

Chapter 9

KERMAN

This chapter describes the current conditions and future plans for walking and biking in the City of Kerman.

EXISTING CONDITIONS

The City of Kerman is situated in the western part of Fresno County at the intersection of SR 180 and SR 145 (see Figure 1-1).

Existing Bicycle & Pedestrian Facilities

There are 85.0 miles of sidewalks and 9.8 miles of bikeways within Kerman. These networks are summarized in Table 9-1 and depicted in Figures 9-1 and 9-2.

Table 9-1: Summary of Existing Walking & Bicycling Facilities in Kerman

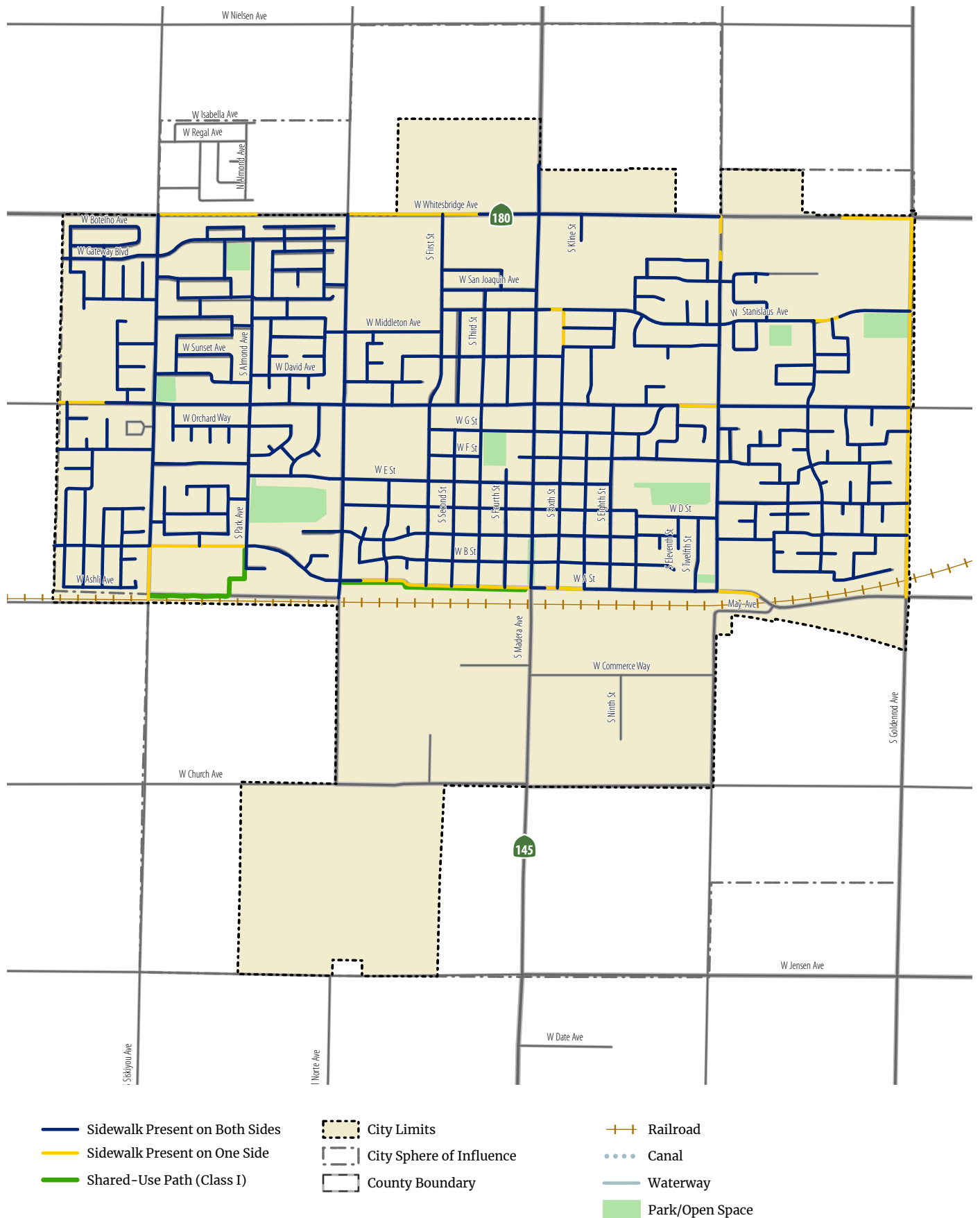
Type	Miles
Sidewalk	85.0
Shared Use Path (Class I)	0.9
Bike Lane (Class II)*	6.5
Bike Route (Class III)*	2.4
Separated Bikeway (Class IV)*	0.0

** Distance measured by centerline*

The following conditions are noted relevant to the safety and comfort of bicycling and walking in Kerman:

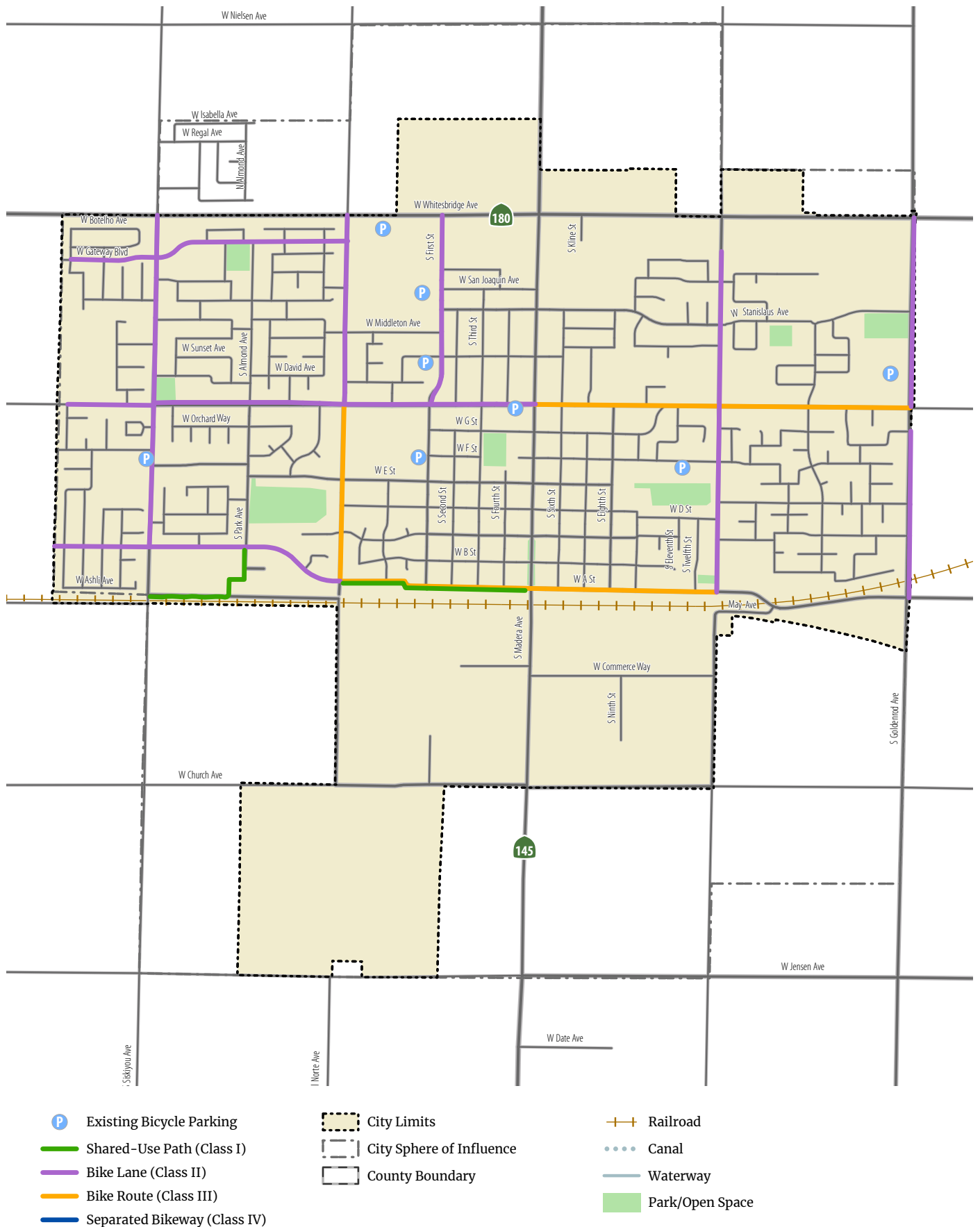
- » Kerman’s sidewalk network is generally comprehensive with only a few gaps along the city’s periphery.
- » Residents have expressed safety concerns when crossing Madera Avenue (SR 145).
- » Bike lanes are present on several major arterial roads in the city and a Class I shared-use path adjacent to A Street runs along the southern perimeter of Kerman. However, several gaps make the network discontinuous.

Figure 9-1: Existing Walking Facilities in Kerman



Source: Fehr & Peers, 2023

Figure 9-2: Existing Bicycling Facilities in Kerman



Source: Fehr & Peers, 2023



Plans and Policies Related to Active Transportation

The following city plans and policies are relevant to biking and walking in Kerman:

- » City of Kerman General Plan (2007)
- » City of Kerman Madera Avenue Streetscape Master Plan (2012)
- » City of Kerman Standard Drawings
- » Municipal Code of Kerman, California

These plans and policies are discussed in greater detail in Appendix C. Regional, state, and federal plans and policies are also discussed in Appendix C.

Expenditures on Active Transportation Facilities

The City of Kerman has spent more than \$700,000 on walking and bicycling improvements over the last five years:

- » 2018 Local Street Project: \$49,160
- » Del Norte Trunk Sewer & Street Reconstruction: \$27,822
- » Kearney Blvd. Rehabilitation – Siskiyou to Park: \$27,822
- » California Avenue Sidewalk – Phase II: \$243,000
- » FY 19–20 Street Overlay Project: \$63,925
- » Kearney Blvd. Rehabilitation – Madera to Vineland: \$191,616
- » Vineland Avenue Rehabilitation – Kearney to California: \$40,929
- » Kearney Blvd. Rehabilitation – Park to Del Norte: \$9,626
- » FY 22/23 Street Rehabilitation Project: \$69,048

Maintenance

city maintenance practices for active transportation facilities include the following:

- » Restriping of bike lanes, crosswalks, stop and turn bars, occurs annually from April to September.
- » Sidewalk repairs are conducted throughout the year. Most damage is caused by tree roots. Typically, 2,400 square feet of sidewalk are repaired annually.
- » Tree trimming is typically conducted all year long, with a focus on low-hanging branches during the summer. In the past year about 1,000 trees were trimmed.
- » Shared use paths trails are scheduled for cleanup and weed spraying once a month.

Education & Encouragement Programs

Kerman Police Department school resource officers have conducted classroom visits and presented on pedestrian safety for students walking to and from school. Around Halloween, the police department has also provided information on walking in groups when trick-or-treating and provided information about walking safely at night.

The city has also held walk/bike/roll to school days for local students, and led walk to the farmers' market groups for seniors.



Kerman Middle School

Key Destinations

Figure 9-3 shows key destinations for bicyclists and pedestrians in the City of Kerman. Highlights include

- » Schools in the area, including Kerman High School, Lavina Covenant Church, Goldenrod Elementary School, Kerman Floyd Elementary School, Enterprise High School, Kerman Middle School, and Liberty Elementary School,
- » Kerman City Hall,
- » Kerman Branch Library, and
- » Retail stores and businesses around town.

Figure 9-3: Key Destinations in Kerman



Source: Fehr & Peers, 2023



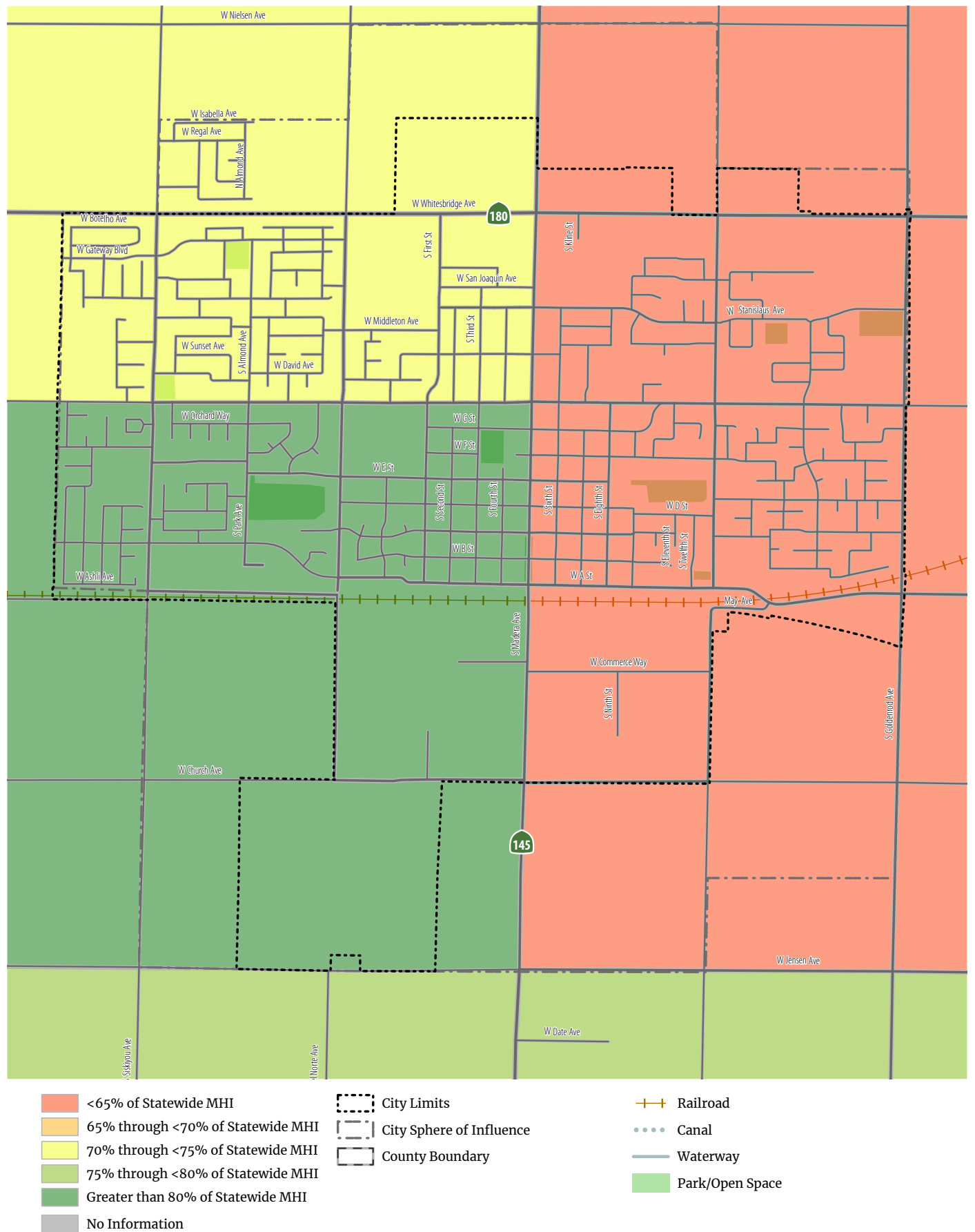
Disadvantaged Communities

All of Kerman meets one or more of the Active Transportation Program criteria for disadvantaged communities, described in Chapter 2, Existing Conditions.

- » **Median Household Income:** Households in Kerman living east of SR 145 make less than 65 percent of the state median. Households living west of SR 145 and north of W. Kearney Blvd make between 70 and 75 percent of the state median, as shown in Figure 9-4.
- » **Free & Reduced Price Meals for Schools:** Four out of five schools with available data have over 80 percent of students eligible for free or reduced price meals, as shown in Figure 9-5.
- » **CalEnviroScreen:** Kerman east of SR 145 is within 10 to 15 percent of the most disadvantaged areas in the state, as shown in Figure 9-6.
- » **Healthy Places Index:** Kerman east of SR 145 is within 10 to 15 percent of the most disadvantaged areas in the state, as shown in Figure 9-7.
- » **Federal Climate & Economic Justice Tool:** Kerman east of SR 145 exceeds three or four categories in the screening tool, as shown in Figure 9-8.
- » **US DOT Equitable Transportation Community Disadvantaged Community Tool:** None of Kerman falls within the 25 percent most disadvantaged areas in the state.
- » **FCOG Environmental Justice Areas:** All of Kerman is considered disadvantaged by this definition.

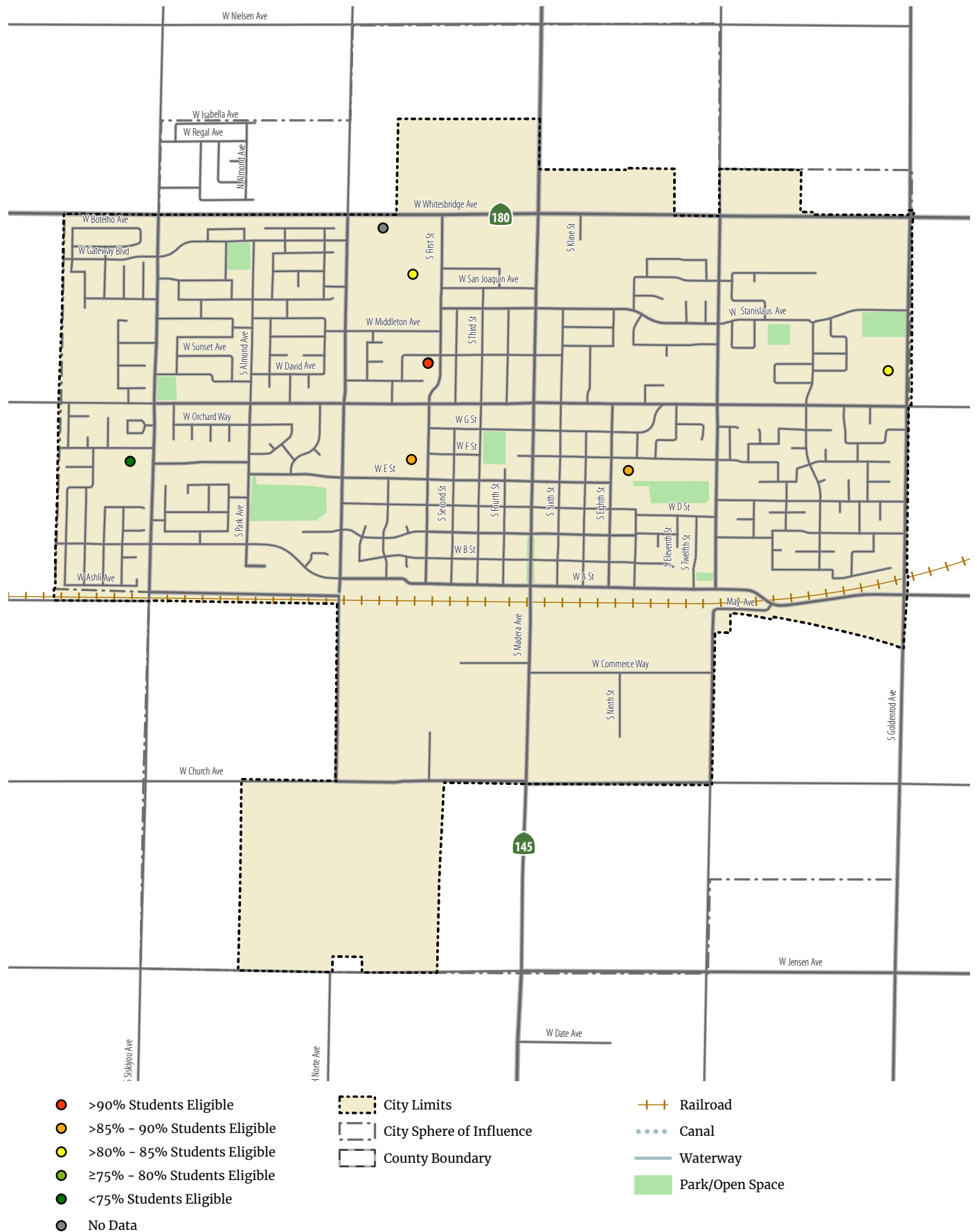
Because all of Kerman meets one or more of these criteria for disadvantaged communities, the challenges for walking and biking described at the beginning of this chapter are equity issues.

Figure 9-4: Kerman Median Household Income



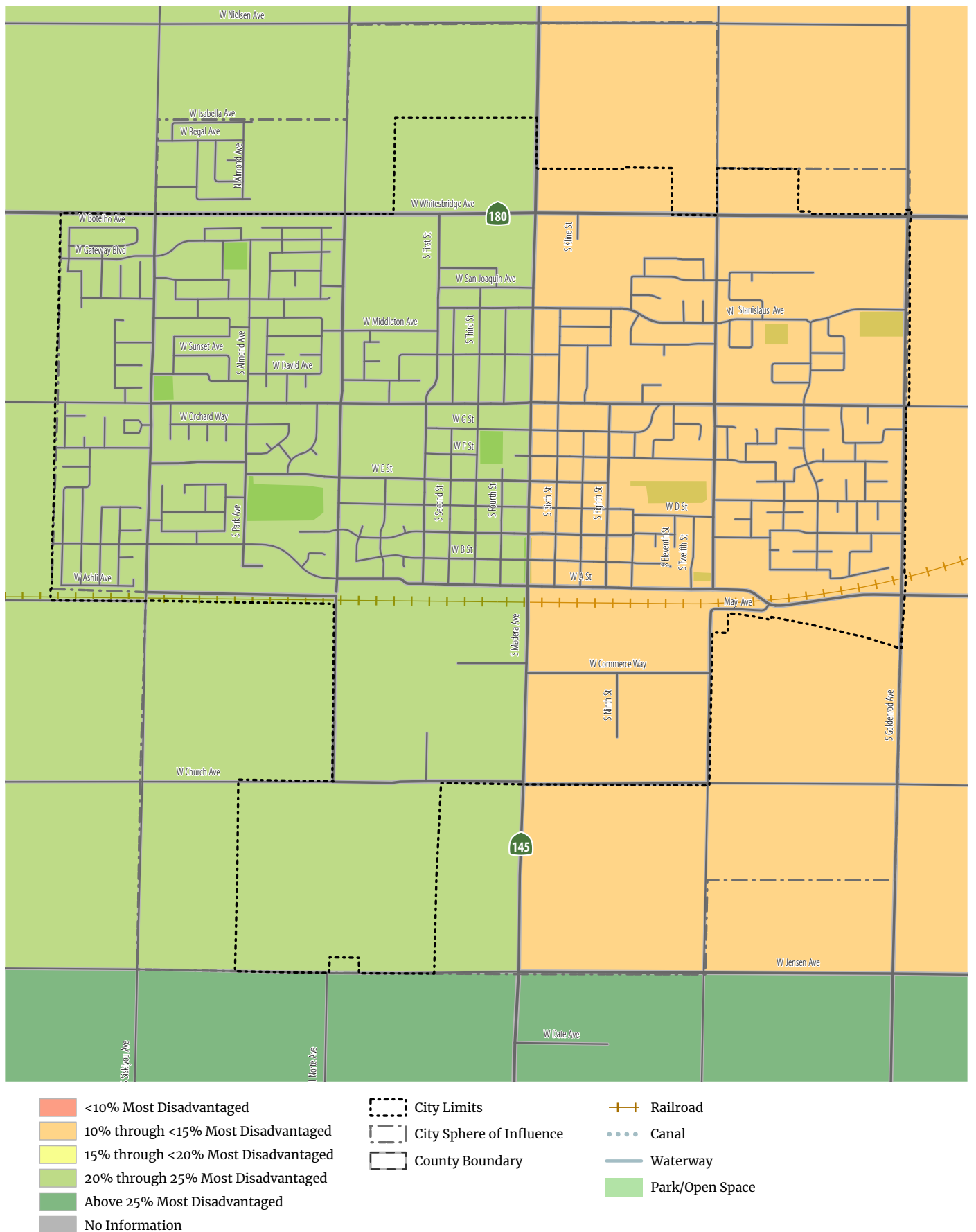
Source: US Census 2018-2022 ACS, 2023; Fehr & Peers, 2023

Figure 9-5: Kerman School Free & Reduced Price Meal Eligibility



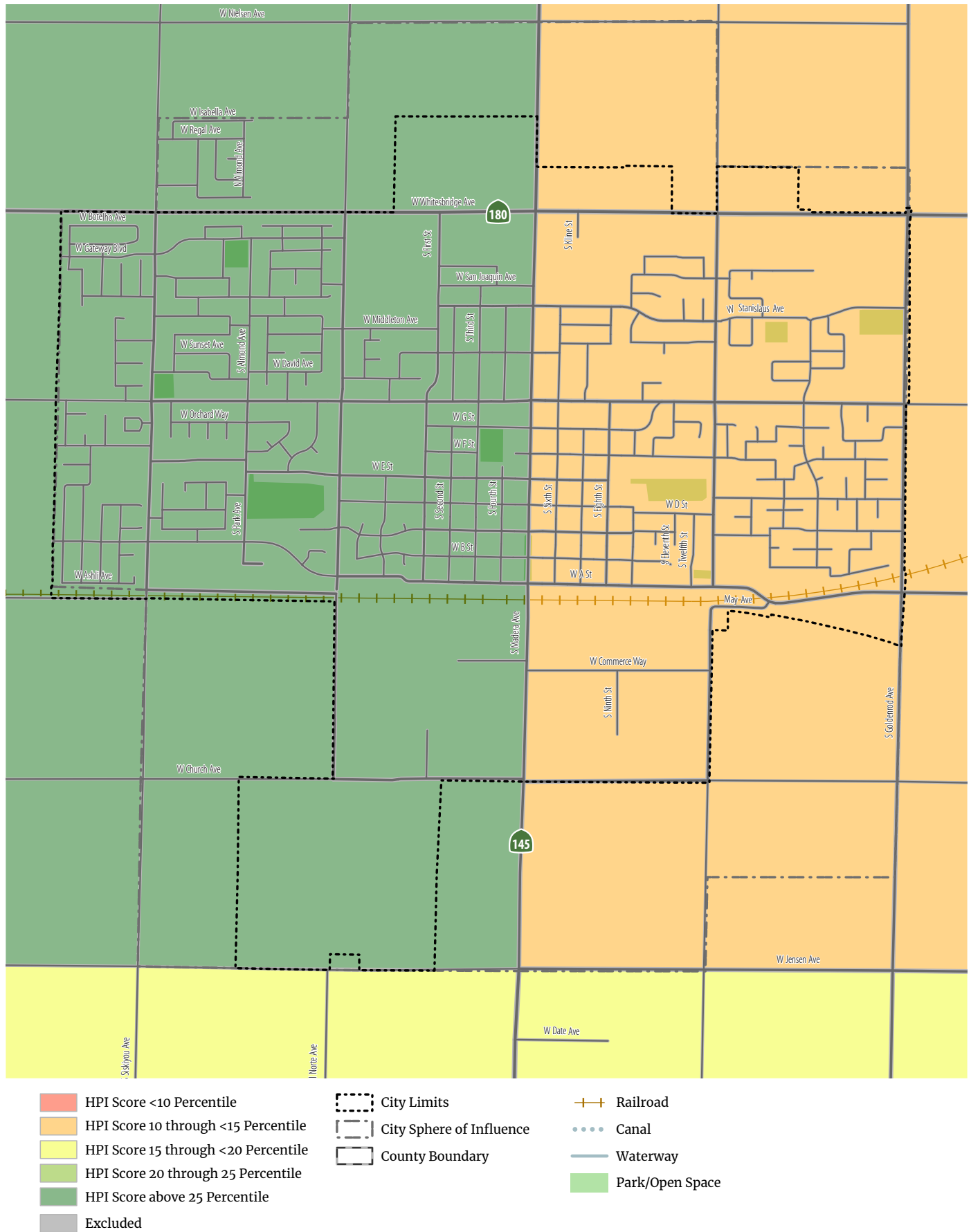
Source: California Department of Education, 2023; Fehr & Peers, 2023

Figure 9-6: Kerman CalEnviroScreen



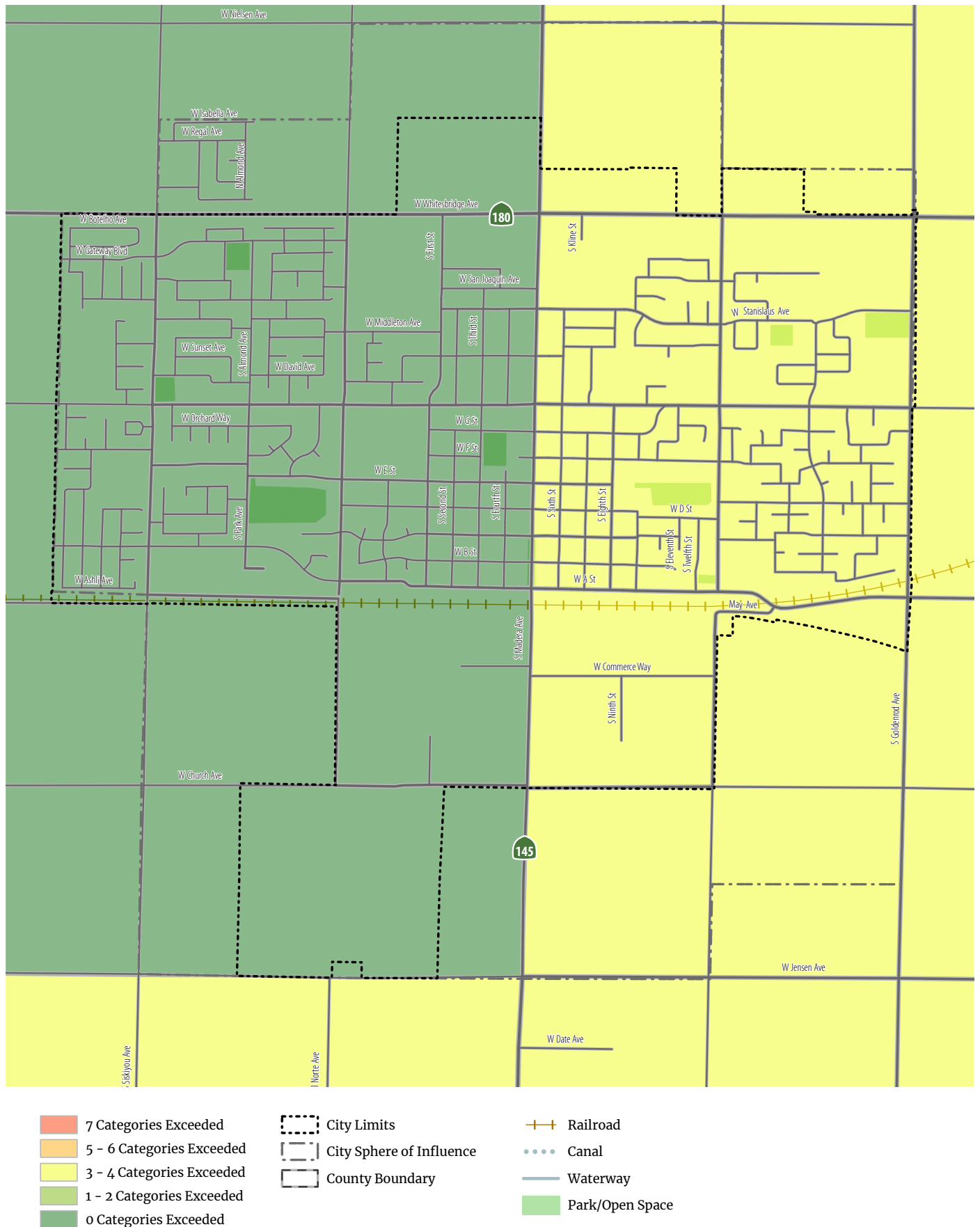
Source: California Office of Environmental Health Hazard Assessment, 2023; Fehr & Peers, 2023

Figure 9-7: Kerman Healthy Places Index



Source: Public Health Alliance of Southern California, 2023; Fehr & Peers, 2023

Figure 9-8: Kerman Federal Climate & Economic Justice Screening Results



Source: Council on Environmental Quality, 2023; Fehr & Peers, 2023



Existing Trips

Based on the U.S. Census American Community Survey, approximately 2.0 percent of Kerman workers commute to work by walking and 0.7 percent commute to work by bicycling. These shares are similar to the statewide averages, as shown in Table 9-2. However, these statistics only include workers who walk or ride every day, not those who do so occasionally. Reliable data on non-commute trips, including trips to school, trips for shopping, and recreational trips, is not readily available and not included in these estimates. Thus, the total number of biking and walking trips in Kerman is higher than shown here.

Table 9-2. Kerman Trips to Work by Bicycling and Walking

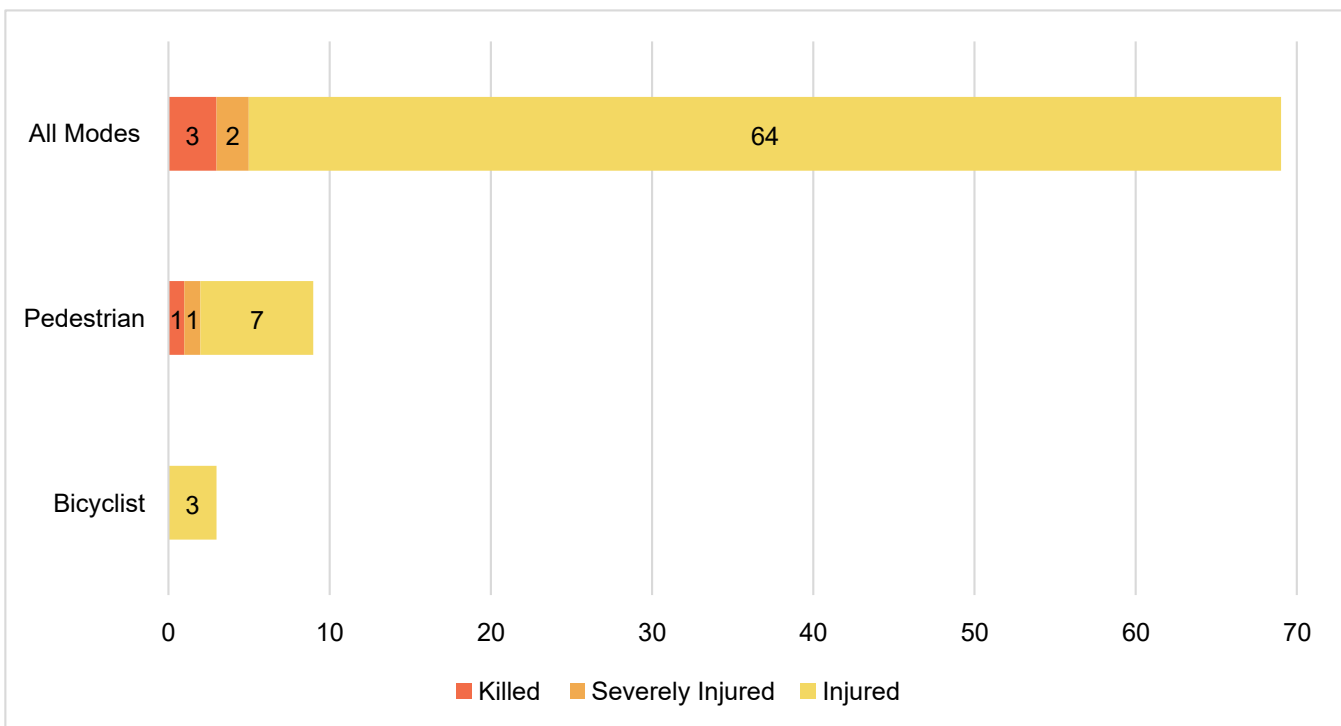
Jurisdiction	Walk		Bicycle	
	Estimate	Share	Estimate	Share
Kerman	117	2.0%	41	0.7%
California	440,483	2.4%	128,474	0.7%

*Note: Workers aged 16 years and older, excludes percentage of employees that work from home.
Source: U.S. Census 2018 -2022 American Community Survey, 2023; Fehr & Peers, 2023*

Collisions

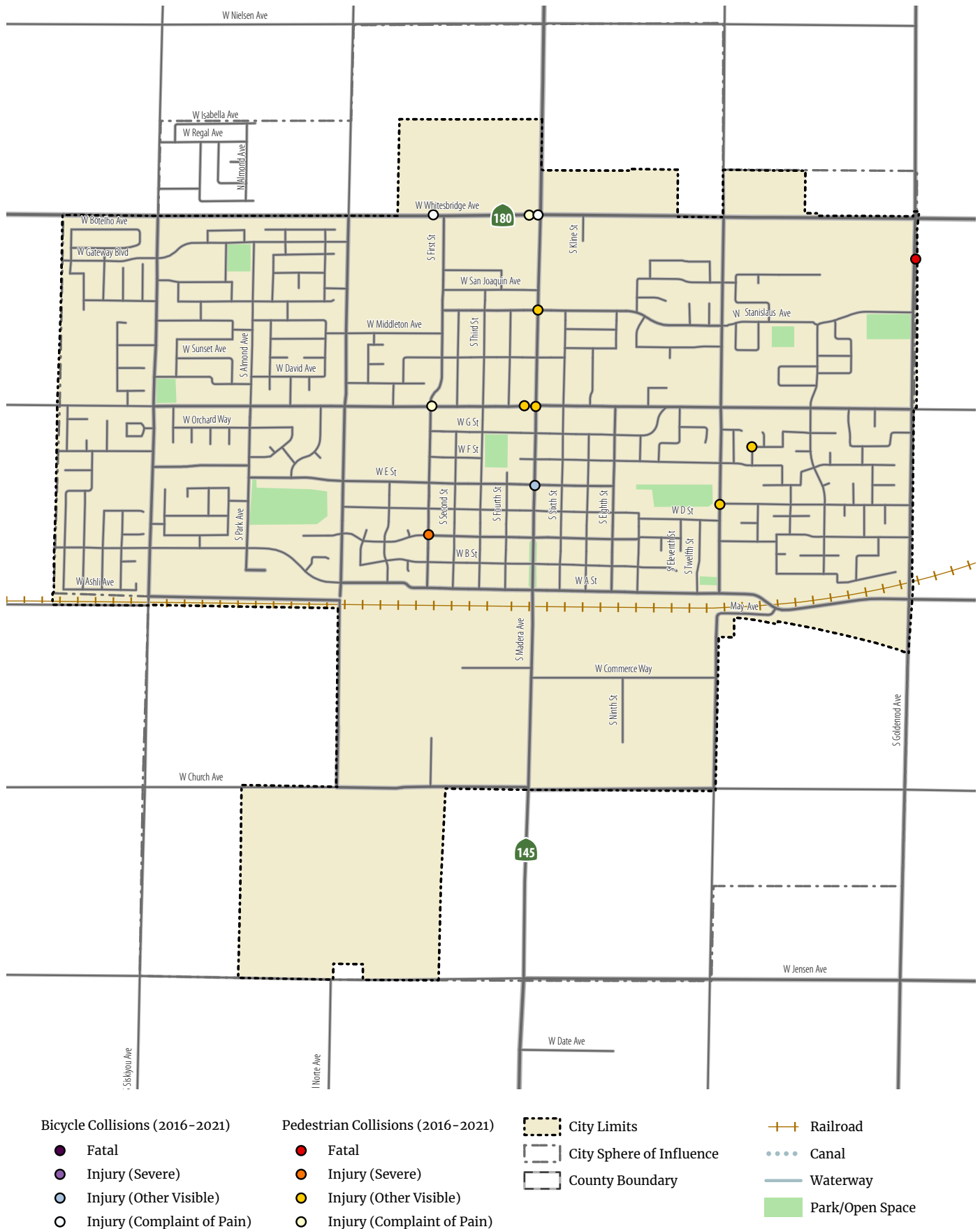
There were 12 injury collisions reported between 2016 and 2021 that involved a pedestrian or bicyclist. In this period, one of three collisions resulting in a fatality involved a person walking and 16 percent of all collisions resulting in injury involved a bicyclist or pedestrian. Figures 9-9 and 9-10, respectively, summarize and map these collisions.

Figure 9-9: Collisions by Severity in Kerman, 2016 -2021



Source: UC Berkeley SafeTREC, 2023, Fehr & Peers, 2023

Figure 9-10: Collisions Involving a Pedestrian or Bicyclist in Kerman



Source: UC Berkeley SafeTREC, 2023; Fehr & Peers, 2023

PLANNED NETWORKS

The planned walking and biking networks for Kerman are summarized in Table 9-3 and mapped in Figures 9-11 and 9-12. The networks include shared-use paths, bike lanes and routes, sidewalks, and crosswalk improvements. The proposed networks are designed to connect to Kerman’s shared-use paths, to provide access to key destinations, and to serve as recreational assets. The sidewalk improvements also fill gaps in the sidewalk network and add crossing improvements to enhance safety near schools and across busy roads. Appendix D includes a list of these network improvements including locations and extents, lengths, high-level estimated costs, and priorities. Additionally, several of the high priority projects have been grouped into a single project. Additional information to support a funding application for this project has been combined into a fact sheet, which is included in Appendix F.

Figure 9-12 also presents planned bike parking for Kerman. These planned bike parking locations supplement existing locations by adding parking at parks and near retail areas and other destinations.

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

Table 9-3: Summary of Planned Walking and Biking Facilities in Kerman

Facility Type	Existing (Miles)	Planned (Miles)	Total (Miles)
Sidewalk	85.0	1.0	86.0
Shared Use Path (Class I)	0.9	1.6	2.5
Bike Lane (Class II)*	6.5	16.2	22.7
Bike Route (Class III)*	2.4	6.9	9.3
Separated Bikeway (Class IV)*	0.0	0.0	0.0

*Distance measured by centerline

Source: Fresno Council of Governments, Fehr & Peers, 2023

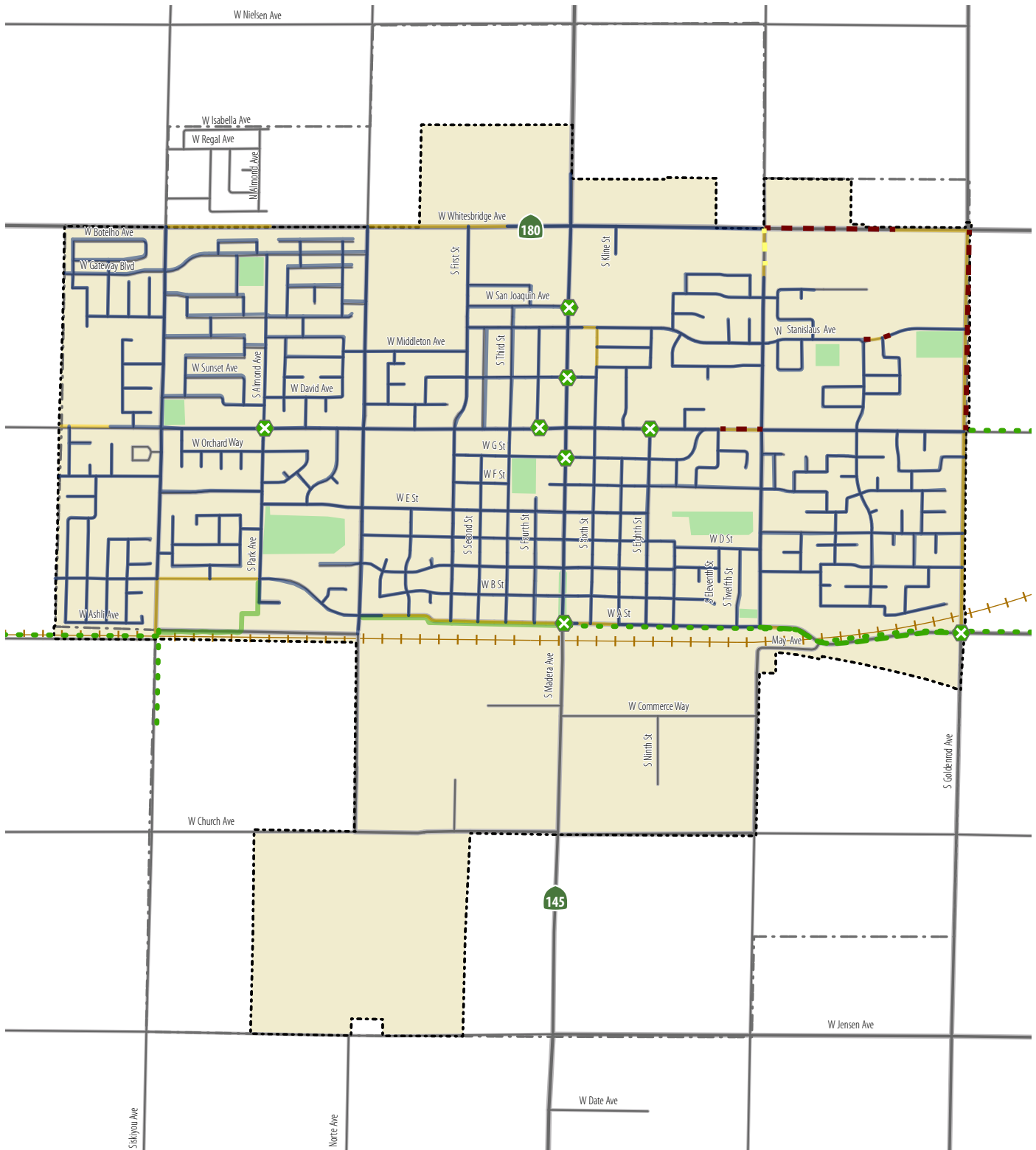
Costs to implement these facilities are summarized in Table 9-4.

Table 9-4: Cost of Planned Walking and Biking Facilities in Kerman

Facility Type	Cost Per Mile	High Priority	Total
Sidewalk	\$369,600	\$329,000	\$367,500
Shared Use Path (Class I)	\$955,700	\$1,251,967	\$1,490,892
Bike Lane (Class II)	\$401,400	\$1,497,222	\$6,502,680
Bike Route (Class III)	\$16,000	\$41,920	\$109,600
Separated Bikeway (Class IV)	\$633,600	-	-
Crossing Improvements		\$208,700	\$907,400
Total		\$3,328,809	\$9,378,072

Source: Fehr & Peers, 2023

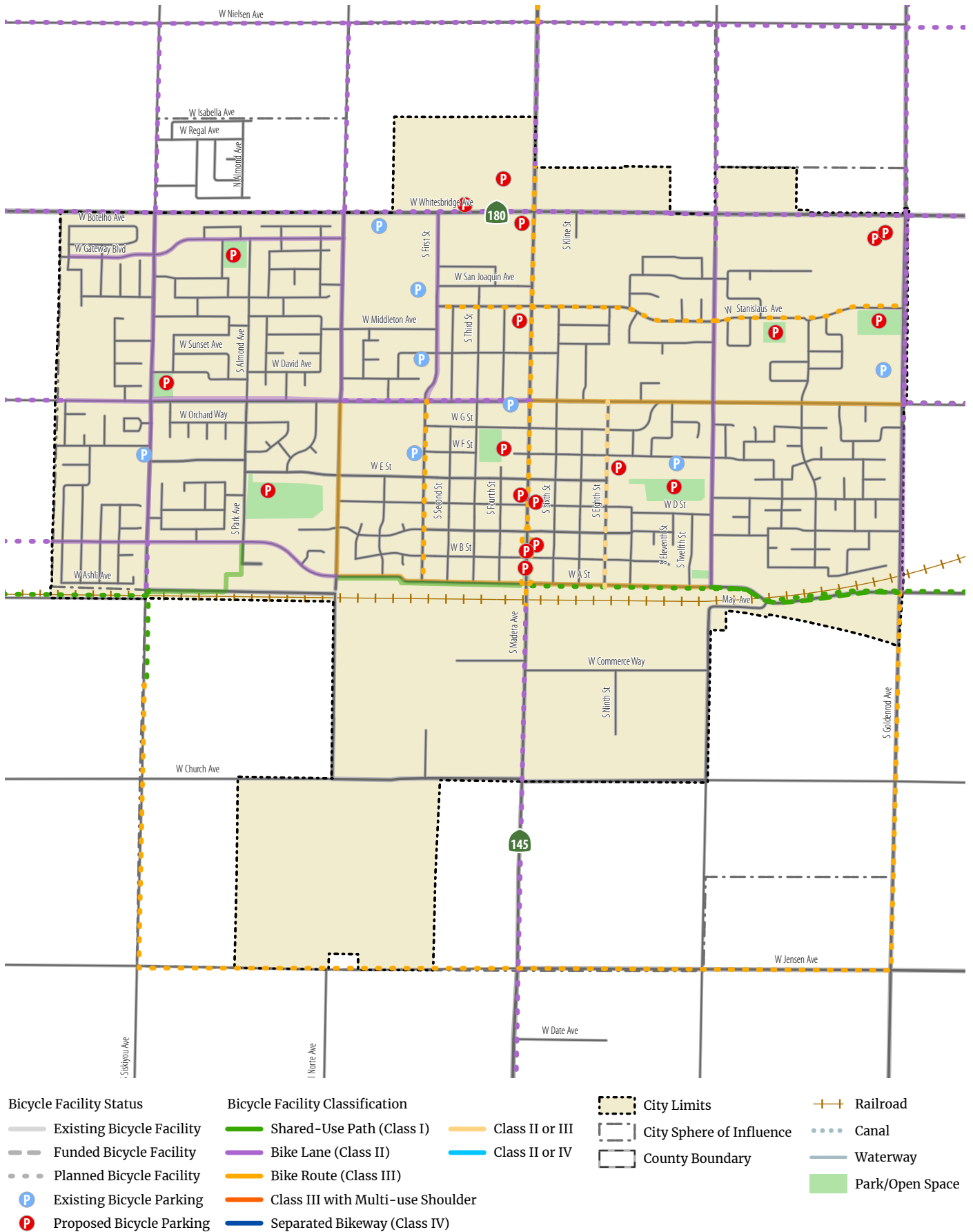
Figure 9-11: Kerman Planned Walking Facilities



- | | | | |
|--------------------------------|---|--------------------------|-----------------|
| Existing Facilities | Planned Facilities | City Limits | Railroad |
| Sidewalk Present on Both Sides | Construct Sidewalk | City Sphere of Influence | Canal |
| Sidewalk Present on One Side | Funded Sidewalk | County Boundary | Waterway |
| Shared-Use Path (Class I) | Planned Shared-Use Path (Class I) | | Park/Open Space |
| | Funded Shared-Use Path (Class I) | | |
| | Intersection Improvements/Pedestrian Crossings | | |
| | Funded Intersection Improvements/Pedestrian Crossings | | |

Source: Fehr & Peers, 2023

Figure 9-12: Kerman Planned Bicycle Facilities



Source: Fehr & Peers, 2023