

City of Clovis

ACTIVE TRANSPORTATION PLAN

July 2016 (DRAFT)



ACKNOWLEDGEMENTS

The City thanks the residents of Clovis, local agency and non-profit stakeholders, and all who participated in the development and review of the plan.



FEHR & PEERS

Draft July 24, 2016

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INTRODUCTION

The Clovis Active Transportation Plan (ATP) is a comprehensive document outlining the future of walking and bicycling in Clovis. This plan includes:

- A vision for walking and bicycling in the city
- Policies to achieve this vision
- Planned bicycle and pedestrian networks
- Guidelines for elements such as wayfinding signs and bicycle parking
- A prioritized list of projects to develop these networks

Active transportation is non-motorized transportation, primarily walking, bicycling, and wheelchair use. The plan seeks to increase the number of people in Clovis that travel in the city using human powered modes for both utilitarian and recreational purposes. Additionally, the plan seeks to better serve those that use active transportation as their primary travel mode. This plan will ensure the highest and best use of City funds when they are used for pedestrian and bicycle needs. The plan will also improve the City's access to funding for active transportation projects through the state Active Transportation Program and the regional Measure C program. Funds

from these and other sources will be used to implement the infrastructure projects and supporting programs that will increase walking and bicycling within Clovis.

The plan updates many elements of the 2011 Clovis Bicycle Transportation Master Plan and adds plans for walking within the city. The Clovis ATP meets all the 2017 Active Transportation Program Guidelines specified by the California Transportation Commission.

The Planning and Development Services Department created the plan in coordination with other City departments and with the assistance of a stakeholder committee. The City encouraged public participation through open-house format workshops on October 27, 2015, and March 17, 2016, as well as a website dedicated to the project and an interactive online map crowdsourcing tool and survey. The public was also invited to comment on the draft plan during the plan's public review and comment period.

This plan meets all the requirements of the 2017 Active Transportation Program. A table summarizing these requirements and where they are found in this plan is provided in Appendix A, Conformance With ATP Guidelines.

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VISION

The Clovis Active Transportation Plan is guided by the following vision:

A connected and complete network of trails, walkways, and bikeways that provides safe, convenient, and enjoyable connections to key destinations and neighborhoods around the city along major collectors and arterials with minimal gaps and interruptions. The networks will support and encourage walking and biking for transportation and recreation by all members of the community, adding to the city's high quality of life.

Through implementation of this plan, the City seeks to achieve the following goals:

- Increase the share of residents who use walking and bicycling to get to work, school, shopping, and other activities.
- Reduce the number of collisions within the city involving pedestrians and bicyclists.
- Close gaps within the bicycle and pedestrian networks.

BENEFITS

Clovis's climate and topography contribute to an excellent environment for bicycling, walking, and recreational trail use. The level terrain, combined with abundant sunshine, low levels of precipitation,

and popular trail network help make bicycling and walking viable transportation options and recreational activities year-round.

Bicycling and walking have several noteworthy benefits including:

- Providing cardiovascular exercise for people of all ages, improving their health and well-being, and reducing health care costs
- Reduced air pollution and the consumption of non-renewable resources by replacing automobile trips with bicycling and walking trips
- Enjoyment for the whole family – all ages and experience levels can participate
- Reduced transportation costs
- Reduced traffic – bicycling and walking are viable alternatives for many short trips, including trips to work or the store

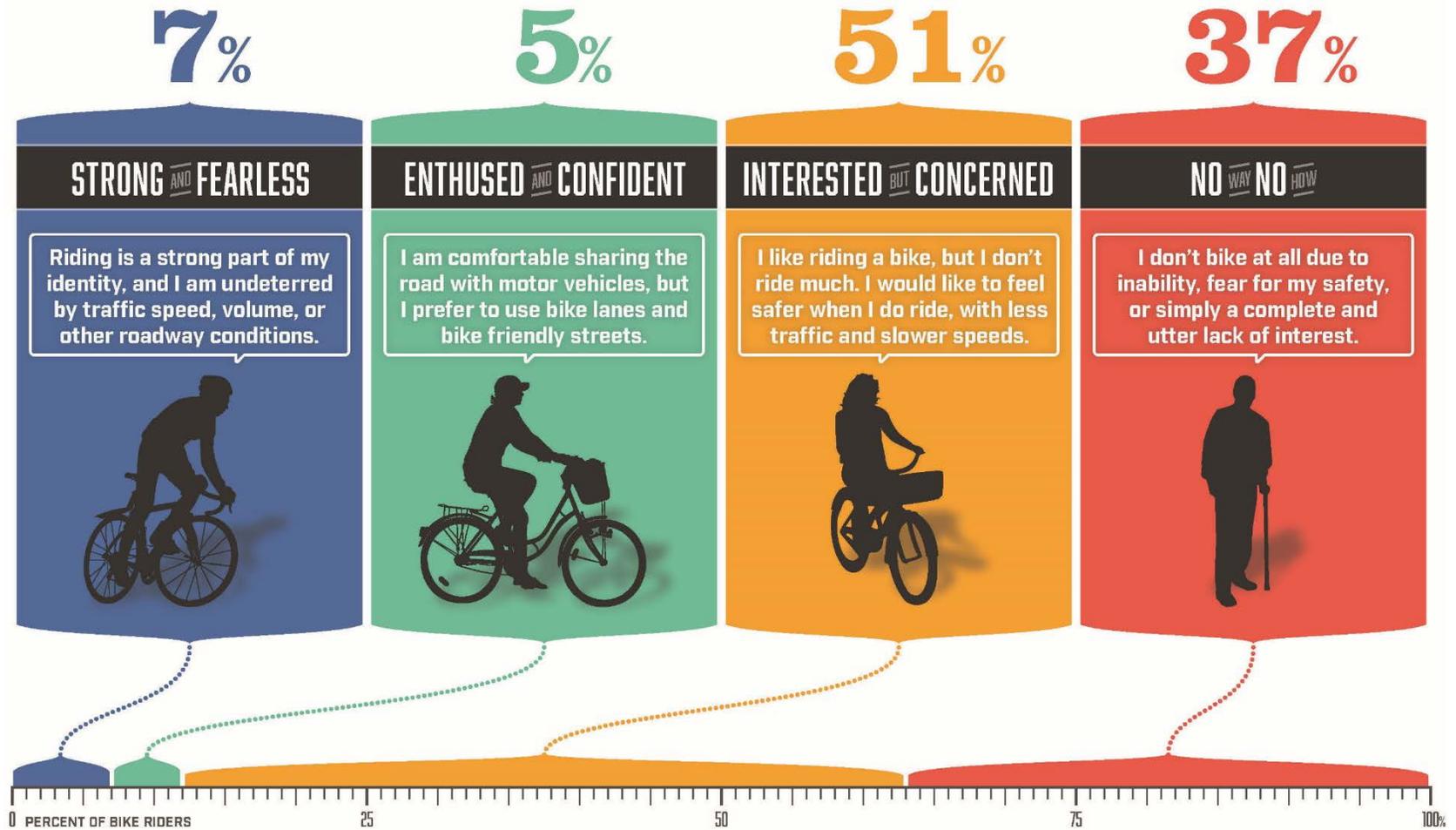
BICYCLE FACILITIES

Different types of bicycle facilities can accommodate a variety of types of bicyclists.

Types of Bicyclists

Bicyclists can be characterized by their comfort on the road and willingness to ride under different conditions. Figure 1 shows the four types of cyclists and their share of the general population.

FIGURE 1: TYPES OF BICYCLISTS AND SHARE OF POPULATION



SOURCE: JENNIFER DILL, "Four Types of Cyclists", August 11, 2015

Bikeways

Bikeways are characterized by their structure. Chapter 1000 of the *Highway Design Manual* (Caltrans, 2015) identifies four primary types of bikeways: Class I bike paths, Class II bike lanes, Class III bike routes, and Class IV separated bikeways.

Bike Paths (Class I Bikeways)

Bike paths are paved shared-use paths intended to accommodate all pedestrians and bicyclists including children, families and less-confident bicyclists.



Typically, these paths follow existing waterways and greenways, and are a component of a community path system separate from motor vehicle traffic. Motorized vehicles other than electric bicycles are not permitted on shared paths except for maintenance.

Key components to a successful shared-use path include:

- Continuous separation from traffic
- Scenic qualities
- Connection to activity centers
- Well-designed street crossings with measures such as grade separated crossings, bike and pedestrian activated traffic signals, median islands, and warning signs

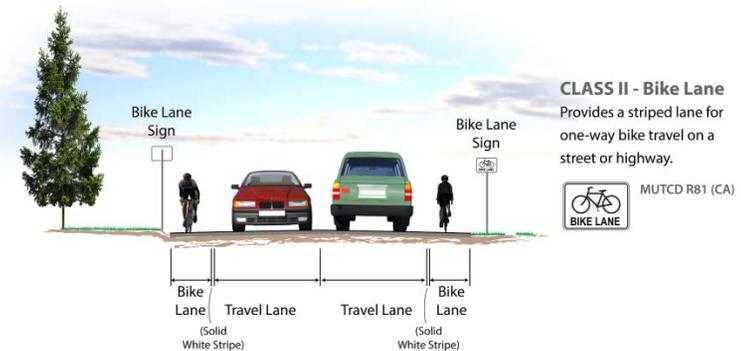
- Curb ramps and curb cuts that are convenient and conform to the Americans with Disabilities Act (ADA)
- Good design, by providing adequate width, sight distance, and drainage, etc.
- Pavement markings and signs
- Proper maintenance

Clovis has two types of Class I bikeways:

- Paths are longer, often many miles, and provide connections between neighborhoods and other destinations
- Paseos are generally shorter, usually less than one mile, and provide connections within neighborhoods

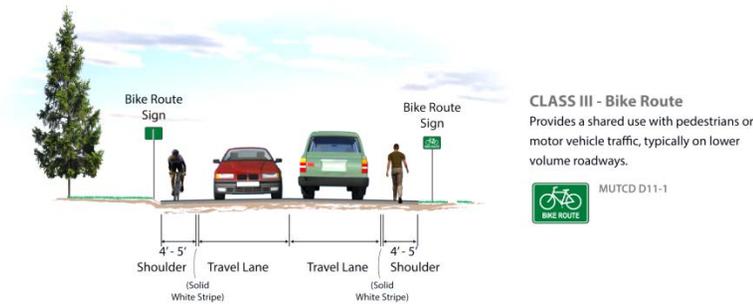
Bike Lanes (Class II Bikeways)

Bike lanes, also known as Class II bikeways, are defined portions of the roadway that are designated by striping, signage and pavement markings for the preferential or exclusive use of bicyclists.



Bike Routes (Class III Bikeways)

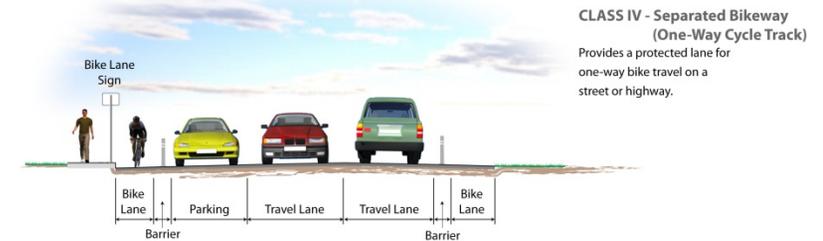
Bike routes, also known as Class III bikeways, are on-street routes intended to provide continuity to the bikeway system. Bike routes are designated by signs or pavement markings and are shared by motorists. However, these improvements will not change the level of user comfort on these roads and thus are unlikely to increase the number of less-confident bicyclists using them.



Separated Bikeways (Class IV Bikeways)

Whereas bike lanes are a defined portion of the roadway, separated bikeways, also known as Class IV bikeways or cycle tracks, are physically separated from motor traffic and distinct from the sidewalk. Separated bikeways can be either one-way or two-way. They provide increased user comfort and protection, comparable to a trail, but within the street right-of-way. They also appeal to cyclists who may be uncomfortable riding in bike lanes adjacent to vehicular traffic along busy streets, including the “interested but concerned” bicyclist category.

Separated bikeways are most appropriate on streets with higher vehicular volumes and speeds, where more separation between bicyclists and motor vehicles is desired than provided by bike lanes. However, separated bikeways require greater street right-of-way than bike lanes. Due to their physical separation, separated bikeways are most appropriate on street segments with few driveways. Additionally, intersections with separated bikeways, where bicycle and motor vehicle traffic is no longer separate, require careful planning.



PEDESTRIAN FACILITIES

Clovis has a pedestrian network comprised of two main components: a shared-use trail network on Class I bike paths described above and a network of sidewalks. Other pedestrian facilities include marked crosswalks and curb ramps.

Marked crosswalks feature striping and other enhancements to delineate a street crossing for pedestrians. There are two types of marked crosswalks: controlled and uncontrolled. At uncontrolled crosswalks, drivers are legally required to yield to pedestrians, but do not have to stop when a pedestrian is not present. Controlled crosswalks are located at intersections with stop signs or traffic signals.

Curb ramps provide wheelchair access to sidewalks. The yellow truncated domes alert visually impaired pedestrians as they approach a street crossing.



Curb ramp and crosswalk on Fourth Street at Hughes Avenue

SUPPORT FACILITIES

Other infrastructure, systems, and programs support pedestrian and bicyclist use and access on these networks.

Bicycle Parking

Bicycle parking and support facilities are needed at civic, residential, commercial, and office spaces to accommodate both short-term and long-term parking. Bicycle parking is a low-cost, effective way to encourage cycling and improve the functionality of a bikeway network; it reduces the threat of theft, makes bicyclists feel welcome, and increases the visibility of bicycling.

Bicycle parking facilities may be classified either as short-term or long-term.

- Short-term parking is meant for visitors, customers at stores, and other users who normally park for less than two hours. The most common example of short-term parking is bicycle racks. Racks should be installed according to manufacturers' guidelines; be located in secure, well-lit and highly visible areas; be located as close as possible to the main entrance and no farther from the entrance than the nearest non-handicapped car parking space; be anchored to the ground; and allow for the locking of both the frame and wheels of a bicycle.
- Long-term parking is meant to be used for more than two hours and is typically used by employees at work, students at school, commuters at transit stations and residents at home. Long-term facilities are secure and weather-protected; examples include bike lockers and sheltered secure enclosures (fenced-in areas usually secured by lock and opened by keys provided to users).

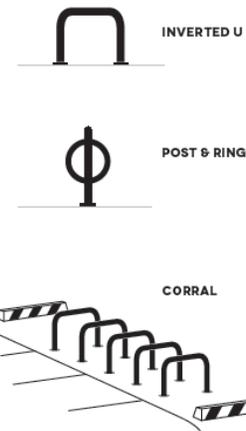
The Clovis Municipal Code includes requirements for bicycle parking on non-residential land uses. These requirements include the number, size, and positioning of bicycle parking (see Appendix E: Bicycle Parking Policies and Standards).



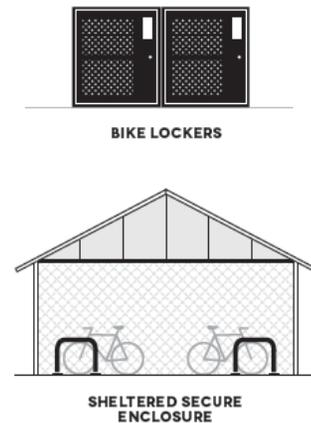
Bicycle repair station and bicycle parking, Dry Creek Trailhead

The 2013 California Green Building Standards also contain specific requirements for the amount and type of both short-term and long-term bicycle parking. Additionally, the Association of Pedestrian and Bicycle Professionals publishes *Essentials of Bike Parking: Selecting and Installing Bike Parking that Works* (2015) and *Bicycle Parking Guidelines*, 2nd Edition (2010), which provide extensive, detailed guidance on bicycle parking.

Short-term bicycle parking



Long-term bicycle parking



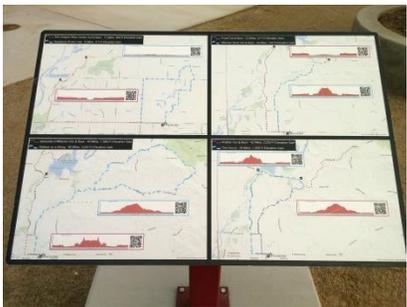
Images from APBP *Essentials of Bike Parking: Selecting and Installing Bike Parking that Works* (2015), pages 2-3, www.apbp.org, used with permission from the copyright holder.

Wayfinding Signage

Wayfinding signage can be used on both bicycle and pedestrian facilities to direct users to connecting facilities and key destinations within the city and region. These signs will provide the most value at trail junctions and at intersections of trails with arterials. Chapter 9B of the 2014 California MUTCD provides guidance on sign design and installation. These standard signs may also be augmented by signs depicting distances in miles to encourage walking and bicycling.



Clovis also provides maps of local bikeways and route mileage and profiles of local rides at some major trailheads.



Map and elevation profiles, Dry Creek Trailhead

Lighting

Appropriately lit pedestrian and bicycle facilities encourage use by increasing visibility to prevent accidents and deter crime.



Enterprise Canal Trail south of Nees Avenue and north of Owens Mountain Parkway

PUBLIC PARTICIPATION

Public participation played an essential role in the development of this plan. The City solicited public input regarding existing conditions for bicyclists and pedestrians, desired bicycling and walking infrastructure, and types of support facilities needed to improve bicycling in Clovis. Public input was also used to develop and prioritize the recommended network of sidewalks, bikeways, and shared-use paths. The public participation included the following elements:

- Stakeholder meetings
- Public workshops
- Online interactive map crowdsource tool and survey

A summary of each is provided below. Additional details are provided in Appendix B, Community Involvement in Development of the Plan.

Stakeholder Meetings

The City invited members of key constituencies to participate in a stakeholder advisory committee for the plan. Constituencies included local bicycling groups, walking advocates, disabled community representatives, educational institutions, and disadvantaged communities. Three meetings were held with this committee. The first meeting, held on November 10, 2015, obtained input on a vision for bicycling and walking in the city and items to be included in the plan. The second meeting, held on March 8, 2016, gathered feedback on the draft bicycling and pedestrian networks. The third meeting, held on June 22, 2016, gathered feedback on the draft active transportation plan.

Public Workshops

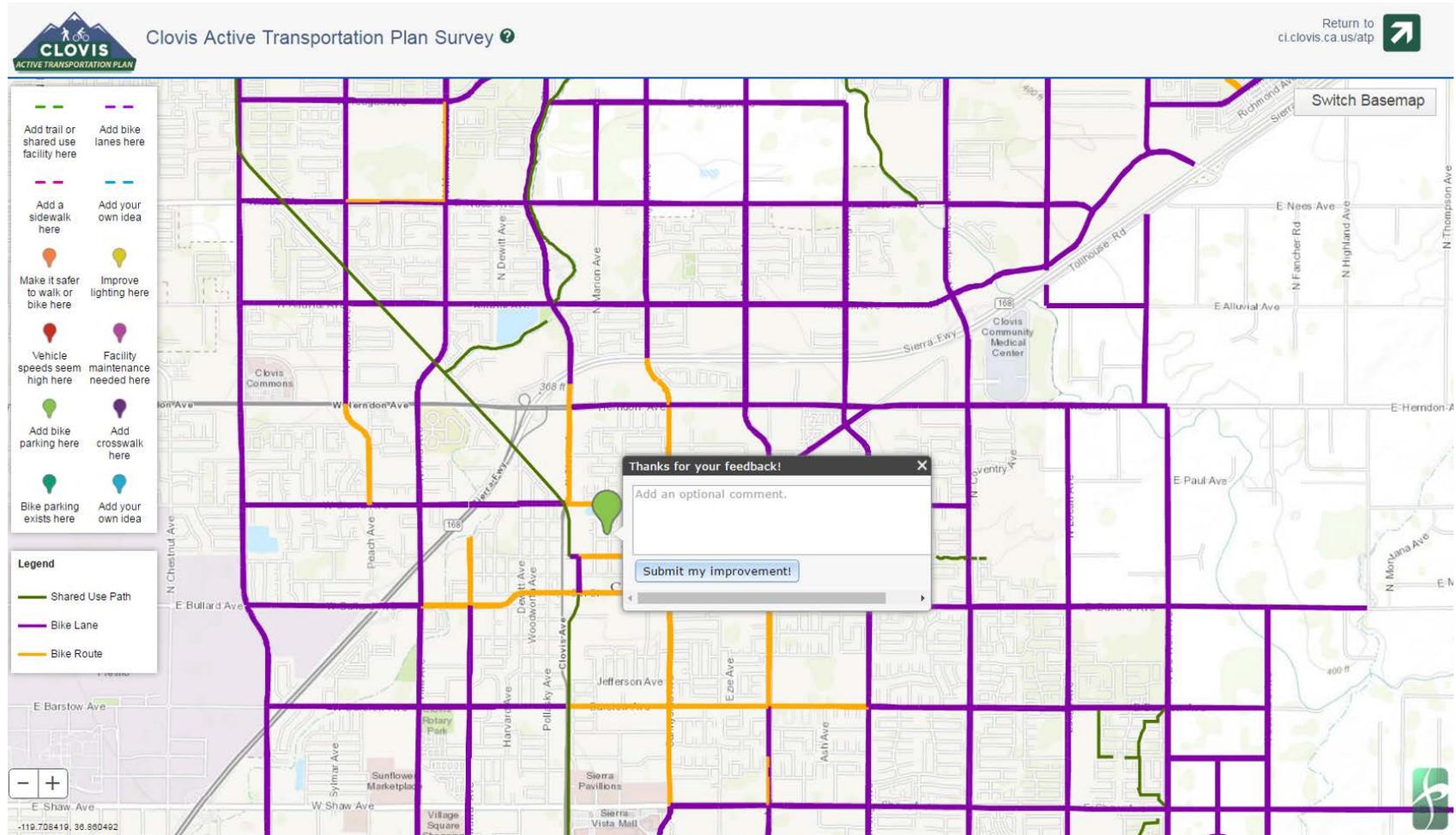
The City held two public workshops for the plan. 36 people attended the first workshop on October 27, 2015, and provided input on what they would like to see in the plan and specific locations for improvements within the city. 31 people attended the second public workshop on March 17, 2016, and provided comments on the recommended active transportation networks.



Second public workshop, March 17, 2016

Online Interactive Map Survey

An interactive map survey was available on the City of Clovis website to allow the public to provide their recommendations and comments about bicycling and walking within Clovis. Users could select locations on the map, add points and draw lines, and provide comments tied to each point or line. 124 inputs were received via this map survey and were included in development of the plan. Comments included bike lane additions, intersection improvements, lighting improvements, and maintenance of existing facilities.



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GOALS & POLICIES

CITY OF CLOVIS GENERAL PLAN

The City of Clovis General Plan adopted in August 2014 makes many references to bicycle and pedestrian travel. Key policies from the Circulation Element are listed below. Appendix C, Consistency With Other Plans, contains a summary of all General Plan policies related to bicycle and pedestrian travel.

- Goal 1: A context-sensitive and “complete streets” transportation network that prioritizes effective connectivity and accommodates a comprehensive range of mobility needs.
 - Policy 1.1 Multimodal network. The city shall plan, design, operate, and maintain the transportation network to promote safe and convenient travel for all users: pedestrians, bicyclists, transit riders, freight, and motorists.
 - Policy 1.2 Transportation decisions. Decisions should balance the comfort, convenience, and safety of pedestrians, bicyclists, and motorists.
 - Policy 1.5 Neighborhood connectivity. The transportation network shall provide multimodal access between neighborhoods and neighborhood-serving uses (educational, recreational, or neighborhood commercial uses).
- Goal 3: A multimodal transportation network that is safe and comfortable in the context of adjacent neighborhoods.
 - Policy 3.4 Road diets. Minimize roadway width as feasible to serve adjacent neighborhoods while maintaining sufficient space for public safety services.
 - Policy 3.7 Conflict points. Minimize the number of and enhance safety at vehicular, pedestrian, and bicycle conflict points.
- Goal 4: A bicycle and transit system that serves as a functional alternative to commuting by car.
 - Policy 4.1 Bike and transit backbone. The bicycle and transit system should connect Shaw Avenue, Old Town, the Medical Center/R&T Park, and the three Urban Centers.

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- Policy 4.2 Priority for new bicycle facilities. Prioritize investments in the backbone system over other bicycle improvements.
- Policy 4.3 Freeway crossings. Require separate bicycle and pedestrian crossings for new freeway extensions and encourage separate crossings where Class I facilities are planned to cross existing freeways.
- Policy 4.4 Bicycles and transit. Coordinate with transit agencies to integrate bicycle access and storage into transit vehicles, bus stops, and activity centers.
- Goal 5: A complete system of trails and pathways accessible to all residents.
 - Policy 5.1 Complete street amenities. Upgrade existing streets and design new streets to include complete street amenities, prioritizing improvements to bicycle and pedestrian connectivity or safety, consistent with the Bicycle Transportation Master Plan and other master plans.

RELATIONSHIP TO OTHER PLANS

Several other state, regional, and local plans contain goals and policies related to active transportation in Clovis. These plans include:

- 2014 City of Clovis General Plan
- 2011 City of Clovis Bicycle Transportation Master Plan
- 2014 Fresno Council of Governments Regional Transportation Plan and Sustainable Communities Strategy
- 2003 Loma Vista Specific Plan
- 2015 City of Clovis Urban Greening Master Plan
- 2010 City of Fresno Bicycle, Pedestrian, and Trails Master Plan
- 2015 California State University, Fresno, Active Transportation Plan
- Fresno County Transportation Authority Measure C

Appendix C contains a summary of relevant policies in these plans.

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EXISTING CONDITIONS

LAND USE AND SOCIOECONOMICS

The existing bicycle and pedestrian networks provide access to destinations throughout Clovis and serve as recreational assets themselves. Disadvantaged communities with limited automobile access may particularly benefit from access to these facilities. Figure 2 shows important destinations for bicyclists and pedestrians throughout the city, and Appendix D, Land Use, provides the current land use map of the city. Figure 3 shows indicators of disadvantaged communities within Clovis. These indicators are:

- Free or Reduced Price Meal Eligibility: the share of students at a school who are eligible for subsidized meals. Schools with higher shares are more disadvantaged.
- CalEnviroScreen 2.0 Score Percentile: a measure of environmental health by census tract. Inputs include socioeconomic factors, population characteristics, pollution factors, and environmental factors. Tracts with higher percentiles are more disadvantaged.
- Household Median Income: identifies census tracts with median households under 80% of statewide median.

BICYCLE AND PEDESTRIAN NETWORKS

The existing bicycle and pedestrian networks include shared-use bike paths and paseos, bike lanes and routes, sidewalks, pedestrian- and bicycle-only bridges, and crosswalk improvements. Table 1 summarizes current bicycle and pedestrian facilities by type.

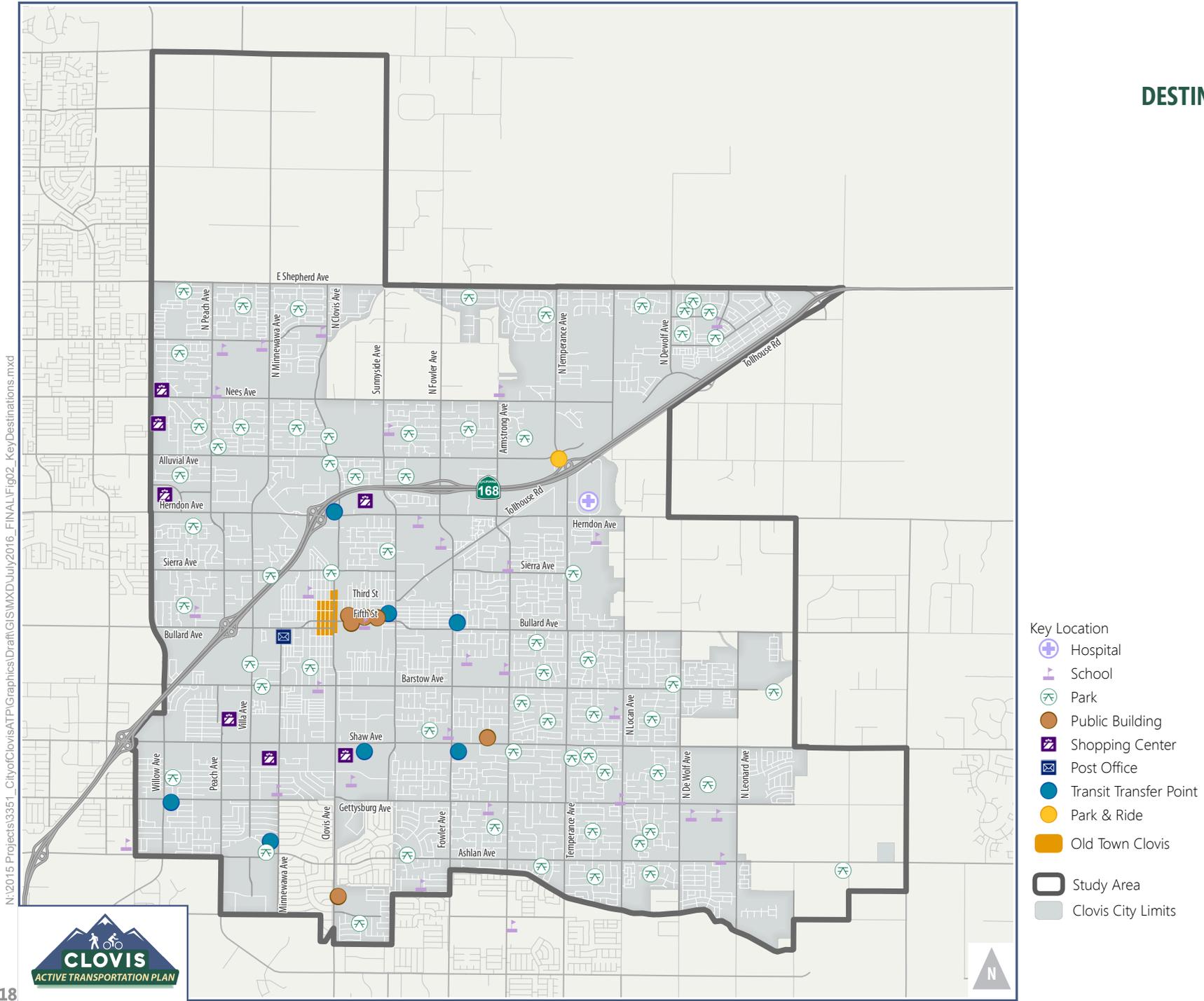
TABLE 1: EXISTING FACILITIES

Type	Miles
Class I Bike Paths (shared-use trails and paseos)	26.7
Class II Bike Lanes (one direction)	171.8
Sidewalks	623.7

Source: City of Clovis, 2016.

Figure 2

KEY DESTINATIONS

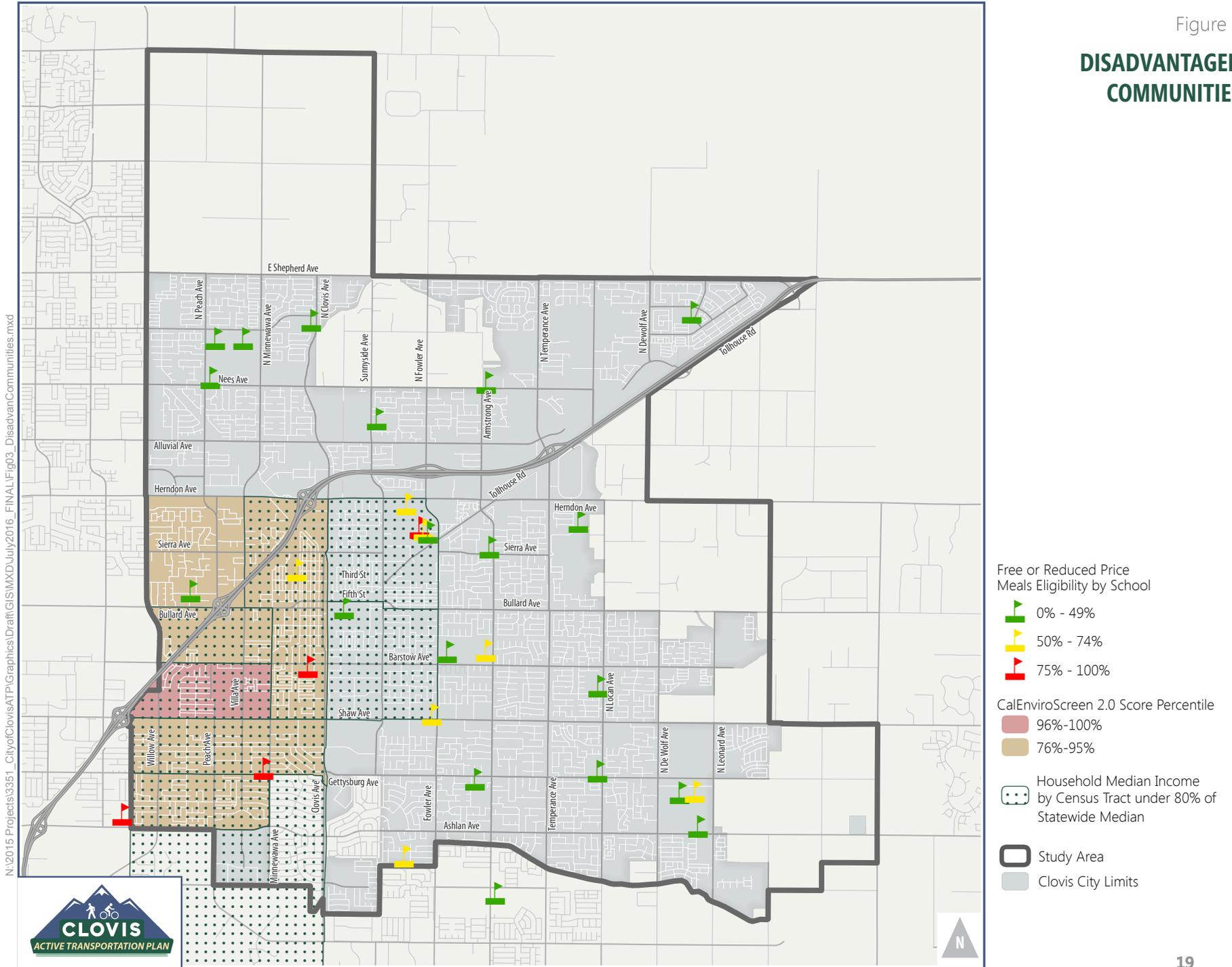


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Figure 3

DISADVANTAGED COMMUNITIES



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Shared-Use Network

Clovis has a shared-use network of trails and paseos that connect much of the city. Many of the trails (such as the Dry Creek and Enterprise Trails) follow canals and waterways, while others (much of the Old Town Trail) follow former railroad right-of ways. A network of paseos provides paved paths separate from roads in many residential areas, particularly the Loma Vista and Southeast Areas. The trail and paseo network is a key asset to both the bicycle and pedestrian networks. The shared-use trail network is intended to accommodate all pedestrians and bicyclists including children, families, and less-confident bicyclists. Figure 4 depicts the current shared-use network.

On-Street Bicycle Network

The shared-use trail network described above is intended to accommodate pedestrians and be attractive to “Interested but Concerned” bicyclists as described in Figure 1. Clovis also has a network of on-street bike lanes and routes that connect bicyclists to destinations around the city. These facilities provide more direct travel routes for bicyclists who are comfortable sharing the roadway with vehicles. Figure 4 depicts these facilities.

Pedestrian Network

In addition to the shared-use trail network described above, Clovis also accommodates pedestrians on a network of sidewalks. The current sidewalk network is presented in Figure 5.

BICYCLE PARKING

The city has bicycle parking at all schools and many other destinations. Figure 6 shows bicycle parking at key destinations throughout Clovis. The City also supports development of additional bike parking through

policies described in Appendix E, Bicycle Parking Policies and Standards.

BICYCLE ACCOMMODATIONS ON TRANSIT

As described in Appendix E, the Clovis General Plan has a policy for integration of bicycle access and storage with transit vehicles, stops, and activity centers.

The primary transit providers serving the City of Clovis are Clovis Stageline and Fresno Area Express (FAX). Figure 6 shows bicycle parking at major transit transfer points between routes and systems within the city.

All Clovis Stageline buses are equipped with front-mounted bike racks that accommodate two bicycles, available on a first-come, first-served basis. Bikes are not allowed inside the buses.



Clovis Stageline Bus

Figure 4
**EXISTING
BIKEWAYS**

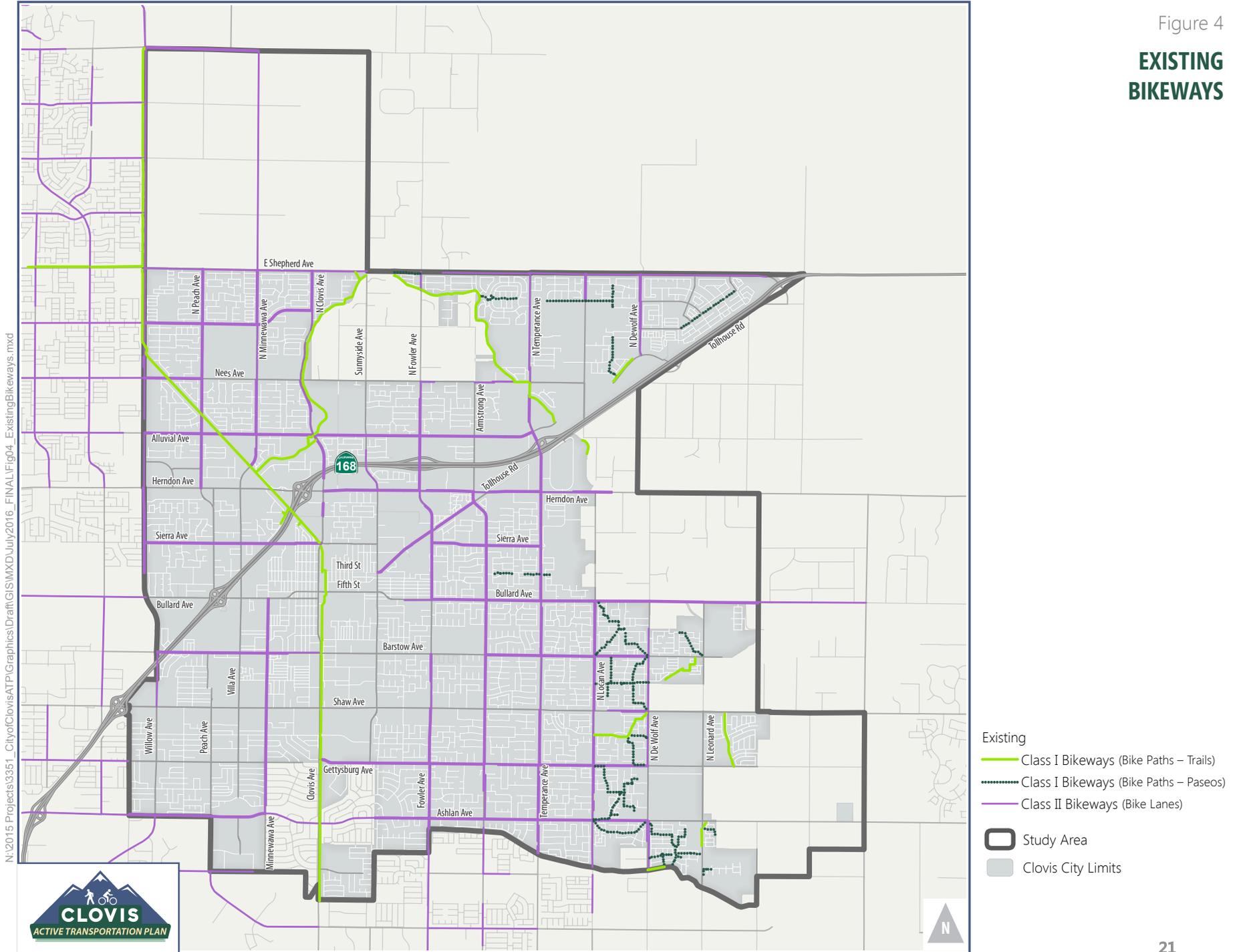
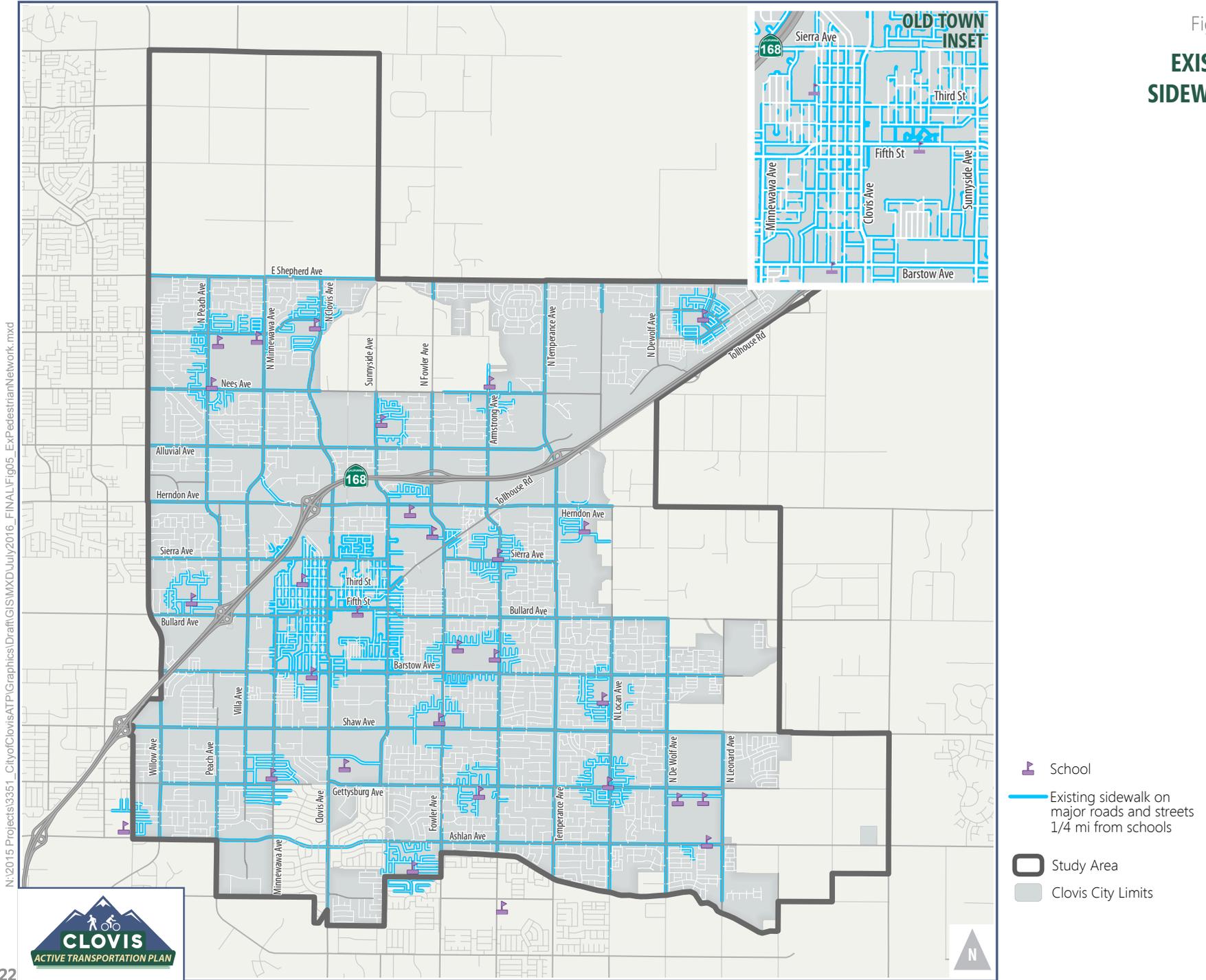


Figure 5
**EXISTING
 SIDEWALKS**

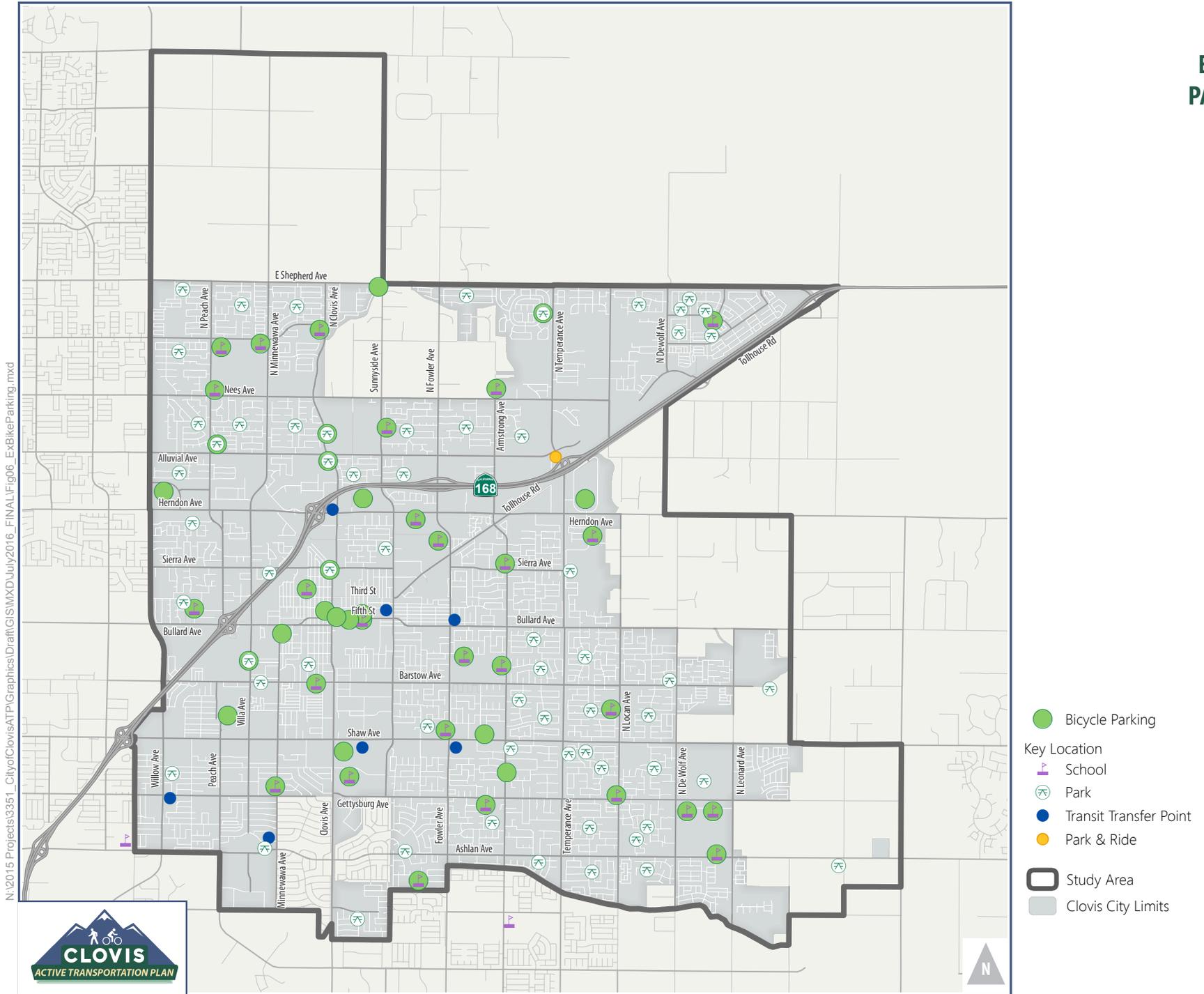


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Figure 6

BICYCLE PARKING



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All FAX buses are equipped with front-mounted bike racks that can accommodate at least two bicycles; some buses have racks that can accommodate three bicycles. The bike racks are available on a first-come, first-served basis. Bikes are not allowed inside FAX buses unless it is the last bus on the route that day and the bike rack is full, or by bus driver discretion.



Fresno FAX Bus

BICYCLE AND PEDESTRIAN TRIPS

The mode share of pedestrians for the journey to work in Clovis is approximately 1.6%, and for bicycles is approximately 1.0% (U. S. Census 2010-2014 American Community Survey). Appendix F, Bicycle and Pedestrian Trips, provides further discussion.

BICYCLE AND PEDESTRIAN SAFETY

Figures 7 and 8 show the location of collisions from 2011-2014 based on data from the Clovis Police database. Significant bicycle collision corridors are along Willow Avenue between Shaw Avenue and Ashlan Avenue, along Shaw Avenue between Willow Avenue and Sunnyside

Avenue, in Old Town Clovis, along Nees Avenue between Willow Avenue and Peach Avenue, and along Fowler Avenue between Shaw Avenue and Gettysburg Avenue. Significant pedestrian collision corridors are along Shaw Avenue between Winery Avenue and Clovis Avenue, along Villa Avenue between Shaw Avenue and Barstow Avenue, and in Old Town Clovis.

Further discussion of collisions is provided in Appendix G. Bicycle and Pedestrian Collisions.

PAST EXPENDITURES

The City has invested more than \$3.5 million to expand and maintain its bicycle and pedestrian networks from 2000 to 2015. Appendix H, Previous Expenditures, provides further details.

MAINTENANCE

The City currently maintains bicycle and pedestrian networks as follows:

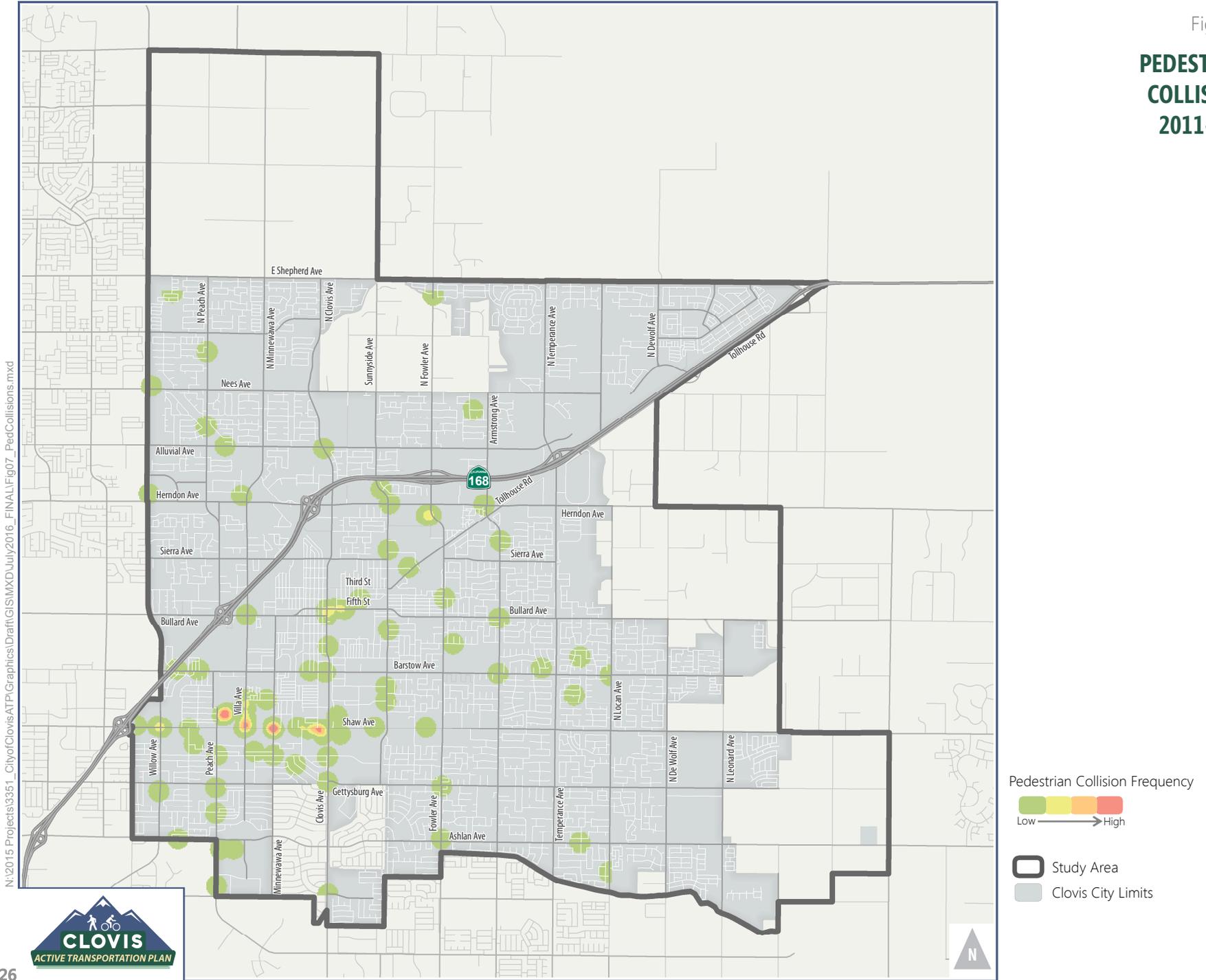
- Bike lane striping is refreshed every year. Bike lane legends are refreshed approximately every other year.
- Lighting is repaired as necessary, generally within two weeks of notification.
- Pavement patching is conducted 2-3 times per week in winter and 1-2 times per week in summer

Uplift and other sidewalk issues are mitigated upon request

OTHER SUPPORTING PROGRAMS

The City hosts a variety of other educational and supporting programs and efforts for a complete active transportation program. These efforts are summarized in Appendix I, Comprehensive Active Transportation Programs.

Figure 7
**PEDESTRIAN
 COLLISIONS
 2011-2014**

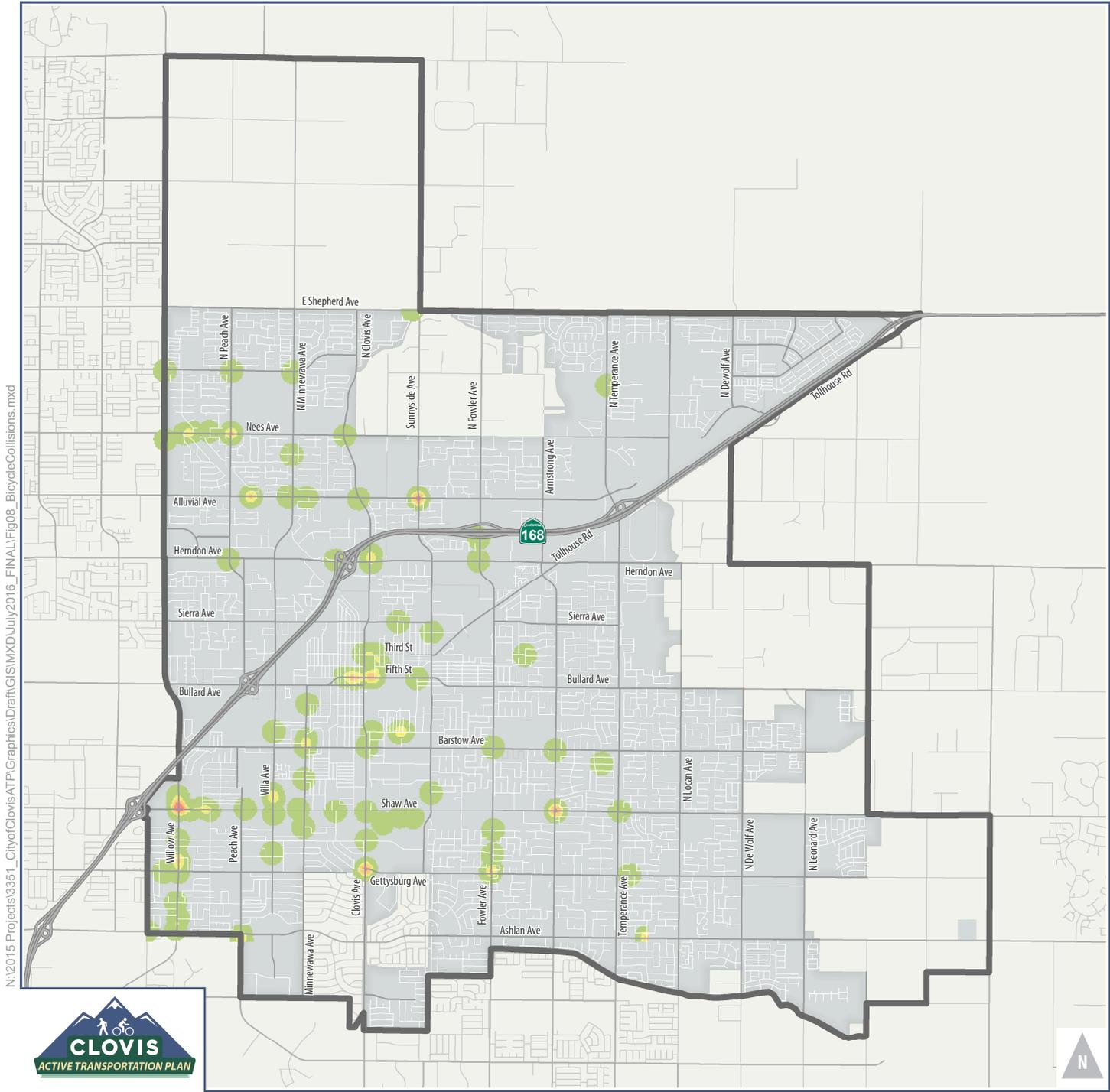


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Figure 8

BICYCLE COLLISIONS 2011-2014



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PROPOSED NETWORKS

The proposed pedestrian and bicycle networks are designed to fulfill the vision for walking and bicycling in Clovis. The networks include shared-use paths, bike lanes and routes, sidewalks, pedestrian- and bicycle-only bridges, and crosswalk improvements. The proposed networks are designed to build upon existing shared-use paths and paseos, to connect to Clovis's neighborhoods, to provide access to key destinations, and to serve as recreational assets. Table 2 summarizes the proposed facilities.

TABLE 2: EXISTING AND PROPOSED FACILITIES

Type	Existing (Miles)	Proposed (Miles)	Total (Miles)
Class I Bike Paths (trails and paseos)	26.7	22.6	49.3
Class II Bike Lanes (one direction)	171.8	78.8	246.7
Class III Bike Routes	0	40.5	40.5
Sidewalks	623.7	33.4	657.1

Includes conversion of 3.9 miles of Class II to Class III
Source: City of Clovis, 2016, Fehr & Peers, 2016.

The networks proposed in this plan do not include bikeways or sidewalks in the Heritage Grove area of northeast Clovis. A master plan is currently being developed for this area and will include a comprehensive network of trails, bike lanes, and sidewalks. The public will have the opportunity to review these networks and provide comments as the plan is developed.

SHARED-USE NETWORK

Figure 9 shows the proposed shared-use path network (Class I bikeways) in Clovis.

The City's typical development width standard for a Class I facility is 10 to 12 feet – five to six feet for each direction of travel; Class I bike paths built using Measure C funding are required to be 12 feet wide. The minimum allowable width according to the Caltrans Highway Design Manual is eight feet.

The implementation of Class I paths along irrigation canals in Clovis will require coordination with the canal owner and/or operator, typically the Fresno Irrigation District; in many cases a joint use agreement will be necessary. Additionally, shared-use trails adjacent to canals should

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be designed to address the safety concerns of these trails next to canals.

Proposed projects include:

- Completion of trails along the Enterprise and Dry Creek Canals
- New trails along the Dog Creek and Gould Canals
- Trail connections to neighborhoods and parks

A prioritized map and list of proposed trail projects are provided in Appendix J, Prioritized Projects.

ON-STREET BICYCLE NETWORK

Figure 9 depicts proposed on-street bicycle network facilities. This includes Class II bike lanes and Class III bike routes. A prioritized map and list of proposed on-street bicycle projects are provided in Appendix J.

Bike Lanes

The proposed network creates a grid of bicycle lanes across the city such that nearly all locations within Clovis are less than one-quarter mile from the network.

Some streets may have insufficient right-of-way to add bike lanes alongside the current lane configuration. In these cases, it may be possible to redesign the roads to accommodate cars in fewer lanes to provide space for bike lanes with minimal impact to car travel. This has been done on a number of streets within the city. Additional streets, including sections of Bullard Avenue, Gettysburg Avenue, Sierra Vista

Avenue, Sunnyside Avenue, and Villa Avenue are being considered for vehicular lane reductions to accommodate bike lanes.

Bike Routes

In some cases, physical constraints of the street right-of-way limit the ability to add bike lanes. In most of these cases, a bike route has been designated. Though bike routes do not provide separation from traffic as do bike lanes, they do link other bicycle facilities and help to create a continuous bikeways network throughout Clovis. Key proposed bike routes within the city are Fifth Street and sections of Fowler Avenue and Sierra Avenue.

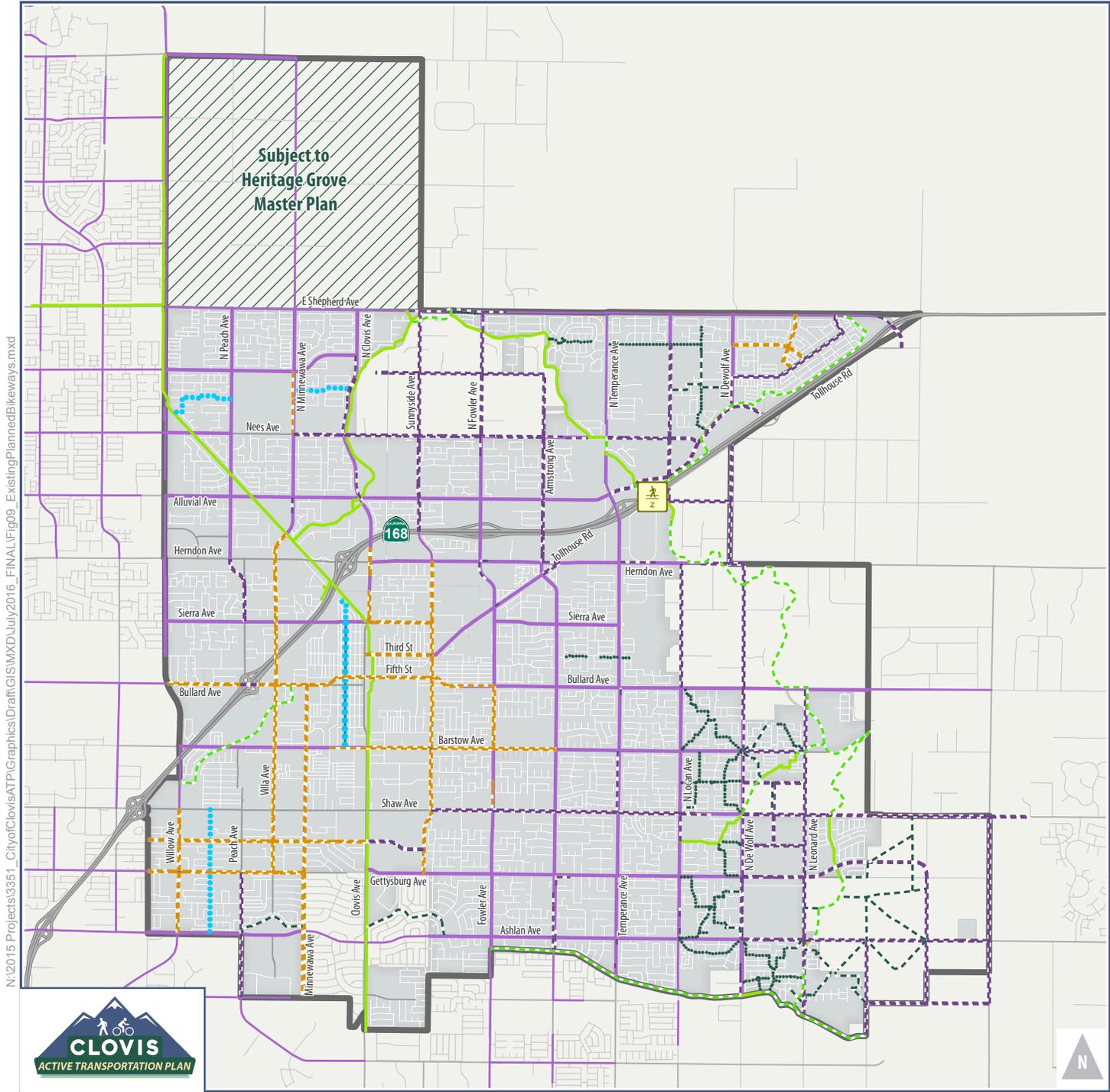
Neighborhood Bikeways

Some bike lanes and bike routes are particularly suitable for bicycling because they provide important connections to schools, trails, and commercial corridors within the city and also have lower traffic volumes than nearby parallel streets. These bike lanes and bike routes have been identified as neighborhood bikeways. The proposed neighborhood bikeways include:

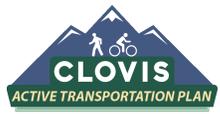
- Helm Avenue from Shaw Avenue to Ashlan Avenue as an alternative to Willow Avenue
- Woodworth Avenue from Barstow Avenue to Pollasky Avenue, and Pollasky Avenue from Woodworth Avenue to the Old Town Trail, as an alternative to Clovis Avenue
- Neighborhood streets near Buchanan Education Center to encourage walking and bicycling use of the nearby Old Town and Dry Creek Trails.

Figure 9

PROPOSED BIKEWAYS



N:\2015 Projects\33351_CityofClovis\ATP\Graphics\Draft\GIS\MXD\July2016_FINAL\Fig09_ExistingPlannedBikeways.mxd



- Existing**
- Class I Bikeways (Bike Paths – Trails)
 - - - - - Class I Bikeways (Bike Paths – Paseos)
 - Class II Bikeways (Bike Lanes)
- Proposed**
- - - - - Class I Bikeways (Bike Paths – Trails)
 - - - - - Class I Bikeways (Bike Paths – Paseos)
 - - - - - Class II Bikeways (Bike Lanes)
 - - - - - Class II Bikeways (Bike Lanes - Neighborhood Bikeways)
 - - - - - Class III Bikeways (Bike Routes)
 - - - - - Class III Bikeways (Bike Routes - Neighborhood Bikeways)
 - 🚲 Proposed Bicycle/Pedestrian Bridge
 - Study Area
 - Heritage Grove Master Plan Area
 - Clovis City Limits

Separated Bikeways

Class IV separated bikeways provide significant benefit on busier streets where greater separation of bicycle traffic from vehicle traffic is desired. However, candidate streets should not have a large number of driveways, which may block the bikeway with vehicles entering or exiting the roadway. Such streets include portions of Alluvial Avenue west of Fowler Avenue and Barstow Avenue west of Clovis Avenue. These streets provide good connections to Fresno and California State University, Fresno. The university is also planning separated bikeways along Barstow Avenue.

The Fresno Council of Governments is leading a project to develop guidelines for separated bikeways and recommend potential locations for their implementation in the Fresno-Clovis Metropolitan Area. This effort is expected to be complete in late 2016. Therefore, the proposed bicycle network in this plan does not identify separated bikeways at this time, and the City will consider adding separated bikeways to the proposed bicycle network in a future ATP update.

PEDESTRIAN NETWORK

In addition to the shared-use trail additions discussed above, improvements to the sidewalk network have also been proposed. Sidewalks exist along most of these streets within Clovis. However, some gaps exist and have been identified for completion in the proposed network. The proposed sidewalk network is presented in Figure 10. This network focuses on arterials and connectors within the city as well as key pedestrian areas such as neighborhoods adjacent to schools and Old Town Clovis. A prioritized map and list of proposed sidewalk projects are provided in Appendix J.

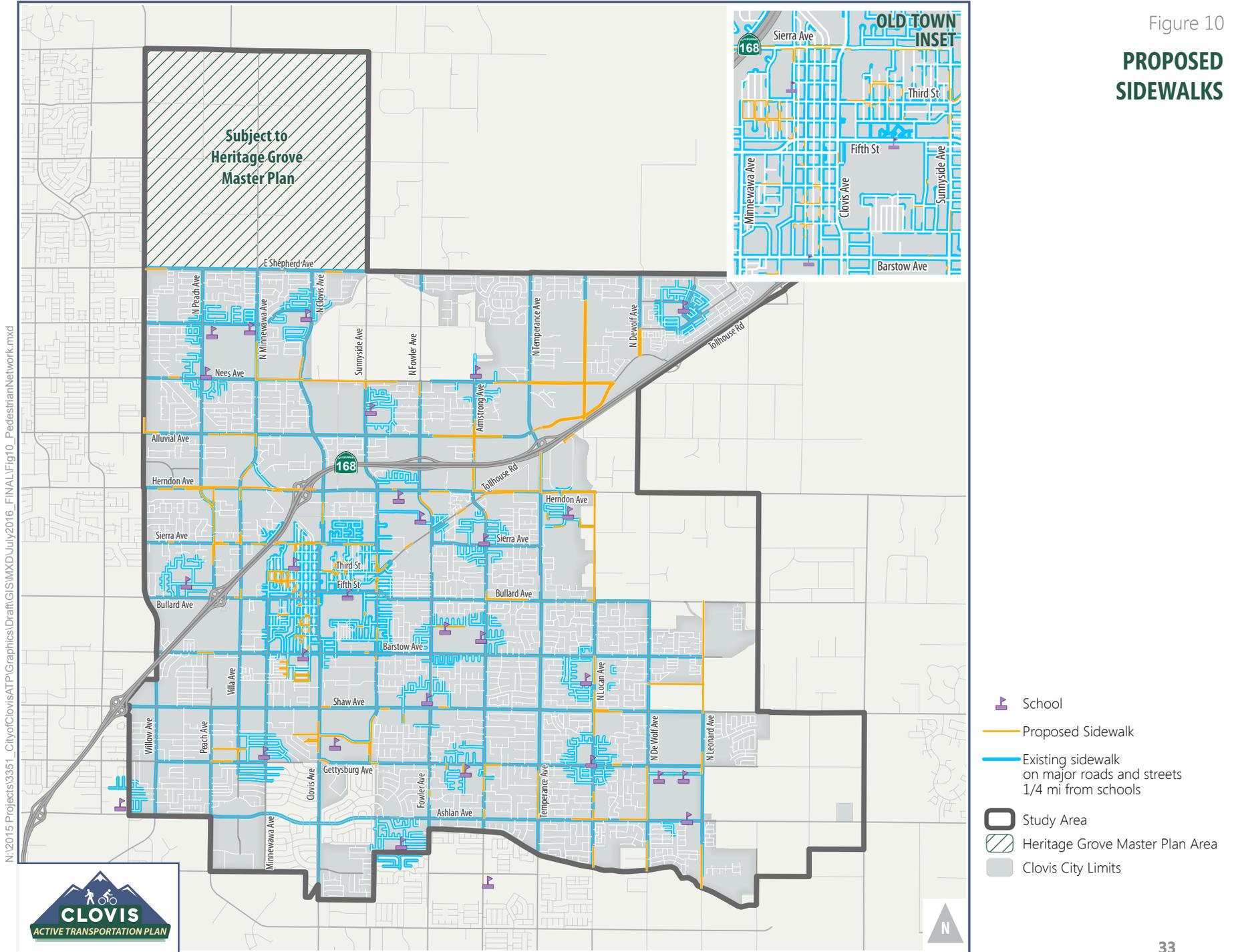
Although this proposed network focuses on arterials and neighborhoods adjacent to schools, the City may also make improvements to the sidewalk network in other areas of Clovis.

CROSSING IMPROVEMENTS

Improving pedestrian crossings, by adding appropriate markings, signage, lighting, and/or signals, can increase safety and encourage pedestrian activity by making street crossings easier. In implementing this plan, the City proposes to consider and evaluate pedestrian crossing improvements in the city. Examples of where such improvements may be beneficial include:

- Sunnyside Avenue at El Paso Avenue at Century Elementary: marked crossings are over 2,000 feet apart here. Crossing improvements in accordance with City guidelines may improve access to the school. This was also a request from the public workshops and online tool.
- Shaw Avenue between Clovis Avenue and Minnewawa Avenue, and Villa Avenue just north of Shaw Avenue: a significant number of pedestrian collisions have occurred here, and crossings are up to 2,400 feet apart. Crossing improvements in accordance with City guidelines at DeWitt Avenue or other intersections may reduce this distance and temptation to cut across traffic.

Figure 10
**PROPOSED
 SIDEWALKS**



N:\2015 Projects\3351_CityofClovis\ATP\Graphics\Draft\GIS\MXD\July2016_FINAL\Fig10_PedestrianNetwork.mxd



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Additionally, two trails within Clovis cross major roads diagonally at two intersections: the Dry Creek Trail at Clovis Avenue and Alluvial Avenue and the Old Town Trail at Clovis Avenue and Sierra Avenue. When trail users cross these intersections, they must first wait for the signal to permit them to cross one street, then again for the signal to permit them to cross the other street. With the trails diagonally crossing these intersections, there is a clear desire path in this direction, as reflected in the public input. Creating diagonal pedestrian and bicycle crossings at these signalized intersections would reduce the time required for pedestrians and cyclists to cross the intersection and encourage trail use. However, these changes would result in tradeoffs, such as increased delay to vehicles. To evaluate the tradeoffs, a multimodal level of service analysis can be performed, evaluating current and projected pedestrian, bicycle, and vehicular volumes and the impacts of current and potential signal timings on each mode.

SUPPORTING FACILITIES

Bicycle Parking

Figure 6 depicts bicycle parking availability at key destinations within Clovis. Many parks do not have bicycle parking. The City will work towards adding bike parking to its parks, with priority on the largest parks, as funding permits.

Updates to the Clovis Building Code are also recommended to incorporate the requirements of the 2013 California Green Building Standards and the recommendations contained within the Association of Pedestrian and Bicycle Professionals guidelines. These improvements will increase the quality of bicycle parking throughout Clovis.

Bicycle Accommodations on Transit

Clovis is currently developing a transit center, which will be constructed at the intersection of Clovis Avenue and Third Street. This facility will provide access to major bus routes and be accessible by pedestrians, bicyclists, and automobiles. The facility will include bicycle parking.



Concept for future Clovis transit center

Lighting

The public recommended several locations for lighting improvements during public meetings and through online input. The City will continue to improve lighting on its trails, with priority given to these requests:

- Shepherd Avenue at Locan Avenue
- Trails along Armstrong Avenue between Barstow Avenue and Shaw Avenue
- Dry Creek Trail at Dry Creek Park
- Dry Creek Trail at Clovis Avenue
- Dry Creek Trail at Alluvial Avenue
- Magill Avenue between Argyle Avenue and Sunnyside Avenue
- Old Town Trail south of Alluvial Avenue



IMPLEMENTATION

Appendix J, Prioritized Projects, lists the priorities for implementation of components of the proposed networks. The City will strive to implement bicycle projects and pedestrian projects every year, depending on funding availability. Projects may be composed of one or more of the priorities listed in Appendix J.

IMPLEMENTATION COSTS

Costs to implement these networks are summarized in Table 3. Additional details are shown in Appendix J, Prioritized Projects, Figures 12-14 and Tables 14-17. Class I paths are the most expensive to construct, especially if right-of-way must be acquired. Sidewalks are somewhat less expensive, and bike lanes and bike routes are least expensive.

TABLE 3: PROJECT COST ESTIMATES

Facility Type	Cost per Mile	Priority			Total
		High	Medium	Low	
Class I Bike Path	\$1.39 million	\$12.58 million	\$7.91 million	\$10.98 million	\$31.46 million
Class II Bike Lane	\$16,900 each direction	\$195,100	\$479,100	\$657,000	\$1,331,2400
Class III Bike Route	\$8,400 each direction	\$295,100	\$44,900	-	\$340,000
Sidewalk	\$265,000 each direction	\$2.41 million	\$2.01 million	\$4.35 million	\$8.85 million
Total		\$15.87 million	\$10.79 million	\$16.33 million	\$41.98 million

Source: City of Clovis, 2016, Fehr & Peers, 2016.

CITY OF CLOVIS

Unit costs for other equipment, including installation are presented in Table 4.

TABLE 4: UNIT COSTS FOR OTHER EQUIPMENT

Equipment Type	Cost
Bike Rack	\$1,500
Wayfinding Signage	\$250
Lighting	\$8,000
Crosswalk Striping	\$1,500
Rectangular Rapid Flashing Beacon	\$45,000
Pedestrian Hybrid Beacon	\$144,000

Source: City of Clovis, 2016, Fehr & Peers, 2016.

MAINTENANCE COSTS

Typical maintenance cost for shared-use paths, bikeways, and sidewalks are summarized in Table 5. As projects in this plan are implemented and the bicycle and pedestrian networks are expanded, total maintenance costs will grow.

TABLE 5: MAINTENANCE COST ESTIMATES

Facility Type	Maintenance	Cost ¹	Frequency
Class I Bike Path	Landscaping	\$13,000 per mile ²	Annually
	Slurry seal	\$28,160 per mile ^{3,4}	10 years
	Rehabilitation	\$63,600 - \$84,480 per mile ^{4,5}	15 years
Class II Bike Lane	Restriping	\$455 per mile ⁶	Annually
	Signage	\$2000 per sign	10 years
Class III Bike Route	Signage	\$2000 per sign ⁷	10 years
Sidewalk	Rehabilitation	\$132,000 per mile	20 years

Notes:

1. Cost includes direct costs, contract overhead, and water costs
2. \$13,000 per mile per year; specific service frequencies include:
 - Trash (once per month)
 - Weeds (twice per year)
 - Tree pruning (once per year)
 - Asphalt cleaning (twice per year)
3. If slurry seal is applied every 10 years, trail rehabilitation (pavement overlay and reconstruction) may not be necessary
4. Based on \$4 per square yard and 12 foot wide trail; includes restriping
5. Based on \$9 – \$12 per square yard and 12 foot wide trail; includes restriping
6. Includes cost to restripe bike lanes and refresh stencils; based on 2015 restriping costs (including administrative fees)
7. Includes cost to remove existing sign and replace with new sign

Source: City of Clovis and Fehr & Peers, 2016.

FUNDING

Federal, state, regional, county and local organizations provide funding for pedestrian and bicycle projects and programs. The most recent federal surface transportation funding program, Fixing America's Surface Transportation Act (FAST), was signed into law in December 2015. This is the first long-term federal transportation authorization enacted since 2012, and the first long-term funding since the signing of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) in 2005. The new authorization brings changes to typical funding sources and structures.

FAST funding is distributed to federal and state surface transportation funds. Most of these resources are available through Caltrans and Fresno COG.

Measure C, administered by the Fresno County Transportation Authority, is another important source of funding. The measure is a half-cent sales tax aimed at improving the overall quality of Fresno County's transportation system. This Local Transportation Program can be used on pedestrian and bicycle facilities and trails. Funding is allocated to cities and the county based on population.

Table 6 summarizes the applicability of these various funding sources to projects, planning efforts, and programs proposed in this plan. Detailed descriptions of the grant funding sources are presented in Appendix K, Funding Sources. The most applicable funding sources for the improvements proposed by this Plan are the Active Transportation Program and Highway Safety Improvement Program. This appendix includes details about current programs that are used to fund existing scheduled projects and an assessment of upcoming programs as of

May 2016. These may change as state and local programs adapt to the new FAST funding.

PROGRESS REPORTING

The City will maintain GIS maps of the existing and planned bicycle and pedestrian networks. As projects are completed and plans are changed, the City will make public announcements (via the City website) and these maps will be updated. At least annually, these maps will be published on the City website.

It is expected that at least 25 years will be required to implement this plan. The plan will be updated every five years to incorporate these changes, update existing conditions within the city, and reflect changes in the needs and priorities of the community.

TABLE 6: FUNDING SOURCES FOR BICYCLE AND PEDESTRIAN PROJECTS

Funding Source	Class I Bicycle Path	Class II Bicycle Lane	Class III Bicycle Route	Class IV Protected Bikeways	Pedestrian Projects	Other Projects	Planning and Programs
Congestion Mitigation and Air Quality Improvement Program (CMAQ)	◐	●	●	●	●	◐	◐
Regional Surface Transportation Program (RSTP)	●	●	●	●	●	●	●
Highway Safety Improvement Program (HSIP) Grants	◐	●	◐	●	●	●	○
Caltrans Transportation Planning Grants	○	○	○	○	○	○	●
Local Transportation Fund (LTF)	●	●	●	●	●	●	○
California State Parks Recreational Trails Program (RTP)	●	○	○	○	○	○	○
Land and Water Conservation Fund (LWCP)	●	○	○	○	○	○	○
Active Transportation Program (ATP)	●	●	●	●	●	●	●
Transportation Development Act (TDA)	●	●	●	●	●	●	●
Affordable Housing and Sustainable Communities Program (AHSC)	◐	◐	◐	◐	◐	◐	◐
California Office of Traffic Safety Pedestrian and Bicycle Safety Grants	○	○	○	○	○	○	●
FCTA Measure C	●	●	●	●	●	●	●
SJVAPCD Bikeway Incentive Program	●	●	●	○	○	○	○

Notes:

- indicates that funds may be used for this category; ○ indicates that funds may not be used for this category, and ◐ indicates that funds may be used, though restrictions apply.

Source: Fehr & Peers, 2016.



APPENDICES

APPENDIX A: CONFORMANCE WITH ATP GUIDELINES

Per the 2017 Active Transportation Program Guidelines, conforming plans needed to have 17 key elements shown in Table 7. The 2016 Clovis Active Transportation Plan satisfies these requirements.

TABLE 7: 2017 ATP GUIDELINES ADDRESSED IN THIS PLAN

Item	Requirement	Page
1	The estimated number of existing bicycle trips and pedestrian trips in the plan area, both in absolute numbers and as a percentage of all trips, and the estimated increase in the number of bicycle trips and pedestrian trips resulting from implementation of the plan.	76
2	The number and location of collisions, serious injuries, and fatalities suffered by bicyclists and pedestrians in the plan area, both in absolute numbers and as a percentage of all collisions and injuries, and a goal for collision, serious injury, and fatality reduction after implementation of the plan.	77
3	A map and description of existing and proposed land use and settlement patterns which must include, but not be limited to, locations of residential neighborhoods, schools, shopping centers, public buildings, major employment centers, and other destinations.	Key destinations: 18 Land use: 72
4	A map and description of existing and proposed bicycle transportation facilities, including a description of bicycle facilities that serve public and private schools and, if appropriate, a description of how the five Es (Education, Encouragement, Enforcement, Engineering, and Evaluation) will be used to increase rates of bicycling to school.	Existing: 17 Proposed: 29 5 Es: 81

5	A map and description of existing and proposed end-of-trip bicycle parking facilities.	Existing: 20 Proposed: 34
6	A description of existing and proposed policies related to bicycle parking in public locations, private parking garages and parking lots and in new commercial and residential developments.	74
7	A map and description of existing and proposed bicycle transport and parking facilities for connections with and use of other transportation modes. These must include, but not be limited to, bicycle parking facilities at transit stops, rail and transit terminals, ferry docks and landings, park and ride lots, and provisions for transporting bicyclists and bicycles on transit or rail vehicles or ferry vessels.	Existing: 20 Proposed: 34 Transit facilities: 18 Transit provisions: 20
8	A map and description of existing and proposed pedestrian facilities, including those at major transit hubs and those that serve public and private schools and, if appropriate, a description of how the five Es (Education, Encouragement, Enforcement, Engineering, and Evaluation) will be used to increase rates of walking to school. Major transit hubs must include, but are not limited to, rail and transit terminals, and ferry docks and landings.	Existing: 17 Proposed: 29 5 Es: 81
9	A description of proposed signage providing wayfinding along bicycle and pedestrian networks to designated destinations.	7
10	A description of the policies and procedures for maintaining existing and proposed bicycle and pedestrian facilities, including, but not limited to, the maintenance of smooth pavement, ADA level surfaces, freedom from encroaching vegetation, maintenance of traffic control devices including striping and other pavement markings, and lighting.	24
11	A description of bicycle and pedestrian safety, education, and encouragement programs conducted in the area included within the plan, efforts by the law enforcement agency having primary traffic law enforcement responsibility in the area to enforce provisions of the law impacting bicycle and pedestrian safety, and the resulting effect on collisions involving bicyclists and pedestrians.	81
12	A description of the extent of community involvement in development of the plan, including disadvantaged and underserved communities.	47

CITY OF CLOVIS

13	A description of how the active transportation plan has been coordinated with neighboring jurisdictions, including school districts within the plan area, and is consistent with other local or regional transportation, air quality, or energy conservation plans, including, but not limited to, general plans and a Sustainable Community Strategy in a Regional Transportation Plan.	66
14	A description of the projects and programs proposed in the plan and a listing of their priorities for implementation, including the methodology for project prioritization and a proposed timeline for implementation.	83
15	A description of past expenditures for bicycle and pedestrian facilities and programs, and future financial needs for projects and programs that improve safety and convenience for bicyclists and pedestrians in the plan area. Include anticipated revenue sources and potential grant funding for bicycle and pedestrian uses.	Past: 79 Anticipated: 37
16	A description of steps necessary to implement the plan and the reporting process that will be used to keep the adopting agency and community informed of the progress being made in implementing the plan.	Implementation: 37 Reporting: 40
17	A resolution showing adoption of the plan by the city, county or district. If the active transportation plan was prepared by a county transportation commission, regional transportation planning agency, MPO, school district or transit district, the plan should indicate the support via resolution of the city(s) or county(s) in which the proposed facilities would be located.	99

APPENDIX B: COMMUNITY INVOLVEMENT IN DEVELOPMENT OF THE PLAN

Community input to the plan was gathered through three different means:

- Stakeholder meetings
- Public workshops
- Online interactive crowdsourcing mapping tool

STAKEHOLDER MEETINGS

Members of key constituencies were invited to participate in a stakeholder committee for the plan. Constituencies included local bicycling groups, walking advocates, disabled community representatives, educational institutions, and disadvantaged communities. Three meetings were held with this committee.

The first meeting, held on November 10, 2015, obtained input on a vision for bicycling and walking in the city and items to be included in the plan. Key input from this meeting included:

- Desire for connected, complete, safe networks

- Preference for flowing network with minimal stops
- Desire to fill city-owned gaps in networks

The second meeting, held on March 8, 2016, provided feedback on the draft bicycling and pedestrian networks. Highlights of this meeting included:

- Discussion of protected bikeways and possible implementation locations
- Discussion of bike boulevard concept
- Feedback on proposed networks

The third meeting, held on June 22, 2016, provided feedback on the draft active transportation plan. Key points discussed included:

- Bike parking code changes
- Refinement of Class III bike route implementation

Stakeholder Meeting 1 Minutes, November 10, 2015



MEETING MINUTES

CLOVIS ACTIVE TRANSPORTATION PLAN STAKEHOLDER COMMITTEE

Date: Tuesday, November 10, 2015
1:30 – 3:00 PM

Location: San Joaquin Conference Room
Clovis Planning and Development Services Building
1033 5th St.
Clovis, CA 93612

Attendees: Mark Keppler, Clovis Community Foundation
Tom Gaffery, Fresno State
Mike Martens, Disabled citizen representative
Ken Herrington, Fresno Cycling Club
Nicholas Paladino, Fresno Cycling Club
Renee Mathis, City of Clovis Engineering
Simin Abdollahian, City of Clovis Engineering
John Cross, City of Clovis Capital Division
Mark Faulconer, City of Clovis Maintenance Division
Mike Harrison, City of Clovis Engineering
Rob Hananouchi, Fehr & Peers
Rod Brown, Fehr & Peers

Topic	Discussion Summary	Action Items
I. Introductions & Agenda Review	<ul style="list-style-type: none"> Team members introduced themselves; overview of meeting agenda 	
II. Stakeholder Committee Role & Engagement	<ul style="list-style-type: none"> Members should represent constituents as well as community as a whole Members should keep constituents informed about process 	
III. Project Overview		
a. Objectives	<ul style="list-style-type: none"> Key purpose is to meet requirements for ATP funding Updating 2011 Bicycle and Trails Master Plan 	
b. Community Characteristics & Plan Needs	<ul style="list-style-type: none"> Need to identify key community centers; will be included in ATP Need for multimodal connections; will be included in ATP Desire for multimodal routing tool for bikes and pedestrians; including connections to transit All SEs should be included, plan should not only cover infrastructure; will be included in ATP Challenge to keep plan updated Fresno State ATP has links to ADA transition plan 	<ul style="list-style-type: none"> Rod: identify best practices and strategy to keep plan updated after approval

Clovis Active Transportation Plan
Stakeholder Meeting #1

Meeting Minutes

Topic	Discussion Summary	Action Items
c. Key Milestones & Schedule	<ul style="list-style-type: none"> Committee will review draft network in January Committee will review draft plan in February Goal is to have plan approved in April 	
IV. Public Workshop Review	<ul style="list-style-type: none"> Workshop identified following improvements to encourage more walking/biking: <ul style="list-style-type: none"> Fill gaps, complete routes, add destinations Add shade Improve crossing safety Workshop identified following desired enhancements: <ul style="list-style-type: none"> Enhanced striping and advanced stop bars at crosswalks Pedestrian signals and warning lights Bulbouts and refuge islands Sharrows Cycletracks Secure bike parking important to encourage cycling <ul style="list-style-type: none"> Plan should discuss guidelines and policies for secure bike parking Consider retrofit of bike parking in existing areas Fresno State had education program to teach correct and secure bike lock use Consider afternoon sun when placing shade trees Visibility at crossings important Need improved lighting at Peach Ave. crossing ADA pedestrian push buttons being standardized, will use at new signals and eventually incorporated into existing signals Sharrows appropriate for some areas, not others Cycle Track guidelines being developed by Caltrans; COG is also developing a policy and program 	<ul style="list-style-type: none"> Rod: include criteria for use of sharrows, but not locations Rod: discuss cycletracks but do not include locations Rod: include bike parking in ATP
V. Vision Exercise	<ul style="list-style-type: none"> Workshop vision was for connected, complete, safe networks Vision should be for flowing network, with minimal stops Some gaps are privately owned and out of city control, but plan should identify city-owned gaps that can be addressed 	<ul style="list-style-type: none"> Rod: identify city-owned gaps in networks in plan

Clovis Active Transportation Plan
Stakeholder Meeting #1

Meeting Minutes

Topic	Discussion Summary	Action Items
VI. Opportunities & Issues Map Exercise	<ul style="list-style-type: none"> Key areas to review <ul style="list-style-type: none"> Clovis Ave south of Herndon Clovis Ave north of 168 Sunnyside north of Nees to north of Shepherd Gettysburg and Willow improvements may be removed from plan, but Helm could be an alternative, as could Winery Remove Hughes Ave bike lanes between Third and Fifth from maps; replaced by path/sidewalk Sidewalk gap on Clovis Ave between Sierra Ave and Magill Ave Road diet candidates being reviewed by City engineer Consider cycletracks near community college 	<ul style="list-style-type: none"> Rod: update map to remove bike lanes on Hughes Ave between Third and Fifth Renee: get road diet candidates from city engineer
VII. Crowdsourc+ Demonstration	<ul style="list-style-type: none"> Tool was demonstrated Available from city website: http://www.ci.clovis.ca.us/atp 	
VIII. Future Meetings & Next Steps	<ul style="list-style-type: none"> Next meeting to be review of proposed network in January Following meeting will be review of draft ATP in February 	
IX. Additional Items Identified In Meeting	<ul style="list-style-type: none"> Concerns about use of NEVs/golf carts on paths and in lanes 	

Attachments:

- Sign-in sheet
- Slides from meeting presentation

Stakeholder Meeting 2 Minutes, March 8, 2016



MEETING MINUTES

CLOVIS ACTIVE TRANSPORTATION PLAN STAKEHOLDER COMMITTEE

Date: Tuesday, March 8, 2016
1:30 – 3:00 PM

Location: San Joaquin Conference Room
Clovis Planning and Development Services Building
1033 5th St.
Clovis, CA 93612

Attendees: Mark Keppler, Clovis Community Foundation
Tom Gaffery, Fresno State
Mike Martens, Disabled citizen representative
Ken Herrington, Fresno Cycling Club
Nicholas Paladino, Fresno Cycling Club
Pedro Ramirez, Caltrans
Renee Mathis, City of Clovis Engineering
Simin Abdollahian, City of Clovis Engineering
Thad Avery, City of Clovis Engineering
Bryan Araki, City of Clovis Planning
John Cross, City of Clovis Capital Division
Mark Faulconer, City of Clovis Maintenance Division
Steve White, City of Clovis Engineering
Dwight Kroll, City of Clovis Planning and Development Services
Mike Harrison, City of Clovis Engineering
Rob Hananouchi, Fehr & Peers
Rod Brown, Fehr & Peers

Topic	Discussion Summary	Action Items
I. Introductions & Agenda Review	<ul style="list-style-type: none"> Team members introduced themselves; overview of meeting agenda 	
II. Review of Public Input	<ul style="list-style-type: none"> Reviewed summary of inputs and response to each topic (see attachment) Shared that public workshop had 36 attendees and 34 comments on maps Shared that online Crowdsourc+ tool has had 124 inputs Question arose: Will cycle tracks be discussed in ATP? <ul style="list-style-type: none"> ATP will identify cycle tracks as a type of bikeway, but specific recommendations for implementation will be deferred based on the outcomes of the Fresno COG's cycle track feasibility study which just started Fresno COG study will identify up to 6 corridors for consideration Explained that cycle tracks primarily benefit less experienced, "Interested but concerned" cyclists Group shared that Alluvial and Barstow would seem like good possibilities for cycle tracks and provide good connections to the Herndon Avenue trail in Fresno and Fresno State 	

Clovis Active Transportation Plan
Stakeholder Meeting #2

Meeting Minutes

Topic	Discussion Summary	Action Items
III. Bike Boulevards	<ul style="list-style-type: none"> Discussed purpose and benefits of bike boulevards Useful alternative to busy roads where bike lanes are very unlikely to be added General interest in use, in particular on Pollasky, also on Helm Interest in traffic diversion to reduce and slow traffic Pollasky could be a good place for diagonal back-in parking 	<ul style="list-style-type: none"> Rod: provide possible Pollasky cross-section to City staff
IV. Network Review	<ul style="list-style-type: none"> Reviewed and marked up maps for sidewalk and bike networks (photos of marked-up maps are attached) Question: why are facilities in Heritage Grove Master Plan area not shown? <ul style="list-style-type: none"> Heritage Grove Master Plan is still being finalized and final bicycle and pedestrian facilities are subject to further review. Public will have a chance to comment on the Master Plan, probably in April. 	<ul style="list-style-type: none"> Stakeholders: Review maps and provide feedback to Renee by Friday, March 11.
a. Class I Map	<ul style="list-style-type: none"> Paseos and trails are both Class I facilities <ul style="list-style-type: none"> Paseos have been used to describe shorter, neighborhood Class I facilities that are mostly found in Loma Vista (Southeast Clovis) Trails are typically longer, continuous facilities, such as the Old Town Trail, Enterprise Trail, Dry Creek Trail Suggestion to clarify that both paseos and trails are Class I bikeways in the ATP Some sections shown as existing on the map are currently under construction Concerns about width of Enterprise Trail section near Nees and Temperance. Trail currently shown along existing sidewalks on Nees and Temperance that are too narrow for shared use. 	<ul style="list-style-type: none"> Rod: identify widening of trail along Temperance as a project
b. Sidewalk Map	<ul style="list-style-type: none"> Sidewalk widths may be too narrow in some locations, particularly near schools. In higher pedestrian demand areas, 6-8 feet width would be much better than 5 feet for two people to walk abreast Sidewalk considerations at Caltrans interchanges: <ul style="list-style-type: none"> Most interchanges have sidewalks, but are still challenging areas for pedestrians to navigate For example, SR 168 interchange at Shaw Avenue is not best area for Fresno State students to walk through 	<ul style="list-style-type: none"> Rod: look at city standards, consider changing sidewalk width standards near schools or other activity centers

Clovis Active Transportation Plan
Stakeholder Meeting #2

Meeting Minutes

Topic	Discussion Summary	Action Items
c. Class II and III Map	<ul style="list-style-type: none"> Question: what is being proposed for Class III facilities? <ul style="list-style-type: none"> Suggestion that green "Bike Route" signage is not sufficient without additional signage (i.e., "Share the Road" signs) or markings (i.e., sharrows) Without this additional signage or markings, should plan designate Class III routes? Class III routes alert motorists to expect cyclists; additional education should be pursued to inform public Many of the routes identified as Class III will be studied for possible "roadway reallocation" (i.e., road diets), which will allow for class II bike lanes Where feasible, Class II bike lanes are preferable to Class III facilities, but understand constraints related to curb-to-curb widths and need for on-street parking 	
V. Future Meetings & Next Steps	<ul style="list-style-type: none"> Public meeting to review draft networks will be held on March 17th Next stakeholder meeting will be review of draft ATP in April or May 	
VI. Additional Items Identified In Meeting	<ul style="list-style-type: none"> Is there a possibility to identify/brand streets with wide sidewalks? Would inform public of great spaces for walking and marketing opportunity for future development 	

Attachments:

- Sign-in sheet
- Slides from meeting presentation
- Agenda with summary of public input
- Marked-up maps

Stakeholder Meeting 3 Minutes, June 22, 2016



MEETING MINUTES

CLOVIS ACTIVE TRANSPORTATION PLAN STAKEHOLDER COMMITTEE

Date: Wednesday, June 22nd, 2016
1:30 – 3:00 PM

Location: San Joaquin Conference Room
Clovis Planning and Development Services Building
1033 5th St.
Clovis, CA 93612

Attendees: Mark Keppler, Clovis Community Foundation
Jon Tenorio, Clovis Unified School District
Ken Herrington, Fresno Cycling Club
Nicholas Paladino, Fresno Cycling Club
Pedro Ramirez, Caltrans
Renee Mathis, City of Clovis Engineering
Simin Abdollahian, City of Clovis Engineering
Thad Avery, City of Clovis Engineering
John Cross, City of Clovis Capital Division
Mark Faulconer, City of Clovis Maintenance Division
Shonna Halterman, City of Clovis
Dwight Kroll, City of Clovis Planning and Development Services
Mike Harrison, City of Clovis Engineering
Rod Brown, Fehr & Peers

Clovis Active Transportation Plan
Stakeholder Meeting #2

Meeting Minutes

Topic	Discussion Summary	Action Items
III. Next Steps	<ul style="list-style-type: none"> • Incorporate plan comments (June-July) • Environmental review (July-August) • City council presentation (September) 	

Attachments:

- Sign-in sheet

Topic	Discussion Summary	Action Items
I. Introductions & Agenda Review	<ul style="list-style-type: none"> • Team members introduced themselves; overview of meeting agenda 	
II. Review of Input on Draft ATP	<ul style="list-style-type: none"> • Mark K. would like to include a cycle track on Alluvial between River Park and the Tech Center. He wants the lanes to be shaded. Mark F. noted this would be a challenge across multiple agencies. • Discussed link from Fresno Midtown Trail to connect to Clovis Old Town Trail. Rod will add reference in ATP. • Recommended that plan should note City "should consider updating" bike parking ordinance to reference 2010 Association of Pedestrian and Bicycle Professionals guide and CA Green Building Code. • Add comment that website will be updated with information about road diets. • Class III routes should have "Bikes may use full lane" R4-11 signs as appropriate based on conditions. • Caltrans will look at putting bike parking into park and ride lot. 	<ul style="list-style-type: none"> • Rod: review and incorporate comments into draft ATP • Pedro: investigate adding bike parking to park and ride lot

PUBLIC WORKSHOPS

Two public workshops were held for the plan. 36 people attended the first workshop on October 27, 2015, and provided input on what they would like to see in the plan and specific locations for improvements within the city. 31 people attended the second public workshop on March 17, 2016, and provided comments on the recommended active transportation networks.

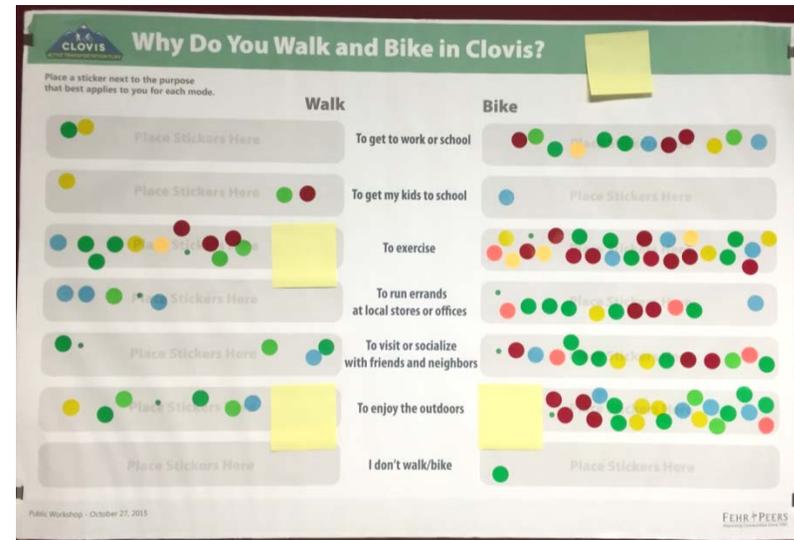
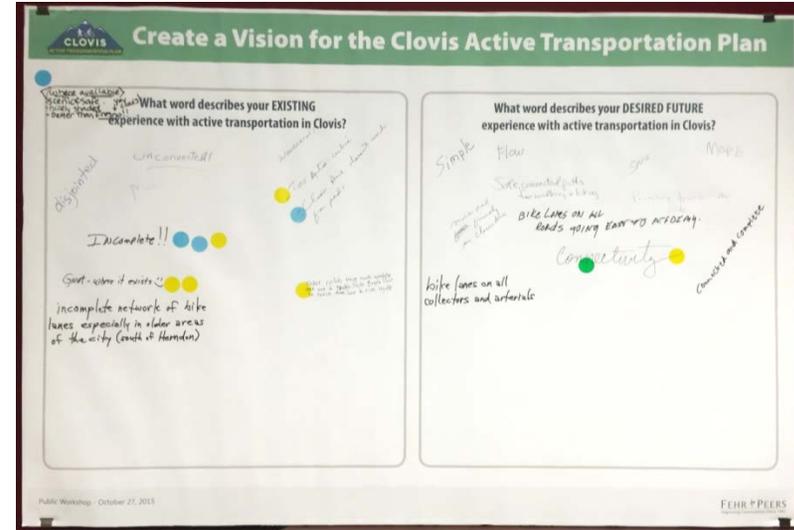
Highlights of the first workshop included:

- A clear priority for filling gaps and connecting destinations
- A widely-held desire to improve shade along trails and bikeways
- Strong interest in enhanced crosswalk striping and separated bikeways

Highlights of the second workshop included

- Specific feedback on proposed networks and priorities
- Desire to replace bike routes with bike lanes on key streets
- Clear interest in bike boulevards

Public Workshop 1 Poster Feedback, October 27, 2015



What Would Help You Walk More in Clovis?

Place a sticker next to your choice.

- Add sidewalks and trails to fill gaps and connect more destinations
- Make street crossings safer
- Add trees to shade sidewalks and trails
- My destinations are too far away to walk
- It is easier to drive
- [Add your own]
- [Add your own]
- [Add your own]

Public Workshop - October 27, 2015

Potential Enhancements for Walking

Place a sticker next to your enhancement of preference. If you only had limited funds, which would you choose?

- Enhanced striping and advanced stop bars at crosswalks**
Advanced stop bars are placed in front of crosswalks and keep vehicles from encroaching into the crosswalk. **\$1,500/crosswalk**
- Pedestrian signals and warning signs**
Pedestrian signals require vehicles to stop at a red light to allow pedestrians to cross. **\$45,000/crosswalk**
- Bulbouts and refuge islands**
Bulbouts and refuge islands decrease crossing distance and improve visibility. **\$56,000/bulbout; \$9,300/refuge island**
- Signs indicating distance in minutes**
Directional signs help direct pedestrians to nearby destinations and to other trails. **\$84,000/mile; \$2,000/sign**

Public Workshop - October 27, 2015

What Would Help You Bike More in Clovis?

Place a sticker next to your choice.

- Add more bike lanes and trails
- Make the existing bike lanes and routes safer
- Add trees to shade bike lanes and trails
- My destinations are too far away to bike
- It is easier to drive
- [Add your own]
- [Add your own]
- [Add your own]

Public Workshop - October 27, 2015

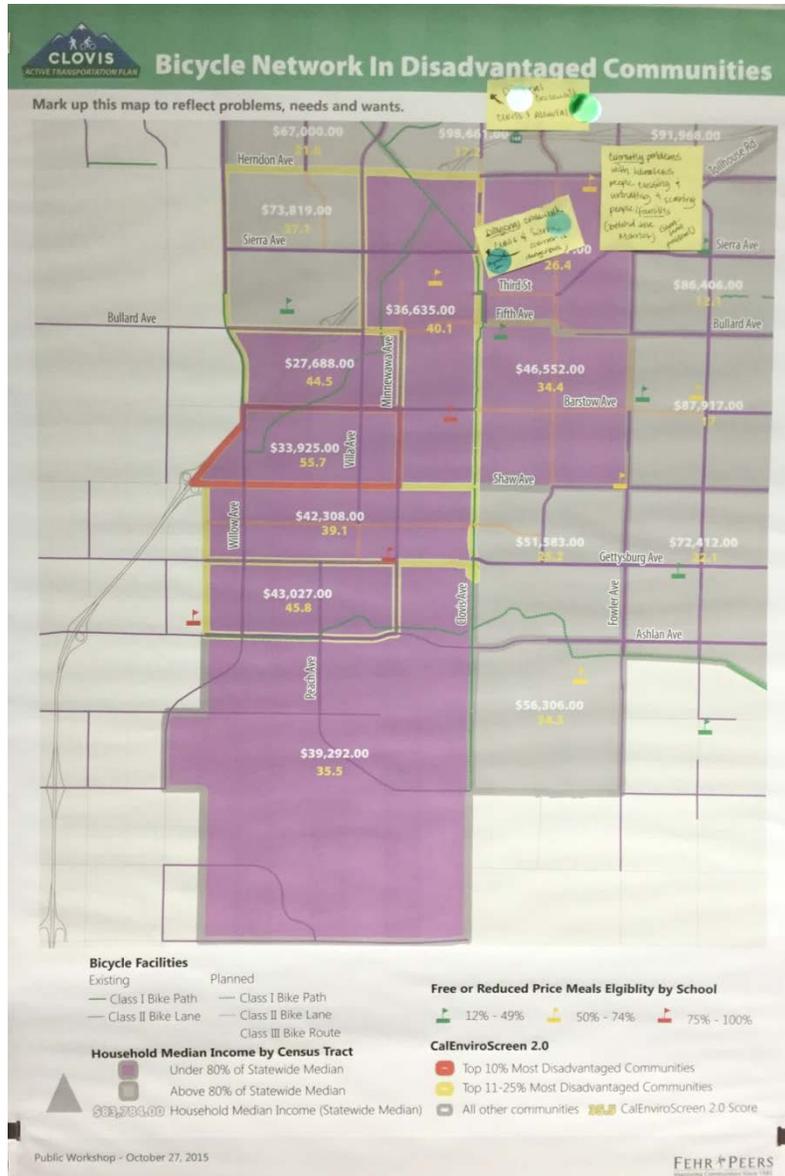
Potential Enhancements for Biking

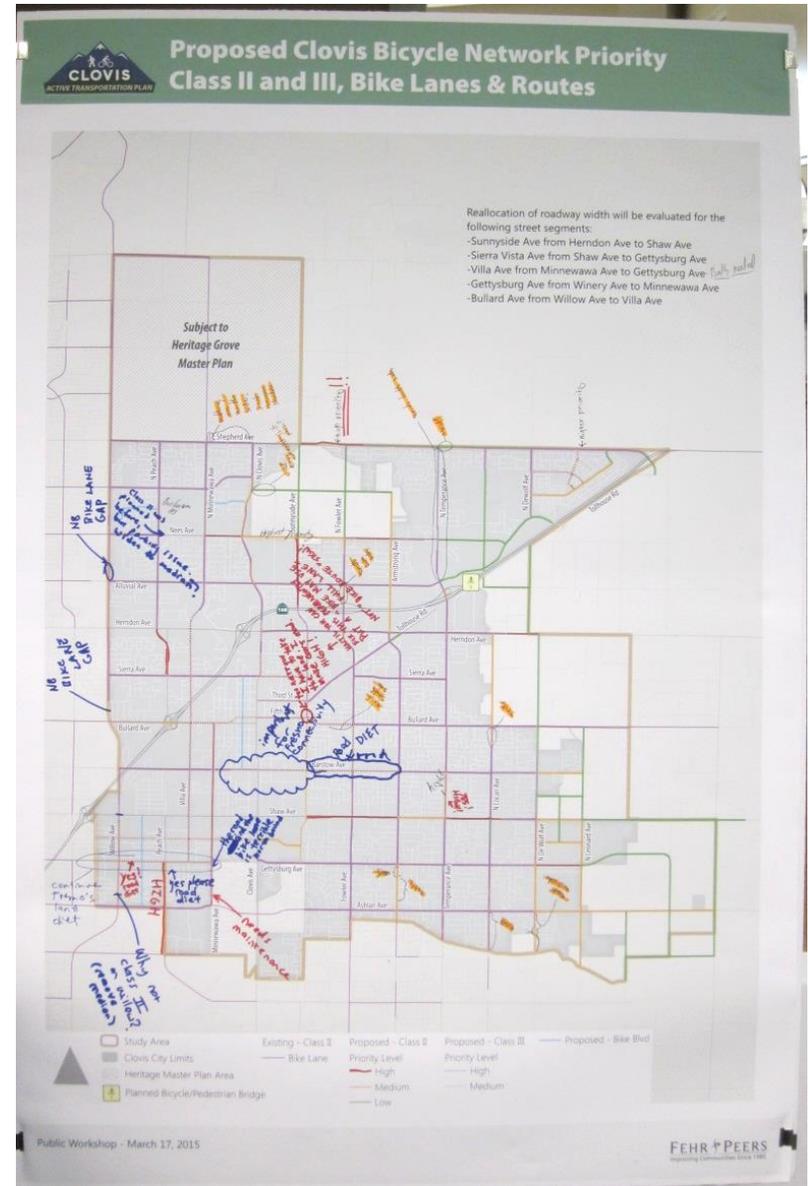
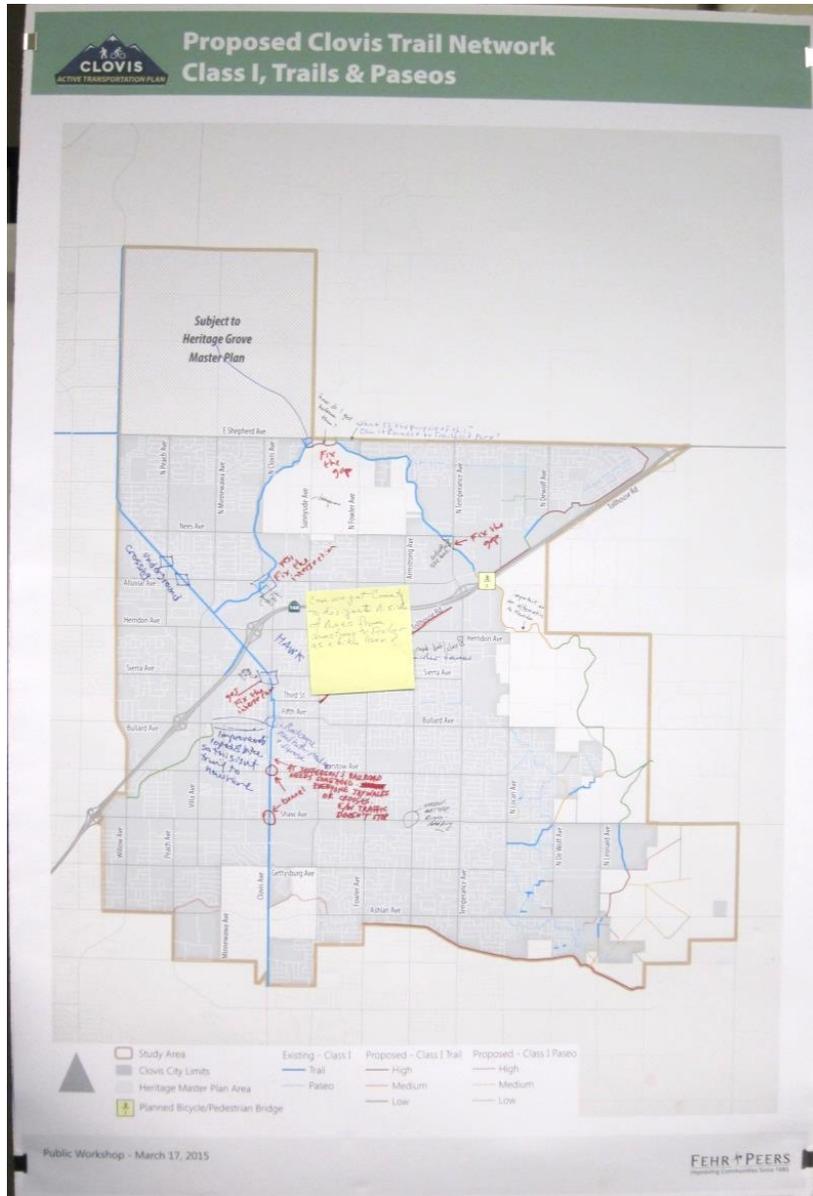
Place a sticker next to your enhancement of preference. If you only had limited funds, which would you choose?

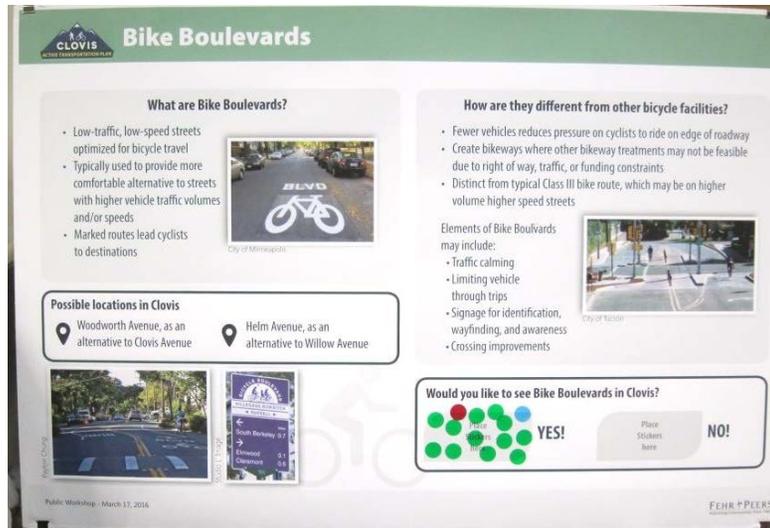
- Separated bikeways (Class IV bikeways or cycle tracks)**
Bikeways are separated from the roadway with pavement markings, curbs, and other traffic barricades. **\$67,000/mile**
- Bicycle boulevards**
A bicycle boulevard is a shared roadway with low-volume vehicle traffic, optimized for bicycle travel through the use of traffic calming, traffic control measures, and directional signage. **\$94,000/mile**
- Bike route with sharrows**
Sharrows are pavement markings that inform motorists to expect bicyclists to be in the travel lane. **\$32,000/mile**
- Signs indicating distance in minutes as well as miles**
Directional signs help direct bicyclists to nearby destinations and to other bikeways. **\$94,000/mile; \$2,000/sign**

Public Workshop - October 27, 2015

Public Workshop 2 Poster Feedback, March 17, 2016







ONLINE INTERACTIVE MAPS

An interactive map was provided to the community to allow the public to make recommendations and comments about bicycling and walking within the city. Users could select locations on the map, add points and draw lines, and provide comments tied to each point or line. Available selections for line inputs were:

- Add trail or shared use facility here
- Add bike lanes here
- Add a sidewalk here
- Add your own idea

Available selections for point inputs were:

- Make it safer to walk or bike here
- Improve lighting here

- Vehicle speeds seem high here
- Facility maintenance needed here
- Add bike parking here
- Add crosswalk here
- Bike parking exists here
- Add your own idea

124 inputs were received via the map tool and included in development of the recommended networks. Comments included both new trails within and near the city, new bike lanes on several streets, and crosswalk improvements near schools and at busy intersections. Table 8 lists the line comments received, and Table 9 lists the point comments received.

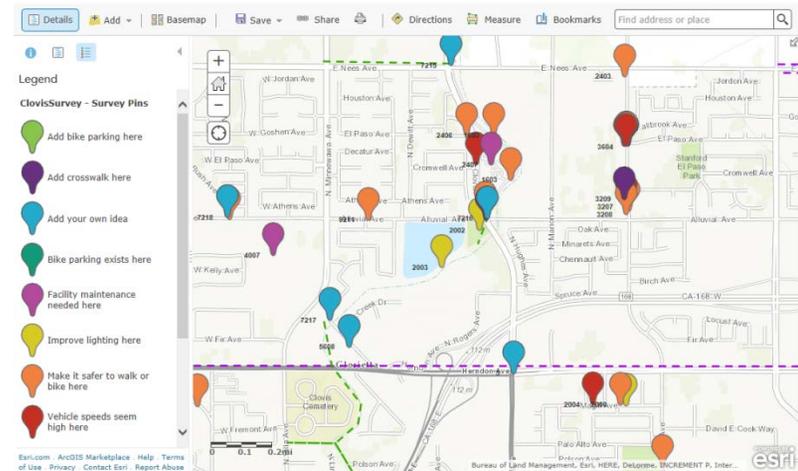


TABLE 8: LINE COMMENTS

Location	Line Type	Comment
DeWolf south of Gettysburg	Add bike lanes here	Add bike lanes in front of the school.
Fowler from Bullard to Barstow	Add bike lanes here	Add bike lanes.
Gould Canal	Add trail or shared-use facility here	Add Trail.
Locan from San Jose to Barstow	Add a sidewalk here	Sad reflection of our priorities that this street was recently widened but no sidewalk was added on the east side.
Shepherd	Add bike lanes here	No bike lane here, very dangerous. Many accidents on curve.
Copper west of Willow	Add bike lanes here	need bike lanes in both direction...If still in Clovis.
Sunnyside	Add trail or shared-use facility here	
Nees between Fowler and Armstrong	Add bike lanes here	
Nees between Fowler and Armstrong	Add bike lanes here	
Enterprise Trail between Nees and Temperance	Add trail or shared-use facility here	
Sunnyside	Add trail or shared-use facility here	
Temperance south of Shields	Add bike lanes here	bike lane extension
Fowler	Add bike lanes here	bike lane
Copper east of Willow	Add bike lanes here	bike lane
Herndon full length	Add bike lanes here	bike lane.
Shaw	Add bike lanes here	bike lane
Dry Creek trail extension behind Clovis Cemetery to Randy and Old Town Trail	Add trail or shared-use facility here	I would love access to the trails from Villa and on the creek behind the cemetery.
Sunnyside	Add trail or shared-use facility here	
Enterprise and Jefferson Canals	Add trail or shared-use facility here	
Enterprise Trail extension	Add trail or shared-use facility here	
Sunnyside	Add trail or shared-use facility here	

Location	Line Type	Comment
Nees from Minnewawa to Clovis	Add trail or shared-use facility here	
Dry Creek Trail at Alluvial and Clovis	Add trail or shared-use facility here	
Enterprise Canal	Add trail or shared-use facility here	
Gibson through to Escalon	Add trail or shared-use facility here	
Barstow between De Wolf and Leonard	Add trail or shared-use facility here	
Jefferson Canal	Add trail or shared-use facility here	
Enterprise Canal east of Clovis	Add trail or shared-use facility here	
North of Tollhouse and east of Thompson	Add trail or shared-use facility here	
North of Shepherd	Add trail or shared-use facility here	
To Friant	Add trail or shared-use facility here	
North of Shepherd	Add trail or shared-use facility here	
North of Shepherd	Add trail or shared-use facility here	
North of Shepherd	Add trail or shared-use facility here	
Shepherd and south of Tollhouse Tollhouse	Add trail or shared-use facility here	

TABLE 9: POINT COMMENTS

Street	Cross Street	Point Type	Comment
Sunnyside	Browning	Make it safer to walk or bike here	Make 2 lanes, with a dual left lane and add bike lanes.
De Wolf	Powers	Add crosswalk here	We have called to city to request a cross walk for school children to cross from the Shepherd Knowles development to get to Bud Rank Elementary. Currently, families and small children cross Dewolf Avenue without a cross walk. The proposed boundary changes keep this neighborhood attending Bud Rank in the future. It is dangerous to cross here because traffic doesn't expect pedestrians. When we have requested a crossing to city personnel, the city responded by saying that it would increase the city's liability to have a crossing at this location. That is RIDICULOUS!!! Are they going to wait until a small child is killed to put in a crossing? Without a crossing, I will not allow my child to walk or bike to school.
Shepherd	Locan	Improve lighting here	
De Wolf	Powers	Vehicle speeds seem high here	
Temperance	Alluvial	Vehicle speeds seem high here	Outer lanes in both directions are much wider than freeway lanes and encourage high speed.
Temperance	Bullard	Vehicle speeds seem high here	Outer lanes are much wider than freeway lanes and encourage high speeds.
Sunnyside	Los Altos	Make it safer to walk or bike here	Common place for bikes to use sidewalks. Needs bike lane
Clovis	Sierra	Make it safer to walk or bike here	Cyclists crossing here on trail need to wait at two long lights. Need diagonal "all cross" light or underpass. The alternative is that bike traffic ends up going through old town, which is unsafe for all.
Clovis	4th	Make it safer to walk or bike here	Need road diet and bike lanes on Clovis Ave. through Old Town. Most bike-unfriendly part of town. Witness an almost-deadly near miss between a cyclist and pedestrian on the sidewalk in front of Trelio's. (would have ruined my dining experience)
5th St	Hughes	Make it safer to walk or bike here	Need bike lane here and on other major nearby cross streets.
Herndon	Willow	Make it safer to walk or bike here	Need bike lane. Also vehicles travel at freeway speeds.
Enterprise Trail	Nees	Add crosswalk here	Seems per a recent Clovis PD Facebook post that it is currently jaywalking to cross here.
Enterprise Trail	Temperance	Add crosswalk here	(At canal). Seems as per recent Clovis PD Facebook post that is jaywalking to cross here, despite the path.
Pollasky	3rd	Add bike parking here	More bike parking, and bike accessibility, in Old Town. Lack of bike accessibility (using sidewalks instead) is a tragedy waiting to happen.

Street	Cross Street	Point Type	Comment
Armstrong	Barstow	Improve lighting here	Add lighting to the trails along Armstrong between Bullard and Shaw ave
Shepherd	Sunnyside	Vehicle speeds seem high here	
Dry Creek Trail	Dry Creek Park	Make it safer to walk or bike here	Need lighting here on path
Dry Creek Trail	Dry Creek Park	Make it safer to walk or bike here	Need lighting here at night.
Clovis	Wawona Ranch	Make it safer to walk or bike here	Bike lane disappears. Very dangerous with cars moving fast and no where for bike to go, but out in car lane.
Shepherd	Sylmar	Make it safer to walk or bike here	Landscapers park trucks and trailers completely in bike lane, forcing bikes to enter car lane. Usually in mornings on south side of Shepard [sic] between Clovis Ave and Willow. Should park on side street or half on grass and half on bike lane.
Tollhouse	Fowler	Make it safer to walk or bike here	Tollhouse Road needs to be reclassified since no longer a state route. The bike path is too narrow and needs to be expanded like the bike path on Sierra Avenue. Vehicles assume this to be a two lane road, but should only be designated one lane
Dry Creek Trail	Clovis	Improve lighting here	
Dry Creek	Alluvial	Improve lighting here	
Enterprise Trail	Nees	Vehicle speeds seem high here	People come from behind the shopping center here and dive past my house at near 40-50 MPH. One of my neighbors on that street didn't even know the speed limit was 25 MPH. Please make it safer for us to cross here to get to the park. It's silly to drive to a park that's only a few blocks away but I don't feel safe walking across Magill.
Magill	Argyle	Improve lighting here	
Magill	Argyle	Make it safer to walk or bike here	
Sunnyside	Alluvial	Make it safer to walk or bike here	There is no bike lane on the east side of the street. The sidewalk is very narrow and elevated. There is no safe way across Sunnyside from the bike path on the west to the neighborhood or school on the east.
Sunnyside	El Paso	Vehicle speeds seem high here	During the morning school drop off there are many cars using this Sunnyside and most of them are travelling well over 25mph and usually over the posted speed limit.
Sunnyside	Nees	Make it safer to walk or bike here	There is no sidewalk or bike lane.

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Street	Cross Street	Point Type	Comment
Sunnyside	El Paso	Add crosswalk here	There is no crosswalk from the bike path or parking along the west side of Sunnyside across to the school.
Clovis	Cromwell	Vehicle speeds seem high here	Vehicle speeds are very high going both directions on Clovis Ave.
Clovis	El Paso	Make it safer to walk or bike here	Vehicles entering and exiting the neighborhood from/to Clovis Ave are often going very fast.
Dry Creek Park		Facility maintenance needed here	At Dry Creek Park, some of the play equipment, canopies and ground cover need replacement.
Copper	Willow	Make it safer to walk or bike here	
Copper	Willow	Vehicle speeds seem high here	
Fowler	Sierra	Make it safer to walk or bike here	Very busy street and very tight for bicycles. Needs to be widened and needs bike lane.
Fowler	Shepherd	Make it safer to walk or bike here	Fowler is tight and very busy the further north you go. Needs to be widened and needs bike lane.
Minnewawa	International	Make it safer to walk or bike here	Minnewawa is very tight here. Needs to be widened and needs better bike lane. Very busy street.
Copper	Minnewawa	Make it safer to walk or bike here	Copper is very tight and needs better bike lane.
Herndon	Thompson	Make it safer to walk or bike here	Needs better bike lane all the way out east to Academy
Temperance	Shields	Make it safer to walk or bike here	Good bike lane but then it just stops and turns into a three lane road....bike lane needs to be extended.
Sunnyside	Alluvial	Vehicle speeds seem high here	Vehicles speeding past Century Elementary School.
Sunnyside	Alluvial	Make it safer to walk or bike here	Biking to and from Century Elementary can be dangerous due to cars heading south making west turn onto Alluvial.
Clovis	El Paso	Add crosswalk here	Crosswalk needed across Sunnyside at the side street El Paso. Children and adults are jaywalking across Sunnyside to enter their parked cars.
Sunnyside	El Paso	Add crosswalk here	
Sunnyside	El Paso	Vehicle speeds seem high here	
Sunnyside	El Paso	Make it safer to walk or bike here	
Sunnyside	El Paso	Vehicle speeds seem high here	
Enterprise Trail	Teague	Add your own idea	Add a bridge over the canal to gain access to Dry Creek Elementary from Deauville area

Street	Cross Street	Point Type	Comment
3rd St	Cole	Vehicle speeds seem high here	Should be Class II at least
Herndon	Fowler	Vehicle speeds seem high here	Herndon Avenue doesn't appear to be Class II. Safety issue
Peach	Barstow	Add your own idea	I would like a public track here. It's dead space and I think a public track would make people utilize it more. School tracks are always hard to get the timing right when school is in session or there is a sporting event, plus i always feel like I'm not supposed to be on school property after hours, which makes me think it's impossible to find a good track to run on!
Barstow	Holly	Add bike parking here	Invest in bike racks in old town
Peach	Magill	Make it safer to walk or bike here	We need to widen the road here it's very hard for cars to maneuver around walkers, bikers and strolling babies and dogs. I think it really doesn't have a true bike lane for people to walk in. Kind of scary to walk down this way to get to the neighborhood or Across [sic] Herndon.
Old Town Trail	South of Alluvial	Facility maintenance needed here	I'm just curious are all the call boxes functional on this trail? I would hate to have to find out and have it not so! Also a little more lighting around her[sic] wouldn't hurt either.
Barstow	Leonard	Make it safer to walk or bike here	
Enterprise Trail	Leonard	Make it safer to walk or bike here	
Enterprise Trail	Leonard	Add crosswalk here	
Barstow	Leonard	Add crosswalk here	
Enterprise Trail	Leonard	Facility maintenance needed here	gravel too sharp for bike tires along City of Clovis Water facility
Enterprise Trail	Bullard	Make it safer to walk or bike here	
Enterprise Trail	Bullard	Add crosswalk here	
Enterprise Trail	Herndon	Add your own idea	Continue trail here so we do not have to go onto Herndon Ave
Enterprise Trail	De Wolf	Add crosswalk here	
Enterprise Trail	De Wolf	Make it safer to walk or bike here	
Enterprise Trail	Herndon	Make it safer to walk or bike here	
Enterprise Trail	Herndon	Add crosswalk here	
Enterprise Trail	SR 168	Make it safer to walk or bike here	
Enterprise Trail	SR 169	Add crosswalk here	

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Street	Cross Street	Point Type	Comment
Owens Mtn Parkway	driveway	Make it safer to walk or bike here	
Owens Mtn Parkway	driveway	Make it safer to walk or bike here	
Owens Mtn Parkway	driveway	Add crosswalk here	
Owens Mtn Parkway	driveway	Add crosswalk here	
Enterprise Trail	Temperance	Make it safer to walk or bike here	
Enterprise Trail	Temperance	Add crosswalk here	
Enterprise Trail	Temperance	Add your own idea	Grind the median island gutter lip down so we can ride over it
Enterprise Trail	Nees	Make it safer to walk or bike here	
Enterprise Trail	Nees	Add crosswalk here	
Enterprise Trail	Nees	Add your own idea	Fix median island height so we can ride over it
Enterprise Trail	SR 169	Add your own idea	Add a tunnel or overpass for bikes and walking so we do not have to deal with the 168 & Temperance area traffic
Sunnyside	Shepherd	Add crosswalk here	
Sunnyside	Serena	Make it safer to walk or bike here	
Dry Creek Trail	Alluvial and Clovis	Make it safer to walk or bike here	
Clovis	Sierra	Make it safer to walk or bike here	Add a tunnel or overpass through this intersection
Old Town Trail	Alluvial	Make it safer to walk or bike here	Add a tunnel or overpass here
Willow	International	Make it safer to walk or bike here	
International	Willow	Make it safer to walk or bike here	
Dry Creek Trail	Alluvial and Clovis	Add crosswalk here	How about a diagonal crosswalk at Clovis/Alluvial to facilitate crossing by cyclists and pedestrians?

Street	Cross Street	Point Type	Comment
Woodworth	3rd	Make it safer to walk or bike here	bike lane on woodworth between trail down woodworth south to Bullard. bike parking air station? [sic] went general city plan update they presented great ideas for bike /walking community! [sic] I live on woodworth lots of bike traffic it great to see people out enjoying clovis and spending time out in the fresh air, with that being said green space plan compliments other plans as well[sic]

APPENDIX C: CONSISTENCY WITH OTHER PLANS

2014 CITY OF CLOVIS GENERAL PLAN

The General Plan makes many references to bicycle and pedestrian travel, in the Circulation Element as well as other elements. Key policies are listed below. The ATP is consistent with the General Plan.

Land Use

- Policy 3.1 requires planning for non-vehicular circulation within each urban center and connections to the remainder of Clovis and adjacent communities.
- Policy 3.9 states that new development in Urban Centers must fully improve roadway, pedestrian, and bicycle systems within and adjacent to the proposed project and connect to existing urbanized development.
- Policy 6.2 discusses smart growth goals, including walkable neighborhoods and providing a variety of transportation choices.

Economic Development

- Policy 4.2 discussed promotion of Clovis as a cycling center and a launching point for regional cycling opportunities, such as the “Climb to Kaiser” and the “California Classic Century Ride.”

Circulation

The Circulation Element contains many goals and policies relevant to the ATP, including the following:

- Goal 1: A context-sensitive and “complete streets” transportation network that prioritizes effective connectivity and accommodates a comprehensive range of mobility needs.
 - Policy 1.1 Multimodal network. The city shall plan, design, operate, and maintain the transportation network to promote safe and convenient travel for all users: pedestrians, bicyclists, transit riders, freight, and motorists.
 - Policy 1.2 Transportation decisions. Decisions should balance the comfort, convenience, and safety of pedestrians, bicyclists, and motorists.

- Policy 1.5 Neighborhood connectivity. The transportation network shall provide multimodal access between neighborhoods and neighborhood-serving uses (educational, recreational, or neighborhood commercial uses).
- Goal 3: A multimodal transportation network that is safe and comfortable in the context of adjacent neighborhoods.
 - Policy 3.4 Road diets. Minimize roadway width as feasible to serve adjacent neighborhoods while maintaining sufficient space for public safety services.
 - Policy 3.7 Conflict points. Minimize the number of and enhance safety at vehicular, pedestrian, and bicycle conflict points.
- Goal 4: A bicycle and transit system that serves as a functional alternative to commuting by car.
 - Policy 4.1 Bike and transit backbone. The bicycle and transit system should connect Shaw Avenue, Old Town, the Medical Center/R&T Park, and the three Urban Centers.
 - Policy 4.2 Priority for new bicycle facilities. Prioritize investments in the backbone system over other bicycle improvements.
 - Policy 4.3 Freeway crossings. Require separate bicycle and pedestrian crossings for new freeway extensions and encourage separate crossings where Class I facilities are planned to cross existing freeways.
- Policy 4.4 Bicycles and transit. Coordinate with transit agencies to integrate bicycle access and storage into transit vehicles, bus stops, and activity centers.
- Goal 5: A complete system of trails and pathways accessible to all residents.
 - Policy 5.1 Complete street amenities. Upgrade existing streets and design new streets to include complete street amenities, prioritizing improvements to bicycle and pedestrian connectivity or safety, consistent with the Bicycle Transportation Master Plan and other master plans.
- Policy 5.2 Development-funded facilities. Require development to fund and construct facilities as shown in the Bicycle Transportation Plan when facilities are in or adjacent to the development.
- Policy 5.5 Pedestrian access. Require sidewalks, paths, and crosswalks to provide access to schools, parks, and other activity centers and to provide general pedestrian connectivity throughout the city.
- Air quality
- Policy 2.1 Regional coordination. Support regional efforts to reduce air pollution (criteria air pollutants and greenhouse gas emissions) and collaborate with other agencies to improve air quality at the emission source and reduce vehicle miles traveled.

2011 CITY OF CLOVIS BICYCLE TRANSPORTATION MASTER PLAN

The ATP supersedes the 2011 Bicycle Transportation Master Plan. Most significantly, the ATP adds pedestrian networks and programs and

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meets the requirements of the 2017 California Transportation Commission Active Transportation Program Guidelines.

2014 FRESNO COUNCIL OF GOVERNMENTS REGIONAL TRANSPORTATION PLAN AND SUSTAINABLE COMMUNITIES STRATEGY

The plan's bicycle and pedestrian policies are described extensively in the Non-Motorized Transportation Element. An important component of the 2014 RTP/SCS is a commitment to complete streets policies and implementation measures. The plan seeks to have every transportation project make the street network safer for pedestrians and bicyclists as well as transit users and drivers. The plan includes a notable increase in the regional active transportation network, though proposed funding is still a relatively small proportion, 2.52%. Additionally, the Policy Element contains a number of goals, with supporting objectives and policies, relating directly to walking and bicycling. These goals include:

- An efficient, safe, integrated, multimodal transportation system
- Maximize bicycling and walking through their recognition and integration as valid and healthy transportation modes in transportation planning activities
- Safe, convenient, and continuous routes for bicyclists and pedestrians of all types which interface with and complement a multimodal transportation system
- Improved bicycle and pedestrian safety through education and enforcement.
- Increased development of the regional bikeways system, related facilities, and pedestrian facilities by maximizing funding opportunities.

The ATP is consistent with the RTP/SCS.

2003 LOMA VISTA SPECIFIC PLAN

The Loma Vista Specific Plan was adopted in April 2003 and is a planning document that guides development in Clovis' southeast area (3,307 acres bounded by Locan Avenue to the west, McCall Avenue to the east, portions of Bullard Avenue and Shaw Avenue to the north, and the Gould Canal to the south). The plan's Local Transportation guiding principle is relevant to bicycling: "Organize land uses in a manner that promotes pedestrian-oriented circulation patterns and reduces the number and length of vehicular trips. Ensure that growth-inducing transportation impacts on existing communities are minimized." The plan includes a Parkway/Trail System that provides pedestrian and bicycle linkages throughout the plan area. The ATP is consistent with this plan.

2015 CITY OF CLOVIS URBAN GREENING MASTER PLAN

The Clovis Urban Greening Master Plan adopted in July 2015 was developed to improve the urban environment and quality of life of residents by increasing and connecting parks and open space, providing safe and accessible multi-modal transportation, using green infrastructure to manage and filter stormwater, and enhancing the urban forest. Goals and supporting actions of the Urban Greening Master Plan related to the ATP include:

Goal: Draw people outside

- Add wayfinding to the intersection of Sierra Avenue and Clovis Avenue to direct trail users to trail and make drivers aware of busy trail intersection. Consider painting directional signage on pavement or using pavement markers (Old Town)

- Develop trail wayfinding throughout the city to make trails more visible and connected
- Consider installing flashing crosswalks at intersections of Sierra Avenue and Clovis Avenue, Minnewawa and Bullard Avenues, Bullard Avenue and 5th Street, and Bullard and Pollasky Avenues (Old Town)
- Create canal trail north from Letterman Park to Sierra Avenue, create pedestrian/bicycle crossings at canal intersections with Villa and Bullard Avenues (Old Town)
- Explore widening sidewalks on arterials, especially near schools

Goal: Promote alternative transportation

- Create crosswalks across Ashlan Avenue, Gettysburg Avenue, and Shaw Avenue at paseo and internal roadway intersections (Loma Vista)
- Develop master plan for Enterprise Canal Trail and community park space adjacent to trail (Northwest)
- Consider bicycle-phased or bicycle-priority intersection signals with activation from designated bike lanes and trails
- Provide more bicycle racks in Old Town (Old Town)
- Support the development of bicycle storage services
- Support bicycle rental businesses
- Encourage the provision of bicycle valets at large events
- Consider an all-cross pedestrian and bicycle signal at Alluvial and Clovis Avenues (Old Town)
- Encourage developers to increase pedestrian permeability such as by creating open corner pedestrian connections or paseos at arterial intersections such as Shepherd Avenue, Minnewawa Avenue, and Willow Avenue, and providing pedestrian breaks to connect internal development, neighborhood streets and trails to

adjacent arterial streets midblock between primary entry streets into residential development to promote pedestrian activity along these corridors

- Install crosswalk improvements at the intersection of Peach Avenue and Ashlan Avenue, consider painting street to create wayfinding and alert drivers to pedestrians and cyclists (Helm Ranch)
- Replace and increase sidewalk width on Willow Avenue in Helm Ranch and improve the central median; consider a road diet and improved crosswalks (Helm Ranch)
- Install crosswalks at Willow Avenue intersections with Shepherd Avenue, Perrin Avenue, Behymer Avenue, International Avenue, and Copper Avenue (Northwest)
- Create Gould Canal Trail along canal adjacent to Ashlan Avenue to create connection to Fresno (Helm Ranch)
- Extend Gould Canal Trail to the east from Basin "S" Park (Helm Ranch)

Goal: Implement recommendations from previous planning efforts

- Implement the proposed Class II bike lane on Willow and consider painting it or using other pavement treatments for added visibility (Helm Ranch)
- Implement the proposed bike paths, lanes, and routes proposed in the Bicycle Transportation Master Plan

COORDINATION WITH NEIGHBORING JURISDICTIONS

The ATP was developed with reference to and is consistent with the bicycle and pedestrian plans of adjacent jurisdictions. The plan includes connectivity to the bicycle and pedestrian networks of these

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jurisdictions, including the Midtown Trail being developed by the City of Fresno.

2010 City of Fresno Bicycle, Pedestrian, and Trails Master Plan

2013 Fresno County Regional Bicycle and Recreational Trails Master Plan

2015 California State University, Fresno, Active Transportation Plan

FRESNO COUNTY TRANSPORTATION AUTHORITY MEASURE C

Measure C is a half-cent retail sales tax. Revenues from Measure C will go toward transportation improvements in Fresno County until 2027, when it will require a vote of approval for its continuation. Measure C estimates an allocation of \$12 million dollars specifically for bicycle infrastructure throughout the City of Clovis. Measure C requires that jurisdictions have an adopted bicycle transportation plan in place by 2012 to receive funding for bicycle infrastructure. The 2011 City of Clovis Bicycle Transportation Master Plan and this ATP were developed to fulfill all the requirements of Measure C.

SCHOOL DISTRICTS

The ATP was developed with input from the Clovis Unified School District, who participated on the Stakeholder Advisory Committee.

FEDERAL POLICIES

Federal policies that relate to this plan include

US DOT Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations

In 2010, the United States Department of Transportation (US DOT) issued a policy directive in support of walking and bicycling, encouraging transportation agencies to go beyond minimum standards in fully integrating active transportation into projects. As part of the statement, the US DOT encouraged agencies to adopt similar policy statements in support of walking and bicycling considerations such as:

- Considering walking and bicycling as equals with other transportation modes
- Ensuring availability of transportation choices for people of all ages and abilities
- Going beyond minimum design standards
- Integrating bicycling and pedestrian accommodations on new, rehabilitated, and limited access bridges
- Collecting data on walking and bicycling trips
- Setting mode share for walking and bicycling and tracking them over time
- Removing snow from sidewalks and shared-use paths
- Improving non-motorized facilities during maintenance projects

Americans with Disabilities Act

The Americans with Disabilities Act Title III is legislation enacted in 1990 that provides thorough civil liberties protections to individuals with disabilities concerning employment, state and local government services, and access to public accommodations, transportation, and telecommunications. Title III of the Act requires places of public accommodation to be accessible and usable to all people, including those with disabilities. While the letter of the law applies to “public

accommodations,” the spirit of the law applies not only to public agencies but also to all facilities serving the public, whether publicly or privately funded.

and transit use as viable alternatives are important components of these plans.

STATE POLICIES

State policies that relate to this plan include:

Complete Streets Act of 2008

California’s Complete Streets Act of 2008 (Assembly Bill 1358) requires all cities to modify the circulation element of their general plan to “plan for a balanced, multimodal transportation network that meets the needs of all users” when a substantive revision of the circulation element occurs. The law went into effect on January 1, 2011. The law also directs the Governor’s Office of Planning and Research to amend its guidelines for the development of circulation elements in order to aid cities and counties in meeting the requirements of the Complete Streets Act.

Senate Bill 375/Assembly Bill 32

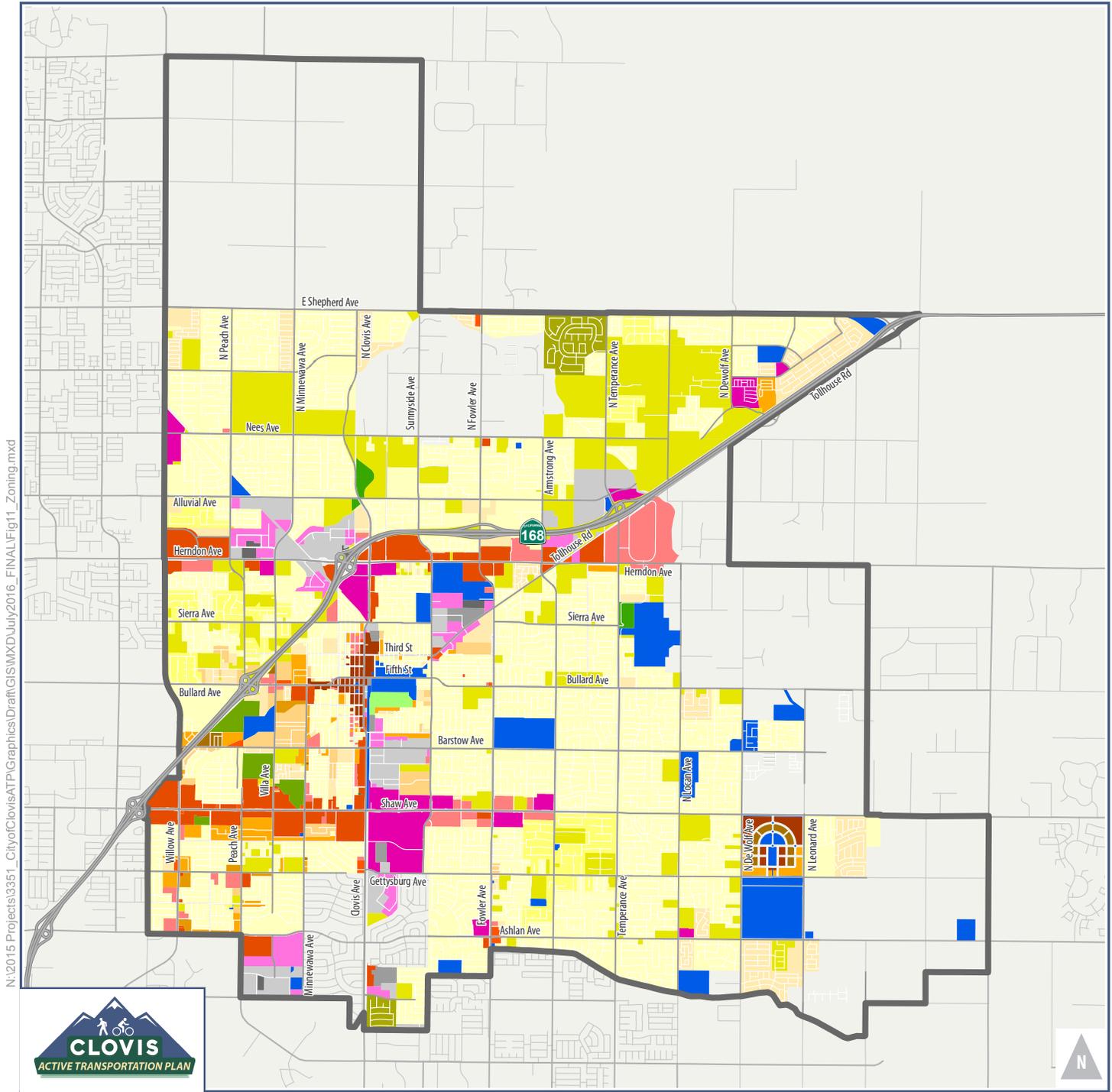
California Assembly Bill 32 requires greenhouse gas (GHG) emissions to be reduced by 28 percent by the year 2020 and by 50 percent by the year 2050 in response to climate change. Senate Bill 375 provides the implementation mechanisms for AB 32. It requires metropolitan planning organizations and regional planning agencies to plan for these reductions with the development of Sustainable Community Strategies, which will be a regional guide for housing, land uses, and transportation and will incorporate the Regional Transportation Plan (RTP). One key component of this is the reduction of automobile trips and vehicle miles traveled. Planning for increases in walking, bicycling,

APPENDIX D: LAND USE

Figure 11 depicts the land use in the city as specified in the City of Clovis zoning map.

Figure 11

CURRENT LAND USE



- Zoning**
- Single Family Residential - up to 24,000 Sq Ft
 - Single Family Residential - up to 12,000 Sq Ft
 - Single Family Residential - up to 9,000 Sq Ft
 - Planned Unit Development
 - Low Density Multiple Family Residential
 - Low Density Multiple Family Residential (One Story)
 - Medium Density Multiple Family Residential
 - Medium Density Multiple Family Residential (One Story)
 - High Density Multiple Family Residential
 - Mobile Home Park
 - Professional Office
 - Neighborhood Commercial
 - Community Commercial
 - Central Trading District
 - Planned Commercial Center
 - Commercial - Light Manufacturing
 - Research & Technology Park
 - Light Manufacturing
 - General Industrial
 - Industrial Park
 - Commercial - Recreation
 - Open Space
 - Public Facilities
 - Off-Street Parking
- Study Area

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APPENDIX E: BICYCLE PARKING POLICIES AND STANDARDS

Several policies and requirements for bicycle parking are specified in the general plan and code.

2014 CLOVIS GENERAL PLAN

Circulation Element Policy 4.4 of the Clovis General Plan states:

***Bicycles and transit.** Coordinate with transit agencies to integrate bicycle access and storage into transit vehicles, bus stops, and activity centers.*

CLOVIS MUNICIPAL CODE

The Clovis Municipal Code specifies the following bicycle parking standards:

9.32.090 Bicycle storage requirements.

Bicycle storage facilities shall be provided for all nonresidential land uses in the following manner:

A. Number of storage spaces required. Bicycle storage spaces shall be provided at a rate of two percent (2%) of the number of required off-street vehicle parking spaces. The Director may modify this requirement where it can be demonstrated that a lesser number of bicycle spaces can adequately serve the intended use(s). Bicycle storage spaces for uses located within the R-T District shall be provided at a rate of five percent (5%) of the number of required off-street vehicle parking spaces.

B. Bicycle storage design and devices. Bicycle storage areas shall be designed and provided as follows:

1. Storage equipment. Each bicycle storage space shall include a stationary parking device to adequately support the bicycle.

2. Storage layout.

a. Aisles. Access to bicycle storage spaces shall be at least five feet (5') in width.

b. Unenclosed spaces. Each bicycle space shall be a minimum of two feet (2') in width and six feet (6') in length and have a minimum of seven feet (7') of overhead clearance.

c. Relationship to structure entrances. Bicycle spaces shall be conveniently located and generally within close proximity to the main entrance of a structure and shall not conflict with pedestrian access.

d. Relationship to motor vehicle parking. Bicycle storage spaces shall be separated from motor vehicle parking spaces or aisles by a fence, wall, curb, or by at least five feet (5') of open area, marked to prohibit motor vehicle parking.

e. Bicycle parking amenities. Additional amenities, including enclosed bicycle parking, shower facilities, and bike and personal lockers should be provided, as determined to be appropriate by the applicable review authority and consistent with City standards and State and Federal requirements. (§ 2, Ord. 14-13, eff. October 8, 2014)

APPENDIX F: BICYCLE AND PEDESTRIAN TRIPS

Table 10 provides commuting data from the U. S. Census 2010-2014 American Community Survey, showing that the mode split for walking in the city is 1.6% and the mode split for bicycling in the City is 1.0% percent of trips to work for workers age 16 years and older. This statistic includes only a portion of cyclist commuters because it fails to measure people who walk or ride only one or two days per week. It also fails to measure non-commute activities such as trips to stores or schools or for recreation. As a percentage, non-commute trips are generally greater than commute trips because commute trips tend to be longer. Thus, bicycling and walking facilities provide key infrastructure for many trips and a key amenity for residents, though such uses are often not captured in census data. Improving and increasing these facilities is likely to have benefits beyond that suggested by these statistics.

Clovis has also conducted counts on key trail segments, which include non-commute trips and thus better estimate usage. Based on this data, annual trips on the Dry Creek Trail are estimated at 291,000, on the Old Town Trail at 307,000, and on the Enterprise Trail at 136,000.

If this plan is fully implemented, walking and bicycling trips may increase significantly. For comparison, Palo Alto is a suburban city in

California that has achieved recognition as a Gold level Bicycle Friendly Community by the League of American Bicyclists. It has a mode split of 8.75% for bicycling and 5.69% for walking. If Clovis achieved similar shares, annual walking commute trips would be approximately 1,173,000 and annual bicycling commute trips would be 1,793,000.

TABLE 10: EXISTING TRIPS BY MODE

Equipment Type	Share (%)	Margin of error (%)	Workers	Annual trips
Drove alone	83.0	1.3	34,200	17,100,000
Carpooled	9.9	1.1	4,080	2,040,000
Public transportation	0.3	0.2	120	60,000
Walked	1.6	0.5	660	330,000
Bicycle	1.0	0.3	410	205,000
Taxicab, motorcycle, or other	1.0	0.3	410	205,000
Worked at home	3.3	0.6	1,360	680,000

Source: U. S. Census 2010-2014 American Community Survey.

APPENDIX G: BICYCLE AND PEDESTRIAN COLLISIONS

A goal of the Clovis ATP is to reduce the number of collisions involving pedestrians or bicycles. Table 11 summarizes these collisions from 2009-2013.

**TABLE 11: COLLISION SUMMARY,
JANUARY 2009 - DECEMBER 2013**

Type	Total	Bicycle	Pedestrian	Bicycle share	Pedestrian share
Collisions	2,073	105	65	5%	3%
Injuries	734	79	46	11%	6%
Serious injuries	20	1	5	5%	25%
Fatalities	20	0	7	0%	35%

Source: SWITRS 2009-2013.

Figures 7 and 8 show the location of collisions from 2011-2014 based on data from the City. Significant bicycle collision corridors are along Willow Avenue between Shaw Avenue and Ashlan Avenue, along Shaw

Avenue between Willow Avenue and Sunnyside Avenue, in Old Town Clovis, and along Nees Avenue between Willow Avenue and Peach Avenue. Significant pedestrian collision corridors are along Shaw Avenue between Winery Avenue and Clovis Avenue and in Old Town Clovis.

Over the past five years there have been no fatal bicycle collisions and only one bicycle collision that resulted in a serious injury. Over the same period, there have been approximately 1.4 fatal pedestrian collisions per year and one pedestrian collision per year resulting in a serious injury. There is no discernable trend to this data, which is reasonable given the low numbers. However, the 8% combined bicycle and pedestrian share of collisions is higher than the 2.5% mode share data discussed in Existing Conditions. These rates could be affected by any of the programs discussed in this plan, as well as changes in rates of walking and bicycling in the city.

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Implementation of the projects proposed in this plan, including education and enforcement efforts, can help achieve a target of a 50% reduction in all categories while increasing the number of bicyclists and pedestrians within the city.

APPENDIX H: PREVIOUS EXPENDITURES

Recent expenditures on active transportation projects and maintenance by the City are listed in Table 12.

TABLE 12: ACTIVE TRANSPORTATION EXPENDITURES, 2010-2015

Project	Extent	Cost (\$)	Status	Funding
Enterprise Canal Trail	Temperance Avenue to Owens Mountain Parkway	508,000	Completed	Federal Transportation Enhancement funds
Enterprise Canal Trail/Bridge	Over State Route 168	168,000	Master plan underway, PE Funded 2018	ATP
Trail Head Rest Area	Sunnyside Avenue to Shepherd Avenue	2,500,000	Completed	Federal Transportation Enhancement funds, Measure C, and local funds
Bicycle Lane Striping	Citywide, approximately 600,000 feet/year	52,000	Completed Annually	Measure C
ADA Curb Ramps	Citywide, approximately 70 ramps/year	275,000	Completed Annually	CDBG, Measure C, and local funds
Audible pedestrian signals (APS)	Citywide, approximately 2 intersections/year	25,000	Completed Annually	CMAQ, HSIP, and local funds

Source: City of Clovis, 2016.

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Some of these recent improvements are pictured below.



Wolf Avenue north of Ashlan Avenue



Enterprise Canal Trail east of Temperance Avenue and south of Nees Avenue



Enterprise Canal Trail east of Temperance Avenue and north of Owens Mountain Parkway



Dry Creek Trailhead, Shepherd Avenue and Sunnyside Avenue

APPENDIX I: COMPREHENSIVE ACTIVE TRANSPORTATION PROGRAMS

The five Es, plus two additional Es, are a mnemonic for key elements of comprehensive transportation planning. The Es and their use in Clovis are summarized in Table 13.

TABLE 13: E'S OF ACTIVE TRANSPORTATION

E	How addressed in Clovis
Education	The Clovis Police Department holds bike rodeos each year, usually during the elementary school carnivals and during community events such as Big Hat, Clovis Fest, and Clovis Night Out. The department also, provides coloring books and shows videos educating students on bicycle and pedestrian safety as part of classroom outreach. Bike riders under the age of 18 caught not wearing helmets receive citations and are required to attend a two-hour bicycle safety class.
Encouragement	The City's bicycle network is included in the Fresno COG Fresno-Clovis Bikeways Map, both online and in print. The City will also work with the local bicycling groups such as the Fresno Cycling Club to continue to increase ridership within the city. Similar efforts can also be performed with local recreation and community groups to encourage walking.
Enforcement	The Clovis Police Department has grants through the Office of Traffic Safety for enforcement details directed to pedestrian violations such as jaywalking, pedestrians in the roadway, and crosswalk violations and bicycle violations such as failure to wear helmets.
Engineering	Proposed networks and supporting projects are described on page 29.
Evaluation	The City has used counters from the Fresno COG to count trail users as discussed in Appendix F, Bicycle and Pedestrian Trips. The city will continue to do so through the life of the plan as counters are available.
Equity	Disadvantaged communities, as measured by CalEnviroScreen 2.0, household income, and students participating in the Free and Reduced Price Meal Program, were included in the analysis as shown in Figure 3. Outreach is discussed in Appendix B, Community Involvement In Development of the Plan.
Enrichment	Active transportation is considered a key contributor to quality of life in Clovis. It is consequently discussed throughout the General Plan as described on page 66 and in Appendix C, Consistency With Other Plans.

APPENDIX J: PRIORITIZED PROJECTS

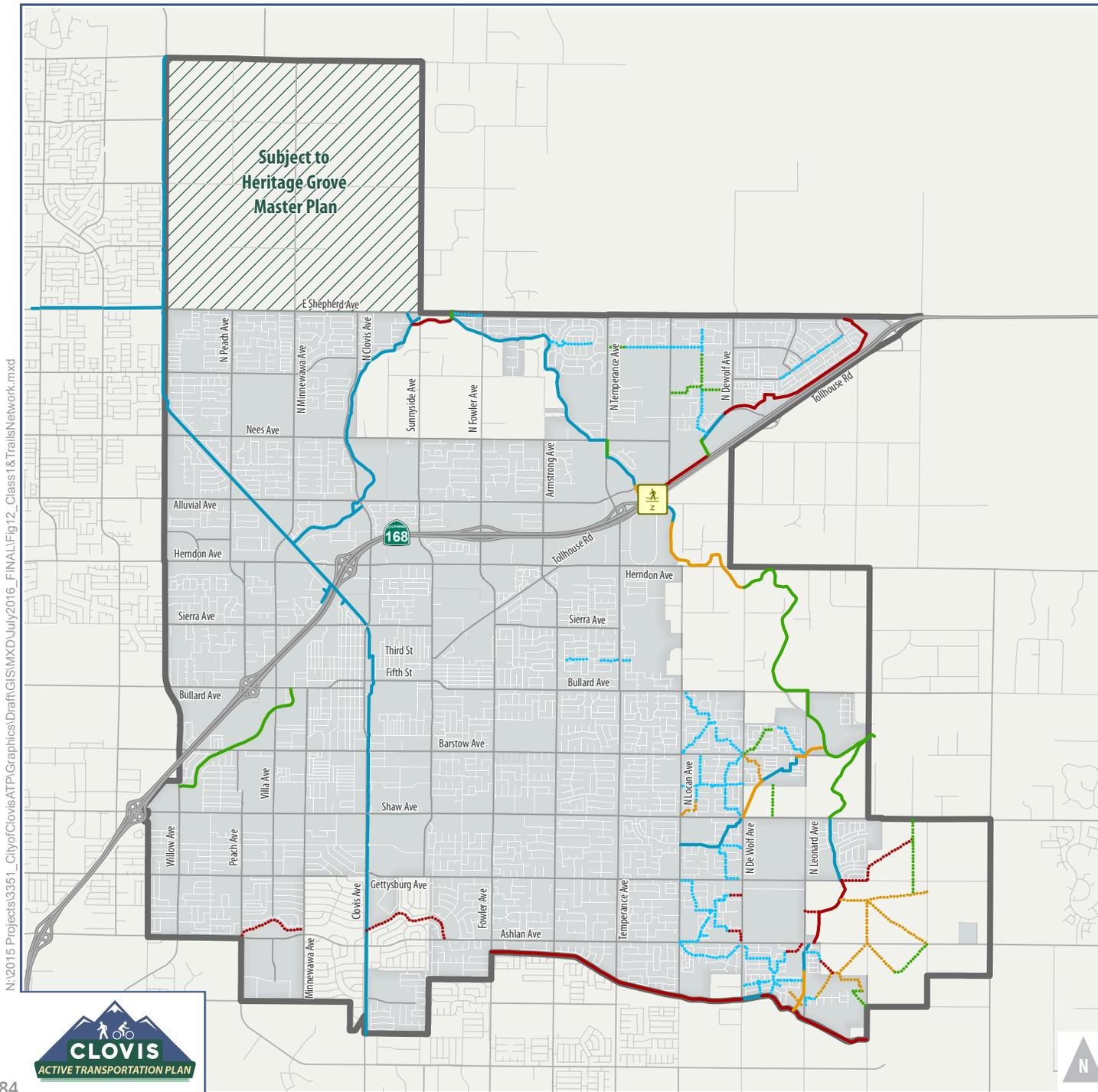
Figures 12-14 and Tables 14-17 identify proposed projects by priority (high, medium, or low) for each type of network: Class I bike paths, on-street bikeways (Class II bike lanes and Class III bike routes), and sidewalks. Proposed projects which are fully or partially within disadvantaged communities are noted in each table.

Prioritization was based on the factors listed below (with school proximity receiving the highest weighting), then dividing each list into thirds (high, medium, and low). Prioritization was based on estimated demand and need (not difficulty or feasibility).

- Proximity to schools
- Proximity to other key destinations
- Employment density
- Population density
- Transit stops
- Collisions
- Disadvantaged community status
- Engineering judgement and local knowledge

Cost estimates were created using the unit costs discussed on page 37.

Figure 12
**PROPOSED
 CLASS I BIKEWAYS
 (BIKE PATHS)
 WITH PRIORITIES**

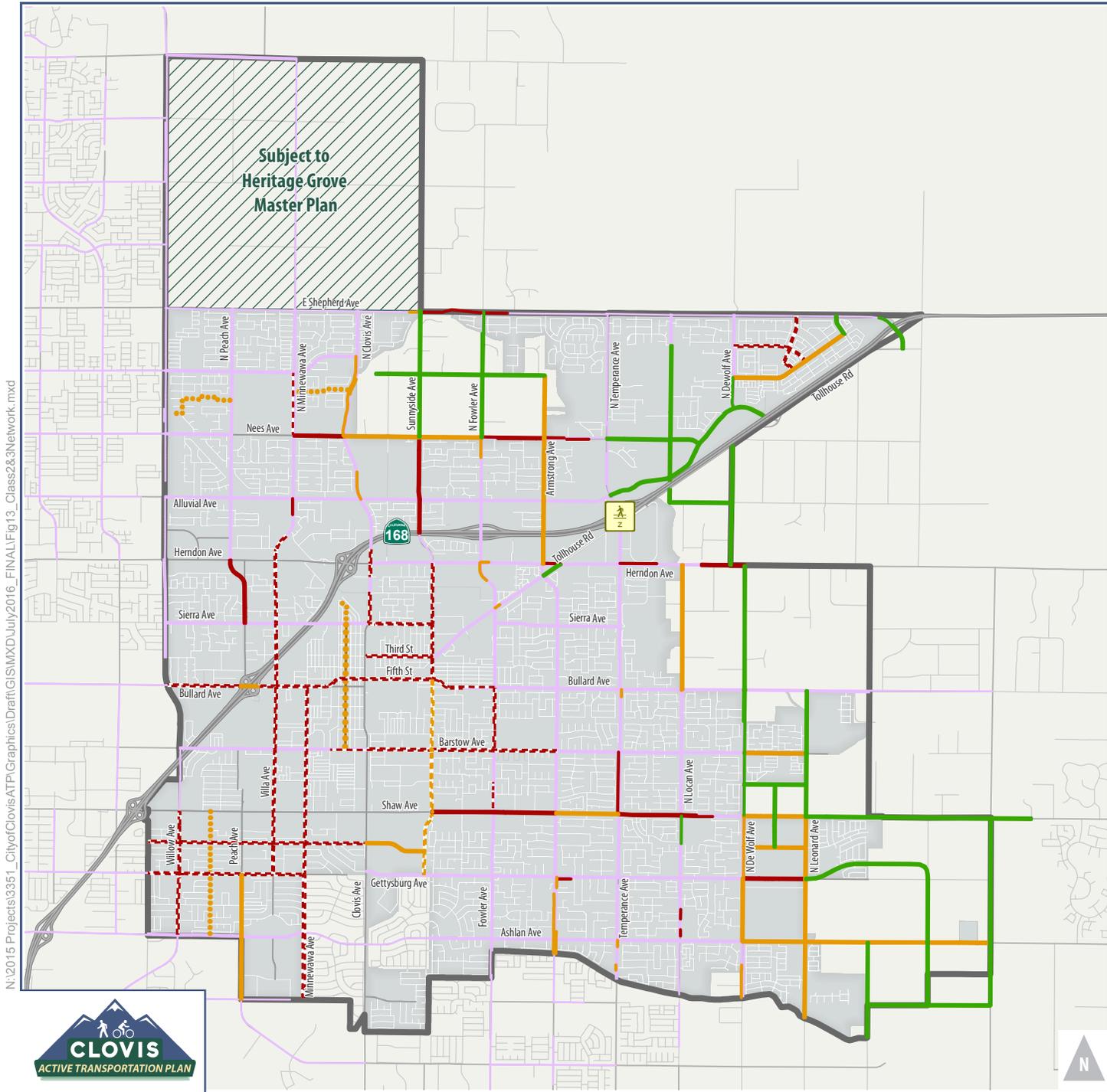


- Existing
 - Class I Bikeways (Bike Paths – Trails)
 - Class I Bikeways (Bike Paths – Paseos)
- Proposed-Class I Bikeways (Bike Paths – Trails)
 Network Priority Level
 - High
 - Medium
 - Low
- Proposed-Class I Bikeways (Bike Paths – Paseos)
 Network Priority Level
 - High
 - Medium
 - Low
- Proposed Bicycle/Pedestrian Bridge
- Study Area
- Heritage Grove Master Plan Area
- Clovis City Limits

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Figure 13
**PROPOSED
 CLASS II AND III BIKEWAYS
 (BIKE LANES AND
 BIKE ROUTES)
 WITH PRIORITIES**

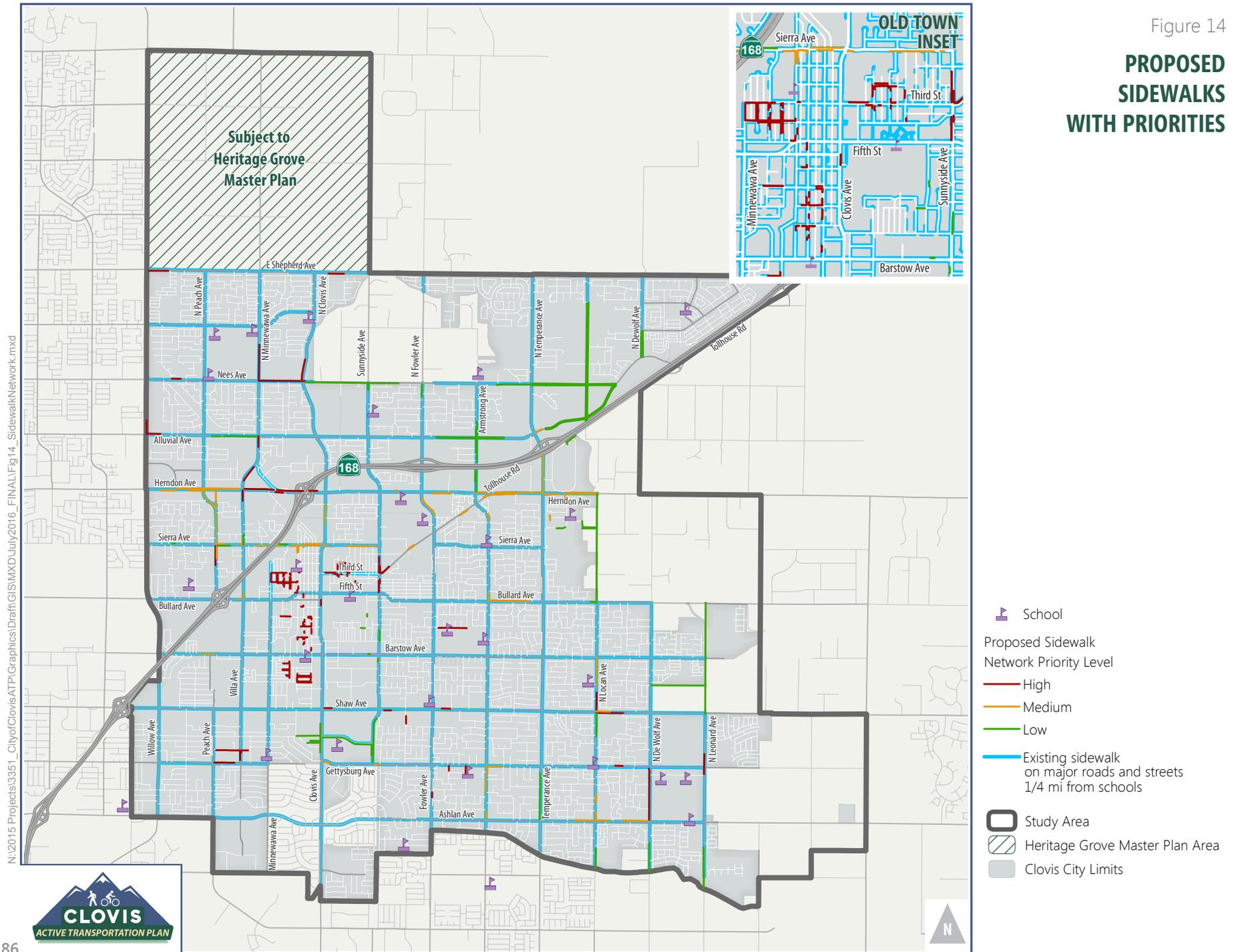


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- Existing
 - Class II Bikeways (Bike Lanes)
- Proposed Class II Bikeways (Bike Lanes) Network Priority Level
 - High
 - Medium
 - Medium (Neighborhood Bikeways)
 - Low
- Proposed Class III Bikeways (Bike Routes) Network Priority Level
 - - - High
 - - - Medium
 - Medium (Neighborhood Bikeways)
- Proposed Bicycle/Pedestrian Bridge
- Study Area
- Heritage Grove Master Plan Area
- Clovis City Limits

Figure 14
**PROPOSED
 SIDEWALKS
 WITH PRIORITIES**



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Table 14: Proposed Class I Facilities with Priorities

Name	From	To	Priority	Length (miles)	Cost (\$)	Disadv ¹
Enterprise Trail	Sunnyside Ave	Glen Kippen Ln	H	0.33	460,000	
Gould Trail East	County Trail C	Leonard Ave	H	3.05	4,237,000	
Gould Trail East	Clovis Ave	Ashlan Ave	H	0.81	1,120,000	*
Gould Trail West	Peach Ave	Minnewawa Ave	H	0.57	787,000	*
Greenbelt Path E	Shepherd Ave	Enterprise Trail	H	2.25	3,128,000	
Loma Vista Paseos (H2)			H	0.16	222,000	
Loma Vista Paseos (I1)			H	0.14	197,000	
New Paseo 4	Graybark Ave	De Wolf Ave	H	0.09	124,000	
New Paseo 5	Whiteash Ave	Ashlan Ave	H	0.19	264,000	
New Paths B	New Paths A	Leonard Ave	H	1.23	1,703,000	
New Paths E	New Paths B	Ashlan Ave	H	0.24	336,000	
High (H) Total				9.05	12,579,000	
Enterprise Trail	Temperance Ave	Herndon Ave	M	0.75	1,039,000	
Enterprise Trail	Herndon Ave	De Wolf Ave	M	0.63	881,000	
Jefferson Trail	Enterprise Trail	Shaw Ave	M	0.59	817,000	
Loma Vista Paseos (H4)			M	0.16	222,000	
Loma Vista Paseos (I2)			M	0.31	434,000	
Loma Vista Paseos (I3)			M	0.20	284,000	
Loma Vista Paseos (J1)			M	0.31	434,000	
New Paseo 2	Locan Ave	Keats Ave	M	0.17	231,000	
New Paseo 3	De Wolf Ave	Jefferson Trail	M	0.30	414,000	
New Paseo 7			M	0.30	419,000	
New Paths D	New Paths B	Thompson Ave	M	0.70	970,000	
New Paths F	New Paths D	Ashlan Ave	M	0.34	478,000	
New Paths G	New Paths D	Thompson Ave	M	0.59	819,000	
New Trail A	Leonard Ave	Gould Trail East	M	0.33	464,000	
Medium (M) Total				5.69	7,908,000	
Dry Creek Trails	Sierra Ave	Shaw Ave	L	1.32	1,839,000	*
Enterprise Trail	Nees Ave	Goshen Ave	L	0.12	170,000	
Enterprise Trail	Leonard Ave	Shaw Ave	L	0.91	1,267,000	
Enterprise Trail	De Wolf Ave	Dog Creek Trail	L	2.61	3,626,000	
Enterprise Trail Extension	Enterprise Trail	Enterprise Trail	L	0.05	76,000	
Greenbelt Path C	Everglade Ave	Locan Ave	L	0.55	770,000	
Greenbelt Path E	Shepherd Ave	Enterprise Trail	L	0.15	205,000	

Name	From	To	Priority	Length (miles)	Cost (\$)	Disadv ¹
Harlan Ranch Blvd. Path	Greenbelt Path C	De Wolf Ave	L	0.24	329,000	
Loma Vista Paseos (B1)			L	0.32	448,000	
Loma Vista Paseos (I4)			L	0.24	337,000	
Loma Vista Paseos (J2)			L	0.36	500,000	
New Paseo 1	Temperance Ave	Coventry Ave	L	0.13	174,000	
New Paseo 6			L	0.02	32,000	
New Paths A	Shaw Ave	New Paths B	L	0.19	268,000	
New Paths C	New Paths A	New Paths D	L	0.42	583,000	
New St 1	Jefferson Trail	Shaw Ave	L	0.25	354,000	
Low (L) Total				7.90	10,977,000	
Grand Total				22.64	31,464,000	

¹ Asterisk (*) indicates fully or partially within disadvantaged community

Table 15: Proposed Class II Facilities with Priorities

Name	From	To	Priority	Length (miles) ¹	Cost (\$)	Disadv ²
Gettysburg Ave	Armstrong Ave	Holly Ave	H	0.11	1,900	
Gettysburg Ave	De Wolf Ave	Leonard Ave	H	0.98	16,500	
Herndon Ave	Armstrong Ave	De Wolf Ave	H	1.11	18,700	
Locan Ave	Ashcroft Ave	Ashlan Ave	H	0.12	2,100	
Minnewawa Ave	Alluvial Ave	Chennault Ave	H	0.13	2,200	
Nees Ave	Armstrong Ave	Magnolia Ave	H	0.33	5,600	
Nees Ave	Fowler Ave	Armstrong Ave	H	0.85	14,400	
Nees Ave	Minnewawa Ave	Clovis Ave	H	0.79	13,400	
Peach Ave	Herndon Ave	Sierra Ave	H	1.10	18,600	*
Shaw Ave	Sunnyside Ave	Armstrong Ave	H	1.97	33,300	*
Shaw Ave	Temperance Ave	Maine Ave	H	1.36	23,000	
Shepherd Ave	Fowler Ave	Burgan Ave	H	0.19	3,200	
Shepherd Ave	Sunnyside Ave	Fowler Ave	H	0.50	8,400	
Sunnyside Ave	Nees Ave	SR 168	H	1.51	25,500	
Temperance Ave	Barstow Ave	Shaw Ave	H	0.49	8,300	
High (H) Total				11.54	195,100	
Armstrong Ave	Gettysburg Ave	Bellaire Ave	M	0.75	12,700	
Armstrong Ave	Teague Ave	Herndon Ave	M	2.96	50,100	
Ashlan Ave	De Wolf Ave	McCall Ave	M	3.88	65,600	
Barstow Ave	De Wolf Ave	Leonard Ave	M	0.98	16,500	
Bullard Ave	SR 168 SB ramps	SR 168 NB ramps	M	0.27	4,600	*
Clovis Ave	Teague Ave	Alluvial Ave	M	1.00	16,900	
De Wolf Ave	Shaw Ave	Dakota Ave	M	1.73	29,200	
Fowler Ave	Herndon Ave	Backowski Ave	M	0.16	2,700	*
Fowler Ave	Nees Ave	Goshen Ave	M	0.15	2,600	
Harlan Ranch Blvd	De Wolf Ave	Highland Ave	M	1.98	33,400	
Herndon Ave	Fowler Ave	Ash Ave	M	0.07	1,100	*
Leonard Ave	Shaw Ave	Gould Trail East	M	3.15	53,200	
Locan Ave	Herndon Ave	Bullard Ave	M	1.99	33,600	
Nees Ave	Clovis Ave	Fowler Ave	M	2.14	36,200	
Peach Ave	Gettysburg Ave	Dakota Ave	M	1.99	33,600	*
Santa Ana Ave	Clovis Ave	Sierra Vista Parkway	M	0.95	16,100	*
Santa Ana Ave	De Wolf Ave	Leonard Ave	M	0.96	16,100	
Shaw Ave	Armstrong Ave	Temperance Ave	M	1.00	17,000	
Shaw Ave	De Wolf Ave	Leonard Ave	M	0.96	16,100	
Shepherd Ave	Preuss Ave	Fowler Ave	M	0.08	1,400	

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Name	From	To	Priority	Length (miles) ¹	Cost (\$)	Disadv ²
Temperance Ave	Ashlan Ave	Gould Trail East	M	0.09	1,600	
Temperance Ave	Bullard Ave	Barstow Ave	M	0.06	1,000	
Tollhouse Rd	Fowler Ave	Burgan Ave	M	0.04	700	*
Woodworth Ave	Barstow Ave	Sierra Ave	M	1.00	16,900	*
Medium (M) Total				28.35	479,100	
(New St 2)	San Jose Ave	(New St 1)	L	0.96	16,300	
Alluvial Ave	Locan Ave	De Wolf Ave	L	0.98	16,600	
Dakota Ave	Highland Ave	McCall Ave	L	1.94	32,700	
De Wolf Ave	Bullard Ave	Shaw Ave	L	1.22	20,600	
De Wolf Ave	Harlan Ranch Blvd	Owens Mountain Pkwy	L	0.24	4,100	
De Wolf Ave	Herndon Ave	Bullard Ave	L	1.97	33,300	
De Wolf Ave	Tollhouse Rd	Herndon Ave	L	1.88	31,900	
Fowler Ave	Shepherd Ave	Nees Ave	L	1.79	30,300	
Gettysburg Ave	Leonard Ave	Thompson Ave	L	1.94	32,800	
Highland Ave	Ashlan Ave	Shields Ave	L	1.49	25,300	
Highland Ave	Shepherd Ave	Harlan Ranch Blvd	L	0.33	5,600	
Leonard Ave	Bullard Ave	Shaw Ave	L	1.96	33,200	
Locan Ave	Powers Ave	Alluvial Ave	L	2.31	39,100	
Locan Ave	Shaw Ave	Alamos Ave	L	0.22	3,700	
McCall Ave	Shaw Ave	Dakota Ave	L	2.96	50,000	
Nees Ave	Temperance Ave	Owens Mountain Pkwy	L	1.46	24,600	
Owens Mountain Pkwy	Temperance Ave	SR 168	L	3.01	50,800	
San Jose Ave	De Wolf Ave	Leonard Ave	L	0.97	16,300	
Shaw Ave	Leonard Ave	Shockley Ave	L	3.57	60,400	
Shepherd Ave	Highland Ave	Cole Ave	L	0.56	9,500	
Sunnyside Ave	Shepherd Ave	Nees Ave	L	1.96	33,200	
Teague Ave	Clovis Ave	Armstrong Ave	L	2.63	44,500	
Thompson Ave	Gettysburg Ave	Dakota Ave	L	2.19	36,900	
Tollhouse Rd	Armstrong Ave	Herndon Ave	L	0.32	5,400	
Low (L) Total				38.88	657,000	
Grand Total				78.77	1,331,200	
¹ Length is total of proposed facilities within segment						
² Asterisk (*) indicates fully or partially within disadvantaged community						

Table 16: Proposed Class III Facilities with Priorities

Name	From	To	Priority	Length (miles) ¹	Cost (\$)	Disadv ²
Bullard Ave	Sunnyside Ave	Fowler Ave	H	0.78	6,600	*
Bullard Ave	Villa Ave	Harvard Ave	H	0.79	6,600	*
Bullard Ave	Willow Ave	Villa Ave	H	1.45	12,200	*
Clovis Ave	SR 168	Sierra Ave	H	0.94	7,900	*
Dutch Ave	Leonard Ave	Harlan Ranch Blvd	H	0.32	2,700	
Fifth St	Dewitt Ave	Sunnyside Ave	H	1.50	12,600	*
Fowler Ave	Bullard Ave	Barstow Ave	H	1.00	8,400	*
Fowler Ave	San Jose Ave	Shaw Ave	H	0.24	2,000	*
Harvard Ave	Fifth St	Bullard Ave	H	0.24	2,000	*
Leonard Ave	Shepherd Ave	Harlan Ranch Blvd	H	0.96	8,100	
Minnewawa Ave	Bullard Ave	Gettysburg Ave	H	3.00	25,200	
Minnewawa Ave	Teague Ave	Nees Ave	H	0.50	4,200	
Minnewawa Ave	Gettysburg Ave	Dakota Ave	H	1.97	16,500	*
Powers Ave	De Wolf Ave	Leonard Ave	H	0.88	7,400	
Santa Ana Ave	Winery Ave	Clovis Ave	H	3.47	29,200	*
Sierra Ave	Clovis Ave	Sunnyside Ave	H	1.02	8,500	*
Third St	Clovis Ave	Sunnyside Ave	H	1.05	8,800	*
Barstow Ave	Harvard Ave	Armstrong Ave	H	3.33	28,000	*
Willow Ave	Shaw Ave	Ashlan Ave	H	1.95	16,400	*
Gettysburg Ave	Winery Ave	Minnewawa Ave	H	2.45	20,600	*
Villa Ave	Bullard Ave	Gettysburg Ave	H	2.99	25,100	*
Villa Ave	Minnewawa Ave	Bullard Ave	H	2.47	20,700	*
Sunnyside Ave	Herndon Ave	Fifth St	H	1.84	15,500	*
High (H) Total				35.13	295,100	
Sierra Vista Pkwy	Shaw Ave	Gettysburg Ave	M	1.03	8,700	*
Sunnyside Ave	Fifth St	Shaw Ave	M	2.10	17,600	*
Woodworth Ave	Sierra Ave	Pollasky Ave	M	0.19	1,600	*
Wawona Ranch Ln	Minnewawa Ave	N Clovis Ave	M	0.43	3,600	
Helm Ave	Ashlan Ave	Shaw Ave	M	1.00	8,400	*
Omaha Ave – Timmy Ave – Muncie Ave	Old Town Trail	Peach Ave	M	0.60	5,100	
Medium (M) Total				5.35	44,900	
Grand Total				40.48	340,000	
¹ Length is total of proposed facilities within segment						
² Asterisk (*) indicates fully or partially within disadvantaged community						

Table 17: Proposed Sidewalks with Priorities

Name	From	To	Priority	Length (miles) ¹	Cost (\$)	Disadv ²
Clovis Ave	Bullard Ave	Rodeo Dr	H	0.05	13,000	*
Clovis Ave	Wawona Ranch Ln	Nees Ave	H	0.20	52,700	
De Wolf Ave	Gettysburg Ave	Ashlan Ave	H	0.47	125,900	
Fifth St and Dewitt Ave	Harvard Ave	Fourth St	H	0.04	11,600	*
Fowler Ave	Ashcroft Ave	Richert Ave	H	0.05	12,700	
Gettysburg Ave	Redington Ave	Graybark Ave	H	0.07	18,300	
Gettysburg Elem School Local Streets	Laverne Ave	Burl Ave	H	0.13	35,200	
Herndon Ave	Villa Ave	Clovis Ave	H	0.66	175,700	*
Leonard Ave	Shaw Ave	Donner Ave	H	0.19	49,900	
Locan Ave	San Jose Ave	Shaw Ave	H	0.16	43,700	
Minnewawa Ave	Alluvial Ave	Chennault Ave	H	0.10	26,800	
Minnewawa Ave	Wawona Ranch Ave	Nees Ave	H	0.33	88,600	
Nees Ave	Timmy Ave	Sylmar Ave	H	0.08	21,800	
Nees Ave	Minnewawa Ave	Clovis Ave	H	0.42	112,200	
Old Town Streets	Clovis Ave	Cole Ave	H	0.53	139,200	*
Old Town Streets	Fifth St	Ninth St	H	0.41	108,400	*
Old Town Streets	Harvard Ave	Fourth St	H	0.03	6,800	*
Old Town Streets	Minnewawa Ave	Woodworth Ave	H	1.10	292,400	*
Peach Ave (West Side)	Sierra Ave	Escalon Ave	H	0.18	47,400	*
Sanford Ave	Shaw Ave	Fairmont Ave	H	0.07	18,800	
Shaw Ave	Clovis Ave	Laverne Ave	H	0.22	57,100	*
Shaw Ave	Locan Ave	Maine Ave	H	0.25	66,400	
Shepherd Ave	Willow Ave	Sunnyside Ave	H	0.32	84,900	
Sierra Vista Elem Local Streets	Barstow Ave	San Jose Ave	H	1.01	266,700	*
Sierra Vista Elem Local Streets	Ninth St	Barstow Ave	H	0.24	63,300	*
Sunnyside Ave	First St	Fifth St	H	0.34	91,200	*
Tarpey Elem School Streets	Rialto Ave	Gettysburg Ave	H	0.58	152,400	*
Tollhouse Rd	Sunnyside Ave	Escalon Ave	H	0.10	26,800	*
Villa Ave	Minnewawa Ave	Fremont Ave	H	0.25	66,500	*
Willow Ave and Alluvial Ave	Decatur Ave	Chapel Hill Ave	H	0.25	66,900	
Wrenwood Ave	Fowler Ave	Amber Ave	H	0.26	68,700	
High (H) Total				9.10	2,412,000	
Applegate Ave	Burlingame Ave	Palo Alto Ave	M	0.05	13,300	
Armstrong Ave	Austin Ave	Ashlan Ave	M	0.07	17,500	
Armstrong Ave	Indianapolis Ave	Richer Ave	M	0.12	31,400	
Armstrong Ave	Jasmine Ave	Polson Ave	M	0.06	15,600	

Name	From	To	Priority	Length (miles) ¹	Cost (\$)	Disadv ²
Armstrong Ave and Gettysburg Ave	Indianapolis Ave	Holly Ave	M	0.22	59,000	
Ashlan Ave	Redington Ave	De Wolf Ave	M	0.24	62,800	
Ashlan Ave and Locan Ave	Ashcroft Ave	Redington Ave	M	0.44	117,200	
Barstow Ave	Sylmar Ave	Villa Ave	M	0.13	35,400	*
Bullard Ave and Armstrong Ave	Arroyo Ave	Gibson Ave	M	0.43	114,000	
Bullard Ave and Villa Ave	Bush Ave	SR 168	M	0.09	24,200	*
Clovis Ave	Herndon Ave	Sierra Ave	M	0.18	48,300	*
Coventry Ave	Herndon Ave	Fremont Ave	M	0.07	19,700	
Fowler Ave	Herndon Ave	Backowski Ave	M	0.20	54,200	*
Gettysburg Ave	Clovis Ave	Larkin Ave	M	0.07	19,700	*
Gettysburg Ave	Sierra Vista Pkwy	Sunnyside Ave	M	0.05	12,700	
Herndon Ave	Armstrong Ave	Tollhouse Rd	M	0.11	29,000	
Herndon Ave	Fowler Ave	Amedeo Ln	M	0.17	44,300	
Herndon Ave	Sunnyside Ave	Fowler Ave	M	0.02	6,000	
Herndon Ave	Temperance Ave	Locan Ave	M	0.80	211,100	
Herndon Ave	Tollhouse Rd	Temperance Ave	M	0.63	166,300	
Herndon Ave	Willow Ave	Villa Ave	M	0.95	251,800	*
Locan Ave	Barstow Ave	San Jose Ave	M	0.24	63,300	
Owens Mountain Pkwy	Temperance Ave	0	M	0.06	16,400	
Peach Ave	Fremont Ave	Paul Ave	M	0.20	52,600	*
Peach Ave	Herndon Ave	Fremont Ave	M	0.39	102,600	*
Peach Ave (East Side)	Sierra Ave	Vartikian Ave	M	0.11	30,300	*
Peach Ave and Sierra Ave and Villa Ave	Paul Ave	Menlo Ave	M	0.21	55,100	*
Shaw Ave	Locan Ave	Kaweah Ave	M	0.13	33,700	
Sierra Ave	Clovis Ave	Sunnyside Ave	M	0.26	69,400	*
Sierra Ave	Lind Ave	SR 168	M	0.13	33,400	*
Sierra Ave	SR 168	Clovis Ave	M	0.37	97,600	*
Temperance Ave	SR 168	Herndon Ave	M	0.35	93,200	
Tollhouse Rd	Stanford Ave	Herndon Ave	M	0.21	56,200	*
Weldon Elem School Streets	Sierra Ave	First St	M	0.13	35,400	*
Medium (M) Total				7.90	2,092,900	
Alluvial Ave	McArthur Ave	Temperance Ave	L	1.24	328,500	
Alluvial Ave	Peach Ave	Minnewawa Ave	L	0.38	101,900	
Alluvial Ave	Temperance Ave	De Wolf Ave	L	1.60	423,600	
Armstrong Ave	Cromwell Ave	Spruce Ave	L	0.58	152,700	
Armstrong Ave	SR 168	Herndon Ave	L	0.29	77,800	

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Name	From	To	Priority	Length (miles) ¹	Cost (\$)	Disadv ²
Barstow Ave	Cole Ave	Sunnyside Ave	L	0.02	5,300	*
Bullard Ave	Ryan Ave	Locan Ave	L	0.06	15,400	
Cedarwood Elem School Local Streets	Coventry Ave	Locan Ave	L	0.38	99,400	
Clovis Ave	Shaw Ave	Pico Ave	L	0.27	70,800	*
De Wolf Ave	Ashlan Ave	Dakota Ave	L	0.26	70,000	
De Wolf Ave	Harlan Ranch Blvd	Owens Mountain Pkwy	L	0.48	126,900	
Fowler Ave	Nees Ave	Goshen Ave	L	0.11	29,400	
Leonard Ave	Ashlan Ave	Shields Ave	L	0.38	101,000	
Leonard Ave	Shaw Ave	Bullard Ave	L	1.02	270,400	
Locan Ave	Griffith Ave	Ramona Way	L	0.18	46,400	
Locan Ave	Herndon Ave	Bullard Ave	L	1.00	264,400	
Locan Ave	Powers Ave	Owens Mountain Pkwy	L	2.15	571,100	
Locan Ave	Shaw Ave	Alamos Ave	L	0.22	57,000	
Music Ave and Estabrook Ave	Bullard Ave	Russell Ave	L	0.06	17,100	*
Nees Ave	Armstrong Ave	Locan Ave	L	1.53	406,100	
Nees Ave	Joshua Ave	Owens Mountain Pkwy	L	0.31	83,000	
Nees Ave With Sunnyside Ave	Clovis Ave	Renn Ave	L	0.96	255,300	
Rall Ave	Woodworth Ave	Clovis Ave	L	0.22	58,400	*
San Jose Ave	De Wolf Ave	Leonard Ave	L	0.51	133,900	
Santa Ana Ave	Clovis Ave	Sierra Vista Pkwy	L	0.46	122,100	
Santa Ana Ave	Dewitt Ave	Clovis Ave	L	0.22	58,200	*
Sierra Ave	Adler Ave	Cindy Ave	L	0.03	7,300	*
Sierra Ave	SR 168	Oxford Ave	L	0.08	20,300	*
Sierra Ave (South Side)	Peach Ave	Villa Ave	L	0.12	32,000	*
Sierra Vista Pkwy	Sunnyside Ave	Gettysburge Ave	L	0.51	136,200	
Sunnyside Ave	Wrenwood Ave	Purvis Ave	L	0.13	34,900	*
Temperance Ave	Gettysburg Ave	Ashlan Ave	L	0.42	111,400	
Tollhouse Rd	Medical Center Dr	Locan Ave	L	0.13	33,800	
Villa Ave	Paul Ave	Sierra Ave	L	0.10	25,500	*
Low (L) Total				16.41	4,347,700	
Grand Total				33.41	8,852,600	

¹ Length is total of proposed facilities within segment

² Asterisk (*) indicates fully or partially within disadvantaged community

APPENDIX K: FUNDING SOURCES

Table 6, Funding Sources for Bicycle and Pedestrian Projects, listed many funding programs available for projects discussed in this plan. These programs are further described below.

FEDERAL PROGRAMS

The majority of public funds for bicycle, pedestrian, and trails projects are derived through a core group of federal and state programs. Federal funding is authorized through the Surface Transportation Block Grant Program (STBGP). STBGP provides flexible funding that may be used by states and localities for projects on any Federal-aid highway. In the past this funding was authorized by the Surface Transportation Program (STP) in the Moving Ahead for Progress in the 21st Century Act (MAP-21). Funding for STBGP is now authorized through the Fixing America's Surface Transportation (FAST) Act, with the same goals as STP funding.

FAST continues the Highway Safety Improvement Program (HSIP). These federal funds are allocated by Caltrans and described in further detail below.

The Transportation Alternatives Program (TAP), authorized through MAP-21, provides funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, transit access, mobility, and recreation trails program. This program is now part of the STBGP in FAST instead of a stand-alone program as it was under MAP-21.

The Congestion Mitigation and Air Quality Improvement Program (CMAQ) also authorizes federal funds, including education programs. FAST maintains the existing CMAQ program from MAP-21.

Federal funds from STBGP, TAP, and CMAQ programs are allocated to Fresno COG. Distribution is allocated either competitively or proportionally according to jurisdiction population.

The HUD-DOT-EPA Interagency Partnership for Sustainable Communities periodically offers funding opportunities. Previous programs have included Urban Circulator grants, TIGER grants, and Sustainable Communities Planning grants.

STATE PROGRAMS

There are a number of statewide funding sources and regionally administered funds.

Active Transportation Program

The Active Transportation Program was created by SB 99 / Assembly Bill 101 to encourage increased use of active modes of transportation such as biking and walking. The program consolidates five existing state funded programs: Transportation Alternatives Program, Recreational Trails program, Safe Routes to Schools, Environmental Enhancement and Mitigation Program and the Bicycle Transportation Account. It provides a comprehensive program that improves program planning and flexibility and is more efficient than multiple programs. Another benefit is that funds can be directed to multi-year projects to make greater long-term improvements to active transportation.

The ATP mixes state and federal funds and provides approximately \$130 million annually, with a focus on implementing active transportation improvements to support the goals of local SB 375 sustainable community strategies. This program is funded from a combination of federal and state funds from appropriations in the annual state budget act. Forty percent of the funding will go toward metropolitan planning organizations in urban areas with populations greater than 200,000. Ten percent of the funds go to small urban and rural regions. The remaining funds will go to the California Transportation Commission for statewide projects. The ATP ensures that disadvantaged communities fully share in the benefits of the program by requiring that a minimum of 25% of funds be distributed to disadvantaged communities.

In order to maximize the effectiveness of program funds and to encourage the aggregation of small projects into a comprehensive bundle of projects, the minimum request for statewide Active Transportation Program funds that will be considered is \$250,000. This minimum does not apply to non-infrastructure projects, Safe Routes to Schools projects, and recreational trails projects.

Project types allowed under the ATP include: new bikeways serving major transportation corridors, new bikeways to improve bicycle commuting options, bicycle parking at transit and employment centers, traffic control devices to improve pedestrian and bicycle safety, improving and maintaining safety on existing bikeways, recreational facilities, Safe Routes to School projects, Safe Routes To Transit projects, education programs, and other improvements to bicycle-transit connections and urban environments.

For a project to contribute toward the Safe Routes to School funding requirement, the project must directly increase safety and convenience for public school students to walk and/or bike to school. Safe Routes to Schools infrastructure projects must be located within two miles of a public school or within the vicinity of a public school bus stop. Other than traffic education and enforcement activities, non-infrastructure projects do not have a location restriction.

Highway Safety Improvement Program

Caltrans administers the Highway Safety Improvement Program (HSIP) specified as part of the FAST Act. This program uses cost-benefit ratios as a primary factor in the awarding of applications. Because the program focuses on roadway safety, projects with documented collision history – through frequency of collision but particularly collision severity – are typically ranked higher. Roadways with

documented bicycle and pedestrian collision history may be well qualified for HSIP applications, particularly since many of the proposed projects would improve bicyclist and pedestrian safety at a lower cost than many of the highway projects also eligible under this funding source.

In its most recent grant cycle (November 2015), Caltrans awarded \$160 million to 182 projects. While this funding source is often used for major roadway improvement projects, installation of traffic signals, and most other cost-intensive projects, funding has routinely been awarded to bicycle and pedestrian projects. Successful projects have included:

- Median refuges and curb extensions
- Curb, gutter, and sidewalk
- Paved shoulders
- Upgraded traffic signals with pedestrian countdown signals and pedestrian-scale lighting
- Bicycle lane striping
- Crosswalk striping
- In-pavement flashers and rectangular rapid flashing beacon (RRFB) at crossings

Many of these projects were applied for as standalone bicycle and pedestrian improvement projects; some bicycle and pedestrian improvements were included with a broader package of roadway improvement projects.

More information is available online:

<http://www.dot.ca.gov/hq/LocalPrograms/hsip.htm>

Other Statewide Funding Programs

Caltrans Transportation Planning Grants are available to jurisdictions and can be used for planning or feasibility studies. The Division will award approximately \$9.8 million in funding through two Grant Programs for Fiscal Year 2016-17. The maximum funding available per project is \$500,000.

Limited amounts (2%) from the Local Transportation Fund (LTF), which is part of the Transportation Development Act (TDA) and derived from a ¼ cent of the general sales tax collected statewide, can be used for bicycle and pedestrian facilities. Article 3 funds for planning and construction of pedestrian and bicycle facilities are administered locally through Fresno COG and are allocated to member agencies based on population and taxable sales.

The California State Parks administers the state's Recreational Trails Program (RTP). The RTP provides funds annually for recreational trails and trails-related projects. Cities are eligible applicants for the annual funding (\$8.4 million in 2015). The program requires an applicant match of 12 percent of the total project cost.

The National Park Service and California State Parks administer the Land and Water Conservation Fund (LWCF). The LWCF Program provides matching grants to states and local governments for the acquisition and development of public outdoor recreation areas and facilities. Approximately \$6.5 million is available in 2016; grants require a 50 percent local match.

The Affordable Housing and Sustainable Communities (AHSC) Program is administered by the Strategic Growth Council. AHSC funds can be used for projects which demonstrate VMT reduction through

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fewer or shorter vehicle trips or mode shift to transit use, bicycling or walking within areas lacking high quality transit, with an emphasis on providing disadvantaged community benefits. The project area must be served by at least one transit stop. More information is available at https://www.sgc.ca.gov/s_ahscprogram.php.

The Office of Traffic Safety provides grants for safety outreach to schools and community groups. More information is available at <http://ots.ca.gov/Grants/>.

Regional Surface Transportation Program (RSTP)

The Surface Transportation Program (STP) block grant provides MAP-21 and FAST funding for transportation projects, including pedestrian and bicycle projects (see above discussion about Federal programs for details). This program is administered by Fresno COG, which can prioritize projects for RSTP funding.

Fresno COG RSTP program information:

<http://www.fresnocog.org/regional-surface-transportation-program>

Fresno County Transportation Authority (FCTA) Measure C

Measure C is a half-cent sales tax aimed at improving the overall quality of Fresno County's transportation system. The Local Transportation Program can be used on pedestrian and bicycle facilities and trails. Funding is allocated to cities and the county based on population.

San Joaquin Valley Air Pollution Control District (SJVAPCD) Bikeway Incentive Program

SJVAPCD provides funds to increase commuter bicycle accessibility and utilization as an alternative transportation measure. Funds may be

used for Class I, II, or III bikeways in amounts up to \$150,000 (depending on bikeway type).

More information is available online:

<http://valleyair.org/grants/bikepaths.htm>

APPENDIX L: CITY RESOLUTION ADOPTING PLAN

RESOLUTION (DRAFT)

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CLOVIS APPROVING THE CLOVIS ACTIVE TRANSPORTATION PLAN

WHEREAS, the Clovis Active Transportation Plan complies with the California Transportation Commission 2017 Active Transportation Program Guidelines; and

WHEREAS, the Clovis Active Transportation Plan is in compliance with the 2014 Regional Transportation Plan and Sustainable Communities Strategy; and

WHEREAS, the Clovis Active Transportation Plan is an implementation tool to the Clovis General Plan Circulation Element; and

WHEREAS, the Clovis Active Transportation Plan promotes walking and biking for transportation and recreation by all members of the community by creating a connected and complete network of trails,

walkways, and bikeways that provides safe, convenient, and enjoyable connections to key destinations and neighborhoods in Clovis; and

WHEREAS, the Clovis Active Transportation Plan promotes pedestrian and bicyclist safety and collision reduction; and

WHEREAS, the Clovis Active Transportation Plan will improve the accessibility of funding for pedestrian and bicycle related-related improvements in Clovis; and

WHEREAS, approval of the Clovis Active Transportation Plan meets eligibility requirements for Active Transportation Program funding.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Clovis hereby approves the Clovis Active Transportation Plan.