

**ALL CELL PHONES AND ELECTRONIC DEVICES MUST BE
TURNED OFF IN THE COUNCIL CHAMBERS**

**A G E N D A
REEDLEY CITY COUNCIL MEETING**

7:00 P.M.

TUESDAY, September 8, 2020

**Meeting Held in the Council Chambers
845 "G" Street, Reedley, California**

The Council Chambers are accessible to the physically disabled. Requests for additional accommodations for the disabled, including auxiliary aids or services, should be made 48 hours prior to the meeting by contacting the City Clerk at 637-4200 ext. 212.

Any document that is a public record and provided to a majority of the City Council regarding an open session item on the agenda will be made available for public inspection at City Hall, in the City Clerk's office, during normal business hours. In addition, such documents may be posted on the City's website.

Unless otherwise required by law to be accepted by the City at or prior to a Council meeting or hearing, no documents shall be accepted for Council review unless they are first submitted to the City Clerk by the close of business one day prior to said Council meeting/hearing at which the Council will consider the item to which the documents relate, pursuant to the adopted City Council Protocols.

In recognition of the guidance from the California Department of Public Health in response to the COVID-19 pandemic, those who choose to attend the City Council meeting physically must wear a mask or face covering and practice social distancing by remaining at least 6 feet apart from other attendees. Hand sanitizer will be available at the entrance to the Council Chambers for use upon entering and exiting the room. If you are sick, please do not attend the meeting in person. The meeting is available via live stream at the web link noted below following the City's website address and public comments will be accepted during the appropriate comment periods by calling (559) 637-4200 ext. 290. Please note there is approximately a 60 second delay for the live stream. Thank you for your cooperation. Our community's health and safety is our highest priority.

City of Reedley's Internet Address is www.reedley.ca.gov
City Council Meeting live stream is available at <http://www.reedley.com/livestream.php>

Frank Piñon, Mayor

Mary Fast, Mayor Pro Tem
Anita Betancourt, Council Member

Robert Beck, Council Member
Ray Soleno, Council Member

MEETING CALLED TO ORDER

INVOCATION – Russ Robertson, Public Works Director

PLEDGE OF ALLEGIANCE

ROLL CALL

AGENDA APPROVAL – ADDITIONS AND/OR DELETIONS

PUBLIC COMMENT – Provides an opportunity for members of the public to address the City Council on items of interest to the public within the Council’s jurisdiction and which are not already on the agenda this evening. It is the policy of the Council not to answer questions impromptu. Concerns or complaints will be referred to the City Manager’s office. Speakers should limit their comments to not more than three (3) minutes. No more than ten (10) minutes per issue will be allowed. For items which are on the agenda this evening, members of the public will be provided an opportunity to address the Council as each item is brought up for discussion.

NOTICE TO PUBLIC

CONSENT AGENDA items are considered routine and a recommended action for each item is included, and will be voted upon as one item. If a Councilmember has questions, requests additional information, or wishes to comment on an item, the vote should not be taken until after questions have been addressed or comments made, and the public has had an opportunity to comment on the **Consent Agenda** items. If a Councilmember wishes to have an item considered individually or change the recommended action, then the item should be removed and acted upon as a separate item. A Councilmember’s vote in favor of the **Consent Agenda** is considered and recorded as a separate affirmative vote in favor of each action listed. Motions in favor of the **Consent Agenda** are deemed to include a motion to waive the full reading of any ordinance on the **Consent Agenda**. For adoption of ordinances, only those that have received a unanimous vote upon introduction are considered **Consent** items.

CONSENT AGENDA (Item 1-7)

Motion _____ **2nd** _____

1. RECOMMENDATION OF REJECTION OF CLAIM – SORIA, IVAN
(Administrative Services)
Staff Recommendation: Approve Rejection

2. APPROVE AND AUTHORIZE THE CITY MANAGER TO SIGN AN AGREEMENT WITH THE COUNTY OF FRESNO FOR CONTINUED PARTICIPATION IN THE FRESNO COUNTY ADULT COMPLIANCE TEAM (ACT). – (Police)
Staff Recommendation: Approve

3. ADOPT RESOLUTION NO. 2020-075 APPROVING THE REVISED MASTER SALARY TABLE UPDATING PAY RATES FOR THREE PART-TIME POSITIONS. – (Administrative Services)
Staff Recommendation: Approve

4. ADOPT RESOLUTION NO. 2020-076 DECLARING LISTED POLICE DEPARTMENT VEHICLES AS SURPLUS. – (Police)
Staff Recommendation: Approve

5. CONSIDER THE FOLLOWING ITEMS (A) AND (B) FOR THE MANNING AVENUE IMPROVEMENTS PHASE 1 PROJECT:

- A. ADOPT BUDGET RESOLUTION NO. 2020-079 AMENDING THE FISCAL YEAR 2020-2021 BUDGET TO APPROPRIATE AVAILABLE FUNDS IN THE AMOUNT OF \$1,193,363 FOR THE MANNING AVENUE IMPROVEMENTS PHASE 1 PROJECT
- B. ADOPT RESOLUTION NO. 2020-080 AWARDDING A CONSTRUCTION CONTRACT TO DAVE CHRISTIAN CONSTRUCTION COMPANY, INC. FOR THE CONSTRUCTION OF MANNING AVENUE IMPROVEMENTS PHASE 1 PROJECT

(Engineering)

Staff Recommendation: Approve

6. CONSIDERATION OF ITEMS PERTAINING TO THE COMMUNITY DEVELOPMENT BLOCK GRANT (CDBG) PROJECT NO. 18571 BUTTONWILLOW AVENUE WIDENING.

- A. ADOPT RESOLUTION NO. 2020-082 AUTHORIZING THE EXECUTION OF AMENDMENT NO. 2 TO CITY-COUNTY AGREEMENT 18-500 FOR CDBG PROJECT NO. 18571.
- B. ADOPT BUDGET RESOLUTION NO. 2020-083 AMENDING THE FISCAL YEAR 2020-2021 BUDGET TO APPROPRIATE ADDITIONAL FUNDS IN THE AMOUNT OF \$347,965 FOR CDBG PROJECT NO. 18571 BUTTONWILLOW AVENUE WIDENING.

(Engineering)

Staff Recommendation: Approve

7. ADOPT RESOLUTION 2020-084, DESIGNATING MAYOR PRO-TEMPORE FAST AS THE CITY OF REEDLEY'S VOTING DELEGATE AND CITY MANAGER, NICOLE ZIEBA AS THE ALTERNATE VOTING DELEGATE FOR THE LEAGUE OF CALIFORNIA CITIES ANNUAL BUSINESS MEETING AND APPROVE THE LEAGUE'S RECOMMENDATION ON THE 2020 ANNUAL CONFERENCE RESOLUTION. - (City Clerk)

Staff Recommendation: Approve

WORKSHOP

8. REEDLEY PARKWAY PLANNING ACTIVITY WORKSHOP. – Community Development

COUNCIL REPORTS

9. BRIEF REPORT BY COUNCIL MEMBERS ON CITY RELATED ACTIVITIES AS AUTHORIZED BY THE BROWN ACT AND REQUESTS FOR FUTURE AGENDA ITEMS.

STAFF REPORTS

10. UPDATES AND/OR REPORTS BY CITY MANAGER AND/OR STAFF MEMBERS.

ADJOURNMENT

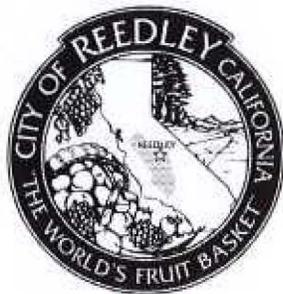
Dates to Remember:

September 22, 2020 – Regular-Council Meeting

October 13, 2020 – Regular-Council Meeting

I hereby certify under penalty of perjury, under the laws of the State of California that the foregoing revised agenda was posted in accordance with the applicable legal requirements. Dated this 3rd day of September 2020.


Sylvia B. Plata, City Clerk



REEDLEY CITY COUNCIL

- Consent
- Regular Item
- Workshop
- Closed Session
- Public Hearing

ITEM NO: 1

DATE: September 8, 2020

TITLE: RECOMMEND REJECTION OF CLAIM – Ivan Soriano

SUBMITTED: Stella Parra, Interim Accountant 

REVIEWED: Paul A. Melikian, Assistant City Manager 

APPROVED: Nicole R. Zieba, City Manager 

RECOMMENDATION

That the City Council deny a claim received from the claimant Ivan Soriano on August 26, 2020. The claim has been forwarded to AIMS for further investigation.

BACKGROUND

The Claim Form for Ivan Soriano states that on June 17, 2020, a tree fell on his vehicle near Monument Hill Park area, which caused damage to his vehicle. Upon investigation, a sudden and unexpected wind storm spread through the region on that particular day, which may have caused the tree to fall. This was a natural and unforeseeable act of nature.

Per AIMS initial investigation, the City had no notice, complaints and/or issues with the subject tree. The claimant also had no prior issues and/or incidents with the tree. For these reasons, AIMS found no evidence of negligence and/or liability on the part of the city. Therefore, based on past similar incidents in Reedley and other valley cities that are part of the Central San Joaquin Valley Risk Management Authority, it is the recommendation of staff to proceed with rejecting the claim.

Pursuant to Government Code Section 912.4, the City Council must act upon a claim within 45 days after receipt. If there is no official action by Council, the claim is deemed to be rejected on the last day. Denial by minute order action provides a clearly defined rejection date and allows AIMS to begin their investigation and take appropriate action to resolve the claim in a timely manner.

ATTACHMENTS

1. Claim
2. Kelley Blue Book estimate
3. Invoice for Towing
4. Pictures of Damages

Received 8.26.20
10:41 am [Signature]

CLAIM FORM

(Please Type Or Print)

CLAIM AGAINST Reedley City
(Name of Entity)

Claimant's name: Ivan Soriano

SS#: _____ DOB: _____ Gender: Male Female _____

Claimant's address: 12707 West C St Biola Ca 93608 / P.O. Box 698

Address where notices about claim are to be sent, if different from above: P.O. Box 698
Biola Ca 93608

Date of incident/accident: June 17, 2020

Date injuries, damages, or losses were discovered: June 17, 2020

Location of incident/accident: Monument Hill Park Reedley

What did entity or employee do to cause this loss, damage, or injury? Tree fell on top of truck
(Use back of this form or separate sheet if necessary to answer this question in detail.)

What are the names of the entity's employees who caused this injury, damage, or loss (if known)? _____

What specific injuries, damages, or losses did claimant receive? Tree fall on top of truck and damage roof
(Use back of this form or separate sheet if necessary to answer this question in detail.)

What amount of money is claimant seeking or, if the amount is in excess of \$10,000, which is the appropriate court of jurisdiction. Note: If Superior and Municipal Courts are consolidated, you must represent whether it is a "limited civil case" [see Government Code 910(f)] 5,892

How was this amount calculated (please itemize)? Kelly blue books

(Use back of this form or separate sheet if necessary to answer this question in detail.)

Date Signed: 8-26-20 Signature: [Signature]

If signed by representative:

Representative's Name JUAN Soriano Address P.O. Box 698 Biola Ca 93606
Telephone # 559-285 5039 (cell phone)
Relationship to Claimant _____



Advertisement

2006 Toyota Tundra Access Cab Pricing Report



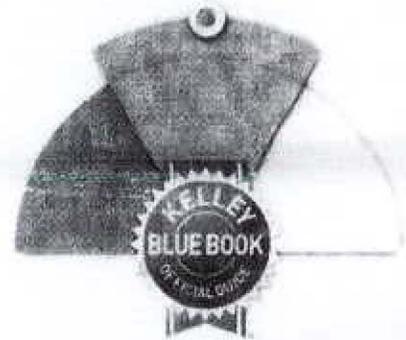
Style: SR5 Pickup 4D 6 1/2 ft
Mileage: 110,000

Trade In To a Dealer

Trade-in Range
\$4,818 - \$6,965
Trade-in Value
\$5,892

Vehicle Highlights

Fuel Economy: N/A	Max Seating: 6
Doors: 4	Engine: V6, 4.0 Liter
Drivetrain: 2WD	Transmission: Automatic
EPA Class: Standard Pickup Trucks	Body Style: Pickup
Country of Origin: Japan	Country of Assembly: United States



Valid for ZIP Code 93606 through 07/09/2020

Your Configured Options

Our pre-selected options, based on typical equipment for this car.

✓ Options that you added while configuring this car.

Engine

✓ V6, 4.0 Liter

Transmission

Automatic

Drivetrain

✓ 2WD

Braking and Traction

ABS (4-Wheel)

Comfort and Convenience

- Air Conditioning
- Power Windows
- Power Door Locks
- Cruise Control

Steering

- Power Steering
- Tilt Wheel

Entertainment and Instrumentation

- AM/FM Stereo
- Cassette
- CD/MP3 (Single Disc)

Safety and Security

- Dual Air Bags

Wheels and Tires

- Oversized Premium Wheels 20" +

Exterior Color

- ✓ Black

Glossary of Terms

Kelley Blue Book® Trade-In Value - This is the amount you can expect to receive when you trade in your car to a dealer. This value is determined based on the style, condition, mileage and options indicated.

Trade-In Range - The Trade-In Range is Kelley Blue Book's estimate of what you can reasonably expect to receive this week based on the style, condition, mileage and options of your vehicle when you trade it in to a dealer. However, every dealer is different and values are not guaranteed.

Kelley Blue Book® Private Party Value - This is the starting point for negotiation of a used-car sale between a private buyer and seller. This is an "as is" value that does not include any warranties. The final price depends on the car's actual condition and local market factors.

Private Party Range - The Private Party Range is Kelley Blue Book's estimate of what you can reasonably expect to receive this week for a vehicle with stated mileage in the selected condition and configured with your selected options, excluding taxes, title and fees when selling to a private party.

Excellent Condition - 3% of all cars we value. This car looks new and is in excellent mechanical condition. It has never had paint or bodywork and has an interior and body free of wear and visible defects. The car is rust-free and does not need reconditioning. Its clean engine compartment is free of fluid leaks. It also has a clean title history, has complete and verifiable service records and will pass safety and smog inspection.

Very Good Condition - 23% of all cars we value. This car has minor wear or visible defects on the body and interior but is in excellent mechanical condition, requiring only minimal reconditioning. It has little to no paint and bodywork and is free of rust. Its clean engine compartment is free of fluid leaks. The tires match and have 75% or more of tread. It also has a clean title history, with most service records available, and will pass safety and smog inspection.

Good Condition - 54% of all cars we value. This car is free of major mechanical problems but may need some reconditioning. Its paint and bodywork may require minor touch-ups, with repairable cosmetic defects, and its engine compartment may have minor leaks. There are minor body scratches or dings and minor interior blemishes, but no rust. The tires match and have 50% or more of tread. It also has a clean title history, with some service records available, and will pass safety and smog inspection.

Fair Condition - 18% of all cars we value. This car has some mechanical or cosmetic defects and needs servicing, but is still in safe running condition and has a clean title history. The paint, body and/or interior may need professional servicing. The tires may need replacing and there may be some repairable rust damage.

Tip:

It's crucial to know your car's true condition when you sell it, so that you can price it appropriately. Consider having your mechanic give you an objective report.

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All Choices

© 2020 Kelley Blue Book Co., Inc. All rights reserved. 7/9/2020-7/9/2020 Edition for California 93606. The specific information required to determine the value for this particular vehicle was supplied by the person generating this report. Vehicle valuations are opinions and may vary from vehicle to vehicle. Actual valuations will vary based upon market conditions, specifications, vehicle condition or other particular circumstances pertinent to this particular vehicle or the transaction or the parties to the transaction. This report is intended for the individual use of the person generating this report only and shall not be sold or transmitted to another party. Kelley Blue Book assumes no responsibility for errors or omissions. (v.202019)

A's Towing

Address 3709 e Pitt Fresno Ca 93725
Number (559)575-3951

Towing is 230x2= \$460

Storage is \$59 a day

20-1690

Officer Carey

Readley PD

843 G St

(559) 637-4250

A's Towing

559-575-3951

Road Service

DATE 7-14-20		TIME 12:00	A.M. P.M.	REQUESTED BY	PO. NO.
NAME Ivan Soriano				PHONE	
ADDRESS 12707 W C St					
CITY Viola				STATE CA	ZIP 93606
LOCATION OF VEHICLE Keedley Reed/Beach Monument 1111 Park					
YEAR MAKE MODEL 2006 Toyota Tundra		COLOR Black		DRIVER	
STATE CA	LIC. PLATE NO. 8E68161	VEHICLE I.D. NO. STRU341X6477419		REGISTERED OWNER	
MILEAGE		SERVICE TIME		EXTRA PERSON	
FINISH		FINISH		FINISH	
START		START		START	
TOTAL		TOTAL 2 hrs		TOTAL	
REASON FOR TOW				SPECIAL EQUIPMENT	
<input checked="" type="checkbox"/> ACCIDENT <input type="checkbox"/> ARREST <input type="checkbox"/> UNREGISTERED <input type="checkbox"/> TOW ZONE <input type="checkbox"/> SNOW REMOVAL				<input type="checkbox"/> SINGLE LINE WINCHING <input type="checkbox"/> DUAL LINE WINCHING <input type="checkbox"/> SNATCH BLOCKS <input type="checkbox"/> SCOTCH BLOCKS <input type="checkbox"/> DOLLY	
TYPE OF TOW		TOWED PER ORDER OF		VEHICLE TOWED TO	
<input type="checkbox"/> SLING/HOIST TOW <input checked="" type="checkbox"/> FLAT BED/RAMP <input type="checkbox"/> WHEEL LIFT <input type="checkbox"/>		<input checked="" type="checkbox"/> STATE POLICE <input type="checkbox"/> LOCAL POLICE <input checked="" type="checkbox"/> OWNER <input type="checkbox"/> DEALER		FIRST TOW Storage Yard SECOND TOW	
STORAGE FROM 6-12-20 TO 7-14-20 33 DAYS @ \$ 59				TOWING CHARGE 460.00	
PAID BY				MILEAGE CHARGE	
<input type="checkbox"/> CASH <input checked="" type="checkbox"/> CHECK DRIVERS LIC NO. _____ <input type="checkbox"/> CREDIT CARD <input type="checkbox"/> MC <input type="checkbox"/> VISA <input type="checkbox"/> AMEX EXP DATE _____				EXTRA PERSON	
CC NO. _____				SPECIAL EQUIPMENT	
OPERATOR'S SIGNATURE [Signature] DATE 7-14-20				LABOR CHARGE	
TRUCK NO. Ivan Soriano 7-14-20				STORAGE 1,947	
AUTHORIZED SIGNATURE _____ DATE _____				SUB-TOTAL	
VEHICLE RELEASED TO _____ DATE _____				TAX	
				TOTAL 2,407	

Not responsible for loss or damage to vehicle in case of fire, theft or any other cause beyond our control.

Thank You

PRODUCT 2525



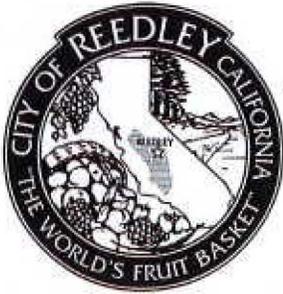












REEDLEY CITY COUNCIL

- Consent
- Regular Item
- Workshop
- Closed Session
- Public Hearing

ITEM NO: 2

DATE: September 8, 2020

TITLE: APPROVE AND AUTHORIZE THE CITY MANAGER TO SIGN AN AGREEMENT WITH THE COUNTY OF FRESNO FOR CONTINUED PARTICIPATION IN THE FRESNO COUNTY ADULT COMPLIANCE TEAM (ACT).

SUBMITTED: Jose L. Garza, Chief of Police

APPROVED: Nicole R. Zieba, City Manager

RECOMMENDATION

Approve and authorize the City Manager to sign an agreement with the County of Fresno for continued participation in the Fresno County Adult Compliance Team (ACT).

EXECUTIVE SUMMARY

Since the creation of ACT in 2011, there has been the increasing need for communities to provide officers in order to properly and effectively monitor, while ensuring compliance, those offenders released as a result of AB109. The State of California has provided funding for the implementation of programs that would be able to supervise a designated group of offenders that were released as a result of Assembly Bill 109, The Public Safety Realignment Act, which was signed into law on April 5, 2011. Since the inception, the team has been comprised of representatives of the Fresno County Sheriff's Office, Fresno County District Attorney's Office, Fresno County Probation Department and officers of the Fresno and Clovis Police Departments. Since 2011, the Selma, Reedley (December 2015), Kingsburg and Kerman Police Departments have assigned officers to the team.

By being part of this partnership, the City of Reedley can assign one (1) full time officer to ACT, at no cost to the City's General Fund. ACT members are responsible for assurance of compliance with the conditions of release for all the offenders released into Fresno County, including the City of Reedley, under the AB109 provisions.

BACKGROUND

In 2011 Assembly Bill 109 set into motion several fundamental changes related to the incarceration, supervision and treatment of a designated group of offenders and provided Fresno County with the ability and limited funding to provide correctional services.

AB109 reduced the number of offenders incarcerated in the state prison and released those offenders convicted of specified felonies (low risk sexual offenders, non-violent offenders and non-serious offenders) to counties of commitment. It also changed the California Penal Code and sentencing practices to keep those offenders of specified felonies from being committed to state prison.

Assembly Bill 109 (Public Safety Realignment) has realigned responsibilities for probation and parole and the supervision of released offenders. Under the "AB109 Plan", developed by the Fresno County Community Corrections Partnership (CCP) and approved by the County Board of Supervisors, the formation of the "Adult Compliance Team" was authorized for the purpose of creating a cooperative unit capable of addressing public safety concerns facing local law enforcement in Fresno County in light of the new realignment procedures.

The Reedley Police Department is constantly looking for ways to improve its service levels to the community and is aware that there are currently a total of 18 active parolees living in the City of Reedley with an additional 38 individuals who are on AB109 supervision. In addition, there are 6 active parolees with 18 individuals on AB109 supervision in the City of Orange Cove and an additional 20 parolees and 22 subjects on AB109 release living in the City of Parlier. By participating in ACT, the officer assigned from Reedley along with the other members of the team, can meet the multiple goals of offender accountability, surveillance and supervision within the City of Reedley as well as the surrounding communities.

FISCAL IMPACT

Funding for the Reedley Police Officer assigned to the ACT has been included in the FY 2020-2021 budget. Full reimbursement for salaries, vehicle maintenance costs, fuel costs, and training costs are included in this agreement up to \$124,195.

PRIOR COUNCIL ACTIONS:

Similar agreements have been approved in FY 2016-17, FY 2017-2018, FY 2018-2019 and FY 2019-2020.

ATTACHMENTS:

1. Funding agreement between the County of Fresno and the City of Reedley.

1 A. CONTRACTOR shall assign one (1) City of Reedley Police Officer ("Police
2 Officer") to fulfill the responsibilities of an ACT member, in accordance with the ACT Operating
3 Agreement, attached as Exhibit "A," and incorporated by this reference. In the event that the AB 109
4 PLAN is revised by the CCP and approved by the Fresno County Board of Supervisors, the
5 responsibilities of the Police Officer under this Agreement may be modified accordingly.

6 2. OBLIGATIONS OF THE COUNTY

7 A. COUNTY shall compensate CONTRACTOR for an amount equal to the cost of
8 one Police Officer for assignment to the ACT, not to exceed the maximum amount payable under this
9 Agreement of \$187,304.

10 3. TERM

11 This Agreement shall become effective retroactive to July 1, 2020, and shall terminate on June
12 30, 2021.

13 4. TERMINATION

14 A. Non-Allocation of Funds - The terms of this Agreement, and the services to be
15 provided hereunder, are contingent on the approval of funds by the appropriating government agency.
16 Should sufficient funds not be allocated, the services provided may be modified, or this Agreement
17 terminated, at any time by giving the CONTRACTOR thirty (30) days advance written notice.

18 B. Breach of Contract - The COUNTY may immediately suspend or terminate this
19 Agreement in whole or in part, where in the determination of the COUNTY there is:

- 20 1) An illegal or improper use of funds;
- 21 2) A failure to comply with any term of this Agreement;
- 22 3) A substantially incorrect or incomplete report submitted to the COUNTY;
- 23 4) Improperly performed service.

24 In no event shall any payment by the COUNTY constitute a waiver by the COUNTY of any breach
25 of this Agreement or any default which may then exist on the part of the CONTRACTOR. Neither shall such
26 payment impair or prejudice any remedy available to the COUNTY with respect to the breach or default.
27 The COUNTY shall have the right to demand of the CONTRACTOR the repayment to the COUNTY of any
28 funds disbursed to the CONTRACTOR under this Agreement, which in the judgment of the COUNTY were

1 not expended in accordance with the terms of this Agreement. The CONTRACTOR shall promptly refund
2 any such funds upon demand.

3 C. Without Cause - Under circumstances other than those set forth above, this
4 Agreement may be terminated by COUNTY upon the giving of thirty (30) days advance written notice of an
5 intention to terminate to CONTRACTOR.

6 5. COMPENSATION/INVOICING: COUNTY agrees to pay CONTRACTOR and
7 CONTRACTOR agrees to receive compensation as follows:

8 COUNTY shall compensate CONTRACTOR for an amount equal to the cost of one Police Officer
9 for assignment to the ACT. In no event shall total compensation paid to CONTRACTOR for services
10 performed under this Agreement be in excess of \$187,304.

11 CONTRACTOR shall submit quarterly invoices for actual expenditures to the County of Fresno
12 Probation Department at ProbationInvoices@FresnoCountyCA.gov Invoices must be submitted on or after
13 the dates of October 1, 2020, and January 1, April 1, and July 1, 2021, respectively, and include a
14 breakdown of expenses identified in the final approved budget of the CCP for use in executing the mission
15 of ACT. COUNTY shall make payment within 45 days of receipt of an approved invoice.

16 Upon any termination of this Agreement, CONTRACTOR shall be compensated for costs incurred
17 under this Agreement, up to and including the date of termination.

18 6. INDEPENDENT CONTRACTOR: In performance of the work, duties and obligations
19 assumed by CONTRACTOR under this Agreement, it is mutually understood and agreed that
20 CONTRACTOR, including any and all of the CONTRACTOR'S officers, agents, and employees will at all
21 times be acting and performing as an independent contractor, and shall act in an independent capacity and
22 not as an officer, agent, servant, employee, joint venturer, partner, or associate of the COUNTY.
23 Furthermore, COUNTY shall have no right to control or supervise or direct the manner or method by which
24 CONTRACTOR shall perform its work and function. However, COUNTY shall retain the right to administer
25 this Agreement so as to verify that CONTRACTOR is performing its obligations in accordance with the
26 terms and conditions thereof.

27 CONTRACTOR and COUNTY shall comply with all applicable provisions of law and the rules and
28 regulations, if any, of governmental authorities having jurisdiction over matters the subject thereof.

1 Because of its status as an independent contractor, CONTRACTOR shall have absolutely no right
2 to employment rights and benefits available to COUNTY employees. CONTRACTOR shall be solely liable
3 and responsible for providing to, or on behalf of, its employees all legally-required employee benefits. In
4 addition, CONTRACTOR shall be solely responsible and save COUNTY harmless from all matters relating
5 to payment of CONTRACTOR'S employees, including compliance with Social Security withholding and all
6 other regulations governing such matters. It is acknowledged that during the term of this Agreement,
7 CONTRACTOR may be providing services to others unrelated to the COUNTY or to this Agreement.

8 7. MODIFICATION: Any matters of this Agreement may be modified from time to time by the
9 written consent of all the parties without, in any way, affecting the remainder.

10 8. NON-ASSIGNMENT: Neither party shall assign, transfer or sub-contract this Agreement nor
11 their rights or duties under this Agreement without the prior written consent of the other party.

12 9. HOLD HARMLESS: CONTRACTOR agrees to indemnify, save, hold harmless, and at
13 COUNTY'S request, defend the COUNTY, its officers, agents, and employees from any and all costs and
14 expenses (including attorney's fees and costs), damages, liabilities, claims, and losses occurring or
15 resulting to COUNTY in connection with the performance, or failure to perform, by CONTRACTOR, its
16 officers, agents, or employees under this Agreement, and from any and all costs and expenses (including
17 attorney's fees and costs), damages, liabilities, claims, and losses occurring or resulting to any person, firm,
18 or corporation who may be injured or damaged by the performance, or failure to perform, of
19 CONTRACTOR, its officers, agents, or employees under this Agreement.

20 COUNTY agrees to indemnify, save, hold harmless, and at CONTRACTOR'S request, defend the
21 CONTRACTOR, its officers, agents, and employees from any and all costs and expenses (including
22 attorney's fee and costs), damages, liabilities, claims, and losses occurring or resulting to CONTRACTOR
23 in connection with the performance, or failure to perform, by COUNTY, its officers, agents, or employees
24 under this Agreement, and from any and all costs and expenses (including attorney's fees and costs),
25 damages, liabilities, claims, and losses occurring or resulting to any person, firm, or corporation who may
26 be injured or damaged by the performance, or failure to perform, of COUNTY, its officers, agents or
27 employees under this Agreement.

28 In the event of concurrent negligence on the part of COUNTY or any of its officers, agents, or

1 employees, and CONTRACTOR or any of its officers, agents, or employees, the liability for any and all
2 such claims, demands, and actions in law or equity for such losses, costs, expenses, and damages shall be
3 apportioned under the State of California's theory of comparative negligence, as presently established, or
4 as may be modified hereafter.

5 This Section 9 shall survive termination or expiration of this Agreement.

6 10. INSURANCE

7 Without limiting the COUNTY's right to obtain indemnification from CONTRACTOR or any third
8 parties, CONTRACTOR, at its sole expense, shall maintain in full force and effect, the following insurance
9 policies or a program of self-insurance, including but not limited to, an insurance pooling arrangement or
10 Joint Powers Agreement (JPA) throughout the term of the Agreement:

11 A. Commercial General Liability

12 Commercial General Liability Insurance with limits of not less than Two Million Dollars
13 (\$2,000,000.00) per occurrence and an annual aggregate of Four Million Dollars (\$4,000,000.00). This
14 policy shall be issued on a per occurrence basis. COUNTY may require specific coverages including
15 completed operations, products liability, contractual liability, Explosion-Collapse-Underground, fire legal
16 liability or any other liability insurance deemed necessary because of the nature of this contract.

17 B. Automobile Liability

18 Comprehensive Automobile Liability Insurance with limits of not less than One Million Dollars
19 (\$1,000,000.00) per accident for bodily injury and for property damages. Coverage should include any auto
20 used in connection with this Agreement.

21 C. Professional Liability

22 If CONTRACTOR employs licensed professional staff, (e.g., Ph.D., R.N., L.C.S.W., M.F.C.C.) in
23 providing services, Professional Liability Insurance with limits of not less than One Million Dollars
24 (\$1,000,000.00) per occurrence, Three Million Dollars (\$3,000,000.00) annual aggregate.

25 D. Worker's Compensation

26 A policy of Worker's Compensation insurance as may be required by the California Labor
27 Code.

28 Additional Requirements Relating to Insurance

1 CONTRACTOR shall obtain endorsements to the Commercial General Liability insurance naming
2 the County of Fresno, its officers, agents, and employees, individually and collectively, as additional
3 insured, but only insofar as the operations under this Agreement are concerned. Such coverage for
4 additional insured shall apply as primary insurance and any other insurance, or self-insurance, maintained
5 by COUNTY, its officers, agents and employees shall be excess only and not contributing with insurance
6 provided under CONTRACTOR's policies herein. This insurance shall not be cancelled or changed without
7 a minimum of thirty (30) days advance written notice given to COUNTY.

8 CONTRACTOR hereby waives its right to recover from COUNTY, its officers, agents, and
9 employees any amounts paid by the policy of worker's compensation insurance required by this
10 Agreement. CONTRACTOR is solely responsible to obtain any endorsement to such policy that may be
11 necessary to accomplish such waiver of subrogation, but CONTRACTOR's waiver of subrogation under
12 this paragraph is effective whether or not CONTRACTOR obtains such an endorsement.

13 Within Thirty (30) days from the date CONTRACTOR signs and executes this Agreement,
14 CONTRACTOR shall provide certificates of insurance and endorsement as stated above for all of the
15 foregoing policies, as required herein, to the County of Fresno, Probation Office, 3333 E. American Avenue,
16 Suite B, Fresno, CA 93725, stating that such insurance coverage have been obtained and are in full force;
17 that the County of Fresno, its officers, agents and employees will not be responsible for any premiums on
18 the policies; that for such worker's compensation the CONTRACTOR has waived its right to recover from
19 the COUNTY, its officers, agents, and employees any amounts paid under the insurance policy and that
20 waiver does not invalidate the insurance policy; that such Commercial General Liability insurance names
21 the County of Fresno, its officers, agents and employees, individually and collectively, as additional insured,
22 but only insofar as the operations under this Agreement are concerned; that such coverage for additional
23 insured shall apply as primary insurance and any other insurance, or self-insurance, maintained by
24 COUNTY, its officers, agents and employees, shall be excess only and not contributing with insurance
25 provided under CONTRACTOR's policies herein; and that this insurance shall not be cancelled or changed
26 without a minimum of thirty (30) days advance, written notice given to COUNTY.

27 In the event CONTRACTOR fails to keep in effect at all times insurance coverage as herein
28 provided, the COUNTY may, in addition to other remedies it may have, suspend or terminate this

1 Agreement upon the occurrence of such event.

2 All policies shall be issued by admitted insurers licensed to do business in the State of California,
3 and such insurance shall be purchased from companies possessing a current A.M. Best, Inc. rating of A
4 FSC VII or better.

5 11. AUDITS AND INSPECTIONS: The CONTRACTOR shall at any time during business hours,
6 and as often as the COUNTY may deem necessary, make available to the COUNTY for examination all of
7 its records and data with respect to the matters covered by this Agreement. The CONTRACTOR shall,
8 upon request by the COUNTY, permit the COUNTY to audit and inspect all of such records and data
9 necessary to ensure CONTRACTOR'S compliance with the terms of this Agreement.

10 If this Agreement exceeds ten thousand dollars (\$10,000.00), CONTRACTOR shall be subject to
11 the examination and audit of the California State Auditor for a period of three (3) years after final payment
12 under contract (Government Code Section 8546.7).

13 12. NOTICES: The persons and their addresses having authority to give and receive notices
14 under this Agreement include the following:

<u>COUNTY</u>	<u>CONTRACTOR</u>
COUNTY OF FRESNO	CITY OF REEDLEY
Chief Probation Officer	Chief of Police
3333 E. American Avenue, Suite B	843 G Street
Fresno, CA 93725	Reedley, CA 93654

18 All notices between the COUNTY and CONTRACTOR provided for or permitted under this
19 Agreement must be in writing and delivered either by personal service, by first-class United States mail, by
20 an overnight commercial courier service, or by telephonic facsimile transmission. A notice delivered by
21 personal service is effective upon service to the recipient. A notice delivered by first-class United States
22 mail is effective three COUNTY business days after deposit in the United States mail, postage prepaid,
23 addressed to the recipient. A notice delivered by an overnight commercial courier service is effective one
24 COUNTY business day after deposit with the overnight commercial courier service, delivery fees prepaid,
25 with delivery instructions given for next day delivery, addressed to the recipient. A notice delivered by
26 telephonic facsimile is effective when transmission to the recipient is completed (but, if such transmission is
27 completed outside of COUNTY business hours, then such delivery shall be deemed to be effective at the
28 next beginning of a COUNTY business day), provided that the sender maintains a machine record of the

1 completed transmission. For all claims arising out of or related to this Agreement, nothing in this section
2 establishes, waives, or modifies any claims presentation requirements or procedures provided by law,
3 including but not limited to the Government Claims Act (Division 3.6 of Title 1 of the Government Code,
4 beginning with section 810).

5 13. GOVERNING LAW: Venue for any action arising out of or related to this Agreement shall only
6 be in Fresno County, California. The rights and obligations of the parties and all interpretation and
7 performance of this Agreement shall be governed in all respects by the laws of the State of California.

8 14. SEVERABILITY

9 In the event any provisions of this Agreement are held by a court of competent jurisdiction to be
10 invalid, void, or unenforceable, the remaining provisions of this Agreement will nevertheless continue in
11 force and effect without being impaired or invalidated in any way.

12 15. WAIVER

13 The waiver by either party of a breach by the other of any provision of this Agreement shall not
14 constitute a continuing waiver or a waiver of any subsequent breach of either the same or a different
15 provision of this Agreement. No waiver of a party's breach of any provision of this Agreement shall be
16 effective unless the waiver is in writing and signed by the party against whom the waiver is sought to be
17 enforced. Waiver of any one provision shall not be deemed to be a waiver of any other provision herein.

18 16. INTERPRETATION

19 The parties acknowledge that this Agreement in its final form is the result of the combined efforts of
20 the parties and that, should any provision of this Agreement be found to be ambiguous in any way, such
21 ambiguity shall not be resolved by construing this Agreement in favor of or against either party, but rather
22 by construing the terms in accordance with their generally accepted meaning.

23 17. NO THIRD-PARTY BENEFICIARIES

24 Nothing set forth in this Agreement shall create any legal rights in any person not party to this
25 Agreement.

26 18. ENTIRE AGREEMENT: This Agreement constitutes the entire agreement between the
27 CONTRACTOR and COUNTY with respect to the subject matter hereof and supersedes all previous
28 Agreement negotiations, proposals, commitments, writings, advertisements, publications, and

1 understanding of any nature whatsoever unless expressly included in this Agreement.

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1 IN WITNESS WHEREOF, the parties hereto have executed this Agreement as of the day and year
2 first hereinabove written.

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4 **CONTRACTOR**

COUNTY OF FRESNO

5

(Authorized Signature)

Ernest Buddy Mendes, Chairman of the
Board of Supervisors of the County of
Fresno

6

7

Print Name & Title

8

9

10 Mailing Address

ATTEST:
Bernice E. Seidel
Clerk of the Board of Supervisors
County of Fresno, State of California

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By: _____

Deputy

16 FOR ACCOUNTING USE ONLY:

17 Fund: 0001

18 Subclass: 10000

19 ORG: 34309999

20 Account: 7295

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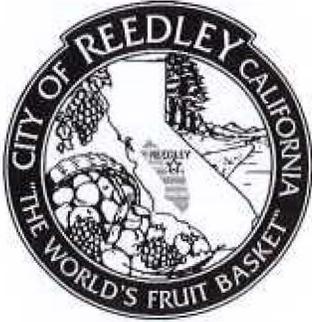
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REEDLEY CITY COUNCIL

- Consent
- Regular Item
- Workshop
- Closed Session
- Public Hearing

ITEM NO: 3

DATE: September 8, 2020

TITLE: ADOPT RESOLUTION NO. 2020-075 APPROVING THE REVISED MASTER SALARY TABLE UPDATING PAY RATES FOR THREE PART-TIME POSITIONS

SUBMITTED: Darla Bello, Senior Human Resources Analyst *DB*

REVIEWED: Paul A. Melikian, Assistant City Manager *PM*

APPROVED: Nicole R. Zieba, City Manager *NZ*

RECOMMENDATION

That the City Council adopt Resolution No. 2020-075 approving the revised Master Salary Table to update the maximum pay rate for three part-time positions that was inadvertently missed during the annual budget process.

EXECUTIVE SUMMARY

A \$1.00 increase, from \$17.00 to \$18.00 per hour, to the maximum hourly rate of pay for the range of the part-time positions of After School Assistant Site Coordinator, After School Literacy Coordinator, and Preschool Teacher was requested by the Community Services Department during the budget process; however it was inadvertently missed when the update to the Master Salary Table was taken for approval with the annual City budget in June 2020. The requested increase to the maximum hourly pay rate is consistent with revisions provided to other part-time positions that were adopted, primarily due to the ongoing impact of the rising minimum wage in California.

FISCAL IMPACT

This pay rate increase was already accounted for in the 2020-2021 fiscal year budget.

ATTACHMENTS

Resolution 2020-075 Adopting Master Salary Table
Exhibit A – Master Salary Table

RESOLUTION NO. 2020-075

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY
OF REEDLEY ADOPTING MASTER SALARY TABLES
FOR ALL EMPLOYEES OF THE CITY OF REEDLEY**

WHEREAS, Section 36506 of the Government Code of the State of California provides that the City Council shall, by Resolution or Ordinance, fix the compensation for all appointive officers and employees; and

WHEREAS, the Master Salary Tables are attached as Exhibit 'A' to this Resolution has been reviewed and considered by the City Council;

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Reedley as follows:

1. The Master Salary Tables attached hereto as Exhibit 'A' are hereby adopted.
2. All prior resolutions concerning compensation for City employees that are in conflict with this Resolution or the attached Master Salary Tables are hereby repealed, and this Resolution shall be effective September 9, 2020.

The foregoing Resolution was duly passed, approved, and adopted on the 8th day of September, 2020, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Frank Piñon, Mayor

ATTEST:

Sylvia B. Plata, City Clerk

EXHIBIT "A"

Salary Table

Unrepresented Positions

RANGE	POSITION		STEP A	STEP B	STEP C	STEP D	STEP E
37-U	Fire Administrative Clerk	Hourly	\$ 17.5322	\$ 18.4087	\$ 19.3293	\$ 20.2957	\$ 21.3106
		Bi-weekly	\$ 1,403	\$ 1,473	\$ 1,546	\$ 1,624	\$ 1,705
	Staff Assistant	Monthly	\$ 3,039	\$ 3,191	\$ 3,350	\$ 3,518	\$ 3,694
		Annual	\$ 36,467	\$ 38,290	\$ 40,205	\$ 42,215	\$ 44,326
38-U	Accounting Technician I	Hourly	\$ 17.9707	\$ 18.8692	\$ 19.8125	\$ 20.8034	\$ 21.8438
		Bi-weekly	\$ 1,438	\$ 1,510	\$ 1,585	\$ 1,664	\$ 1,748
		Monthly	\$ 3,115	\$ 3,271	\$ 3,434	\$ 3,606	\$ 3,786
		Annual	\$ 37,379	\$ 39,248	\$ 41,210	\$ 43,271	\$ 45,435
39-U		Hourly	\$ 18.4197	\$ 19.3409	\$ 20.3077	\$ 21.3231	\$ 22.3894
		Bi-weekly	\$ 1,474	\$ 1,547	\$ 1,625	\$ 1,706	\$ 1,791
		Monthly	\$ 3,193	\$ 3,352	\$ 3,520	\$ 3,696	\$ 3,881
		Annual	\$ 38,313	\$ 40,229	\$ 42,240	\$ 44,352	\$ 46,570
40-U		Hourly	\$ 18.8803	\$ 19.8245	\$ 20.8159	\$ 21.8567	\$ 22.9495
		Bi-weekly	\$ 1,510	\$ 1,586	\$ 1,665	\$ 1,749	\$ 1,836
		Monthly	\$ 3,273	\$ 3,436	\$ 3,608	\$ 3,789	\$ 3,978
		Annual	\$ 39,271	\$ 41,235	\$ 43,297	\$ 45,462	\$ 47,735
41-U	Tourism / Event Coordinator	Hourly	\$ 19.3524	\$ 20.3202	\$ 21.3361	\$ 22.4029	\$ 23.5231
		Bi-weekly	\$ 1,548	\$ 1,626	\$ 1,707	\$ 1,792	\$ 1,882
	Recreation Coordinator Facilities Coordinator Senior Citizens Coordinator	Monthly	\$ 3,354	\$ 3,522	\$ 3,698	\$ 3,883	\$ 4,077
		Annual	\$ 40,253	\$ 42,266	\$ 44,379	\$ 46,598	\$ 48,928
42-U	Accounting Technician II	Hourly	\$ 19.8361	\$ 20.8279	\$ 21.8692	\$ 22.9625	\$ 24.1106
		Bi-weekly	\$ 1,587	\$ 1,666	\$ 1,750	\$ 1,837	\$ 1,929
	Administrative Assistant Economic Development Specialist Human Resources Technician	Monthly	\$ 3,438	\$ 3,610	\$ 3,791	\$ 3,980	\$ 4,179
		Annual	\$ 41,259	\$ 43,322	\$ 45,488	\$ 47,762	\$ 50,150
43-U	CAD Technician	Hourly	\$ 20.3317	\$ 21.3486	\$ 22.4159	\$ 23.5365	\$ 24.7135
		Bi-weekly	\$ 1,627	\$ 1,708	\$ 1,793	\$ 1,883	\$ 1,977
		Monthly	\$ 3,524	\$ 3,700	\$ 3,885	\$ 4,080	\$ 4,284
		Annual	\$ 42,290	\$ 44,405	\$ 46,625	\$ 48,956	\$ 51,404
44-U	Building Permit Technician	Hourly	\$ 20.8399	\$ 21.8817	\$ 22.9760	\$ 24.1250	\$ 25.3313
		Bi-weekly	\$ 1,667	\$ 1,751	\$ 1,838	\$ 1,930	\$ 2,027
		Monthly	\$ 3,612	\$ 3,793	\$ 3,983	\$ 4,182	\$ 4,391
		Annual	\$ 43,347	\$ 45,514	\$ 47,790	\$ 50,180	\$ 52,689

EXHIBIT "A"

Salary Table

Unrepresented Positions

RANGE	POSITION		STEP A	STEP B	STEP C	STEP D	STEP E
45-U	Life Safety / Code Officer	Hourly	\$ 21.3611	\$ 22.4293	\$ 23.5510	\$ 24.7284	\$ 25.9649
		Bi-weekly	\$ 1,709	\$ 1,794	\$ 1,884	\$ 1,978	\$ 2,077
		Monthly	\$ 3,703	\$ 3,888	\$ 4,082	\$ 4,286	\$ 4,501
		Annual	\$ 44,431	\$ 46,653	\$ 48,986	\$ 51,435	\$ 54,007
46-U		Hourly	\$ 21.8952	\$ 22.9899	\$ 24.1394	\$ 25.3466	\$ 26.6139
		Bi-weekly	\$ 1,752	\$ 1,839	\$ 1,931	\$ 2,028	\$ 2,129
		Monthly	\$ 3,795	\$ 3,985	\$ 4,184	\$ 4,393	\$ 4,613
		Annual	\$ 45,542	\$ 47,819	\$ 50,210	\$ 52,721	\$ 55,357
47-U		Hourly	\$ 22.4428	\$ 23.5649	\$ 24.7433	\$ 25.9803	\$ 27.2793
		Bi-weekly	\$ 1,795	\$ 1,885	\$ 1,979	\$ 2,078	\$ 2,182
		Monthly	\$ 3,890	\$ 4,085	\$ 4,289	\$ 4,503	\$ 4,728
		Annual	\$ 46,681	\$ 49,015	\$ 51,466	\$ 54,039	\$ 56,741
48-U		Hourly	\$ 23.0038	\$ 24.1538	\$ 25.3615	\$ 26.6298	\$ 27.9615
		Bi-weekly	\$ 1,840	\$ 1,932	\$ 2,029	\$ 2,130	\$ 2,237
		Monthly	\$ 3,987	\$ 4,187	\$ 4,396	\$ 4,616	\$ 4,847
		Annual	\$ 47,848	\$ 50,240	\$ 52,752	\$ 55,390	\$ 58,160
49-U	Engineering Technician	Hourly	\$ 23.5788	\$ 24.7577	\$ 25.9957	\$ 27.2957	\$ 28.6606
	Building Inspector I	Bi-weekly	\$ 1,886	\$ 1,981	\$ 2,080	\$ 2,184	\$ 2,293
	Executive Assistant / Deputy City Clerk (FLSA Exempt)	Monthly	\$ 4,087	\$ 4,291	\$ 4,506	\$ 4,731	\$ 4,968
		Annual	\$ 49,044	\$ 51,496	\$ 54,071	\$ 56,775	\$ 59,614
50-U		Hourly	\$ 24.1683	\$ 25.3769	\$ 26.6457	\$ 27.9779	\$ 29.3769
		Bi-weekly	\$ 1,933	\$ 2,030	\$ 2,132	\$ 2,238	\$ 2,350
		Monthly	\$ 4,189	\$ 4,399	\$ 4,619	\$ 4,850	\$ 5,092
		Annual	\$ 50,270	\$ 52,784	\$ 55,423	\$ 58,194	\$ 61,104
51-U	Assistant Planner (FLSA Exempt)	Hourly	\$ 24.7726	\$ 26.0111	\$ 27.3115	\$ 28.6769	\$ 30.1106
	Management Analyst (FLSA Exempt)	Bi-weekly	\$ 1,982	\$ 2,081	\$ 2,185	\$ 2,294	\$ 2,409
	Accountant (FLSA Exempt)	Monthly	\$ 4,294	\$ 4,509	\$ 4,734	\$ 4,971	\$ 5,219
		Annual	\$ 51,527	\$ 54,103	\$ 56,808	\$ 59,648	\$ 62,630
52-U		Hourly	\$ 25.3918	\$ 26.6615	\$ 27.9947	\$ 29.3942	\$ 30.8639
		Bi-weekly	\$ 2,031	\$ 2,133	\$ 2,240	\$ 2,352	\$ 2,469
		Monthly	\$ 4,401	\$ 4,621	\$ 4,852	\$ 5,095	\$ 5,350
		Annual	\$ 52,815	\$ 55,456	\$ 58,229	\$ 61,140	\$ 64,197

EXHIBIT "A"

Salary Table

Unrepresented Positions

RANGE	POSITION		STEP A	STEP B	STEP C	STEP D	STEP E
53-U	Building Inspector II	Hourly	\$ 26.0264	\$ 27.3279	\$ 28.6942	\$ 30.1288	\$ 31.6351
		Bi-weekly	\$ 2,082	\$ 2,186	\$ 2,296	\$ 2,410	\$ 2,531
		Monthly	\$ 4,511	\$ 4,737	\$ 4,974	\$ 5,222	\$ 5,483
		Annual	\$ 54,135	\$ 56,842	\$ 59,684	\$ 62,668	\$ 65,801
54-U		Hourly	\$ 26.6769	\$ 28.0106	\$ 29.4111	\$ 30.8817	\$ 32.4260
		Bi-weekly	\$ 2,134	\$ 2,241	\$ 2,353	\$ 2,471	\$ 2,594
		Monthly	\$ 4,624	\$ 4,855	\$ 5,098	\$ 5,353	\$ 5,621
		Annual	\$ 55,488	\$ 58,262	\$ 61,175	\$ 64,234	\$ 67,446
55-U	Engineering Assistant	Hourly	\$ 27.3438	\$ 28.7111	\$ 30.1466	\$ 31.6538	\$ 33.2365
		Bi-weekly	\$ 2,188	\$ 2,297	\$ 2,412	\$ 2,532	\$ 2,659
		Monthly	\$ 4,740	\$ 4,977	\$ 5,225	\$ 5,487	\$ 5,761
		Annual	\$ 56,875	\$ 59,719	\$ 62,705	\$ 65,840	\$ 69,132
56-U		Hourly	\$ 28.0274	\$ 29.4288	\$ 30.9005	\$ 32.4457	\$ 34.0678
		Bi-weekly	\$ 2,242	\$ 2,354	\$ 2,472	\$ 2,596	\$ 2,725
		Monthly	\$ 4,858	\$ 5,101	\$ 5,356	\$ 5,624	\$ 5,905
		Annual	\$ 58,297	\$ 61,212	\$ 64,273	\$ 67,487	\$ 70,861
57-U	Associate Planner (FLSA Exempt)	Hourly	\$ 28.7279	\$ 30.1644	\$ 31.6726	\$ 33.2563	\$ 34.9192
	Senior Building Inspector	Bi-weekly	\$ 2,298	\$ 2,413	\$ 2,534	\$ 2,661	\$ 2,794
	City Clerk (FLSA Exempt)	Monthly	\$ 4,980	\$ 5,229	\$ 5,490	\$ 5,764	\$ 6,053
	Senior Management Analyst (FLSA Exempt) Senior Human Resources Analyst (FLSA Exempt)	Annual	\$ 59,754	\$ 62,742	\$ 65,879	\$ 69,173	\$ 72,632
58-U		Hourly	\$ 29.4462	\$ 30.9183	\$ 32.4644	\$ 34.0875	\$ 35.7918
		Bi-weekly	\$ 2,356	\$ 2,473	\$ 2,597	\$ 2,727	\$ 2,863
		Monthly	\$ 5,104	\$ 5,359	\$ 5,627	\$ 5,909	\$ 6,204
		Annual	\$ 61,248	\$ 64,310	\$ 67,526	\$ 70,902	\$ 74,447
59-U		Hourly	\$ 30.1822	\$ 31.6913	\$ 33.2760	\$ 34.9399	\$ 36.6870
		Bi-weekly	\$ 2,415	\$ 2,535	\$ 2,662	\$ 2,795	\$ 2,935
		Monthly	\$ 5,232	\$ 5,493	\$ 5,768	\$ 6,056	\$ 6,359
		Annual	\$ 62,779	\$ 65,918	\$ 69,214	\$ 72,675	\$ 76,309
60-U	Solid Waste Supervisor (FLSA Exempt)	Hourly	\$ 30.9365	\$ 32.4832	\$ 34.1072	\$ 35.8125	\$ 37.6034
		Bi-weekly	\$ 2,475	\$ 2,599	\$ 2,729	\$ 2,865	\$ 3,008
		Monthly	\$ 5,362	\$ 5,630	\$ 5,912	\$ 6,208	\$ 6,518
		Annual	\$ 64,348	\$ 67,565	\$ 70,943	\$ 74,490	\$ 78,215

EXHIBIT "A"

Salary Table

Unrepresented Positions

RANGE	POSITION		STEP A	STEP B	STEP C	STEP D	STEP E
61-U	Senior Engineering Assistant (FLSA Exempt)	Hourly	\$ 31.7101	\$ 33.2957	\$ 34.9606	\$ 36.7087	\$ 38.5442
		Bi-weekly	\$ 2,537	\$ 2,664	\$ 2,797	\$ 2,937	\$ 3,084
	Senior Accountant (FLSA Exempt)	Monthly	\$ 5,496	\$ 5,771	\$ 6,060	\$ 6,363	\$ 6,681
		Annual	\$ 65,957	\$ 69,255	\$ 72,718	\$ 76,354	\$ 80,172
62-U	Senior Planner	Hourly	\$ 32.5029	\$ 34.1279	\$ 35.8341	\$ 37.6260	\$ 39.5072
		Bi-weekly	\$ 2,600	\$ 2,730	\$ 2,867	\$ 3,010	\$ 3,161
	City Clerk / Executive Assistant (FLSA Exempt)	Monthly	\$ 5,634	\$ 5,916	\$ 6,211	\$ 6,522	\$ 6,848
		Annual	\$ 67,606	\$ 70,986	\$ 74,535	\$ 78,262	\$ 82,175
63-U		Hourly	\$ 33.3154	\$ 34.9813	\$ 36.7303	\$ 38.5668	\$ 40.4952
		Bi-weekly	\$ 2,665	\$ 2,799	\$ 2,938	\$ 3,085	\$ 3,240
		Monthly	\$ 5,775	\$ 6,063	\$ 6,367	\$ 6,685	\$ 7,019
		Annual	\$ 69,296	\$ 72,761	\$ 76,399	\$ 80,219	\$ 84,230
64-U	Assistant Engineer (FLSA Exempt)	Hourly	\$ 34.1481	\$ 35.8553	\$ 37.6481	\$ 39.5303	\$ 41.5067
		Bi-weekly	\$ 2,732	\$ 2,868	\$ 3,012	\$ 3,162	\$ 3,321
	Capital Projects / Airport Manager (FLSA Exempt)	Monthly	\$ 5,919	\$ 6,215	\$ 6,526	\$ 6,852	\$ 7,195
		Annual	\$ 71,028	\$ 74,579	\$ 78,308	\$ 82,223	\$ 86,334
65-U	Roads & Grounds Supervisor (FLSA Exempt)	Hourly	\$ 35.0019	\$ 36.7519	\$ 38.5894	\$ 40.5188	\$ 42.5447
		Bi-weekly	\$ 2,800	\$ 2,940	\$ 3,087	\$ 3,242	\$ 3,404
	Water System Supervisor (FLSA Exempt)	Monthly	\$ 6,067	\$ 6,370	\$ 6,689	\$ 7,023	\$ 7,374
		Annual	\$ 72,804	\$ 76,444	\$ 80,266	\$ 84,279	\$ 88,493
66-U	Fire Battalion Chief (FLSA Exempt)	Hourly	\$ 35.8769	\$ 37.6707	\$ 39.5543	\$ 41.5322	\$ 43.6087
		Bi-weekly	\$ 2,870	\$ 3,014	\$ 3,164	\$ 3,323	\$ 3,489
		Monthly	\$ 6,219	\$ 6,530	\$ 6,856	\$ 7,199	\$ 7,559
		Annual	\$ 74,624	\$ 78,355	\$ 82,273	\$ 86,387	\$ 90,706
67-U	Wastewater System Supervisor (FLSA Exempt)	Hourly	\$ 36.7740	\$ 38.6130	\$ 40.5438	\$ 42.5712	\$ 44.6995
		Bi-weekly	\$ 2,942	\$ 3,089	\$ 3,244	\$ 3,406	\$ 3,576
		Monthly	\$ 6,374	\$ 6,693	\$ 7,028	\$ 7,379	\$ 7,748
		Annual	\$ 76,490	\$ 80,315	\$ 84,331	\$ 88,548	\$ 92,975
68-U	Human Resources Manager (FLSA Exempt)	Hourly	\$ 37.6933	\$ 39.5779	\$ 41.5567	\$ 43.6346	\$ 45.8163
		Bi-weekly	\$ 3,015	\$ 3,166	\$ 3,325	\$ 3,491	\$ 3,665
	City Planner (FLSA Exempt)	Monthly	\$ 6,534	\$ 6,860	\$ 7,203	\$ 7,563	\$ 7,942
		Annual	\$ 78,402	\$ 82,322	\$ 86,438	\$ 90,760	\$ 95,298

EXHIBIT "A"

Salary Table

Unrepresented Positions

RANGE	POSITION		STEP A	STEP B	STEP C	STEP D	STEP E
69-U		Hourly	\$ 38.6356	\$ 40.5673	\$ 42.5957	\$ 44.7255	\$ 46.9615
		Bi-weekly	\$ 3,091	\$ 3,245	\$ 3,408	\$ 3,578	\$ 3,757
		Monthly	\$ 6,697	\$ 7,032	\$ 7,383	\$ 7,752	\$ 8,140
		Annual	\$ 80,362	\$ 84,380	\$ 88,599	\$ 93,029	\$ 97,680
70-U	Accounting Manager (FLSA Exempt) Associate Engineer (FLSA Exempt)	Hourly	\$ 39.6014	\$ 41.5817	\$ 43.6611	\$ 45.8442	\$ 48.1365
		Bi-weekly	\$ 3,168	\$ 3,327	\$ 3,493	\$ 3,668	\$ 3,851
		Monthly	\$ 6,864	\$ 7,208	\$ 7,568	\$ 7,946	\$ 8,344
		Annual	\$ 82,371	\$ 86,490	\$ 90,815	\$ 95,356	\$ 100,124
71-U	Police Lieutenant (FLSA Exempt)	Hourly	\$ 40.5913	\$ 42.6212	\$ 44.7524	\$ 46.9899	\$ 49.3394
		Bi-weekly	\$ 3,247	\$ 3,410	\$ 3,580	\$ 3,759	\$ 3,947
		Monthly	\$ 7,036	\$ 7,388	\$ 7,757	\$ 8,145	\$ 8,552
		Annual	\$ 84,430	\$ 88,652	\$ 93,085	\$ 97,739	\$ 102,626
72-U		Hourly	\$ 41.6063	\$ 43.6865	\$ 45.8707	\$ 48.1644	\$ 50.5726
		Bi-weekly	\$ 3,329	\$ 3,495	\$ 3,670	\$ 3,853	\$ 4,046
		Monthly	\$ 7,212	\$ 7,572	\$ 7,951	\$ 8,349	\$ 8,766
		Annual	\$ 86,541	\$ 90,868	\$ 95,411	\$ 100,182	\$ 105,191
73-U	City Engineer (Division Head FLSA Exempt)	Hourly	\$ 42.6466	\$ 44.7788	\$ 47.0178	\$ 49.3688	\$ 51.8370
		Bi-weekly	\$ 3,412	\$ 3,582	\$ 3,761	\$ 3,950	\$ 4,147
		Monthly	\$ 7,392	\$ 7,762	\$ 8,150	\$ 8,557	\$ 8,985
		Annual	\$ 88,705	\$ 93,140	\$ 97,797	\$ 102,687	\$ 107,821
74-U	Fire Chief (FLSA Exempt)	Hourly	\$ 43.7130	\$ 45.8986	\$ 48.1933	\$ 50.6029	\$ 53.1332
		Bi-weekly	\$ 3,497	\$ 3,672	\$ 3,855	\$ 4,048	\$ 4,251
		Monthly	\$ 7,577	\$ 7,956	\$ 8,354	\$ 8,771	\$ 9,210
		Annual	\$ 90,923	\$ 95,469	\$ 100,242	\$ 105,254	\$ 110,517
75-U	Community Services Director (FLSA Exempt)	Hourly	\$ 44.8058	\$ 47.0462	\$ 49.3986	\$ 51.8683	\$ 54.4615
		Bi-weekly	\$ 3,584	\$ 3,764	\$ 3,952	\$ 4,149	\$ 4,357
		Monthly	\$ 7,766	\$ 8,155	\$ 8,562	\$ 8,991	\$ 9,440
		Annual	\$ 93,196	\$ 97,856	\$ 102,749	\$ 107,886	\$ 113,280
76-U		Hourly	\$ 45.9260	\$ 48.2221	\$ 50.6332	\$ 53.1649	\$ 55.8231
		Bi-weekly	\$ 3,674	\$ 3,858	\$ 4,051	\$ 4,253	\$ 4,466
		Monthly	\$ 7,961	\$ 8,359	\$ 8,776	\$ 9,215	\$ 9,676
		Annual	\$ 95,526	\$ 100,302	\$ 105,317	\$ 110,583	\$ 116,112

EXHIBIT "A"

Salary Table

Unrepresented Positions

RANGE	POSITION		STEP A	STEP B	STEP C	STEP D	STEP E
77-U		Hourly	\$ 47.0740	\$ 49.4279	\$ 51.8995	\$ 54.4947	\$ 57.2192
		Bi-weekly	\$ 3,766	\$ 3,954	\$ 4,152	\$ 4,360	\$ 4,578
		Monthly	\$ 8,160	\$ 8,568	\$ 8,996	\$ 9,446	\$ 9,918
		Annual	\$ 97,914	\$ 102,810	\$ 107,951	\$ 113,349	\$ 119,016
78-U		Hourly	\$ 48.2510	\$ 50.6635	\$ 53.1966	\$ 55.8563	\$ 58.6490
		Bi-weekly	\$ 3,860	\$ 4,053	\$ 4,256	\$ 4,469	\$ 4,692
		Monthly	\$ 8,364	\$ 8,782	\$ 9,221	\$ 9,682	\$ 10,166
		Annual	\$ 100,362	\$ 105,380	\$ 110,649	\$ 116,181	\$ 121,990
79-U		Hourly	\$ 49.4572	\$ 51.9303	\$ 54.5269	\$ 57.2534	\$ 60.1159
		Bi-weekly	\$ 3,957	\$ 4,154	\$ 4,362	\$ 4,580	\$ 4,809
		Monthly	\$ 8,573	\$ 9,001	\$ 9,451	\$ 9,924	\$ 10,420
		Annual	\$ 102,871	\$ 108,015	\$ 113,416	\$ 119,087	\$ 125,041
80-U		Hourly	\$ 50.6938	\$ 53.2284	\$ 55.8899	\$ 58.6846	\$ 61.6188
		Bi-weekly	\$ 4,056	\$ 4,258	\$ 4,471	\$ 4,695	\$ 4,930
		Monthly	\$ 8,787	\$ 9,226	\$ 9,688	\$ 10,172	\$ 10,681
		Annual	\$ 105,443	\$ 110,715	\$ 116,251	\$ 122,064	\$ 128,167
81-U	Director of Finance & Administrative Services (FLSA Exempt)	Hourly	\$ 51.9611	\$ 54.5591	\$ 57.2870	\$ 60.1514	\$ 63.1591
	Public Works Director (FLSA Exempt)	Bi-weekly	\$ 4,157	\$ 4,365	\$ 4,583	\$ 4,812	\$ 5,053
	Community Development Director (FLSA Exempt)	Monthly	\$ 9,007	\$ 9,457	\$ 9,930	\$ 10,426	\$ 10,948
	City Engineer (Department Head FLSA Exempt)	Annual	\$ 108,079	\$ 113,483	\$ 119,157	\$ 125,115	\$ 131,371
	Police Chief (FLSA Exempt)						
82-U		Hourly	\$ 53.2601	\$ 55.9231	\$ 58.7192	\$ 61.6553	\$ 64.7380
		Bi-weekly	\$ 4,261	\$ 4,474	\$ 4,698	\$ 4,932	\$ 5,179
		Monthly	\$ 9,232	\$ 9,693	\$ 10,178	\$ 10,687	\$ 11,221
		Annual	\$ 110,781	\$ 116,320	\$ 122,136	\$ 128,243	\$ 134,655
83-U		Hourly	\$ 54.5918	\$ 57.3216	\$ 60.1875	\$ 63.1971	\$ 66.3572
		Bi-weekly	\$ 4,367	\$ 4,586	\$ 4,815	\$ 5,056	\$ 5,309
		Monthly	\$ 9,463	\$ 9,936	\$ 10,433	\$ 10,954	\$ 11,502
		Annual	\$ 113,551	\$ 119,229	\$ 125,190	\$ 131,450	\$ 138,023
84-U		Hourly	\$ 55.9567	\$ 58.7548	\$ 61.6928	\$ 64.7774	\$ 68.0163
		Bi-weekly	\$ 4,477	\$ 4,700	\$ 4,935	\$ 5,182	\$ 5,441
		Monthly	\$ 9,699	\$ 10,184	\$ 10,693	\$ 11,228	\$ 11,790
		Annual	\$ 116,390	\$ 122,210	\$ 128,321	\$ 134,737	\$ 141,474

EXHIBIT "A"

Salary Table

Unrepresented Positions

RANGE	POSITION		STEP A	STEP B	STEP C	STEP D	STEP E
85-U	Assistant City Manager (FLSA Exempt)	Hourly	\$ 57.3558	\$ 60.2236	\$ 63.2346	\$ 66.3962	\$ 69.7159
		Bi-weekly	\$ 4,588	\$ 4,818	\$ 5,059	\$ 5,312	\$ 5,577
		Monthly	\$ 9,942	\$ 10,439	\$ 10,961	\$ 11,509	\$ 12,084
		Annual	\$ 119,300	\$ 125,265	\$ 131,528	\$ 138,104	\$ 145,009
CM-U	City Manager (FLSA Exempt)	Hourly					\$ 87.7725
		Bi-weekly					\$ 7,022
		Monthly					\$ 15,214
		Annual					\$ 182,567

EXHIBIT "A"

Salary Table

Reedley Public Safety Association "RPOA"

RANGE	POSITION		STEP A	STEP B	STEP C	STEP D	STEP E
36-P	Police Records Specialist	Hourly	\$ 17.1101	\$ 17.9654	\$ 18.8635	\$ 19.8067	\$ 20.7971
		Bi-weekly	\$ 1,369	\$ 1,437	\$ 1,509	\$ 1,585	\$ 1,664
		Monthly	\$ 2,966	\$ 3,114	\$ 3,270	\$ 3,433	\$ 3,605
		Annual	\$ 35,589	\$ 37,368	\$ 39,236	\$ 41,198	\$ 43,258
37-P	Community Services Officer Dispatcher I	Hourly	\$ 17.5379	\$ 18.4149	\$ 19.3356	\$ 20.3024	\$ 21.3173
		Bi-weekly	\$ 1,403	\$ 1,473	\$ 1,547	\$ 1,624	\$ 1,705
		Monthly	\$ 3,040	\$ 3,192	\$ 3,352	\$ 3,519	\$ 3,695
		Annual	\$ 36,479	\$ 38,303	\$ 40,218	\$ 42,229	\$ 44,340
38-P		Hourly	\$ 17.9763	\$ 18.8750	\$ 19.8188	\$ 20.8096	\$ 21.8500
		Bi-weekly	\$ 1,438	\$ 1,510	\$ 1,586	\$ 1,665	\$ 1,748
		Monthly	\$ 3,116	\$ 3,272	\$ 3,435	\$ 3,607	\$ 3,787
		Annual	\$ 37,391	\$ 39,260	\$ 41,223	\$ 43,284	\$ 45,448
39-P		Hourly	\$ 18.4257	\$ 19.3471	\$ 20.3144	\$ 21.3303	\$ 22.3966
		Bi-weekly	\$ 1,474	\$ 1,548	\$ 1,625	\$ 1,706	\$ 1,792
		Monthly	\$ 3,194	\$ 3,354	\$ 3,521	\$ 3,697	\$ 3,882
		Annual	\$ 38,325	\$ 40,242	\$ 42,254	\$ 44,367	\$ 46,585
40-P		Hourly	\$ 18.8864	\$ 19.8308	\$ 20.8221	\$ 21.8635	\$ 22.9567
		Bi-weekly	\$ 1,511	\$ 1,586	\$ 1,666	\$ 1,749	\$ 1,837
		Monthly	\$ 3,274	\$ 3,437	\$ 3,609	\$ 3,790	\$ 3,979
		Annual	\$ 39,284	\$ 41,248	\$ 43,310	\$ 45,476	\$ 47,750
41-P	Dispatcher II Senior Community Services Officer Animal Control Officer	Hourly	\$ 19.3585	\$ 20.3264	\$ 21.3428	\$ 22.4101	\$ 23.5308
		Bi-weekly	\$ 1,549	\$ 1,626	\$ 1,707	\$ 1,793	\$ 1,882
		Monthly	\$ 3,355	\$ 3,523	\$ 3,699	\$ 3,884	\$ 4,079
		Annual	\$ 40,266	\$ 42,279	\$ 44,393	\$ 46,613	\$ 48,944
42-P		Hourly	\$ 19.8425	\$ 20.8346	\$ 21.8764	\$ 22.9702	\$ 24.1188
		Bi-weekly	\$ 1,587	\$ 1,667	\$ 1,750	\$ 1,838	\$ 1,930
		Monthly	\$ 3,439	\$ 3,611	\$ 3,792	\$ 3,982	\$ 4,181
		Annual	\$ 41,272	\$ 43,336	\$ 45,503	\$ 47,778	\$ 50,167
43-P		Hourly	\$ 20.3385	\$ 21.3553	\$ 22.4231	\$ 23.5442	\$ 24.7216
		Bi-weekly	\$ 1,627	\$ 1,708	\$ 1,794	\$ 1,884	\$ 1,978
		Monthly	\$ 3,525	\$ 3,702	\$ 3,887	\$ 4,081	\$ 4,285
		Annual	\$ 42,304	\$ 44,419	\$ 46,640	\$ 48,972	\$ 51,421

EXHIBIT "A"

Salary Table

Reedley Public Safety Association "RPOA"

RANGE	POSITION		STEP A	STEP B	STEP C	STEP D	STEP E
44-P		Hourly	\$ 20.8470	\$ 21.8894	\$ 22.9841	\$ 24.1332	\$ 25.3399
		Bi-weekly	\$ 1,668	\$ 1,751	\$ 1,839	\$ 1,931	\$ 2,027
		Monthly	\$ 3,613	\$ 3,794	\$ 3,984	\$ 4,183	\$ 4,392
		Annual	\$ 43,362	\$ 45,530	\$ 47,807	\$ 50,197	\$ 52,707
45-P		Hourly	\$ 21.3682	\$ 22.4365	\$ 23.5582	\$ 24.7361	\$ 25.9731
		Bi-weekly	\$ 1,709	\$ 1,795	\$ 1,885	\$ 1,979	\$ 2,078
		Monthly	\$ 3,704	\$ 3,889	\$ 4,083	\$ 4,288	\$ 4,502
		Annual	\$ 44,446	\$ 46,668	\$ 49,001	\$ 51,451	\$ 54,024
46-P	Police Records & Com Supervisor	Hourly	\$ 21.9024	\$ 22.9976	\$ 24.1476	\$ 25.3548	\$ 26.6226
		Bi-weekly	\$ 1,752	\$ 1,840	\$ 1,932	\$ 2,028	\$ 2,130
		Monthly	\$ 3,796	\$ 3,986	\$ 4,186	\$ 4,395	\$ 4,615
		Annual	\$ 45,557	\$ 47,835	\$ 50,227	\$ 52,738	\$ 55,375

EXHIBIT "A"

Salary Table

Reedley Public Safety Association "RPOA"

RANGE	POSITION		STEP A	STEP B	STEP C	STEP D	STEP E
50-P	Police Officer	Hourly	\$ 24.5269	\$ 25.7534	\$ 27.0409	\$ 28.3928	\$ 29.8125
		Bi-weekly	\$ 1,962	\$ 2,060	\$ 2,163	\$ 2,271	\$ 2,385
		Monthly	\$ 4,251	\$ 4,464	\$ 4,687	\$ 4,921	\$ 5,168
		Annual	\$ 51,016	\$ 53,567	\$ 56,245	\$ 59,057	\$ 62,010
51-P		Hourly	\$ 25.1399	\$ 26.3971	\$ 27.7168	\$ 29.1029	\$ 30.5582
		Bi-weekly	\$ 2,011	\$ 2,112	\$ 2,217	\$ 2,328	\$ 2,445
		Monthly	\$ 4,358	\$ 4,576	\$ 4,804	\$ 5,045	\$ 5,297
		Annual	\$ 52,291	\$ 54,906	\$ 57,651	\$ 60,534	\$ 63,561
52-P	Police Corporal	Hourly	\$ 25.7683	\$ 27.0567	\$ 28.4096	\$ 29.8303	\$ 31.3216
		Bi-weekly	\$ 2,061	\$ 2,165	\$ 2,273	\$ 2,386	\$ 2,506
		Monthly	\$ 4,467	\$ 4,690	\$ 4,924	\$ 5,171	\$ 5,429
		Annual	\$ 53,598	\$ 56,278	\$ 59,092	\$ 62,047	\$ 65,149
53-P		Hourly	\$ 26.4125	\$ 27.7332	\$ 29.1197	\$ 30.5755	\$ 32.1043
		Bi-weekly	\$ 2,113	\$ 2,219	\$ 2,330	\$ 2,446	\$ 2,568
		Monthly	\$ 4,578	\$ 4,807	\$ 5,047	\$ 5,300	\$ 5,565
		Annual	\$ 54,938	\$ 57,685	\$ 60,569	\$ 63,597	\$ 66,777
54-P		Hourly	\$ 27.0726	\$ 28.4264	\$ 29.8476	\$ 31.3399	\$ 32.9067
		Bi-weekly	\$ 2,166	\$ 2,274	\$ 2,388	\$ 2,507	\$ 2,633
		Monthly	\$ 4,693	\$ 4,927	\$ 5,174	\$ 5,432	\$ 5,704
		Annual	\$ 56,311	\$ 59,127	\$ 62,083	\$ 65,187	\$ 68,446
55-P		Hourly	\$ 27.7495	\$ 29.1370	\$ 30.5938	\$ 32.1236	\$ 33.7298
		Bi-weekly	\$ 2,220	\$ 2,331	\$ 2,448	\$ 2,570	\$ 2,698
		Monthly	\$ 4,810	\$ 5,050	\$ 5,303	\$ 5,568	\$ 5,847
		Annual	\$ 57,719	\$ 60,605	\$ 63,635	\$ 66,817	\$ 70,158
56-P		Hourly	\$ 28.4433	\$ 29.8654	\$ 31.3587	\$ 32.9264	\$ 34.5726
		Bi-weekly	\$ 2,275	\$ 2,389	\$ 2,509	\$ 2,634	\$ 2,766
		Monthly	\$ 4,930	\$ 5,177	\$ 5,436	\$ 5,707	\$ 5,993
		Annual	\$ 59,162	\$ 62,120	\$ 65,226	\$ 68,487	\$ 71,911
57-P		Hourly	\$ 29.1543	\$ 30.6120	\$ 32.1428	\$ 33.7500	\$ 35.4375
		Bi-weekly	\$ 2,332	\$ 2,449	\$ 2,571	\$ 2,700	\$ 2,835
		Monthly	\$ 5,053	\$ 5,306	\$ 5,571	\$ 5,850	\$ 6,143
		Annual	\$ 60,641	\$ 63,673	\$ 66,857	\$ 70,200	\$ 73,710

EXHIBIT "A"

Salary Table

Reedley Public Safety Association "RPOA"

RANGE	POSITION		STEP A	STEP B	STEP C	STEP D	STEP E
58-P		Hourly	\$ 29.8832	\$ 31.3774	\$ 32.9462	\$ 34.5933	\$ 36.3231
		Bi-weekly	\$ 2,391	\$ 2,510	\$ 2,636	\$ 2,767	\$ 2,906
		Monthly	\$ 5,180	\$ 5,439	\$ 5,711	\$ 5,996	\$ 6,296
		Annual	\$ 62,157	\$ 65,265	\$ 68,528	\$ 71,954	\$ 75,552
59-P	Police Sergeant	Hourly	\$ 30.6303	\$ 32.1620	\$ 33.7702	\$ 35.4587	\$ 37.2317
		Bi-weekly	\$ 2,450	\$ 2,573	\$ 2,702	\$ 2,837	\$ 2,979
		Monthly	\$ 5,309	\$ 5,575	\$ 5,854	\$ 6,146	\$ 6,454
		Annual	\$ 63,711	\$ 66,897	\$ 70,242	\$ 73,754	\$ 77,442

EXHIBIT "A"

Salary Table

General Services Unit

RANGE	POSITION		STEP A	STEP B	STEP C	STEP D	STEP E
28-G		Hourly	\$ 14.1511	\$ 14.8587	\$ 15.6016	\$ 16.3817	\$ 17.2008
		Bi-weekly	\$ 1,132	\$ 1,189	\$ 1,248	\$ 1,311	\$ 1,376
		Monthly	\$ 2,453	\$ 2,576	\$ 2,704	\$ 2,839	\$ 2,981
		Annual	\$ 29,434	\$ 30,906	\$ 32,451	\$ 34,074	\$ 35,778
29-G		Hourly	\$ 14.5048	\$ 15.2300	\$ 15.9916	\$ 16.7911	\$ 17.6307
		Bi-weekly	\$ 1,160	\$ 1,218	\$ 1,279	\$ 1,343	\$ 1,410
		Monthly	\$ 2,514	\$ 2,640	\$ 2,772	\$ 2,910	\$ 3,056
		Annual	\$ 30,170	\$ 31,679	\$ 33,262	\$ 34,926	\$ 36,672
30-G		Hourly	\$ 14.8673	\$ 15.6107	\$ 16.3912	\$ 17.2108	\$ 18.0713
		Bi-weekly	\$ 1,189	\$ 1,249	\$ 1,311	\$ 1,377	\$ 1,446
		Monthly	\$ 2,577	\$ 2,706	\$ 2,841	\$ 2,983	\$ 3,132
		Annual	\$ 30,924	\$ 32,470	\$ 34,094	\$ 35,798	\$ 37,588
31-G		Hourly	\$ 15.2389	\$ 16.0009	\$ 16.8009	\$ 17.6410	\$ 18.5230
		Bi-weekly	\$ 1,219	\$ 1,280	\$ 1,344	\$ 1,411	\$ 1,482
		Monthly	\$ 2,641	\$ 2,773	\$ 2,912	\$ 3,058	\$ 3,211
		Annual	\$ 31,697	\$ 33,282	\$ 34,946	\$ 36,693	\$ 38,528
32-G	Parks Maintenance Worker I	Hourly	\$ 15.6197	\$ 16.4007	\$ 17.2207	\$ 18.0818	\$ 18.9859
		Bi-weekly	\$ 1,250	\$ 1,312	\$ 1,378	\$ 1,447	\$ 1,519
		Monthly	\$ 2,707	\$ 2,843	\$ 2,985	\$ 3,134	\$ 3,291
		Annual	\$ 32,489	\$ 34,113	\$ 35,819	\$ 37,610	\$ 39,491
33-G		Hourly	\$ 16.0101	\$ 16.8106	\$ 17.6511	\$ 18.5337	\$ 19.4604
		Bi-weekly	\$ 1,281	\$ 1,345	\$ 1,412	\$ 1,483	\$ 1,557
		Monthly	\$ 2,775	\$ 2,914	\$ 3,060	\$ 3,213	\$ 3,373
		Annual	\$ 33,301	\$ 34,966	\$ 36,714	\$ 38,550	\$ 40,478
34-G	Maintenance Worker I (Water, WWTP, Streets) Solid Waste Worker Water System Utility Worker WWTP Maintenance Worker	Hourly	\$ 16.4106	\$ 17.2311	\$ 18.0927	\$ 18.9973	\$ 19.9472
		Bi-weekly	\$ 1,313	\$ 1,378	\$ 1,447	\$ 1,520	\$ 1,596
		Monthly	\$ 2,845	\$ 2,987	\$ 3,136	\$ 3,293	\$ 3,458
		Annual	\$ 34,134	\$ 35,841	\$ 37,633	\$ 39,514	\$ 41,490
35-G		Hourly	\$ 16.8207	\$ 17.6617	\$ 18.5448	\$ 19.4720	\$ 20.4456
		Bi-weekly	\$ 1,346	\$ 1,413	\$ 1,484	\$ 1,558	\$ 1,636
		Monthly	\$ 2,916	\$ 3,061	\$ 3,214	\$ 3,375	\$ 3,544
		Annual	\$ 34,987	\$ 36,736	\$ 38,573	\$ 40,502	\$ 42,527

EXHIBIT "A"

Salary Table

General Services Unit

RANGE	POSITION		STEP A	STEP B	STEP C	STEP D	STEP E
36-G	Parks Maintenance Worker II WWTP Operator Trainee	Hourly	\$ 17.2413	\$ 18.1034	\$ 19.0086	\$ 19.9590	\$ 20.9570
		Bi-weekly	\$ 1,379	\$ 1,448	\$ 1,521	\$ 1,597	\$ 1,677
		Monthly	\$ 2,989	\$ 3,138	\$ 3,295	\$ 3,460	\$ 3,633
		Annual	\$ 35,862	\$ 37,655	\$ 39,538	\$ 41,515	\$ 43,590
37-G		Hourly	\$ 17.6726	\$ 18.5563	\$ 19.4841	\$ 20.4582	\$ 21.4813
		Bi-weekly	\$ 1,414	\$ 1,485	\$ 1,559	\$ 1,637	\$ 1,719
		Monthly	\$ 3,063	\$ 3,216	\$ 3,377	\$ 3,546	\$ 3,723
		Annual	\$ 36,759	\$ 38,597	\$ 40,527	\$ 42,553	\$ 44,681
38-G	Maintenance Worker II Solid Waste Operator	Hourly	\$ 18.1144	\$ 19.0202	\$ 19.9712	\$ 20.9697	\$ 22.0183
		Bi-weekly	\$ 1,449	\$ 1,522	\$ 1,598	\$ 1,678	\$ 1,761
		Monthly	\$ 3,140	\$ 3,297	\$ 3,462	\$ 3,635	\$ 3,817
		Annual	\$ 37,678	\$ 39,562	\$ 41,540	\$ 43,617	\$ 45,798
39-G		Hourly	\$ 18.5673	\$ 19.4957	\$ 20.4707	\$ 21.4942	\$ 22.5688
		Bi-weekly	\$ 1,485	\$ 1,560	\$ 1,638	\$ 1,720	\$ 1,806
		Monthly	\$ 3,218	\$ 3,379	\$ 3,548	\$ 3,726	\$ 3,912
		Annual	\$ 38,620	\$ 40,551	\$ 42,579	\$ 44,708	\$ 46,943
40-G	Senior Parks Maintenance Worker Water Systems Specialist I WWTP Operator I WWTP Operator-In-Training / Lab Tech Trainee	Hourly	\$ 19.0317	\$ 19.9832	\$ 20.9822	\$ 22.0313	\$ 23.1327
		Bi-weekly	\$ 1,523	\$ 1,599	\$ 1,679	\$ 1,763	\$ 1,851
		Monthly	\$ 3,299	\$ 3,464	\$ 3,637	\$ 3,819	\$ 4,010
		Annual	\$ 39,586	\$ 41,565	\$ 43,643	\$ 45,825	\$ 48,116
41-G		Hourly	\$ 19.5077	\$ 20.4832	\$ 21.5072	\$ 22.5827	\$ 23.7120
		Bi-weekly	\$ 1,561	\$ 1,639	\$ 1,721	\$ 1,807	\$ 1,897
		Monthly	\$ 3,381	\$ 3,550	\$ 3,728	\$ 3,914	\$ 4,110
		Annual	\$ 40,576	\$ 42,605	\$ 44,735	\$ 46,972	\$ 49,321
42-G	Senior Maintenance Worker Sewer Collection System Maintenance Worker Solid Waste Crew Leader	Hourly	\$ 19.9952	\$ 20.9952	\$ 22.0452	\$ 23.1476	\$ 24.3048
		Bi-weekly	\$ 1,600	\$ 1,680	\$ 1,764	\$ 1,852	\$ 1,944
		Monthly	\$ 3,466	\$ 3,639	\$ 3,821	\$ 4,012	\$ 4,213
		Annual	\$ 41,590	\$ 43,670	\$ 45,854	\$ 48,147	\$ 50,554
43-G		Hourly	\$ 20.4952	\$ 21.5202	\$ 22.5962	\$ 23.7260	\$ 24.9125
		Bi-weekly	\$ 1,640	\$ 1,722	\$ 1,808	\$ 1,898	\$ 1,993
		Monthly	\$ 3,553	\$ 3,730	\$ 3,917	\$ 4,113	\$ 4,318
		Annual	\$ 42,630	\$ 44,762	\$ 47,000	\$ 49,350	\$ 51,818

EXHIBIT "A"

Salary Table

General Services Unit

RANGE	POSITION		STEP A	STEP B	STEP C	STEP D	STEP E
44-G	Water Systems Specialist II WWTP Operator II WWTP Operator / Lab Tech	Hourly	\$ 21.0077	\$ 22.0582	\$ 23.1611	\$ 24.3192	\$ 25.5351
		Bi-weekly	\$ 1,681	\$ 1,765	\$ 1,853	\$ 1,946	\$ 2,043
		Monthly	\$ 3,641	\$ 3,823	\$ 4,015	\$ 4,215	\$ 4,426
		Annual	\$ 43,696	\$ 45,881	\$ 48,175	\$ 50,584	\$ 53,113
45-G	Equipment Mechanic	Hourly	\$ 21.5327	\$ 22.6091	\$ 23.7394	\$ 24.9264	\$ 26.1726
		Bi-weekly	\$ 1,723	\$ 1,809	\$ 1,899	\$ 1,994	\$ 2,094
		Monthly	\$ 3,732	\$ 3,919	\$ 4,115	\$ 4,321	\$ 4,537
		Annual	\$ 44,788	\$ 47,027	\$ 49,378	\$ 51,847	\$ 54,439
46-G	Environmental Compliance Officer	Hourly	\$ 22.0712	\$ 23.1745	\$ 24.3332	\$ 25.5500	\$ 26.8274
		Bi-weekly	\$ 1,766	\$ 1,854	\$ 1,947	\$ 2,044	\$ 2,146
		Monthly	\$ 3,826	\$ 4,017	\$ 4,218	\$ 4,429	\$ 4,650
		Annual	\$ 45,908	\$ 48,203	\$ 50,613	\$ 53,144	\$ 55,801
47-G		Hourly	\$ 22.6231	\$ 23.7543	\$ 24.9418	\$ 26.1889	\$ 27.4986
		Bi-weekly	\$ 1,810	\$ 1,900	\$ 1,995	\$ 2,095	\$ 2,200
		Monthly	\$ 3,921	\$ 4,117	\$ 4,323	\$ 4,539	\$ 4,766
		Annual	\$ 47,056	\$ 49,409	\$ 51,879	\$ 54,473	\$ 57,197
48-G	Senior Water System Specialist WWTP Operator II / Senior Lab Tech WWTP Operator III	Hourly	\$ 23.1885	\$ 24.3481	\$ 25.5654	\$ 26.8438	\$ 28.1861
		Bi-weekly	\$ 1,855	\$ 1,948	\$ 2,045	\$ 2,148	\$ 2,255
		Monthly	\$ 4,019	\$ 4,220	\$ 4,431	\$ 4,653	\$ 4,886
		Annual	\$ 48,232	\$ 50,644	\$ 53,176	\$ 55,835	\$ 58,627
49-G	Heavy Equipment Mechanic	Hourly	\$ 23.7683	\$ 24.9567	\$ 26.2048	\$ 27.5149	\$ 28.8909
		Bi-weekly	\$ 1,901	\$ 1,997	\$ 2,096	\$ 2,201	\$ 2,311
		Monthly	\$ 4,120	\$ 4,326	\$ 4,542	\$ 4,769	\$ 5,008
		Annual	\$ 49,438	\$ 51,910	\$ 54,506	\$ 57,231	\$ 60,093
50-G	Senior Environmental Compliance Officer	Hourly	\$ 24.3625	\$ 25.5808	\$ 26.8596	\$ 28.2024	\$ 29.6125
		Bi-weekly	\$ 1,949	\$ 2,046	\$ 2,149	\$ 2,256	\$ 2,369
		Monthly	\$ 4,223	\$ 4,434	\$ 4,656	\$ 4,888	\$ 5,133
		Annual	\$ 50,674	\$ 53,208	\$ 55,868	\$ 58,661	\$ 61,594
51-G		Hourly	\$ 24.9716	\$ 26.2202	\$ 27.5313	\$ 28.9077	\$ 30.3529
		Bi-weekly	\$ 1,998	\$ 2,098	\$ 2,203	\$ 2,313	\$ 2,428
		Monthly	\$ 4,328	\$ 4,545	\$ 4,772	\$ 5,011	\$ 5,261
		Annual	\$ 51,941	\$ 54,538	\$ 57,265	\$ 60,128	\$ 63,134

EXHIBIT "A"

Salary Table

General Services Unit

RANGE	POSITION		STEP A	STEP B	STEP C	STEP D	STEP E
52-G	Electrician I	Hourly	\$ 25.5962	\$ 26.8760	\$ 28.2197	\$ 29.6308	\$ 31.1125
		Bi-weekly	\$ 2,048	\$ 2,150	\$ 2,258	\$ 2,370	\$ 2,489
		Monthly	\$ 4,437	\$ 4,659	\$ 4,891	\$ 5,136	\$ 5,393
		Annual	\$ 53,240	\$ 55,902	\$ 58,697	\$ 61,632	\$ 64,714
53-G		Hourly	\$ 26.2361	\$ 27.5481	\$ 28.9255	\$ 30.3716	\$ 31.8904
		Bi-weekly	\$ 2,099	\$ 2,204	\$ 2,314	\$ 2,430	\$ 2,551
		Monthly	\$ 4,548	\$ 4,775	\$ 5,014	\$ 5,264	\$ 5,528
		Annual	\$ 54,571	\$ 57,300	\$ 60,165	\$ 63,173	\$ 66,332
54-G		Hourly	\$ 26.8918	\$ 28.2365	\$ 29.6486	\$ 31.1308	\$ 32.6875
		Bi-weekly	\$ 2,151	\$ 2,259	\$ 2,372	\$ 2,490	\$ 2,615
		Monthly	\$ 4,661	\$ 4,894	\$ 5,139	\$ 5,396	\$ 5,666
		Annual	\$ 55,935	\$ 58,732	\$ 61,669	\$ 64,752	\$ 67,990
55-G		Hourly	\$ 27.5639	\$ 28.9423	\$ 30.3894	\$ 31.9091	\$ 33.5048
		Bi-weekly	\$ 2,205	\$ 2,315	\$ 2,431	\$ 2,553	\$ 2,680
		Monthly	\$ 4,778	\$ 5,017	\$ 5,268	\$ 5,531	\$ 5,808
		Annual	\$ 57,333	\$ 60,200	\$ 63,210	\$ 66,371	\$ 69,690
56-G	Electrician II	Hourly	\$ 28.2529	\$ 29.6654	\$ 31.1486	\$ 32.7058	\$ 34.3409
		Bi-weekly	\$ 2,260	\$ 2,373	\$ 2,492	\$ 2,616	\$ 2,747
		Monthly	\$ 4,897	\$ 5,142	\$ 5,399	\$ 5,669	\$ 5,952
		Annual	\$ 58,766	\$ 61,704	\$ 64,789	\$ 68,028	\$ 71,429
57-G		Hourly	\$ 28.9591	\$ 30.4072	\$ 31.9274	\$ 33.5236	\$ 35.1995
		Bi-weekly	\$ 2,317	\$ 2,433	\$ 2,554	\$ 2,682	\$ 2,816
		Monthly	\$ 5,020	\$ 5,271	\$ 5,534	\$ 5,811	\$ 6,101
		Annual	\$ 60,235	\$ 63,247	\$ 66,409	\$ 69,729	\$ 73,215
58-G		Hourly	\$ 29.6832	\$ 31.1673	\$ 32.7255	\$ 34.3615	\$ 36.0798
		Bi-weekly	\$ 2,375	\$ 2,493	\$ 2,618	\$ 2,749	\$ 2,886
		Monthly	\$ 5,145	\$ 5,402	\$ 5,672	\$ 5,956	\$ 6,254
		Annual	\$ 61,741	\$ 64,828	\$ 68,069	\$ 71,472	\$ 75,046
59-G		Hourly	\$ 30.4255	\$ 31.9466	\$ 33.5438	\$ 35.2212	\$ 36.9822
		Bi-weekly	\$ 2,434	\$ 2,556	\$ 2,684	\$ 2,818	\$ 2,959
		Monthly	\$ 5,274	\$ 5,537	\$ 5,814	\$ 6,105	\$ 6,410
		Annual	\$ 63,285	\$ 66,449	\$ 69,771	\$ 73,260	\$ 76,923

EXHIBIT "A"

Salary Table

General Services Unit

RANGE	POSITION		STEP A	STEP B	STEP C	STEP D	STEP E
60-G	Electrician III	Hourly	\$ 31,1861	\$ 32,7452	\$ 34,3827	\$ 36,1019	\$ 37,9072
		Bi-weekly	\$ 2,495	\$ 2,620	\$ 2,751	\$ 2,888	\$ 3,033
		Monthly	\$ 5,406	\$ 5,676	\$ 5,960	\$ 6,258	\$ 6,571
		Annual	\$ 64,867	\$ 68,110	\$ 71,516	\$ 75,092	\$ 78,847

EXHIBIT "A"

Salary Table

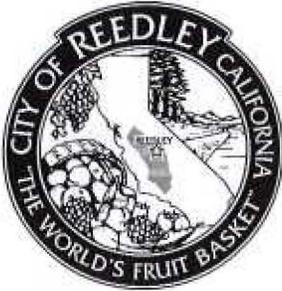
Part-Time Employees

DEPT	POSITION	PAY FREQUENCY ~ PAY RANGE ~ SPECIAL TERMS			
Council	Councilmember	Monthly			\$ 150.00
	Aquatics Lifeguard				
	Enrichment Recreation Leader				
	Youth Sports Umpire / Referee				
CSD	Youth Sports Scorekeeper	Hourly	\$ 13.00	Range Depending Upon Qualifications	\$ 16.00
	Adult Sports Scorekeeper				
	Youth or Adult Sports Field / Court Monitor				
	Tiny Tots Recreation Leader				
	River Cashier				
CSD	Preschool Teachers Aide	Hourly	\$ 13.00	Range Depending Upon Qualifications	\$ 16.00
	Community Center Event Coordinator				
CSD	Aquatics Lead Guard	Hourly	\$ 13.00	Range Depending Upon Qualifications	\$ 16.00
CSD	Aquatics Senior Guard	Hourly	\$ 13.00	Range Depending Upon Qualifications	\$ 16.00
	Aquatics Manager				
CSD	After School Recreation Leader	Hourly	\$ 13.00	Range Depending Upon Qualifications	\$ 16.00
	Enrichment Site Coordinator				
CSD	Recreation Assistant	Hourly	\$ 13.00	Range Depending Upon Qualification	\$ 17.00
CSD	After School Assistant Site Coordinator	Hourly	\$ 14.00	Range Depending Upon Qualifications	\$ 18.00
	After School Literacy Coordinator				
	Preschool Teacher				
CSD	After School Site Coordinator	Hourly	\$ 18.00	Range Depending Upon Qualifications	\$ 26.00
CSD	Adult Sports Umpire / Referees (Paid Per Game)	Hourly	\$ 20.00	Range Depending Upon Qualification	\$ 32.00
CSD	Program Instructor <small>(i.e. Tumbling Instructor, Dance Instructor, etc.)</small>	Program		70% of Program Revenue	
Police	Reserve Community Service Officer	Hourly	\$ 13.00	Range Depending Upon Minimum Wage	\$ 14.00

EXHIBIT "A"

Salary Table Part-Time Employees

DEPT	POSITION		PAY FREQUENCY ~ PAY RANGE ~ SPECIAL TERMS		
Police	Reserve Officer Trainee	Hourly	\$ 13.00	Range Depending Upon Minimum Wage	\$ 14.00
Police	Reserve Officer - Level 1	Hourly			\$ 15.00
Police	Reserve Dispatcher I	Hourly			\$ 15.00
Police	Reserve Dispatcher II	Hourly			\$ 20.00
Police	Contract Reserve Officer (40 hours per week)	Hourly		* Ties to 50-P for Police Officer for RPOA Schedule	\$ 24.5269
All Dept's	Office Assistant	Hourly	\$ 14.00	Range Depending Upon Qualifications	\$ 17.00
All Dept's	Laborer	Hourly	\$ 14.00	Range Depending Upon Qualification	\$ 17.00
Public Works	Mechanic Assistant	Hourly	\$ 14.00	Range Depending Upon Qualification	\$ 17.00
Public Works	Equipment Operator	Hourly	\$ 16.00	Range Depending Upon Qualification	\$ 22.00
Fire	Assistant Life Safety / Code Officer	Hourly	\$ 15.00	Range Depending Upon Qualification	\$ 20.00
All Dept's	CalPERS Retired Annuitants (TBD by Job Duties)	Hourly	\$ 13.00	Range Depending Upon Qualifications	\$ 25.00



REEDLEY CITY COUNCIL

- Consent
- Regular Item
- Workshop
- Closed Session
- Public Hearing

ITEM NO: 4

DATE: September 8, 2020

TITLE: ADOPT RESOLUTION 2020-076 DECLARING LISTED POLICE DEPARTMENT VEHICLES AS SURPLUS

SUBMITTED: Marc A. Ediger, Police Commander 

SUBMITTED: Jose L. Garza, Chief of Police 

APPROVED: Nicole R. Zieba, City Manager 

RECOMMENDATION

It is recommended that the City Council adopt Resolution 2020-076 declaring the vehicles and equipment listed below as surplus. City policy requires the Council to adopt a resolution identifying all equipment and vehicles valued at over \$1,000 before it can be disposed of or sold through public auction.

EXECUTIVE SUMMARY

Staff is requesting that the following list of vehicles and / or equipment be declared as surplus:

1993 Ford Utility Van: Unit # 83 (VIN No. 1FDJE30M7PHB20895)

This unmarked patrol unit has reached the end of its functional life. It is 27 years old and has become cost prohibitive to maintain.

2000 Ford Crown Victoria: Unit # 15 (VIN No. 2FAFP71W9XX185202)

This marked patrol unit has reached the end of its functional life. It is 20 years old and has become cost prohibitive to maintain.

2003 Ford Crown Victoria: Unit # 297 (VIN No. 2FAHP71W13X153427)

This marked patrol unit has reached the end of its functional life. It is 17 years old and has become cost prohibitive to maintain.

2003 Chevrolet Impala: Unit # 300 (VIN No. 2G1WF52E049174721)

This unmarked patrol unit has reached the end of its functional life. It is 17 years old and has become cost prohibitive to maintain.

2007 Ford Crown Victoria: Unit # 564 (VIN No. 2FAFP71W07X128323)

This marked patrol unit has reached the end of its functional life. It is 13 years old and has become cost prohibitive to maintain.

2007 Ford Crown Victoria: Unit # 566 (VIN No. 2FAFP71W47X128325)

This marked patrol unit was damaged beyond repair in a vehicle collision during a police pursuit. The City's property coverage through the CSJVRMA provided a replacement vehicle.

2007 Ford Crown Victoria: Unit # 571 (VIN No. 2FAHP71W87X129356)

This marked patrol unit has reached the end of its functional life. It is 13 years old and has become cost prohibitive to maintain.

2009 Ford Crown Victoria: Unit # 579 (VIN No. 2FAHP71V09X139809)

This marked patrol unit has reached the end of its functional life. It is 11 years old and has become cost prohibitive to maintain.

2010 Chevrolet Impala: Unit # 586 (VIN No. 2G1WASEN4A117488)

This unmarked patrol unit has reached the end of its functional life. It is 10 years old and has become cost prohibitive to maintain.

2005 BMW 1150 Police Motorcycle (VIN No. WB10499A84ZE91469)

This police motorcycle has been unused for several years. It has reached the end of its functional life and has become cost prohibitive to maintain.

BACKGROUND

On October 23, 2012, the City Council adopted resolution 2012-083 establishing a policy for the disposition of surplus City property, junk material, and scrap metal.

FISCAL IMPACT

Revenue generated from the sale of the subject surplus property will be deposited into the General Fund, consistent with the original source of funds to acquire the assets.

ATTACHMENTS

Resolution 2020-076

Motion: _____

Second: _____

RESOLUTION NO. 2020-076

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF REEDLEY
DECLARING THE FOLLOWING VEHICLES AS SURPLUS:**

BE IT RESOLVED by the City Council of the City of Reedley as follows:

1. That the following City of Reedley vehicles are hereby declared as surplus:
 - 1993 Ford Utility Van: Unit # 83 (VIN No. 1FDJE30M7PHB20895)
 - 2000 Ford Crown Victoria: Unit # 15 (VIN No. 2FAFP71W9XX185202)
 - 2003 Ford Crown Victoria: Unit # 297 (VIN No. 2FAHP71W13X153427)
 - 2003 Chevrolet Impala: Unit # 300 (VIN No. 2G1WF52E049174721)
 - 2007 Ford Crown Victoria: Unit # 564 (VIN No. 2FAFP71W07X128323)
 - 2007 Ford Crown Victoria: Unit # 566 (VIN No. 2FAFP71W47X128325)
 - 2007 Ford Crown Victoria: Unit # 571 (VIN No. 2FAHP71W87X129356)
 - 2009 Ford Crown Victoria: Unit # 579 (VIN No. 2FAHP71V09X139809)
 - 2010 Chevrolet Impala: Unit # 586 (VIN No. 2G1WASEN4A117488)
 - 2005 BMW 1150 Police Motorcycle (VIN No. WB10499A84ZE91469)

2. That the Chief of Police, or designee, is hereby authorized to proceed with public surplus of these items to the best advantage for the City of Reedley.

The foregoing resolution is hereby approved on September 8, 2020, by the following vote:

AYES:

NOES:

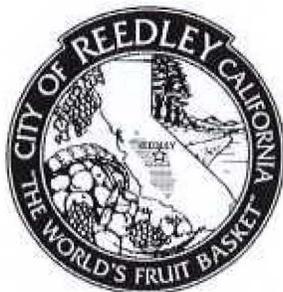
ABSTAIN:

ABSENT:

Frank Piñon, Mayor

ATTEST:

Sylvia B. Plata, City Clerk



REEDLEY CITY COUNCIL

- Consent
- Regular Item
- Workshop
- Closed Session
- Public Hearing

ITEM NO: 5

DATE: September 8, 2020

TITLE: CONSIDER THE FOLLOWING ITEMS (A) AND (B) FOR THE MANNING AVENUE IMPROVEMENTS PHASE 1 PROJECT:

- (A) ADOPT BUDGET RESOLUTION NO. 2020-079 AMENDING THE FISCAL YEAR 2020-2021 BUDGET TO APPROPRIATE AVAILABLE FUNDS IN THE AMOUNT OF \$1,193,363 FOR THE MANNING AVENUE IMPROVEMENTS PHASE 1 PROJECT
- (B) ADOPT RESOLUTION NO. 2020-080 AWARDED A CONSTRUCTION CONTRACT TO DAVE CHRISTIAN CONSTRUCTION COMPANY, INC. FOR THE CONSTRUCTION OF MANNING AVENUE IMPROVEMENTS PHASE 1 PROJECT

PREPARED: Salina Gonzalez,
Administrative Assistant

SUBMITTED: Marilu S. Morales, P.E.
City Engineer

APPROVED: Nicole Zieba
City Manager

RECOMMENDATION

Staff recommends that the City Council take the following actions:

- (A) Adopt Budget Resolution No. 2020-079 amending the fiscal year 2020-2021 budget to appropriate available funds in the amount of \$1,193,363 to fully fund the Manning Avenue Improvements Phase 1 Project.
- (B) Adopt Resolution No. 2020-080 awarding a construction contract to Dave Christian Construction Company, Inc. for the Manning Ave Improvements Phase I Project.

EXECUTIVE SUMMARY

Staff is requesting that the City Council adopt Budget Resolution No. 2020-079 to fully fund construction and contingencies to complete the Manning Avenue Improvements Phase 1 Project from the railroad tracks to Frankwood Avenue (Project). The Project contains funds from several sources including Surface Transportation Program Local (STPL), various Measure C funding sources, sewer capital, and groundwater treatment. The current fiscal year 2020-2021 budget includes the construction costs for

the above ground improvements in the Federal Streets and Measure C Street Maintenance funds, therefore, no budget resolution is need for these items.

The Project will include pavement rehabilitation, water main replacement and sewer main rehabilitation from the train tracks to Frankwood Avenue. The project will also install curb, gutter, sidewalk, curb ramps, driveway approaches and median islands as needed throughout the project limits.

In conjunction with the requested budget amendment, Staff is requesting that Council adopt Resolution No. 2020-080 awarding a construction contract to Dave Christian Construction Co., Inc. in the amount of \$2,324,441.90 and authorize the City Manager to execute a construction contract for the Project. Staff is also requesting that a contingency of 10% of Bid Schedule A and B and a contingency of 15% of Bid Schedule C or \$284,329.54 be included in the Council action to cover any unforeseen incidentals.

BACKGROUND

The Manning Avenue Improvements project is a three phase project that will repair Manning Avenue from the railroad tracks to Buttonwillow Avenue. The first phase is from the railroad tracks to Frankwood Avenue and construction is anticipated to begin at the end of October 2020 if Council awards the construction contract. The second phase of the project was completed in November of 2018 and included pavement rehabilitation from Frankwood Avenue to Columbia Avenue. The third phase of the project will include pavement rehabilitation, median islands and minor concrete improvements from Columbia Avenue to Buttonwillow Avenue. Design for the third phase is anticipated this winter and construction is anticipated Fall of 2021.

On July 23, 2020, a Notice to Bidders for the Project was advertised, was posted on our website and was listed on local builder's exchanges for a period of approximately five (5) weeks. During the bidding period, eight (8) contractors requested bid documents from the City for this project. Three (3) addenda were issued during the project bidding period to provide clarification of the plans and specifications.

On August 25, 2020, City staff conducted the bid opening for this project where four (4) bids were received, opened, and read aloud. The bids received for the total Base Bid ranged from \$2,324,441.90 to \$2,860,894.10 as shown in the attached Bid Tabulation. The engineer's estimate of probable cost for the Base Bid, Schedules A, B, and C was \$2,240,055.00 to \$2,737,845.00.

PRIOR COUNCIL ACTIONS

Resolution No. 2020-012 authorized the purchase and acceptance of street right of way from one property owner related to the Manning Ave Improvements Phase 1 Project.

FISCAL IMPACT

The total authorization request for the construction contract is \$2,324,441.90 with an additional contingency amount of \$284,329.54 for a total of \$2,608,771.44. The construction is funded by Surface Transportation Local (STPL) in the amount of \$1,253,061.00, Measure C Street Maintenance in the amount of \$162,347.44, Sewer Capital in the amount of \$633,407.00 and Groundwater Treatment in the amount of \$559,956.00. There will be no impact to the General Fund.

ATTACHMENTS

1. Budget Resolution No. 2020-079
2. Resolution No. 2020-080
3. Bid Tabulation

BUDGET AMENDMENT RESOLUTION 2020-079

The City Council of the City of Reedley does hereby amend the 2020-21 Budget as follows:

SECTION I - ADDITIONS

Account Number	Account Description	Amount
051-4515.5814	Manning Ph. 1 Rehabilitation	\$ 633,407
047-4503.5814	Manning Ph. 1 Rehabilitation	\$ 559,956
Total		\$ 1,193,363

Purpose: Construction costs for the sewer and water items for the Manning Avenue Improvements Ph. 1 Project

SECTION II - SOURCE OF FUNDING

Account Number	Account Description	Amount
051-2710	Sewer Capital Fund Balance	\$ 633,407
047-2710	Groundwater Treatment	\$ 559,956
Total		\$ 1,193,363

Impact: Sufficient funds in Sewer Capital Fund Balance and Groundwater Treatment Accounts for the sewer and water improvements for the Manning Avenue Improvements Ph. 1 Project

REVIEWED:


 Assistant City Manager 9/08/2020

RECOMMENDED:


 City Manager

The foregoing resolution was approved by the City Council of the City of Reedley on September 8, 2020, by the following vote:

AYES:
 NOES:
 ABSENT:
 ABSTAIN:

APPROVED:

 Frank Piñon

ATTEST:

 Sylvia Plata, City Clerk

RESOLUTION NO. 2020-080

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF REEDLEY
AWARDING A CONSTRUCTION CONTRACT TO DAVE CHRISTIAN
CONSTRUCTION COMPANY, INC. FOR THE MANNING AVENUE
IMPROVEMENTS PHASE 1.**

WHEREAS, the City of Reedley issued a Notice to Bidders for Manning Avenue Improvements, Phase 1 Project; and

WHEREAS, the City received, opened and read aloud four (4) bids which the total Base Bid ranged from \$2,324,441.90 to \$2,860,894.10; and

WHEREAS, the lowest, most responsive and responsible bid was submitted by Dave Christian Construction Company, Inc.; and

WHEREAS, the City Council, using their independent judgment desires to award a construction contract for the lowest responsible responsive bid for total Base Bid in the amount of \$2,324,441.90.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Reedley, using their independent judgment, hereby approves Resolution No. 2020-080 based on the following:

1. The above recitals are true and correct; and
2. That the contract for the Manning Avenue Improvements Project is awarded to Dave Christian Construction Company, Inc. for the unit and lump sum prices as bid, the total amount of the contract being \$2,324,441.90.
3. That the City Manager is authorized and directed to promptly execute the contract for the subject work with Dave Christian Construction Company, Inc. subject to the submittal of the necessary bonds, insurance certificates and other necessary documents required by the specifications and special provisions for this project, all for the approval by and to the satisfaction of the City Engineer and the City Attorney.
4. The City Manager or her designee, is hereby authorized to execute contract change orders to the contract for this project and shall not exceed 10% of Bid Schedule A and B and shall not exceed 15% of Bid Schedule C or \$284,329.54 without prior approval of this City Council.
5. The total construction budget for this project, including the construction contract and contingency costs, shall not exceed approximately \$2,608,771.44.
6. This resolution is effective immediately upon adoption.

This forgoing resolution is hereby approved at a regular meeting of the City Council of the City of Reedley held on the 8th day of September 2020, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

Frank Piñon, Mayor

ATTEST:

Sylvia B. Plata, City Clerk

Manning Ave Improvements Phase I
Bid Tabulation

Prepared By: S. Gonzalez
Checked By: S. Regier
Approved By: M. Morales
Date: 8/28/2020

Item No.	Description	Quantity	Units	Dave Christian Construction Co.		American Paving Co.		Avison Construction		AJ Excavation	
				Unit Cost	Total	Unit Cost	Total	Unit Cost	Total	Unit Cost	Total
Bid Schedule A: Manning Avenue Participating Items											
1	Mobilization	1	LS	\$ 30,000.00	\$ 30,000.00	\$ 10,000.00	\$ 10,000.00	\$ 50,000.00	\$ 50,000.00	\$ 60,000.00	\$ 60,000.00
2	Traffic Control	1	LS	\$ 45,000.00	\$ 45,000.00	\$ 99,000.00	\$ 99,000.00	\$ 20,000.00	\$ 20,000.00	\$ 75,000.00	\$ 75,000.00
3	Dust Control	1	LS	\$ 13,000.00	\$ 13,000.00	\$ 100.00	\$ 100.00	\$ 1,000.40	\$ 1,000.40	\$ 500.00	\$ 500.00
4	Water Pollution Control	1	LS	\$ 2,700.00	\$ 2,700.00	\$ 7,000.00	\$ 7,000.00	\$ 5,000.00	\$ 5,000.00	\$ 11,000.00	\$ 11,000.00
5	Clearing & Grubbing	1	LS	\$ 92,500.00	\$ 92,500.00	\$ 30,000.00	\$ 30,000.00	\$ 60,000.00	\$ 60,000.00	\$ 98,000.00	\$ 98,000.00
6	Roadway Excavation (F)	3,500	CY	\$ 25.00	\$ 87,500.00	\$ 15.00	\$ 52,500.00	\$ 20.00	\$ 70,000.00	\$ 15.00	\$ 52,500.00
7	Hot Mix Asphalt (F)	5,880	TN	\$ 75.00	\$ 441,000.00	\$ 98.00	\$ 576,240.00	\$ 85.00	\$ 499,800.00	\$ 95.00	\$ 558,600.00
8	Aggregate Base-Class II (F)	2,105	TN	\$ 32.00	\$ 67,360.00	\$ 26.00	\$ 54,730.00	\$ 25.00	\$ 52,625.00	\$ 45.00	\$ 94,725.00
9	Pavement Fabric (F)	198,314	SF	\$ 0.20	\$ 39,662.80	\$ 0.14	\$ 27,763.96	\$ 0.15	\$ 29,747.10	\$ 0.15	\$ 29,747.10
10	Grind & Remove Existing Asphalt Concrete/Cold Plant	7,614	SY	\$ 2.50	\$ 19,035.00	\$ 3.00	\$ 22,842.00	\$ 3.50	\$ 26,649.00	\$ 2.50	\$ 19,035.00
11	Concrete Sidewalk	3,025	SF	\$ 6.00	\$ 18,150.00	\$ 9.00	\$ 27,225.00	\$ 9.00	\$ 27,225.00	\$ 6.00	\$ 18,150.00
12	Modified Commercial Drive Approach	833	SF	\$ 12.00	\$ 9,996.00	\$ 28.00	\$ 23,324.00	\$ 14.00	\$ 11,662.00	\$ 10.00	\$ 8,330.00
13	Standard Commercial Drive Approach	714	SF	\$ 12.00	\$ 8,568.00	\$ 11.50	\$ 8,211.00	\$ 12.00	\$ 8,568.00	\$ 10.25	\$ 7,318.50
14	Minimum Encroachment Residential Approach	231	SF	\$ 11.00	\$ 2,541.00	\$ 14.00	\$ 3,234.00	\$ 13.00	\$ 3,003.00	\$ 16.00	\$ 3,696.00
15	Standard Resident Approach	4,271	SF	\$ 9.50	\$ 40,574.50	\$ 11.50	\$ 49,116.50	\$ 12.00	\$ 51,252.00	\$ 10.00	\$ 42,710.00
16	Concrete Curb Ramp	4	EA	\$ 3,150.00	\$ 12,600.00	\$ 6,000.00	\$ 24,000.00	\$ 3,500.00	\$ 14,000.00	\$ 3,700.00	\$ 14,800.00
17	Concrete Curb & Gutter	516	LF	\$ 33.00	\$ 17,028.00	\$ 33.00	\$ 17,028.00	\$ 45.00	\$ 23,220.00	\$ 32.00	\$ 16,512.00
18	Concrete Median Curb	3,395	LF	\$ 21.50	\$ 72,992.50	\$ 31.00	\$ 105,245.00	\$ 33.00	\$ 112,035.00	\$ 30.00	\$ 101,850.00
19	Concrete Median Cap	3,168	SF	\$ 9.00	\$ 28,512.00	\$ 9.50	\$ 30,096.00	\$ 11.00	\$ 34,848.00	\$ 11.00	\$ 34,848.00
20	Asphalt Concrete Saw-Cutting	4,463	LF	\$ 2.15	\$ 9,595.45	\$ 1.00	\$ 4,463.00	\$ 1.50	\$ 6,694.50	\$ 1.50	\$ 6,694.50
21	Adjust Water Valve	5	EA	\$ 900.00	\$ 4,500.00	\$ 1,200.00	\$ 6,000.00	\$ 1,000.00	\$ 5,000.00	\$ 975.00	\$ 4,875.00
22	Adjust Sewer Manhole	7	EA	\$ 1,250.00	\$ 8,750.00	\$ 1,800.00	\$ 12,600.00	\$ 1,200.00	\$ 8,400.00	\$ 1,275.00	\$ 8,925.00
23	Adjust Storm Drain Manhole	1	EA	\$ 1,250.00	\$ 1,250.00	\$ 1,800.00	\$ 1,800.00	\$ 1,200.00	\$ 1,200.00	\$ 1,500.00	\$ 1,500.00
24	Adjust Water Meter Frame	1	EA	\$ 900.00	\$ 900.00	\$ 1,200.00	\$ 1,200.00	\$ 900.00	\$ 900.00	\$ 850.00	\$ 850.00
25	Adjust Landscape Irrigation Valve	1	EA	\$ 900.00	\$ 900.00	\$ 2,500.00	\$ 2,500.00	\$ 700.00	\$ 700.00	\$ 1,450.00	\$ 1,450.00
26	Construct Storm Drain Inlet	1	EA	\$ 5,800.00	\$ 5,800.00	\$ 6,000.00	\$ 6,000.00	\$ 6,000.00	\$ 6,000.00	\$ 6,500.00	\$ 6,500.00
27	Traffic Striping, Pavement Marking and Markers	1	LS	\$ 30,000.00	\$ 30,000.00	\$ 14,735.00	\$ 14,735.00	\$ 15,000.00	\$ 15,000.00	\$ 16,000.00	\$ 16,000.00
28	Furnish & Install Traffic Signal Loop Detector	20	EA	\$ 800.00	\$ 16,000.00	\$ 750.00	\$ 15,000.00	\$ 2,000.00	\$ 40,000.00	\$ 550.00	\$ 11,000.00
29	Furnish & Install Wrought Iron Fence	35	LF	\$ 160.00	\$ 5,600.00	\$ 156.00	\$ 5,460.00	\$ 160.00	\$ 5,600.00	\$ 175.00	\$ 6,125.00
30	Miscellaneous Facilities	1	LS	\$ 35,000.00	\$ 35,000.00	\$ 15,000.00	\$ 15,000.00	\$ 10,000.00	\$ 10,000.00	\$ 55,000.00	\$ 55,000.00
Total sum of Bid Schedule A (Items 1 thru 30)				TOTAL	\$ 1,167,015.25	\$ 1,252,413.46	\$ 1,200,129.00	\$ 1,366,241.10			
Bid Schedule B: Parking Lot Improvements											
31	Mobilization	1	LS	\$ 7,500.00	\$ 7,500.00	\$ 5,500.00	\$ 5,500.00	\$ 1,000.00	\$ 1,000.00	\$ 5,000.00	\$ 5,000.00
32	Dust Control	1	LS	\$ 2,600.00	\$ 2,600.00	\$ 100.00	\$ 100.00	\$ 500.00	\$ 500.00	\$ 500.00	\$ 500.00
33	Water Pollution Control	1	LS	\$ 1,100.00	\$ 1,100.00	\$ 100.00	\$ 100.00	\$ 500.00	\$ 500.00	\$ 1,000.00	\$ 1,000.00
34	Clearing & Grubbing	1	LS	\$ 6,000.00	\$ 6,000.00	\$ 2,500.00	\$ 2,500.00	\$ 5,000.00	\$ 5,000.00	\$ 8,000.00	\$ 8,000.00
35	Demolition	1	LS	\$ 25,000.00	\$ 25,000.00	\$ 100.00	\$ 100.00	\$ 13,000.00	\$ 13,000.00	\$ 12,000.00	\$ 12,000.00
36	Roadway Excavation (F)	500	CY	\$ 25.00	\$ 12,500.00	\$ 61.00	\$ 30,500.00	\$ 30.00	\$ 15,000.00	\$ 10.00	\$ 5,000.00
37	Concrete Sidewalk	70	SF	\$ 10.50	\$ 735.00	\$ 7.50	\$ 525.00	\$ 14.00	\$ 980.00	\$ 40.00	\$ 2,800.00
38	8" Concrete (F)	7,204	SF	\$ 7.50	\$ 54,030.00	\$ 9.00	\$ 64,836.00	\$ 8.00	\$ 57,632.00	\$ 10.00	\$ 72,040.00
39	Hot Mix Asphalt (F)	14	TN	\$ 130.00	\$ 1,820.00	\$ 198.00	\$ 2,772.00	\$ 250.00	\$ 3,500.00	\$ 200.00	\$ 2,800.00
40	Aggregate Base-Class II (F)	26	TN	\$ 50.00	\$ 1,300.00	\$ 230.00	\$ 5,980.00	\$ 100.00	\$ 2,600.00	\$ 100.00	\$ 2,600.00
41	Asphalt Concrete Saw-Cutting	351	LF	\$ 2.15	\$ 754.65	\$ 5.00	\$ 1,755.00	\$ 2.00	\$ 702.00	\$ 5.00	\$ 1,755.00
42	Traffic Striping, Pavement Markings & Markers	1	LS	\$ 2,500.00	\$ 2,500.00	\$ 1,870.00	\$ 1,870.00	\$ 2,000.00	\$ 2,000.00	\$ 2,000.00	\$ 2,000.00
43	Parking Stop	14	EA	\$ 100.00	\$ 1,400.00	\$ 45.00	\$ 630.00	\$ 50.00	\$ 700.00	\$ 50.00	\$ 700.00
44	AC Dike	31	LF	\$ 80.00	\$ 2,480.00	\$ 140.00	\$ 4,340.00	\$ 55.00	\$ 1,705.00	\$ 115.00	\$ 3,565.00
Total sum of bid Schedule B (Items 31 thru 44)				TOTAL	\$ 119,719.65	\$ 121,508.00	\$ 104,819.00	\$ 119,760.00			

Bid Schedule C: Manning Avenue Non-Participating Items											
45	Mobilization	1	LS	\$ 70,000.00	\$ 70,000.00	\$ 80,000.00	\$ 80,000.00	\$ 75,000.00	\$ 75,000.00	\$ 50,000.00	\$ 50,000.00
46	Clearing and Grubbing	1	LS	\$ 4,000.00	\$ 4,000.00	\$ 123,000.00	\$ 123,000.00	\$ 5,000.00	\$ 5,000.00	\$ 72,000.00	\$ 72,000.00
47	Traffic Control, Detours, and Access	1	LS	\$ 15,000.00	\$ 15,000.00	\$ 8,000.00	\$ 8,000.00	\$ 20,000.00	\$ 20,000.00	\$ 65,000.00	\$ 65,000.00
48	Dust Control	1	LS	\$ 8,500.00	\$ 8,500.00	\$ 100.00	\$ 100.00	\$ 500.00	\$ 500.00	\$ 750.00	\$ 750.00
49	Storm Water Pollution Protection Plan Preparations	1	LS	\$ 2,600.00	\$ 2,600.00	\$ 100.00	\$ 100.00	\$ 1,000.00	\$ 1,000.00	\$ 750.00	\$ 750.00
50	Storm Water Pollution Protection Plan Implementation	1	LS	\$ 2,600.00	\$ 2,600.00	\$ 100.00	\$ 100.00	\$ 1,000.00	\$ 1,000.00	\$ 750.00	\$ 750.00
51	Worker Protection from the Hazard of Caving Ground	1	LS	\$ 5,200.00	\$ 5,200.00	\$ 5,000.00	\$ 5,000.00	\$ 5,000.00	\$ 5,000.00	\$ 5,900.00	\$ 5,900.00
52	8" Water Main	2,705	LF	\$ 72.00	\$ 194,760.00	\$ 73.00	\$ 197,465.00	\$ 95.00	\$ 256,975.00	\$ 81.00	\$ 219,105.00
53	6" Water Main	43	LF	\$ 87.00	\$ 3,741.00	\$ 88.00	\$ 3,784.00	\$ 115.00	\$ 4,945.00	\$ 97.00	\$ 4,171.00
54	4" Water Main	27	LF	\$ 115.00	\$ 3,105.00	\$ 117.00	\$ 3,159.00	\$ 145.00	\$ 3,915.00	\$ 129.00	\$ 3,483.00
55	Remove and Replace Fire Hydrant	4	EA	\$ 3,675.00	\$ 14,700.00	\$ 12,000.00	\$ 48,000.00	\$ 16,000.00	\$ 64,000.00	\$ 13,500.00	\$ 54,000.00
56	8" Gate Valves	10	EA	\$ 3,500.00	\$ 35,000.00	\$ 3,500.00	\$ 35,000.00	\$ 5,000.00	\$ 50,000.00	\$ 4,600.00	\$ 46,000.00
57	6" Gate Valves	1	EA	\$ 2,750.00	\$ 2,750.00	\$ 2,800.00	\$ 2,800.00	\$ 3,500.00	\$ 3,500.00	\$ 4,100.00	\$ 4,100.00
58	4" Gate Valves	2	EA	\$ 2,600.00	\$ 5,200.00	\$ 2,600.00	\$ 5,200.00	\$ 3,300.00	\$ 6,600.00	\$ 3,800.00	\$ 7,600.00
59	Temporary Trench Resurfacing	3,564	LF	\$ 16.00	\$ 57,024.00	\$ 16.00	\$ 57,024.00	\$ 22.00	\$ 78,408.00	\$ 20.00	\$ 71,280.00
60	Permanent Trench Resurfacing	325	LF	\$ 22.00	\$ 7,150.00	\$ 78.00	\$ 25,350.00	\$ 100.00	\$ 32,500.00	\$ 80.00	\$ 26,000.00
61	Furnish and Install 1" Water Service and Meter Box	28	EA	\$ 2,800.00	\$ 78,400.00	\$ 2,800.00	\$ 78,400.00	\$ 3,500.00	\$ 98,000.00	\$ 3,600.00	\$ 100,800.00
62	Connection at Meter Box Angle Meter Stop	28	EA	\$ 750.00	\$ 21,000.00	\$ 760.00	\$ 21,280.00	\$ 800.00	\$ 25,200.00	\$ 850.00	\$ 23,800.00
63	Abandonment of old Service, meters, and Meter Boxes	30	EA	\$ 1,100.00	\$ 33,000.00	\$ 1,100.00	\$ 33,000.00	\$ 1,500.00	\$ 45,000.00	\$ 1,250.00	\$ 37,500.00
64	2-inch Blow-off Assembly	2	EA	\$ 3,100.00	\$ 6,200.00	\$ 3,100.00	\$ 6,200.00	\$ 4,000.00	\$ 8,000.00	\$ 3,500.00	\$ 7,000.00
65	12-inch Sewer Line Cured-in-Place Liner	2,632	LF	\$ 82.00	\$ 215,824.00	\$ 86.00	\$ 226,352.00	\$ 90.00	\$ 236,880.00	\$ 88.00	\$ 231,616.00
66	Temporary Handling of Wastewater (Bypassing)	1	LS	\$ 26,250.00	\$ 26,250.00	\$ 49,000.00	\$ 49,000.00	\$ 100,000.00	\$ 100,000.00	\$ 71,000.00	\$ 71,000.00
67	from Sewers	1	LS	\$ 12,500.00	\$ 12,500.00	\$ 27,000.00	\$ 27,000.00	\$ 25,000.00	\$ 25,000.00	\$ 19,000.00	\$ 19,000.00
68	Connection	13	EA	\$ 210.00	\$ 2,730.00	\$ 245.00	\$ 3,185.00	\$ 250.00	\$ 3,250.00	\$ 250.00	\$ 3,250.00
69	Manhole Rehabilitation	7	EA	\$ 2,100.00	\$ 14,700.00	\$ 9,000.00	\$ 63,000.00	\$ 6,000.00	\$ 42,000.00	\$ 5,250.00	\$ 36,750.00
70	Contractors Pollution Liability Insurance	1	LS	\$ 11,000.00	\$ 11,000.00	\$ 100.00	\$ 100.00	\$ 10,000.00	\$ 10,000.00	\$ 605.00	\$ 605.00
71	24" PVC Sewer Main	524	LF	\$ 162.00	\$ 84,888.00	\$ 165.00	\$ 86,460.00	\$ 200.00	\$ 104,800.00	\$ 182.00	\$ 95,368.00
72	21" PVC Sewer Main	11	LF	\$ 235.00	\$ 2,585.00	\$ 240.00	\$ 2,640.00	\$ 290.00	\$ 3,190.00	\$ 265.00	\$ 2,915.00
73	18" PVC Sewer Main	100	LF	\$ 240.00	\$ 24,000.00	\$ 243.00	\$ 24,300.00	\$ 295.00	\$ 29,500.00	\$ 268.00	\$ 26,800.00
74	15" PVC Sewer Main	10	LF	\$ 230.00	\$ 2,300.00	\$ 356.00	\$ 3,560.00	\$ 290.00	\$ 2,900.00	\$ 260.00	\$ 2,600.00
75	48-inch Manhole, Type S-3, PVC lined	5	EA	\$ 14,200.00	\$ 71,000.00	\$ 15,000.00	\$ 75,000.00	\$ 20,000.00	\$ 100,000.00	\$ 17,000.00	\$ 85,000.00
Total sum of Bid Schedule C (Items 44 thru 75)				TOTAL	\$ 1,037,707.00	\$ 1,293,559.00	\$ 1,442,063.00	\$ 1,374,893.00			

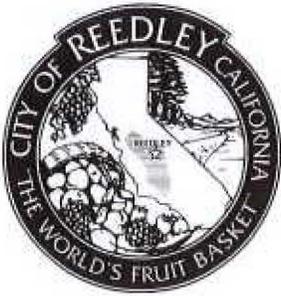
Summary of Bid Schedules

BASE BID SCHEDULES A+B+C SUBTOTAL

\$	2,324,441.90	\$	2,667,480.46	\$	2,747,011.00	\$	2,860,894.10
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Subcontractors

Concrete	Fresno Concrete Const., Inc.			
Traffic Loops	Traffic Loops Crackfilling			Traffic Loop Crackfilling, Inc.
Electric			Power Design Electric	
Fence	Valley Fence Co.			
Underground	Haydon Const., Inc.	Haydon Const., Inc.	Haydon Const., Inc.	
Pipe Liner	Norcal Pipeline Services		Norcal Pipeline	Nor-Cal Pipeline Services
Pavement		Pacific Northwest Oil	Pacific Northwest Oil	Pacific Northwest Oil
Manhole Rehab				National Coating & Lining Co.
Signs & Stripes	Safety Striping Service	Safety Network Inc.	Central Valley Striping	Central Valley Striping



REEDLEY CITY COUNCIL

- Consent
- Regular Item
- Workshop
- Closed Session
- Public Hearing

ITEM NO: 6

DATE: September 8, 2020

TITLE: CONSIDERATION OF ITEMS PERTAINING TO THE COMMUNITY DEVELOPMENT BLOCK GRANT (CDBG) PROJECT NO. 18571 BUTTONWILLOW AVENUE WIDENING:

(A) ADOPT RESOLUTION NO. 2020-082 AUTHORIZING THE EXECUTION OF AMENDMENT No. 2 TO CITY-COUNTY AGREEMENT 18-500 FOR CDBG PROJECT NO. 18571

(B) ADOPT BUDGET RESOLUTION NO. 2020-083 AMENDING THE FISCAL YEAR 2020-2021 BUDGET TO APPROPRIATE ADDITIONAL FUNDS IN THE AMOUNT OF \$347,965 FOR CDBG PROJECT NO. 18571 BUTTONWILLOW AVENUE WIDENING

PREPARED BY: Linda Thao *LT*
Senior Engineering Assistant

SUBMITTED: Marilu S. Morales, P.E. *mm*
City Engineer

APPROVED: Nicole Zieba *NZ*
City Manager

RECOMMENDATION

Staff recommends that the City Council through Resolution Nos. 2020-082 and 2020-083 take the following actions:

1. Adopt Resolution No. 2020-082 authorizing the execution of three (3) original sets of the Amendment No. 2 to City-County Agreement 18-500 for CDBG Project No. 18571
2. Adopt Budget Resolution No. 2020-083 amending the Fiscal Year 2020-2021 Budget to appropriate additional funds in the amount of \$347,965 for CDBG Project No. 18571 Buttonwillow Avenue Widening

EXECUTIVE SUMMARY

Staff is requesting that the City Council adopt Resolution No. 2020-082 to authorize the execution of Amendment 2 to City-County Agreement 18-500 and adopt Budget Resolution No. 2020-083 to fully

fund the CDBG Project No. 18571 Buttonwillow Avenue Widening (Project).

The Project will widen Buttonwillow Avenue from Myrtle to North Avenue, installing curb, gutter, sidewalk, driveway approaches, curb ramps, landscape, street lights, a 10-inch C900 water main, water and irrigation service, pole relocation and underground overhead utilities in front of the Monte Vista subdivision.

BACKGROUND

On November 19, 2019, the City and County entered into Amendment 1 to Agreement 18-500, whereby a total of \$411,715 in CDBG allocated funds were made available to fund this Project.

The City has requested to combine the City’s 2018-2019, 2019-2020 and 2020-2021 CDBG allocation and the City’s remaining balance of CDBG funds to fund the Project. This will allocate additional CDBG funds in the amount of \$254,639 be made available to the Project.

Amendment No. 2 to Agreement 18-500 will revise the CDBG funds from \$411,715 to \$666,354. The proposed funding summary in the City-County Agreement for CDBG Project No. 18571 has been amended as follows:

CDBG	\$666,354
Local Financial Contribution	<u>\$ 96,165</u>
Total Construction Cost	\$762,519

The County Agreement was prepared prior to the City receiving final costs from PG&E for their work, therefore, the actual local contribution is \$125,534.

FISCAL IMPACT

There is no impact to the General Fund as the project is fully funded with CDBG, Development Impact Fee (DIF) Transportation Funds and DIF Water Funds.

There are sufficient funds in the DIF Transportation and Water accounts to cover the local contribution amount of \$125,534.

PRIOR COUNCIL ACTIONS

On September 24, 2019, the City Council approved Resolution No. 2019-080 authorizing the execution of Amendment 1 to City-County Agreement 18-500 for CDBG Project No. 18571.

On June 9, 2020, the City Council approved Resolution No. 2020-052 awarding a construction contract to R.J. Berry Jr., Ince. for the Buttonwillow Avenue Widening, CDBG Project No. 18571.

ATTACHMENTS

1. Resolution No. 2020-082
2. Amendment 2 to Agreement 18-500
3. Resolution No. 2020-083

RESOLUTION NO. 2020-082

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF REEDLEY
AUTHORIZING THE EXECUTION OF AMENDMENT No. 2 TO CITY-COUNTY
AGREEMENT 18-500 FOR CDBG PROJECT No. 18571, REEDLEY CITY
STREET IMPROVEMENTS (PHASE IX), WIDENING BUTTONWILLOW
AVENUE FROM MYRTLE TO NORTH AVENUE**

WHEREAS, the County of Fresno has been designated as the sponsoring agency to administer and implement the program for the Community Development Block Grant (CDBG) activities of the County, and its participating cities, including the City of Reedley; and

WHEREAS, the City of Reedley wishes to enter into Amendment 2 to Agreement 18-500 with the County of Fresno allocating a combination of the City's 2018-2019, 2019-2020 and 2020-2021 CDBG allocation and the City's remaining balance of CDBG funds to the Reedley City Street Improvements (Phase IX), CDBG Project No. 18571 (Project); and

WHEREAS, the County of Fresno has determined that \$666,354 is to be provided by the County to the City of Reedley for said project;

NOW, THEREFORE BE IT RESOLVED that the City of Reedley, City Council, using their independent judgment approve Resolution No. 2020-082 based on the following:

1. The above recitals are true and correct; and
2. The City Council finds the Amendment 2 to Agreement 18-500 for CDBG Project No. 18571 is consistent with the CDBG program; and
3. The City of Reedley City Manager is hereby authorized to execute three (3) original sets of the Amendment No. 2 to the City-County Agreement 18-500 for the Reedley City Street Improvements (Phase IX), CDBG Project No. 18571.
4. This resolution is effective immediately upon adoption.

This forgoing resolution is hereby approved and adopted at a regular meeting of the City Council of the City of Reedley held on the 8th day of September 2020, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

Frank Piñon, Mayor

ATTEST:

Sylvia B. Plata, City Clerk

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AMENDMENT II TO AGREEMENT

THIS AMENDMENT II TO AGREEMENT, ("Amendment II"), is made this ____ day of _____, 2020 ("Effective Date"), by and between the COUNTY OF FRESNO, a political subdivision of the State of California, ("County"), and the CITY OF REEDLEY, ("City").

WITNESSETH

WHEREAS, the County has been designated as the sponsoring agency to administer and implement the Community Development Block Grant (CDBG) Program activities of the County, and its participating cities, in accordance with the provisions of Title I of the Housing and Community Development Act of 1974, as amended, and the laws of the State of California; and

WHEREAS, on August 21, 2018, the County and the City entered into Agreement 18-500, ("Agreement"), whereby \$149,385 in CDBG funds were made available to the City for the Reedley City Street Improvement, Phase IX, Project No. 18571 ("Project"); and

WHEREAS, on November 19, 2019, the County and the City entered into Amendment I to the Agreement ("Amendment I"), whereby an additional \$262,330 in CDBG funds were made available to the City for the Project due to increased construction costs; and

WHEREAS, the City had previously committed local funds to the Project in the amount of \$350,804; and

WHEREAS, the City would like to utilize an additional \$254,639 in CDBG funding to complete the Project to reduce the utilization of local funds; and

WHEREAS, the City now has an additional \$262,330 from its allocation of CDBG funds that may be made available to the Project to accommodate the construction costs under the Agreement; and

WHEREAS, the City has requested these additional CDBG funds in the amount of \$254,639 be made available to the Project for the purposes of this Agreement.

NOW THEREFORE, in consideration of their mutual promises as hereinafter set forth, the City and the County agree to amend the Agreement as follows:

1. Page 1 of the Agreement, Lines 14-17, as amended by Amendment I, is further amended to read:

1 "WHEREAS, the City has estimated that total cost of the Project is \$762,519, and the City
2 has committed local funds to the Project in the amount of \$96,165, and is in need of \$666,354 in
3 CDBG funding to complete the Project; and

4 WHEREAS, the County can provide \$666,354 in CDBG funds needed for the Project from
5 the City's 2018-2019 CDBG allocation (\$149,385), from the City's 2019-2020 CDBG allocation
6 (\$246,452), from the City's 2020-2021 CDBG allocation (\$233,172) and from the City's remaining
7 balance of CDBG funds (\$37,345); and"

8 2. The proposed funding summary for the Project on Page 2, Lines 25 and 26, as
9 amended by Amendment I, is further amended to read:

10	"CDBG		\$ 666,354
11	Local Financial Contribution		<u>96,165</u>
12		Total	\$762,519"

13 3. That the dollar figure set forth on Page 2, Line 22, Page 3, Line 14, and Page 4,
14 Line 18, as amended by Amendment I, is further amended in each such place to read "\$666,354".

15 County and City agree that this Amendment II is sufficient to further amend the Agreement,
16 and that upon execution of this Amendment II, the Agreement, Amendment I, and this Amendment
17 II together shall be considered the Agreement.

18 The Agreement, as hereby amended, is ratified and continued. All remaining provisions,
19 terms, covenants, conditions, and promises contained in the Agreement shall remain in full force
20 and effect.

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1 IN WITNESS WHEREOF, the parties have executed this Amendment II as of the day and
2 year first hereinabove written.

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CITY OF REEDLEY

COUNTY OF FRESNO

By: _____
City Manager

Ernest Buddy Mendes, Chairman of the
Board of Supervisors of the
County of Fresno

Date: _____

Date: _____

ATTEST:

ATTEST:
Bernice E. Seidel
Clerk of the Board of Supervisors
County of Fresno, State of California

City Clerk, City of Reedley

By: _____

APPROVED AS TO LEGAL FORM:

City Attorney

REMIT TO:

FUND NO: 0001
SUBCLASS NO: 10000
ORG NO: 7205
ACCOUNTNO: 7885
PROJECT NO: N18571
ACTIVITY CODE: 7219

City of Reedley
Attn: Nicole Zieba, City Manager
1717 9th Street
Reedley, CA 93654
Telephone: (559) 637-4200

BUDGET AMENDMENT RESOLUTION 2020-083

The City Council of the City of Reedley does hereby amend the 2020-21 Budget as follows:

SECTION I - ADDITIONS

Account Number	Account Description	Amount
024-4460.6250	CDBG 18571	\$ 222,431
100-4274.6250	DIF Transportation - CDBG 18571	\$ 88,409
111-4281.6250	DIF Water - CDBG 18571	\$ 37,125
Total		\$ 347,965

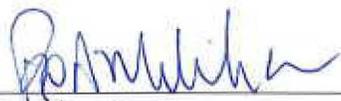
Purpose: Construction costs for CDBG Project No. 18571 Buttonwillow Avenue Widening

SECTION II - SOURCE OF FUNDING

Account Number	Account Description	Amount
024-3880	CDBG 18571 Buttonwillow Widening	\$ 222,431
100-2710	DIF Transportation Fund Balance	\$ 88,409
111-2710	DIF Water Fund Balance	\$ 37,125
Total		\$ 347,965

Impact: Sufficient funds in DIF Transportation and Water Fund balance and County of Fresno increased the City's CDBG funding for Project No. 18571.

REVIEWED:


Assistant City Manager

RECOMMENDED:


City Manager

The foregoing resolution was approved by the City Council of the City of Reedley on September 8, 2020, by the following vote:

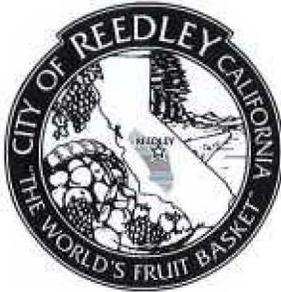
AYES:
NOES:
ABSENT:
ABSTAIN:

APPROVED:

Frank Piñon

ATTEST:

Sylvia Plata, City Clerk



REEDLEY CITY COUNCIL

- Consent
- Regular Item
- Workshop
- Closed Session
- Public Hearing

ITEM NO: 7

DATE: September 8, 2020

TITLE: ADOPT RESOLUTION 2020-084, DESIGNATING MAYOR PRO-TEMPORE FAST AS THE CITY OF REEDLEY'S VOTING DELEGATE AND CITY MANAGER, NICOLE ZIEBA AS THE ALTERNATE VOTING DELEGATE FOR THE LEAGUE OF CALIFORNIA CITIES ANNUAL BUSINESS MEETING AND APPROVE THE LEAGUE'S RECOMMENDATION ON THE 2020 ANNUAL CONFERENCE RESOLUTION.

SUBMITTED: Sylvia B. Plata, City Clerk 

APPROVED: Nicole R. Zieba
City Manager 

RECOMMENDATION

That the City Council adopt Resolution No. 2020-084 designating Mayor Pro-Tem, Mary Fast as the Primary Voting Delegate and City Manager, Nicole Zieba, as the Alternate Voting Delegate representing the City of Reedley at the League of California Cities (League) Annual Business meeting on October 9, 2020 and adopt the League's recommendations on the conference resolution.

EXECUTIVE SUMMARY

The League holds conferences on an annual basis and this year's conference will be held virtually on October 7-9, 2020. The League has requested that the City Council designate a voting delegate and an alternate to represent the City at the Annual Business meeting scheduled on Friday October 9, 2020. The League's 2020 Annual Conference Voting Delegate/Alternate Form shall be submitted upon adoption of Resolution 2020-084, designating Mayor Pro-Tem, Mary Fast Primary Voting Delegate and City Manager, Nicole Zieba as the Alternate Voting Delegate.

FISCAL IMPACT

There is no fiscal impact.

ATTACHMENTS

1. Resolution No. 2020-084
2. 2020 Annual Conference Voting Delegate/Alternate Form
3. League of California Cities 2018 Annual Conference Resolutions Packet

RESOLUTION NO. 2020-084

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF REEDLEY DESIGNATING A VOTING DELEGATE AND ALTERNATE VOTING DELEGATE FOR THE LEAGUE OF CALIFORNIA CITIES ANNUAL BUSINESS VIRTUAL MEETING ON OCTOBER 9, 2020.

WHEREAS, Mayor Pro-Tempore Mary Fast is hereby designated as the City of Reedley's Voting Delegate to represent the City of Reedley at the League of California Cities Annual Business virtual meeting on October 9, 2020; and

WHEREAS, City Manager Nicole R. Zieba is hereby designated as the City of Reedley's Alternate Voting Delegate to represent the City of Reedley at the League of California Cities Annual Business virtual meeting on October 9, 2020; and

WHEREAS, The City Clerk shall certify to the adoption of this Resolution and transmit if necessary a certified copy thereof to the appointees and the League of California Cities.

The foregoing Resolution was duly passed, approved, and adopted at a regular meeting of the City Council of the City of Reedley duly held on September 8, 2020, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

Frank Piñon, Mayor

ATTEST:

Sylvia B. Plata, City Clerk



CITY: Reedley

2020 ANNUAL CONFERENCE
VOTING DELEGATE/ALTERNATE FORM

Please complete this form and return it to the League office by Wednesday, September 30, 2020. Forms not sent by this deadline may be submitted to the Voting Delegate Desk located in the Annual Conference Registration Area. Your city council may designate one voting delegate and up to two alternates.

In order to vote at the Annual Business Meeting (General Assembly), voting delegates and alternates must be designated by your city council. Please attach the council resolution as proof of designation. As an alternative, the Mayor or City Clerk may sign this form, affirming that the designation reflects the action taken by the council.

Please note: Voting delegates and alternates will be seated in a separate area at the Annual Business Meeting. Admission to this designated area will be limited to individuals (voting delegates and alternates) who are identified with a special sticker on their conference badge. This sticker can be obtained only at the Voting Delegate Desk.

1. VOTING DELEGATE

Name: Mary Fast

Title: Mayor Pro Tempore

2. VOTING DELEGATE - ALTERNATE

Name: Nicole R. Zieba

Title: City Manager

3. VOTING DELEGATE - ALTERNATE

Name:

Title:

PLEASE ATTACH COUNCIL RESOLUTION DESIGNATING VOTING DELEGATE AND ALTERNATES.

OR

ATTEST: I affirm that the information provided reflects action by the city council to designate the voting delegate and alternate(s).

Name: Sylvia B. Plata

Email: sylvia.plata@reedley.ca.gov

Mayor or City Clerk (signature)

Date Phone (559)637-4200 ext.212

Please complete and return by Wednesday, September 30, 2020

League of California Cities
ATTN: Darla Yacub
1400 K Street, 4th Floor
Sacramento, CA 95814

FAX: (916) 658-8240
E-mail: dyacub@cacities.org
(916) 658-8254



August 21, 2020

To: Mayors, City Managers and City Clerks

From: Melanie Perron, Deputy Executive Director, Advocacy and Public Affairs

Re: League's 2020 Annual Conference Resolution Packet

Please find an enclosed copy of the 2020 Resolution Packet for the League of California Cities' 2020 Annual Conference and Expo being held virtually October 7 – 8. The conference announcement has previously been sent to all cities and we hope that you and your colleagues will be able to join us. More information about the conference is available on the League's Web site at www.cacities.org/ac.

One resolution has been submitted. The attached packet contains the proposed resolution, background materials supplied by the sponsors, supporting letters from cities and city officials, and League staff analyses for the resolution. The packet also includes detailed information on the League's resolution process. A copy of the resolution packet is posted on the League's website for your convenience: www.cacities.org/resolutions.

Voting Delegates: In order to vote during the General Assembly, your city council must designate a voting delegate. Your city may also appoint up to two alternate voting delegates, one of whom may vote in the event that the designated voting delegate is unable to serve in that capacity. If your city has not already done so, *Please complete the Voting Delegate form and return it to the League's office no later than Wednesday, September 30.* This will allow us time to establish voting delegate/alternate records prior to the conference. The General Assembly will be held virtually on Friday, October 9 at 11:00 a.m. (subject to change).

We encourage each city council to consider the resolution and to determine a city position so that your voting delegate can represent your city's position on the resolution. Should you have any questions regarding the attached material, please contact Meg Desmond at mdesmond@cacities.org or by phone 916-837-6822.



*Annual Conference
Resolutions Packet*

2020 Annual Conference Resolutions



October 7 – 9, 2020

INFORMATION AND PROCEDURES

RESOLUTIONS CONTAINED IN THIS PACKET: The League bylaws provide that resolutions shall be referred by the president to an appropriate policy committee for review and recommendation. Resolutions with committee recommendations shall then be considered by the General Resolutions Committee at the Annual Conference.

This year, one resolution has been introduced for consideration at the Annual Conference and referred to League policy committees.

POLICY COMMITTEES: Two policy committees will meet virtually at the Annual Conference to consider and take action on the resolution referred to them. The committees are: Governance, Transparency & Labor Relations and Public Safety. These committees will meet virtually on Tuesday, September 29, with the Governance, Transparency and Labor Relations Policy Committee meeting from 9:30 – 11:30 a.m. and the Public Safety Policy Committee meeting from 1:00 – 3:00 p.m. The sponsor of the resolution has been notified of the time and location of the meeting.

GENERAL RESOLUTIONS COMMITTEE: This committee will meet virtually at 1:00 p.m. on Thursday, October 8, to consider the reports of the policy committees regarding the resolutions. This committee includes one representative from each of the League's regional divisions, functional departments and standing policy committees, as well as other individuals appointed by the League president.

GENERAL ASSEMBLY: This meeting will be held virtually at 11:00 a.m. on Friday, October 9.

PETITIONED RESOLUTIONS: For those issues that develop after the normal 60-day deadline, a resolution may be introduced at the Annual Conference with a petition signed by designated voting delegates of 10 percent of all member cities (48 valid signatures required) and presented to the Voting Delegates Desk at least 24 hours prior to the time set for convening the Annual Business Meeting of the General Assembly. This year, that deadline is 12:30 p.m., Thursday, October 8.

Any questions concerning the resolutions procedures may be directed to Meg Desmond at the League office: mdesmond@cacities.org or (916) 658-8224

GUIDELINES FOR ANNUAL CONFERENCE RESOLUTIONS

Policy development is a vital and ongoing process within the League. The principal means for deciding policy on the important issues facing cities is through the League's seven standing policy committees and the board of directors. The process allows for timely consideration of issues in a changing environment and assures city officials the opportunity to both initiate and influence policy decisions.

Annual conference resolutions constitute an additional way to develop League policy. Resolutions should adhere to the following criteria.

Guidelines for Annual Conference Resolutions

1. Only issues that have a direct bearing on municipal affairs should be considered or adopted at the Annual Conference.
2. The issue is not of a purely local or regional concern.
3. The recommended policy should not simply restate existing League policy.
4. The resolution should be directed at achieving one of the following objectives:
 - (a) Focus public or media attention on an issue of major importance to cities.
 - (b) Establish a new direction for League policy by establishing general principals around which more detailed policies may be developed by policy committees and the board of directors.
 - (c) Consider important issues not adequately addressed by the policy committees and board of directors.
 - (d) Amend the League bylaws (requires 2/3 vote at General Assembly).

KEY TO ACTIONS TAKEN ON RESOLUTIONS

Resolutions have been grouped by policy committees to which they have been assigned.

Number Key Word Index Reviewing Body Action

		1	2	3
		1 - Policy Committee Recommendation to General Resolutions Committee 2 - General Resolutions Committee 3 - General Assembly		

GOVERNANCE, TRANSPARENCY & LABOR RELATIONS POLICY COMMITTEE

		1	2	3
1	Amendment to Section 230 of The Communications Decency Act of 1996			

PUBLIC SAFETY POLICY COMMITTEE

		1	2	3
1	Amendment to Section 230 of The Communications Decency Act of 1996			

KEY TO ACTIONS TAKEN ON RESOLUTIONS *(Continued)*

Resolutions have been grouped by policy committees to which they have been assigned.

KEY TO REVIEWING BODIES

1. Policy Committee
2. General Resolutions Committee
3. General Assembly

KEY TO ACTIONS TAKEN

- | | |
|-----|---|
| A | Approve |
| D | Disapprove |
| N | No Action |
| R | Refer to appropriate policy committee for study |
| a | Amend+ |
| Aa | Approve as amended+ |
| Aaa | Approve with additional amendment(s)+ |
| Ra | Refer as amended to appropriate policy committee for study+ |
| Raa | Additional amendments and refer+ |
| Da | Amend (for clarity or brevity) and Disapprove+ |
| Na | Amend (for clarity or brevity) and take No Action+ |
| W | Withdrawn by Sponsor |

ACTION FOOTNOTES

- * Subject matter covered in another resolution
- ** Existing League policy
- *** Local authority presently exists

Procedural Note:

The League of California Cities resolution process at the Annual Conference is guided by the League Bylaws. A helpful explanation of this process can be found on the League's website by clicking on this link: [Resolution Process](#).

1. A RESOLUTION OF THE GENERAL ASSEMBLY OF THE LEAGUE OF CALIFORNIA CITIES CALLING FOR AN AMENDMENT OF SECTION 230 OF THE COMMUNICATIONS DECENCY ACT OF 1996 TO REQUIRE SOCIAL MEDIA COMPANIES TO REMOVE MATERIALS WHICH PROMOTE CRIMINAL ACTIVITIES

Source: City of Cerritos

Concurrence of five or more cities/city officials

Cities: City of Hawaiian Gardens, City of Lakewood, City of Ontario, City of Rancho Cucamonga, City of Roseville

Referred to: Governance, Transparency and Labor Relations and Public Safety Policy Committees

WHEREAS, local law enforcement agencies seek to protect their communities' residents, businesses, and property owners from crime; and

WHEREAS, increasingly, criminals use social media platforms to post notices of places, dates and times for their followers to meet to commit crimes; and

WHEREAS, Section 230 of the Communications Decency Act of 1996 currently provides online platforms (including social media platforms) immunity from civil liability based on third-party content and for the removal of content; and

WHEREAS, in the 25 years since Section 230's enactment, online platforms no longer function simply as forums for the posting of third-party content but rather use sophisticated algorithms to promote content and to connect users; and

WHEREAS, the United States Department of Justice, in its June 2020 report, "Section 230 — Nurturing Innovation or Fostering Unaccountability?," concluded the expansive interpretation courts have given Section 230 has left online platforms immune from a wide array of illicit activity on their services, with little transparency or accountability, noting it "makes little sense" to immunize from civil liability an online platform that purposefully facilitates or solicits third-party content or activity that violates federal criminal law; and

WHEREAS, current court precedent interpreting Section 230 also precludes state and local jurisdictions from enforcing criminal laws against such online platforms that, while not actually performing unlawful activities, facilitate them; and

WHEREAS, amendment of Section 230 is necessary to clarify that online platforms are not immune from civil liability for promoting criminal activities; and

NOW, THEREFORE, BE IT RESOLVED at the League General Assembly, assembled at the League Annual Conference on October 9, 2020 in Long Beach, California, that the League calls upon the U.S. Congress to amend Section 230 of the Communications Decency Act of 1996 to condition immunity from civil liability on the following:

1. Online platforms must establish and implement a reasonable program to identify and take down content which solicits criminal activity; and
2. Online platforms must provide to law enforcement information which will assist in the identification and apprehension of persons who use the services of the platform to solicit and to engage in criminal activity; and
3. An online platform that willfully or negligently fails in either of these duties is not immune from enforcement of state and local laws which impose criminal or civil liability for such failure.

Background Information to Resolution

Source: City of Cerritos

Background:

Social media platforms are now used as a primary means of communication, including by criminals who use them to advertise locations, dates, and times where the criminal acts will take place. Such communications, because they occur online, render the online platform immune from any civil liability for the costs incurred by law enforcement agencies that respond under Section 230 of the Communications Decency Act of 1996. Immunity from civil liability extends even to injunctive relief, thus preventing local governments from merely seeking an injunction against the online platform to have such a post removed.

The City of Cerritos supports the rights of free speech and assembly guaranteed under the First Amendment, but believes cities should have the ability to hold social media companies liable for their role in promoting criminal acts. Recently, the City suffered thousands of dollars in damages to respond to online threats that the Cerritos Mall would be looted. Anonymous posts on Instagram.com invited followers to “work together to loot Cerritos [M]all” only several days after the Lakewood Mall had been looted, causing thousands of dollars in damages. The posts were made under the names “cerritosmalllooting” and “cantstopusall,” among others. The City of Cerritos had no choice but to initiate response to protect the Mall and the public from this credible threat.

At the same time local governments face historic shortfalls owing to the economic effects of COVID-19, the nation’s social media platforms are seeing a record rise in profits. The broad immunity provided by Section 230 is completely untenable. Online platforms should be held responsible—and liable—for the direct harm they facilitate. Local governments are in no position to bear the costs of the crimes facilitated by these companies alone.

Congress is currently reviewing antitrust legislation and by extension, Section 230’s immunity provisions. The League urges Congress to amend Section 230 to limit the immunity provided to online platforms when they promote criminal activity to provide local governments some measurable form of relief.

League of California Cities Staff Analysis on Resolution No. 1

Staff: Charles Harvey, Legislative Representative
Bijan Mehryar, Legislative Representative
Caroline Cirrincione, Policy Analyst
Johnnie Piña, Policy Analyst

Committees: Governance, Transparency and Labor Relations
Public Safety

Summary:

This resolution states that the League of California Cities should urge Congress to amend Section 230 of the federal Communications Decency Act of 1996 (CDA) to limit the immunity provided to online platforms where their forums enable criminal activity to be promoted.

Ultimately, the policy objectives proposed under this resolution, if enacted, would incentivize social media companies to establish and implement a reasonable program to identify and remove content that solicits criminal activity.

Background:

The City of Cerritos is sponsoring this resolution in reaction to events whereby persons, using social media platforms to coordinate locations, dates, and times for their planned criminal activity, have committed acts of looting and vandalism resulting in both actual economic harm for targeted businesses, and pecuniary loss to cities who used resources to prevent such acts from occurring when such plans are discovered.

For example, just days after the Lakewood Mall had been looted, the City of Cerritos uncovered online communications via social media that persons were planning to target the nearby Cerritos Mall. Consequently, the city felt compelled to undertake measures to protect the Cerritos Mall, costing the city thousands of dollars to guard against what officials believed to be a credible threat.

Staff Comments:

Overview:

While there is certainly an argument to substantiate concerns around censorship, the use of social media as a tool for organizing violence is equally disturbing.

Throughout much of the 2020 Summer, there have been many reports of looting happening across the country during what were otherwise mostly peaceful demonstrations. Combined with the speculation of who is really behind the looting and why, the mayhem has usurped the message of peaceful protestors, causing a great deal of property damage in the process. Likewise, these criminal actions have upended the livelihood of some small business owners, many of whom were already reeling in the wake of the COVID-19 pandemic.

While social media allows people to connect in real time with others all over the world, organized illegal activity using social media is made easier by the anonymous nature of virtual interactions.

Nation's Reaction to the Murder of George Floyd:

Shortly after the senseless killing of George Floyd by law enforcement on May 26, 2020, civil unrest began as local protests in the Minneapolis–Saint Paul metropolitan area of Minnesota before quickly spreading nationwide to more than 2,000 cities and towns across the United States, and in approximately 60 countries in support of the Black Lives Matter movement. Protests unfolded across the country throughout the entire month of June and into July, and persisted in a handful of cities such as Portland and Seattle into the month of August.

Although the majority of protests were peaceful, some demonstrations in cities escalated into riots, looting, and street skirmishes with police. While much of the nation's focus has been on addressing police misconduct, police brutality, and systemic racism, some have used demonstrators' peaceful protests on these topics as opportunities to loot and/or vandalize businesses, almost exclusively under the guise of the "Black Lives Matter" movement. It has been uncovered that these "flash robs"¹ were coordinated through the use of social media. The spontaneity and speed of the attacks enabled by social media make it challenging for the police to stop these criminal events as they are occurring, let alone prevent them from commencing altogether.

As these events started occurring across the country, investigators quickly began combing through Facebook, Twitter, and Instagram seeking to identify potentially violent extremists, looters, and vandals and finding ways to charge them after — and in some cases before — they sow chaos. While this technique has alarmed civil liberties advocates, who argue the strategy could negatively impact online speech, law enforcement officials claim it aligns with investigation strategies employed in the past.

Section 230 and other Constitutional Concerns

At its core, Section 230(c)(1) of the CDA provides immunity from liability for providers and users of an "interactive computer service" who publish information provided by third-party users. Essentially, this protects websites from lawsuits if a user posts something illegal, although there are exceptions for copyright violations, sex work-related material, and violations of federal criminal law.

Protections from Section 230 have come under more recent scrutiny on issues related to hate speech and ideological biases in relation to the influence technology companies can hold on political discussions.

Setting aside Section 230, there are some potential constitutional issues one could raise, should there be an attempt to implement such a resolution into statute.

¹ The "flash robs" phenomenon—where social media is used to organize groups of teens and young adults to quickly ransack and loot various retail stores—began to occur sporadically throughout the United States over the past ten years.

In the United States, the First Amendment prohibits the government from restricting most forms of speech, which would include many proposals to force tech companies to moderate content. While “illegal” types of speech enjoy limited or no First Amendment protection, the line for delineating between “legal” and “illegal” speech is very difficult to determine. Consequently, one would expect online platforms to push back on whether there is a constitutionally feasible way for them to “identify” protected speech versus unprotected speech, or whether there is a feasible way to define “content which solicits criminal activity.” A law requiring companies to moderate content based on the political viewpoint it expresses, for example, would likely be struck down as unconstitutional.

Nonetheless, private companies can create rules to restrict speech if they so choose. Online platforms sometimes argue they have constitutionally-protected First Amendment rights in their “editorial activity,” and therefore, it violates their constitutional rights to require them to monitor (i.e., “identify and take down”) content that may be protected under the First Amendment. They may also argue, along the same lines, that the government may not condition the granting of a privilege (i.e., immunity) on doing things that amount to a violation of their first amendment rights. This is why Facebook and Twitter ban hate speech and other verifiably false information, for example, even though such speech is permitted under the First Amendment.

With respect to privacy and the Fourth Amendment, online platforms may argue that requiring them to “provide to law enforcement information that will assist in the identification and apprehension of persons who use the services of the platform to solicit and to engage in criminal activity,” turns them into government actors that search users’ accounts without a warrant based on probable cause, in violation of the Fourth Amendment.

Industry Perspective

Unsurprisingly, industry stakeholders have strong opinions for what such changes could mean for their respective business models.

For instance, a Facebook spokesperson recently noted in a Fortune article that, “By exposing companies to potential liability for everything that billions of people around the world say, this would penalize companies that choose to allow controversial speech and encourage platforms to censor anything that might offend anyone.”

The article acknowledges that in recent years, both political parties have put social media companies under increased scrutiny, but they are not unified in their stated concerns. While Republicans accuse the companies of unfairly censoring their post, Democrats complain that these companies fail to do enough to block misinformation, violent content, and hate speech.

The article concludes that there is no way companies like Facebook and Twitter could operate without Section 230, and that the removal of this section would thereby “eliminate social media as we know it.”

Recent Federal Action on Social Media

The President recently issued an *Executive Order on Preventing Online Censorship*. In it, he notes the following:

“The growth of online platforms in recent years raises important questions about applying the ideals of the First Amendment to modern communications technology. Today, many Americans follow the news, stay in touch with friends and family, and share their views on current events through social media and other online platforms. As a result, these platforms function in many ways as a 21st century equivalent of the public square.

Twitter, Facebook, Instagram, and YouTube wield immense, if not unprecedented, power to shape the interpretation of public events; to censor, delete, or disappear information; and to control what people see or do not see.”

Ultimately the President implores the U.S. Attorney General to develop a proposal for federal legislation that “would be useful to promote the policy objectives of this order.” The President is not subtle in communicating his desire to ultimately see legislation heavily slanted toward the preservation of free speech on social media, which some interpret as a maneuver to preempt Twitter and Facebook from regulating speech they otherwise deem as hateful or demonstrably false.

Considerations for Congress

Courts have generally construed Section 230 to grant internet service providers broad immunity for hosting others’ content. Many have claimed that Section 230’s immunity provisions were critical to the development of the modern internet, and some continue to defend Section 230’s broad scope. But simultaneously, a variety of commentators and legislators have questioned whether those immunity provisions should now be narrowed, given that the internet looks much different today than it did in 1996 when Section 230 was first enacted.

One way for Congress to narrow Section 230’s liability shield would be to create additional exceptions, as it did with FOSTA and SESTA². If a lawsuit does not fall into one of the express exceptions contained in Section 230(e)³, courts may have to engage in a highly fact-specific inquiry to determine whether Section 230 immunity applies: Section 230(c)(1) immunity will be inapplicable if the provider itself has developed or helped to develop the disputed content, while Section 230(c)(2) immunity may not apply if a service provider’s decision to restrict access to content was not made in good faith.

Date Storage and Usage Considerations for Cities

Section 2 of the conditions the resolution applies to civil immunity requires that online platforms provide relevant information to law enforcement to assist in the identification and apprehension of persons who use the services of the platform to solicit and to engage in criminal activity. This section would most likely require the development of new procedures and protocols that govern law enforcements usage and retention of such information. Those new policies and procedures would undoubtedly raise privacy concerns depending on how wide the latitude is for law

² The Fight Online Sex Trafficking Act (FOSTA) and the Stop Enabling Sex Traffickers Act (SESTA) create an exception to Section 230 that means website publishers *would* be responsible if third parties are found to be posting ads for prostitution — including consensual sex work — on their platforms.

³ Section 230(e) says that Section 230 will not apply to: (1) federal criminal laws; (2) intellectual property laws; (3) any state law that is “consistent with” Section 230; (4) the Electronic Communications Privacy Act of 1986; and (5) civil actions or state prosecutions where the underlying conduct violates federal law prohibiting sex trafficking.

enforcement to request such information. In those circumstances cities could end up themselves incurring new liability for the governance of data that could either violate certain privacy rules or increase their data governance costs.

Fiscal Impact:

Unlike the costly resources needed to support or oppose a ballot measure, a federal resolution from the League of California Cities that simply urges Congress to undertake certain action should have a negligible fiscal impact, if any monetary impact at all.

Regarding cities, if social media had no immunity for its failure to police content that solicits criminal activity, then an individual city could theoretically save thousands if not millions of dollars, depending on its size and other subjective circumstances. Collectively, cities across the country could potentially save at least hundreds of millions between redress for actual economic harm suffered and/or the cost of preventative measures taken to stop criminal activity from occurring in the first place.

Conversely, if social media platforms were to shut down, due to an inability to comply with a policy requirement to regulate speech on the internet, it is unclear on how cities might be impacted from a fiscal standpoint.

Existing League Policy:

Public Safety:

Law Enforcement

The League supports the promotion of public safety through:

- Stiffer penalties for violent offenders, and
- Protecting state Citizens' Option for Public Safety (COPS) and federal Community Oriented Police Services (COPS) funding and advocating for additional funding for local agencies to recoup the costs of crime and increase community safety.

Violence

The League supports the reduction of violence through strategies that address gang violence, domestic violence, and youth access to tools of violence, including but not limited to firearms, knives, etc.

The League supports the use of local, state, and federal collaborative prevention and intervention methods to reduce youth and gang violence.

Governance, Transparency & Labor Relations:

Private Sector Liability

The League will work closely with private sector representatives to evaluate the potential for League support of civil justice reform measures designed to improve the business climate in California. These measures should be evaluated on a case-by-case basis through the League police process.

Questions to Consider:

Many cities obviously believe that creating civil liability for social media platforms—due to their role in providing the communication mediums for those who organize looting attacks— is key to deterring this organized criminal activity.

If such a change was actually passed by Congress, it would force social media to essentially police every conversation on stakeholders' respective platforms, putting immense pressure on the industry to make subjective determinations about what conversations are appropriate and what are unacceptable.

At the end of the day, there are a few questions to consider in assessing this proposed resolution:

- 1) *What would this resolution's impact be on free speech and government censorship?*
- 2) *What are the expectations for cities when they receive information from a social media platform about a potentially credible threat in their respective communities? Does a city become liable for having information from a social media platform and the threat occurs?*
- 3) *What would the costs be to develop and maintain new data governance policies, including data infrastructure, to store this information?*
- 4) *What is the role of the League in engaging in issues relating to someone's privacy?*

Support:

The following letters of concurrence were received:

City of Hawaiian Gardens

City of Lakewood

City of Ontario

City of Rancho Cucamonga

City of Roseville

LETTERS OF CONCURRENCE

Resolution No. 1

Amendment to Section 230 of the Communications
Decency Act of 1996



"Our Youth - Our Future"

CITY OF HAWAIIAN GARDENS

August 7, 2020

John Dunbar, President
jdunbar@yville.com
League of California Cities
1400 K Street, Suite 400
Sacramento, CA 95814

Dear President Dunbar:

On August 3, 2020, the Cerritos City Council approved to sponsor a **Resolution of the City Council of the City of Cerritos Submitting to the League of California Cities General Assembly a Proposed Resolution Regarding Support of Legislation Related to Social Media Platform Accountability for Promotion of Criminal Acts.**

This proposed resolution with the required background information will be submitted to the League of California Cities for consideration by the General Assembly at the Annual Conference on October 9, 2020. (Attachments 1 and 2) The intent of the resolution is to address the use of social medial platforms for posting information that leads followers to meet and commit crimes and to also hold these platforms and the persons who post said information civilly and criminally accountable for all costs incurred by the local jurisdictions where the crimes occurred.

The public safety efforts in the City of Hawaiian Gardens would certainly benefit from such legislation. This letter serves to support the City of Cerritos in their efforts to submit of the above mentioned resolution to the League of California Cities for consideration at the 2020 Annual Conference.

Sincerely,

Ernie Hernandez
City Manager

cc Blanca Pacheco, President, LA County Division/League of California Cities - bpacheco@downeyca.org
Meg Desmond, League of California Cities - mdesmond@cacities.org
Kristine Guerrero, LA County Division/League of California Cities - kguerrero@cacities.org
Kathy Matsumoto, Assistant City Manager, City of Cerritos - kmatsumoto@cerritos.us

Jeff Wood
Vice Mayor

Steve Cault
Council Member



Todd Rogers
Mayor

Ariel Pa
Council Member

Dianna DuBois
Council Member

August 5, 2020

John Dunbar, President
jdunbar@yville.com
League of California Cities
1400 K Street, Suite 400
Sacramento, CA 95814

Dear President Dunbar:

On August 3, 2020, the Cerritos City Council approved to sponsor a **Resolution of the City Council of the City of Cerritos Submitting to the League of California Cities General Assembly a Proposed Resolution Regarding Support of Legislation Related to Social Media Platform Accountability for Promotion of Criminal Acts.**

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This letter serves to support the City of Cerritos in their efforts to submit the above mentioned resolution to the League of California Cities for consideration at the 2020 Annual Conference.

Sincerely,

Todd Rogers
Mayor

cc: Blanca Pacheco, President, LA County Division/League of California Cities - bpacheco@downeyca.org
Meg Desmond, League of California Cities - mdesmond@cacities.org
Kristine Guerrero, LA County Division/League of California Cities - kguerrero@cacities.org
Kathy Matsumoto, Assistant City Manager, City of Cerritos - kmatsumoto@cerritos.us

Lakewood

CITY OF



ONTARIO

303 EAST "B" STREET, CIVIC CENTER ONTARIO

CALIFORNIA 91764-4105

(909) 395-2000

FAX (909) 395-2070

PAUL S. LEON
MAYOR

SCOTT OCHOA
CITY MANAGER

DEBRA DORST-PORADA
MAYOR PRO TEM

August 6, 2020

SHEILA MAUTZ
CITY CLERK

ALAN D. WAPNER
JIM W. BOWMAN
RUBEN VALENCIA
COUNCIL MEMBERS

JAMES R. MILHISER
TREASURER

John Dunbar, President
jdunbar@yville.com
League of California Cities
1400 K Street, Suite 400
Sacramento, CA 95814

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This letter serves to support the City of Cerritos in their efforts to submit the above-mentioned resolution to the League of California Cities for consideration at the 2020 Annual Conference.

Sincerely,

Alan D. Wapner
Council Member
League of California Cities Board Member

c: Blanca Pacheco, President, LA County Division/League of California Cities - bpacheco@downeyca.org
Meg Desmond, League of California Cities - mdesmond@cacities.org
Kristine Guerrero, LA County Division/League of California Cities - kguerrero@cacities.org
Kathy Matsumoto, Assistant City Manager, City of Cerritos - kmatsumoto@cerritos.us



CITY OF RANCHO CUCAMONGA

10500 Civic Center Drive | Rancho Cucamonga, CA 91730 | 909.477.2700 | www.CityofRC.us

August 6, 2020

John Dunbar, President
jdunbar@yville.com
League of California Cities
1400 K Street, Suite 400
Sacramento, CA 95814

Dear President Dunbar:

On August 3, 2020, the Cerritos City Council approved to sponsor a **Resolution of the City Council of the City of Cerritos Submitting to the League of California Cities General Assembly a Proposed Resolution Regarding Support of Legislation Related to Social Media Platform Accountability for Promotion of Criminal Acts.**

This proposed resolution with the required background information will be submitted to the League of California Cities for consideration by the General Assembly at the Annual Conference on October 9, 2020. (Attachments 1 and 2) The intent of the resolution is to address the use of social medial platforms for posting information that leads followers to meet and commit crimes and to also hold these platforms and the persons who post said information civilly and criminally accountable for all costs incurred by the local jurisdictions where the crimes occurred.

On behalf of the City of Rancho Cucamonga, this letter serves to support the City of Cerritos in their efforts to submit the above mentioned resolution to the League of California Cities for consideration at the 2020 Annual Conference.

Sincerely,

L. Dennis Michael
Mayor

cc: Blanca Pacheco, President, LA County Division/League of California Cities - bpacheco@downeyca.org
Meg Desmond, League of California Cities - mdesmond@cacities.org
Kristine Guerrero, LA County Division/League of California Cities - kguerrero@cacities.org
Kathy Matsumoto, Assistant City Manager, City of Cerritos - kmatsumoto@cerritos.us



City Council
311 Vernon Street
Roseville, California 95678

August 7, 2020

John Dunbar, President
jdunbar@yville.com
League of California Cities
1400 K Street, Suite 400
Sacramento, CA 95814

Dear President Dunbar:

On August 3, 2020, the Cerritos City Council approved to sponsor a **Resolution of the City Council of the City of Cerritos Submitting to the League of California Cities General Assembly a Proposed Resolution Regarding Support of Legislation Related to Social Media Platform Accountability for Promotion of Criminal Acts.**

This proposed resolution with the required background information will be submitted to the League of California Cities for consideration by the General Assembly at the Annual Conference on October 9, 2020. (Attachments 1 and 2) The intent of the resolution is to address the use of social media platforms for posting information that leads followers to meet and commit crimes and to also hold these platforms and the persons who post said information civilly and criminally accountable for all costs incurred by the local jurisdictions where the crimes occurred.

On behalf of the City of Roseville, this letter serves to support the City of Cerritos in their efforts to submit the above mentioned resolution to the League of California Cities for consideration at the 2020 Annual Conference.

Sincerely,

A handwritten signature in black ink, appearing to read "John B. Allard II", written over a horizontal line.

John B. Allard II,
Mayor

Cc: Blanca Pacheco, President, LA County Division/League of California Cities - bpacheco@downeyca.org
Meg Desmond, League of California Cities - mdesmond@cacities.org
Kristine Guerrero, LA County Division/League of California Cities - kguerrero@cacities.org
Kathy Matsumoto, Assistant City Manager, City of Cerritos - kmatsumoto@cerritos.us
Jason Gonsalves, Joe A. Gonsalves and Son



REEDLEY CITY COUNCIL

- Consent Calendar
- Regular Item
- Workshop
- Closed Session
- Public Hearing

ITEM NO: 8

DATE: September 8, 2020

TITLE: REEDLEY PARKWAY PLANNING ACTIVITY WORKSHOP

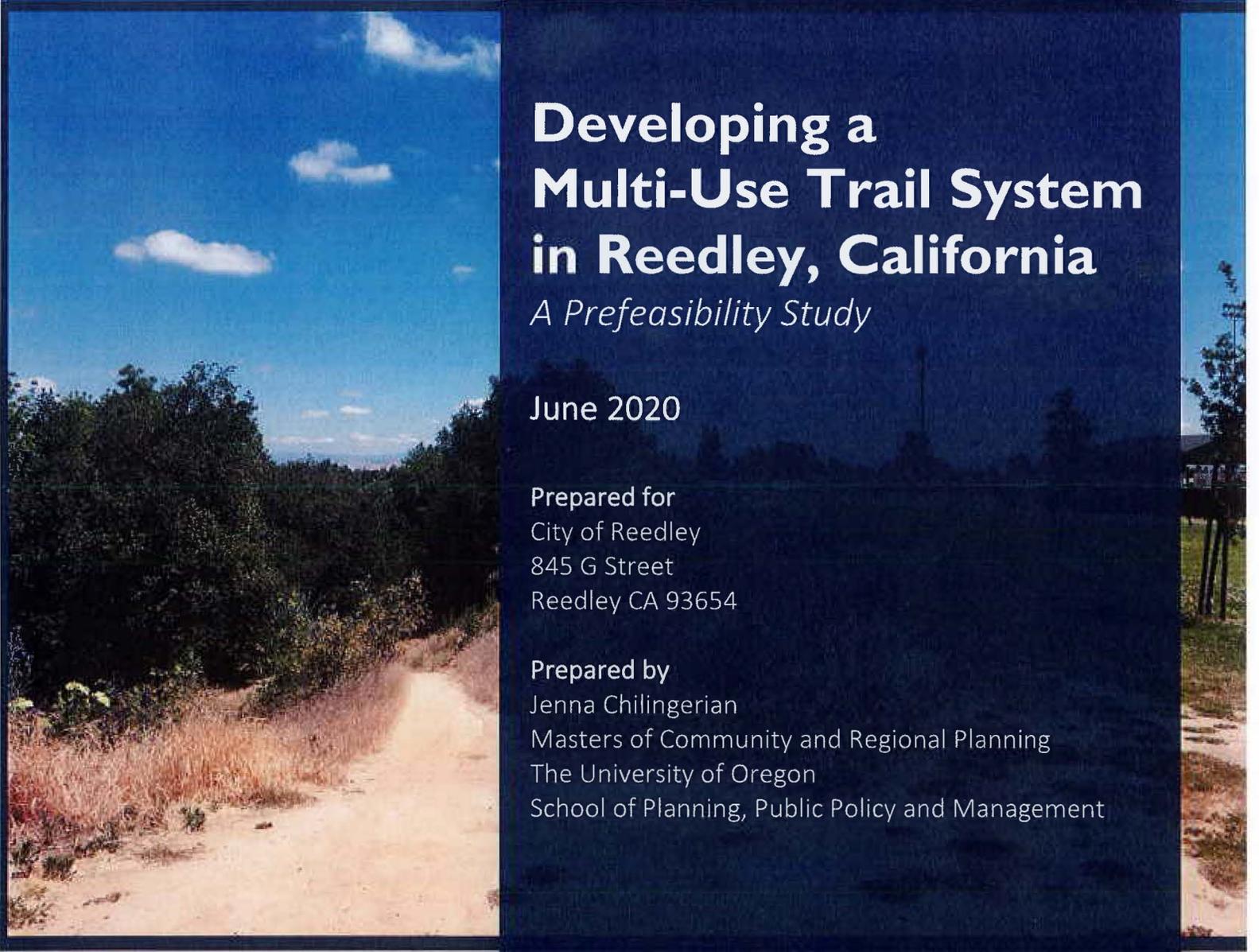
BY: Rob Terry, AICP, Director 
Community Development Department

APPROVED: Nicole R. Zieba
City Manager 

EXECUTIVE SUMMARY

Attached for Council's review is the Reedley Parkway Prefeasibility Study, which was prepared by University of Oregon Graduate Student Jenna Chilingierian, in collaboration with staff. Ms. Chilingierian will be on-site to provide a presentation on her report and findings, and to discuss potential next steps and activities with Council. Similar presentations have also been shared with both the Reedley Parkway Committee and Community Services Commission in the previous months, as part of Ms. Chilingierian's graduate studies.

Staff intends to utilize the materials as the foundation and beginning point for an official master plan for the Reedley Parkway, for which funding is currently being sought.



Developing a Multi-Use Trail System in Reedley, California

A Prefeasibility Study

June 2020

Prepared for
City of Reedley
845 G Street
Reedley CA 93654

Prepared by
Jenna Chilingirian
Masters of Community and Regional Planning
The University of Oregon
School of Planning, Public Policy and Management

Acknowledgments

I wish to thank the following individuals for their assistance with this project:

City of Reedley Staff

Rob Terry, Community Development Director

Sarah Reid, Community Services Director

Fresno Council of Governments Staff

Seth Scott, GIS Specialist

University of Oregon, School of Planning, Public Policy, and Management

Rebecca Lewis, Associate Professor and Committee Chair

Richard Margerum, Professor and Committee Second Chair

And many friends and family members for their support.



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Executive Summary

This prefeasibility study has been conducted in partnership with the City of Reedley and builds on the City's ongoing efforts to (1) determine the feasibility of expanding its existing multi-use trail corridor, the Reedley Parkway, and (2) successively develop the Reedley Parkway Master Plan. The aim of the prefeasibility study is to serve as a preliminary planning step that informs the City's future analysis and planning efforts. To meet these objectives, this project consisted of a mixed-methods approach including advisory meetings, fieldwork, GIS and map analysis, content analysis, and interviews. Specifically, this report identifies and summarizes existing conditions for trail development in Reedley; a planning and decision-making framework for trail development; assessment and analysis of the potential Parkway expansion; and, Reedley-specific implementation recommendations and next steps.

The results of this prefeasibility study provide a starting point of considerations for the City of Reedley and the Reedley Parkway Committee as they move forward in exploring the feasibility of Parkway expansion and successive development of the *Reedley Parkway Master Plan*. It should be noted that the potential expansion will not follow the traditional rail-trail development whereby a trail corridor follows the railbanked rights-of-way. As this study's alignment assessment and analysis show, the potential expansion exists within three locational contexts and within each context, there are various regulatory, financial, and administrative implications that will affect opportunities and constraints for implementation. However, this prefeasibility study also exemplifies the groundwork for trail investments that the City and RPC have already laid out and the various opportunity areas from which the City and RPC can strengthen and build upon. This prefeasibility study should be used as a tool and reference point to continue such work.

Chapter I – Introduction

This project builds on ongoing efforts in the city of Reedley, California to determine the possibility, practicality, and cost-effectiveness (i.e., feasibility) of expanding the Reedley Parkway, the city’s existing rail-trail and the only multi-use bicycle and pedestrian facility. The City’s primary objective in exploring the feasibility is to create a continuous, non-motorized multi-use trail system that ‘loops’ the entire community and provides safe and convenient transportation options. Once the feasibility is determined, the City intends to advance into a master planning process to develop the *Reedley Parkway Master Plan* that will identify, assess, and prioritize feasible trail segments that, together, form the Parkway expansion, and set the course for implementation. Given the City’s objectives, this project is designed as an initial, prefeasibility study to inform the technical analysis and ensuing master planning efforts. In short, this report summarizes existing conditions and recommends implementation strategies for the City to consider in its planning and decision-making framework for the Parkway expansion.

Background

The City of Reedley is undergoing technical analysis of the feasibility for future trail investment and expansion. The Reedley Parkway (Parkway) – an existing 3.20-mile rail-trail that bisects the community – is the central focus of these efforts that will culminate in the development of the *Reedley Parkway Master Plan*. While the feasibility analysis will determine the possibility, practicality, and cost-effectiveness of Parkway expansion, the *Reedley Parkway Master Plan* will identify, assess, and prioritize feasible trail projects and plan for implementation. The City intends for feasible trail projects to align with the current north-south endpoints of the Parkway, thereby expanding the existing facility to nearly 15 miles in length. Ultimately, the alignment and expansion will create a continuous, non-motorized multi-use trail system that ‘loops’ the entire community and provides safe and convenient transportation options between points of community interest. The following section details the local and regional context, history and current context of the Parkway, and the City’s recent approaches to promoting active travel.

Local Context

The city of Reedley is centrally located in the San Joaquin Valley of Central California in Fresno County (Figure 1.1). Within the county, the city is situated in the southeasternmost corner approximately 20 to 25 miles southeast of the cities of Fresno and Clovis and shares a southern boundary (i.e., Floral Avenue) with the neighboring county of Tulare. The city covers a land area within its city boundaries of 5.90 square miles in addition to approximately 5.00 square miles allocated within its sphere of influence for future growth in population and development. As of 2018, the city is home to approximately 25,500 residents and is expected to continue to see an annual population growth rate between 2.5 and 3% per year.^{1,2} The agricultural industry has played a significant role in shaping Reedley’s land use, growth in development, and employment.

¹ U.S. Census Bureau; American Community Survey, 2018 American Community Survey 5-Year Estimates, Table DP05, Demographic and Housing Estimates; generated by Jenna Chilingierian; using data.census.gov; <https://data.census.gov/cedsci/>; (1 June 2020).

² City of Reedley, Department of Community Services, “Reedley Community Parkway,” City of Reedley, California, accessed June 1, 2020, <http://www.reedley.com/community-services/reedley-community-parkway/>.

Figure 1.1. Location Map



Source: City of Reedley, California. (2014). *City of Reedley General Plan 2030*.

History of the Reedley Parkway

The Parkway is a 3.20-mile rails-to-trails, Class I multi-use facility (Figure 1.2) that was constructed within the railbanked³ rights-of-way next to an abandoned railroad line. In the mid-1990s, the rights-of-way were donated to the City of Reedley (City) by the Tulare Valley Railroad, whereby the City intended to transfer the land to adjacent property owners. In 1997, a grassroots coalition of residents emerged to advocate for the conversion of the land into a linear, “rails-to-trails”⁴ project to provide for recreational use and active travel to various community points of interest (e.g. schools, shopping, and employment).⁵ Strong community support led to the formation of the Rails-to-Trails Committee, later renamed to the Reedley Parkway Committee (RPC), to provide a platform to receive public input for the design, funding, construction, and maintenance of a rails-to-trails project. The committee selected and named its rails-to-trails project, the “Reedley Parkway,” that has come to be recognized by Reedley residents as an important community-owned and -operated recreational asset.

Figure 1.2. Classifications of Bicycle Facilities, California Highway Design Manual, 2018

Type	Description
Class I – Bike Path	Class I bicycle facilities are referred to as “bike paths” or multi-use paths.” Such facilities include a paved-right-of-way completely separated from roadways and highways. Examples: Rails-to-Trails, Under or Mid-block Crossings.
Class II – Bike Lane	Class II bicycle facilities are considered “bike lanes” and are integrated into roadways or highways as one-way facilities in the same direction as traffic. They are typically designated by striping, signage, and pavement markings. Examples of integration: on-street parking, right/left turn lanes, railroad tracks.
Class III – Bike Route	Class III bicycle facilities are on-street “bike routes” shared by bicyclists and motorists, identified by signage. Examples of shared facilities: wide curb lane, “sharrow” lane pavement markings, bicycle boulevard signage.
Class IV – Separated Bikeway	Class IV bicycle facilities are on-street lanes that are physically separated from motorists. Such facilities can be one-way or two-way, and physical separation can include vertical elements such as curbs, landscaping, or parking lanes.

Source: Caltrans, California Highway Design Manual, Sixth Edition, Chapter 1000, 2018.

The Parkway was originally envisioned to be a Class I, multi-use path that would go beyond the linear railway corridor and circle, or loop, the entire community. This vision supported the objectives of the *Reedley General Plan* (1992) that sought to develop a “continuous and easily accessible bikeways system” that would serve various community destinations, including employment centers, schools, and commercial centers.⁶ Design and construction of the envisioned Parkway began in 1999 and continued through 2016 in five intermittent phases: (1) Manning Avenue to 13th Street, (2) 13th Street to Dinuba Avenue, (3) Dinuba Avenue to Buttonwillow Avenue, (4) Manning Avenue to the Kings River, and (5) Huntsman Avenue to the Reedley Sports Park (Figure 1.3). To connect phases three and five of the Parkway, the City completed installation of a quarter mile, Class IV separated bikeway on Huntsman Avenue between Buttonwillow Avenue and Travers Creek in 2018-19.

³ According to the Rails-to-Trails Conservancy, “Railbanking” consists of a voluntary agreement between a railroad company and agency whereby the agency is enabled to use a rail corridor no longer in service as a trail or until the railroad intends to use the rail corridor again.

⁴ A “rails-to-trails” project consists of the conversion of a former railway or railroad line corridor into a multi-use, multi-purpose biking or walking path.

⁵ City of Reedley, Department of Community Services, “Reedley Community Parkway.”

⁶ Ibid.

Trail design was largely done by in-house engineering staff and committee input, with in-kind support from third party professionals that dedicated their expertise and services in engineering, design, and landscaping; and, construction was largely completed by in-house crews with support from trained volunteers. Within the design and construction period, the map depicting the Parkway as a loop around the community expired and was not incorporated into the *General Plan 2030* update in 2014. The existing Parkway remains mostly a linear rail-trail corridor, with the exception of the segments that parallel Buttonwillow Avenue and Travers Creek.

Figure 1.3. The Construction Phases of the Parkway Reedley, California, 2020⁷



Map Details: The existing Parkway is outlined in yellow and the Class IV bikeway that connects Phases III and V via Huntsman Avenue is outlined in blue. Phase I of the Parkway construction extends from Manning Avenue to 13th Street. Phase II extends from 13th Street to Dinuba Avenue. Phase III picks up south of Dinuba Avenue and extends to Buttonwillow Avenue and then heads north on Buttonwillow. Phase IV completes the quarter mile stretch between Manning Avenue and the Kings River. Phase V begins at Huntsman Avenue and extends toward the Reedley Sports Park.

⁷ This map was created by Jenna Chilingierian using ArcGIS online and data from ESRI, NASA, NGA, USGS, FEMA, Esri Community Maps Contributors, Fresno County Dept. PWP, Esri, HERE, Garmin, SafeGraph, INCREMENT P, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, US Census Bureau, USDA.

History and Current Status of Planning for Active Transportation

The City’s technical analysis and master planning process will build on previous local, regional, and statewide planning efforts to promote non-motorized active travel, such as walking and cycling. Locally, these efforts have resulted in the *Reedley Bicycle Transportation Plan* (2005; 2010), *Reedley General Plan 2030* (2014), and the *Bicycle and Pedestrian Mobility Plan* (2019). The *Mobility Plan* in particular is part of the *Fresno County Regional Active Transportation Plan* (2018) and replaces the earlier editions of the *Bicycle Transportation Plan* (Figure 1.5). These efforts have laid the groundwork for the City’s focus on multi-modal attributes of its transportation network, such as its bicycle and pedestrian facilities and programs that support active travel.

Figure 1.5. Snapshot of Plans

Existing Plans	Year	Jurisdiction(s)
<i>Reedley Bicycle Transportation Plan</i>	2005; 2010	City of Reedley
<i>Reedley General Plan 2030</i>	2014	City of Reedley
<i>Fresno County Regional Active Transportation Plan</i>	2018	Fresno COG
<i>Reedley Bicycle and Pedestrian Mobility Plan</i>	2019	Fresno COG + City of Reedley

The City first adopted the *Reedley Bicycle Transportation Plan* (BTP) in 2005, which was later updated in 2010 per requirements of the California Department of Transportation (Caltrans) and absorbed into the *Reedley Bicycle and Pedestrian Mobility Plan* in 2019. The BTP served as the City’s first long-term guiding document for the development of a bicycle transportation network that (1) set goals, objectives, and policies, (2) defined facility standards, (3) developed a system of paths, lanes, and routes, and (4) identified potential funding sources. With a valid BTP, the City became eligible for statewide competitive grant programs and bikeway funds from Measure C, the local half-cent sales tax.

In the following years, Caltrans established its Active Transportation Program (2013). Program funds cover three components: (1) 50% of funds to a statewide competitive program, (2) 10% of funds to a small urban and rural area competitive program, and (3) 40% of funds to a large urbanized area competitive program (i.e., the Regional Competitive Active Transportation Program).¹⁰ Regional planning agencies are required to facilitate regional competitive programs, in addition to coordinating local and regional active transportation planning efforts. As a member agency, the City participated in the Fresno Council of Governments’ (Fresno COG) adoption process of the *Fresno County Regional Active Transportation Plan* (ATP) in 2018. The ATP serves as the regional guide for implementing bicycle and pedestrian facilities throughout Fresno County.

As a participating jurisdiction, the City consulted with Fresno COG in 2018 to update its BTP for consistency across plans, policies, and programs for bicycle and pedestrian facilities. Applicable plans, policies, and programs include the *Reedley General Plan 2030* (2014), the regional ATP (2018), and the Regional Competitive Active Transportation Program facilitated by Fresno COG. In March 2019, the Reedley City Council adopted the BTP update effecting a name change to the *Bicycle and Pedestrian Mobility Plan* (*Mobility Plan*) to embody the inclusivity of pedestrian facilities as a mode of active travel.

¹⁰ State of California, Caltrans, “Active Transportation Program,” State of California, accessed June 1, 2020, <https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/active-transportation-program>.

Facilitation of regional connectivity and reduction of greenhouse gas emissions and traffic congestion are primary motivators behind the *Mobility Plan's* encouragement of active travel.¹¹ Additionally, the *Mobility Plan* increases the City's competitiveness for grant funding opportunities at the federal, state, and regional levels for planning, development, and maintenance of bicycle and pedestrian facilities.

Following the adoption of the *Mobility Plan* in 2019, the City began considering a trails master plan to further leverage its existing facilities and increase its eligibility for additional funding opportunities. At the time of this report, the City has identified and outlined a framework for trails planning and decision-making (Figure 1.6). The City is currently in steps 3 and 4. In addition to promoting active travel, the *Mobility Plan* is central to this effort because it recognizes the existing Parkway as the city's premiere facility for active transportation. The *Mobility Plan* also highlights the opportunity for Parkway expansion to enhance mobility options and further connect the community by active transportation infrastructure. As such, the *Mobility Plan* is a guiding force behind the City's interest in Parkway expansion. These efforts are led by the City's Departments of Community Development and Community Services with the goal of developing the *Reedley Parkway Master Plan*.

Figure 1.6. City of Reedley's Trails Planning and Decision-Making Framework

1. Project Kick-Off.
2. Preliminary Tasks: Timeline & Scope.
3. Data Collection.
4. Goals and Policies Formulation & Linkages.
5. Implementation Measures.
6. Public Outreach.
7. Draft & Finalize Plan.
8. Plan Adoption.

As a supplemental effort, the City is exploring the potential to develop its own, independent active transportation plan per recommendations from Fresno COG. Development of an active transportation plan would be coordinated with the trails master planning process in order to ensure alignment across all active travel related projects. This effort stems in part from newly released guidelines by Caltrans that prioritizes funding allocations to local agencies that have independent active transportation plans, separate from regional entities. Even more, Caltrans has specified greater interest in granting planning dollars to rural local agencies like Reedley to carry out active transportation planning. Overall, the City is in a position to build on its history of promoting active travel, leverage its trails master planning efforts, and capitalize on new funding streams for active transportation planning.

¹¹ City of Reedley, California. (2019). *City of Reedley Bicycle and Pedestrian Mobility Plan*. Fresno Council of Governments Circuit Planner Program, VRPA Technologies, Inc., accessed June 5, 2020, <http://reedley.wpengine.com/wp-content/uploads/2020/03/Reedley-Bicycle-and-Pedestrian-Mobility-Plan-April-2019.pdf>.

Purpose and Approach

This project has been conducted in partnership with the City’s Departments of Community Development and Community Services since September 2019. It builds on the ongoing City efforts to determine the feasibility of expanding the Parkway and to successively develop the *Reedley Parkway Master Plan*.

Given the City’s objectives for the Parkway, this project is designed as an initial study (i.e., prefeasibility study) to inform the technical analysis and ensuing master planning efforts. To do so, this report identifies and summarizes:

1. Existing opportunities and constraints for trail development in Reedley;
2. A planning and decision-making framework for trail development;
3. Assessment and analysis of the potential Parkway expansion; and,
4. Reedley-specific implementation recommendations and next steps for its planning process.

In short, this report is intended to serve as a preliminary planning step to inform future analysis and planning efforts that contribute to the development of the *Reedley Parkway Master Plan* by summarizing existing conditions and recommending implementation strategies for the City to consider in its planning and decision-making framework for the Parkway expansion.

Project Approach

To meet these objectives, this project consisted of a mixed-methods approach including advisory meetings, fieldwork, GIS and map analysis, content analysis, and interviews. Each method is described in Figure 1.7, with further details in each chapter of this report.

Figure 1.7. Project Methods of Analysis

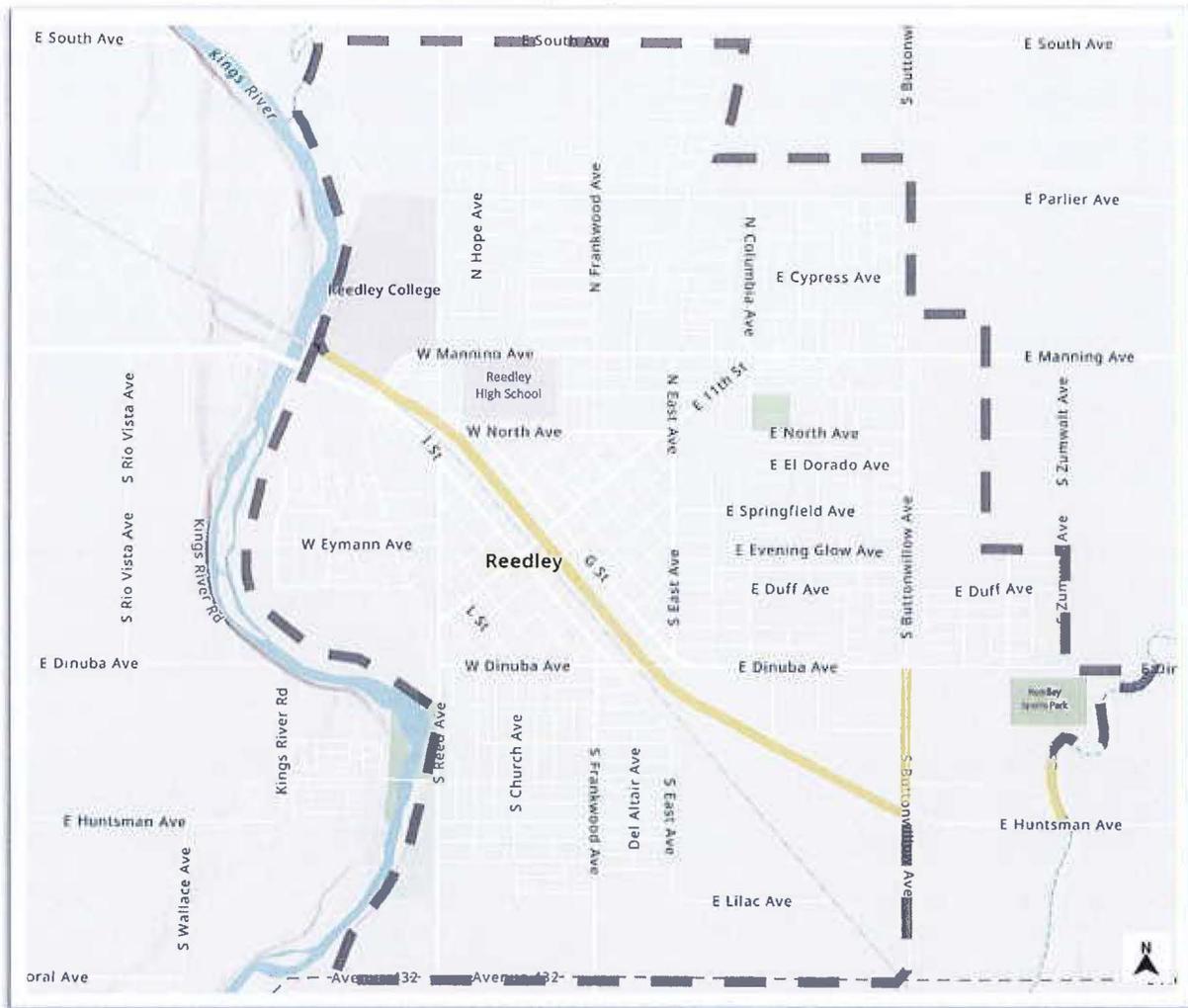
<i>Advisory Meetings</i>	Advisory meetings with City staff were held regularly from October 2019 through the completion of this report in June 2020. The purpose was to check-in on the progress of the City’s trails master planning process, answer questions, and provide notification of developments that may impact the research and analysis (e.g. directions from City Council, Planning Commission, staff or committees).
<i>Fieldwork</i>	Fieldwork consisted of three in-person visits to Reedley to walk, document, and photograph the existing conditions of the potential Parkway alignment and expansion. Documentation included general notes on prospective user experiences, such as presence or absence of crossing treatments, observed traffic speed and volume, scenic and natural landscaping, and overall cohesiveness with adjacent land uses and between segments. This documentation was supplemented by more than 50 photographs taken at what were deemed ‘critical’ connection points between trail segments (e.g. intersections, canals, activity areas).
<i>GIS and Map Analysis</i>	Available GIS data from Fresno COG was utilized to create a study area site inventory for evaluation of general and site-specific opportunities and constraints. The inventory included several characteristics such as schools, parks, planned land uses, and zoning designations. Where GIS data was not current or available, maps from the <i>General Plan</i> , <i>Mobility Plan</i> , Google Earth, and ArcGIS base maps were accessed to fill in data gaps. Major gaps included existing and planned bicycle and pedestrian facilities, street network and circulation, and hydrological and environmental features.

<i>Content Analysis</i>	The trail development process and identification of general opportunities and constraints involved extensive content analysis. More than two dozen trails master plans, feasibility studies, and active transportation plans from other local, regional, and state agencies were collected, reviewed, and synthesized to formulate a ‘typical’ trail development process. This analysis was supplemented by a review of ‘best practices’ for trail development in order to identify examples and resources and then customized for applicability to Reedley. The <i>Reedley General Plan 2030, Mobility Plan</i> , and area-specific plans such as the <i>Kings River Corridor Specific Plan (1990)</i> , in addition to publicly available information on the City’s website.
<i>Interviews</i>	For greater understanding of a typical trail development process, including more specificities of challenges and lessons learned, a series of interviews were conducted with local agency staff in communities near Reedley. A total of eight local agency staff were interviewed from the City of Clovis, CA, City of Fresno, CA, and City of Madera, CA. These communities were selected by the City of Reedley to learn more about strategies for partnerships, design and engineering, and maintenance and management. Interviews were supplemented by content analysis of the various trails and active transportation related planning documents from each local agency.

Study Area

The study area includes approximately 12 miles of potential trail alignment that extends from the north-south endpoints of the existing Parkway and effectuates a ‘loop’ around the community (Figure 1.8). This alignment includes two directional alignments: (1) the North Alignment from Manning Avenue at the Kings River to the Reedley Sports Park near Dinuba Avenue; and (2) the South Alignment from the Reedley Sports Park at Huntsman Avenue to Manning Avenue at the Kings River. To facilitate the presentation of findings, the study area was divided into segments that travel in north-south or east-west directions on or adjacent to existing roadways or hydrological features (e.g. river, creeks, and canals) through developed and undeveloped land. Segments are described in Chapter 4 and Appendix D.

Figure 1.8. Reedley Parkway System Map, Reedley, California, 2020¹²



Map Details: The existing Parkway is outlined in solid yellow and the potential Parkway expansion is outlined in dashed gray.

¹² This map was created by Jenna Chillingierian using ArcGIS online and data from ESRI, NASA, NGA, USGS, FEMA, Esri Community Maps Contributors, Fresno County Dept. PWP, Esri, HERE, Garmin, SafeGraph, INCREMENT P, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, US Census Bureau, USDA.

Organization of the Report

The remainder of this report is organized into four chapters that each cover a project objective as described above. Additional supporting data and information are included in Appendices.

Chapter 2 – Analyzing the Case for Trails in Reedley, CA identifies the existing conditions of the city’s land use, transportation, demographics, and historical, cultural, and environmental elements that are supportive of the City of Reedley’s objectives to expand the existing Parkway. The purpose is to showcase opportunity areas for the City to enhance and strengthen its case for investing in its trail facilities.

Chapter 3 – The Trail Development Process builds on the existing conditions and opportunity areas identified in Chapter 2 and presents a typical process for developing trails. The purpose is to develop an example planning and decision-making framework with example strategies and resources.

Chapter 4 – Alignment Concept Assessment & Analysis presents the findings from a prefeasibility analysis of the potential Parkway expansion. The purpose is to provide an independent review of the potential Parkway alignment and in doing so, pinpoint likely implications for opportunities and constraints.

Chapter 5 – Recommended Implementation Strategy outlines and describes a recommended approach for the City of Reedley as it carries out trail planning and development.

Chapter 6 – Conclusions provides final words and considerations.

Appendix A – List of Resources provides resources were accessed and used to describe a typical trail development process, as demonstrated in Chapter 3 – The Trail Development Process.

Appendix B – Interview Guide provides the questions used to interview local agency staff from the cities of Clovis, Fresno, and Madera. Interviews are synthesized in Chapter 3 – The Trail Development Process.

Appendix C – Model Code Language includes model code language derived from the development codes of the cities of Clovis and Fresno. Codes are referenced in Chapter 3 – The Trail Development Process.

Appendix D – Segment Profiles details site-specific opportunities and constraints for each segment assessment, based on application of assessment criteria introduced in Chapter 4 – Alignment Concept Assessment & Analysis.

Chapter 2 – Analyzing the Case for Trails in Reedley, CA

This chapter seeks to identify the existing conditions of the city's land use, transportation, demographics, and historical, cultural, and environmental elements that are supportive of the City's objectives to expand the existing Parkway. In other words, this chapter intends to showcase the opportunity areas for the City to enhance and strengthen its case for investing in its trail facilities. To do so, this chapter summarizes key findings from analysis of the City's planning documents including but not limited to the *General Plan 2030* (2014), *Mobility Plan* (2019), past area-specific plans such as the *Kings River Corridor Specific Plan* (1990), in addition to census data and publicly available information from the City's website. Analysis focused on where active travel was either specifically referenced or blatantly absent. Findings are categorized by general theme and organized as specific observations with corresponding opportunity areas. The chapter concludes with a summary of opportunities.

Key Findings

The following section describes key findings and opportunities for enhancing and strengthening the City's case for trail investment. Findings and opportunities are categorized as follows:

- Population Characteristics and Planning for Mobility Needs;
- Population Growth and Demand for Urbanized Land;
- Transportation Network Connectivity;
- Greenfield Development;
- Trail-Oriented Development;
- Historical and Cultural Resources; and,
- Environmental Enhancements.

Population Characteristics and Planning for Mobility Needs

Generally, trails benefit people of all ages by providing both a means for recreation and transportation.¹³ Understanding the varying mobility needs of populations can inform the planning and development of bicycle and pedestrian facilities to ensure ongoing use of such facilities. In Reedley, there are certain population groups that represent significant shares of its overall population, namely the youth, senior, and student populations. These shares are likely to increase as the city experiences anticipated population growth over the next 10 years. These observations are illustrated as follows.

- **Reedley's population is growing.** Reedley has a current population of approximately 25,500 and is expected to reach 47,000 residents by 2030, a nearly 84% increase in population.^{14,15} This population forecast represents a 3% annual growth rate, which is based on the City's historic population data and average annual growth rate within the past five years.

¹³ Rails-to-Trails Conservancy, "Benefits of Trails," Rails-to-Trails Conservancy, accessed June 5, 2020, <https://www.railstotrails.org/experience-trails/benefits-of-trails/>.

¹⁴ City of Reedley, California. (2014). *City of Reedley General Plan 2030*. City of Reedley, accessed June 5, 2020, <http://reedley.wpengine.com/wp-content/uploads/2019/12/Reedley-General-Plan-2030-Adopted-February-18-2014-1.pdf>

¹⁵ U.S. Census Bureau; American Community Survey, 2018 American Community Survey 5-Year Estimates, Table DP05, Demographic and Housing Estimates.

- **Youth and elderly comprise approximately 50% of Reedley’s population.** In 2018, an estimated 32% (8,281) of Reedley’s population consisted of children and teenagers under the age of 19.¹⁶ In addition, approximately 17.3% (4,391) of the population were those between the ages of 55 to 74, an age group commonly termed as the “baby boomer” generation. The City anticipates for these shares of population to increase given the family-oriented, multi-generational nature of the city. The City attributes the sizable proportion of aging residents to its variety of senior living and care facilities (e.g. Sierra View Homes and Palm Village Retirement Community); and its substantial youth population to its schools, recreational amenities, and general community safety that attracts families.
- **Reedley’s population is young, and its average family size is large.** As of 2018, Reedley’s median age is 32 years old, which is the same for Fresno County, but substantially younger than California (36 years) and the U.S. (38 years). Additionally, Reedley’s average family size of 3.89 is larger than averages for Fresno County (3.59), California (3.56) and the U.S. (3.14).
- **K-12 and college age students comprise 86% (22,000) of Reedley’s population.** As of 2020, Reedley public and private K-12 schools have a total enrollment of 9,906 students or approximately 39% of its total population.¹⁷ For the 2018-2019 academic year, Reedley College enrolled 12,148 students, accounting for 47% of Reedley’s total population.¹⁸ Although it is not clear how many students permanently reside in Reedley, the City estimates that roughly 10%, or 1,200, Reedley College students live in the community. This estimate is derived from the amount of on-campus housing offered at Reedley College.

The City has an opportunity to engage these populations as prospective trail users in its trail planning and development process to ensure that the placement and design of the system meets current and future mobility needs. In considering the range of mobility needs, the City can also explore programming options that more specifically address the needs of these user groups. Overall, the City has an opportunity to engage with and learn from these populations.

Population Growth and Demand for Urbanized Land

Generally, population growth equates to an increased demand for urbanized land, which in turn necessitates careful coordination between land use and transportation infrastructure. This coordination ensures sufficient roadway capacity to mitigate traffic congestion and unsafe travel conditions for those walking and cycling. Reedley is currently in a position to coordinate its land use development and transportation investment to address potential impacts from unfettered growth. Observed trends from the City’s planning documents that support this opportunity are outlined and described below.

¹⁶ U.S. Census Bureau; American Community Survey, 2018 American Community Survey 5-Year Estimates, Table DP05, Demographic and Housing Estimates.

¹⁷ “Reedley Public Schools,” Public School Review online, accessed June 1, 2020, <https://www.publicschoolreview.com/california/reedley>.

¹⁸ Reedley College, Office of Research and Evaluation “Student Enrollment and Headcount,” Reedley College, accessed June 1, 2020, <https://www.reedleycollege.edu/faculty-and-staff/college-planning/college-office-of-research-and-evaluation/data-dashboards/student-enrollment-headcount.html>.

- **The City expanded its sphere of influence (SOI) in response to anticipated population growth.** Reedley currently covers a land area of approximately 5.90 square miles within city limits. Taking note of the anticipated population increase, the *Reedley General Plan 2030* expanded the SOI and allocated an additional 5.15 square miles of land for future development, almost doubling the spatial area of the city.
- **The existing street network does not efficiently transition between older and new portions of the city.** In the city's central, older portions, the street network is a diagonal street grid pattern. In contrast, the newer development located in the fringe areas have a standard north-south, east-west grid pattern. As it currently exists, there are many complex and inefficient intersections in the transitional areas that are further complicated by the railroad grid.¹⁹
- **The fringe areas are bounded and bisected by some of the city's busiest arterials.** The four primary entrance points or gateways to the city are Reed Avenue (north), Manning Avenue (west), Frankwood Avenue (south), and Dinuba Avenue (east). Approximately 32% or three miles of the potential Parkway alignment are adjacent to or intersect these roadways.

As the city's fringe areas experience growth in development, the City has the opportunity to carefully coordinate its land use and transportation infrastructure. In this coordinated effort, the City should focus on the transitional points between the older and newer portions of the city with emphasis on safety and accessibility for non-motorized travel. The Parkway expansion can play a significant role in ensuring that the street network meets the mobility needs of current and future residents.

Greenfield Development

Greenfield land can generally be characterized by large parcels of underdeveloped or underutilized land, which may provide for greater development flexibility as compared to sites near existing development and infrastructure. However, depending on where these lands are located, development of greenfields may strain the provision of public services and put additional pressure on a community's transportation network. As such, it is important for communities to manage growth in development when greenfields are involved. Greenfields with development potential in Reedley's fringe areas present an opportunity for the City to seek balance of growth in development and provision of services such as sewer, water, and streets. Observed trends that support this opportunity are as follows.

- **Future development is likely to occur in the city's fringe areas within the expanded SOI.** By 2030, the City anticipates approximately 75% of land within the SOI to be incorporated into the city limits. Of the 75% to be incorporated, approximately 60% are projected to be allocated for residential land uses, 9% for commercial land uses, and 12% for industrial land uses.²⁰ Notably, the entirety of the potential Parkway alignment lies in these fringe areas.

¹⁹ City of Reedley, California. (2019). *City of Reedley Bicycle and Pedestrian Mobility Plan*.

²⁰ City of Reedley, California. (2014). *City of Reedley General Plan 2030*.

- Greenfields account for a majority of lands within the expanded SOI. Aerial images (dated 2020) show that a majority of existing land uses within the SOI can be characterized as agricultural, low-density residential, or vacant/undeveloped properties.
- Within a quarter mile of the potential Parkway alignment, a majority (67%) of land is planned for residential or commercial uses. A quarter mile is a generally accepted distance for people to choose to travel by walking based on various U.S. transportation studies. GIS analysis shows that a majority of planned land uses within a quarter mile of the potential Parkway alignment are planned for residential uses (43%) followed by commercial uses (24%) (Figure 2.1).

Figure 2.1. Planned Land Uses Within a Quarter Mile of Potential Alignment

Planned Land Use	Potential North Alignment		Potential South Alignment		Potential Full Alignment	
	Acreage	%	Acreage	%	Acreage	%
Commercial	414	23%	354	26%	768	24%
Industrial	47	3%	93	7%	140	4%
Institutional	234	13%	182	14%	416	13%
Open Space	216	12%	266	20%	482	15%
Residential	911	50%	445	33%	1,356	43%
<i>Total</i>	1,822	100%	1,340	100%	3,162	100%

Source: The dataset used to determine planned land uses within a quarter mile of the potential alignment was created by the Fresno Council of Governments; the dataset is for planned land uses in Fresno County.

- The current City Code does not address pedestrian and bicycle connectivity and accessibility. As it is currently written, the City’s zoning ordinance and subdivision regulations (i.e., Section 11-5 – Subdivision Design, Dedications, and Improvements) do not address bicycle/pedestrian and street connectivity or accessibility between points of community interest, such as residential neighborhoods, commercial areas, schools, and parks. Even more, there is no mention of trails or multi-use paths in any of the City’s development regulations.

Based on the residential and commercial planned land uses, the City has an opportunity to strategically plan and design the potential Parkway expansion to serve future residentially and commercially based trail users. In addition to the trails master plan, the City should consider amending development regulations within the City Code (i.e., zoning ordinance and subdivision regulations) to include standards that either require or promote connectivity and accessibility for bicycle and pedestrian facilities. This is imperative because, should greenfields be developed without requirements for pedestrian-oriented infrastructure, there may be portions of the City that will need to be retrofitted or modified for such facilities. Such modifications can be costly. Overall, there is an immediate need to make adjustments to plans and zoning ordinances to ensure that development and trail build out are associated.

Trail-Oriented Development

There is growing literature about reciprocal relationships between bicycle and pedestrian investments and real estate development.²¹ These relationships between the private and public sectors are commonly referred to as “trail-oriented development” whereby investments in active transportation infrastructure are leveraged for real estate investments. Outcomes of this relationship will vary by local or regional context, but studies show increased property values and economic returns as results of the private and public sector investments. As Reedley continues to invest in active transportation, there is an opportunity to work with the private sector to boost appeal of development near trails.

- **The existing Parkway is an example of the City engaging in trail-oriented development.** The city’s original industrial center is located south of downtown along the historic railway. By 2002, this area was characterized by mostly vacant and underutilized properties. With the rail-trail project in progress, the City saw the opportunity to capitalize on the trail investment by developing a master plan that would guide future development around the Parkway (i.e., *Rail Corridor Master Plan*, 2002). The master plan has since been absorbed into the *General Plan 2030*, but the City retained the master plan map and its commitment to encouraging trail-oriented development that will transition underutilized parcels to higher use values.²²
- **Developers are showing interest trails as amenities.** The City has recently processed land use entitlements for development in the Buttonwillow and Duff Annexation Area (i.e., Rancho Vista Project). In conversations at the Planning Commission meeting, the developer chose to adjust the project design to allow for connections to future active transportation infrastructure. To the City, this behavior indicates that there is a willingness and understanding to coordinate land use and transportation investments in order to build connected and accessible neighborhoods.
- **The City links the existing Parkway to environmental and economic benefits.** In its promotions of the existing Parkway, the City highlights increased mobility, accessibility, and convenience for pedestrians and bicyclists as a result from its trail investment. This is equated with reductions in greenhouse gas emissions from vehicles; the City projects an elimination of 218,000 vehicle trips within the first 20 years of the trail.²³ The City also highlights that the prominent placement of the trail investment near the industrial employment area, Sports Park, and within a City-identified redevelopment project area will likely cause increases in non-motorized travel.²⁴

The City is already engaging in trail-oriented development through its investments in the existing Parkway and its efforts to leverage such investments. Additionally, the City has placed environmental and economic values on its trail investments. With a sizable portion of the potential Parkway expansion within greenfield and fringe areas, the City has the opportunity to continue to pursue reciprocal relationships between its investments and developments in close proximity and should consider development requirements to ensure trail investments occur.

²¹ Trish Riggs, “Trail-Oriented Development: The Next Frontier in People-Friendly Design,” Urban Land Institute, April 25, 2016, accessed June 5, 2020, <https://urbanland.uli.org/industry-sectors/infrastructure-transit/trail-oriented-development-new-uli-report-looks-next-frontier-people-friendly-design/>.

²² City of Reedley, California. (2014). *City of Reedley General Plan 2030*.

²³ City of Reedley, Department of Community Services, “Reedley Community Parkway.”

²⁴ *Ibid.*

- **The youth cycling population is a driver of active transportation investments.** The City has found that the majority of residents who travel by bicycle are elementary school-aged children.²⁶ As such, the City’s approach to planning bicycle and pedestrian facilities is to link residential areas to schools and recreational sites. This is consistent with the planned facilities described above.
- **The City has not prioritized development of bicycle facilities along canals or railroad rights-of-way.** The City has focused development of new bicycle facilities along existing roadways within city limits. Development along canals or within railroad rights-of-way can be more challenging, often involving legal constraints and significant time delays.²⁷
- **The existing Parkway is the only major continuous Class I bicycle facility in the city.** The Parkway extends 3.20 miles through the core of the city, from the Kings River to the northwest and to the Reedley Sports Park to the southeast. The existing Parkway is currently the only major continuous, non-motorized, multi-use transportation corridor and thus plays an important role in supporting existing and proposed bicycle and pedestrian facilities as there are existing Class II, III, and IV bicycle facilities that connect with or intersect the Parkway.
- **The majority of the Reedley workforce is employed outside the city and commutes to work by driving.** As of 2018, a quarter of Reedley’s population works in the city compared to 75% who commute for employment purposes elsewhere.²⁸ Of the working population 16 years and older, approximately 90% commute by driving whereas only 1% commute by walking and 1.2% commute by bicycling.²⁹ This may indicate that trips by non-motorized means of transportation are largely for recreational purposes rather than utilitarian. However, these numbers are likely to change with population growth and investments in active transportation infrastructure.
- **The *Reedley General Plan 2030* does not explicitly define or mention active transportation.** The *Reedley General Plan 2030* does not reference ‘active transportation.’ Rather, the plan focuses on promoting a Complete Streets design.

It is clear that active transportation is present in Reedley and that the City has and continues to consider investment in its bicycle and pedestrian facilities. The City has an immediate opportunity to leverage the potential Parkway expansion to improve its existing active transportation and street network. There may be opportunities for ‘spurs’ or off-shoots from the Parkway expansion directly to existing bicycle/pedestrian facilities. Additionally, the City has an opportunity to investigate what influences active travel behavior to prioritize linkages between points of community interest. This may result in a modified investment approach that considers alternatives for facility placement beyond roadways. The City should ensure that these efforts adequately reflect statewide goals and improve its eligibility for funding. This could be achieved through development of a standalone active transportation plan that encompasses all active transportation-related projects and programs.

²⁶ City of Reedley, California. (2014). *City of Reedley General Plan 2030*.

²⁷ City of Reedley, California. (2014). *City of Reedley General Plan 2030*.

²⁸ U.S. Census Bureau; American Community Survey, 2018 American Community Survey 5-Year Estimates, Table S0801, Commuting Characteristics by Sex; generated by Jenna Chilingirian; using data.census.gov; <https://data.census.gov/cedsci/>; (1 June 2020).

²⁹ Ibid.

Historical and Cultural Resources

History and culture can enliven public spaces and help foster a deeper sense of community. For public spaces such as recreational trails, incorporation of historical or cultural elements can draw attention to the trail as an interactive and educational community asset. Reedley in particular has an opportunity to leverage its historical and cultural resources as part of its Parkway expansion, including but not limited to native populations, agriculture, river culture, its railroad, and diverse populations.

- **The existing Parkway showcases Reedley’s historical and cultural resources.** Within the existing Parkway corridor, the Reedley Historical Society, Fresno Area Workforce Youth Group, the First Mennonite Church, and various groups have actively displayed historical elements that recognize the breadth of Reedley’s history.³⁰ These elements are tied to the community’s industrial sectors (i.e., railroad and agriculture) as well as the diverse populations that have served the community through civic leadership. Elements are showcased as physical artifacts and artwork.
- **The settlement of Reedley is intrinsically linked to agriculture, the Kings River culture, and the railroad corridor.** Agriculture has been a central element of Reedley’s history and economy since the mid-1800s when Thomas Law Reed settled in the area and harvested wheat for Gold Rush miners.³¹ The settlement and subsequent railroad construction marked the early beginnings of what would later become “Reedley.” The use of the Kings River for crop irrigation led to a now century-long tradition of field, tree, and vine fruit production, which led to Reedley’s nickname as the “world’s fruit basket” coined in 1941.³² Strong foundations in agriculture spawned other agriculturally oriented industry that continue to play dominant roles in Reedley’s economy today.
- **Native populations are credited with cultivating the area that would become some of the most agriculturally productive lands in the region.** The Wechikit Yokuts were the first peoples to inhabit the Reedley area. The California State University, Bakersfield Archeological Information Center identifies 30 recorded cultural resources within one square mile area of Reedley; four of which include Native American archeological sites of isolates.³³ In particular, the archeological investigations and data recovery from the “Wahtoke Creek Project” revealed distinct historical settlement patterns that dated back to the Middle Holocene era.³⁴

The existing Parkway follows the historic railroad alignment and already showcases many historical and cultural elements of Reedley’s rich agricultural and rail transportation history. The potential Parkway expansion picks up from the historic rail corridor, travels across farmlands, and parallels the Kings River and Wahtoke Creek. As such, historically and culturally significant resources should be factors considered during the planning and designing of the potential Parkway expansion. Leveraging and celebrating these resources through artifacts, artwork, and educational plaques can increase the community’s connection to and interactions with the trail system.

³⁰ City of Reedley, Department of Community Services. (2019). “The Reedley Parkway.” PowerPoint presentation, City of Reedley, California, December 2019. Accessed June 1, 2020, <http://reedley.wpengine.com/wp-content/uploads/2020/02/19-December-parkway-4.pdf>.

³¹ City of Reedley, California. (2014). *City of Reedley General Plan 2030*.

³² City of Reedley, “History,” accessed June 5, 2020, <http://reedley.ca.gov/about-reedley/history/>.

³³ City of Reedley, California. (2014). *City of Reedley General Plan 2030*.

³⁴ Far Western Anthropological Research Group, Inc., “Wahtoke Creek,” Far Western, accessed June 1, 2020, <https://farwestern.com/wahtoke-creek/>.

Environmental Enhancements

Natural landscapes and habitats are often left fragmented and isolated by patterns of urban development. Trails offer an opportunity to conserve, preserve, and enhance wildlife resources and native plant and animal species.³⁵ For Reedley, the potential Parkway expansion enters natural riparian environments of the Kings River and Wahtoke Creek corridors as well as Travers Creek, a manmade creek for crop irrigation. With approximately 43% of the potential Parkway expansion paralleling the river, creeks, and irrigation infrastructure, there's an opportunity to incorporate environmental conservation, preservation, and enhancement activities into the potential trail development.

- **Reedley's topography is generally flat except for the area within the Kings River corridor.** Slopes within Reedley's SOI are primarily found within the Kings River corridor; other than this area, the city is "flat." Given the city's proximity to the Sierra Nevada Mountains, rain and snowmelt runoff follows a subsurface lateral movement into creeks, irrigation ditches, open space, percolation ponds, and the Kings River.³⁶ These areas are ripe with natural landscapes and habitats.
- **The Kings River is the main river that runs through Fresno County and is a sizable recreational asset to Reedley.** The Kings River is considered the "best and most prominent riparian and wetland habitat" in Fresno County.³⁷ According to the *Kings Basin Integrated Regional Water Management Plan* (2018), "the Kings River, its tributaries, and sloughs are the lifeline of the riverine-riparian habitat that links the Sierra Nevada Mountains to the foothills, to the valley floor."³⁸ Approximately 4.5 miles of the Kings River runs along Reedley's western border.
- **The Kings River is recognized by the City as an important natural resource that should be conserved and preserved.** The City's *Kings River Corridor Specific Plan* (1990) laid the foundation for the City's efforts toward seeking balance between growth, conservation, and preservation of the Kings River corridor. The plan has since been absorbed into the *Reedley General Plan 2030* but serves as a reminder of the importance the City previously placed on developing a river-adjacent trail system that would maximize public enjoyment of the natural riparian environment. The plan detailed concern about the lack of river access points from a trail (i.e., trespassing, vandalism, and littering) and offered several recommendations (e.g. interpretive nature center and trail) for trail development, conservation, and preservation that are still applicable today.

With the potential expansion of the Parkway, there are opportunities within those portions of the city to enhance the environments of the Kings River, Wahtoke Creek, and Travers Creek corridor through concentrated conservation and preservation activities. For the river corridor in particular, these types of activities were detailed in the *Kings River Corridor Specific Plan*. Overall, there is an opportunity to coordinate trail development with conservation and preservation of natural habitats and vegetation.

³⁵ Trails and Greenways Clearing House. (1999). *Enhancing the Environment with Trails and Greenways*. Rails-to-Trails Conservancy, accessed June 1, 2020, <https://www.railstotrails.org/resource-library/resources/enhancing-the-environment-with-trails-and-greenways/>.

³⁶ City of Reedley, California. (2014). *City of Reedley General Plan 2030*.

³⁷ City of Reedley, California. (2014). *City of Reedley General Plan 2030*.

³⁸ Kings Basin Water Authority. (2018). *Kings Basin Integrated Regional Water Management Plan*. Kings Basin Water Authority, accessed June 1, 2020, <https://www.kingsbasinauthority.org/governance/governing-documents/irwmp/>.

Summary of Opportunities

The opportunity areas described throughout this chapter are summarized as follows.

Population Characteristics and Planning for Mobility Needs

- Engage prospective trail users in the trail planning and development process to ensure ongoing trail use.
- Explore programming options that specifically address the mobility needs of prospective trail users.

Population Growth and Demand for Urbanized Land

- Coordinate land use and transportation infrastructure in fringe areas.
- Focus on transition points between older and new portions of the city.
- Emphasize safety and accessibility for non-motorized travel.
- Leverage the potential Parkway expansion to meet mobility needs.

Greenfield Development

- Strategically plan and design the potential Parkway expansion to serve future residentially based trail users.
- Prioritize trail development to serve a residentially and commercially based prospective trail user group.
- Master plan the trail system to ensure trail build out will be concurrent with development.
- Consider amending development provisions within City Code to include standards and regulations that require connected and accessible bicycle and pedestrian facilities.

Transportation Network Connectivity

- Reflect statewide active transportation goals across plans and policies to improve funding eligibility.
- Leverage the Parkway expansion to improve the existing active transportation and street network.
- Leverage interest of youth population by prioritizing gaps between schools, recreational areas, and the potential Parkway alignment.
- Investigate what influences active travel behavior to prioritize linkages between points of interest.
- Change investment approach to consider alternatives for facility placement beyond roadways.

Trail-Oriented Development

- Pursue reciprocal relationships between trail investments and developments in close proximity.

Historical and Cultural Resources

- Factor in the extensive historically and culturally significant resources during the planning and designing of the potential Parkway expansion.
- Leverage and celebrate historically and culturally significant resources to increase connection and interaction with the trail system.

Environmental Enhancements

- Improve the environmental conditions of the Kings River, Wahtoke Creek, and Travers Creek by coordinating trail development and conservation and preservation activities that enhance the city's natural habitats and vegetation.

Summary

This chapter identified the existing conditions of the city's land use, transportation, demographics, and historical, cultural, and environmental elements were found to be supportive of the City's objectives to expand the Parkway. In particular, the chapter showcased the opportunity areas for the City to enhance and strengthen its case for investing in its trail facilities. The next chapter, Chapter 3 – The Trail Development Process, builds on the baseline conditions and opportunity areas and presents a seven-step process for developing trails in order to provide the City and RPC with a model framework for trail planning and decision-making.

Chapter 3 – The Trail Development Process

This chapter builds on the baseline of existing conditions and opportunity areas identified in Chapter 2 – Analyzing the Case for Trails. Specifically, this chapter presents a seven-step process for developing trails that has been adapted from the Rails-to-Trails Conservancy. Within each step is a general description followed by examples and resources that are applicable to Reedley and based on the pre-identified conditions and opportunities. Descriptions, examples, and resources were collected and synthesized from content analysis of trails master plans, feasibility studies, toolkits, guidelines, and presentations by various jurisdictions at the local, regional, and state levels (Appendix A). Additionally, descriptions, examples, and resources were also obtained by conducting interviews with local agency staff from the cities of Clovis, Fresno, and Madera (Appendix B). The purpose of this chapter is to develop a model framework for trail planning and decision-making with specific strategies and resources.

The Trail Development Process

Multi-use trail systems include bicycle and pedestrian facilities (i.e., physical structures such as trails) and amenities (i.e., features that enhance facilities such as lighting or wayfinding) that promote non-motorized travel and increase the connectivity and accessibility for active travel between destinations. The development of these systems is a long-term process rooted in community needs, values, and priorities and requires capacity to obtain and maintain long-standing funding streams and partnerships. The ‘typical’ process can be organized into seven steps as adapted from the Rails-to-Trails Conservancy (Figure 3.1). It is important to recognize that trail planning and development is an incremental, variable process that requires flexibility and adaptability. Each step is described further in the following sections.

Figure 3.1. The Seven Steps to Develop a Trail



Source: This graphic was created by Jenna Chilingirian, adapted from the Rails-to-Trails Conservancy’s trail development process outlined in the Richmond Industrial Trail Feasibility Study, 2018.



Step 1: Identify and Define

The first step in the trail development process is to *identify and define* the community’s vision for a trails system which can be attained through community engagement. The vision serves as the foundation for the feasibility and master plan’s goals, objectives, and recommendations (See Steps 2 and 3) (Figure 3.2). Engagement should focus on conducting analysis of community needs and values related to trails which, in turn, should conceptualize the necessary actions to achieve the community’s overall vision for trails. Typical engagement efforts include hosting open houses, workshops, public meetings, or booths at events. However, agencies have begun to utilize targeted data-driven activities such as interviews, surveys, walking/bicycling audits, and interactive mapping tools to enhance greater trust, commitment, and accountability from the community (Figure 3.3). Here, early engagement lays the groundwork for a network of trail champions that can advocate on behalf of trails through the duration of the process.^{39,40}

Figure 3.2. Example Scope and Vision for a Trails System, San Jacinto, California, 2018



SCOPE AND VISION

The TMP will serve as San Jacinto’s active transportation and trails guide for the development of multi-modal projects that best meet the needs of the community. The TMP takes advantage of a committed group of community members, physical opportunities provided by its relatively flat terrain, and its centrally located position within western Riverside County.

The following objectives are addressed within the TMP:

1. Identify gaps and barriers, both perceived and actual, in the existing pedestrian, bicycling, and trail network where high priority corridors are disconnected;
2. Engage with the community to gather local knowledge on existing challenges and opportunities;
3. Analyze the existing infrastructure around activity centers, such as parks and commercial centers, to determine appropriate solutions;
4. Develop a methodology for prioritizing projects that include family-friendly routes, first and last mile connections to transit, and a tiered network that serves both experienced riders and less experienced riders; and
5. Encourage walking and bicycling as viable transportation modes.

Source: City of San Jacinto, California, Trails Master Plan, 2018.

A trails committee can be an effective organization and decision-making tool that supplements an agencies’ broader community engagement efforts. There are two common types of committees for trails planning and development: (1) stakeholder and (2) technical. Both committees offer advisory opportunities but have different focus areas and member bases. Stakeholder-based committees typically comprise broad groups of individuals (e.g. residents, trail users, advocates, businesses, and donors) that advise on events, funding, engagement, and day-to-day trail use impacts such as

³⁹ Rails-to-Trails Conservancy, Trail Development Department, “Engaging and Empowering Communities,” Rails-to-Trails Conservancy, accessed June 1, 2020, <https://www.railstotrails.org/build-trails/trail-building-services/engaging-and-empowering-communities/>.

⁴⁰ Rails-to-Trails Conservancy, Trail Development Department, “Organizing,” Rails-to-Trails Conservancy, accessed June 1, 2020, <https://www.railstotrails.org/build-trails/trail-building-toolbox/organizing/>.

maintenance.⁴¹ In comparison, technical-based committees include local, regional, or state agencies, utility companies, service providers, landowners, or others who are able to assist in technical matters and problem solving.⁴² This type of committee provides technical expertise and advice for specific phases of trail planning and development (e.g. Design and Construction Committee) and may be convened for specific projects and then dissolved or reconfigured upon project completion.

Figure 3.3. Examples of Community Engagement Approaches for Trails Projects

City of Riverside, California	The City of Riverside created an Online Input Map for its active transportation plan where visitors can take a survey and provide feedback for trails, on-street facilities, and improvements. Where there is agreement by visitors, they can “vote” for the option.
County of Placer, California	The County of Placer created a website for the its trails master plan where visitors could review the draft plan and provide feedback. In addition to language about the project, the website includes a project timeline, ways to get involved, and related documents.
Town of Windsor, California	The Town of Windsor utilized the ArcGIS online platform to create an outreach Web Map where visitors could add markers, images, and comments on the town’s existing and proposed trails. The map also highlights existing parks and public lands.
City of Clovis, California	During its Active Transportation Plan outreach process, the City of Clovis hosted an Interactive Map Survey to allow public feedback, recommendations, and comments about walking and bicycling in the city. Users could add map features such as markers and lines.
City of Cupertino, California	The City of Cupertino held a “walkshop,” or walking workshop, along a proposed trail segment identified in its bicycle master plan. The walkshop consisted of tours led by city and consultants; attendees were invited to submit comments and feedback.
Great Rivers Greenway, MO	To guide engagement efforts, some jurisdictions like the Great Rivers Greenway (MO) develop an engagement strategy that outlines engagement strategies for each step of its process.



Step 2: Study and Analyze

Once an agency has determined the community’s vision for a trails system, the next step is to **study and analyze** the technical possibility, practicality and cost-effectiveness (i.e., feasibility) of planning and developing the envisioned system. Depending on available resources and capacity, feasibility analysis may be conducted by agency staff, consultants, or volunteers. Alternatively, analysis can be conducted in partnership between the agency and volunteers with assistance from consultants.⁴³ For many agencies the effort either results in a published feasibility study or technical memos. The primary purpose of this effort is to conceptualize the trail system vision into trail alignment options that can be studied and analyzed. Alignment options are typically assessed by evaluation criteria, GIS analysis, field visits, and community engagement (Figure 3.4). One example criterion is ‘cost feasibility,’ which considers the total trail costs including design, engineering, studies, surveys, and administration, with an assumption of an additional 10% for environmental studies, documentation, and permitting. Upon completion of feasibility analysis, options with the most favorable scoring are then proposed as “preferred” alignments to be explored in the master planning process (See Step 3).

⁴¹ Great Rivers Greenway. (2018). *Engagement Strategy*. Great Rivers Greenway, MO. Accessed June 1, 2020, <https://greatriversgreenway.org/wp-content/uploads/2018/02/Engagement-Strategy-FINAL.pdf>.

⁴² Ibid.

⁴³ State of Virginia. (2000; updated 2011). *Greenways and Trails Toolbox*. State of Virginia, Department of Conservation and Recreation. Accessed June 1, 2020, <https://www.dcr.virginia.gov/recreational-planning/document/grcwr.pdf>.

Figure 3.4. Evaluation Criteria and Considerations Examples

Little River Trail Feasibility Study State Coastal Conservancy (CA)	Stevens Creek Trail Feasibility Study City of Los Altos (CA)	Highlands Rail Trail Feasibility Study County of Passaic (NJ)
<ul style="list-style-type: none"> • Environmental resources. • Cultural and historical resource protection. • Consistency with adjacent public access and land uses. • Trail management. • Topographical feasibility. • Cost feasibility. • Scenic Experience. 	<ul style="list-style-type: none"> • Land availability. • Land ownership. • Design criteria and guidelines (e.g. CA Highway Design Manual, AASHTO Guide). • Habitat sensitivity and biological resources. • Urban open spaces, including landscaped parks and schools. 	<ul style="list-style-type: none"> • Alternative Options. • Connectivity Factors. • Estimated Construction Costs. • Environmental Sensitivity. • Safety Considerations. • Administrative Challenges.

Source: The title for each study is hyperlinked and also included in Appendix A – Resources List.

The structure and contents of a feasibility study generally include the following components:

1. **Existing Conditions.** Existing conditions will depend on the study or focus area determined by the community, but the feasibility studies reviewed as part of this project broadly addressed existing and future land use, bicycle and pedestrian facilities, trail user demand, and auto demand.
2. **Evaluation Criteria or Assessment Framework.** As mentioned above, evaluation criteria are often used to assess alignment options. Criteria are typically framed as factors that might strengthen or inhibit implementation whereby the results are presented as opportunities or constraints. See Figure 3.5 for examples of preliminary feasibility questions.
3. **Alignment Concepts/Alternatives Analysis.** Of the feasibility studies reviewed, many presented at least three alignment concepts with corresponding evaluation results, maps, and images for justification. The alignment with the most favorable results is ranked highest. Additionally, this component often includes preliminary cost estimates for each alignment.
4. **Implementation Strategy.** This component considers strategies for implementing a trail system including but not limited to land acquisition, design standards, permitting, maintenance, management, and funding.

Figure 3.5, Feasibility Questions for Trail Projects

1. Is there a likelihood that the land can be acquired?
2. Is there public support for the project?
3. Is funding available to acquire property comprising the corridor?
4. Is there an entity willing to take ownership and operate the greenway or trail?
5. Is funding available to develop, operate, and maintain the corridor?

Source: Virginia Department of Conservation and Recreation, Greenways and Trails Toolbox, 2011.



Step 3: Plan

Completion of technical analysis marks the beginning of the master *planning* process so long as dollars have been obtained. While technical analysis determines the feasibility of a trails system, the master plan evaluates its future potential and creates a long-term implementation strategy. The components of a master plan can be conceptualized by a framework that answers the *why, what, how, and when* of a trails system (Figure 3.6). The components should offer tangible and visible statements of the vision, goals, and objectives for future conditions in addition to a roadmap for implementation.^{44,45} To ensure long-term application and flexibility, the components should be broad, simple, and concise.⁴⁶ Exact alignments and project details can be assembled and vetted in later steps. The master plan becomes the long-term guiding document that articulates policy, summarizes analysis, and guides future action.

Figure 3.6. Master Plan Conceptualization Framework

1. <i>Why.</i>	The vision or purpose, goals, and objectives for the trails system.
2. <i>What.</i>	The scope, expected costs, and anticipated results of the trails system.
3. <i>How.</i>	The approaches or strategies for implementing the trails system.
4. <i>When.</i>	The timeline, sequencing, and milestones for implementing the trails system.

The specifics involve a multi-phased effort to identify, assess, and prioritize feasible trail segments that, together, form the trail system. Identification includes compiling a list of desired projects and programs. Next, each project and program is assessed for feasibility based on pre-determined factors (e.g. cost, funding availability, environmental conditions) in addition to other considerations including but not limited to: user needs, connections to plans and policies, partnerships, and maintenance and management responsibilities (Figure 3.7).⁴⁷ Following the assessment, the feasible projects and programs are prioritized into a final list of recommendations. Agencies often rely on prioritization tools to assist with ranking. For example, the City of Fresno’s *Fresno Network Expansion Feasibility Plan* (2019 draft) specifies the Active Transportation Priority Tool. Finally, the master plan should identify implementation measures (e.g. design, maintenance, programming).

Figure 3.7. Recommended Contents of a Trails Master Plan

<i>Existing conditions</i>	<ul style="list-style-type: none"> • Administrative boundaries and resources: destination points, parks and open spaces, property ownership, and trails plans for adjacent jurisdictions. • Physical conditions: site-specific opportunities and constraints, existing facilities, land uses environmental conditions, and historical and cultural resources.
<i>Project definition and circulations plans</i>	<ul style="list-style-type: none"> • Determine gaps within the existing multi-modal transportation system. • Prioritize trail segments or projects to close identified gaps. • Provide access and connections to destination points.
<i>Land Acquisition Strategy</i>	<ul style="list-style-type: none"> • Determine approaches to acquiring the trail rights-of-way. • Consider uses, completion time, complexity, legalities, and expenses.

Source: Sapphos Environmental Inc., “Working Trails and Greenways into Master Plans,” 2014.

⁴⁴ Sapphos Environmental Inc. (2014). “Working Trails and Greenways into Master Plans.” PowerPoint presentation, California Trails and Greenways Conference, April 8, 2014.

⁴⁵ University of Delaware, Institute for Public Administration, “Complete Communities Toolbox: Benefits of Master Planning,” University of Delaware, accessed June 1, 2020, <https://www.completecommunitiesde.org/planning/healthy-and-livable/benefits-of-master-planning/>.

⁴⁶ Sapphos Environmental Inc. (2014). “Working Trails and Greenways into Master Plans.”

⁴⁷ “The Benefits and Drawbacks of Master Planning,” Project for Public Spaces, December 31, 2008, accessed on June 1, 2020, <https://www.pps.org/article/benefits-and-drawbacks-of-master-planning>.

Development regulations such as zoning and subdivision ordinances are critical to ensuring that the vision, policies, and actions of the trails master plan are implemented as intended. Such regulations can be modified to support the development of pedestrian-oriented infrastructure while also providing guidance for further incorporation with private development (i.e., connectivity of bicycle/pedestrian facilities and streets between private development and public rights-of-way).⁴⁸ For reference, the Institute for Health Research and Policy developed a primer for practitioners that outlines approaches and details strategies for incorporating pedestrian-oriented provisions into plans and zoning ordinances. Two strategies and accompanying examples from the primer are summarized in Figure 3.8. Additionally, specific pedestrian-oriented provisions from the cases studied for this project (i.e., Clovis, Fresno, and Madera) are included in Appendix C.

Figure 3.8. Strategies to Incorporate Pedestrian-Oriented Provisions into Plans and Zoning Ordinances

	Description	Examples
Zoning Ordinance	Policies that promote the connectivity of bicycle and pedestrian facilities can be implemented through zoning ordinances, either as a permitted use (e.g. “Trails and Paths”) or as additional standards for specific uses and activities. The additional standards that address specifics such as location, width, access, or natural resources can guide integration of the facilities in private development.	Pleasant Hill, Iowa’s <i>Parks, Recreation, and Open Space Plan</i> is directly referenced in its zoning code, which requires minimum trail development standards to be included in site plans.
Subdivision Ordinance	The subdivision process can be utilized as a method for both acquisition and access to fulfill trail development. In terms of acquisition, subdivision regulations can require proposed developments to dedicate or reserve lands that will serve a public purpose (i.e., trails) as identified in planning documents (i.e., trails master plan). For access, provisions for lot size, width, and street standards can require incorporation of trails as design features.	Nashville and Davidson County, Tennessee’s joint subdivision regulations specify design provisions for “walkable subdivisions.” Specifically, the provisions outline specifications for connectivity, block length, sidewalks, and street patterns to increase access through and within subdivisions.

Source: Institute for Health Research and Policy, “Components of Local Land Development and Related Zoning Policies Associated with Increased Walking: A Primer for Public Health Practitioners,” 2018.

⁴⁸ JF Chriqui, E Thrun, A Sanghera. *Components of Local Land Development and Related Zoning Policies Associated with Increased Walking: A Primer for Public Health Practitioners*. Chicago, IL: Institute for Health Research and Policy, University of Illinois at Chicago. January 2018. Accessed June 1, 2020, https://www.ihrp.uic.edu/files/Zoning_Primer_508.pdf.



Step 4: Partner

Developing and formalizing *partnerships* is critical to ensuring that a trails master plan is implementable. Partnerships require close collaboration between agencies and potentially affected parties that can take place either before or after the design and engineering phase (See Step 5). Notably, the agencies interviewed for this project stressed the importance of securing partnerships as early as possible. In some instances, the agencies noted that years of negotiations with landowners ultimately placed trail development processes on indefinite holds. Such negotiations were more common where proposed trails are adjacent to waterways (e.g. rivers, canals, or creeks) or railways. As such, partnerships are important to work through during or near the trails master planning process when concepts are still high-level and relatively flexible. Regardless of where partnerships fall in the process, it is important to address all concerns as they arise, keep communication lines clear, and remain responsive.⁴⁹

Technical analysis and the master planning process should be where agencies are identifying potential concerns and proposing alternatives or solutions to address such concerns. For example, the list of recommended projects and programs should be scrutinized to identify where the agency may have legal exposure. If agencies find that partnerships are necessary to mitigate exposure, then they should move to holding conversations with the landowners, operators, other potentially affected parties to formalize agreements or memorandums of understanding. Depending on interest, agencies may also consider invitations to join a technical advisory committee for further input or involvement in the planning and design decision-making processes. If agencies are finding that consensus cannot be reached as intended, then they should move quickly to reroute or modify its plans or designs before they are codified.

Two potential situations that may raise landowner concerns in Reedley are: (1) developing trails along waterways (e.g. canals, creeks, or the river) and (2) developing adjacent to or through farmland (e.g. Reedley College campus farm). Both situations are likely to raise significant safety and liability concerns by landowners, especially regarding theft and vandalism, littering, operational disruptions, maintenance, and privacy. The Rails-to-Trails Conservancy has studied these types of concerns; specifically in a 2011 report about trail development adjacent to waterways and through a 2014 national survey about trails and agriculture.^{50, 51} From this analysis, the Rails-to-Trails Conservancy was able to identify various strategies and best practices to mitigate concerns. The strategies and best practices can be boiled down to three categories: (1) liability, (2) management and maintenance, and (3) design. Each category is described below with supplemental examples and resources (Figure 3.9).

⁴⁹ Berry Bergman, James Powell, "Trails and Agriculture: Bridging Productive and Recreational Landscapes." PowerPoint presentation, American Trails, May 20, 2015. Accessed June 1, 2020, <https://www.americantrails.org/files/ppt/Trails-and-Agriculture-Bergman-Powell.htm>.

⁵⁰ Rails-to-Trails Conservancy. (2011). *Development of Trails along Canals, Flood Channels, and other Waterways*. Rails-to-Trails Conservancy, last accessed June 5, 2020, <https://www.railstotrails.org/resource-library/resources/development-of-trails-along-canals-flood-channels-and-other-waterways/>.

⁵¹ Berry Bergman, James Powell, "Trails and Agriculture: Bridging Productive and Recreational Landscapes."

Figure 3.9. Strategies to Mitigate Common Landowner Concerns

	Description	Examples	Resources
Liability	Liability can be the biggest concern for landowners because they do not want to assume responsibility for risks, costs, or damages associated with recreational use on their property especially if they do not provide recreation or transportation facilities. These concerns can be addressed through individual agreements between the agency and landowner. For agriculture uses, there may be unique concerns due to pesticide use and potential for crop-contamination; in addition to agreements, agencies can also think about programmatic solutions that set boundaries and rules for trail use.	<ol style="list-style-type: none"> 1. The City of San Jose (CA) executed a Collaborative Action Plan and Agreement between the City and Water District for development and operation of trail projects. This streamlined the development of public trails, while also defining the roles, responsibilities, and risks. 2. The AG RESPECT Program formed a coalition of concerned landowners and partners along a proposed trail network (e.g. the Napa Valley Vine Trail Coalition) that resulted in a how-to-guide for trail users, inclusion of right-to-farm language, and incorporation of educational signs and rest-stops on farmlands. 	In California, there are existing laws that protect public entities and easement grantors from legal claims: the California Recreational Use Statute and California Recreational Trails Act (California Government Code 831.4, California Civil Code 846). Under these laws, landowners receive broad protection as long as there is (1) no invitation, (2) no fee charged, and (3) no willful or malicious intent.
Management and Maintenance	Most trails do not have a dedicated patrol, and for many jurisdictions this is not a financial priority. If trails facilities are not properly managed and maintained, the likelihood for vandalism, trespassing, and homelessness can deter safe use of facilities. However, there are strategies to facilitate effective management and maintenance including: Adopt-a-Trail, lighting, self-monitoring or trail watch programs, utilization of safety signage, and trainings for police and fire departments.	<ol style="list-style-type: none"> 1. The East Bay Regional Park District is served by the Volunteer Trail Safety Patrol of trained patrol groups that dedicate 6-8 hours per month to monitor trails, report safety issues, and foster positive relations among user groups. 2. The County of Santa Clara established a trail maintenance manual to supplement its trail master plan by setting standards, roles and responsibilities, and priority areas and activities. 	<ol style="list-style-type: none"> 1. The Ohio River Greenway Development Commission produced a manual, <i>Best Practices in Trail Maintenance</i> (2014) that provides cost-effective recommendations. 2. The Minnesota Local Research Board’s maintenance workshop can assist with anticipating and planning a maintenance management strategy. 3. The Virginia Department of Conservation & Recreation’s <i>Greenways and Trails Toolbox</i> includes a chapter on operations and management.

Design

Privacy also becomes a concern of landowners when trails pass near private property. In general, agencies and developers should attempt to plan trails in a way that does not infringe on privacy. When this is unavoidable, privacy concerns can be addressed through design elements that ensure safe separation between adjacent land uses and trail users. In all cases, design elements should be discussed with landowners.

1. Fencing (e.g. lodge pole or chain link), gates, or bollards. For agricultural uses, ensure adequate spacing to accommodate equipment and allow closure for specific operations.
 2. Landscaped buffers (e.g. hedges, shrubs).
 3. Setbacks from property or fence lines.
 4. Signage – regulatory (e.g. “stay on trail,” or “no trespassing”), etiquette (e.g. “watch for and yield to”), warning, informational, or wayfinding.⁵²
 5. Lighting.
1. The Federal Highway Administration’s manuals detail strategies for trail design and construction.
 2. The Rails-to-Trails Conservancy’s Trail Building Toolbox provides guidance on design considerations that cover user type, conflict reduction, accessibility, surface materials (e.g. soft v.hard, life expectancy), drainage and erosion control, signage, bridges, crossings, and lighting

Source: The titles for resources are hyperlinked and are also included in Appendix A – Resources List.

⁵² Berry Bergman, James Powell, “Trails and Agriculture: Bridging Productive and Recreational Landscapes.”



Step 5: Design and Engineer

As funding is obtained, an agency can advance to **designing and engineering** its recommended projects and programs from a trails master plan. Because there is no “typical cross section” that can be replicated everywhere, designing and engineering can be a lengthy, complex, and nuanced process.⁵³ To give some direction for the process, design standards can be incorporated into trails master plans, public works standards and specifications, or published as a standalone document (Figure 3.10). Setting design standards can play a significant role in promoting uniform and quality design across segments and enforcing compliance with regulations.⁵⁴ Beyond the design work, this step will require environmental review (i.e., CEQA and in some cases, NEPA), surveying, and site-specific concept plans and specs. Agencies can also incorporate plans for implementation, lifecycle maintenance and monitoring, and branding and marketing in addition the standard design and engineering work.

Designing and engineering can be done in-house with agency staff or by outside private consultants, depending on the scale of the project, available resources, and capacity. The City of Clovis is an example of an agency that has moved to in-house design and engineering for almost all of its trail-related projects. After several years of inactivity caused by budget constraints, the City decided to pool its resources for in-house designing and engineering of its award-winning Dry Creek Trailhead. Choosing to do in-house design and engineering helped the City to save money and complete the project quicker than if it were to work with a consultant.

Lastly, agencies should consider ways to engage the community and mobilize its committees to partake in the process and provide feedback. For the community this may occur as design charettes with direct engagement with designers; and for committees, this may entail creating a sub-committee for trail design and construction that includes technical experts and other interested parties (e.g. landowners). Engagement opportunities can help ensure that the final design accurately depicts the community’s vision for its trail system and that all potential conflicts or concerns are addressed.

Figure 3.10. Examples of Setting Trail Design Standards

<p>City of Clovis, CA</p>	<p>The <i>City of Clovis Loma Vista Specific Plan (2003)</i> and <i>Heritage Grove Master Plan and Design Guidelines (2016)</i> are examples of incorporating trail design standards into master plans. The City turned to master planning greenfields in the 1990s as the city’s population and demand for urbanized land began to increase. Both master plans account for development to accommodate 30,000 residents per community. Incorporation of bicycle and pedestrian facilities within these communities was identified to the City as being essential to ensure that trails were built as development occurred. The master plans highlight conceptual design standards (e.g. cross-section and design, landscaping, and amenities) for internal circulation – streets, bikeways, trails, and “paseos” – and connectivity to the larger transportation network, which connects to schools, activity areas, and signalized intersections. For reference, “paseos” are Class I bike paths that originate from a central neighborhood park and are shorter (i.e. less than one-mile) paths with 20-30-foot wide landscaped areas.</p>
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⁵³ “Do You Really Need an Engineer to Design Your Trail?” Prein&Newhof, September 25, 2014. Accessed June 1, 2020, <https://www.preinnewhof.com/you-really-need-an-engineer-to-design-your-trail/>.

⁵⁴ Ibid.

<p><i>City of Fresno, CA</i></p>	<p>The <i>City of Fresno Trail Design Guidelines (2017 Draft)</i> is an example of standalone trail design standards. Once finalized, this 90-page guide will accompany the City’s <i>Active Transportation Plan (2016)</i> and pending <i>Trail Network Feasibility Expansion Plan (2019 Draft)</i> to codify the pre-determined standards. Fresno is nearly built out and developed, so planned trails must be retrofitted into existing infrastructure. This raises potential challenges to encourage developers to meet certain design standards without codification and enforcement of such standards. As such, Fresno is developing a standalone, detailed document that covers trail cross-section and design, landscaping, fencing and railings, furnishings, public art, signage, bicycle-pedestrian bridges, ramps, retaining walls, and lighting among other elements.</p>
<p><i>City of San Jose, CA</i></p>	<p>The <i>City of San Jose’s Trail Network Toolkit Planning & Design (2018)</i> encompasses the City’s process for studying, planning, designing, and building out its trail system. It details planning and design considerations for joint-agency projects, especially where trails are within riparian areas, public rights-of-way, utility corridors, and approaching adjacent cities. The toolkit supplements the City’s <i>Trail Program Strategic Plan (2016)</i>, which describes trail characteristics, programming, and maintenance that is more in line with a master plan.</p>
<p><i>County of Humboldt, CA</i></p>	<p>Chapter 6 – “Trail Design Guidelines” of the <i>Humboldt County Regional Trails Master Plan (2010)</i> is an example of incorporating trail design guidelines into a trails master plan. The chapter is one of six chapters that cover everything from the purpose and process, to goals, policies, analysis, and prioritization processes. The design chapter itself details the varying widths, surfaces, grades for each trail type in addition to accessibility considerations, support facilities, and amenities.</p>

Source: The titles for resources are hyperlinked and are also included in Appendix A – Resources List.

Step 6: Build

An agency may implement its site-specific concept plans and specs and **build** a trail project upon obtaining funding. Trail construction is typically a segment-by-segment effort until a corridor or system is completed. Two primary considerations during the construction phase include: *who* is going to build the trail (i.e. in-house crews, volunteers, contractors, developers) and *how* community engagement can be sustained. When considering the entities responsible for construction, an agency should take into account the project scale, available resources, and capacity. A master plan's implementation strategy (i.e. funding sources or partnerships) can provide guidance. Fairfax County, Virginia is an example of an agency that prioritizes in-house construction. The County's *Trail Development Strategy* outlines six tools to reduce staff time, decrease project costs, and enable more volunteer-based help; by enhancing in-house abilities for planning, designing, building, and maintaining its trails system, the County anticipates more than 200% in savings, inclusive of labor and material.⁵⁵

Once a trails project has been planned, designed, and engineered, community engagement is likely to wane until the project's grand opening. While there may be plentiful opportunities for involvement in the earlier stages of trail development, similar options may not be readily presented during construction unless an agency engages a volunteer base. Fewer touch points with the trail development process are likely to lead to plateaued excitement levels, which may have long-term impacts for community involvement and connection with the trails (i.e., volunteering, fundraising, or event participation).⁵⁶ To mitigate potential impacts, the Pennsylvania Environmental Council's *Inclusionary Trail Planning Toolkit* (2018) offers several strategies to keep the community engaged and excited between planning, groundbreaking, and grand opening. Some strategies are outlined in Figure 3.11.

Figure 3.11. Engagement Strategies for Trail Construction, Pennsylvania Environmental Council, 2018

1. Host a pre-construction party and open house. Celebrate the end of the planning process and recognize those who dedicated their time, highlight what's to come.
2. Program the construction sites. Regularly update signage at the construction site about the project, timeline, and community process. If the construction site has chain link fences, think about decorating the fences with local art or with signs about the history of the area.
3. Keep residents up to date with construction progress. Send regular newsletters or write blogs and social media posts to update residents on construction. For example, a newsletter can profile community leaders who have helped with the trail planning and development process.
4. Plan for ongoing programming. Use the construction period to begin planning regular trail programming. Tap into committees and other engaged groups to develop an actionable plan.
5. To set the tone for trail use and offer an opportunity to re-engage the community, an agency may consider hosting an opening day celebration. Here, they can highlight volunteers, introduce programming, and collect contact information for future correspondence.⁵⁷

Source: Pennsylvania Environmental Council, *Inclusionary Trail Planning Toolkit*, 2018.

⁵⁵ County of Fairfax, Virginia. *Trail Development Strategy Plan*. County of Fairfax, Virginia, Park Authority, accessed June 1, 2020, <https://www.fairfaxcounty.gov/parks/sites/parks/files/assets/documents/plandev/trail-management/trail-development-strategy-plan.pdf>.

⁵⁶ Julia Raskin. (2018). *Inclusionary Trail Planning Toolkit*. Pennsylvania Environmental Council. Accessed June 1, 2020, <https://www.railstotrails.org/resource-library/resources/inclusionary-trail-planning-toolkit/>.

⁵⁷ Ibid.



Step 7: Open, Maintain, and Manage

Once a trail project is constructed, the remaining and final step is to *open* the trail for use. Opening of a trail comes with the need for routine operation, maintenance, management, and programming, all of which should be addressed in the trails master plan and any supplemental plans derived during design and engineering (e.g. lifecycle maintenance and monitoring). Consistent funding becomes even more significant in this phase to ensure that trails are programmed, promoted, and maintained in good condition as safe and enjoyable means for transportation and recreation for the long-term.⁵⁸ For assistance, committees, nonprofits, and other community-based groups can be engaged and mobilized.

Programming is generally concerned with continued activation of trails by addressing user conflicts, safety issues, and environmental impacts of trail use and may be in the form of maintenance, education, or improvement activities.⁵⁹ In programming, agencies should look to the community-identified needs and values for why the trail was desired in the first place.⁶⁰ One way to understand how and where trail use is occurring is to install equipment that tracks or counts pedestrians and bicyclists. For example, the City of Clovis installed a counting system along trail segments to conduct annual analysis of usage patterns and make adjustments to facilities and safety resources as needed. The system was funded through Measure C. Overall, programming should be targeted to the community’s needs and values and should include evaluation to understand existing conditions and make modifications as necessary.

In general, fundraising is about raising funds to make projects happen. Typical fundraising sources include private donations, events, or membership campaigns (e.g. Adopt-a-Trail). Dollars fundraised can directly fund operational activities while also building community support and ownership for the trails system. It is important to remain consistent in these efforts to maintain enough support to see financial returns for the time and effort spent. Some trails associations like the Beaverhead Trails Coalition or the Fort Wayne Trails, Inc. develop strategic plans to guide this work. Additionally, some communities generate an online presence and platform that provides recognition of those supporting the trail and celebration of accomplishments (i.e., amenities and improvements) (Figure 3.12). This can be helpful to broaden communications, promotional reach, and build more interest and support for the trails system.

Figure 3.12. Examples of Online Interactive Platforms for Trails Communications

City of Laguna Niguel, CA	The City of Laguna Niguel, Department of Public Works developed a CIP Trail Improvements Story Map that walks visitors through each trail project, offering a description, a budget, and images.
County of Springfield-Sangamon, IL	The Springfield-Sangamon County, Regional Planning Commission utilizes a Multi-Use Trail Amenities interactive map that illustrates amenities and sponsorship opportunities.
Town of Parker, CO	The Town of Parker mapped all trails and amenities through ArcGIS online . Users have the ability to click through map elements for details and turn map layers on and off.
City of Raleigh, NC	The City of Raleigh’s Parks, Recreation and Cultural Resources Adopt-a-Trail program is available for viewing on an interactive map. Trails ‘available’ and ‘taken’ for adoption are indicated by color (green/red), and a link is provided for quick adoption.

Source: The titles for resources are hyperlinked and are also included in Appendix A – Resources List.

⁵⁸ City of Whitehorse. (2012). *City of Whitehorse Trail Plan*. Inukshuk Planning & Development. Accessed June 5, 2020, <https://www.whitehorse.ca/home/showdocument?id=246>

⁵⁹ Rails-to-Trails Conservancy, “Trail Use: Evaluation, Programming, and Management,” Rails-to-Trails Conservancy, Trail Building Services, accessed June 5, 2020, <https://www.railstotrails.org/build-trails/trail-building-services/trail-use-evaluation-programming-and-management/>.

⁶⁰ Julia Raskin. (2018). *Inclusionary Trail Planning Toolkit*. Pennsylvania Environmental Council.

Model Framework for the Trail Development Process

The opportunity areas described throughout this chapter are summarized as follows.

Step 1: Identify and Define

- Conduct community engagement to identify and define the needs and values for the trails system. The outcome should be a vision statement with corresponding goals and objectives.
- Engage or involve a committee to support community engagement efforts; consider if committee modification or expansion is needed more adequately address vision, goals, and objectives.

Step 2: Study and Analyze

- Operationalize the vision, goals, and objectives to select at least three trail alignment options and determine evaluation criteria to assess the feasibility of each alignment.
- Assess each alignment for the most feasible or “preferred,” and produce feasibility results in a feasibility study or set of technical memos.

Step 3: Plan

- Identify, assess, and prioritize: (1) compile a list of desired trail projects and programs; (2) assess the feasibility of each project and program based on pre-determined factors and considerations; and (3) rank and prioritize a final list of recommendations. This will require establishing methodology in advance for assessment and prioritization.
- Devise implementation strategy – design guidelines, maintenance procedures, etc.
- Consider potential conflicts, concerns, partnerships, alternatives and solutions.
- Modify plans and codes to incorporate pedestrian-oriented provisions.

Step 4: Partner

- Based on identified potential concerns and legal exposure, develop and formalize partnerships with potentially affected entities (e.g. agreements or memorandums of understanding).
- If consensus cannot be reached, quickly reroute or modify plans or designs.

Step 5: Design and Engineer

- Determine who will design and engineer the recommended projects and programs.
- Design and engineer recommended projects and programs (e.g. environmental review, surveying, and site-specific concept plans and specs).
- Determine detailed plans for implementation, lifecycle maintenance and monitoring, and branding and marketing in addition to the standard design and engineering work.
- Consider opportunities for committee and community engagement (e.g. establish a specialized committee for design and construction or host design charettes).

Step 6: Build

- Determine who will implement and build the site-specific concept plans and specs.
- Build site-specific concept plans and specs, segment-by-segment until corridor or system is completed.
- Determine community engagement opportunities and ongoing programming plans for once construction is completed.

Step 7: Open, Maintain, and Manage

- Develop a strategic plan for fundraising, monitoring, and promoting trail use.
- Determine programming activities based on mobility needs and values.
- Establish a monitoring system to evaluate existing conditions and make necessary modifications.

Summary

Building on the baseline of existing conditions and opportunity areas identified in Chapter 2 – Analyzing the Case for Trails, this chapter presented a seven-step process for development trails. The chapter concluded with a model framework of specific strategies for trail planning and decision-making. The next chapter, Chapter 4 – Alignment Concept Assessment & Analysis will present the findings from the assessment and analysis of the potential Parkway expansion.

Chapter 4 – Alignment Concept Assessment & Analysis

This chapter presents the findings from a prefeasibility assessment and analysis of the potential Parkway expansion. The purpose of this chapter is to provide the general results from an independent review of the potential Parkway alignment and, in doing so, pinpoint implications for opportunities and constraints that are likely to result from implementing the alignment. The chapter begins with an overview of the assessment criteria and extents of the potential expansion. Findings are then synthesized into key themes at the end of the chapter for further consideration by the City and the RPC. Individual segment profiles that highlight site-specific opportunities and constraints are included in Appendix D.

Assessment Criteria

Assessment criteria were used to guide the prefeasibility analysis of the potential Parkway expansion. Selected criteria are grounded in the primary City objective to create a continuous, non-motorized multi-use trail system that loops the entire community and provides safe and convenient active transportation options. The pre-identified conditions and opportunities outlined in Chapter 2 were used to operationalize the City’s objective into the following values: an *accessible* and *safe* trail system that is *connected* to destinations and *integrated* into the existing and future design, land use, and transportation infrastructure. From here, four categories were identified: (1) community connections, (2) transportation network connectivity, (3) trail design opportunities, and (4) property use (Figure 4.1).

Figure 4.1. Assessment Criteria

	Description	Metric
Community Connections	The availability of destinations of interest, such as schools, parks, residential neighborhoods, commercial, and employment areas within a quarter mile of a potential segment.	<ul style="list-style-type: none"> Proximity to/types of existing land uses Proximity to/types of planned land uses
Transportation Network Connectivity	The connectivity and integration of a potential segment within the existing and planned transportation network.	Presence and absence, continuity, and directness of connections, facilities, and treatments including: <ul style="list-style-type: none"> Locally significant roadways Bicycle and pedestrian facilities Crosswalks and treatments Transit stations
Trail Design Opportunities	The quality of a potential segment from the perspective of a trail user, such as design and scale, visibility, safety and comfort, and overall ease of use.	<ul style="list-style-type: none"> Directness between destinations Presence/absence of offsite improvements in the rights-of-way (e.g. curb, gutter, sidewalk, lighting) Proximity to roadways; traffic speed and volume
Property Use	The straightforwardness of integrating the potential segment into the existing property or land use; and, whether the integration constitutes a need for partnerships to mitigate liability, privacy, or safety concerns.	<ul style="list-style-type: none"> Type of use (e.g. canal, farmland, residence) Probability of land acquisitions, easements, or dedications Rights-of-way constraints

Overview of the Potential Parkway Expansion

As introduced in Chapter 1, there are approximately 12 miles of potential trail expansion that extend from the north-south endpoints of the existing Parkway (i.e. “potential alignment”). The potential alignment can be categorized by direction: (1) a northern alignment from the Kings River at Manning Avenue to the southern portion of the Reedley Sports Park near Huntsman Avenue; and (2) a southern alignment from Huntsman and Buttonwillow Avenues to the Kings River at Manning Avenue. Together, the combined north-south alignment effectuates a loop that circles the community. The loop travels in north-south or east-west directions, primarily on or adjacent to existing roadways or hydrological features (e.g. river, creeks, and canals) and through developed and undeveloped land within the city’s SOI. To facilitate the presentation of findings, the potential north-south alignment was further divided into nine trail segments (Figure 4.4). The extents of the alignments are described as follows.

Potential Northern Alignment Extents

The potential northern alignment begins at the north endpoint of the existing Parkway at Manning Avenue and travels north, parallel to the Kings River, Wahtoke Creek, and the Reedley Community College campus and farm for approximately one mile before turning east through the Reedley College farm to connect with South Avenue at Reed Avenue (Figure 4.2). The alignment then turns south and runs parallel to the East Reedley Irrigation Ditch/Canal for approximately 0.25 miles, turning east again toward Buttonwillow Avenue. The next stretch of the alignment follows Buttonwillow Avenue until just north of Manning Avenue and turns east at the newly developed United Health Center toward Tobu Avenue (future). From Tobu Avenue (future), the alignment crosses Manning Avenue and parallels the Buttonwillow Irrigation Ditch/Canal for approximately 0.50 miles until it reaches north of Evening Glow Avenue. The alignment then travels east to Zumwalt Avenue. From Zumwalt Avenue, the alignment travels south toward the Reedley Sports Park, crosses Dinuba Avenue, and travels east toward Travers Creek. The remaining alignment follows Travers Creek until connecting with the existing Parkway south of the Sports Park and north of Huntsman Avenue. **Approximately 6.55 Total Miles**

Potential Southern Alignment Extents

From where the potential northern alignment meets the existing Parkway, there are two quarter mile segments that connect to the potential southern alignment (Figure 4.3): the existing Parkway extends for a quarter mile from Travers Creek to Huntsman Avenue, followed by a quarter mile of Class IV separated bikeway that travels west on Huntsman Avenue to Buttonwillow Avenue. The potential southern alignment picks up from the existing Parkway and Class IV separated bikeway at Buttonwillow Avenue and Huntsman Avenue. From here, the alignment travels south on Buttonwillow Avenue toward Floral Avenue for approximately 0.55 miles, crossing a railway, and heads west across approximately 1.85 miles of existing farmland toward the Kings River. Near where Road 48 bisects Floral Avenue, the alignment heads north along the Kings River for 2.50 miles until it reaches Manning Avenue. The alignment then crosses Manning Avenue and connects with the existing Parkway and the starting point for the potential northern alignment. **Approximately 4.90 Total Miles**

Figure 4.2. Extents of the Potential Northern Alignment of the Parkway⁶¹



Map Details: The existing Parkway is outlined in yellow and class IV separated bikeway is outlined in blue. The potential northern alignment is depicted as the dashed yellow line.

Figure 4.3. Extents of the Potential Southern Alignment of the Parkway⁶²



Map Details: The existing Parkway is outlined in yellow and class IV separated bikeway is outlined in blue. The potential southern alignment is depicted as the dashed yellow line.

⁶¹ This map was created by Jenna Chilingirian using ArcGIS online and data from ESRI, NASA, NGA, USGS, FEMA, Esri Community Maps Contributors, Fresno County Dept. PWP, Esri, HERE, Garmin, SafeGraph, INCREMENT P, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, US Census Bureau, USDA.

⁶² Ibid.

Summary of Segments

Nine segments were selected from the potential north-south alignment based on natural division points (e.g. streets, canals, rivers). Segment extents are summarized in Figure 4.4.

Figure 4.4. Summary of Segments

Segment Name	Abbrev.	Extents	Cross Street	Mi.
Northern Segment 1	N-1	Manning Avenue to Reed Avenue	N/A	1.40
Northern Segment 2	N-2	Reed Avenue to East Reedley Irrigation Ditch/Canal	South Avenue	1.00
Northern Segment 3	N-3	South Avenue to Buttonwillow Avenue	N/A	1.00
Northern Segment 4	N-4	Cambria Lane (future) to Manning Avenue	Buttonwillow Avenue	0.90
Northern Segment 5	N-5	Manning Avenue to Zumwalt Avenue	Tobu Avenue (future)	1.00
Northern Segment 6	N-6	Evening Glow Avenue to Dinuba Avenue	Zumwalt Avenue	0.40
Northern Segment 7	N-7	Dinuba Avenue to Travers Creek	N/A	0.85
Southern Segment 1	S-1	Huntsman Avenue to Kings River	Buttonwillow Avenue	2.40
Southern Segment 2	S-2	Floral Avenue to Manning Avenue	N/A	2.50
Total Miles				11.45

Segment Profiles

Appendix D provides profiles for each segment. The profiles detail site-specific opportunities and constraints that are based on application of the assessment criteria. Each segment profile includes a map, summary table of opportunities and constraints, and images that depict and describe the site-specific observations. For the purposes of this project, site-specific opportunities and constraints are pinpointed to direct observations at a location in or around the potential segment corridor.

General Themes

The following section presents the general locational themes identified from the overall analysis and assessment of the potential segments. As found, these locational themes have implications for opportunities and constraints. Particular observed traits are drawn together and organized into summary statements and then briefly described. To help the City visualize the possibilities or future planning scenarios based on the potential trail alignment, images of trail systems were captured from the nearby communities of Clovis and Fresno. Selected images follow each general theme description.

1. A sizable portion of the potential Parkway alignment is proposed along or adjacent to waterways. Approximately 43% or five miles of the potential alignment travels along or adjacent to waterways; namely, the Kings River, Wahtoke Creek, Travers Creek, East Reedley Irrigation Ditch/Canal, and Buttonwillow Irrigation Ditch/Canal. Of the 43%, a majority (30%) travels adjacent to the Kings River and Wahtoke Creek, followed by 11% along Travers Creek, and the remaining along irrigation canal infrastructure. These features provide unique opportunities for trail collocation (i.e., scenic landscaping, education, conservation), but will likely require the formation of partnerships (e.g. Army Corps of Engineers, Alta Irrigation District) and careful consideration of balancing natural habitation, landscaping, and operational uses with provision of safe and accessible trail facilities that also take into account threats of flooding or other environmental damages.

Planning scenarios for trail development that is integrated with waterways:



Dry Creek Trail

This is an image from the Clovis Dry Creek Trail, located between Herndon and Alluvial Avenues along the Dry Creek in Clovis, CA.

Image Source: Jenna Chilingierian



Dry Creek Trail

This is an image from the Clovis Dry Creek Trail, located on Herndon and Sunnyside Avenues along the Dry Creek in Clovis, CA.

Image Source: Jenna Chilingierian



Dry Creek Trail

This is an image from the Clovis Dry Creek Trail, located on Herndon and Sunnyside Avenues along the Dry Creek in Clovis, CA.

Image Source: Jenna Chilingierian

2. A sizable portion of the potential Parkway alignment is proposed adjacent to locally significant roadways. Approximately 32% or three miles of the potential alignment travels adjacent to locally significant roadways, including Reed, South, Buttonwillow, Manning, Zumwalt, Dinuba, and Floral Avenues. Currently, portions of these roads where the potential alignment is proposed are either outside the city limits, designated as truck routes, or considered primary entrance points to the city; as a result, these roads experience high traffic volume and speeds. Additionally, portions of these roads currently lack offsite improvements in the rights-of-way (i.e., curb, gutter, sidewalk, lighting, utility undergrounding) and crossing treatments, are located in areas predominately characterized by greenfields, or are constrained by private drive approaches that intersect with the roadway. Generally, siting trail facilities adjacent to or near roadways can be valuable for design (i.e. the long, linear nature of both types of infrastructure) and circulation of the overall transportation network if improvements are coordinated and balanced with improvements and developments. However, there is also the potential for such improvements to be costly or challenged with property infringement concerns.

Planning scenarios for trail development that is integrated with street improvements:



Sugar Pine Trail

This is an image from the Fresno Sugar Pine Trail, located on Willow and Herndon Avenues.

Image Source: Jenna Chilingirian



Sugar Pine Trail

This is an image from the Fresno Sugar Pine Trail, located on Sommerville Drive and Chestnut Avenue.

Image Source: Jenna Chilingirian

3. A portion of the potential Parkway alignment traverses through greenfields or undeveloped lands. Approximately 25% or 3 miles of the potential alignment traverses through areas characterized by greenfields or undeveloped lands within the SOI. As noted in Chapter 2, a majority (67%) of land is planned for residential (43%) or commercial (24%) uses within a quarter mile of the potential Parkway alignment. Development of these areas will require annexation, which can be a lengthy, complex process that may also necessitate land acquisition for city services. For trail development, there three likely options: (1) the city acquires the land and builds the trail; (2) the city's subdivision or land development process requires fulfillment of trail development that is concurrent with development; or (3) a hybrid approach whereby the subdivision or land development process requires dedication or reservation of lands that will serve a public purpose (i.e., trails) and the city or future developer builds the trail. Development regulations become especially critical to support the development of pedestrian-oriented infrastructure while also providing guidance for incorporation with private development. Overall, there are regulatory and financial implications for greenfield and trail development.

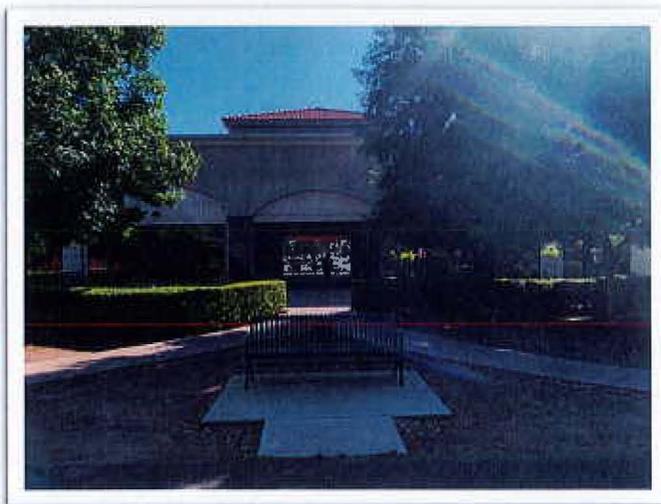
Planning scenarios for trail development that is integrated with development:



Paseo System

This is an image of a paseo system between subdivisions in Clovis on Temperance Avenue between Sierra and Bullard Avenues.

Image Source: Jenna Chilingirian



Fresno Clovis Rail-Trail

This is an image of the Fresno-Clovis Rail-Trail connection to the Parkways Trails shopping center. The rail-trail runs directly adjacent to/behind the shopping center.

Image Source: Jenna Chilingirian



Fresno Clovis Rail-Trail

This is an image of the Fresno-Clovis Rail-Trail connection to a cul-de-sac of a residential subdivision on Peach Avenue between Needs and Alluvial Avenues.

Image Source: Jenna Chilingirian

Summary

This chapter presented the findings from analysis and evaluation of the potential Parkway expansion. The chapter described the potential expansion alignments and segments and the criteria used for analysis and assessment. Individual segment profiles that highlight site-specific opportunities and constraints are included in Appendix D. The chapter then concluded with general locational themes that emerged from the segment-by-segment analysis and assessment, providing considerations for the implications that may influence opportunities and constraints. Overall, this chapter offers basic information about the potential Parkway expansion that may be used by the City as it determines the next steps in its trail development process. Reedley-specific recommendations based on Chapters 2-4 will be presented in the next chapter.

Chapter 5 – Recommended Implementation Strategy

As described in the purpose statement, this prefeasibility study and report builds on ongoing City efforts to determine the feasibility of expanding the Parkway and to successively develop the *Reedley Parkway Master Plan*. Chapters 2-4 outlined existing conditions and opportunity areas, a model framework and strategies for trail development, and general considerations and implications for implementing the potential Parkway alignment. This next chapter builds on these findings and synthesis to outline a recommended implementation strategy of next steps or actions that can be achieved in the immediate or short-term (i.e. the next four to 24 months). The recommended implementation strategy is intended to be flexible and adaptable, recognizing that trail planning and development is inherently an incremental and variable process. The ordering of steps is meant to offer an attainable, usable, and integrated course of action that can be inserted into the City's existing decision-making framework.

Recommended Implementation Strategy

The following section identifies a set of eight next steps that together form a recommended implementation strategy for consideration by the City and RPC. The recommended next steps are summarized below, followed by detailed descriptions and suggestions.

1. Engage and inform local trail-related committees and commissions.
2. Create a technical advisory committee.
3. Engage stakeholders and ownership entities.
4. Conduct targeted, data-driven activities for community input.
5. Identify active transportation gaps in long-term plans and development regulations.
6. Establish an internal procedure for reviewing development proposals.
7. Study the feasibility of the Parkway expansion.
8. Master plan the envisioned and preferred trail system.

1. Engage and inform local trail-related committees and commissions.

Immediate, 4-6 months

Engage the local trail-related committees and commissions, such as the RPC, Parks and Recreation Commission, Community Services Commission, and other major interest groups that have been involved in the Parkway. Use this prefeasibility study to guide conversations around identification of resources, public participation and outreach, and general opinions for building community support and political will to carry out the trail development process. Consider organizing site tours or “walkshops” with local agency staff, committee members, and commissioners to view and discuss the alignment, accessibility and connectivity opportunities, and foreseeable hazards or concerns.

2. Create a technical advisory committee.

Immediate, 4-6 months

Create a technical advisory committee to steer specific phases of the trail development process, such as plan and code updates, feasibility analysis, and master planning. Committee members should be equipped to provide professional input on specific project elements ranging from environmental analysis, planning, liability, and design and engineering among other issue areas. Suggestions for the technical advisory committee membership are listed below.

- Local agency staff from all departments.
- Committee members from the RPC and commissioners from the Parks and Recreation Commission, Community Services Commission, and Planning Commission as needed.
- City Attorney or legal counsel as needed.
- Businesses and business organizations.
- Major landowners.
- Facility users.
- Historic preservation and environmental conservation groups.
- Private developers.

3. Engage stakeholders and ownership entities.

Immediate, 6-8 months

Identify potentially affected stakeholders and ownership entities from conversations with agency staff, committee members, commissioners, and other interest groups. Engage the stakeholders and ownership entities in conversations to determine preliminary safety, liability, and maintenance concerns. Use the information gathered from discussions to outline a strategy for trail development that considers agreements and acquisition options. Consider factors for design and engineering of collocated facilities. Key takeaways should inform the subsequent feasibility analysis and planning processes. Examples of key stakeholders and ownership entities include:

- Alta Irrigation District.
- Army Corps of Engineers.
- State Center Community College District.
- Private developers.
- Other large, private landowners.

4. Conduct targeted, data-driven activities for community input.

Immediate, 6-8 months

Launch an online, interactive mapping tool (e.g. ArcGIS Online) and survey (e.g. Survey Monkey) to capture the current mobility needs and values of the community and understand what influences local active travel behavior. Using the mapping tool, solicit place-based comments on the existing and future trail corridor and allow users to suggest routes, pinpoint destinations, and highlight areas of safety concerns. The survey can be a supplemental tool for general comments about usage, function, amenities, values, and concerns, targeting trail users, property owners, businesses, and others who use or may be impacted by the facilities. The map and survey should be housed in a single place online such as the City's Parkway webpage. Data gathered from the mapping tool and survey can then be operationalized to inform and refine the vision, goals, and objectives for the potential alignment.

5. Identify active transportation gaps in long-term plans and development regulations.

Immediate, 6-8 months

Consistency across plans, policies, and code will be critical to ensuring active transportation infrastructure is implemented as intended. With the leadership of the technical advisory committee, conduct a gap analysis of the existing long-term plans (i.e., *Reedley General Plan*) and development regulations (i.e., development code and subdivision ordinance) to determine where provisions are needed for active transportation and bicycle/pedestrian connectivity and accessibility. In this analysis, consider whether long-term plans and development regulations need to be revised and if so, establish a strategy to carry out such revisions.

6. Establish an internal procedure for reviewing development proposals to ensure that implemented policies encourage development of active transportation infrastructure.

Immediate, 8-12 months

Building from the gap analysis and strategy for revisions, create an internal policy and procedure for the City's Development Review Committee. The policy and procedure should detail a checklist of active transportation elements and requirements to be considered during the development review process. For example, the committee may be prompted to consider if and how well the project: 1) connects to the existing transportation network or 2) promotes active travel to nearby destinations through design, access, and proximity. This approach can help ensure consistency within the review process across applications, especially for communications with and notes to applicants.

7. Study the feasibility of the Parkway expansion.

Immediate, 8-12 months

Building on this prefeasibility study and findings from engagement efforts, conduct targeted technical analysis of the alignment option(s) that considers various geographic, administrative, political, and financial components. Establish an evaluation framework from the community-identified vision, goals, and objectives as the tool to assess and prioritize the alignment option(s). Review and confirm the analysis with committees and produce a formal feasibility study or set of technical memos. Suggestions for specific tasks are outlined below.

- Collect data of the geographic, administrative, political, and financial conditions, including but not limited to land ownership, historical alignment concepts (e.g., Kings River Corridor), environmental factors, cost estimates, planned land uses, and pending developments.
- Refine and solidify opportunities and constraints based on existing and future conditions.
- Determine potential directions for advancement and implementation of the alignment, taking into account acquisition strategies, funding, partnerships, designs and specifications.

8. Master plan the envisioned and preferred trail system.

Short-term, 12 – 24 months

Conduct a multi-phased, master planning effort to identify, assess, and prioritize feasible trail segments that, together, form the envisioned and preferred trail system. Below are suggestions for specific tasks.

- Perform public outreach and community engagement.
- Conduct specific site and program analysis.
- Develop and prioritize project and programs.
- Strategize implementation for (1) land acquisition, (2) maintenance procedures, (3) financial resources, (4) engagement strategies, (5) branding and marketing, and (6) programming.
- Draft, review, and adopt the plan.

Summary

This chapter built on the findings and synthesis from chapters 2-4 to outline a recommended implementation strategy of next steps or actions that can be achieved in the immediate or short-term (i.e. the next four to 24 months). The recommended implementation strategy is intended to be flexible and adaptable, and the ordering of steps is meant to offer an attainable, usable, and integrated course of action that can be inserted into the City's existing decision-making framework.

Chapter 6 – Conclusions

This project was designed as an initial, prefeasibility study to inform the City of Reedley's future technical analysis and master planning efforts for the Reedley Parkway. To do so, this report identified and summarized existing conditions for trail development in Reedley (Chapter 2), a planning and decision-making framework for trail development (Chapter 3), site-specific opportunities and constraints for the potential Parkway expansion (Chapter 4), and Reedley-specific implementation recommendations and next steps for its planning process (Chapter 5). This prefeasibility study will be reviewed and used by the City and RPC.

In exploring the several components of the trail planning and development process, this prefeasibility study illustrates two major challenges. First, obtaining ongoing funding is critical to ensure that plans are conceptualized and implemented. And second, the City's ability to build the necessary infrastructure to promote active transportation will depend on the City's approach to acquiring land, regulating land, or requiring dedications as development proceeds. Community support and political will are intrinsically linked to these challenges. Additionally, the anticipated population growth and growth in development further complicate these challenges, given the varying considerations for mobility needs, historical and environmental resource protection, and balanced coordination in land use and transportation infrastructure. This prefeasibility study provides opportunity areas, suggestions, examples, and resources that may assist the City with addressing such challenges.

Through advisory meetings, fieldwork, GIS and map analysis, content analysis, and interviews, the results of this prefeasibility study provide a starting point of considerations for the City and RPC as they move forward in exploring the feasibility of Parkway expansion and successive development of the *Reedley Parkway Master Plan*. It should be noted that the potential expansion will not follow the traditional rail-trail development whereby a trail corridor follows the railbanked rights-of-way. As this study's alignment assessment and analysis show, the potential expansion exists within three locational contexts and within each context, there are various regulatory, financial, and administrative implications that will affect opportunities and constraints for implementation. However, this prefeasibility study also exemplifies the groundwork for trail investments that the City and RPC have already laid out and the various opportunity areas from which the City and RPC can strengthen and build upon. This prefeasibility study should be used as a tool and reference point to continue such work.

Appendices

Appendix A – List of Resources provides resources were accessed and used to describe a typical trail development process, as demonstrated in Chapter 3 – The Trail Development Process.

Appendix B – Interview Guide provides the questions used to interview local agency staff from the cities of Clovis, Fresno, and Madera. Interviews are synthesized in Chapter 3 – The Trail Development Process.

Appendix C – Model Code Language includes model code language derived from the development codes of the cities of Clovis and Fresno. Codes are referenced in Chapter 3 – The Trail Development Process.

Appendix D – Segment Profiles details site-specific opportunities and constraints for each segment assessment, based on application of assessment criteria introduced in Chapter 4 – Alignment Concept Assessment & Analysis.

Appendix A: Resources List

The following resources were accessed and used to describe a typical trail development process, as demonstrated in Chapter 3 – The Trail Development Process. These resources are in addition to the various resources linked and referenced in Chapter 3. All resources were last accessed on June 5, 2020.

Master Plans

- Cities of Monmouth and Independence, *Monmouth Ash Creek Trail Master Plan* (2005)
- City of Charleston, *People2Parks: Bike-Walk Plan* (2016)
- City of Clovis, *Active Transportation Plan* (2016)
- City of Clovis, *Loma Vista Specific Plan* (2003)
- City of Clovis, *Heritage Grove Master Plan and Design Guidelines* (2016)
- City of Elk Grove, California, *Bicycle Pedestrian and Trails Master Plan* (July 2014)
- City of Fresno, *Active Transportation Plan* (2016)
- City of Guelph, *City Wide Trail Master Plan* (2003)
- City of Jenkins, *Devil John Wright Trail Linkage and Enhancement Master Plan* (2014)
- City of Lebanon, *Parks Master Plan* (2006)
- City of Palo Alto, *Parks, Trails, Natural Open Space and Recreation Master Plan* (2017)
- City of Pleasant Hill, *Parks, Recreation, and Open Space Plan* (2015)
- City of Portland, *North Portland Greenway Trail Alignment Plan* (2013)
- City of Raleigh, *BikeRaleigh Plan: Prioritization and Ten-Year Plan* (2016)
- City of San Jacinto, *Trails Master Plan* (2018)
- City of Visalia, *Waterways and Trails Master Plan* (2010)
- County of Humboldt, *Regional Trails Master Plan* (2010)
- County of Santa Cruz, *Monterey Bay Sanctuary Scenic Trail Network Master Plan* (2013)
- Madera County Transportation Commission, *Active Transportation Plan* (2018)
- Town of Normal, *Bicycle and Pedestrian Master Plan* (2009)

Feasibility Studies

- California State Coastal Conservancy, *Little River Trail Feasibility Study* (2014)
- City of Cupertino, *Regnart Creek Trail Feasibility Study* (2018)
- City of Dublin, *Iron Horse Trail Feasibility Study* (2017)
- City of Fresno, *Network Expansion Feasibility Plan [draft]* (2019)
- City of Rancho Cordova, *Creek to Trail Feasibility Study* (2019)
- County of Camden, *Cross Camden County Trail Feasibility Study* (2017)
- County of Passaic, *Highlands Rail Trail Feasibility Study* (2017)
- County of Sonoma, *Sonoma Valley Trail Feasibility Study [draft]* (2016)
- County of Santa Clara, *Countywide Trails Prioritization and Gaps Analysis* (2015)
- Joint Cities Working Team (Cities of Sunnyvale, Cupertino, Los Altos, Mountain View, Santa Clara Valley Water District), *Joint Cities Coordinated Stevens Creek Trail Feasibility Study* (2015)
- Town of Danville, *Diablo Road Trail: Conceptual Alignment and Feasibility Analysis* (2018)
- Township of O’Hara Allegheny County, *Feasibility Study for Community Trails Initiative, Multi-Municipal Trails and Greenways Development Partnership* (2011)
- Rails-to-Trails Conservancy, *Richmond Industrial Trail Feasibility Study* (2018)

Toolkits/Guidelines/Strategic Plans

- American Association of State Highway and Transportation Officials, *Guide for the Development of Bicycle Facilities* (2012)
- Beaverhead Trails Coalition, *Strategic Plan* (2018)
- California State Parks, *Trails Handbook* (2019)
- Caltrans, *Highway Design Manual, Chapter 1000* (2018)
- City of Happy Valley, *Trail Development Handbook* (2009)
- City of Cupertino, *Walkshop Summary* (2017)
- City of Fresno, *Trail Design Guidelines [draft]* (2017)
- City of San Jose, *Trail Network Toolkit: Planning & Design* (2018)
- County of Jefferson, *Trails Development Handbook* (2016)
- County of Marin, *Road and Trail Management Plan* (2014)
- County of Placer, *Parks and Trails Master Plan Webpage*
- County of Santa Clara, *Trail Maintenance Manual*
- Government of Western Australia, Department of Biodiversity, Conservation, and Attractions, and Department of Local Government, Sport, and Cultural Industries, *Trails Development Series, Part A: A Guide to the Trail Development Process* (2019)
- Great Rivers Greenway Partnership, *Engagement Strategy* (2018)
- Fairfax County Park Authority, *Guide to Trail Management*
- Fairfax County Park Authority, *Trail Development Strategy Plan*
- Fort Wayne Trails, *Strategic Plan* (2017-2018)
- Ohio River Greenway Development Commission and Indiana Local Technical Assistance Program, *Best Practices in Trail Maintenance* (2014)
- Rails-to-Trails Conservancy, *America's Rails-with-Trails: A Resource for Planners, Agencies, and Advocates on Trails Along Active Railroad Corridors* (2013)
- Sonia Szczesna, *Missing Links: Trail Development Strategies and Creating Trail Connections in the Circuit Trails Region* (2019)
- State of Minnesota, Department of Natural Resources, *Trail Planning, Design, and Development Guidelines* (2007)
- State of New Hampshire, Department of Resources and Economic Development, Division of Parks and Recreation, *Best Management Practices for Erosion Control During Trail Maintenance and Construction* (1994; updated 2004)
- State of Virginia, Department of Conservation and Recreation, *Greenways and Trails Toolbox* (2000; updated 2011)
- U.S. Department of Transportation, *Rails-with-Trails: Lessons Learned* (2002)
- Virginia Department of Transportation, *Community Trail Development Guide* (2019)

Maps

- City of Laguna Niguel, CIP Trail Improvements Story Map
- City of Raleigh, Adopt-a-Trail Interactive Map
- City of Riverside, Online Input Map for the Riverside PACT
- County of Sangamon, Trails Network Map
- Town of Parker, Trails Map
- Town of Windsor, Class I Bicycle and Pedestrian Trails Public Outreach Map

Presentations

- ASCENT Environmental, "Practical CEQA for Trail Projects," presented as a PowerPoint on May 9, 2013 to the California Trails and Greenways Conference
- KTU+A, "Technology for Fun Sustainable Trails," presented as a PowerPoint on April 11-13, 2011 to the California Trails and Greenways Conference
- Sapphos Environmental Inc., "Working Trails and Greenways into Master Plans," presented as a PowerPoint on April 8, 2014 to the California Trails and Greenways Conference
- SRF Consulting Group, Inc., "Maintenance of Recreational Trails," presented as a PowerPoint on November 2011.
- U.S. Department of Transportation, "Rails-with-Trails: Lessons Learned," presented as a PowerPoint on April 30, 2019

Appendix B: Interview Guide

The following interview guide was used to interview local agency staff from the cities of Clovis, Fresno, and Madera. Interviews are synthesized in Chapter 3 – The Trail Development Process.

1. What has been your involvement in trail planning and development for your jurisdiction?
2. Can you describe the planning and development history of the trail system?
 - a. What were some of the milestones within that timeline?
 - b. What types of documents resulted from the planning and development process?
 - c. How were trail segments evaluated and prioritized?
3. Who were the stakeholders/entities involved in the process?
 - d. In what capacity was their involvement?
 - e. How was the relationship among and across such entities?
4. What are the jurisdiction's methods for land acquisition?
5. How is/was the planning and development process integrated with land use planning?
6. Can you describe the jurisdiction's experience with zoning for trail uses?
 - f. [if any issues with this, ask about how the issues were addressed]
7. Can you describe the jurisdiction's experience with historical or environmental elements?
 - g. [if any issues with this, ask about how the issues were addressed]
8. How have trail design standards been integrated within or applied to the planning and development process? (e.g. are there standalone guidelines, integrated into a master plan, or addressed on a case-by-case basis?)
9. What were/are the major funding sources for planning and development?
10. What were/are the major funding sources for management and maintenance?
11. Have there been challenges/challenges to obtaining funding for trail planning, development, maintenance, and management?
 - h. [if so, ask about any measures taken to address these barriers]
12. Who is responsible for the management and maintenance of the trail system?
13. How has the jurisdiction addressed any liability issues with the management and maintenance of the trail?
14. Can you describe any safety measures undertaken within the management and maintenance of the trail system?
15. Have there been beneficial effects of the trail system for the jurisdiction? Any negative effects?
16. What programming is/has been associated with the trail system?
17. Have there been any influential policies enacted for trail planning and development?
18. What challenges to trail development has the jurisdiction experienced, if any?
19. What advice would you give to a jurisdiction undergoing trail planning and development?

Appendix C: Model Code Language

The following model code language is derived from the development codes of the cities of Clovis and Fresno. The model code language is referenced in Chapter 3 – The Trail Development Process.

City of Clovis

The excerpt below are from the City of Clovis Municipal Code, Title 9, Development Code – Division 7. Subdivisions. The section is hyperlinked, model language is included verbatim, and some sub-sections are omitted for brevity.

Section 9.110.050 Subdivision improvement requirements.

A. Bicycle/walking paths and hiking/equestrian trails. The subdivider shall construct bicycle paths, multiple use trails, and/or access to multiple use trails within an approved subdivision in compliance with the Circulation, Open Space, Conservation and Recreation Plan Elements of the General Plan and any applicable specific plan.

[B – L omitted for brevity]

City of Fresno

The excerpts below are from the City of Fresno Municipal Code, Chapter 15, Citywide Development Code – Part IV: - Land Divisions (i.e., subdivisions). Sections are hyperlinked, model language is included verbatim, and some sub-sections are omitted for brevity.

SEC. 15-4107. - CONNECTIVITY.

Subdivisions of one-half acre or more in non-residential districts or resulting in five or more residential lots shall provide vehicular, bicycle, and pedestrian connectivity to all uses within a subdivision, to adjacent development, and to the surrounding street system in accordance with the following:

A. Continuous Street System. All streets, alleys, bicycle facilities, and pedestrian ways shall connect to other streets, alleys, bicycle facilities, and pedestrian ways to form a continuous vehicular, bicycle, and pedestrian network with numerous connections within the subdivision and to adjacent development.

[B – F omitted for brevity]

G. Pedestrian and Bicycle Paths. Continuous and convenient bicycle and pedestrian access shall be provided from every home within a subdivision area to the nearest neighborhood center, school, and park.

- 1. Safe Routes to Schools.** Pedestrian and bicycle routes to schools shall be identified at the time of project submittal.
- 2. Barriers.** Fencing, sound walls, and other barriers between residential and non-residential uses shall provide openings or other mechanisms to allow bicycle and pedestrian access between uses. If the residential use is a private, gated community, such openings may be locked if all residents have a code, key, or other means of access.

3. **Links between Residential and Non-Residential Areas.** Pedestrian paths from residential areas shall be provided to adjacent Commercial, Mixed-Use, and Office districts. Pedestrian paths shall be a minimum of 15 feet in width, lit, and provided at a rate of approximately 1 per 600 feet. The exact locations may be adjusted at the discretion of the Review Authority based on site conditions, safety, and pedestrian convenience. If existing development blocks all possible access points to adjacent Commercial, Mixed-Use, and Office districts, this section shall not apply.
4. **Access to Major Streets.** For subdivisions adjacent to a Major Street, a pedestrian path (including sidewalks and trails) to the Major Street shall be spaced no more than 600 feet apart. For dead-end streets, except where there's no existing or planned pedestrian facilities, refer to Subsection 15-4108-K, Cul-de-Sacs and Dead-End Streets.
5. **Access to Bus Stops.** For subdivisions adjacent to a Major Street, future bus stops locations shall be identified and pedestrian access shall be identified to minimize circuitous routes for pedestrians except in locations with no existing or planned pedestrian access.

SEC. 15-4108. - STREET DESIGN.

Streets shall be designed and constructed consistent with the City's Standard Drawings and Specifications and Public Works Director approval and as provided below.

[A – J omitted for brevity]

K. Cul-de-Sacs and Dead-End Streets.

1. The combined length of all cul-de-sacs and other dead-end streets in any subdivision shall not exceed 35 percent of the combined total length of all local residential streets within the subdivision. Cul-de-sacs that are connected by a trail shall be exempt from this calculation. Additional exceptions may be made at the discretion of the Review Authority if any of the following circumstances apply:
 - a. The average block length of all blocks in the proposed subdivision is 400 feet or less;
 - b. The applicant can demonstrate, to the satisfaction of the City Engineer, that the subdivision design will result in a rate of Vehicle Miles Travelled which is equal to or less than a subdivision which follows the cul-de-sac limit in item K-1 above;
 - c. The site is 6 acres or less in gross area;
 - d. The site is surrounded by developed properties which lack stubs to connect to; or
 - e. The site is blocked by canals and expressways.
2. Cul-de-sacs and dead-end streets may not exceed 600 feet unless there are unforeseen issues or topographical challenges or other opportunities to promote pedestrian connectivity such as access to another street or trail.
3. All cul-de-sacs and dead-end streets shall have a turnaround per Public Works Standards.

4. A cul-de-sacs and or dead end street may be approved as a temporary facility, without a turnaround, provided the street is designed to provide access to adjoining land that is not yet subdivided or developed. A temporary turnaround or access may be required.
5. Cul-de-sacs and dead-end streets shall provide pedestrian and bike connections to neighboring streets, trails, commercial centers, etc.

[L-O omitted for brevity]

SEC. 15-4109. - INCORPORATION OF SITE CONSTRAINTS.

Areas with development constraints shall be incorporated into the overall subdivision design and layout to support and enhance park and open space amenities.

A. Major Utility Easements. Easements for major utilities such as high-tension lines and utility trunk lines shall be integrated into the proposed subdivisions such they are incorporated as open space or recreation use and shall be developed as a regional trail system. Such easements shall be designed as part of an overall open space or recreation element. Said easements shall not be blocked by fences, yards, gates, and other similar barriers. The use and treatment of such easements is subject to the policies and restrictions of the utility provider and City.

B. Trails and Natural Features. Proposed subdivisions that are adjacent to a trail or a canal shall incorporate them into the subdivision plan as a design feature in conformance with the City's trails plan and the following:

1. Proposed subdivisions that are adjacent to a trail shall incorporate it into the subdivision plan as a design feature. Development adjacent to a trail shall be planned to provide pedestrian access to the trail(s) at intervals identified below.
2. Homes should front onto a trail, or other communal area, unless
 - a. Topographic conditions justify a variation from this requirement;
 - b. The proposed homes would face a Major Street; or
 - c. The Review Authority determines that there are no feasible alternatives.
3. Development adjacent to a trail shall be planned to provide pedestrian access to the trail(s) at intervals of approximately 1 per 600 feet if homes or a commercial center back onto to the natural feature. The exact locations may be adjusted at the discretion of the Review Authority based on site conditions, safety, and pedestrian convenience. Should cul-de-sacs terminate near the feature, each cul-de-sac shall provide a path to the feature.
4. Where development is backed onto an adjacent trail, privacy walls and security walls shall be set back from the trail by a minimum distance of 10 feet and such setback shall be landscaped to be compatible with the trail landscape.
5. Subject to approval by the Fresno Irrigation District, where canals are piped, the area above shall be integrated into the subdivision as a trail or part of an open space and/or trail system subject to Fresno Irrigation District approval.

[C omitted for brevity]

Appendix D: Segment Profiles

The following appendix provides profiles for each segment. The profiles detail site-specific opportunities and constraints that are based on application of the assessment criteria. Each segment profile includes a map, summary table of opportunities and constraints, and images that depict and describe the site-specific observations. For the purposes of this project, site-specific opportunities and constraints are pinpointed to direct observations at a location in or around the potential segment corridor.

Summary of Segments

Nine segments were selected from the potential north-south alignment based on natural division points (e.g. streets, canals, rivers). Segment extents are summarized below, followed by detailed profiles.

Segment Name	Abbrev.	Extents	Cross Street	Mi.
Northern Segment 1	N-1	Manning Avenue to Reed Avenue	N/A	1.40
Northern Segment 2	N-2	Reed Avenue to East Reedley Irrigation Ditch/Canal	South Avenue	1.00
Northern Segment 3	N-3	South Avenue to Buttonwillow Avenue	N/A	1.00
Northern Segment 4	N-4	Cambria Lane (future) to Manning Avenue	Buttonwillow Avenue	0.90
Northern Segment 5	N-5	Manning Avenue to Zumwalt Avenue	Tobu Avenue (future)	1.00
Northern Segment 6	N-6	Evening Glow Avenue to Dinuba Avenue	Zumwalt Avenue	0.40
Northern Segment 7	N-7	Dinuba Avenue to Travers Creek	N/A	0.85
Southern Segment 1	S-1	Huntsman Avenue to Kings River	Buttonwillow Avenue	2.40
Southern Segment 2	S-2	Floral Avenue to Manning Avenue	N/A	2.50
			<i>Total Miles</i>	11.45

All aerial imagery in the following profile segments was sourced from maps created by Jenna Chilingierian using ArcGIS online and data from ESRI, NASA, NGA, USGS, FEMA, Esri Community Maps Contributors, Fresno County Dept. PWP, Esri, HERE, Garmin, SafeGraph, INCREMENT P, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, US Census Bureau, USDA.

Segment N-1 | Manning Avenue to Reed Avenue, 1.40 miles



Segment Summary:

Segment N-1 is located in the northwestern corner of the city within the northern Kings River corridor. The northern river corridor is a 423-acre planning subarea that includes the Kings River, Wahtoke Creek, and nearly 260-acre Reedley Community College campus and farm. Within this corridor, existing and planned land uses are public/institutional facilities and park and open space. Immediately southeast of this area is a commercial center, high school, and the entrance to the downtown commercial district; continuing north on Reed Avenue are various residential neighborhoods. Segment N-1 begins at Manning Avenue from the northern end point of the Reedley Parkway. It then travels north parallel to the Kings River until it breaks and follows the Wahtoke Creek, heading east through the Reedley College farm to connect with South Avenue at Reed Avenue (major arterials), a primary entrance point to the city.

	<i>Opportunities</i>	<i>Constraints</i>
<i>Community Connections</i>	Reedley College, Kings River, and nearby commercial, residential, and public/institutional facilities.	N/A
<i>Transportation Network Connectivity</i>	Access points at Manning and Reed Avenues; proximity to park-and-ride, campus transit station, and Parkway.	Connectivity to and through the campus for greater access by trail users, especially emergency service vehicles.
<i>Trail Design Opportunities</i>	Natural habitats and landscaping of Kings River and Wahtoke Creek; scenic, educational, conservation experiences.	Safety along waterways – potential for lighting, fencing, mileage marker posts with emergency contacts.
<i>Property Use</i>	Partnerships and agreements with State Center Community College District and Army Corps of Engineers	Potential safety, liability, and privacy concerns for trail use through or adjacent to farmland/waterways.

Site-Specific Observations:



Parkway at Manning Avenue and Kings River (north); Image Source: Jenna Chilingierian

- The existing Parkway terminates north of Manning Avenue at the Kings River, just south of the Reedley College campus.
- The Reedley College campus and farm span nearly 260 acres of the northern Kings River Corridor, which altogether is 423 acres.
- Existing and planned land uses in this corridor are public/institutional facilities and park and open space. Low-density residential is planned for north of the corridor.
- The *Kings River Corridor Specific Plan (1990)* recommends this area for a nature interpretive center and trail.



Reed Avenue at South Avenue (eastward); Image Source: Jenna Chilingierian

- A majority of the segment parallels the Kings River and Wahtoke Creek. There appear to be existing walking paths, but there may be a need for restoration efforts (e.g. re-grading, smoothing contours) in tandem with trail development. These efforts will need to be coordinated with the Army Corps of Engineers.
- Approximately 0.40-miles of the segment is proposed to travel through farmland. Traveling through farmland may bring unique challenges and concerns for the trail users and the farmland operators (e.g. spraying schedules, moving of farm equipment). This will need to be addressed with the State Center Community College District.

Segment N-2 | Reed Avenue to East Reedley Irrigation Ditch/Canal, 1.00 mile

Segment Summary:

Segment N-2 is within the Frankwood and South Annexation Area, an area in which the City has recently processed land use entitlements for development (i.e., Frankwood Commons). Existing land uses are agricultural and low-density residential. Planned land uses range from industrial near Reed Avenue, to low-, medium-, and high-density residential, commercial, park and open space, and public/institutional east from Frankwood Avenue. From the Reedley College farm, Segment N-2 crosses Reed Avenue (major arterial) and parallels the southerly portion of South Avenue (major arterial) toward the East Reedley Ditch/Irrigation Canal (Alta Irrigation District). The segment passes Ito Packing, a 35-acre residential subdivision, and private residences and crosses South and Frankwood Avenues (arterials) and Concord Avenue and Sunny Lane (local). Currently, South and Frankwood Avenues are two-lane streets with one travel lane in each direction; the posted speed limit is 40 mph when within the city limits. Offsite improvements in the rights-of-way are limited, curb, gutter, sidewalk, and lighting in addition to crossing treatments.



	<i>Opportunities</i>	<i>Constraints</i>
<i>Community Connections</i>	Existing residential and industrial; extensive variety of planned uses, Frankwood Commons.	N/A
<i>Transportation Network Connectivity</i>	Direct access to arterials and local streets; visibility at primary entrance points (South/Reed Avenues).	Limited crossing treatments, no bicycle/pedestrian facilities with exception of subdivision frontage.
<i>Trail Design Opportunities</i>	Long, linear roadway with limited offsite improvements in rights-of-way may allow for out lot dedications; directional signage; bollards.	Higher traffic volumes; overhead utility lines, rights-of-way limitations adjacent to subdivision and potentially private residences .
<i>Property Use</i>	Several greenfields that lack offsite improvements in the rights-of-way; high development potential.	Private residences and drive approaches; timing planned development with trail development.

Site-Specific Observations:



Reed Avenue at South Avenue (eastward);
Image Source: Jenna Chilingierian

- No curb, gutter, or sidewalk; no crossing treatments; no bicycle lanes or paths.
- Reed Avenue and South Avenue are major arterials and primary access points into the city. Can anticipate greater traffic volumes and speeds in this area. There may be potential for a Pedestrian Hybrid Beacon for crossing.
- As a primary entry point to the city, there's an opportunity to incorporate directional signage, with clearly marked signage for the agricultural uses at the Reedley College farm.
- Determine if bollards or fencing is needed for the farm.



Reed Avenue at South Avenue (eastward);
Image Source: Jenna Chilingierian

- No curb, gutter, or sidewalk; no crossing treatments; no bicycle lanes or paths.
- Between Reed Avenue and Frankwood Avenue, there is a mix of agricultural and residential uses.
- Southern portion of South Avenue appears to have flexibility for out lot or easement dedications. Potential for curb, gutter, landscaping buffer, and trail without sidewalk.
- Approximately 1,600 ft. of aboveground utility on southern portion of South Avenue.



South Avenue at Frankwood Avenue (eastward);
Image Source: Jenna Chilingierian

- No curb, gutter, or sidewalk; no crossing treatments; no bicycle lanes or paths.
- Between Frankwood Avenue and the East Reedley Ditch/Canal, there is a mix of agricultural and residential uses.
- Southern portion of South Avenue beyond Frankwood Avenue continues to show flexibility for out lot or easement dedications.
- Approximately 300-400 ft more. of aboveground utility on southern portion of South Avenue beyond Frankwood Avenue.



South Avenue at Sunny Lane (eastward);
Image Source: Jenna Chilingierian

- 35-acre residential subdivision has two main entrances off of South Avenue: Concord Avenue and Sunny Lane. Both local streets feed into Locke Avenue, which is a potential connection for the next segment that parallel the East Reedley Ditch/Canal.
- Consider modifying or reconfiguring pedestrian facilities fronting the residential subdivision as a Class I trail facility; or carefully redirect bicyclists to South Avenue through a bike lane or bikeway that reconnects with the trail at the ditch/canal.

Segment N-3 | South Avenue to Buttonwillow Avenue, 1.00 mile

Segment Summary:

Segment N-3 is within an area of a mix of greenfields and smaller, noncontiguous parcels. Existing land uses are almost entirely agricultural or low-density residential, with some industrial uses near Parlier Avenue. Land north/south of South Avenue is planned for low-density residential, with commercial and park space to the northwest of South and Buttonwillow Avenues. Southwest of Parlier Avenue is Citizens' Park and Thomas Law Reed School. Segment N-3 begins at South Avenue and heads south, parallel to the East Reedley Irrigation Ditch/Canal. The segment parallels the ditch/canal for 0.40 miles and then turns east toward Buttonwillow Avenue. Currently, South and Buttonwillow Avenues (major arterials) are two-lane streets with one travel lane in each direction; the City classifies these streets as primary access points or entrances to the city. The portions of these streets within this segment area are outside the City's posted speed limit jurisdiction. Buttonwillow Avenue is a designated truck route.



	<i>Opportunities</i>	<i>Constraints</i>
<i>Community Connections</i>	Existing residential, industrial, park and open space, and public/institutional; extensive variety of planned uses.	N/A
<i>Transportation Network Connectivity</i>	Direct connections to arterials and potentially local and collector streets Complete trail connection/spur to parks.	Addressing integrated and connected internal circulation plans across future residential developments.
<i>Trail Design Opportunities</i>	Trail design integration into development proposals/master plans; strategize land acquisition for dedication of out lots or easements.	Higher traffic volumes/speeds, truck route on Buttonwillow Avenue; private residences and drive approaches.
<i>Property Use</i>	Partnership and agreement with Alta Irrigation District.	Potential safety, liability, and privacy concerns for trail use through or adjacent to private lands; timing planned development with trail development.

Site-Specific Observations:



South Avenue at East Reedley Irrigation Ditch/Canal (westward); Image Source: Jenna Chilingirian

- On the southerly side of South Avenue, there are five private residences east of the residential subdivision. Three are without curb, gutter, or sidewalk, with drive approaches or yards that front directly onto South Avenue. Offsite improvements have been made to the other two private residences.
- Existing land uses are primarily low-density residential and agricultural; this area is planned for low-density residential with commercial and park and open space at the northwest corner of South Avenue and Buttonwillow, approximately 0.25 miles to the east of this site.



South Avenue at East Reedley Irrigation Ditch/Canal (southward); Image Source: Jenna Chilingirian

- East Reedley Irrigation Ditch/Canal at South Avenue extends for 0.40 miles south, parallel to private residences on the east and backyards of the residential subdivision to the west.
- Citizens' Park is 0.25 miles south of the ditch/canal.
- Existing land uses east of the ditch/canal from South to Manning Avenue are agricultural and residential. This area is planned exclusively for low-density residential.
- Columbia Avenue is a planned, future collector that will travel just west of the ditch/canal toward Parlier Avenue; as such, there is the potential for pipelining the ditch/canal as development occurs.

Segment N-4 | Cambria Lane (future) to Manning Avenue, 0.90 miles



Segment Summary:

Segment N-4 is within the Manning and Buttonwillow Annexation Area (northeast of Buttonwillow at Manning Avenue), an area in which the City has recently processed land use entitlements for development (i.e., United Health Center). Existing land uses are agricultural and residential, but a majority of land is planned for residential, commercial, park and open space, and public/institutional facilities. Segment N-4 crosses Buttonwillow Avenue (arterial) and turns south toward Manning Avenue, crossing Parlier Avenue (collector). The segment turns east, immediately north of a multi-phased, 19-acre mixed-use development across from the Reedley Shopping Center. From here, the segment travels east toward Tobu Avenue (future collector) for approximately 0.25 miles and then turns south to reach Manning Avenue (major arterial). Currently, these portions of Buttonwillow and Parlier Avenues are two-lane streets with one travel lane in each direction. The posted speed limit for Buttonwillow is 45 mph and 35 mph for Parlier. There is limited curb, gutter, sidewalk, lighting and crossing treatments, and no existing bicycle lanes or paths.

	<i>Opportunities</i>	<i>Constraints</i>
<i>Community Connections</i>	Nearby residential and commercial, with a variety of planned uses, some in progress.	N/A
<i>Transportation Network Connectivity</i>	Direct access to arterials, collectors, and local streets; transit station at shopping center.	Limited crossing treatments, no bicycle/pedestrian facilities.
<i>Trail Design Opportunities</i>	Long, linear roadway with limited offsite improvements in rights-of-way may allow for out lot dedications.	Higher traffic volumes and speeds; overhead utility lines; canal crossing.
<i>Property Use</i>	Several greenfields that lack offsite improvements in the rights-of-way; high development potential.	Retrofitting into approved and in-progress projects. Potential safety, liability, and privacy concerns of property owners.

Site-Specific Observations:



Buttonwillow at Cambria Ln. (westward); Image Source: Jenna Chilingierian

- No curb, gutter, or sidewalk; no crossing treatment for canal or across Buttonwillow Avenue. Potential for Pedestrian Hybrid Beacon for crossing Buttonwillow Avenue, unless incorporated in future development on easterly side.
- Potential safety, liability, and privacy concerns of property owners adjacent to/south of segment; specifically, Trees 'N' More Nursery (side yard and driveway) and Alta Irrigation District (irrigation ditch/canal).
- Overhead utility placement within canal embankment.



Buttonwillow Avenue at Parlier Avenue (north); Image Source: Jenna Chilingierian

- No curb, gutter, or sidewalk on the easterly side of Buttonwillow Avenue from Parlier to Manning Avenues; no crossing treatments at Parlier Avenue.
- Between Parlier and Manning Avenues, the easterly side of Buttonwillow Avenue is primarily farmland with one private residence and a multi-phase mixed-use development. A subdivision and shopping center are located on the west side.
- The easterly side of Buttonwillow is planned for medium- to high-density residential with commercial and park and open space.
- Approximately 2,500 ft. of overhead utility.



Buttonwillow Avenue at Manning Avenue (east); Image Source: Jenna Chilingierian

- A United Health Center is being constructed at the corner of Buttonwillow and Manning Avenues as part of a 19-acre mixed use development that will include commercial and residential uses. The project has been approved and is in progress.
- Manning Avenue is a primary entrance for the city, classified as a major arterial with a posted speed limit of 40 mph. Average daily traffic counts at this intersection are 102.
- In the shopping center across the street there is a Fresno County Rural Transit Agency transit station. Other than sidewalks, there appear to be no bicycle/pedestrian facilities in the general area along Buttonwillow or Manning Avenues.

Segment N-5 | Manning Avenue to Zumwalt Avenue, 1.00 mile



Segment Summary:

Segment N-5 is within three critical areas for development including the Buttonwillow and Springfield area, Buttonwillow and Myrtle area, and Buttonwillow and Duff Annexation Area. The City has recently processed land use entitlements for development in the Buttonwillow and Duff Annexation Area (i.e., Rancho Vista Project). Existing land uses include a mix of agriculture, low-density residential, industrial, and public/institutional (e.g. Silas Bartsch School). Three out of four corners at Manning and Tobu Avenues are planned for commercial; the third corner is planned for industrial. Land south of Manning Avenue, bounded by Zumwalt and Buttonwillow Avenues, is primarily planned for residential and park and open space. Segment N-5 crosses Manning Avenue (major arterial) at Tobu Avenue (collector) and then continues south on Tobu Avenue – which parallels the Buttonwillow Ditch/Irrigation Canal – for approximately 0.50 miles until it reaches north of Evening Glow Avenue, a local street of a residential subdivision. From here, the segment turns east to connect with Zumwalt Avenue (future arterial).

	<i>Opportunities</i>	<i>Constraints</i>
<i>Community Connections</i>	Nearby commercial, industrial, residential, and public/ institutional with variety of planned uses; Rancho Vista Project.	N/A
<i>Transportation Network Connectivity</i>	Direct access to arterials and collectors, and future local streets.	Addressing internal circulation plans across future and in-progress developments.
<i>Trail Design Opportunities</i>	Strategize land acquisition for internal system across neighborhoods that connect with roadways/intersections.	Higher traffic volumes and speeds at Manning Avenue; utility line at Zumwalt Avenue.
<i>Property Use</i>	Several greenfields; high development potential.	Retrofitting the segment into approved and in-progress projects. Potential safety, liability, and privacy concerns of landowners with abutting backyards.

Site-Specific Observations:



Manning Avenue at Tobu Avenue (north); Image Source: Jenna Chilingierian

- Manning Avenue is a major arterial and designated truck route; Tobu Avenue (future) is classified as a collector street.
- Manning Avenue at Tobu Avenue (future) is slated to become a predominately commercial area; three out of four corners are planned for community commercial and the southwest corner is to remain for light industrial uses.
- There may be potentially higher traffic volume on Manning and Tobu Avenues resulting from these uses.



Manning Avenue at Tobu Avenue (south); Image Source: Jenna Chilingierian

- Tobu Avenue (future) follows the Buttonwillow Irrigation Ditch/Canal, which will likely be pipelined underground as development occurs.
- Between Manning and Zumwalt Avenues, the eastside of Tobu Avenue (future) is primarily farmland, with some private residences and a school (Silas Bartsch). The westside is mostly agricultural, with some light industrial and private residences. A majority of the existing farmland is planned for low-density residential, including the 40-acre Rancho Vista project.



Zumwalt Avenue near Evening Glow (west); Image Source: Jenna Chilingierian

- Given the extent of planned residential uses between Manning and Zumwalt Avenues, there is an opportunity to consider internal circulation plans that connect bicyclists and pedestrians within and between the neighborhoods and to the existing street network.
- Potential safety, liability, and privacy concerns of property owners with backyards adjacent to this segment.
- Overhead utility on Zumwalt Avenue.

Segment N-6 | Evening Glow Avenue to Dinuba Avenue, 0.40 miles



Segment Summary:

Segment N-6 is outside of the current city limits but is within the expanded SOI. Existing land uses west of Zumwalt Avenue are primarily low-density residential; on the easterly side, land uses are mainly low-density, with some agricultural and commercial uses. Planned land uses on both sides of Zumwalt Avenue are nearly exclusively low-density residential, with the exception of high-density residential and community commercial near Dinuba Avenue. The segment picks up north of Evening Glow Avenue (local) and crosses Zumwalt Avenue (arterial), traveling south toward Dinuba Avenue (arterial). The segment crosses Dinuba Avenue to reach the Reedley Sports Park, a 50-acre recreational site to be developed in phases. Currently, these portions of Zumwalt and Dinuba Avenues are two lane streets with one travel lane in each direction; this portion of Zumwalt Avenue is outside the City's posted speed limit jurisdiction. There is limited curb, gutter, sidewalk, and lighting on the easterly side of the street compared to the westerly side that has a stretch of offsite improvements fronting a residential subdivision. There are no crossing treatments across Zumwalt Avenue.

	<i>Opportunities</i>	<i>Constraints</i>
<i>Community Connections</i>	Nearby residential, commercial, and park and open space with variety of planned uses.	N/A
<i>Transportation Network Connectivity</i>	Direct access to arterials and local streets.	Property setbacks and street width on Zumwalt Avenue. Maybe not full trail, modified trail.
<i>Trail Design Opportunities</i>	N/A	Setbacks and limitations to rights-of-way may require modifications to accommodate both trail and driveways.
<i>Property Use</i>	N/A	Land acquisition; rights-of-way constraints; accommodations for drive approaches. Potential safety, liability, and privacy concerns of landowners with property that fronts onto the trail.

Site-Specific Observations:



Zumwalt Avenue at Evening Glow Avenue (south); Image Source: Jenna Chilingierian

- Development to the east/west of Zumwalt Avenue between Evening Glow and Dinuba Avenues, is a mix between low-density and suburban residential, with some farmland.
- Offsite improvements – curb, gutter, sidewalk, and city facilities- are built out on the westside of Zumwalt Avenue fronting a residential subdivision. Offsite improvements within the rights-of-way are limited to this portion of the street.
- The residential subdivision has two main entrances off of Zumwalt Avenue: Evening Glow, Early, and Duff Avenues.
- No crossing treatments across Zumwalt Avenue.
- 15+ private drive approaches intersect with Zumwalt Avenue.
- Little to no setbacks on eastside of Zumwalt Avenue.



Zumwalt Avenue at Dinuba Avenue (north); Image Source: Jenna Chilingierian

- On three out of four corners at Zumwalt and Dinuba Avenues, there are no bulb outs or extensions of curb, gutter, or sidewalk. There are no crossing treatments at this intersection.
- Zumwalt Avenue aligns with entrance of Reedley Sports Park, a 50-acre recreational site to be developed in phases.
- The nearest residential neighborhood begins at the northwest corner of Dinuba and Zumwalt Avenue; high-density residential is planned for northeast corner.

Segment N-7 | Dinuba Avenue to Travers Creek 0.85 miles



Segment Summary:

Segment N-7 is within the master planned area of the Reedley Sports Park Project. The Sports Park is a 50-acre specialized recreational area that will be developed in seven phases, including a “creek corridor phase” with a pedestrian trail that parallels Travers Creek and plans for creek restoration. Offsite improvements on Dinuba Avenue – curb, gutter, sidewalk, lighting, and undergrounding of utilities, will also take place as part of the park development. The Sports Park area is bounded by Travers Creek to the east, and a proposed 40-acre, mixed-use development (i.e., Kings River Village) to the west; south is the school district’s transportation center. Immediately outside of this area, existing uses south of Dinuba Avenue are primarily agricultural or vacant lands planned for commercial, industrial, and public/institutional facilities. Segment N-7 begins at the entrance of the Sports Park and travels east on the southerly portion of Dinuba Avenue for 0.30 miles toward Travers Creek. At Travers Creek, the segment turns south and parallels the creek for 0.55 miles until it reaches the existing Parkway’s southern end point at the southerly side of the Sports Park. Currently, Dinuba Avenue is a two-lane street with one travel lane in each direction; the posted speed limit in this area is 45 mph. Dinuba Avenue is designated as a truck route. There is currently limited curb, gutter, sidewalk, lighting, and crossing treatments on either side of the street.

	<i>Opportunities</i>	<i>Constraints</i>
<i>Community Connections</i>	Nearby residential and recreational uses, with a variety of planned uses, some in progress; Kings River Village and Sports Park.	N/A
<i>Transportation Network Connectivity</i>	Direct access to arterials, local streets, Parkway, and Class IV facility. Coordination with planned improvements on Dinuba Avenue.	No existing crossing treatments across Zumwalt or Dinuba Avenues.
<i>Trail Design Opportunities</i>	Natural habitats and landscaping of Travers Creek; scenic, educational, volunteer experiences.	N/A
<i>Property Use</i>	Partnerships and agreements with Alta Irrigation District and Army Corps of Engineers. Limited land acquisition needed.	N/A

Site-Specific Observations:



Zumwalt Avenue at Dinuba Avenue (east); Image Source: Jenna Chilingierian

- No curb, gutter, sidewalk for entire stretch of Dinuba Avenue east toward Travers Creek; improvements planned for sidewalk, curbs, gutters, landscaping, and lighting as part of future development phases for the Reedley Sports Park.
- Approximately 1,000 ft. of overhead utility on southern portion of Dinuba Avenue; undergrounding of these utilities is to be coordinated with improvements of the Sports Park.
- Land immediately adjacent to the southside of Dinuba Avenue and Travers Creek is planned for soccer fields and tennis courts; lands to the north are planned for residential and commercial.



Travers Creek at Dinuba Avenue (south); Image Source: Jenna Chilingierian

- This portion of Travers Creek remains undisturbed compared to the southern portion adjacent to the existing Parkway; there are planned improvements for creek restoration including re-grading, smoothing contours, and planting native trees and grasses as part of the Sports Park improvements.
- There are 40+ cedar trees along this portion of the creek; with proper restoration, this segment can provide scenic and educational experiences for prospective trail users and conservation and maintenance opportunities for prospective volunteers.



Parkway at Huntsman Avenue, facing the Sports Park (north); Image Source: Jenna Chilingierian

- The existing Parkway connects roughly a half mile south on the creek, which completes approximately a total 0.80-mile stretch of trail along the creek and connects the facility to a Class IV bikeway at Huntsman Avenue.
- The Class IV bikeway extends west for a quarter mile toward Buttonwillow Avenue, where it connects with the next stretch of the existing Parkway that flows through the downtown corridor, and a Class I bikeway that runs north on Buttonwillow Avenue toward Dinuba Avenue.

Segment S-1 | Huntsman Avenue to Kings River, 2.40 miles



Segment Summary:

Segment S-1 is almost entirely outside of current city limits. It lies within the expanded SOI toward the southernmost portion of the city just north of the Fresno/Tulare County line. Existing land uses are almost exclusively agricultural, with some residential and vacant lots on Floral Avenue between Frankwood Avenue and the Kings River. As the city grows south, planned land uses are varied – industrial, public/institutional, residential, and park and open space. Segment S-1 begins from the existing Parkway and Class IV separated bikeway at Buttonwillow Avenue and Huntsman Avenue, and then travels south on Buttonwillow Avenue toward Floral Avenue for approximately 0.55 miles. At Floral Avenue, the segment crosses a railway and heads west for approximately 1.85 miles toward the Kings River. Floral Avenue (arterial/future arterial) breaks for approximately 1.00 mile from Buttonwillow to Frankwood Avenue and continues west to the Kings River. Currently, Floral Avenue is a two-way street with one travel lane in each direction. There are no offsite improvements – curb, gutter, sidewalk, lighting – or crossing treatments.

	<i>Opportunities</i>	<i>Constraints</i>
<i>Community Connections</i>	Planned variety of uses – potential for recreational and utilitarian trips.	Distance from urbanized, developed areas.
<i>Transportation Network Connectivity</i>	Direct access to Parkway, Class IV bikeway, bicycle/pedestrian facilities. Access to arterials.	Discontinuation of Floral Avenue, lack of local or collector streets, no existing bicycle/pedestrian facilities.
<i>Trail Design Opportunities</i>	Lack of offsite improvements in the right-of-way. Options for out lot dedications as area is developed.	Potential conflict points with high volume, high speed traffic, truck route, and train crossings.
<i>Property Use</i>	Several greenfields that lack off-site improvements in the rights-of-way; high development potential.	Working with railroad.

Site-Specific Observations:



Buttonwillow Avenue at Huntsman Avenue (south); Image Source: Jenna Chilingierian

- The existing Parkway terminates at Buttonwillow and Huntsman Avenues, before picking up at Travers Creek. There is a crossing treatment that connects the Parkway and Class IV bikeway.
- Existing land uses east/west of Buttonwillow Avenue between Huntsman and Dinuba Avenues are almost entirely industrial, with some commercial and public/institutional facilities.
- North of Huntsman Avenue, the easterly side of Buttonwillow Avenue has existing bicycle/pedestrian facilities that continue north toward Dinuba Avenue.
- There are no bicycle/pedestrian facilities on Buttonwillow Avenue south of Huntsman Avenue.



Buttonwillow Avenue at Floral Avenue (west); Image Source: Jenna Chilingierian

- Existing land uses east/west of Buttonwillow Avenue between Huntsman and Floral Avenue are primarily agricultural; this area is planned for industrial uses.
- Buttonwillow Avenue is a designated truck route and primary access point to the city from communities to the south, including Dinuba and several unincorporated communities. The posted speed limit in this area is 55 mph, dropping to 40 mph north of Huntsman Avenue.
- Buttonwillow Avenue south of Huntsman Avenue is outside the existing city limits but is within the SOI.
- There is a railway at Buttonwillow and Floral Avenues that the potential segment would need to cross.



Floral Avenue at Frankwood Avenue (west); Image Source: Jenna Chilingierian

- Floral Avenue discontinues between Buttonwillow and Frankwood Avenues (appx. 1.00 mile).
- Floral Avenue between Frankwood and the Kings River does not have curb, gutter, sidewalks, or crossing treatments.
- North of Floral Avenue, Frankwood and Reed Avenues have posted speed limits of 55 mph before dropping upon entering residential areas.
- Frankwood and Reed Avenues are both designated as truck routes.

Segment S-2 | Floral Avenue to Manning Avenue, 2.50 miles



Segment Summary:

Segment S-2 is within the Kings River Corridor, bounded to the south by Floral Avenue to the north by Manning Avenue, the Kings River to the west, and Reed Avenue to the east; the two access points across the river within this area are Manning and Olson Avenues. Existing land uses east of and closest to the Kings River are park and open space, agricultural, and public/institutional facilities, followed by residential and commercial uses. The types of planned land uses mirror existing uses. Within the corridor there are active recreational sites including Monument Hill Park, Cricket Hollow Park, and Reedley Beach. Segment S-2 continues from Floral Avenue near the Kings River and parallels the Kings River north toward Manning Avenue. It crosses Olson (arterial) and Manning (major arterial) Avenues. When the segment reaches Manning Avenue, it reconnects with the Parkway and the starting point of the potential north alignment. The posted speed limits for the portions of Olson and Manning Avenues in this area are 35 and 55 mph. Both streets are designated as truck routes.

	<i>Opportunities</i>	<i>Constraints</i>
<i>Community Connections</i>	Nearby residential, recreational, and public/institutional uses, with a variety of planned uses.	N/A
<i>Transportation Network Connectivity</i>	Potential extensions of Dinuba and Manning Avenues with residential subdivision adjacent to river. Proximity to Class II bike lanes.	Connectivity to and through neighborhoods for greater access by trail users, especially emergency service vehicles.
<i>Trail Design Opportunities</i>	Natural habitats and landscaping of Kings River; scenic, educational, volunteer experiences.	Safety along waterways – potential for lighting, fencing, mileage marker posts with emergency contacts.
<i>Property Use</i>	Partnership and agreement with Army Corps of Engineers.	N/A

Site-Specific Observations:



Kings River at Olson Avenue (south); Image Source: Jenna Chilingierian

- From Floral to Olson Avenues, existing uses adjacent to the Kings River are primarily agricultural with a few residences in addition to the Reedley Cemetery District abutting the river. There are also some bouts of purely riparian areas.
- Lands between Floral to Olson Avenues, bounded by Reed Avenue are planned for park and open space, low density residential, and public/institutional facilities. Lands east of Reed Avenue are almost exclusively residential.
- Reed Avenue in this area is a designated truck route.



Reed and Olson Avenues (north); Image Source: Jenna Chilingierian

- At Olson Avenue, Kings River meets Reed Avenue before the river curves northwest to eventually meet Manning Avenue.
- Monument Hill Park is immediately north of Olson Avenue on the east side of the river; Cricket Hollow Park (4.50 ac.) is off of Olson Avenue on the west side of the river. Continuing north from Monument Hill Park is Reedley Beach (0.30 ac.) a specialized recreational area with public access to the river.
- Immanuel High School is at the northeast corner of Olson and Reed Avenues, across from Monument Hill Park.
- A Class II bike lane that originates near downtown Reedley crosses Olson Avenue.



North of Manning Avenue at Kings River and the existing Parkway (south); Image Source: Jenna Chilingierian

- From Dinuba Avenue to Manning Avenue, Kings River meanders northwest. Within this portion, existing uses adjacent to the river are primarily agricultural, residential, and commercial. Planned land uses are park and open space closest to the river followed by residential and commercial.
- A westward extension of Dinuba Avenue as a collector is planned to connect with Kingswood Parkway, a local street within the residential subdivision adjacent to the river. Similarly, a southward extension of Manning Avenue is planned to connect at the north end of Kingswood Parkway.
- There is no direct access point for vehicles to reach the river area within this portion of the corridor, except for at Manning Avenue.
- A Class II bike lane crosses Manning Avenue and intersects with the existing Parkway.