R-1-12, PD Single-Family Residential (12000 SF Mn. Lot)
- Other**
- MU, Mixed Use District
- O, Open Space, Recreation, & Public Facilities District
- PA, Professional & Administrative Office District
- UR, URBAN RESERVE
- UD, UNDESIGNATED
- CNTY, County Of Fresno



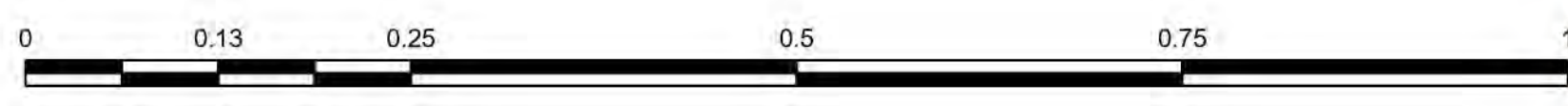
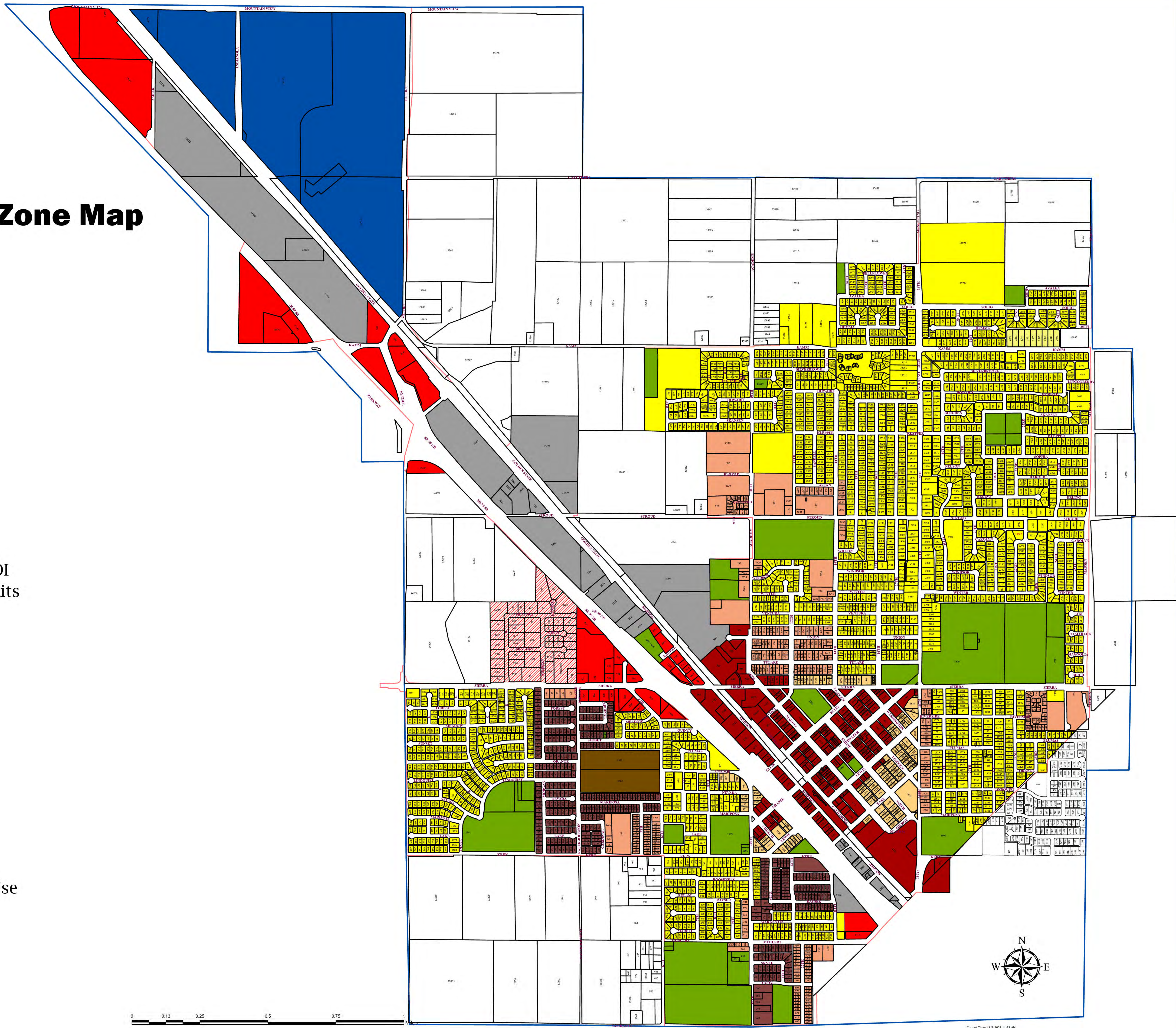
Updated: 05/24/2021



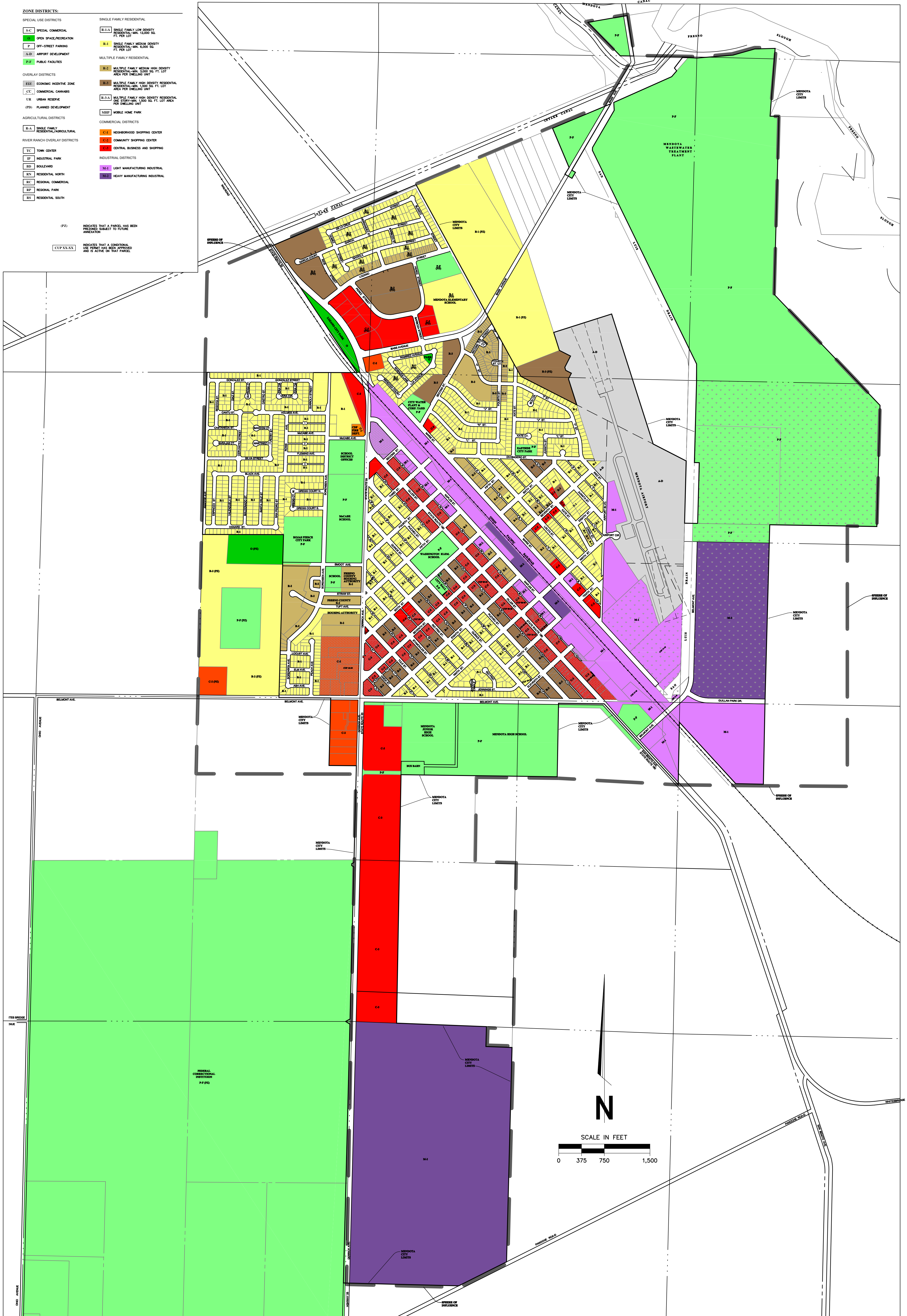


Kingsburg Zone Map

- ▬ Kingsburg SOI
- ▭ KB City Limits
- KB Zoning
- CC
- CH
- IH
- IL
- PO
- R-1-10
- R-1-20
- R-1-7
- RCO
- RM-3
- RM-5.5
- RM-MH
- ▨ CH-Mixed Use



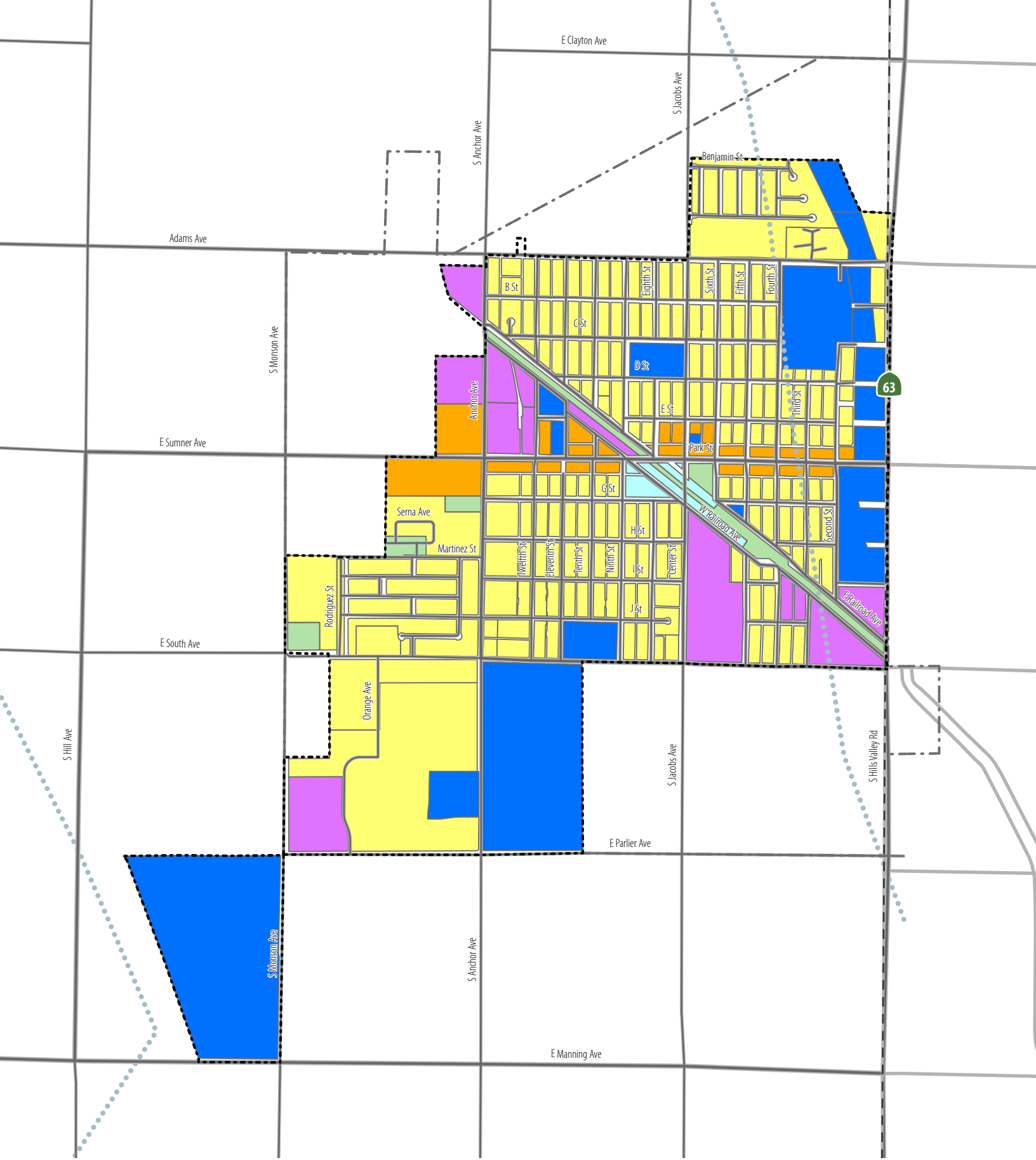
- ZONE DISTRICTS:**
- SPECIAL USE DISTRICTS**
- S.C. SPECIAL COMMERCIAL
 - O.S. OPEN SPACE/RECREATION
 - P. OFF-STREET PARKING
 - A.P. AIRPORT DEVELOPMENT
 - P.F. PUBLIC FACILITIES
- OVERLAY DISTRICTS**
- E.E.Z. ECONOMIC INCENTIVE ZONE
 - C.C. COMMERCIAL CORRIDORS
 - U.R. URBAN RESERVE
 - P.D. PLANNED DEVELOPMENT
- AGRICULTURAL DISTRICTS**
- R.A. SINGLE FAMILY RESIDENTIAL/AGRICULTURAL
- RIVER RANCH OVERLAY DISTRICTS**
- T.C. TOWN CENTER
 - I.P. INDUSTRIAL PARK
 - B.D. BOWLENDEN
 - R.N. RESIDENTIAL NORTH
 - R.C. REGIONAL COMMERCIAL
 - R.P. REGIONAL PARK
 - R.S. RESIDENTIAL SOUTH
- SINGLE FAMILY RESIDENTIAL**
- R-1 SINGLE FAMILY LOW DENSITY RESIDENTIAL-MIN. 1,000 SQ. FT. PER LOT
 - R-2 SINGLE FAMILY MEDIUM DENSITY RESIDENTIAL-MIN. 8,000 SQ. FT. PER LOT
 - R-3 MULTIPLE FAMILY MEDIUM-HIGH DENSITY RESIDENTIAL-MIN. 1,000 SQ. FT. LOT AREA PER DWELLING UNIT
 - R-4 MULTIPLE FAMILY HIGH DENSITY RESIDENTIAL-MIN. 1,000 SQ. FT. LOT AREA PER DWELLING UNIT
 - R-5 SINGLE FAMILY HIGH DENSITY RESIDENTIAL-MIN. 1,000 SQ. FT. LOT AREA
- COMMERCIAL DISTRICTS**
- C-1 NEIGHBORHOOD SHOPPING CENTER
 - C-2 COMMUNITY SHOPPING CENTER
 - C-3 CENTRAL BUSINESS AND SHOPPING
- INDUSTRIAL DISTRICTS**
- M-1 LIGHT MANUFACTURING INDUSTRIAL
 - M-2 HEAVY MANUFACTURING INDUSTRIAL
- OTHER**
- MHP. MOBILE HOME PARK
- NOTES:**
- (P.D.) INDICATES THAT A PARCEL HAS BEEN PREVIOUSLY SUBJECT TO FUTURE ANNEXATION.
 - (C.C.P. XXXX) INDICATES THAT A CONVEYANCE OF THE PARCEL HAS BEEN PROVIDED AND IS ACTIVE ON THAT PARCEL.



CITY OF MENDOTA

OFFICIAL ZONING MAP

April 29, 2019



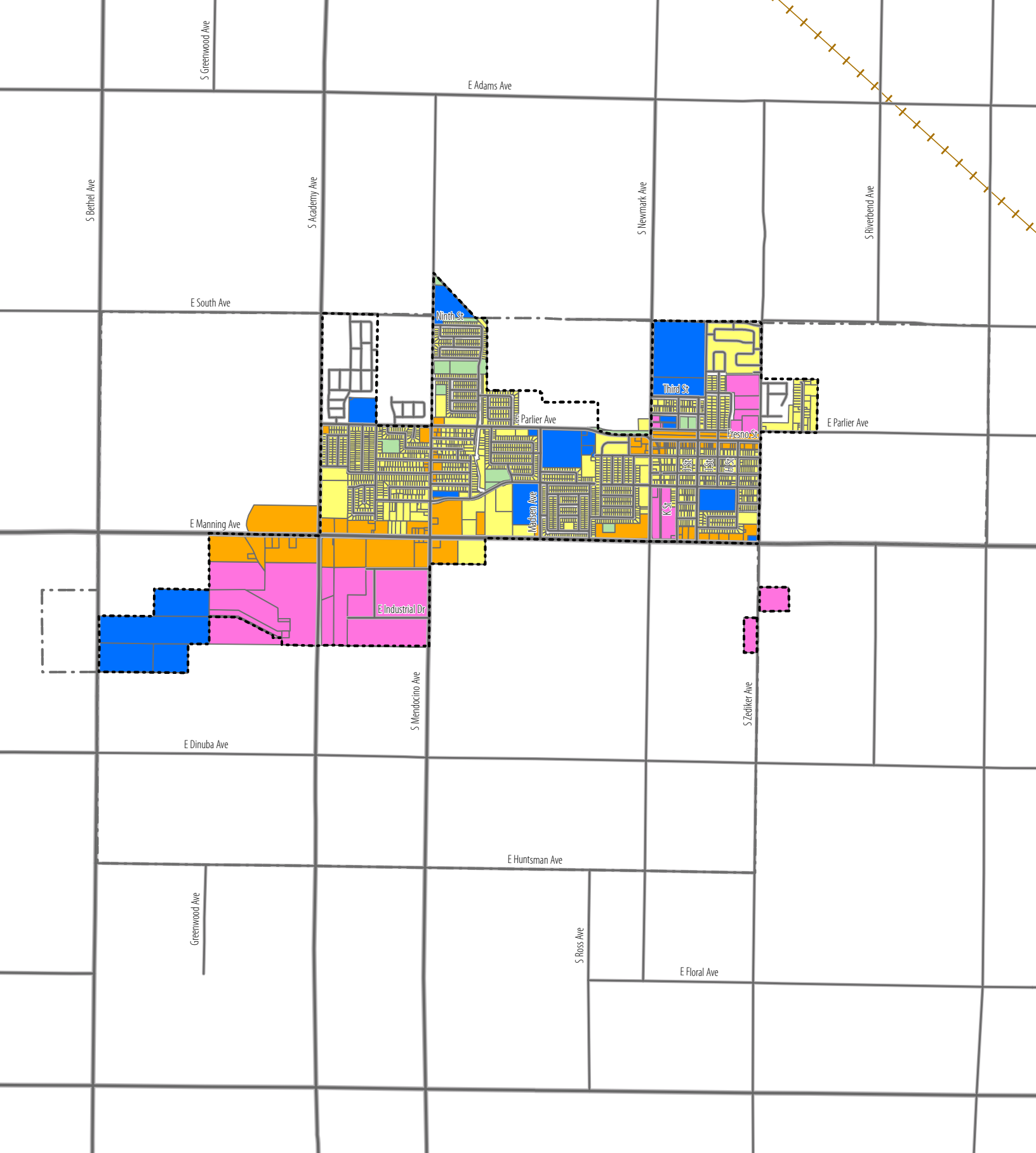
- Commercial
- Industrial/Manufacturing
- Mixed Use
- Park/Open Space
- Public Facility
- Residential

- City Limits
- City Sphere of Influence
- County Boundary

- Railroad
- Canal
- Waterway

Orange Cove Zoning

Source: City of Orange Cove,
FCOG, Fehr & Peers, 2023



- Commercial
- Industrial/Manufacturing
- Park/Open Space
- Public Facility
- Residential

- City Limits
- City Sphere of Influence
- County Boundary

- Railroad
- Canal
- Waterway

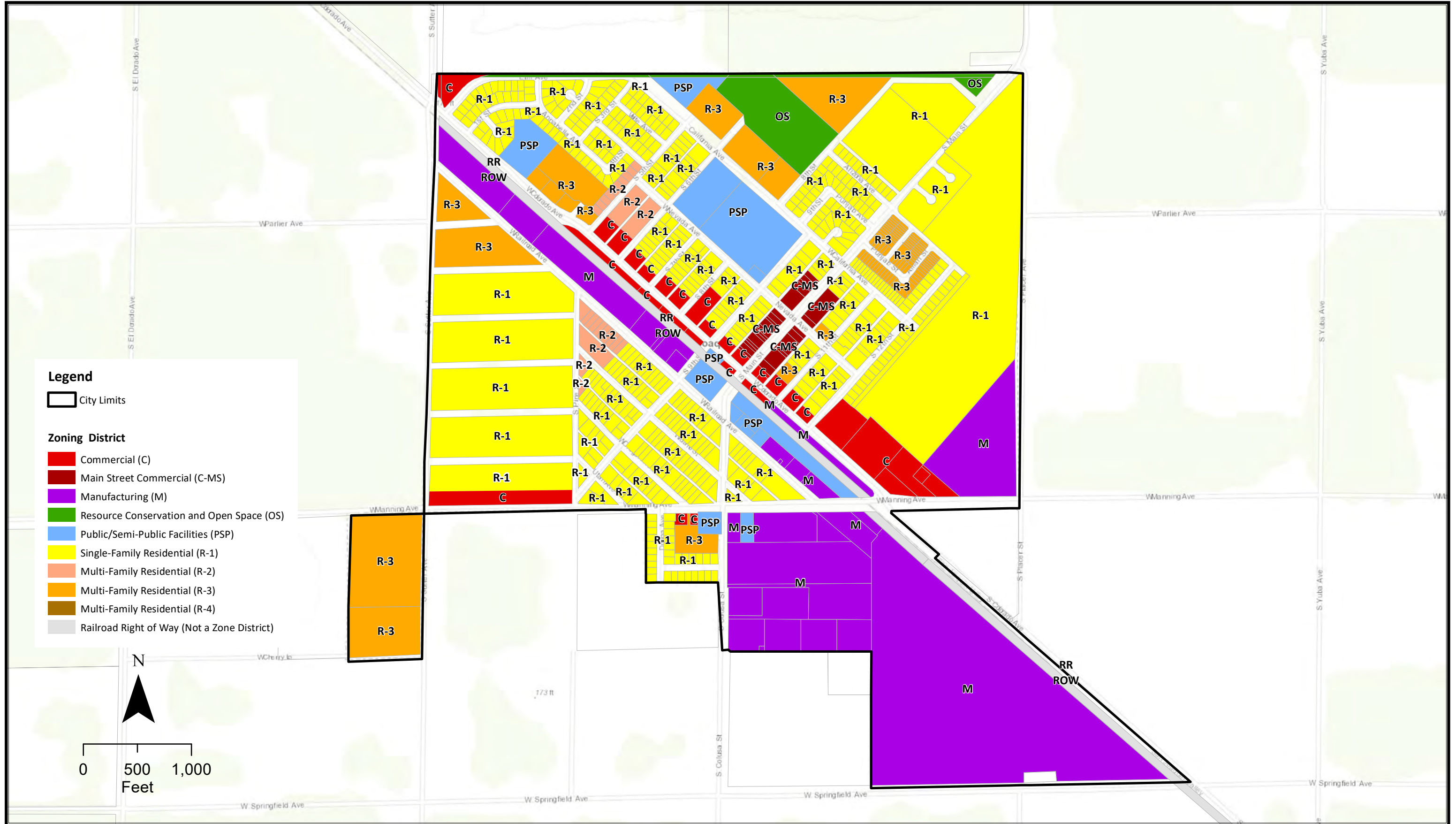
Parlier Zoning

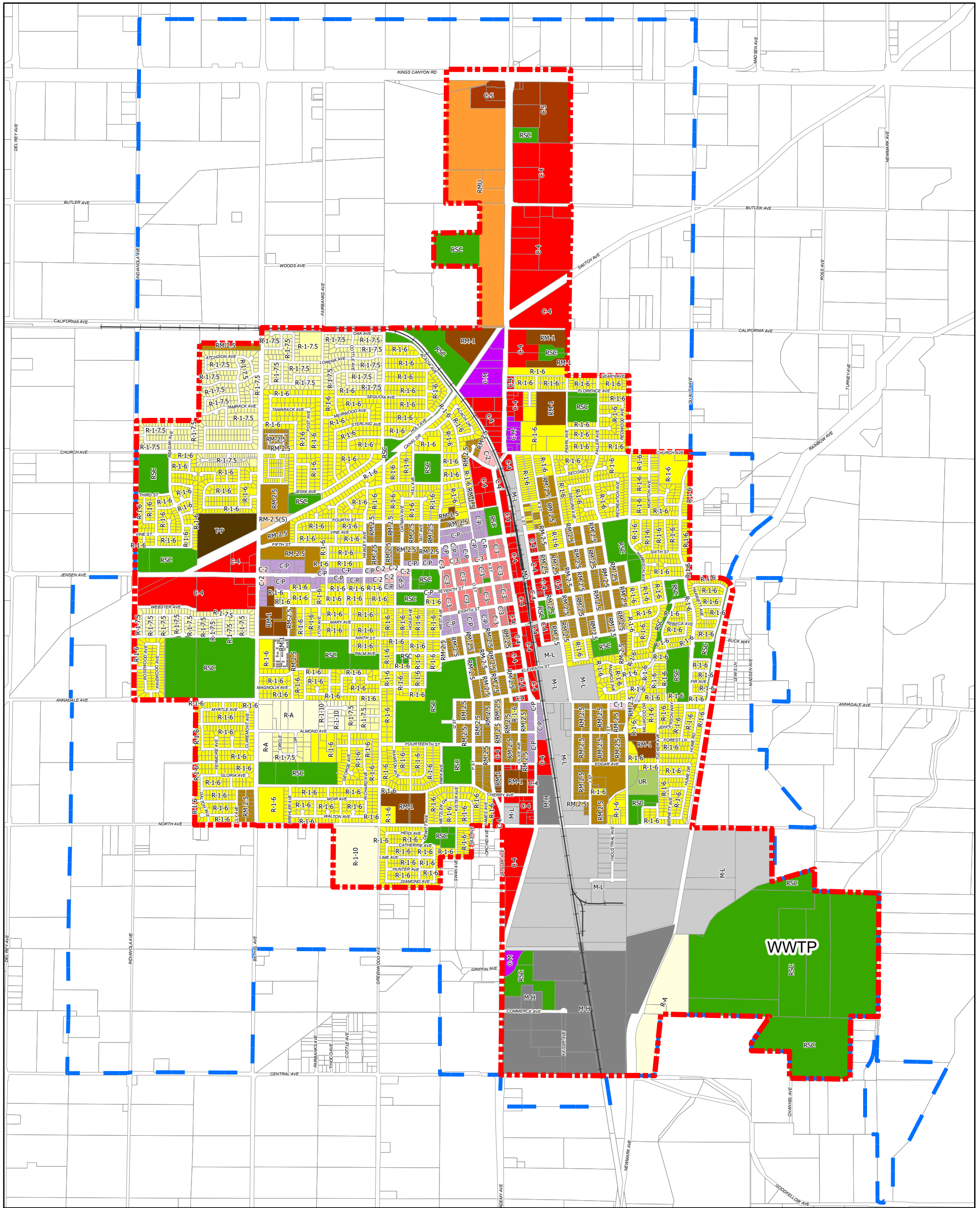
Source: City of Parlier,
FCOG, Fehr & Peers, 2023



City of San Joaquin, California

Zoning Map January 2022





Zoning Map 2023



- R-A Single Family Residential (Agricultural)
- R-1-10 Single Family Residential
- R-1-7.5 Single Family Residential
- R-1-6 Single Family Residential
- RM-2.5 Low Density Multiple Family Residential
- RM-2.5(S) Low Density Multiple Family Residential (One Story)
- RM-1.5 Medium Density Multiple Family Residential
- RM-1.5(S) Medium Density Multiple Family Residential District
- RM-1 High Density Multiple Family Residential
- T-P Trailer Park
- RMU-Retail - Mixed Use District
- C-1 Neighborhood Commercial
- C-2 Community Commercial
- C-3 Central Commercial
- C-4 General Commercial
- C-5 Highway Commercial
- C-P Administrative and Professional Office
- C-M Commercial and Light Manufacturing
- M-L Light Manufacturing
- M-H Heavy Manufacturing
- UR Urban Reserve
- RSC Recreation, School and Conservation

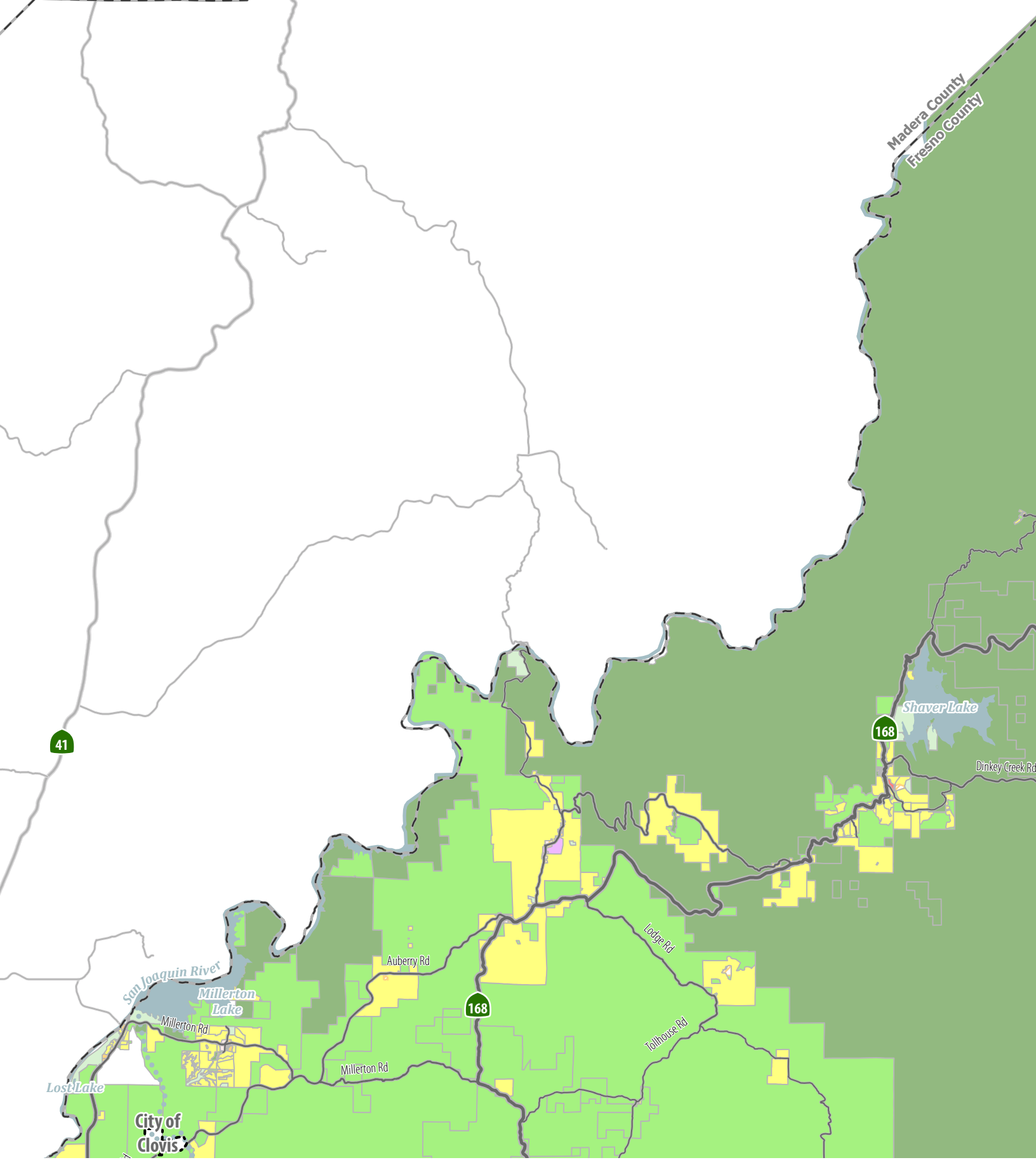


0 2,000 4,000

Feet

Updated: 06/02/2023

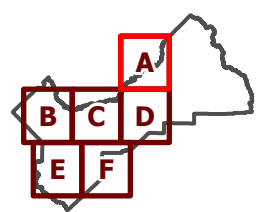
Zoning Amendment Number	Adopting Ordinance Number	Adoption Date	APN(s)	Zone(s) Before	Zone(s) After
2022-05	2023-03	4/6/2023	315-051-10	M-L	RM-1/RSC

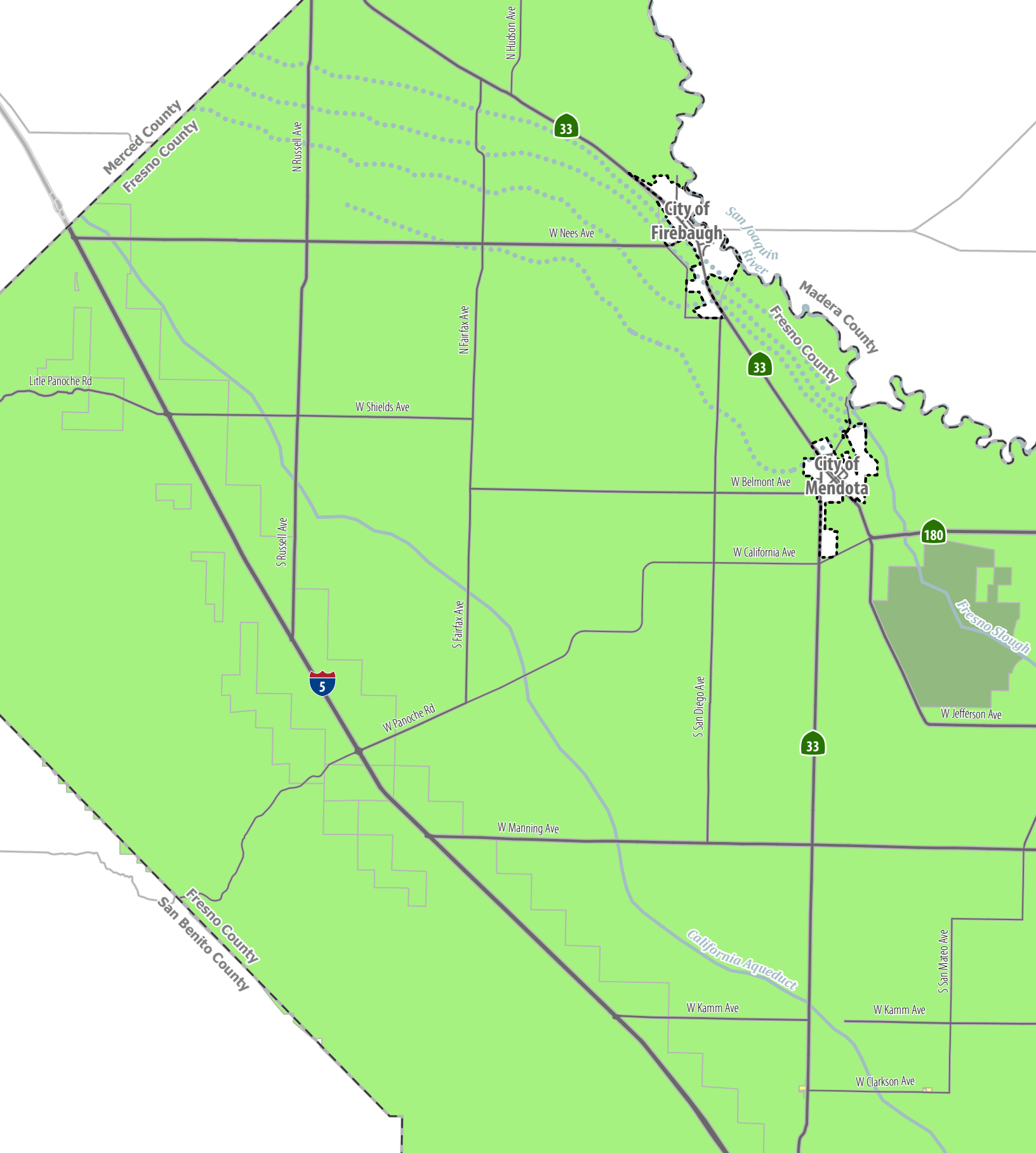


- Administrative/Professional
- Agricultural
- Agricultural/Commercial
- Commercial
- Commercial/Manufacturing
- Conservation
- Industrial/Manufacturing
- Mixed Use
- Parking
- Recreational
- Residential
- Shopping
- Trading

- City Limits
- County Boundary
- Canal
- Waterway
- Lakes

Fresno County Zoning
 Source: Fresno County, Fehr & Peers, 2023



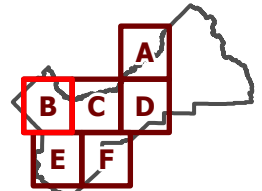


- Administrative/Professional
- Agricultural
- Agricultural/Commercial
- Commercial
- Commercial/Manufacturing
- Conservation
- Industrial/Manufacturing

- Mixed Use
- Parking
- Recreational
- Residential
- Shopping
- Trading

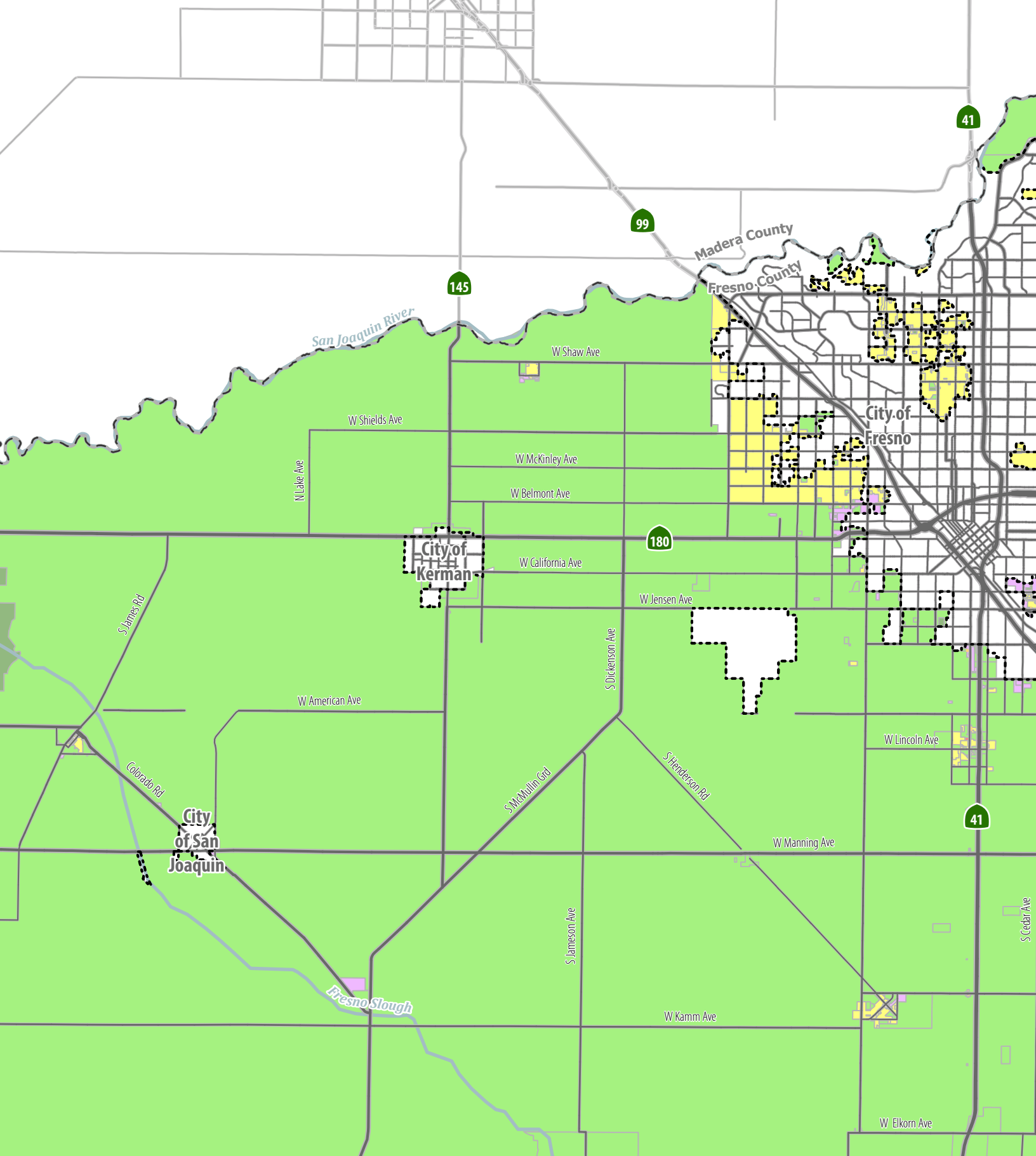
- City Limits
- County Boundary

- Canal
- Waterway
- Lakes



Fresno County Zoning

Source: Fresno County, Fehr & Peers, 2023

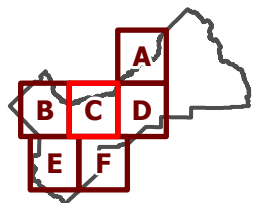


- Administrative/Professional
- Agricultural
- Agricultural/Commercial
- Commercial
- Commercial/Manufacturing
- Conservation
- Industrial/Manufacturing

- Mixed Use
- Parking
- Recreational
- Residential
- Shopping
- Trading

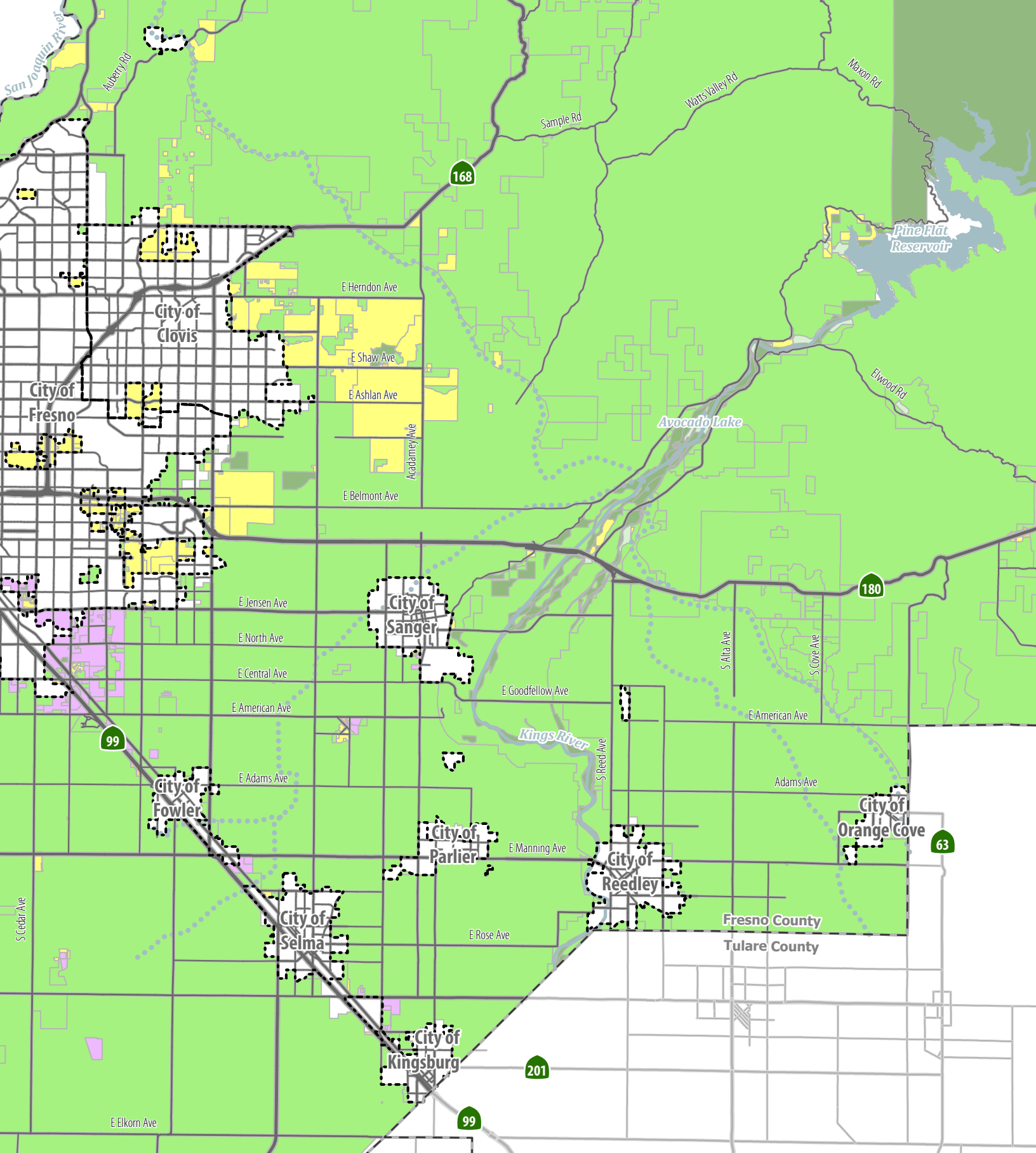
- City Limits
- County Boundary

- Canal
- Waterway
- Lakes



Fresno County Zoning

Source: Fresno County, Fehr & Peers, 2023



- Administrative/Professional
- Agricultural
- Agricultural/Commercial
- Commercial
- Commercial/Manufacturing
- Conservation
- Industrial/Manufacturing

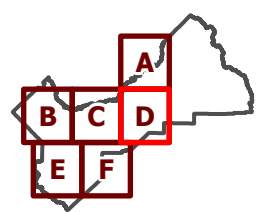
- Mixed Use
- Parking
- Recreational
- Residential
- Shopping
- Trading

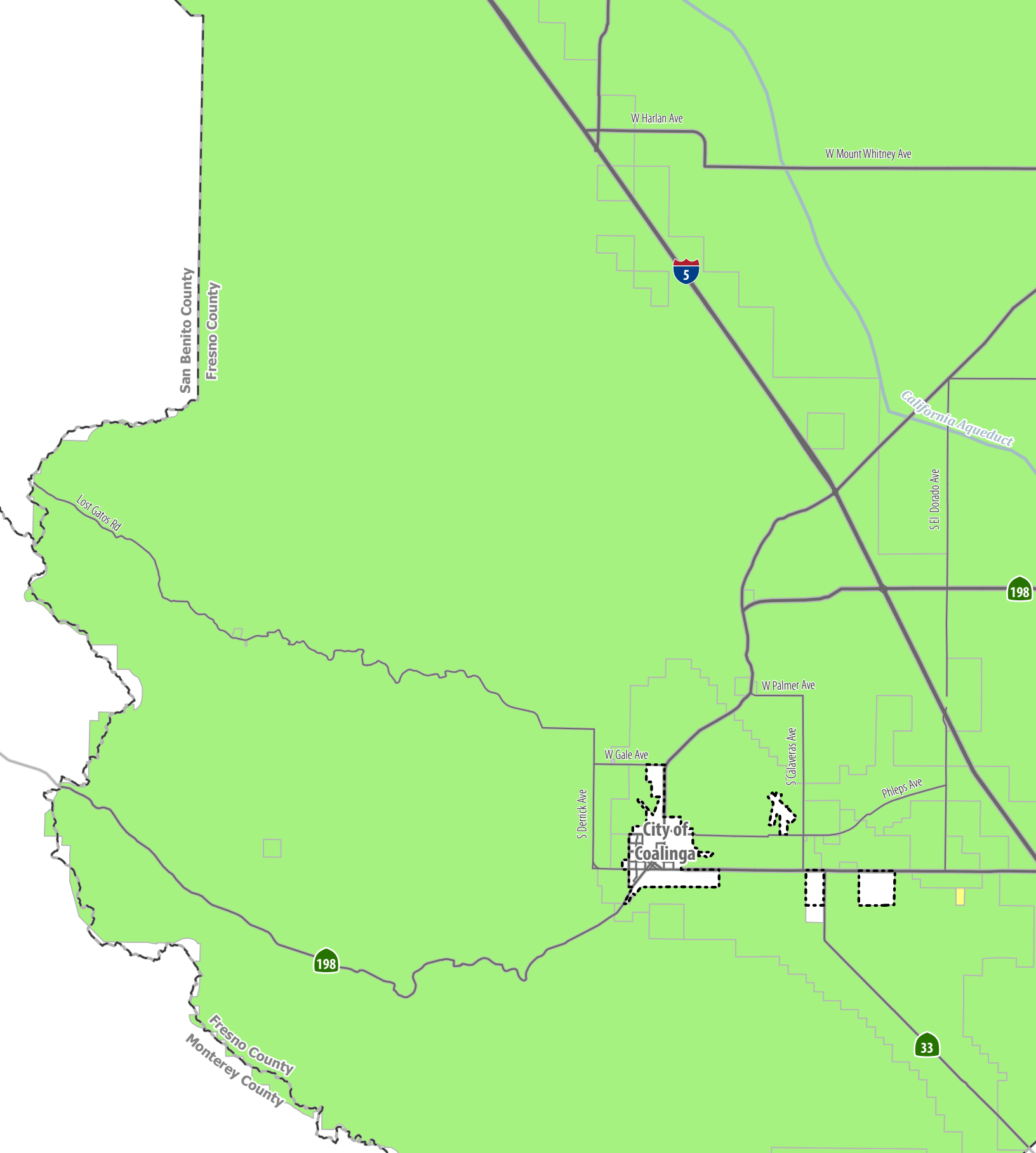
- City Limits
- County Boundary














- Canal
- Waterway
- Lakes






Fresno County Zoning

Source: Fresno County, Fehr & Peers, 2023

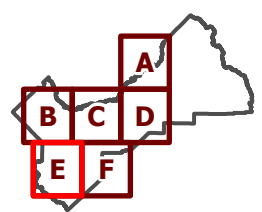


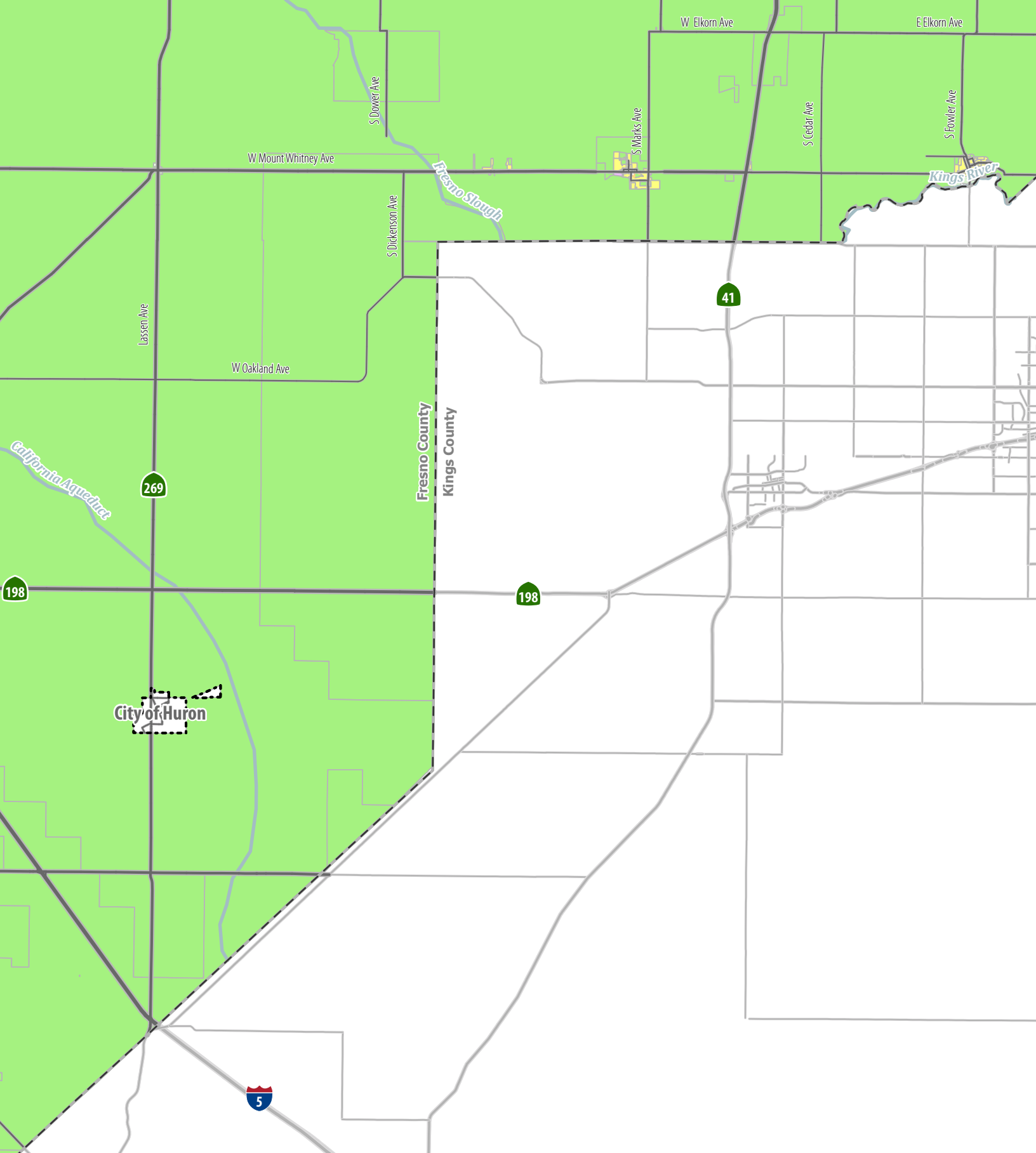


- | | |
|--|--|
|  Administrative/Professional |  Mixed Use |
|  Agricultural |  Parking |
|  Agricultural/Commercial |  Recreational |
|  Commercial |  Residential |
|  Commercial/Manufacturing |  Shopping |
|  Conservation |  Trading |
|  Industrial/Manufacturing | |

- | | |
|---|--|
|  City Limits |  Canal |
|  County Boundary |  Waterway |
| |  Lakes |

Fresno County Zoning
 Source: Fresno County, Fehr & Peers, 2023



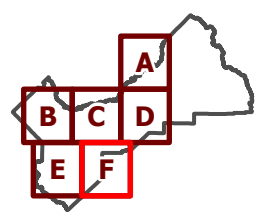


- Administrative/Professional
- Agricultural
- Agricultural/Commercial
- Commercial
- Commercial/Manufacturing
- Conservation
- Industrial/Manufacturing

- Mixed Use
- Parking
- Recreational
- Residential
- Shopping
- Trading

- City Limits
- County Boundary

- Canal
- Waterway
- Lakes



Fresno County Zoning

Source: Fresno County, Fehr & Peers, 2023