

Clovis Active Transportation Plan Update 2022 (DRAFT)

Appendix B: Existing Conditions Summary



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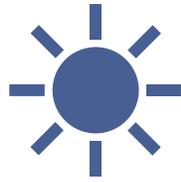
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2. Demographics and Travel Patterns
3. Geography
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Source: City of Clovis

Key Findings

Opportunities



- The climate, topography, and grid-like street network suggest that there are many opportunities to increase the active transportation mode share but that providing shade and other amenities may play a key role in encouraging year-round walking and bicycling



- Paseos and canal banks present opportunities for safe bicycle and pedestrian connections that are separated from motor vehicles
- High trail use suggests there are many community members who already walk or bicycle for recreation purposes



- Crash trends suggest that Clovis community members are already walking and bicycling
- Crash trends present opportunities to improve safety for people walking and bicycling through crossing improvements, education, and new facilities

Key Findings

Challenges



- Most Clovis streets have good sidewalk coverage, but there are several gaps in the sidewalk network, especially south of Shaw Avenue, west of Minnewawa Avenue, and north of Herndon Avenue



- There are several parts of the city that lack continuous east-west or north-south bikeway connections, including near Nees Avenue, Bullard Avenue, Barstow Avenue, Villa Avenue, Willow Avenue, North Armstrong Avenue, and North Leonard Avenue
- The existing on-street bikeways are not physically separated from motor vehicle traffic and may not be comfortable for most people interested in bicycling



- The commute patterns and crash data suggest that few people are walking or bicycling to work, but people are likely walking or bicycling for other purposes. Infrastructure changes and encouragement programs may be needed to increase the walking and bicycling commute mode share.



- The prevalence of higher-speed roadways suggest that fast-moving traffic and other safety concerns may be a barrier preventing people from walking or bicycling

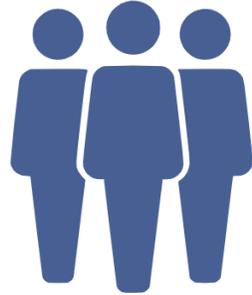
Demographics

*What are the characteristics
of the traveling public?*

Basic Demographics



41% of the population is either under 18 or over 65; these populations may be more likely to lack access to a vehicle and are more likely to rely on walking, bicycling, or public transit to travel around town



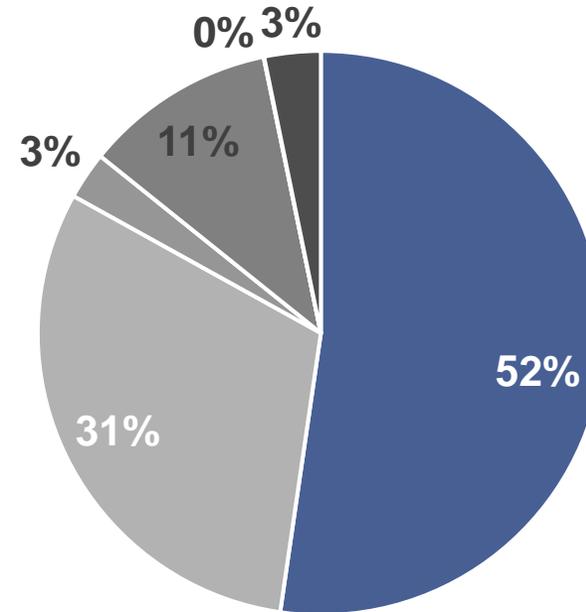
Clovis' population is projected to grow by nearly **14%** in five years, which is nearly double the projected growth for Fresno County or California

Clovis, California	
Population (2019)	109,160
Median Age (years)	34.5
Population Under 18	28%
Population 65 and Over	13%
Median Household Income	\$77,904

Source: U.S. Census Bureau, American Community Survey, 2019, Five-Year Estimate; City of Clovis, INSIGHT Market Analytics, 2021

Key Populations

- People of Color: **48%**
- Population with a disability: **12%**
- Households with Limited English Proficiency: **3%**
- Population living below federal poverty level: **11%**
- Households with no vehicles: **1%**



- White (alone)
- Hispanic or Latinx (of any race)
- Black or African American
- Asian, Hawaiian, or other Pacific islander
- Some other race
- Two or more races

Source: U.S. Census Bureau, American Community Survey, 2019, Five-Year Estimate

Travel Patterns

- 93% of Clovis adults* drive alone or carpool to work
- 20% of commute trips take 15 minutes or less; these represent potential trips that could be completed by walking, bicycling, or riding transit
- 68% of Clovis adults* commute less than 10 miles to work
- 17% of Clovis adults* live and work in Clovis, the remainder commute outside the city

Source: U.S. Census Bureau, American Community Survey, 2019, Five-Year Estimate and Longitudinal Employer-Household Dynamics, 2018

*Includes workers age 16 or older



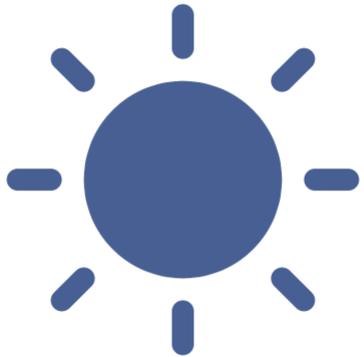
Source: City of Clovis

Geography

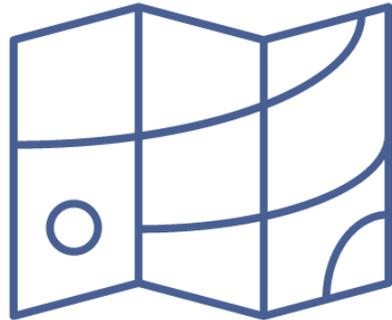
*What is the environment
like in Clovis?*

Geography

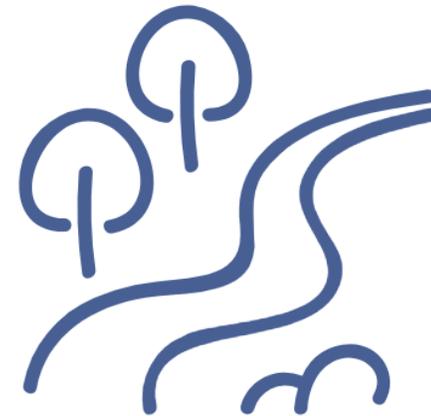
The geography and climate are conducive to walking and bicycling



The climate is generally warm and sunny with hot, dry summers and mild winters



Clovis is flat with few natural barriers and major streets are mostly connected as a grid



Canals throughout the city present opportunities for off-street walking along the canal banks;

Paseos in the newer neighborhoods provide connectivity for bicycles and pedestrians

Land Use

What is Clovis's land use pattern and key walking and biking destinations?

Land Use



Most land is devoted to **low-density residential** land uses dispersed throughout the city



Major commercial and retail areas are located along major thoroughfares of the city, specifically along Shaw Avenue, East Herndon Avenue, Ashlan Avenue, and North Clovis Avenue



Restaurants are clustered along Shaw, Herndon, Ashlan Avenues, and Downtown Clovis



Schools are distributed through all parts of the city

Walking and Bicycling Conditions

*How do people walk and bicycle in
Clovis?*

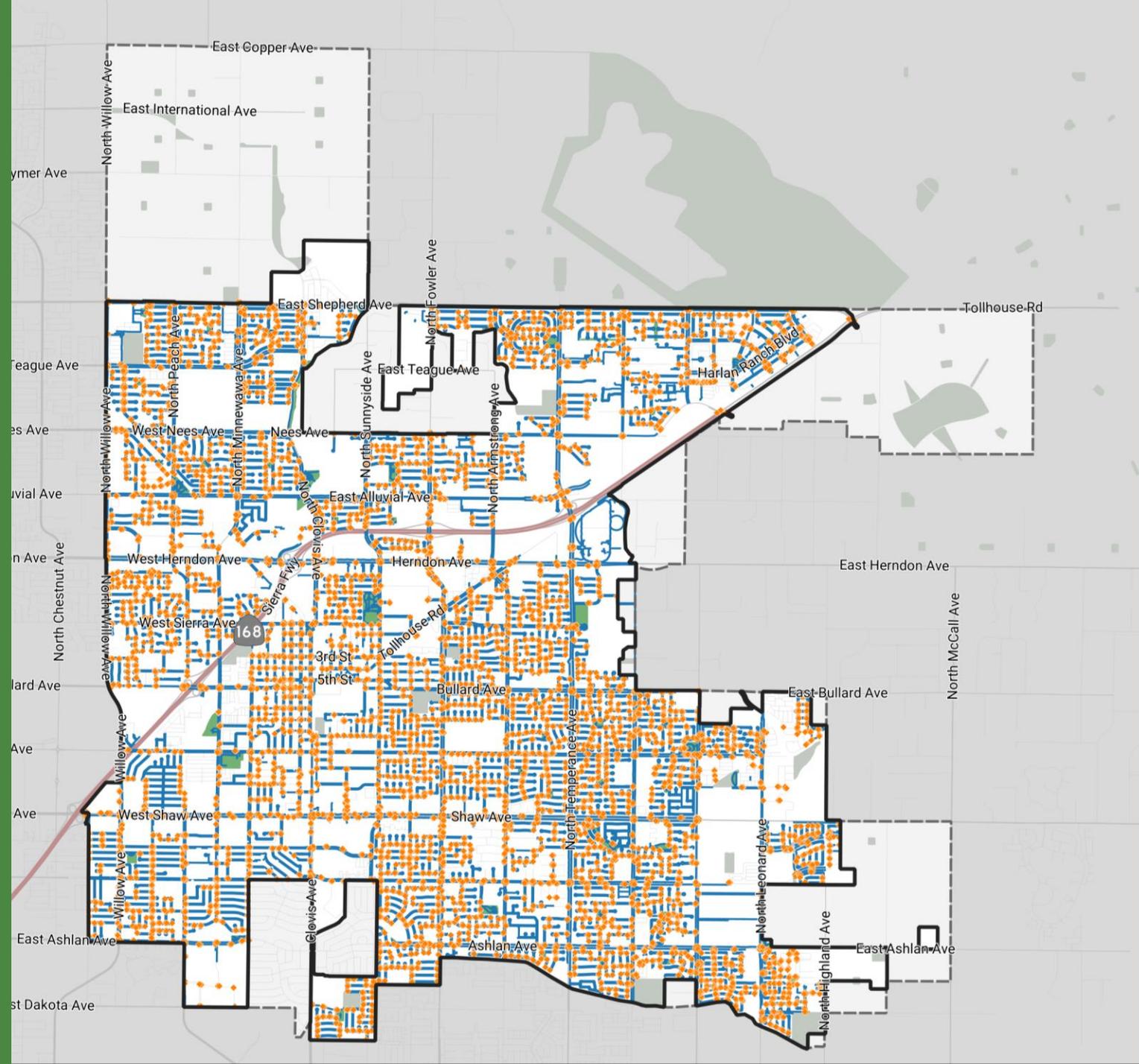
Walking Conditions

- Most streets have sidewalks on both sides of the street but there are still some areas missing sidewalks, particularly among the recently incorporated areas of Clovis
- Along many major arterials, people walking must travel long distances to cross the street at a designated crosswalk
- A prevalence of cul-de-sacs can make walking and bicycling difficult even if key destinations are not far apart



Source: City of Clovis

Existing Sidewalks and Curb Ramps



- City Limits
- Sphere of Influence
- Pedestrian Infrastructure**
 - Curb Ramps
 - Existing Sidewalks
 - Existing Parks
 - Planned Parks



Source: City of Clovis

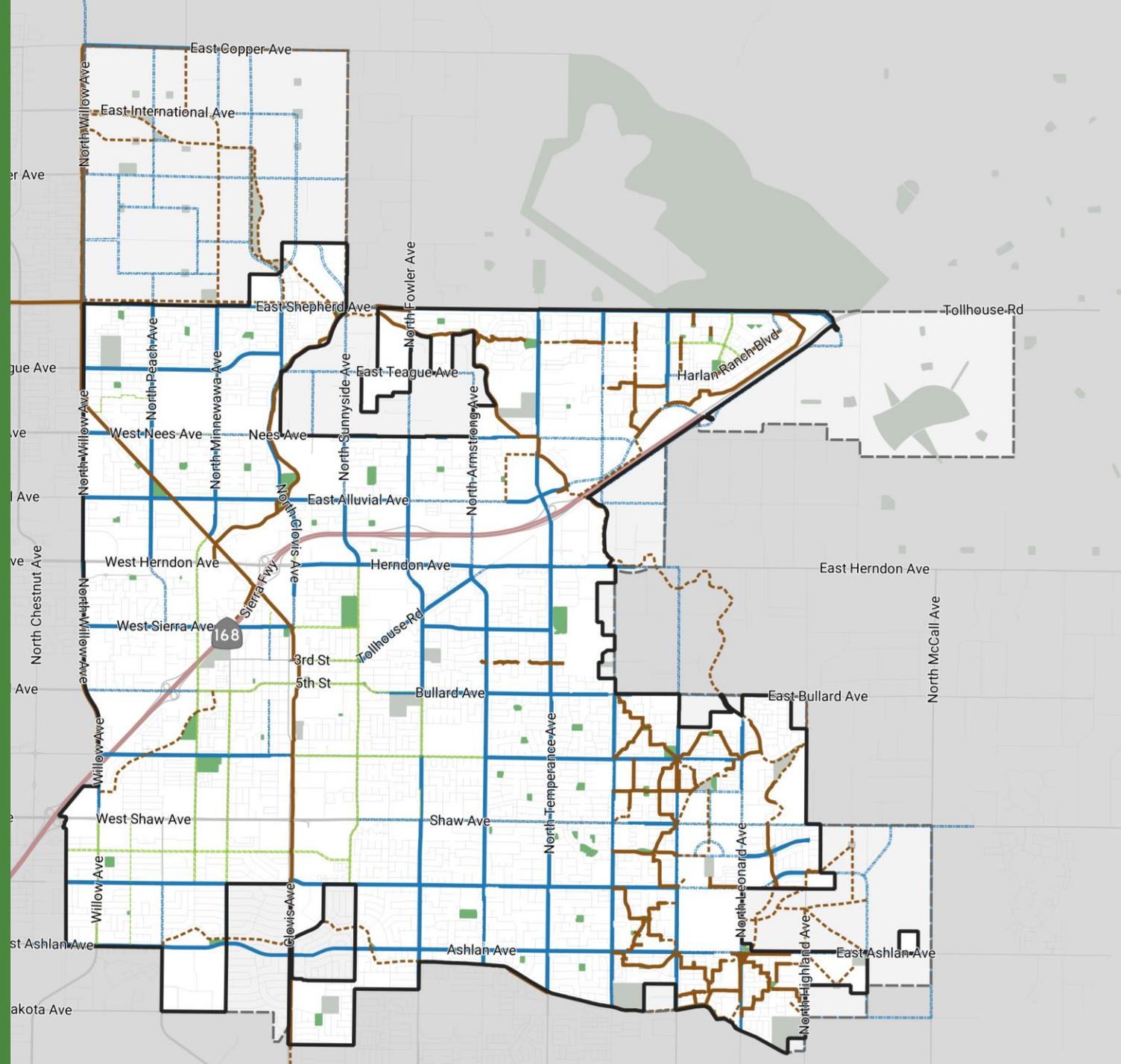
Bicycling Conditions

- Clovis has approximately **46 miles** of Class II Bike Lanes
- Class II Bike Lanes are located on major arterials and collectors, many of which have high traffic volumes and posted speeds greater than 40 mph and thus may not provide comfortable riding conditions for most people
- Paseos provide off-street, concrete paths for walking and bicycling



Source: City of Clovis

Existing and Planned Bikeways and Trails



- City Limits
- Sphere of Influence
- Bikeways**
- Trails and Paseos**
- Existing
- Planned
- Bike Facilities**
- Existing Class II Facilities
- Planned Class II Facilities
- Planned Class III Facilities
- Existing Parks
- Planned Parks



Source: City of Clovis

Trail Use

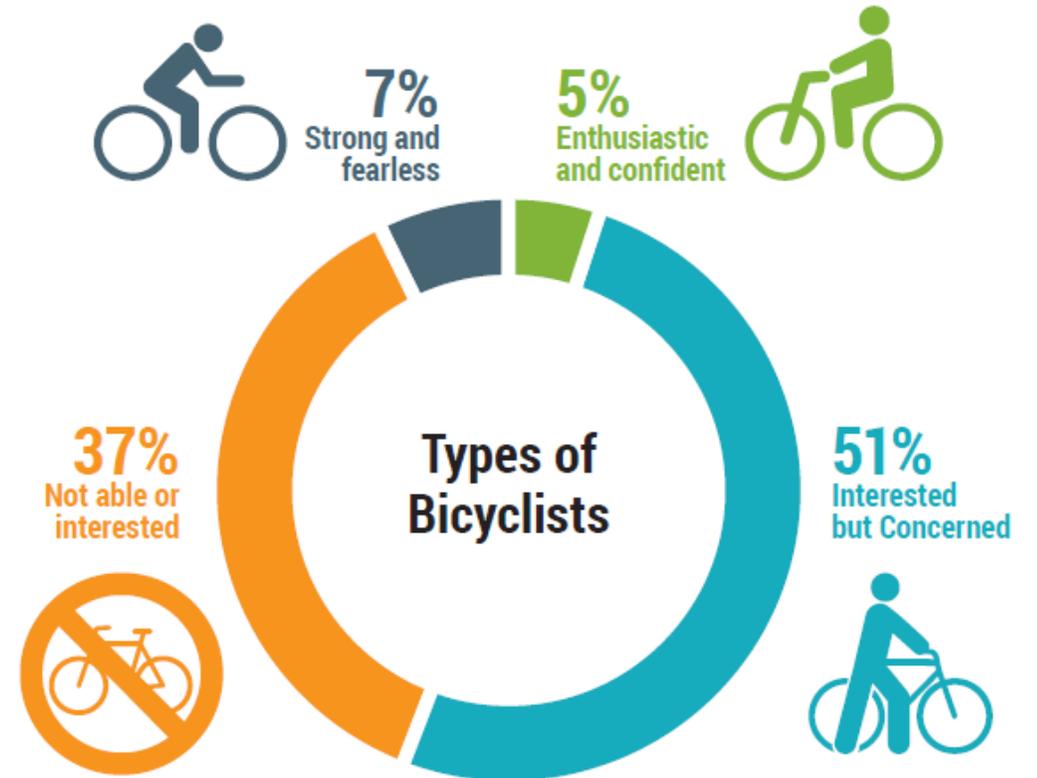
- Major Class I trails include Dry Creek Trail, Old Town Trail, Enterprise Trail, and the Sierra Gateway Trail
- From 2017 to 2020, annual trail use increased by **72%**
- Average daily paseo use in Fall 2020 was approximately **215**

Trail	2020 (annual use)
Old Town Trail	787,014
Dry Creek Trail	1,283,655
Enterprise Trail	403,372
Sierra Gateway Trail	315,783
Total	3,004,607

Source: City of Clovis

Bicyclist Typology

- Not all people have the same level of comfort bicycling
- Approximately 51% of the population can be categorized as “**Interested but Concerned**”
- The “Interested but Concerned” are most comfortable bicycling on **low-traffic, low-speed streets or on separate paths or bikeways** that provide protection or physical separation from fast-moving traffic.



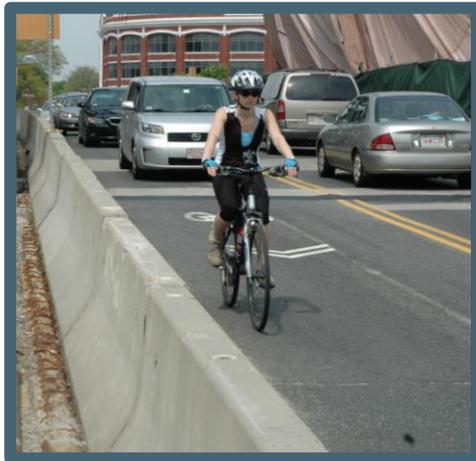
Source: Dill, J. McNeil, N. “Revisiting the Four Types of Cyclists: Findings from a National Survey” Transportation Research Board 95th Annual Meeting, 2016.

These percentages are typical values for most U.S. communities

Bicyclist Typology



Strong and Fearless bicyclists will ride in any road conditions or environment.



Enthusiastic and Confident bicyclists will ride comfortably on most types of streets, but may be uncomfortable in certain situations or road conditions.



Interested but Concerned bicyclists require physical bicycle infrastructure improvements before they will want to ride.



People who identify as **No Way, No How** will not ride a bicycle, no matter the circumstances.

Transit Infrastructure

*Where do people ride transit in
Clovis?*

Transit Infrastructure

- There are **four fixed-service bus routes** in Clovis and the City also operates an **on-demand paratransit service**
- In the 2019-2020 Fiscal Year the fixed-route service provided **112,478** rides and the paratransit service provided **50,384** rides
- Fixed-service bus routes are free to passengers and can accommodate two bicycles at a time

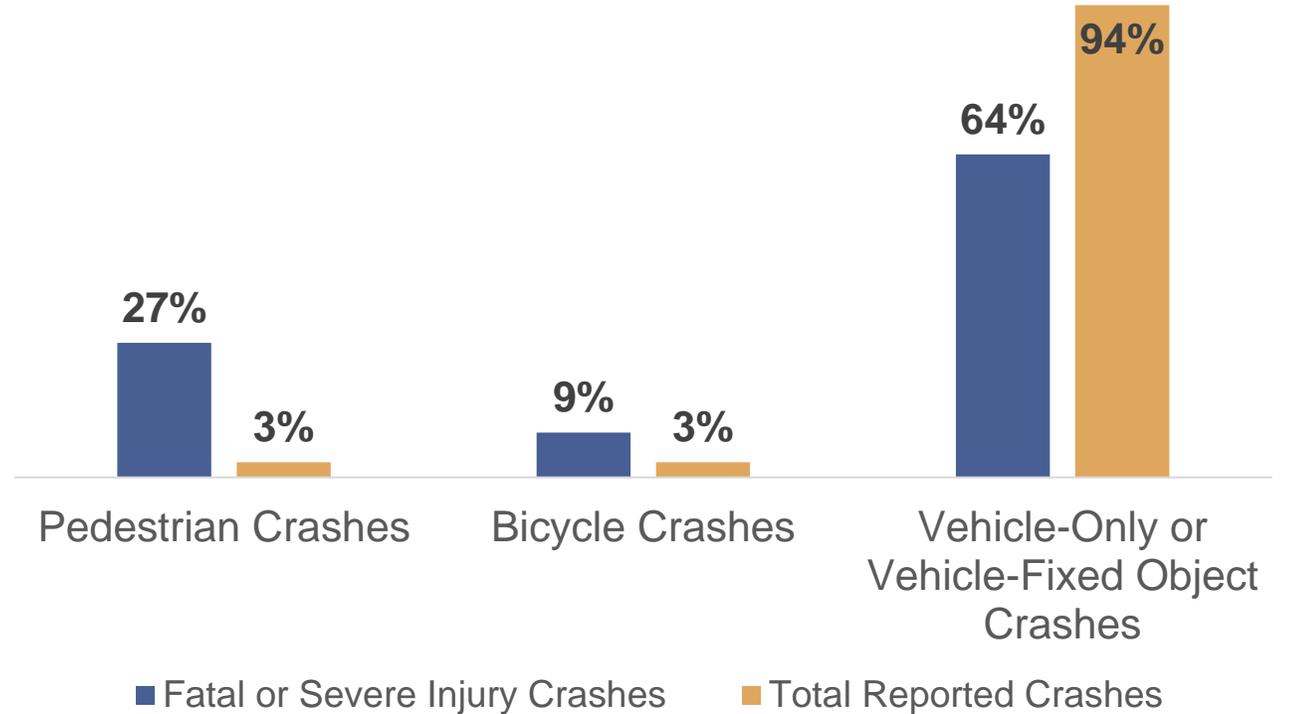


Traffic Safety

What is Clovis' crash history?

Crash Trends

- Between 2015 and 2019 there were **118** crashes involving bicyclists and **90** crashes involving pedestrians
- Bicyclists and pedestrians are over-represented in fatal and serious injury crashes compared to vehicle-only or vehicle-fixed object crashes



Source: Statewide Integrated Traffic Records System, Transportation Injury Mapping System, Kittelson, 2021

Bicycle Crash Patterns

- There was one bicycle fatality and four severe injuries
- Bicyclists were involved in **3%** of reported crashes but **9%** of fatal/severe injury crashes
- The most frequently cited primary collision factor was wrong side of the road driving/riding (36% of crashes), followed by automobile right of way* (21% of crashes) and traffic signals and signs (18%)**
- **71%** of bicycle crashes occurred in daylight and **29%** occurred during dark conditions where streetlights were present
- Most crashes involving bicyclists occurred on major streets in southwestern Clovis

Source: Statewide Integrated Traffic Records System, Transportation Injury Mapping System, Kittelson, 2021

*The California vehicle violation code indicating that a driver turning failed to yield right-of-way to oncoming traffic.

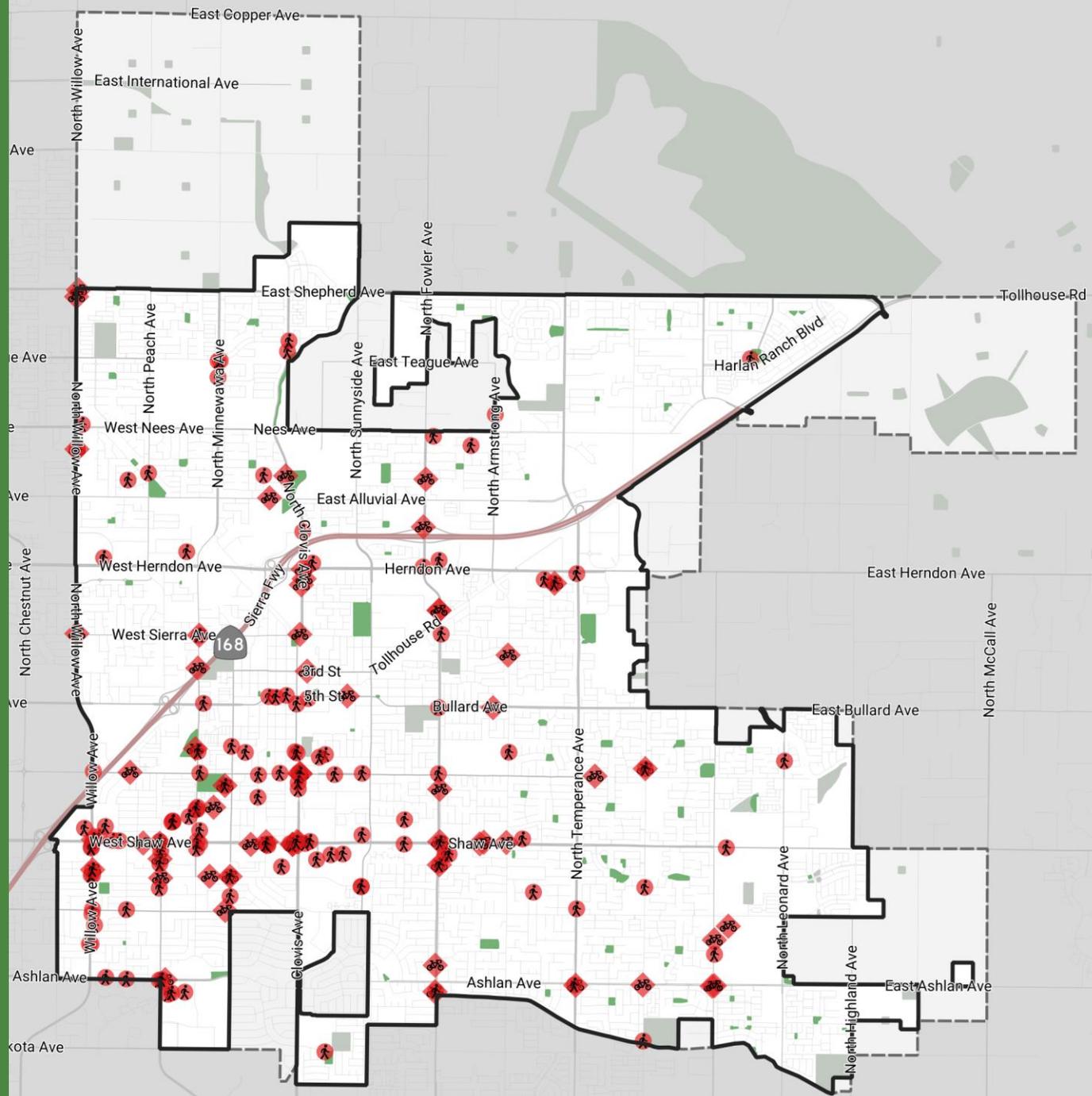
**The California vehicle violation code indicating running a red light or failure to stop at a stop sign.

Pedestrian Crash Patterns

- **16%** of pedestrian crashes resulted in a fatality or life-altering injury
- Pedestrians were involved in **3%** of reported crashes but **27%** of fatal/severe injury crashes
- **Approximately 42%** of pedestrian crashes occurred in daylight and **30%** occurred during dark conditions where streetlights were present*
- Among pedestrian crashes, **41%** occurred while pedestrians were crossing midblock (outside of a crosswalk), **28%** occurred while pedestrians crossed in a crosswalk at an intersection, and **14%** occurred while pedestrians were walking along the road (includes shoulders)
- Most crashes involving pedestrians occurred on major streets in southwestern Clovis

Pedestrian and Bicycle Crashes

Source: Statewide Integrated Traffic Records System, 2015-2019, Kittelson, 2021.



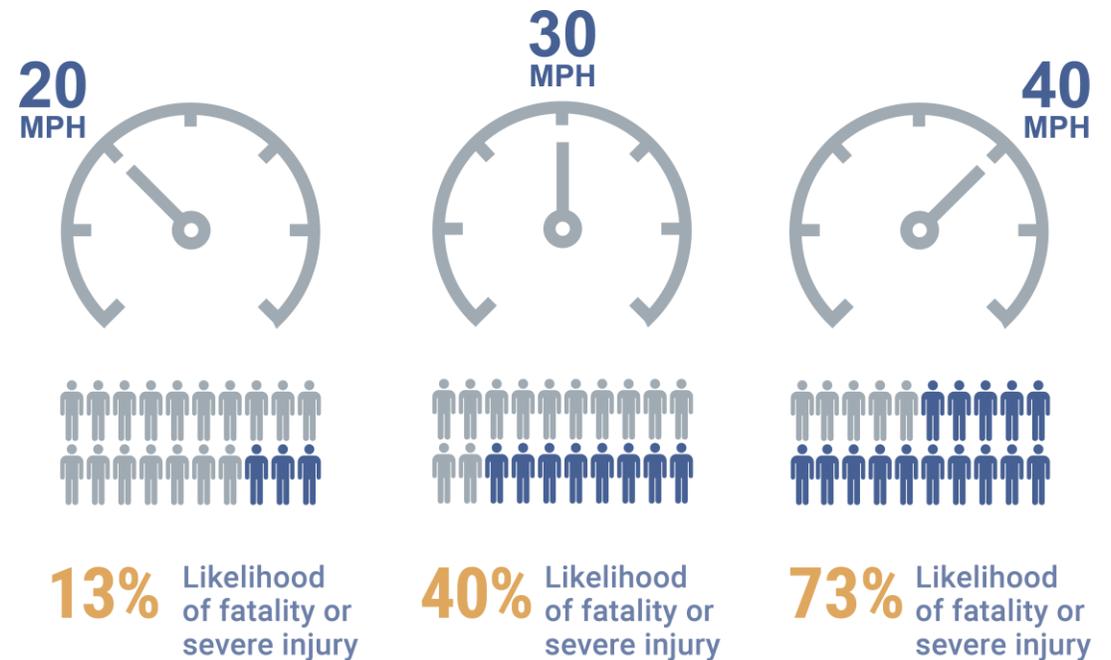
- City Limits
- Sphere of Influence
- Crashes**
 - Pedestrian Crashes
 - Bicycle Crashes
 - Existing Parks
 - Planned Parks



Speed

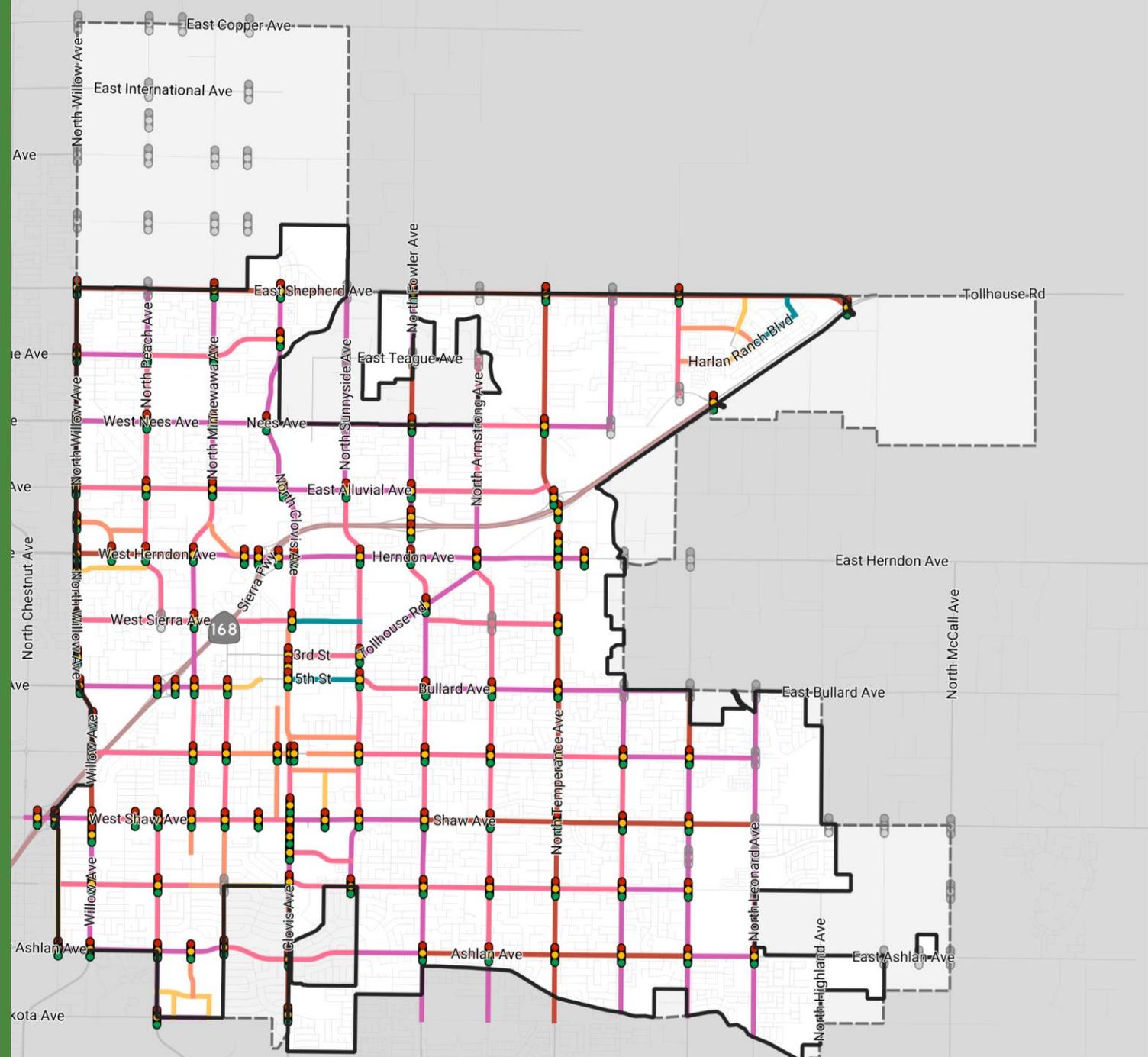
- Vehicle speeds have a major effect on bicycling and pedestrian comfort and safety
- Posted travel speeds in Clovis range from 25 mph to 50 mph
- Most streets have posted speeds of 40 or 45 mph
- Only two blocks have posted speeds below 30 mph

As vehicle impact speed increases, the risk of a pedestrian or bicyclist experiencing a severe or fatal injury increases



Source: Tefft, Brian C. Impact speed and a pedestrian's risk of severe injury or death. *Accident Analysis & Prevention*. 50. 2013

Speed Limits and Traffic Signals



- City Limits
- Sphere of Influence
- Traffic Signals**
 - Existing
 - Planned
- Speed Limits**
 - 25 MPH
 - 30 MPH
 - 35 MPH
 - 40 MPH
 - 45 MPH
 - 50 MPH

