



General Plan Update 2030 Committee

Workshop Agenda

Monday, March 28, 2011

6:30 PM

Redwood Room of the Community Center

1. Introduction & Review
2. Presentations
 - (a) Barbara Steck, Deputy Director of Fresno COG - Valley
Blueprint Process
3. Circulation Element
4. Public Comment
5. Next Meeting / Adjourn

Chapter Three

Circulation Element

3.0 INTRODUCTION

The Circulation Element of the General Plan satisfies California Government Code Title 7, Section 65302(b) which requires the General Plan to include a circulation element indicating the location and extent of existing and proposed major thoroughfares, transportation routes, terminals and facilities. The Circulation Element is intended to function as a comprehensive transportation plan covering not only streets and highways, but also bikeways, public transportation, railway and airport systems, and truck routes. The Circulation Element and the Land Use Element are closely related. Careful integration of policies within both elements is required to ensure that there is sufficient roadway capacity to accommodate traffic generated by future development.

The Circulation Element consists of text and an accompanying Circulation Diagram which indicates the location of major streets and highways within the Planning Area. In addition, it establishes policies intended to insure optimum efficiency and safety in the movement of people and goods within and beyond the Planning Area.

Mandatory circulation element issues as defined in the statute are the following:

- Major thoroughfares
- Transportation Routes
- Terminals
- Complete Streets
- Other local public utilities and facilities

Transportation planning must be integrated with Fresno County and Caltrans.

3.1 BACKGROUND

The Circulation Element was last updated in 1993. It contained a list of objectives, goals and policies pertaining to streets and highways, bikeways, public transportation, railway and airport systems.

In 2001, the City of Reedley adopted the Reedley Specific Plan. One of the goals of the specific plan was to rediscover street design concepts of the past where pedestrians and a slower pace of life were the norm. The Plan called for a return to a grid pattern for streets, which maximizes access options and can reduce traffic congestion. As part of the General Plan Update, many of the policies in the Reedley Specific Plan are being incorporated into the General Plan Update including into the Circulation Element. The revised and new policies will apply to all development in the City of Reedley in both new areas and existing areas.

In 2008, the Governor signed Assembly Bill 1358, the California Complete Streets Act. The Act states that communities must make the most efficient use of urban land and transportation infrastructure, and improve public health by encouraging physical activity by finding innovative ways to reduce vehicle miles traveled and to shift short trips in an automobile to biking, walking and public transit. The Circulation Element Update was prepared to provide a balanced, multi-modal transportation network that meets the needs of all users of streets and roads for safe and convenient travel in a manner that is suitable to the rural nature of the City of Reedley in compliance with AB 1358.

The City's streets system is based on a functional classification system providing four service levels, major arterials, arterials, collectors and local streets. Circulation in the City of Reedley is complicated by the change from a diagonal street grid pattern within the central older portion of the community, to a more traditional north/south and east/west grid system in the newer areas surrounding the communities core area. This has created some complex and inefficient intersections throughout the City.

The City of Reedley is primarily accessed from four major roadways. Reed Avenue to the north, Manning Avenue to the west, Frankwood Avenue to the south and Dinuba Avenue to the east. These major roadways provide access to HWY 99 to the west and the neighboring communities of Fresno and Clovis, Dinuba, Orange Cove and Parlier.

Reedley currently provides a Dial a ride system and does not have a fixed route bus system.

3.2 STREET AND HIGHWAY CIRCULATION SYSTEM

The Circulation Diagram, Figure 3.1, depicts the circulation system necessary to support development within the Planning Area in accordance with the Land Use Diagram. The City's system of streets and highways is based on a functional classification system providing four levels of service: major arterials, arterials, collectors, and local roads.

Major Arterial – are intended to provide a high capacity in selected high volume corridors. Provides connections to collector streets and access to major traffic generators. Typically designed with four through lanes, two transition/right turn lanes and are divided by a median providing left turn lanes.

Arterial – are intended to provide the majority of the City's traffic carrying capacity. Provides connections to collector streets and access to major traffic generators. Typically

Figure 3-1 Circulation Diagram

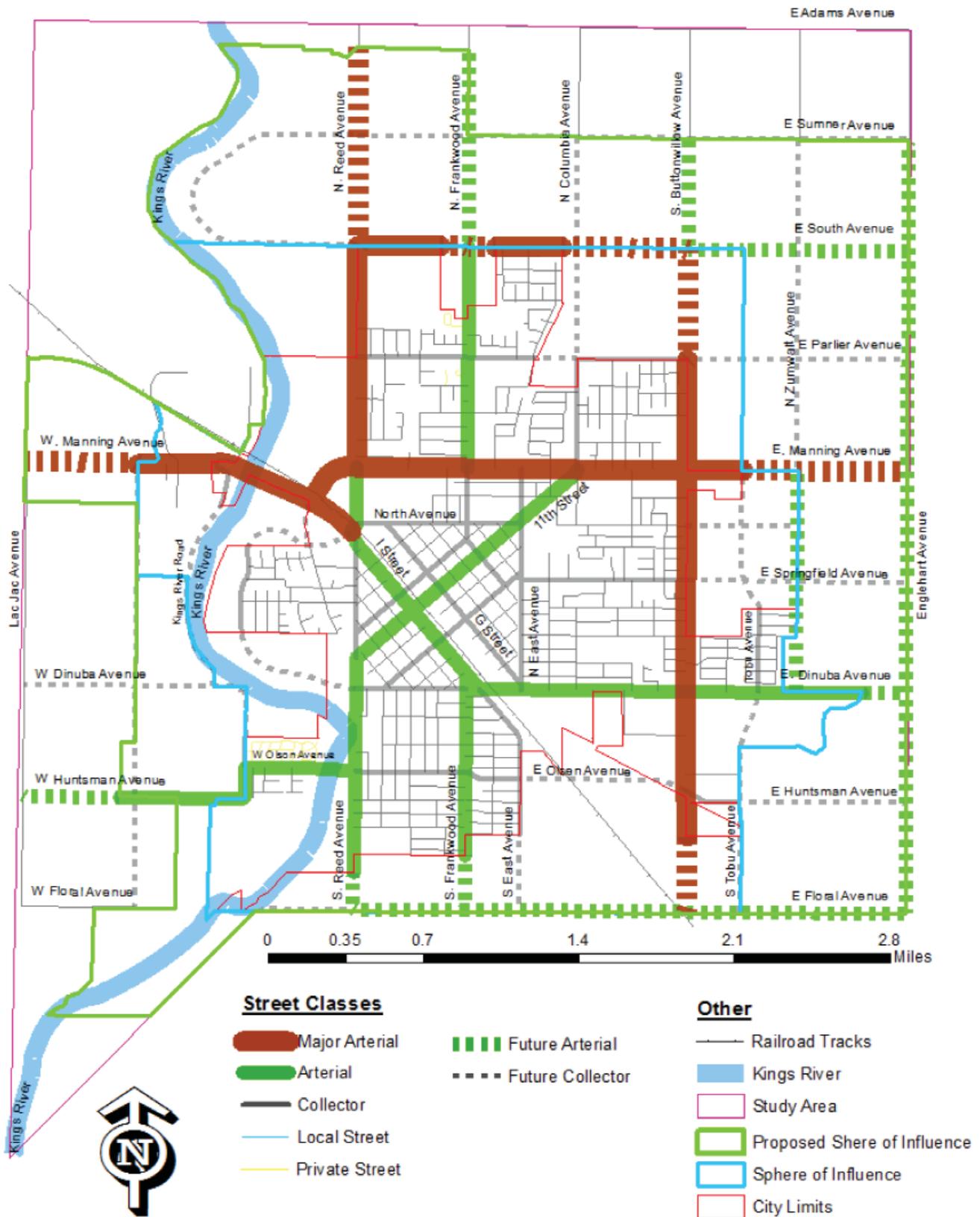
designed with four through lanes and two shoulder/transition lanes and can be divided or undivided by a median.

Collector – are intended to provide connection between local streets and the arterial system and provide access to properties. Collectors are typically designed with four through lanes and two parking/transition lanes.

Local Streets – are intended exclusively to provide direct access to properties and designed to discourage through traffic. Typically designed with two through lanes and parking on both sides.

The planned function of a street may not be reflected in its current design.

Figure 3.1 - Circulation Diagram



3.2 LEVELS OF SERVICE

Level of service is a description of the ability of a street segment or intersection to accommodate levels of traffic demand. Level of services (LOS) range from A, which is unrestricted free flow of traffic and excellent comfort for motorists, to LOS F, which represents highly congested forced flow conditions where traffic exceeds the capacities of streets. The existing LOS adopted in the Circulation Element is LOS C, which is the recommended LOS for the proposed Circulation Element.

Goals

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|----------|--|
| CIR 3.2A | The City will design and maintain a fully integrated local network that provides for safe and convenient circulation using a variety of transportation needs to move people and goods in an orderly, safe, and efficient manner. |
| CIR 3.2B | Maintain a level of service (LOS) of “C” or better. |
| CIR 3.2C | Plan and develop a street and highway system so as to maximize its effectiveness while minimizing its cost. |
| CIR 3.2D | Minimize the adverse impact of streets and highways on adjacent land uses and on the environment of the Planning Area. |
| CIR 3.2E | Provide a street and highway system which can accommodate alternative modes of travel. |
| CIR 3.2F | Provide a street and highway system which is aesthetically pleasant to the user through the incorporation of landscape buffering on applicable medians and rights of way. |

Policies

- CIR 3.2.1 All street and roadway improvements shall be in conformance with the Circulation Plan as shown in Figure 3-1.
- CIR 3.2.2 Apply consistent standards for new street development based on traffic carrying capacity and classification.
- CIR 3.2.3 The design of major arterials, arterials, collectors and local streets shall comply with the adopted Standards, Specifications and Standard Plans Manual.
- CIR 3.2.4 Standards for new street development can be altered or refined through the specific plan or planned unit development process or by approval of the City Engineer where it can be demonstrated that projected traffic flows can be accommodated.

- CIR 3.2.5 The City shall revise roadway standards for future streets to include the following:
- Narrow street widths, particularly on local roadways.
 - Revised geometrics of street intersections, including smaller turning radii. This functions to slow turning vehicles, thereby improving safety for pedestrians.
 - Tree lined streets, including parkways between the curb and sidewalk.
 - Along major streets, landscaped medians shall be constructed.
 - Revised Street Standards shall ensure efficient and safe access for emergency vehicles.
 - Roundabouts shall be located at selected street intersections to improve traffic flow, reduce air emissions and to provide community landmarks.
 - Circulation plans for pedestrian, bicycle and vehicle traffic shall provide for effective connections to major community facilities, such as the Kings River, Rail Trail, downtown, Reedley College, Reedley High School, elementary schools, parks and employment areas.
 - Street designs for collector and arterial roadways shall include provisions for future fixed route transit systems.
- CIR 3.2.6 Street standards shall be developed to include street trees planted in planter strips between the curb and sidewalk in order to shade paved street surfaces.
- CIR 3.2.7 Subdivisions shall be designed to maximize connectivity between subdivisions and surrounding development. Use of a grid pattern to maximize the number of connections to surrounding collector street system.
- CIR 3.2.8 Walled in subdivisions shall be discouraged unless noise measurements exceed the threshold for residential development adjacent to roadways.
- CIR 3.2.9 Cul-de-sacs shall feature wall breaks to allow pedestrian and visual access to the neighborhood.
- CIR 3.2.10 Standards for block lengths shall be developed to eliminate overly long blocks that allow for vehicles to reach increased speeds.
- CIR 3.2.11 Major arterials shall provide for through traffic movement on continuous routes with limited direct access to abutting property. Intersections with cross streets are generally at grade and generally spaced a minimum of one-half mile apart. A typical cross section is 110 feet and includes a median.
- CIR 3.2.12 Arterials provide for through traffic movement on continuous routes, joining major traffic generators, major arterials, and other arterials. Access to abutting property should be controlled and limited. A typical cross section is 84 to 100 feet and may be separated by a median.
- CIR 3.2.13 Collectors provide internal traffic movement within an area and connect local roads to the arterial system. Access to abutting property is generally permitted. A typical cross section is 86 feet of right of way.

- CIR 3.2.14 Local streets provide internal traffic movement within an area and primarily serve to provide direct access to abutting property. Typical local street cross section is 57 feet.
- CIR 3.2.15 The street cross sections may deviate from the standards if the proposed cross section results in increased traffic capacity or circulation. Primarily deviation should be restricted to older sections of the City that cannot accommodate current standards. All deviations are subject to the approval of the City Engineer.
- CIR 3.2.16 The City shall maintain the landscaping on street rights of way on collector and arterial roadways by the use of Landscape and Lighting Districts in new areas.
- CIR 3.2.17 The City shall explore adoption of a citywide landscape and lighting district to ensure equal maintenance of street rights of way.
- CIR 3.2.18 Access to property abutting an arterial or collector roadway will be subject to the following criteria:
- A. Direct access from an arterial or collector to a major traffic generator should be restricted through design requirements on new developments which provide for frontage roads, access to other roads, or limits on the number and location of direct access points. Major traffic generators may be defined as including, but not limited to, large multiple-family residential development, large commercial developments, industrial developments, educational institutions and medical centers.
 - B. New residential subdivisions should be designed with a minimum number of lots fronting directly on collector streets and with no lots fronting directly on arterial streets. Vehicular access may be permitted from a frontage road or from other roads. Where direct access is provided from a residential subdivision lot to a collector street, turnaround facilities shall be required for each lot as a condition of subdivision approval so that vehicles do not back out onto the roadway.
 - C. Turnaround facilities shall be required as a condition for a parcel map approval where the new parcels will have direct access to arterial or collector streets. Such turnaround facilities should insure that vehicles need not back out onto the roadway.
- CIR 3.2.19 Existing landscaped medians should be extended to their logical conclusion within the street and highway system. In particular, Manning Avenue and Kingswood Parkway should be extended as new development occurs.
- CIR 3.2.20 The primary street and highway entrances into the community should have established landscaped medians. This would include North Reed Avenue, East Dinuba Avenue, North and South Frankwood Avenue and Buttonwillow Avenue between Dinuba and South Avenue.

- CIR 3.2.21 The City should insure completion of planned arterial and collector streets as they become necessary to serve developing urban areas or to meet developing traffic demands of the City by the following:
- A. Adopt a street improvement program based on a needs priority system.
 - B. Require dedication and improvement of necessary street facilities as a condition of land development.
 - C. Coordinate the street improvement program with other public service facility improvement programs.
 - D. Utilize available FCTA, State and Federal funds for street and highway development.
- CIR 3.2.22 The City should insure that planned streets and highways operate to their maximum efficiency by coordinating their multi-modal use as follows:
- A. Develop bikeways in accordance with the City Bikeways Plan.
 - B. Consider the need for transit and bikeway facilities when establishing the ultimate rights-of-way of streets and highways.
 - C. The City should prepare typical roadway cross sections which define standards for transit and bikeway facility improvements.
 - D. Provide additional rights-of-way and improvements off of the travelway of arterial and collector streets where deemed necessary for public transportation.
 - E. Provide areas for pedestrian travel which will enhance the safety and efficiency of the street system.
- CIR 3.2.23 The City should minimize the adverse impact of truck traffic on the community by maintaining and enforcing a system of designated truck routes.
- CIR 3.2.24 The City should insure the installation of signals, roundabouts, signs, lighting, and other traffic improvements necessary for the safe and efficient movement of vehicular traffic and pedestrians within the City by the following:
- A. Adopt and maintain a traffic safety and operations improvement program based on a needs priority system as part of the City street improvement program.
 - B. Require the installation of necessary street improvements as a condition of land development.

- CIR 3.2.25 The City shall encourage the use of traffic calming designs such as roundabouts, bulb outs, etc., where they will improve the operation or LOS of a street.
- CIR 3.2.26 The City should minimize the adverse environmental impact of street and highway development by utilizing road construction methods which reduce the air, water, and noise pollutions associated with such development.
- CIR 3.2.27 Where a portion of the right-of-way of a planned new street lies outside the boundaries of property proposed for development under a subdivision, site plan review, or conditional use permit application, the applicant may be required, depending on the magnitude of the development and the amount of traffic it will generate, to dedicate sufficient right-of-way width to allow for the development of two travel lanes and one shoulder, curb, gutter and planting area.\

3.3 STREET AND HIGHWAY SYSTEM

The following major arterial, arterial, and collector streets and highways are indicated on the Land Use and Circulation Map.

Major Arterials

- Manning Avenue, Rio Vista east to I Street

Arterials

- South Avenue, from Reed Avenue to Englehart
- Reed Avenue, from Adams Avenue to Floral Avenue.
- Manning Avenue, from I Street to Englehart Avenue
- I Street, from Reed Avenue to Dinuba Avenue
- Eleventh Street, from Reed Avenue to Manning Avenue
- Dinuba Avenue, from Frankwood Avenue to Englehart Avenue
- Frankwood Avenue, From I Street to Floral Avenue
- Olsen and Huntsman Avenues, from Reed Avenue to Lac Jac
- Buttonwillow Avenue, from Adams Avenue to Floral Avenue
- Frankwood Avenue, from south Avenue to Manning Avenue

Collectors

- Parlier Avenue, from Reed Avenue to Englehart
- Columbia Avenue, from Adams Avenue to Manning Avenue
- Frankwood Avenue, from Manning Avenue to “D” Street
- “D” Street, from 10th Street to Thirteenth Street
- Thirteenth Street, from East Avenue to Dinuba Avenue
- Tenth Street, from “D” Street to Reed Avenue

- East Avenue, from Manning Avenue to Dinuba Avenue
- North Avenue, from Reed Avenue to Eleventh Street
- “G” Street, from North Avenue to Dinuba Avenue
- Springfield Avenue, from East Avenue to Englehart Avenue
- Olsen Avenue, from Reed Avenue to Buttonwillow Avenue
- Dinuba Avenue, from Reed Avenue to Frankwood Avenue
- “I” Street, from Dinuba Avenue to East Avenue
- East Avenue, from “I” Street to E. Floral Avenue
- Herbert Avenue, from Frankwood Avenue to Buttonwillow Avenue
- Kingswood Parkway, from the Manning Avenue/I street intersection to Dinuba Avenue
- South Avenue, from Reed Avenue to the Kings River

Local Streets

All other roads within the Reedley Planning Area are local streets. Their alignments are to be determined on the basis of the land use to be served and the location of the major arterial, arterial, and collector streets and highways. Local alleys are used for service traffic.

Analysis of Street and Highway System

The street and highway system previously described is based on an evaluation of: the existing and planned land use patterns, the existing and potential future traffic volumes, the existing county circulation plans and the previous City circulation plan, and the information developed as a result of citizen participation workshops. In addition, this Circulation Plan seeks to provide for the maximum feasible integration between the planned City and County street and highway systems to accommodate circulation needs to the year 2030.

3.4 BIKEWAYS TRANSPORTATION SYSTEM

The Reedley Bicycle Transportation Plan is a separate plan adopted consistent with the Reedley General Plan Circulation Element. The plan consists of text and maps that show both existing bikeways and future bikeways. The plan is an expression of the City’s intent to properly assess the needs of cyclists and to develop a bikeway system that can best satisfy the needs of cyclists in an efficient and effective manner, both in terms of safety and financial costs. The Circulation Element contains a map depicting a Bikeway Plan, which is the foundation for the Bicycle Transportation Plan which is updated every five years.

A “bikeway” is a general term for any type of facility that explicitly provides for bicycle travel. The bikeway can be anything from an independent, grade-separated facility on a separate right-of-way to just a signed route along a city street. The City of Reedley has three classifications of bikeways: bike paths, bike lanes, and bike routes, based on the degree of exclusivity with which the facility is preserved for bicycle use as shown on Figure 3-3. The two main purposes of bikeways are to guide bicyclists to their destinations and to provide some measure of protection or safety. The types of bikeways included in a bikeway system will determine the measure of safety.

Bike Path – is a Class 1 facility which is a special pathway facility for the exclusive use of bicycles, which is separated from motor vehicle facilities by space or a physical barrier. A bike path may be located on a portion of a street or highway right-of-way not related to a motor vehicle facility, it may be grade separated or have street crossings at designated locations. A bike path is identified with guide signing and may also have pavement markings. An example of a Class 1 facility is the Reedley Rail Trail/Parkway which provides a separated bike and pedestrian trail.

Bike Lane – is a Class 2 facility which is a lane on a paved area of road for preferential bicycle use. It is usually located along the right edge of a paved road area or between the parking lane and the first motor vehicle lane. A bike lane is identified by “Bike Lane” or “Bike Route” guide signing, special lane lines and other pavement markings. Bicycles have exclusive use of the bike lane, but must share the facility with motor vehicles and pedestrians crossing it.

Bike Route – is a recommended route for bicycle travel along an existing right-of-way which is signed but not striped.

The Bikeway Plan was prepared in conjunction with the updated Reedley Bicycle Master Plan adopted by the City of Reedley in 2011 and updated to include future streets, Figure 3-2. The County of Fresno adopted an update of the Fresno County Regional Bicycle Master Plan in March 2011. The intent of the Fresno County Regional Bicycle Master Plan is to provide regional connectivity to the unincorporated areas of Fresno County.

The proposed Fresno County Regional Bicycle Master Plan identified four bikeway routes affecting Reedley. The routes are as follows:

Manning Avenue Corridor (Fresno County). A Class II bikeway is planned along Manning Avenue from the California State Corridor Route (Golden State Boulevard) to the Fresno/Tulare county Line (Hills Valley Road) connecting the Cities of Parlier and Reedley. The corridor also makes connections with the Kings River Loop Trail Corridor at Newmark and Reed Avenues. (10 Miles)

Kings River Loop Trail Corridor (Fresno County). The route extends from the Manning Avenue Corridor along Newmark Avenue to Rainbow Road connecting the Cities of Parlier and Sanger. The route continues north connecting with the Kings River Trail Corridor at Belmont Avenue. The Loop Corridor continues to Piedra road the south along Highway 180 at Centerville to Reed Avenue, connecting with the City of Reedley and the Manning Avenue Corridor (25 miles).

Reed Bikeway – a future class II bikeway on Reed Avenue between the City of Reedley and the community of Minkler.

Reedley Trail – a future class II bikeway along the old AT & SF rail corridor between Reedley and the Tulare County Line.

The Reedley bikeway system is designed to serve all major community traffic generators including commercial areas, schools, recreational facilities and major public facilities and connect with regional bicycle facilities. However, the majority of licensed bicycles in Reedley are operated by elementary school children. A principal emphasis of the Plan is to cater to this juvenile cycling population by linking residential areas to schools and recreational facilities.

The Plan generally spaces bikeways no more than one-half mile apart. This is based on the generally recognized standard used both in the United States and abroad for urban bikeways designed to serve utilitarian riders. The City bikeway system is proposed for development along existing roadways, rather than along canal or railroad rights-of-way. This is because bikeway development on the latter would involve more legal constraints and time delays that would their development on streets which are already under City jurisdiction.

Goals

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| CIR 3.4A | Encourage the use of bicycles as a viable means of transportation. |
| CIR 3.4B | Develop a continuous and easily accessible bikeways system which facilitates the use of the bicycle as a viable alternative transportation mode. |
| CIR 3.4C | Develop programs, standards, ordinances, and procedures to achieve and maintain safe conditions for bicycle use. |
| CIR 3.4D | Encourage bicycling for reasons of ecology, health, economy, and enjoyment as well as for transportation use. |

Policies

- CIR 3.4.1 Priority should be given to bikeways that will serve the most cyclists and destinations of greatest demand.
- CIR 3.4.2 Bikeways should be designated near major traffic generators such as commercial and employment centers, schools, recreational areas, and major public facilities.
- CIR 3.4.3 Bicycle parking and storage facilities should be provided at major bicycle traffic generators.
- CIR 3.4.4 Bikeways should be provided in both existing and future parks where they will not cause serious conflicts with other uses of the parks.
- CIR 3.4.5 Bikeways should be continuous and should be linked to other bikeways and recreation facilities.
- CIR 3.4.6 Whenever possible, bikeways should be developed in conjunction with street construction and improvement projects occurring along streets and roads where bikeways have been designated on the Bikeways Plan map.
- CIR 3.4.7 The City and County should develop a coordinated program for the construction of bikeways in the Planning Area.
- CIR 3.4.8 The design and construction of bikeways shall conform to the standards established by the California Department of Transportation.
- CIR 3.4.9 Work with the City of Dinuba to provide a bicycle/pedestrian trail system that will connect to a similar system in the City of Reedley near the Sports Park.

CIR 3.4.10 Safe conditions for bicycle use shall be developed and maintained. The following shall apply:

- A visually clear, simple, and consistent bikeway system with clearly defined areas and boundaries should be established.
- For the safety of those who use the bikeways, the City should consider stopping a bikeway before a major street intersection or dangerous railroad crossing and starting it again after the area has been passed. Within these potentially dangerous areas, bicyclists walk their bicycles or ride with extra caution at their own risk.
- Through mass media, school, and private efforts, the City of Reedley should encourage a program of education in the rules of the road, aimed at both the cyclist and the motorist.
- Bikeways should be constructed and maintained to reduce or eliminate hazards such as unsafe drainage grates, dirt, glass, gravel, and other debris.
- The bikeway system should be monitored and evaluated in order to determine the effectiveness of established bikeway facilities in terms of use, safety, and efficiency.

CIR 3.4.11 Require large scale developments to provide bike racks to encourage bicycling as an alternative mode of transportation.

3.5 PUBLIC TRANSPORTATION SYSTEM

The City of Reedley's Community Services Department runs an advance reservation van, and on-call door-to-door van service. The twelve-passenger vans operate Monday through Friday between the hours of 7:30 a.m. to 4:30 p.m. These vans provide service to the downtown stores and offices (including City Hall, Post Office and Library), the Hot Meals program at the Community Center, the shopping centers at Buttonwillow and Manning Avenues, the Sierra-Kings Hospital and the other locations within a two-mile radius of Reedley. The vans are also used to transport children from house to school.

Kings River Community College operates a bus which connects Sanger, Fowler, Selma, and Parlier with the College. The Kings Canyon Unified School District also provides bus service within its service area. However, both operations are limited solely to students.

Fresno County Regional Transportation Authority (FCRTA) operates Orange Cove Transit, a bus service that runs Monday through Friday, twice a day each way, from Orange Cove to the City of Fresno. There are three stops in the City of Reedley at Manning and Buttonwillow, East and Springfield, and Manning and Reed.

Dinuba Area Regional Transit (DART) operates a bus that runs from Reedley College, Sierra Kings Hospital and Palm Village to the Dinuba Transit Center. The service operates at different times ranging from five times a day during the school year to seven times a day in the summer.

Goals

CIR 3.5A Promote the variety of public transit connections with other nearby cities and locations.

Policies

- CIR 3.5.1 Continue to evaluate public transit needs.
- CIR 3.5.2 Explore increased transit opportunities with nearby cities.

3.6 RAIL TRANSPORTATION SYSTEM

The Visalia branch of the Atchison, Topeka and Santa Fe Railway (AT&SF) and the Exeter Branch of the San Joaquin Valley Railroad (formerly Southern Pacific Railroad) provide freight service to the Reedley area.

The AT&SF’s Visalia branch connects Reedley and eastern Tulare County with the Mainline at the Calwa freight terminal. The route has one run per day, six days a week after the hour of 6:00 p.m. The SJVRR’s Exeter branch line links Reedley with Sanger, the Valley Mainline in Fresno, and Ivanhoe, in Tulare County. There is presently one run per day Monday through Friday between noon and 4:00 p.m. The Visalia and Exeter Branch lines run parallel each other through the center of Reedley.

The railroads have a considerable impact on land use within the community, with existing and planned industrial uses adjacent to the Exeter and Visalia Branch lines. Specifically, the Land Use Element indicates that industry is the most appropriate area adjoining the tracks. In addition, the parallel Exeter and Visalia lines separate largely residential areas south of the tracks from the Central Business District immediately north of the tracks. Access across both branch lines is limited to grade crossings at a total of eight points: Buttonwillow Avenue, Dinuba Avenue, Thirteenth Street, Eleventh Street, Tenth Street, Eighth Street, North and Reed Avenues, and Manning Avenue. Access across the Piedra Branch line, which divides primarily existing and planned residential areas, is limited to Reed, Manning, and Parlier Avenues.

Additional rail spurs may be needed in the future within the proposed industrial area south of Dinuba Avenue, as that area begins to develop with new industry. A new grade crossing of the SJVRR Branch line will be required when a future collector street south of the Huntsman Avenue alignment is developed within the Planned industrial area as indicated on the Circulation map.

The City of Reedley is current processing a request with the Federal Railroad Administration (FRA) to become a quiet zone, which would eliminate the train horns at road crossings. This is important because several crossing are near existing and proposed residential areas.

Goals

CIR 3.6A Maintain the viability of the rail service to the community of Reedley.

POLICIES

- CIR 3.6.1 Ensure that development along the rail corridor complies with noise limits identified in the Noise Element.

CIR 3.6.2 Pursue the reduction of the noise by eliminating the train horns at intersections in the City of Reedley through the continued pursuit of a quiet zone in the City of Reedley.

CIR 3.6.3 Maintain the viability of the rail system to encourage continued use for commercial and industrial applications.

3.7 AIR TRANSPORTATION SYSTEM

Reedley Municipal Airport was established in 1979 following acquisition of the former Great Western Airport by the City of Reedley. The airport is located on a 138 acre site and consists of one paved runway serving single and light twin-engine aircraft. The site is located approximately five miles north of the City of the west side of Frankwood Avenue between American and Central Avenues, Figure 3-4.

The airport is a Basic Utility Airport, Stage 1. This type of airport accommodates approximately 75 percent of the propeller aircraft under 12,500 pounds and limits operations largely to single-engine aircraft with some use by light jets and twin-engine aircraft. Such an airport is primarily intended to serve low-activity locations, such as small population centers and remote recreation areas. No commercial air carrier service is to be provided to the proposed municipal airport, and Reedley travelers will still be dependent upon the Fresno Air Terminal or Visalia Airport for such service.

The City of Reedley is currently proceeding with plans for future development of the Reedley Municipal Airport. Installation of VASI's, expansion of the aircraft parking apron, additional hanger units (a 12-unit structure was built in 1981), and 200-foot southward and northward extensions of the runway (bringing the airport to Basic Utility State II standards are among the planned projects.

The City of Reedley contemplates the eventual upgrading of the planned municipal facility to Basic Utility Airport Stage II Standards, if required by future demands, such expansion is not part of the current plan and would be subject to the same County, State, and Federal review and approval process required for the current expansions. See Airport Master Plan for detailed formation.

The Kings River Community College (Reedley College) campus has a short turf strip, suitable only for the occasional delivery of aircraft to its aeronautics department. The College has no plans for expanding or upgrading that facility.

Goals

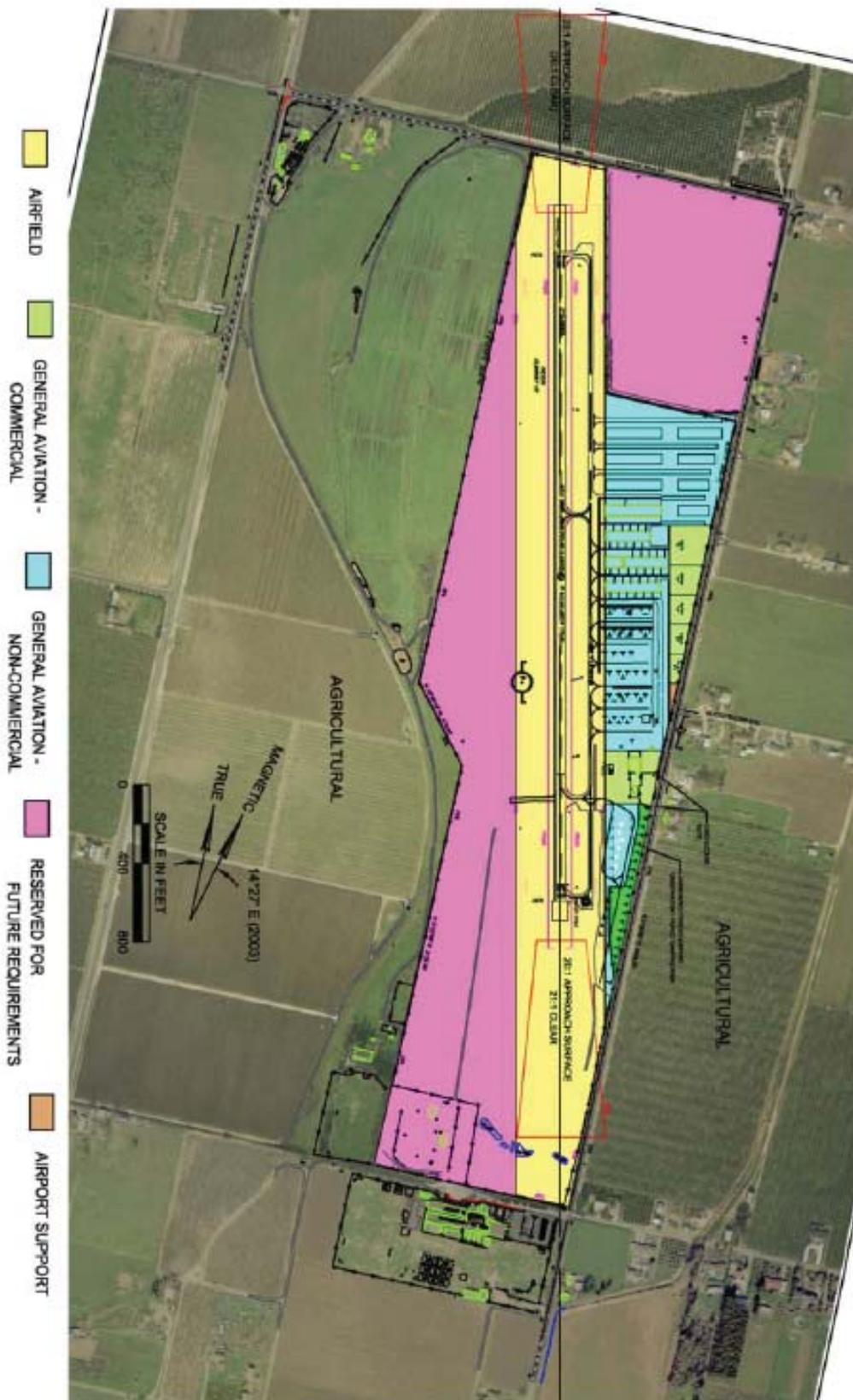
CIR 3.5A Promote the integrity of the Reedley Municipal Airport.

Policies

CIR 3.7.1 Land uses surrounding the airport should remain agricultural.

CIR 3.7.2 Coordinate with Fresno County to establish land uses around the airport that will not conflict with airport operations.

Figure 3.3 - Airport Master Plan Map



3.8 TRUCK ROUTE SYSTEM

The Reedley City Code authorizes the establishment of truck routes and provides that no truck is permitted to travel on a street which is not designated as a truck route unless it is for the purpose of picking up or delivering supplies. A truck is defined as a truck, trailer, wagon or other vehicle that exceeds 10,000 pounds in weight or having a maximum gross vehicle weight (GVW) of five or more tons.

Existing and planned truck routes are indicated of Figure 3-4. Truck routes are indicated on arterial and collector streets which, because of function, pavement quality, and adjoining land use can best accommodate such traffic.

Goals

CIR 3.8A Provide safe and efficient truck routes into and within the community.

Policies

- CIR 3.8.1 Truck traffic shall be permitted on the designated arterials and collector streets only, as identified in the Circulation Element Truck Route Map, Figure 3-4.
- CIR 3.8.2 Truck parking shall be prohibited on residential areas for vehicles in excess of 10,000 GVW, or higher than eight feet.
- CIR 3.8.3 Truck parking shall be discouraged on arterial/collector streets outside of the industrial park.

3.9 PARKING

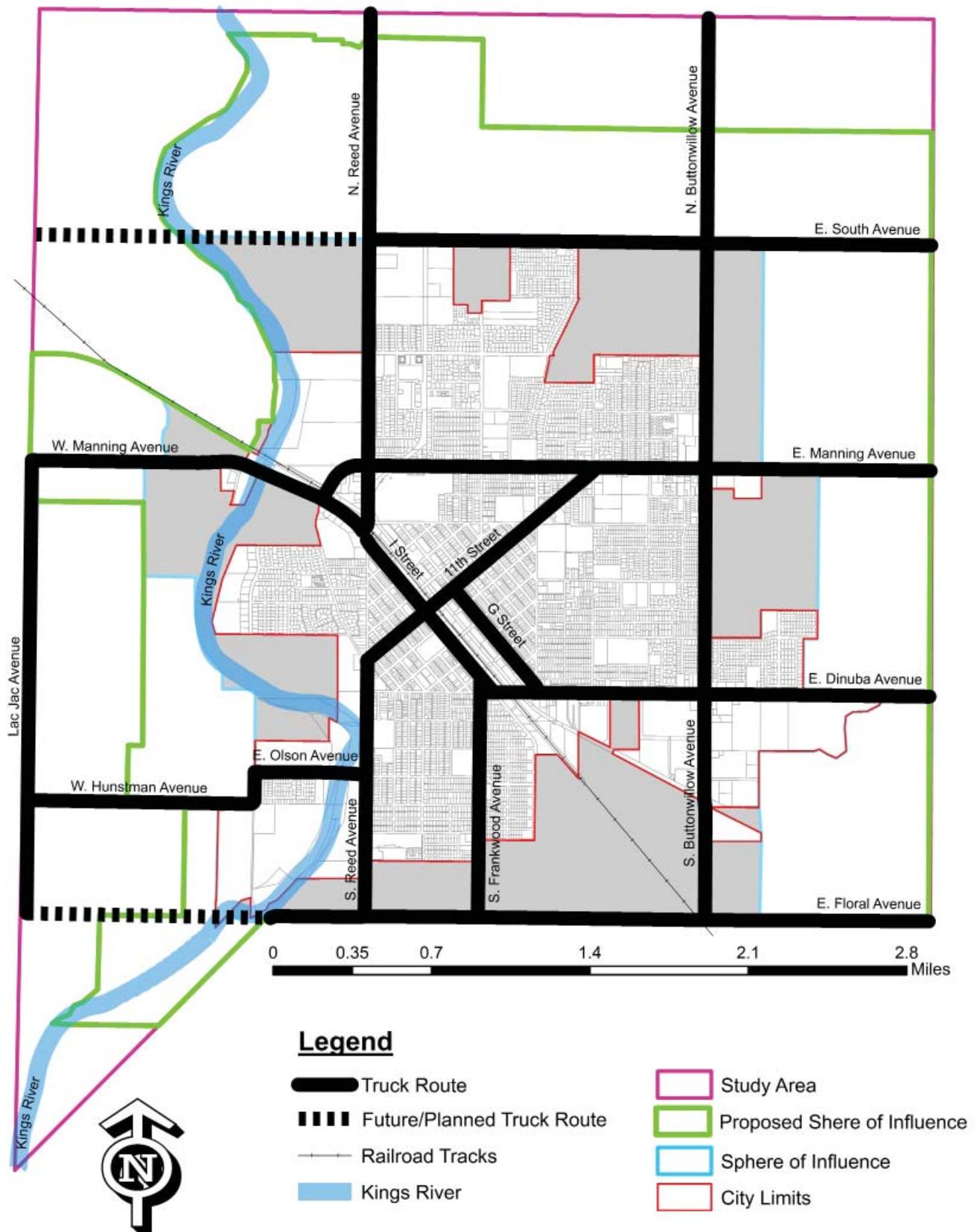
Goals

CIR 3.9A Promote a parking program that accommodates the parking needs of each land use type.

Policies

- CIR 3.9.1 Adequate parking shall be required of all commercial and industrial land uses to accommodate parking demand.
- CIR 3.9.2 Adequate parking shall be required of all residential developments to accommodate owners and tenants.
- CIR 3.9.2 Parking standards shall be evaluated for new development in the Central Downtown area to ensure that parking is provided within walking distance.
- CIR 3.9.3 Establish standards for parking spaces that include compact parking spaces or parking to encourage alternative fuel vehicles.

Figure 3.4 - Truck Routes Map



CIR 3.9.4 Establish parking lot landscaping standards that require the provision of at least 50% shade coverage.

CIR 3.9.5 Maintain existing park and ride facilities and explore opportunities of additional sites.

3.10 PUBLIC UTILITIES

The capacity of public utilities that serve a community can affect the quality of life of the residents of the community. Many public utility services require a significant investment in infrastructure. The City of Reedley provides water, sewer and storm water services to the citizens of Reedley. An update of the Water, Sewer and Storm Drain Master Plans is being completed as part of the General Plan Update.

Water

The City relies on groundwater to provide municipal water service to the citizens of Reedley. Although the water table has dropped in recent years, the City has not had any difficulty providing water service. The City has 8 active water wells and two water storage towers. In order to improve water service and pressure, the City is planning to construct two additional water storage towers. One of the water storage towers will be located in the southern area of the City in the sports park complex and is anticipated to be built in 2011. The second water storage tower is planned for the northern area of the City.

Goals

3.10 A Provide adequate water services to the City of Reedley.

Policies

CIR 3.10.1 Adopt and maintain an Urban Water Management Plan.

CIR 3.10.2 Identify capital facilities necessary to maintain service in the City of Reedley.

CIR 3.10.3 Periodically review and update development impact fees, water connection charges, and monthly service charges to ensure that adequate funds are collected to operate and maintain existing facilities and to construct new facilities.

CIR 3.10.4 Support efforts to expand surface water supply and storage that benefits the City. These efforts should include water banking and treatment.

CIR 3.10.5 Require that necessary water supply infrastructure and storage facilities are in place coincident with new development, and approve development plans only when a dependable and adequate water supply to serve the development is assured.

CIR 3.10.6 A water assessment study may be required for individual projects that were not anticipated by the City.

- CIR 3.10.7 Cooperate with surrounding water management and irrigation districts in a comprehensive water management and recharge program with the long-term goal of stabilizing the groundwater basin.
- CIR 3.10.8 Continue to require water meters in all new development.
- CIR 3.10.9 Encourage private sector use of alternative water sources to achieve a water balance, including reclaimed water for irrigation and landscaping purposes.
- CIR 3.10.10 Establish a comprehensive program for water conservation consistent with State law.

Wastewater

The City recently expanded the capacity of the wastewater treatment plant to seven millions per day, a more than double increase. The expansion will accommodate anticipated growth for the next 20 years.

Goal

3.10B	Ensure wastewater collection and treatment services are available to meet existing and future needs of the City.
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Policies

- CIR 3.10.11 Update and implement the Sewer System Master Plan.
- CIR 3.10.12 This plan will include analysis of the treatment needs as well as collector systems and disposal measures and financial mechanisms.
- CIR 3.10.13 Acquire adequate land to be used for reclamation purposes.
- CIR 3.10.14 Periodically review and update development impact fees, wastewater connection charges, and monthly service charges to ensure that adequate funds are collected to operate and maintain existing facilities and to construct new facilities.
- CIR 3.10.15 In partnership with County, State and federal agencies, work to prevent illegal wastewater disposal or chemical disposal practices.

Storm Water Facilities

The City of Reedley generally maintains storm water facilities within existing rights of way. The storm water system consists of a system of drains and ponding basins.

Goals

3.10C Provide a comprehensive system for storm drainage to protect life and property.

Policies

CIR 3.10.16 Update and implement the Storm Drain Master Plan. This plan will include water quality protection for areas where runoff may enter river, slough or groundwater. It also will include:

- Standards for limiting impervious surfaces to minimize runoff during storm event;
- Design and landscaping standards for storm water storage basins;
- An analysis of the feasibility of multi-use water basins; and
- Financial mechanisms for construction and maintenance.

CIR 3.10.17 Require new development to provide storm drainage facilities and/or pay a storm drainage impact fee, consistent with the Storm Drain Master Plan.

General Utilities

Utilities such as electricity, natural gas, telephone, internet and cable services are important components of daily life for the citizens of Reedley. It is necessary for the City of Reedley to ensure adequate provision of these services in order to maintain a competitive business climate and a quality of life for the citizens.

Goals

3.10D Continue to work with Pacific Gas and Electric (PG & E) to improve the appearance of transmission line corridors.

Policies

CIR 3.10.18 Continue to require that new development underground all on-site utility lines.

CIR 3.10.19 Review proposals for new public utilities to ensure that the design and location of facilities will not have adverse impacts neighborhoods or residents.