

## Chapter 7

# MENDOTA

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

### EXISTING CONDITIONS

The City of Mendota is located in northwestern Fresno County, a short distance west of the San Joaquin River (see Figure 1-1). Derrick Avenue (SR 33) and Oller Street (SR 180) run through the city.

#### Existing Bicycle & Pedestrian Facilities

There are 47.1 miles of sidewalks and 2.4 miles of bikeways within Mendota. These networks are summarized in Table 11-1 and depicted in Figures 11-1 and 11-2.

**Table 11-1: Summary of Existing Walking & Bicycling Facilities in Mendota**

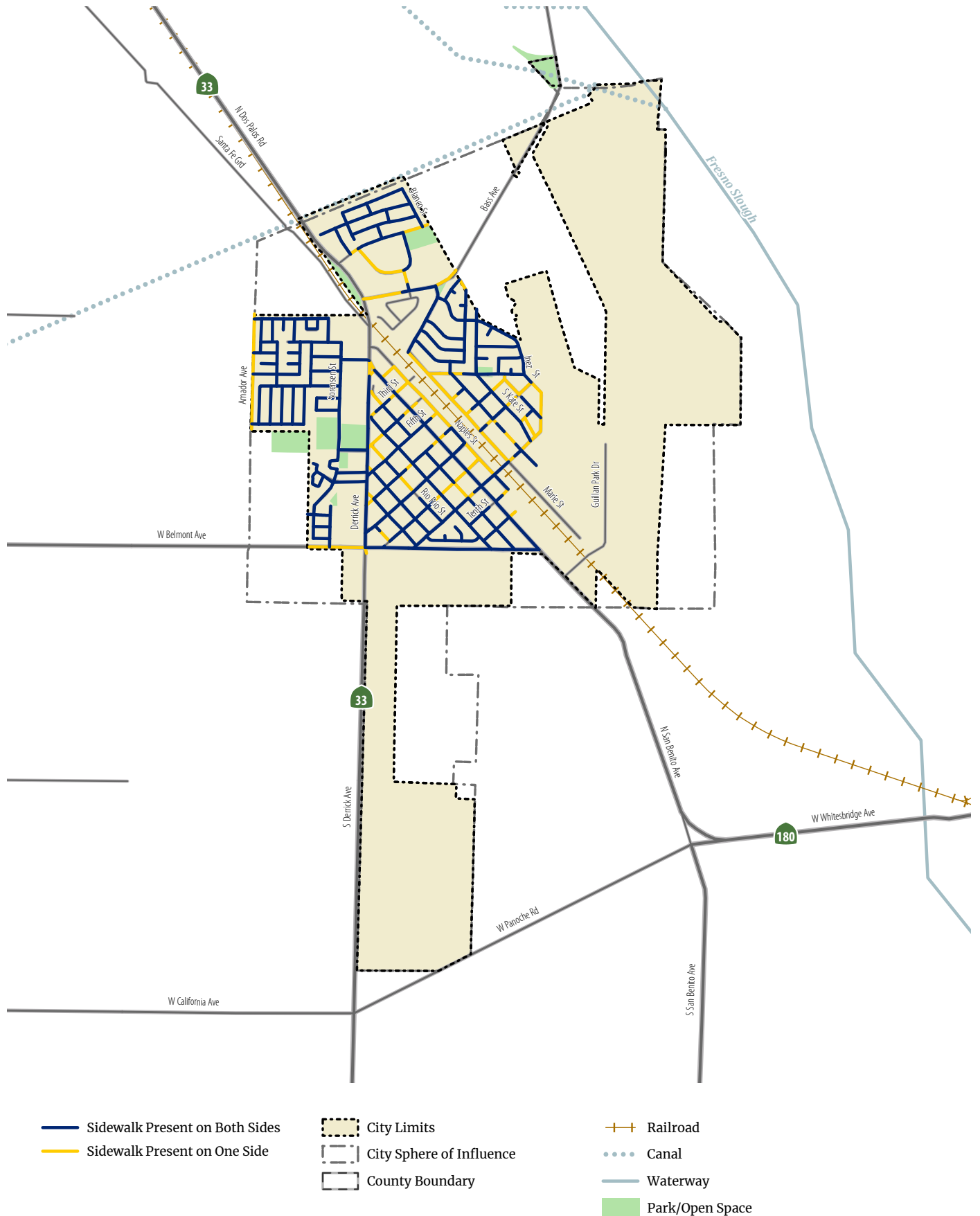
Facility Type	Miles
Sidewalk	47.1
Shared Use Path (Class I)	0.0
Bike Lane (Class II)*	2.4
Bike Route (Class III)*	0.0
Separated Bikeway (Class IV)*	0.0

*\*Distance measured by centerline*

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

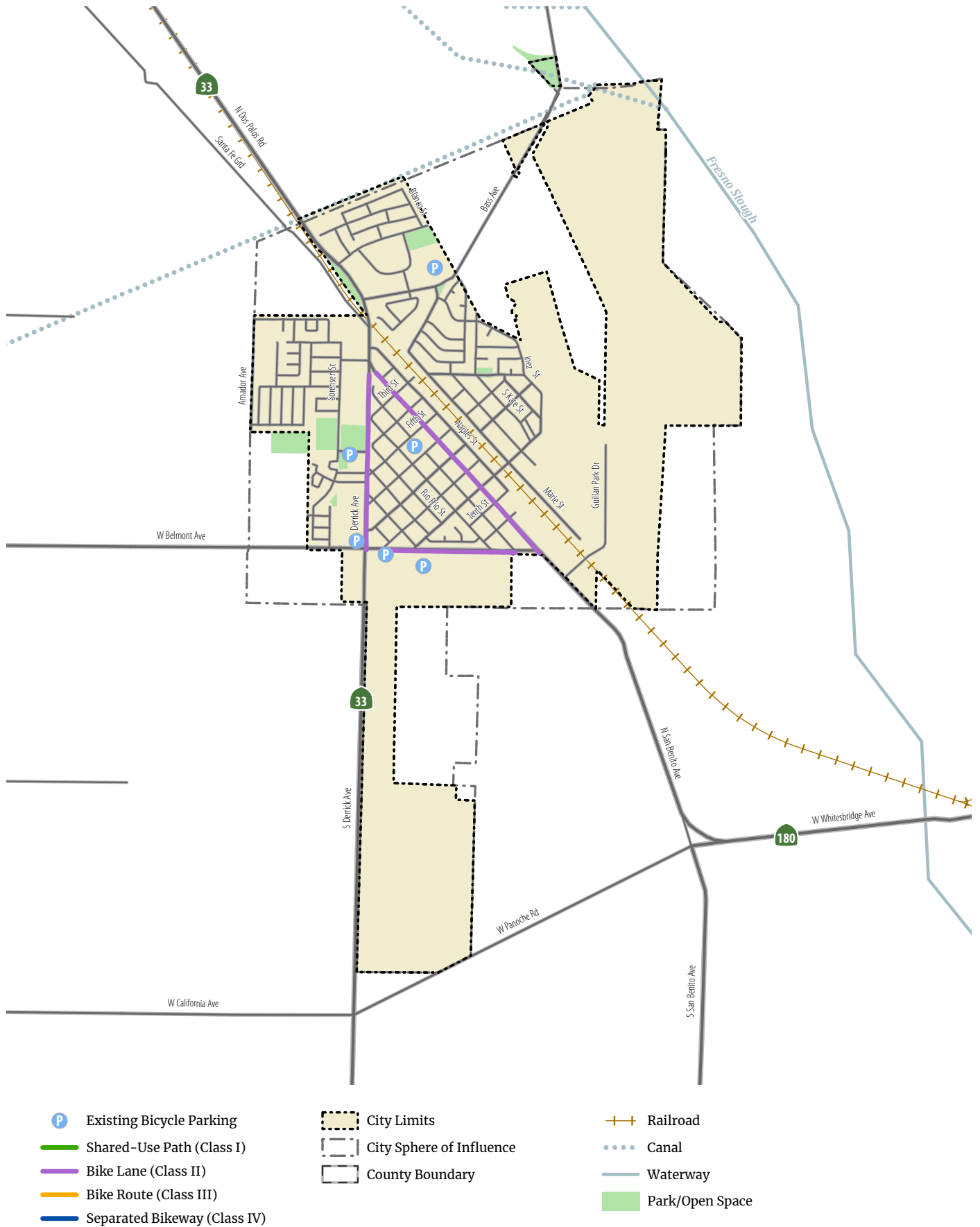
- » Sidewalks are present in the neighborhoods but are lacking along many arterials.
- » Railroad tracks divide the city and are challenging for residents to cross. Existing crossings are at Derrick Avenue, 9th Street, and Belmont Avenue.
- » Intersections along Derrick Avenue (SR 33) are challenging for pedestrians to cross, though many key destinations are present including schools, parks, and retail.
- » Pool Park is separated from the city core by Bass Avenue, which lacks bicycle and pedestrian facilities.

**Figure 11-1: Existing Pedestrian Facilities in Mendota**



Source: Fehr & Peers, 2023

**Figure 11-2: Existing Bicycling Facilities in Mendota**



Source: Fehr & Peers, 2023



## Plans and Policies Related to Active Transportation

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

- » City of Mendota General Plan (2009)
- » River Ranch Specific Plan (2013)
- » City of Mendota Safe Routes to School Master Plan (2023)
- » City of Mendota American with Disabilities Act Transition Plan (2011)
- » City of Mendota Standard Specifications (2007)
- » City of Mendota Standard Drawings (2010)
- » Municipal Code of Mendota, California (2017)

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 Mendota has spent more than \$360,000 on walking and bicycling projects over the last five years:

- » Prepared City of Mendota's Safe Route to School Master Plan (\$110,000)
- » Improved the intersection of 9th St & Belmont, across from Mendota Junior High with overhead flashing beacons (\$250,000)
- » Built new curb ramps and provided road diets (striping to reduce lane widths and provide a should parking/bike lane) with street reconstruction projects

## Maintenance

City Public Works refreshes stop bars and legends and fills potholes annually. Street lighting, pedestrian signals, and vegetation are maintained as needed. Road reconstruction and rehabilitation results in new and upgraded curb ramps and a road diet on collector streets. Sidewalk repairs and gap closures and street reconstruction are dependent on available funding.

## Education & Encouragement Programs

Schools have dedicated school resource police officers. The police department conducts enforcement of vehicles yielding at crosswalks intermittently and as

needed. Safe walking and biking education at schools is conducted occasionally. The city also holds an annual driver awareness day.

### Key Destinations

Figure 11-3 shows key destinations for bicyclists and pedestrians in the City of Mendota. Highlights include

- » Local schools including McCabe Elementary School, Mendota Elementary School, Washington Elementary School, Mendota Junior High School, and Mendota High School;
- » Parks including Rojas Pierce Park, Veteran’s Park, Lozano Park, and Pool Park;
- » Restaurants and businesses downtown, especially along Oller Street and at 7th Street and Derrick Avenue, and
- » Mendota Branch Library.

**Figure 11-3: Key Destinations in Mendota**



Source: Fehr & Peers, 2023

## Disadvantaged Communities

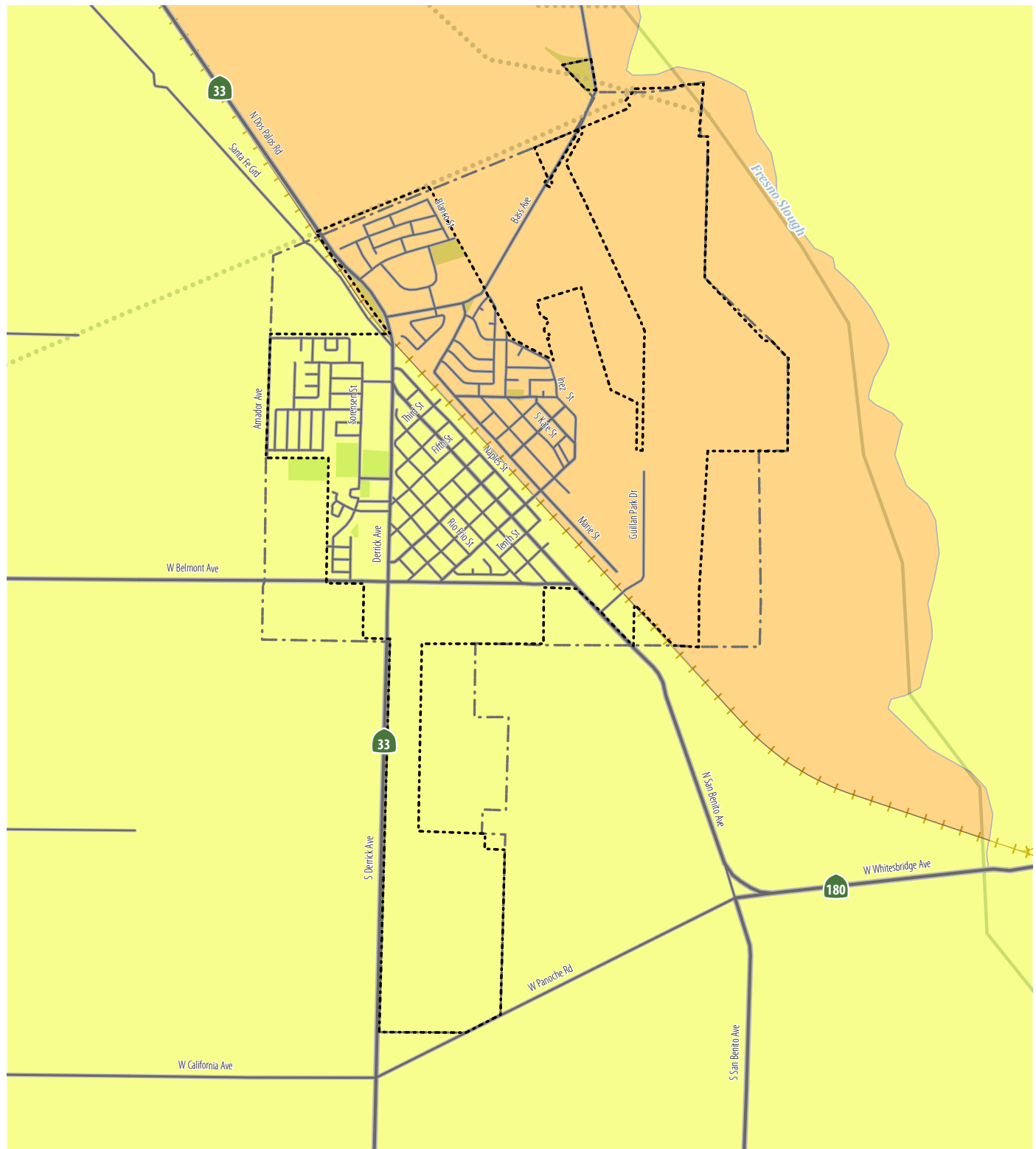
All of Mendota meets several of the Active Transportation Program criteria for disadvantaged communities, described in Chapter 2, Existing Conditions.

- » **Median Household Income:** All households in Mendota make less than 65 percent of the state median.
- » **Free & Reduced Price Meals for Schools:** All schools have over 90 percent of students eligible for free or reduced price meals.
- » **CalEnviroScreen:** Mendota falls within the 15th through 20th percentile most disadvantaged areas in the state.
- » **Healthy Places Index:** Mendota is within the 10 percent most disadvantaged areas in the state.
- » **Federal Climate & Economic Justice Tool:** Mendota exceeds three to six categories in the screening tool, as shown in Figure 11-4.
- » **US DOT Equitable Transportation Community Disadvantaged Community Tool:** Most of Mendota falls within the 10 percent most disadvantaged areas in the state, as shown in Figure 11-5.
- » **FCOG Environmental Justice Areas:** All of Mendota is considered disadvantaged by this definition.

Because all of Mendota 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.



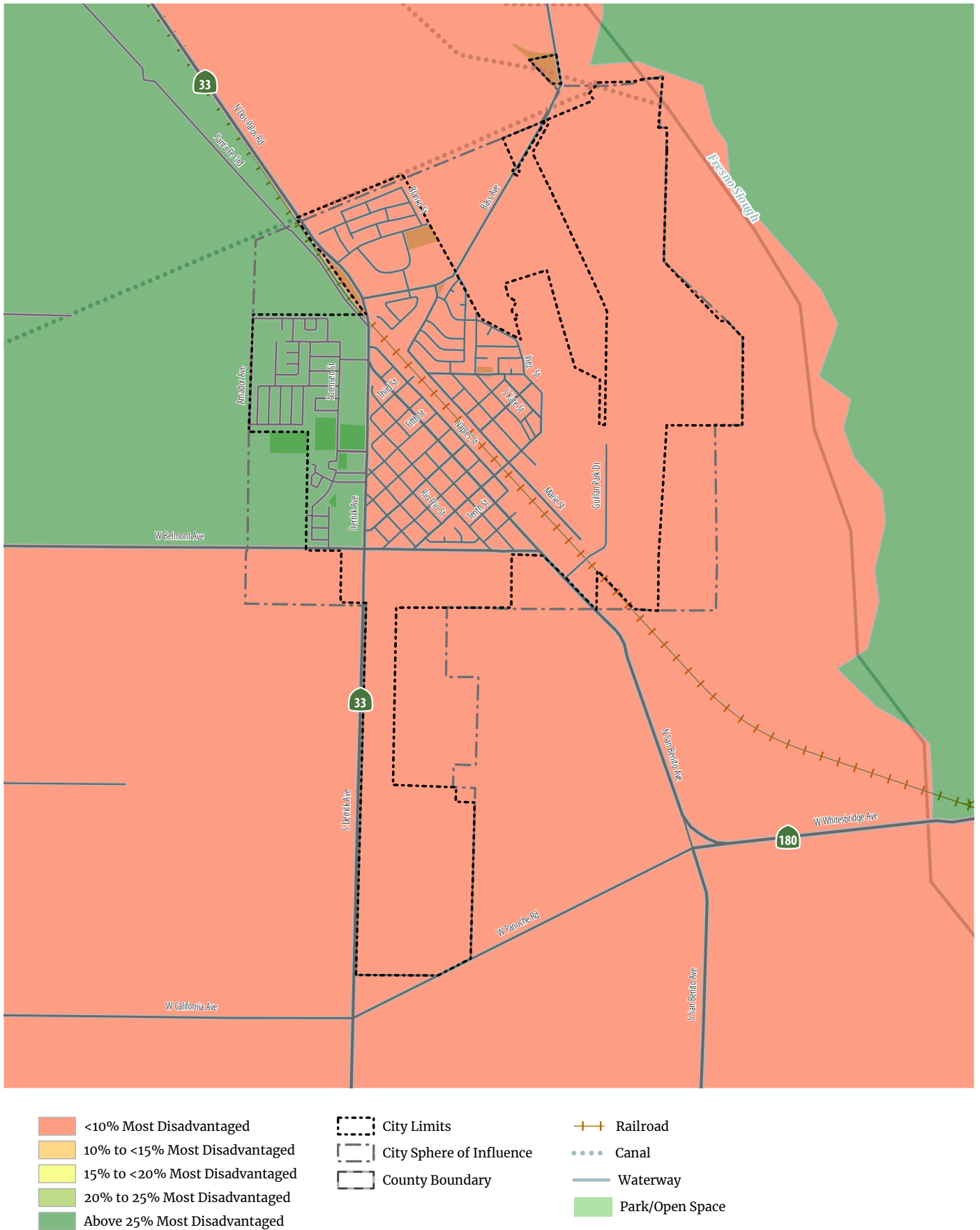
**Figure 11-4: Mendota Federal Climate & Economic Justice Screening Results**



- |  |   |  |
|--|---|--|
| <span style="display: inline-block; width: 15px; height: 15px; background-color: #f08080; border: 1px solid black; margin-right: 5px;"></span> 7 Categories Exceeded     | <span style="display: inline-block; border: 2px dashed black; width: 15px; height: 15px; margin-right: 5px;"></span> City Limits              | <span style="display: inline-block; width: 15px; height: 15px; border-top: 1px dashed black; margin-right: 5px;"></span> Railroad                              |
| <span style="display: inline-block; width: 15px; height: 15px; background-color: #ffcc99; border: 1px solid black; margin-right: 5px;"></span> 5 - 6 Categories Exceeded | <span style="display: inline-block; border: 1px dashed black; width: 15px; height: 15px; margin-right: 5px;"></span> City Sphere of Influence | <span style="display: inline-block; width: 15px; height: 15px; border-bottom: 1px dotted black; margin-right: 5px;"></span> Canal                              |
| <span style="display: inline-block; width: 15px; height: 15px; background-color: #ffff99; border: 1px solid black; margin-right: 5px;"></span> 3 - 4 Categories Exceeded | <span style="display: inline-block; border: 1px solid black; width: 15px; height: 15px; margin-right: 5px;"></span> County Boundary           | <span style="display: inline-block; width: 15px; height: 15px; border-left: 1px solid black; margin-right: 5px;"></span> Waterway                              |
| <span style="display: inline-block; width: 15px; height: 15px; background-color: #c1e1c1; border: 1px solid black; margin-right: 5px;"></span> 1 - 2 Categories Exceeded |   | <span style="display: inline-block; width: 15px; height: 15px; background-color: #90ee90; border: 1px solid black; margin-right: 5px;"></span> Park/Open Space |
| <span style="display: inline-block; width: 15px; height: 15px; background-color: #808080; border: 1px solid black; margin-right: 5px;"></span> 0 Categories Exceeded     |   |  |

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

**Figure 11-5: Mendota US DOT Equitable Transportation Community Screening Results**



Source: US DOT, 2023; Fehr & Peers, 2023



## Existing Trips

Based on the U.S. Census American Community Survey, approximately 0.9 percent of Mendota workers commute to work by walking and zero percent commute to work by bicycling. These shares are much less than the statewide averages, as shown in Table 11-2. 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 Mendota is higher than shown here.

**Table 11-2 Mendota Trips to Work by Bicycling and Walking**

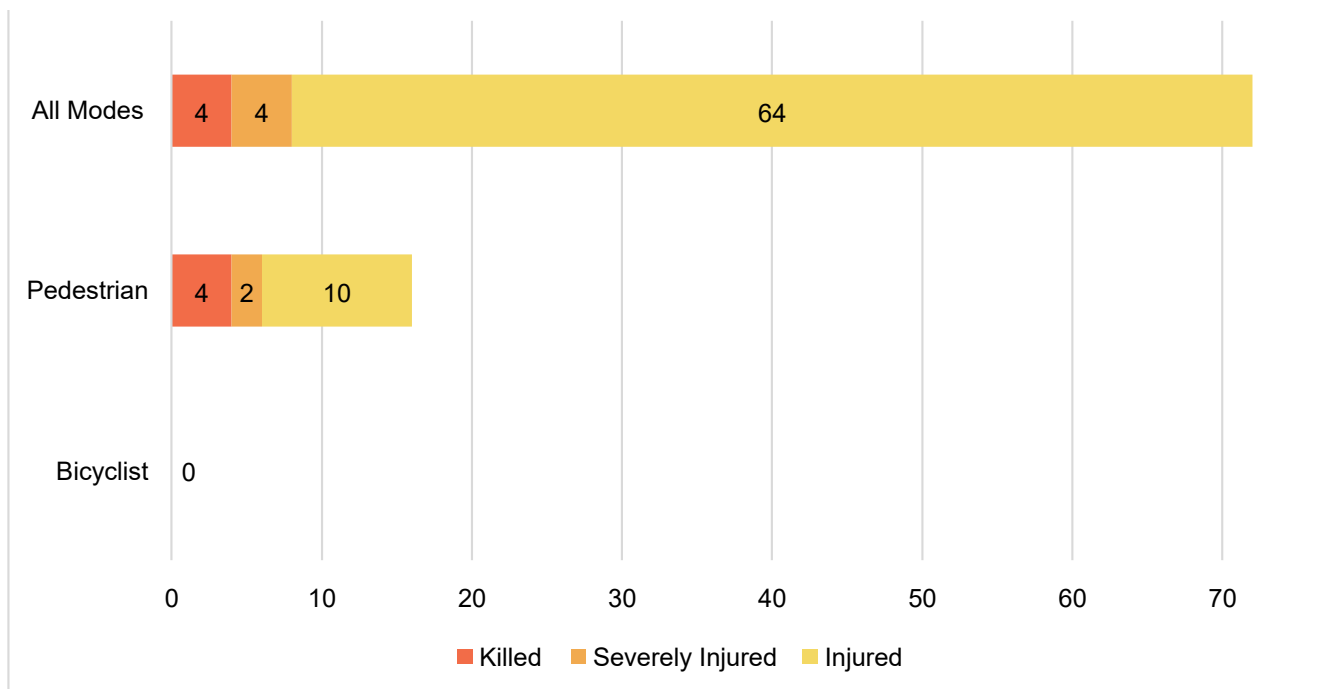
Jurisdiction	Walk		Bicycle	
	Estimate	Share	Estimate	Share
Mendota	35	0.9%	0	0.0%
California	440,483	2.4%	128,474	0.7%

*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

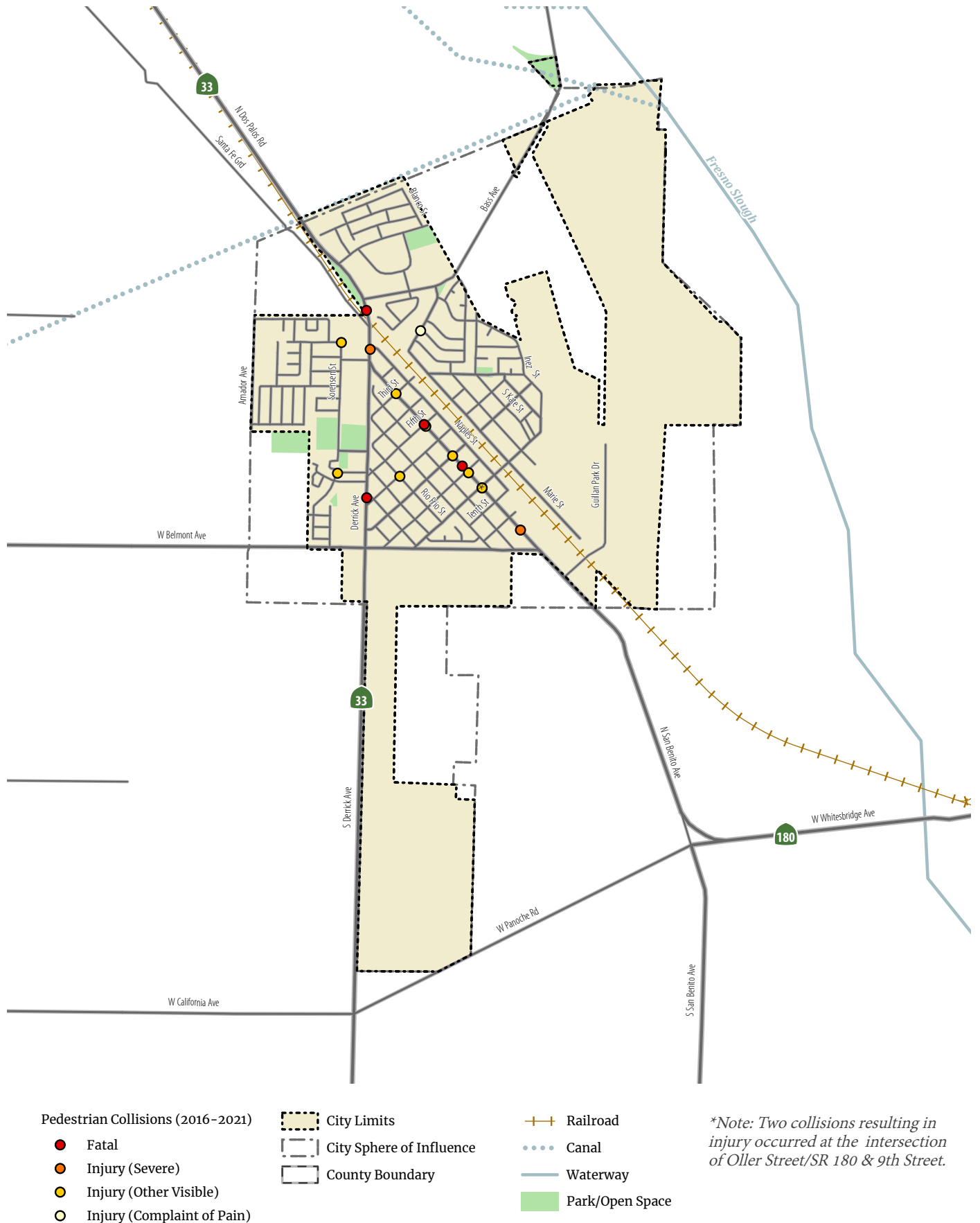
There were 16 injury collisions reported between 2016 and 2021 that involved pedestrians and none involving bicyclists. In this period, 100 percent of fatal collisions and 50 percent of severe injury collisions involved a person walking. 22 percent of all collisions resulting in injury or fatality involved a person walking. Figures 11-6 and 11-7, respectively, summarize and map these collisions.

**Figure 11-6: Collisions by Severity in Mendota, 2016 -2021**



*Sources: UC Berkeley SafeTREC, 2023, Fehr & Peers, 2023.*

**Figure 11-7: Collisions Involving a Pedestrian in Mendota**



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

## PLANNED NETWORKS

The planned walking and biking networks for Mendota are summarized in Table 11-3 and mapped in Figures 11-8 and 11-9. The networks include shared-use paths, bike lanes and routes, sidewalks, and crosswalk improvements. The proposed networks are designed to connect to Mendota’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 11-7 also presents planned bike parking for Mendota. 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 11-3: Summary of Planned Walking and Biking Facilities in Mendota**

Facility Type	Existing (Miles)	Planned (Miles)	Total (Miles)
Sidewalk	47.1	1.7	48.8
Shared Use Path (Class I)	0.0	5.5	5.5
Bike Lane (Class II)*	2.4	9.7	12.1
Bike Route (Class III)*	0.0	0.7	0.7
Separated Bikeway (Class IV)*	0.0	0.0	0.0

*\*Distance measured by centerline*

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

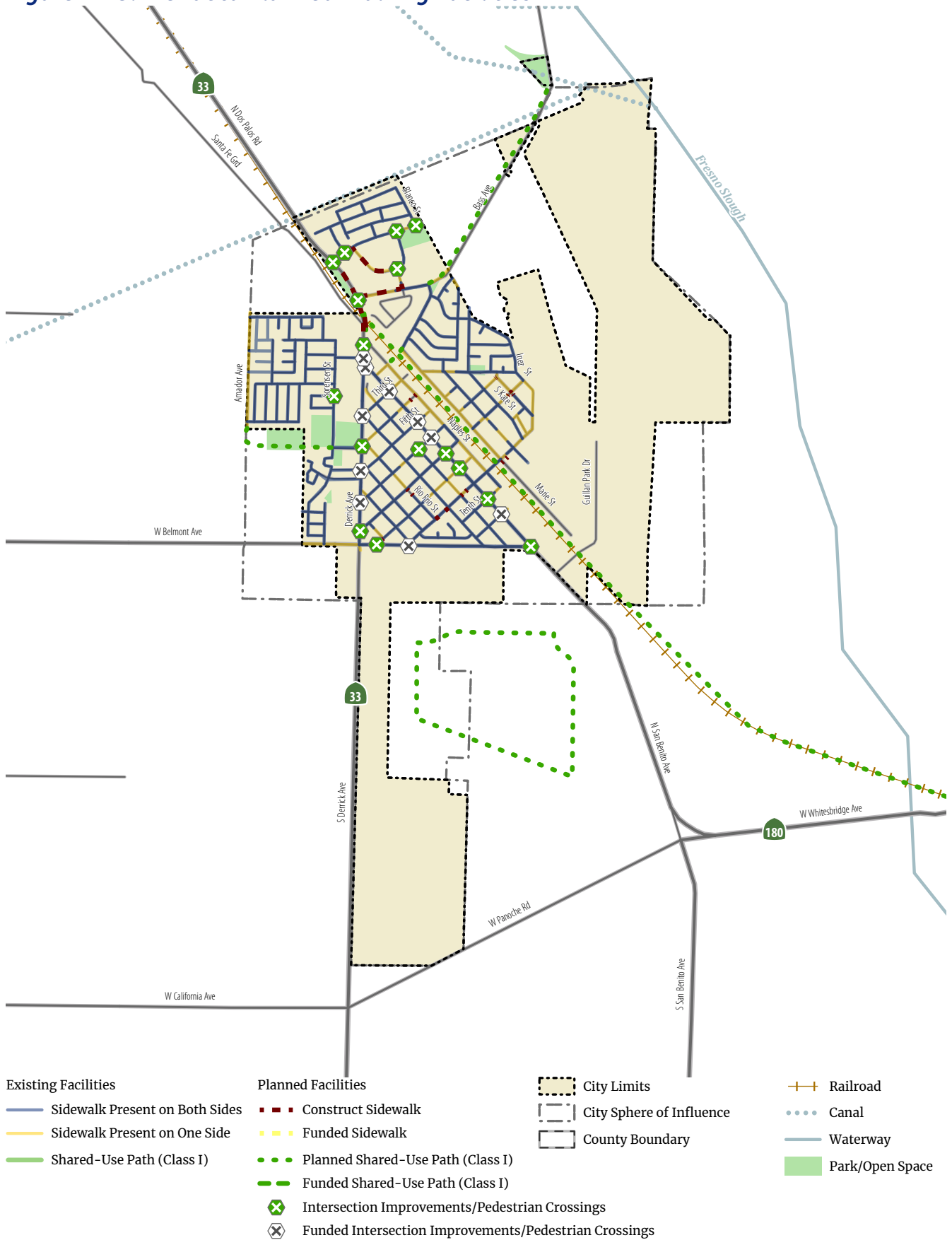
Costs to implement these facilities are summarized in Table 11-4.

**Table 11-4: Cost of Planned Walking and Biking Facilities in Mendota**

Facility Type	Cost Per Mile	High Priority	Total
Sidewalk	\$369,600	\$548,100	\$625,800
Shared Use Path (Class I)	\$955,700	\$2,580,390	\$5,208,565
Bike Lane (Class II)	\$401,400	\$3,692,880	\$3,893,580
Bike Route (Class III)	\$16,000	\$11,840	\$11,840
Separated Bikeway (Class IV)	\$633,600	-	-
Crossing Improvements		\$894,600	\$894,600
<b>Total</b>		<b>\$7,727,810</b>	<b>\$10,634,385</b>

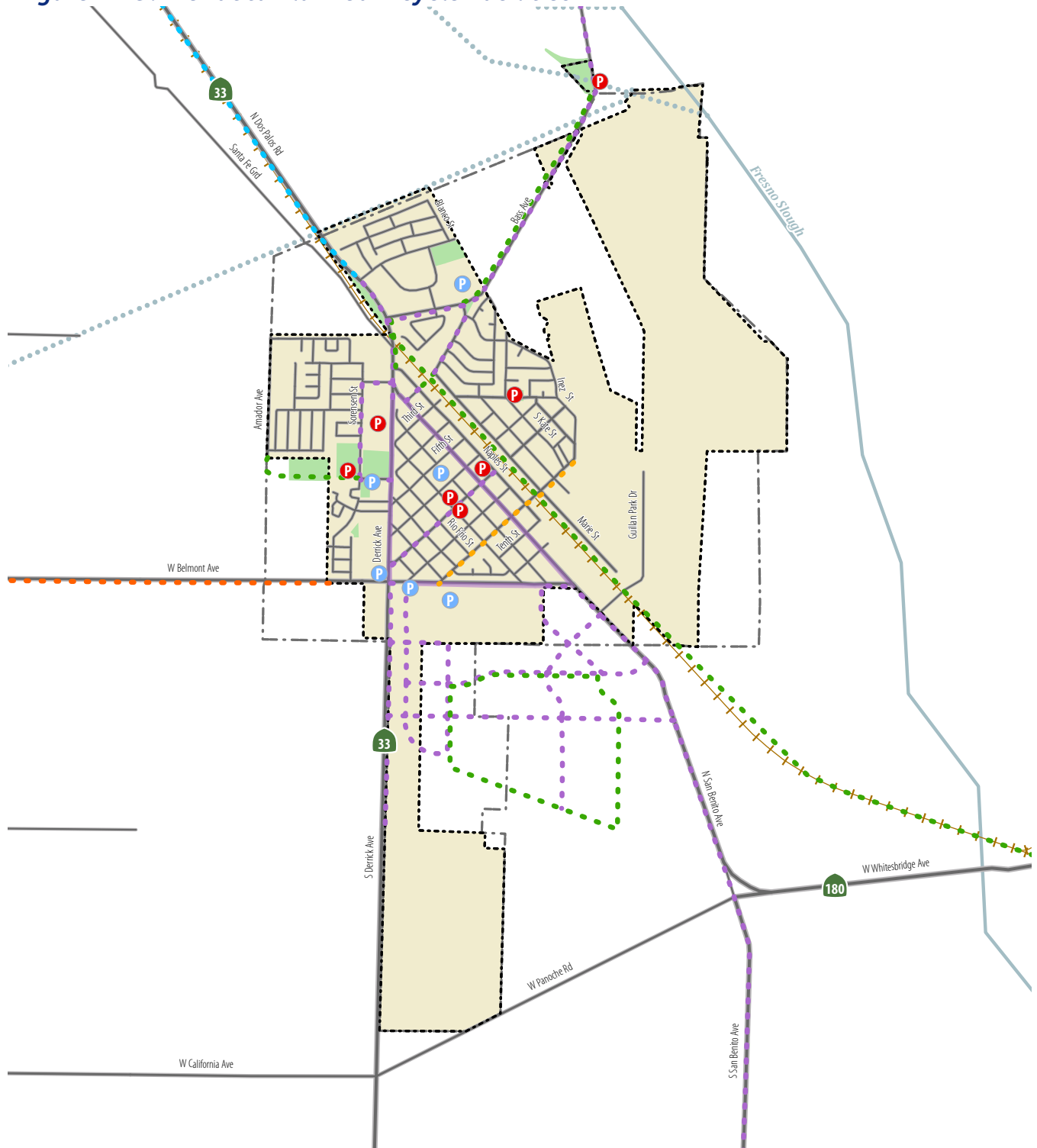
Source: Fehr & Peers, 2023

**Figure 11-8: Mendota Planned Walking Facilities**



Source: Fehr & Peers, 2023

**Figure 11-9: Mendota Planned Bicycle Facilities**



<b>Bicycle Facility Status</b>		<b>Bicycle Facility Classification</b>		<b>City Limits</b>	<b>Railroad</b>
— Existing Bicycle Facility	— Funded Bicycle Facility	— Shared-Use Path (Class I)	— Bike Lane (Class II)	--- City Sphere of Influence	--- Canal
--- Planned Bicycle Facility	Ⓟ Existing Bicycle Parking	— Class II or III	— Bike Route (Class III)	▭ County Boundary	— Waterway
Ⓟ Proposed Bicycle Parking		— Class II or IV	— Class III with Multi-use Shoulder		■ Park/Open Space
		— Separated Bikeway (Class IV)			

Source: Fehr & Peers, 2023

**MENDOTA  
JUNIOR HIGH  
SCHOOL**

