

Chapter 12

ORANGE COVE

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

EXISTING CONDITIONS

The City of Orange Cove is located in the San Joaquin Valley, 8 miles east-southeast of Reedley. (see Figure 1-1). SR 63 runs north-south along Orange Cove’s eastern boundary, which is also the boundary between Fresno and Tulare Counties. The main east-west roadway is Park Boulevard, which is central to the city’s downtown business district

Existing Bicycle & Pedestrian Facilities

There are 33.7 miles of sidewalks and 1.1 miles of bikeways within Orange Cove. These networks are summarized in Table 7-1 and depicted in Figures 7-1 and 7-2.

Table 12-1: Summary of Existing Walking & Bicycling Facilities in Orange Cove

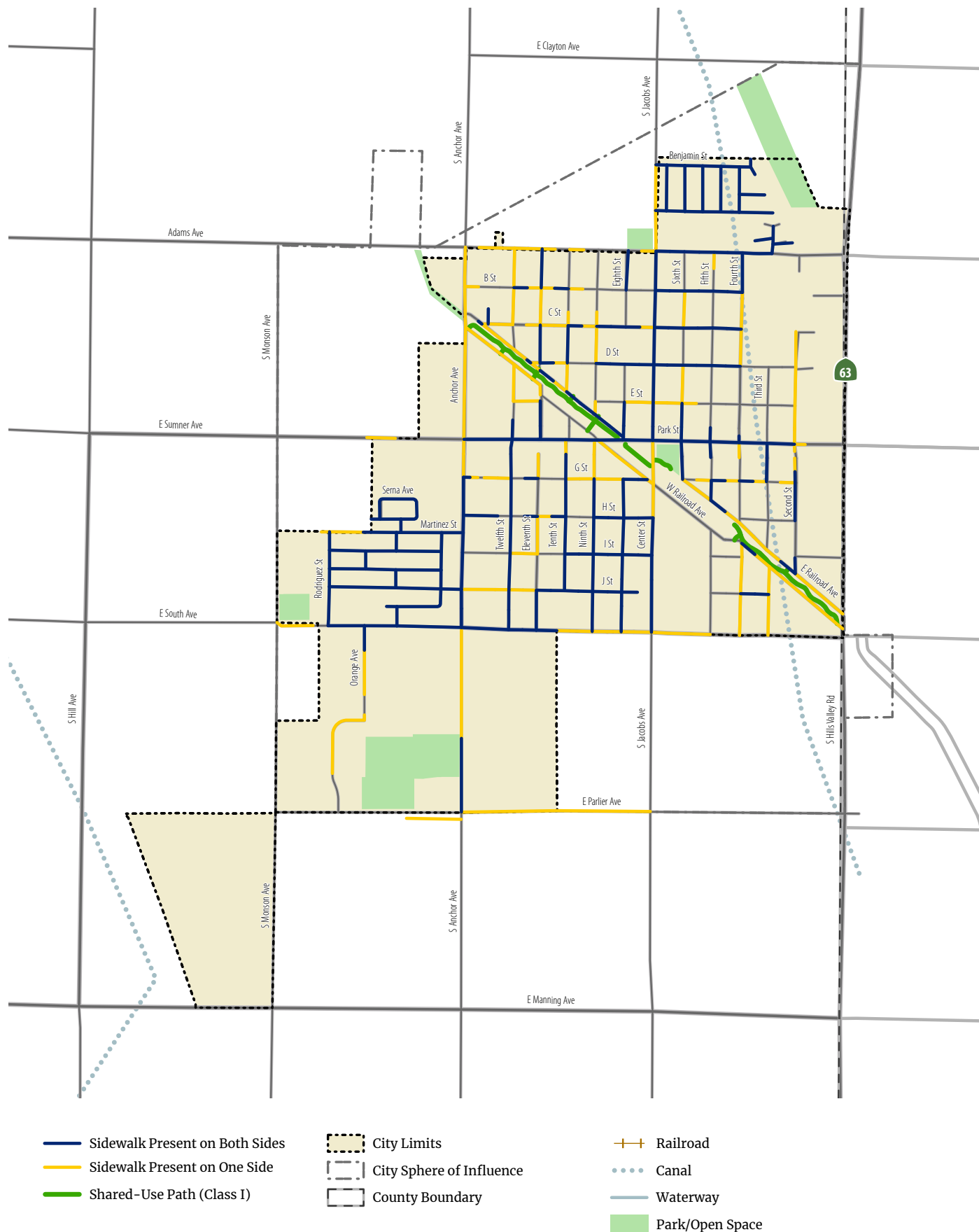
Facility Type	Miles
Sidewalk	33.7
Shared Use Path (Class I)	1.2
Bike Lane (Class II)*	1.1
Bike Route (Class III)*	0.0
Separated Bikeway (Class IV)*	0.0

**Distance measured by centerline*

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

- » Though the city has made much progress in adding sidewalks, many gaps still exist.
- » Residents have expressed a strong desire for improved pedestrian crossings in many locations across the city.
- » A shared-use path runs along the former railroad alignment that bisects the city.

Figure 12-1: Existing Pedestrian Facilities in Orange Cove



Plans and Policies Related to Active Transportation

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

- » City of Orange Cove General Plan (2003)
- » City of Orange Cove Standard Drawings (2013)
- » Municipal Code and Charter of Orange Cove (2016)

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.

Maintenance

The city does not have formal policies for maintenance of active transportation facilities. Maintenance is generally performed as needed.

Education & Encouragement Programs

The city has reported no education or encouragement programs related to active transportation.

Key Destinations

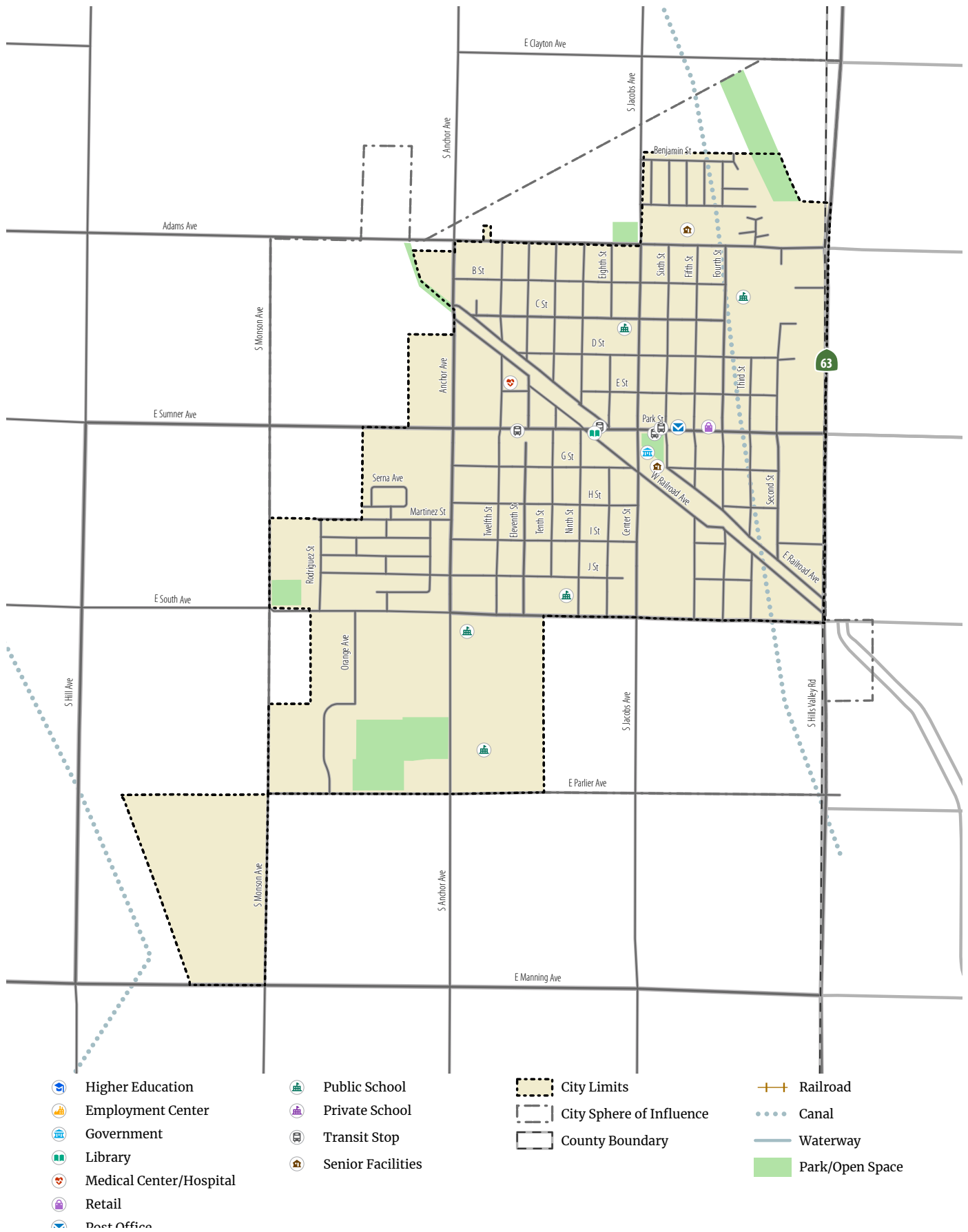
Figure 7-3 shows key destinations for bicyclists and pedestrians in the City of Orange Cove. Highlights include

- » Local schools and parks, including Memorial Park and Feinstein Park
- » Restaurants and businesses downtown along Park Boulevard
- » Lopez Community Center
- » Orange Cove Branch Library.



Lopez Community Center

Figure 12-3: Key Destinations in Orange Cove



Source: Fehr & Peers, 2023

Disadvantaged Communities

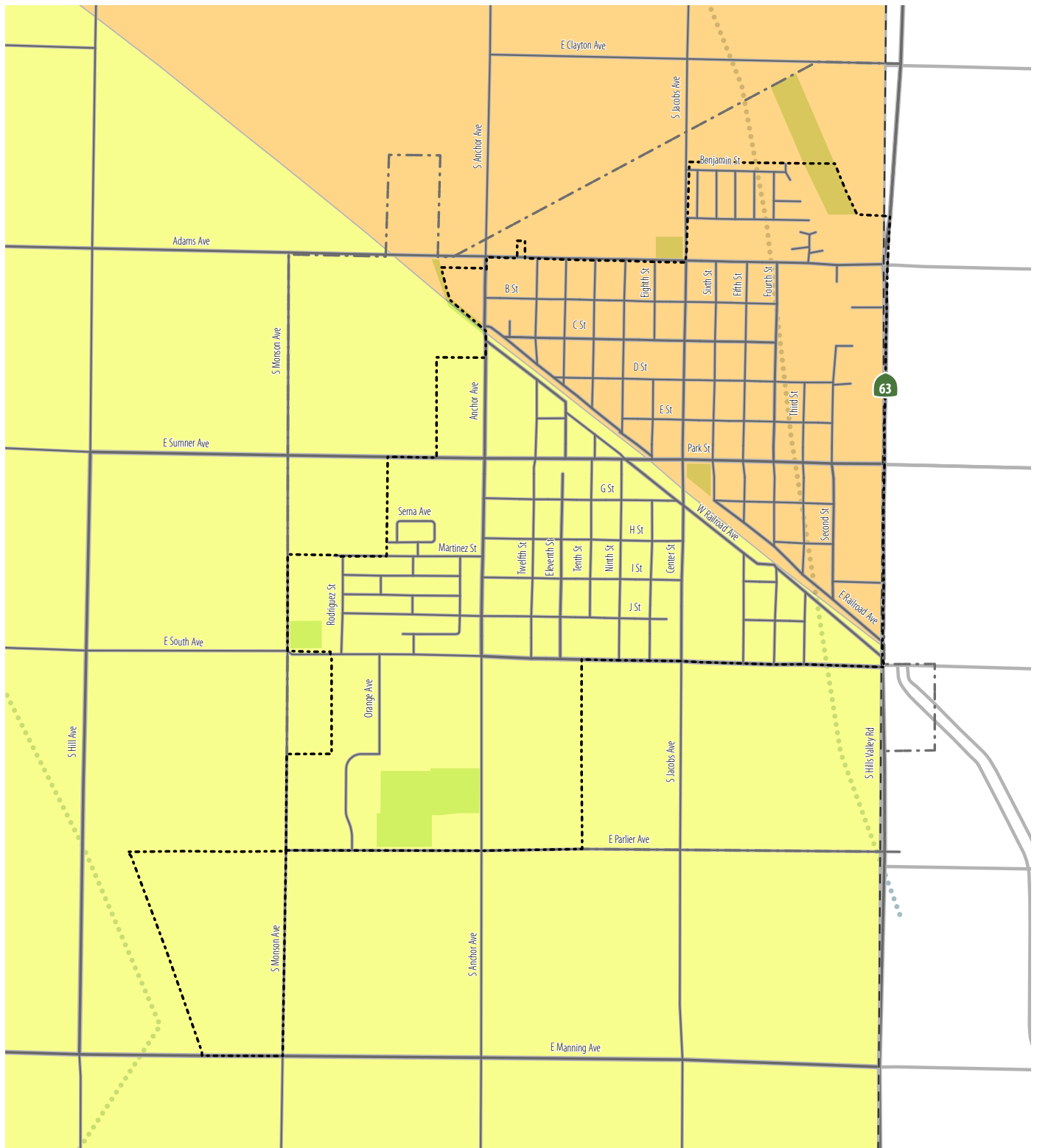
All of Orange Cove meets more than one of the Active Transportation Program criteria for disadvantaged communities, described in Chapter 2, Existing Conditions.

- » **Median Household Income:** All households in Orange Cove make less than 65 percent of the state median.
- » **Free & Reduced Price Meals for Schools:** All schools in Orange Cove have over 90 percent of students eligible for free or reduced price meals.
- » **CalEnviroScreen:** All of Orange Cove is within the 10 percent most disadvantaged areas in the state.
- » **Healthy Places Index:** All of Orange Cove is within the 10 percent most disadvantaged areas in the state.
- » **Federal Climate & Economic Justice Tool:** Orange Cove exceeds three to six categories in the screening tool, as shown in Figure 7-4.
- » **US DOT Equitable Transportation Community Disadvantaged Community Tool:** The southwest side of Orange Cove falls within the 15 through 20 percent most disadvantaged areas in the state, as shown in Figure 7-5.
- » **FCOG Environmental Justice Areas:** All of Orange Cove is considered disadvantaged by this definition.

Because all of Orange Cove 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.



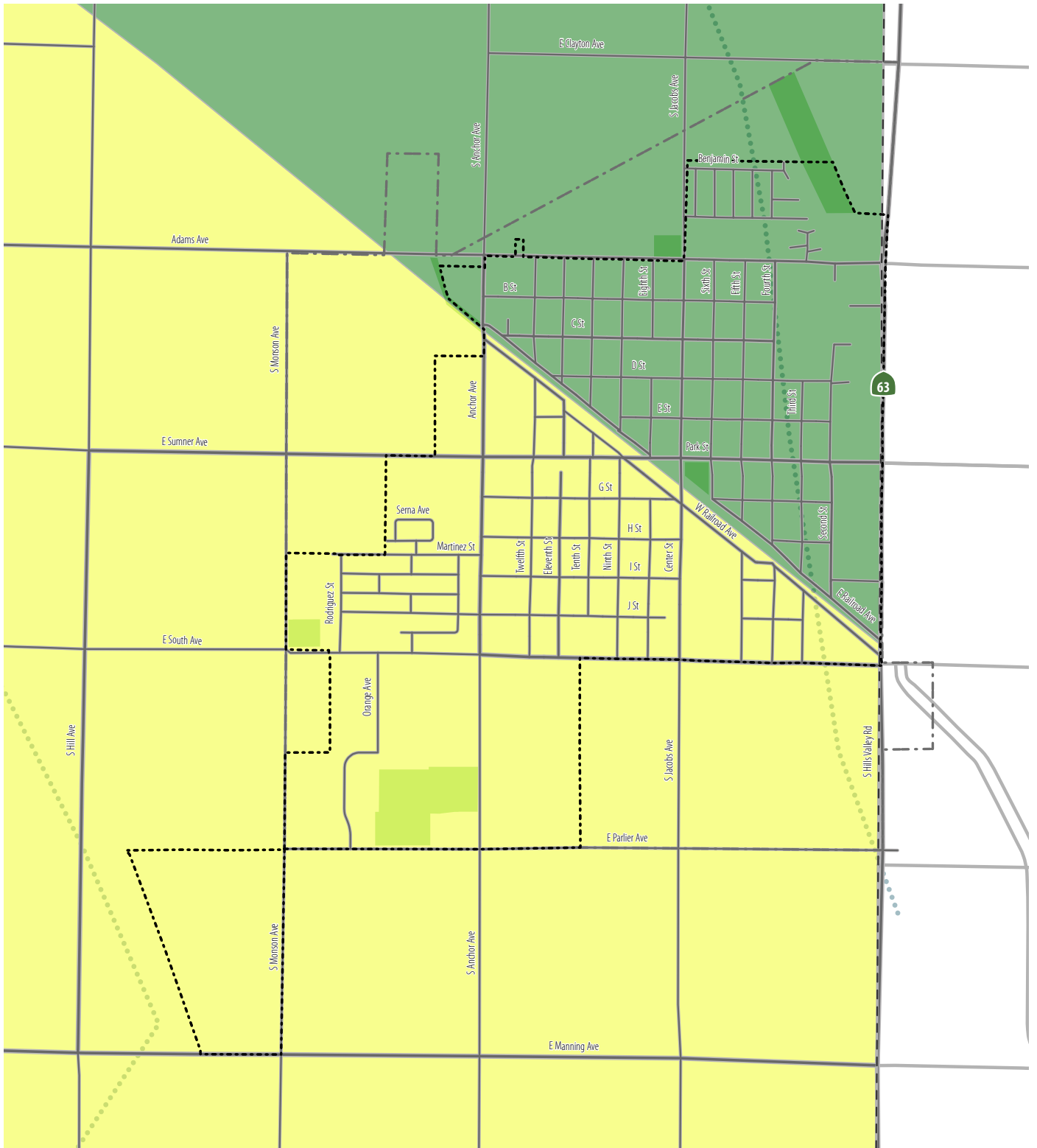
Figure 12-4: Orange Cove Federal Climate & Economic Justice Screen



- | | | |
|---|--|--|
| 7 Categories Exceeded | City Limits | Railroad |
| 5 - 6 Categories Exceeded | City Sphere of Influence | Canal |
| 3 - 4 Categories Exceeded | County Boundary | Waterway |
| 1 - 2 Categories Exceeded | | Park/Open Space |
| 0 Categories Exceeded | | |

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

Figure 12-5: Orange Cove US DOT Equitable Transportation Community Screening Results



- | | | |
|--|--|--|
| <10% Most Disadvantaged | City Limits | Railroad |
| 10% to <15% Most Disadvantaged | City Sphere of Influence | Canal |
| 15% to <20% Most Disadvantaged | County Boundary | Waterway |
| 20% to 25% Most Disadvantaged | | Park/Open Space |
| Above 25% Most Disadvantaged | | |

Source: U.S. DOT, 2023; Fehr & Peers, 2023

Existing Trips

Based on the U.S. Census American Community Survey, approximately two percent of Orange Cove workers commute to work by walking and zero percent commute to work by bicycling. These shares are lower than the statewide averages, as shown in Table 7-2. 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 Orange Cove is higher than shown here.

Table 12-2: Trips to Work by Walking and Bicycling in Orange Cove

Jurisdiction	Walk		Bicycle	
	Estimate	Share	Estimate	Share
Orange Cove	64	2.0%	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 two total injury collisions reported between 2016 and 2021 in Orange Cove. None of the collisions in this time period involved people walking or bicycling.



PLANNED NETWORKS

The planned walking and biking networks for Orange Cove are summarized in Table 7-3 and shown in Figures 7-6 and 7-7. The networks include shared-use paths, bike lanes and routes, sidewalks, and crosswalk improvements. The proposed networks are designed to connect to Orange Cove'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 7-7 also presents planned bike parking for Orange Cove. These planned bike parking locations supplement existing locations by adding parking at parks and near retail areas.

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

Table 12-3: Summary of Planned Walking and Biking Facilities in Orange Cove

Facility Type	Existing (Miles)	Planned (Miles)	Total (Miles)
Sidewalk	33.7	3.6	37.3
Shared Use Path (Class I)	1.2	3.4	4.6
Bike Lane (Class II)*	1.1	14.1	15.2
Bike Route (Class III)*	0.0	0.0	0.0
Separated Bikeway (Class IV)*	0.0	0.0	0.0

**Distance measured by centerline*

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

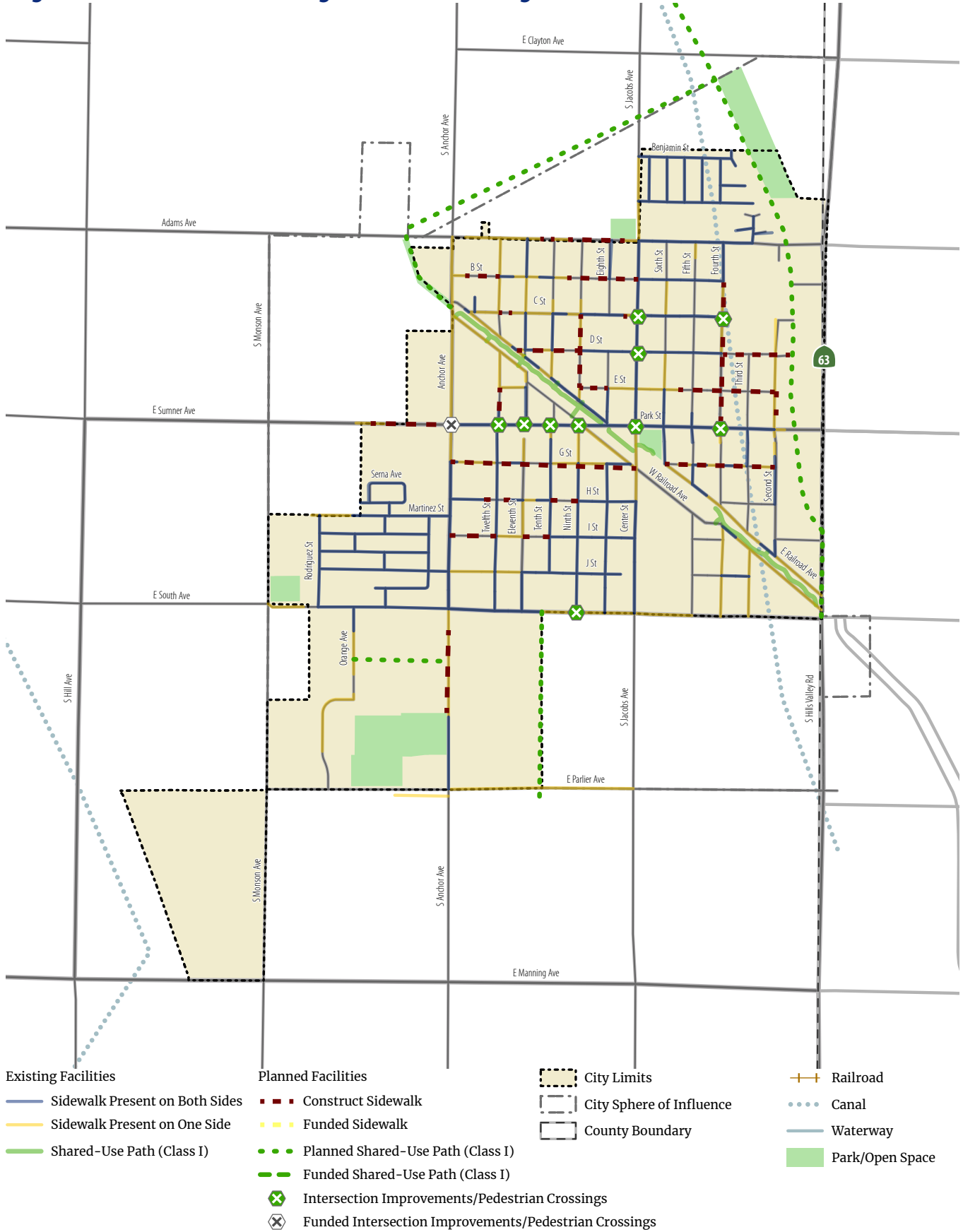
Costs to implement these facilities are summarized in Table 7-4.

Table 12-4: Cost of Planned Walking and Biking Facilities in Orange Cove

Facility Type	Cost Per Mile	High Priority	Total
Sidewalk	\$369,600	\$1,171,800	\$1,313,200
Shared Use Path (Class I)	\$955,700	\$3,048,683	\$3,268,494
Bike Lane (Class II)	\$401,400	\$4,491,666	\$5,639,670
Bike Route (Class III)	\$16,000	-	-
Separated Bikeway (Class IV)	\$633,600	-	-
Crossing Improvements		\$304,800	\$304,800
Total		\$9,016,949	\$10,526,164

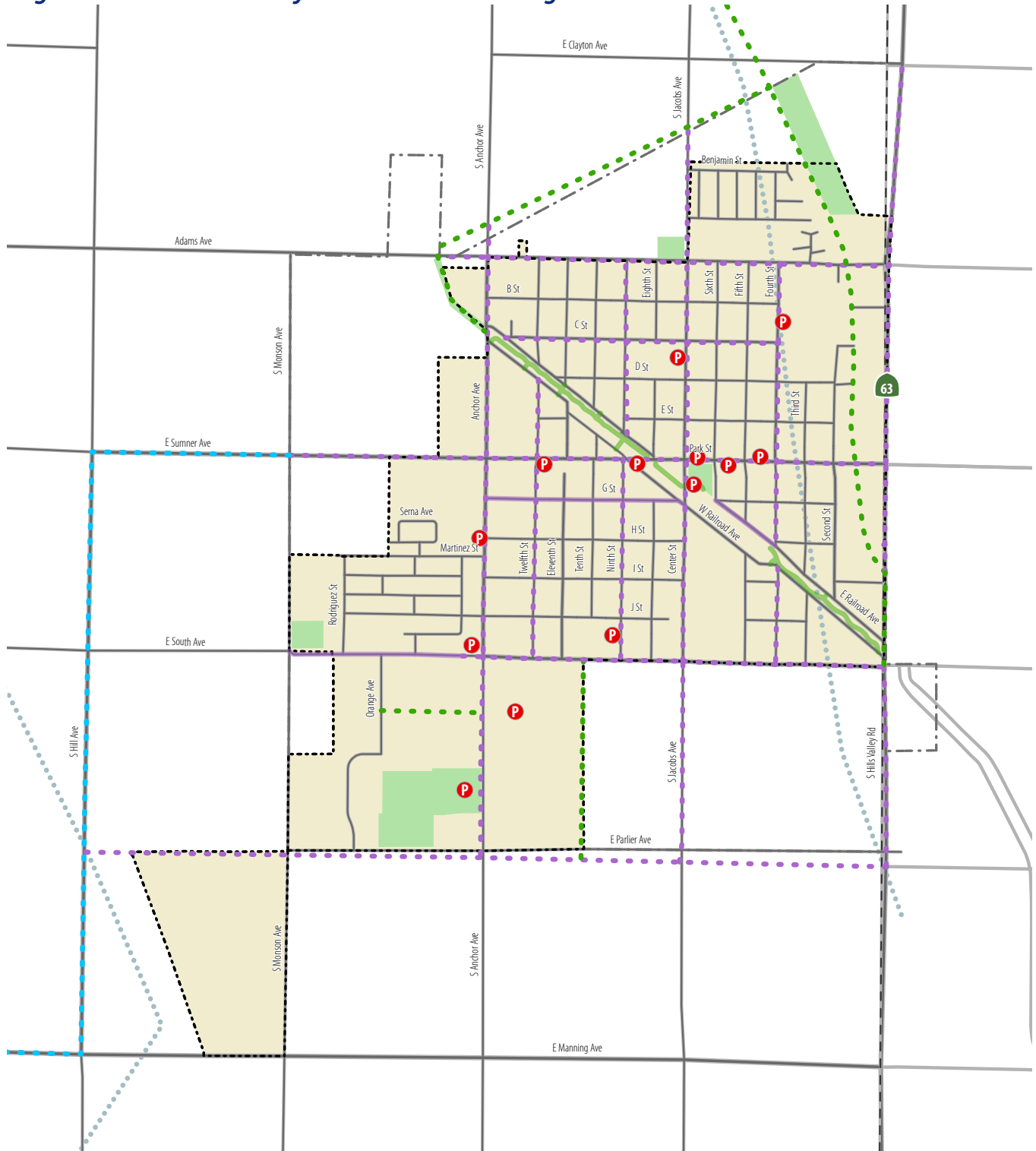
Source: Fehr & Peers, 2023

Figure 12-6: Planned Walking Facilities in Orange Cove



Source: Fehr & Peers, 2023

Figure 12-7: Planned Bicycle Facilities in Orange Cove



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

Source: Fehr & Peers, 2023