

City of Lindsay Bicycle Plan



Prepared for:

City of Lindsay

Prepared by:



**CITY OF LINDSAY
BICYCLE PLAN**

**PREPARED FOR:
CITY OF LINDSAY
251 E. HONOLULU STREET
LINDSAY, CA 93247**

**PREPARED BY:
OMNI-MEANS, LTD.
ENGINEERS & PLANNERS
309 W. MAIN STREET, STE. 100
VISALIA, CA 93291
(559) 734-5895**

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**INTRODUCTION /
OVERVIEW**



INTRODUCTION / OVERVIEW

Lindsay is located just west of the Sierra Nevada Mountains on State Route 65 North of Porterville and East of Tulare within the County of Tulare. The small-town charm is not lost in this residential community of 11,546 residents. Lindsay covers approximately two square miles and is in the heart of the orange-belt. An 'All America City' designee in 1995, the city is home to several large fruit packing houses and a large minority population. Bicycle activity is largely composed of local residents riding on low-volume residential streets. The compact size, city layout and flat terrain make bicycle commuting for residents who live and work in town an attractive option. The lack of bicycle infrastructure provides a challenge to bicyclists and the Lindsay Bicycle Plan will provide greater visibility and promote bicycling.

A majority of the streets in the City of Lindsay are capable of providing for safe bicycle travel. Many local and collector streets in the City maintain such low traffic that little more than normal maintenance activities are needed to make bicycling a viable option. The Lindsay Bicycle Plan focuses on the special provisions for bicycle facilities, which will encourage bicycle use by all ages on the collector/minor road system. One of the goals in the General Plan for the City of Lindsay is:

Develop a safe, convenient and effective bikeway system that promotes bicycle travel as a viable transportation mode and connects work, shopping, schools, residential and recreation areas.

The General Plan contains a number of policies and programs, which are intended to achieve this objective. Policies that support bikeway development, bikeway maintenance, and bicycle support facilities are recommended in the General Plan. The first program in the General Plan recommends the development of the Lindsay Bicycle Plan to provide a comprehensive and safe bikeway system. The General Plan also recommends that a time schedule, priorities, and comprehensive funding program for the proposed bikeway improvements be developed. The Lindsay Bicycle Plan is intended to address both of these shortfalls.

The objective of this document is to present the City's existing policies and programs as adopted in the Circulation Element of the General Plan in a format, which focuses on bicycle transportation and is consistent with the State of California Bicycle Transportation Plan requirements, including California Streets and Highways Code 891.2 (Figure 1).

BIKEWAY DESCRIPTIONS

The California Department of Transportation "Highway Design Manual" provides a discussion of the role of bikeways in the city setting. Bicycle improvements fall under three categories: Class I, Class II and Class III bicycle facilities. The most common bicycle definitions are listed below:

- **Bikeway** means all facilities that primarily provide for bicycle travel
- **Class I Bikeway** or **Bike Path** provides for bicycle travel on a bikeway completely separated from any street or highway travel-way. Bike paths are usually intended to provide opportunities not provided by the road system. **Rails-With-Trail** is a hybrid bicycle path that is built within the railroad right-of-way adjacent to the tracks. Two Class I Bicycle Paths are planned within the city that includes the Lindsay Park Bicycle Path and the Sierra View (Lindsay High School) Bicycle Path.
- **Class II Bikeway** or **Bike Lane** provides a striped lane for one-way bike travel along a street or highway auto travel lane. Bike lanes are intended to delineate the portion of the right of way assigned to bicycles and automobiles and to provide for more predictable movements by each.

Figure 1: California Streets & Highway Code - Bicycle Plan Requirements

***CALIFORNIA CODES
STREETS AND HIGHWAYS CODE***

891.2. A city or county may prepare a bicycle transportation plan, which shall include, but not be limited to, the following elements:

(a) The estimated number of existing bicycle commuters in the plan area and the estimated increase in the number of bicycle commuters resulting from implementation of the plan. ***(Page 4)***

(b) A map and description of existing and proposed land use and settlement patterns which shall include, but not be limited to, locations of residential neighborhoods, schools, shopping centers, public buildings, and major employment centers. ***(Page 7)***

(c) A map and description of existing and proposed bikeways. ***(Page 7)***

(d) A map and description of existing and proposed end-of-trip bicycle parking facilities. These shall include, but not be limited to, parking at schools, shopping centers, public buildings, and major employment centers. ***(Page 7)***

(e) A map and description of existing and proposed bicycle transport and parking facilities for connections with and use of other transportation modes. These shall include, but not be limited to, parking facilities at transit stops, rail and transit terminals, ferry docks and landings, park and ride lots, and provisions for transporting bicyclists and bicycles on transit or rail vehicles or ferry vessels. ***(Page 7)***

(f) A map and description of existing and proposed facilities for changing and storing clothes and equipment. These shall include, but not be limited to, locker, restroom, and shower facilities near bicycle parking facilities. ***(Page 7)***

(g) A description of bicycle safety and education programs conducted in the area included within the plan, efforts by the law enforcement agency having primary traffic law enforcement responsibility in the area to enforce provisions of the Vehicle Code pertaining to bicycle operation, and the resulting effect on accidents involving bicyclists. ***(Page 8)***

(h) A description of the extent of citizen and community involvement in development of the plan, including, but not limited to, letters of support. ***(Pages 8 & 10)***

(i) A description of how the bicycle transportation plan has been coordinated and is consistent with other local or regional transportation, air quality, or energy conservation plans, including, but not limited to, programs that provide incentives for bicycle commuting. ***(Page 9)***

(j) A description of the projects proposed in the plan and a listing of their priorities for implementation. ***(Tables 2& 3, Pages 13 & 14)***

(k) A description of past expenditures for bicycle facilities and future financial needs for projects that improve safety and convenience for bicycle commuters in the plan area. ***(Page 6)***

- **Class III Bikeway or Bike Route** provides for shared use with pedestrian or motor vehicle traffic. These routes are delineated to provide continuity to other bicycle facilities or to designate preferred routes through high demand corridors. This type of facility is not proposed in this plan.

Bikeways are one element which improve commuter safety and convenience which, when added to maintenance and support facilities, either help accommodate motor vehicle traffic and bicycle traffic on shared roadways, or compliment the road system to meet needs not adequately met by roads alone.

Off street bikeways (Bicycle Paths) in exclusive corridors can be effective in providing desirable commuter routes, or in some instances, desirable recreational corridors. Bicycle Paths can also be used to connect multiple Bicycle Lanes on highly traveled bikeways.

On street bikeways (Bicycle Lanes) can serve to enhance safety and convenience, especially if other improvements are made in conjunction with establishment of bikeways i.e. elimination of parking or increasing roadway width, elimination of surface irregularities and roadway obstacles, frequent street sweeping, establishing intersection priority on the bike route street as compared with the majority of cross streets, and the installation of bicycle sensitive loop detectors at signalized intersections.

The decision to develop bikeways should be made with the knowledge that bikeways are not the solution to all bicycle-related problems. Many of the common problems are related to improper bicyclist and motorist behavior and can only be corrected through effective education and enforcement programs. The development of well-conceived bikeways can have a positive effect on bicyclist and motorist behavior. Conversely, poorly conceived bikeways can be counterproductive to education and enforcement activities.

The primary purpose of the Lindsay Bicycle Plan is to provide for safe and convenient bicycle travel on all roads in the City, whether or not they are part of the bikeway system. A secondary purpose of this plan is to designate and provide a bicycle network that focuses on commuter use and serves the schools and parks in the City. Another purpose is to establish a bicycle route network that will provide a necessary boost to the tourist industry as well as increase the quality of life.

EXISTING & FORECASTED BICYCLE USAGE

An analysis of the 2000 Census indicates that the City of Lindsay has a total of 3,218 commuters, of which 82 are bicyclists. These cyclists represent approximately 2.5% of the commuting population. Bicycle commuters in the City of Lindsay makes up a minimal amount of the entire County bicycle commuter population. Bicycle commuters in Lindsay are limited in financial resources and depend on the bicycle for primary transportation.

It is expected that the creation of more bicycle infrastructure and bikeways will promote the use of bicycle commuters and in turn expand the bicycle commuting base.

The City's continued development of the bikeway system, with particular emphasis on commute routes is projected to encourage a 100% increase in the percentage to a total of 5% bicycle commuters. Tulare County Association of Governments (TCAG) employment growth forecast estimates an increase in 38% employment in the Lindsay by the year 2015. Assuming both of these estimates ($=4,718 \times 0.5$) hold true the number of bicycling commuters in Lindsay will increase to 235 per day by the year 2015.

EXISTING & FUTURE LAND USE

The City of Lindsay is a developing city has used grant funds to improve infrastructure and quality of life projects. Lindsay is very aggressive and focused in obtaining grant funds for priority projects. Several large parcels remain within the City limits that will change existing land use characteristics. Commercial and

industrial development is focused on the Hermosa Street corridor, Tulare Road corridor, downtown Lindsay and the State Route 65 corridor. The other major industrial area runs the length of the railroad tracks. The remaining uses in the City are generally residential, with the exception of the McDermont Field House (recreational development) located in the downtown core.

Future land use patterns are expected to remain the same with some intensification of development. Travel desires associated with these uses will also remain essentially the same.

BIKEWAY DESIGN GUIDELINES

The Caltrans "Highway Design Manual" criterion for bikeway and automobile design was used to define desirable standard dimensions. Chapter 1000, Bikeway Planning and Design, is attached as an appendix to the Lindsay Bicycle Plan. Based on the manual, a 12 foot minimum motor vehicle lane width and a 4 foot bike lane combine to a desirable 16 foot minimum curb lane for auto and bike travel. Future roadway striping projects within the City of Lindsay will provide 4' bike lanes. The city has indicated that travel lanes less than 12' would be acceptable practice to install adjacent bicycle facilities. Where feasible, the City will install 4' bike lanes but would prefer wider bicycle lanes for separation and safety concerns.

One option recommended where curb to curb width does not meet the desired standards above, is to design a curb lane as wide as possible to provide for the automobile and bicycle. A curb lane of no less than 14 feet is the recommended minimum for this instance. This strategy should be considered only where parking, bicycle and automobile conflicts are expected to be low and where it is necessary to provide continuity to the bikeway system.

**BICYCLE
FACILITIES**



EXISTING BICYCLE SYSTEM

The existing bikeway system in the City of Lindsay will consist of a Class II bike lane on Tulare Avenue and a Class I bike path on Sierra View east of Foothill Avenue. A major push for bicycle planning has cumulated in the development of the Bicycle Plan. The City of Lindsay will have only one existing Class II bike lane within the city limits. The Tulare Road Class II bicycle lane is expected to be completed before the spring of 2009. The Tulare Road bicycle lane will run east/west the entire width of the city (two miles). The Tulare Road bike lane will serve two schools, two parks, commercial, residential and a host of other land uses. The Tulare Road bike lane will serve as the backbone and jumping off point for the development of bicycle facilities within Lindsay. The Lindsay Unified School District has a planned Class I Bike Path on Sierra View east of Foothill Avenue that will be completed soon. The City of Lindsay will work to connect and integrate all bicycle facilities within the area.

BICYCLE ACTIVITY CENTERS

Certain bicycle activity centers such as elementary and junior high schools, parks and community centers require special emphasis because of their potential to attract bicycle travel. One objective of this plan is to provide at least one connection of the bikeway network to all schools. State/federal Safe Routes to School and San Joaquin Valley Air Pollution Control District REMOVE funding will be used to enhance the Bicycle Transportation Account (BTA) funding. These and other funds will be used on local and collector streets serving these activity centers in order to support safer and more commute oriented travel. Transit stops, health & recreation, bike racks, parks, schools, government offices, apartments, shopping, employment and the central business district are shown on the Lindsay Bicycle Map.

BICYCLE PARKING & LOCKER FACILITIES

The City of Lindsay is in the process of developing a comprehensive bicycle parking program. One of the Bicycle Plan recommendations to the City General Plan will be to update the Zoning Ordinance and parking ordinance standards to require secure parking for new development. The City Parking Ordinance currently does not address bicycle parking but future revisions and updates will recommend that bicycle parking be provided with all new development.

The City itself will incorporate bicycle parking facilities, bicycle lockers and bicycle posts for placement at governmental offices, transit stops and high use areas. The City of Lindsay proposes to invest in the purchase and installation of bicycle parking at key areas throughout the city. In addition, new bike racks should be targeted for the downtown area, McDermont Field House, schools and commercial locations. Existing bicycle parking locations are reflected in Figure 3 - Lindsay Bicycle Map.



















Class II Bicycle Parking

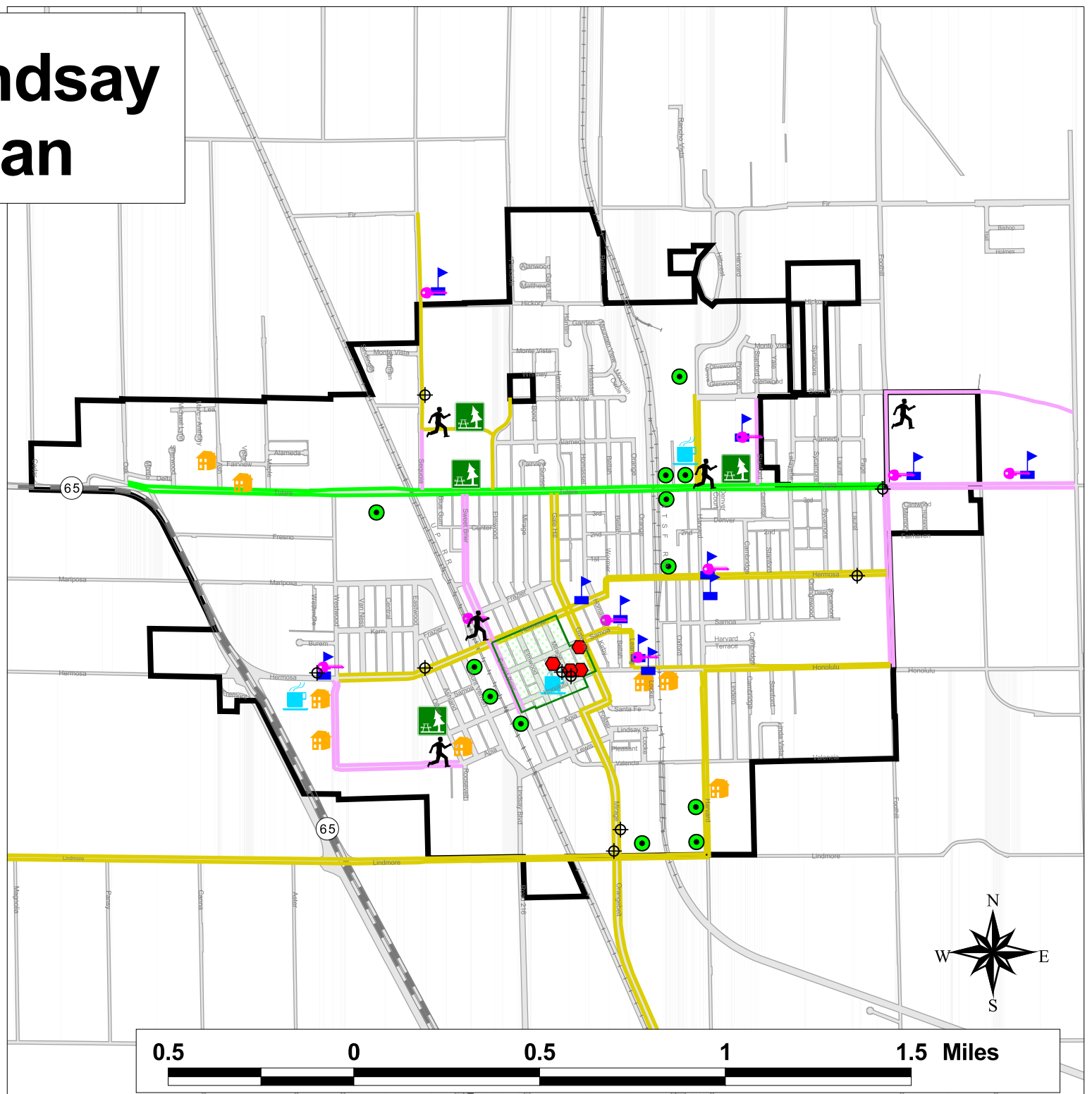


The City of Lindsay, in conjunction with Tulare County Transit, maintains bicycle racks on buses and plans to install parking facilities at all of the transit stops. This program will be funded with grants as well as TCAG funding opportunities. No public shower facilities exist for bicycle users but the City of Lindsay will encourage larger commercial properties and governmental offices to provide these services. The only existing bicycle shower facilities are located at the City Hall complex.

City of Lindsay Bike Plan

Legend

-  Transit Stop
-  Health & Recreation
-  Bike Rack
-  Park
-  School
-  Government
-  Apartment
-  Shopping
-  Employment
-  Downtown District
- Bike Route**
-  Planned
-  Planned - Long Term
-  Under Construction
-  State Highway
-  Railroad
-  City Limits
-  Block
-  Right of Way



Base Data Provided by Tulare County
 Created by William Zigler
 Lindsay City Planner
 Printed November 21, 2008

The Features Produced by These Data Are
 Only Representations and Are Not Intended
 For Legal or Survey Purposes.

BICYCLE SAFETY & EDUCATIONAL PROGRAMS

The need for bicycle safety enforcement and education together with engineering has long been recognized in the City of Lindsay. A number of advisory bodies, agencies and advocacy groups exist in the areas that serve the City of Lindsay bicycling community. These include:

- The Lindsay Community Development Department is expected to apply for an Office of Traffic Safety grant to teach bicycle and pedestrian safety, increase enforcement, distribute free helmets and conduct a media campaign.
- A number of private organizations also exist in the area that serves advocacy and educational roles in the community. They include the Southern Sierra Cyclists Bicycle Club and the annual Bike-to-Work day.
- The Jeff Barnes Brain Injury Foundation serves as a local head safety advocacy group that raises money and invests in local safety efforts. Recent projects include a First Five Grant (purchase youth helmets), Bicycle Rodeos and youth helmet programs.
- The Tulare County Association of Governments (TCAG) of which the City is a member, provides information on regional bicycle routes and safety.

The Lindsay Bicycle Plan proposes continuing collaboration with community based organizations for this necessary component of the bicycle transportation system.

LINDSAY BICYCLE PLAN OBJECTIVES

One bikeway plan objective is to provide a bikeway on selected major arterials within the City during the next five years. A second objective is to develop sustainable bicycle infrastructure for major activity centers identified as needing improved bicycle commute access.

The following goals, policies and programs are from the Lindsay City General Plan. Minor language modifications have been suggested to strengthen the language. A number of the programs in the General Plan have been implemented or are being implemented with this plan. These programs are discussed in relevant sections of this plan and the specific goals are listed below:

GOAL: Develop a safe, convenient and effective bikeway system that promotes bicycle travel as a viable transportation mode and connects work, shopping, schools, residential and recreational areas.

GENERAL PLAN GOALS – BICYCLE ROUTES & PEDESTRIAN CIRCULATION

The City first established policies for the development of a bicycle system in the 1973 General Plan. These proposals were retained and refined in the 1981 General Plan "... for installation at an appropriate future date." What was not covered was the standard of Bikeway, either Class I, II or III, which should prevail. A Class I bicycle facility is constructed wholly separate from the paved street surface, and may not even be close to a street. A Class II facility involves the striping of a separate 4' wide lane between the curb parking lane and the first auto travel lane. A Class III facility is signed but not striped, and does not require additional paving width.

A Class I facility is planned to share the Union Pacific railroad right-of-way throughout the length of the city. Class I bicycle paths are recommended adjacent to highways, rural roads, canals, waterways and abandoned rail lines. A common policy throughout the State is to call for a Class II facility parallel to the paved section of a State Highway, providing continuity with the bikeway system of the County. A bikeway providing such continuity is shown on the General Plan along the east side of State Route 65 and extending westerly on the north side of State Route 137.

With the exception of a few outlying residential subdivisions, the relatively compact character of the community encourages the use of bicycle as an alternate mode of transportation. When taken together with the cost of providing separate Class II bicycle lanes on Arterial streets, this compactness calls for the general public to make use of Collector and Minor streets as they exist or may be improved as principle routes for bicycle transportation. These streets provide sufficient continuity to allow safe bicycle among all parts of the community.

Although the bicycle routes are listed in the 1989 Lindsay General Plan, these routes may not be within the City of Lindsay jurisdiction. The routes along the state highways are not within the jurisdiction of the city and the railroad bicycle path may be very difficult to complete.

BICYCLE ROUTES & PEDESTRIAN CIRCULATION POLICIES

1. A separately striped Class II bike lane is to be provided only within the ROW along State Route 65 and State Route 137 as these highways are improved by Caltrans.
2. Separately striped Class II bikeway facilities are not required within the community, except along Tulare Road and Hermosa Street. Class III bikeways which do not require separate lanes should be provided along an integrated system of Minor and Collector streets that provide access between residential neighborhoods and important generators of activity, including schools, parks, commercial centers and employment centers. The system should be signed both as an encouragement to the user and as a warning to auto drivers to be alert to bicycle use.
3. The City should develop a coordinated program for the progressive construction of sidewalks along Arterial and Collector streets within residential and commercial areas where sidewalks are lacking. Costs should be shared by property owners who will benefit. Sidewalks should not be required within commercial or industrial zones along Lindmore Street. Where new development is proposed where sidewalks are or will be needed, sidewalk construction would be the responsibility of the owner.

THE RAILROAD CORRIDOR

Lindsay, at a minimum, should study the feasibility of the joint-use trail adjacent to the railroad corridor within the city. The rail corridor is a valuable transportation corridor that needs to be retained for future use.

CONSISTENCY WITH OTHER PLANS & PROGRAMS

Based on the 2007 Tulare County Regional Transportation Plan (RTP) the City of Lindsay is adequately addressing the goals, objectives and policies as related to bicycle use. The goals, objectives and policies from the RTP are listed below:

Non-Motorized Transportation

Goal: Establish safe and convenient facilities that promote the use of non-motorized transportation.

Objective: Encourage bicycle usage in Tulare County by providing safe and convenient bike routes and facilities as prepared in the Tulare County Regional Bike Plan (4 year planning document).

Policies:

1. Prepare a Regional Bike Plan to identify bicycle routes that are appropriate for commuter, recreational and student riders.
2. Designate regional bicycle routes that are designed for safe use by bicyclists and reduce conflicts with motor vehicles.
3. Prepare a coordinated information system for bicyclists and carpools.
4. Local agencies and Tulare County are encouraged to review needs of bicyclists within their jurisdictions.
5. Support implementation of bicycle support facilities such as bike racks, showers, locker rooms and other facilities during the project review process.
6. Support the bicycle as an alternate transportation mode and coordinate with other modes of transportation, particularly with transit.
7. Encourage employers to offer incentives (showers, locker rooms, prizes, rewards, and financial incentives) for bicyclists to reduce congestion and increase parking.
8. Support development of designated bicycle paths adjacent to or separate from commute corridors.
9. Encourage the use of abandoned railroad right-of-ways for multi-use trails.
10. Encourage and support maintenance of existing bicycle and pedestrian facilities.

The City of Lindsay Bicycle Plan is consistent with the Lindsay City General Plan and with the TCAG Regional Transportation Plan. The Bicycle Plan is the implementation tool for the City General Plan. This plan does not contradict the San Joaquin Valley Air Pollution Control District's regional air quality plan or the Tulare County Regional Bicycle Plan.

A component of the approval process for this document is its approval by the TCAG Board for content as well as consistency with the Regional Transportation Plan and other planning documents.

PUBLIC PARTICIPATION AND INVOLVEMENT

The Lindsay Bicycle Plan was prepared by the City of Lindsay Planning Department in conjunction with the Lindsay City Council with input from the Tulare County Association of Governments (TCAG) and local bicyclists. This plan is the first concentrated bicycle planning effort within the City of Lindsay. Adoption of the Bicycle Plan is expected in November 2008. The bicycle plan will need to be approved by TCAG and Caltrans before final adoption. It is anticipated that the Bicycle Plan will identify potential bikeways, bicycle parking, major employers and schools which will be key in the development of the Lindsay bicycle network for bicycle commuters.

This update will be reviewed by TCAG staff. Comments in a letter dated December 2008 from the TCAG will be included below. This Bicycle Plan was submitted to the Lindsay City Council at their December 2008 meeting for review and approval.

**TABLE 1
CITY OF LINDSAY:
BICYCLE RELATED ACCIDENTS 2004-06**

No.	Primary Road	Secondary Road	Collision Factor	Collision Type	Killed	Injured	Date
1	Honolulu	Cambridge	ROW Auto.	Broadside	0	1	4/2/04
2	Harvard	Tulare	Ped. Violation	Broadside	0	1	7/12/04
3	State Route 65	Fresno	Wrong Side	Rear End	0	1	9/12/04
4	Frazier	Elmwood	ROW Ped.	Auto/Ped.	0	1	12/4/04
2004 Total					0	4	
5	Hermosa	Wormer Ct.	Driver/Drug	Broadside	0	1	1/30/05
2005 Total					0	1	
6	Tulare	Gale Hill	Wrong Side	Auto/Ped.	0	1	3/27/06
7	Honolulu	Locke	Not stated	Auto/Ped.	0	1	4/21/06
8	Gale Hill	Tulare	ROW Auto.	Broadside	0	0	8/1/06
2006 Total					0	2	

Legend: *ROW:* *Right-of-Way*
 PED: *Pedestrian*
 Auto: *Automobile*

**FINANCE &
IMPLEMENTATION**



FINANCING

The City receives annual Transportation Development Act Allocation funds of approximately \$240,000. This money is dedicated for transit uses but a portion (2%) can be used for bicycle investments. These funds may be set aside for capital projects and or bikeway maintenance. Over the last 30 years these funds has been the most consistent funding available for bikeway development.

Primary sources of bicycle funding include local, Measure R (local transportation sales tax), Congestion Mitigation & Air Quality (CMAQ), Transportation Enhancement Activities (TE), San Joaquin Valley Air Pollution Control District REMOVE funds, State Bicycle Transportation Account and Safe Routes to School. A more complete listing of the various funding sources available for bikeway development is included in the California Bicycle Coalition at the following link: <http://www.calbike.org/pdfs/Funding-Guide.pdf>

BIKEWAY FOCUS

Bike lanes (Class II), particularly in the short term, are thought to have the greatest potential for serving the desired objective of this plan. Completion of the bike path (Class I) system is also a priority component of this plan. The bike route (Class III) concept may be used as an effective tool at encouraging bicycle travel. However, in some cases "Bike Route" signage may be the only option for signage. This plan concentrates on developing a bike lane system in conjunction with the road system. Arterial streets are and will continue to be the streets with the greatest bicycle travel demand.

Providing bike lanes is not a simple task. Each project will have to be reviewed carefully to identify the most appropriate way of achieving this bike lane. A toolbox of approaches is available which include:

- removing parking on one or both sides of the street
- removing median strips
- narrowing existing travel lanes and/or sidewalks
- widening the roadway
- eliminating travel lanes
- installing parking bays
- restricting parking during certain peak travel time periods
- traffic calming

IMPLEMENTATION

The City of Lindsay City Services & Planning Departments will be responsible for implementation of the projects in this plan that is within the jurisdiction of the City of Lindsay. The various components of implementation including design, construction and maintenance will be done by various departments within the City. On bike paths within park facilities maintenance responsibilities may be the responsibility of the City Services Department. The coordinated effort of these various City Departments and other local agencies will be necessary to double the number of bicycle trips made by the year 2010. This plan proposes continued collaboration with existing enforcement and education programs that play an important part in the bicycle transportation system.

City of Lindsay staff reviewed the 2008 City of Lindsay Bicycle Plan. The staff recommends the following general prioritization of projects for implementation:

- (1) Completion of projects currently funded or in progress;
- (2) Projects facilitating bicycle commuting, especially to schools;
- (3) Projects that can be implemented expediently.

The City of Lindsay City Services and Planning departments will monitor bicycle related activity.

BIKEWAY DEVELOPMENT

The Highway Design Manual (Chapter 1000 – Bikeway Planning & Design and the most recent California MUTCD) identifies standards for bike ways and other bikeway facilities that should be incorporated into the design.

A **bicycle map** within this report presents the proposed Bikeway Plan for the City of Lindsay. This plan identifies existing bicycle paths and lanes as well as the future system desired. To complete the system a number of projects are needed. These projects are identified in Tables 1 and 2, short and long-range bicycle project lists. These tables describe the project by route, limits, bikeway type, length and funding specifics. The projects are divided into two categories: short range and long range bikeway projects.

**TABLE 2
CITY OF LINDSAY:
SHORT RANGE - BICYCLE PROJECT LIST**

Priority	Route	From	To	Bikeway Type	Length, In feet	Estimated Cost	Funding
1	Alameda Avenue	Sequoia Avenue	Elmwood Avenue	Class I	1,200'	\$ 40,000	Local, Mea. R, CMAQ, TEA, REMOVE, BTA
2	Sequoia Avenue	Fir Street	Sierra View Alignment	Class II	3,000'	\$ 14,200	Local, Mea. R, CMAQ, TEA, REMOVE, BTA
3	Elmwood Avenue	Sierra View Street	Tulare Road	Class II	1,300'	\$ 6,200	Local, Mea. R, CMAQ, TEA, REMOVE, BTA
4	Hermosa Avenue	Westwood Avenue	Foothill Avenue	Class II	8,400'	\$ 40,000	Local, Mea. R, CMAQ, TEA, REMOVE, BTA
5	Mirage/Gale Hill	Tulare Road	Lindmore Street	Class II	5,800'	\$ 27,500	Local, Mea. R, CMAQ, TEA, REMOVE, BTA
6	Harvard Avenue	Sierra View Street	Tulare Road	Class II	1,300'	\$ 6,200	Local, Mea. R, CMAQ, TEA, REMOVE, BTA
7	Harvard Avenue	Honolulu Street	Lindmore Street	Class II	2,700'	\$12,800	Local, Mea. R, CMAQ, TEA, REMOVE, BTA
8	Samoa/Learning	Gale Hill Avenue	Honolulu Street	Class II	1,300'	\$ 6,200	Local, Mea. R, CMAQ, TEA, REMOVE, BTA
9	Honolulu Street	Learning Avenue	Foothill Avenue	Class II	3,700'	\$ 17,500	Local, Mea. R, CMAQ, TEA, REMOVE, BTA
						\$ 170,600	

<i>Legend:</i>	<i>Local:</i> City of Lindsay funds	<i>Class I Costs:</i> \$175,000 per mile
	<i>Mea. R:</i> Tulare County Measure R	<i>Class II Costs:</i> \$25,000 per mile
	<i>CMAQ:</i> Congestion Mitigation & Air Quality	
	<i>TEA:</i> Transportation Enhancement Activities	
	<i>REMOVE II:</i> Reduce Motor Vehicle Emissions	
	<i>BTA:</i> Bicycle Transportation Account	

**TABLE 3
CITY OF LINDSAY:
LONG RANGE - BICYCLE PROJECT LIST**

Priorit y	Route	From	To	Bikeway Type	Length, In feet	Estimated Cost	Funding
1	Westwood Avenue	Hermosa Avenue	Apia Street	Class II	1,200'	\$ 5,700	Local, Mea. R, CMAQ, TEA, REMOVE, BTA
2	Apia Street	Westwood Avenue	Olive Avenue	Class II	1,800'	\$ 8,500	Local, Mea. R, CMAQ, TEA, REMOVE, BTA
3	Stanford Avenue	Sierra View Street	Tulare Road	Class II	1,300'	\$ 6,200	Local, Mea. R, CMAQ, TEA, REMOVE, BTA
4	Foothill Avenue	Sierra View Street	Honolulu Street	Class II	3,900'	\$ 18,500	Local, Mea. R, CMAQ, TEA, REMOVE, BTA
5	Tulare Road	Foothill Avenue	East City Limits	Class II	1,400'	\$ 6,700	Local, Mea. R, CMAQ, TEA, REMOVE, BTA
6	Sequoia Avenue	Tulare Road	700' North of Tulare	Class II	900'	\$ 4,300	Local, Mea. R, CMAQ, TEA, REMOVE, BTA
7	Sweet Briar Avenue	Tulare Road	Honolulu Street	Class II	3,200'	\$ 15,200	Local, Mea. R, CMAQ, TEA, REMOVE, BTA
						\$ 65,100	

<i>Legend:</i>	<i>Local:</i> City of Lindsay funds	<i>Class I Costs:</i> \$175,000 per mile
	<i>Mea. R:</i> Tulare County Measure R Sales Tax	<i>Class II Costs:</i> \$25,000 per mile
	<i>CMAQ:</i> Congestion Mitigation & Air Quality	
	<i>TEA:</i> Transportation Enhancement Activities	
	<i>REMOVE II:</i> Reduce Motor Vehicle Emissions	
	<i>BTA:</i> Bicycle Transportation Account	

OTHER BICYCLE CONCEPTS

In addition to the measures of bikeway development such as eliminating parking, widening bike lanes, and traffic calming a concept explored in this plan which will be considered in the design process is one which separates the bikeway from the automobile and which places the bikeway closer to the sidewalk. Bike lanes are thought to have limited potential in encouraging bicycle use. There are segments of the population such as the elderly, the young and inexperienced riders that would prefer greater separation from the automobile to feel safe.

While this concept has potential, it poses a number of challenges in design and operation that must be addressed to truly make it safe. Very careful consideration must be given to a number of areas:

- Separation of bicyclist and pedestrian
- Every driveway crossing of the new bikeway
- The transition areas between street and sidewalks
- Every street intersection
- Bicycle, automobile, and pedestrian conflicts
- Identification of a design which is consistent with State standards or which would be approved for testing
- Enforcement of one way travel on separate path

Another concept to be considered is that of the bicycle boulevard. This concept gives priority to bikes by calming or diverting through automobile traffic. The approach is generally used on routes parallel to major arterials where a bike boulevard would provide a higher level of service for bicycle travel than would the congested arterial. Such a boulevard does not require bike lanes because automobile volumes are typically low.

Both of the above concepts along with the other traditional approaches to bikeway design, should be considered in the design process, and implemented when they can be safely incorporated into the network. Neither of these concepts should preclude the use of the street or the arterial by bicyclists.

APPENDIX

TCAG APPROVAL RESOLUTION

Figure 3: City of Lindsay Resolution Supporting the Bicycle Plan