

The cover features a background photograph of Fancher Creek with a wooden bridge and a dam. On the left side, there is a large, abstract graphic composed of overlapping geometric shapes in shades of yellow, orange, and blue. The text is centered over the image.

# FANCHER CREEK TRAIL PLAN

PUBLIC REVIEW DRAFT  
January 2023



# **ACKNOWLEDGMENTS**

**City of Fresno, Department of Public Works**

**Fancher Creek Trail Plan Steering Committee**

**Friends of Fancher Creek**

**Toole Design**

**Associated Right of Way Services, Inc.**

The information contained in this document is for planning purposes and should not be relied upon for final design of any project. Readers are cautioned that this is a preliminary report and that all results, recommendations, concept drawings, cost opinions, and commentary contained herein are based on limited data available at the time of preparation. Further engineering analysis and design are necessary prior to implementing any of the recommendations contained herein.

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## Abbreviations and Acronyms

AAA	All Ages and Abilities
ADT	Average Daily Traffic
BRT	Bus Rapid Transit
DG	Decomposed granite
FMFCD	Fresno Metropolitan Flood Control District
FID	Fresno Irrigation District
FUSD	Fresno Unified School District
HAWK	High Intensity Activated Crosswalk Beacon
ROW	Right of Way
RRFB	Rectangular Rapid Flashing Beacon



# CHAPTER 1

## Introduction, Background, and Purpose

# 1. INTRODUCTION, BACKGROUND, AND PURPOSE

## Introduction

The Fancher Creek Trail Plan (“Plan”) is a project initiated by the City of Fresno to study a trail that generally conforms to Caltrans Class I Bike Path standards along the Fancher Creek Canal through southeast Fresno. In an area that is rapidly redeveloping, this project represents a unique opportunity for the City to develop an active transportation spine that will connect to the City’s existing and planned active transportation and transit network, as well as schools, parks, shopping, and other important neighborhood destinations.

The planned trail is approximately 6.6 miles running from the intersection of Jensen Avenue and Church Avenue on the southwest end of the canal to Temperance Avenue, on the northwest end of the canal. The trail will be an important part of this neighborhood’s transformation. The proposed trail will provide a comfortable, safe, and centrally located trail that serves both recreation and transportation purposes. For a map of the trail location, see Figure 1.

This is a feasibility study, funded by a Caltrans Sustainable Communities grant and intended to make the City more competitive for grant funding from programs such as the Active Transportation Program and Congestion Mitigation and Air Quality Improvement Program.

Additionally, the Plan aims to create and strengthen existing inter-jurisdictional and community relationships that will be vital to the long-term maintenance of the facility.

### “Class I Bikeway” vs. “Trail”

The term Class I Bikeway refers to the Caltrans official terminology for off-street paths. These paths serve people who bike and people who walk, and are used as the equivalent of a paved trail.

This plan refers to the Fancher Creek Trail as a Class I Bikeway to comply with state-used terminology.

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To that end, the Plan included broad public engagement as well as meetings with partnering agencies, including staff from Council District 5, County of Fresno, Friends of Fancher Creek, the Bicycle and Pedestrian Advisory Committee, Fresno Irrigation District (FID), water companies, and the community to build support and develop a unified vision for the trail.

The Plan was initiated in Summer 2022 and will be completed by Winter 2022/2023.

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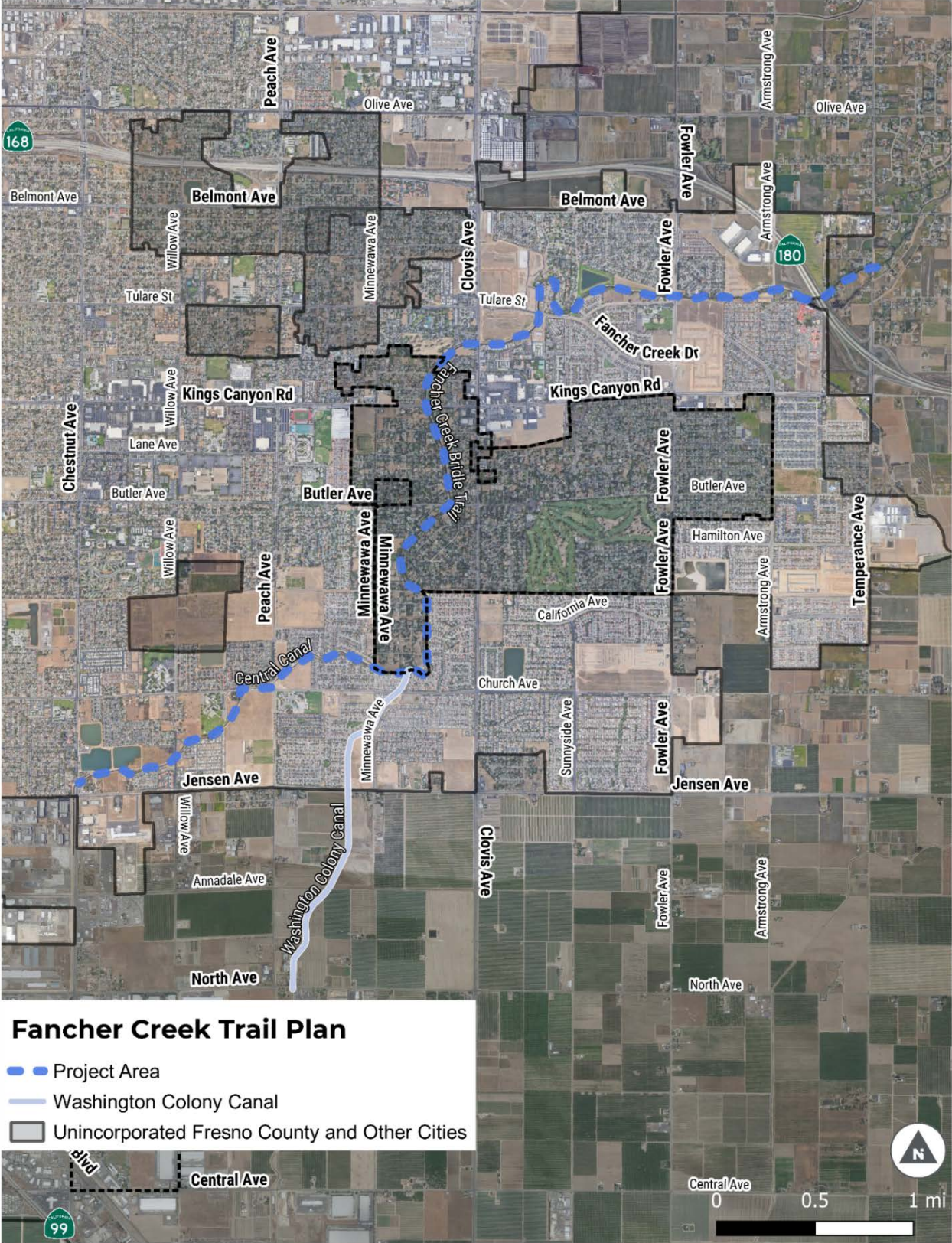


Figure 1. Location of the Fancher Creek Trail



## **Plan Organization**

The Fancher Creek Trail Plan will guide the City’s work going forward, providing a conceptual alignment, and funding strategies to implement the trail. This Master Plan document also includes planning level cost estimates and right-of-way acquisition, along with information on funding resources and implementation sequencing. The Plan is organized as follows:

### **Chapter 1: Introduction**

This chapter examines past and present plans and projects relevant to this Plan.

### **Chapter 2: Community Input**

This chapter summarizes the engagement plan, activities, and input received from the community.

### **Chapter 3: Proposed Trail Alignment and Segments**

This chapter provides an illustrative overview of each of the nine trail segments, including photos of existing conditions and a bulleted list of typical design improvements, including crossing treatments, access points, connections to transit, and amenities like wayfinding and landscaping. It also includes Opinions of Probable Cost and Right of Way analyses.

### **Chapter 4: Design Considerations**

This chapter discusses relevant design guidance and strategies. Elements covered include trail width and cross-sections, FID requirements, signage, and trail amenities and furnishings.

### **Chapter 5: Implementation Strategy**

This chapter provides an overview of funding opportunities for various aspects of the trail design and trail location, as well as phasing and implementation strategies to help the City move rapidly to secure grant funding for engineering, acquisition, and construction.

### **Appendices**

The appendices provide supporting information on individual chapters, including maps, tables and reports, images and design plans.

## **Project Purpose and Need**

### **PROJECT HISTORY**

In 2001, the City of Fresno commissioned the Fancher Creek Parkway Concept Plan to develop a vision for the development of the Fancher Creek corridor through southeast Fresno. That plan identifies high level goals and objectives for the development of Fancher Creek, and divides Fancher Creek into four thematic program zones (zones 1 and 2 cover the project area for this Plan, the others are farther to the east) and identifies gateways, recreation areas, landscape enhancements and various new facilities for each zone. Conceptual plans were provided for each zone. It also lists permitting agencies to engage in the construction of the trail.

The other plan most relevant to the Fancher Creek Trail is the [City of Fresno Active Transportation Plan](#) (2017). The concept of a trail along the canal banks was included in the guidelines, as well as bicycle network connections to the trail at major crossings, such as Tulare Street and Kings Canyon Road. The Trail Design Guidelines include standardized trail designs, facilities, amenities, and designs across Fresno. Examples of subjects of these guidelines include wayfinding, fencing and railings, and bicycle and pedestrian bridges. These guidelines will assist the City in ensuring that its trails are following the Class I Bike Path standards as described in Chapter 1000 of the Caltrans Highway Design Manual.

The City also passed political directives that complemented previous plans to set the Trail's realization in motion. In 2018, the City of Fresno passed the Fancher Creek Parkway Act, which directs staff to review, update, and finalize the 2001 Fancher Creek Parkway Concept Plan. This led to the creation of Fancher Creek Advisory Committee and the Friends of Fancher Creek and directs relevant municipal agencies to be part of Parkway planning and implementation. Another motion, the 2018 Master Trails Agreement with Fresno Irrigation District, furthers the City's efforts to plan trails along canals like the Fancher Creek Canal. The Master Trails Agreement allows the City to determine if the Concept Plan would require General Plan amendments or rezoning. City staff also conducted outreach to private property owners whose buildings would be near the proposed Trail's footprint.

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The long-term vision for Fancher Creek also includes establishing the Fancher Creek Parkway through riverine and natural refuge area restoration. A parallel planning effort is being pursued, known as the Fancher Creek Parkway Restoration Plan. The objective of the restoration plan is to develop a plan and construction documents to protect, restore and improve the existing riverine habitat within and adjacent to the creek. This plan will cover an approximately 5.3-mile stretch of Fancher Creek from Jensen to Temperance Avenues with a focus on bankside restoration/stabilization, identification of native and invasive plant species, required interjurisdictional agreements/permits and identification of operations and maintenance funding. The Parkway Restoration Plan does not fund trail plans, so no duplication will occur.

## RELEVANT PLANS AND PROJECTS

Understanding how other relevant plans and projects reference the Fancher Creek Trail builds an understanding of how important this trail connection is in a local, county, and state context. Numerous plans and projects were reviewed to gain an understanding of their relevance to Fancher Creek. In addition to the documents mentioned above, other important documents relevant to the history of the Fancher Creek include:

- **Fancher Creek Town Center** (2019): Conceptual transit-oriented development (TOD) Master Plan that focuses on the development of 180 units of affordable housing for seniors. (See Figure 2.)
- **Travel by Trail, Fresno! Trail Network Wayfinding, Promotion and Connectivity Plan** (2022): Wayfinding Plan to knit together the City's trails and transit network.
- **City of Fresno Active Transportation Plan (ATP)** (2017): The ATP proposes a long-term, comprehensive network of bikeways, trails, and sidewalks. It also identifies a priority network of bikeways and pedestrian areas to focus on in the near-term.
- **Master Trails Agreement with Fresno Irrigation District** (2018): Directs/initiates City staff to review and analyze the draft Fancher Creek Parkway Concept Plan to prepare proposed updates. Since the Concept Plan was adopted by City Council in 2018, the area has experienced significant growth and change.

These planning documents and relevant projects indicate an interest in the Fancher Creek corridor for active transportation and recreation. This Plan builds on these past plans and parallel planning efforts. For a list of other relevant plans, see Appendix C: Fancher Creek Plan and Policy Review Memo.

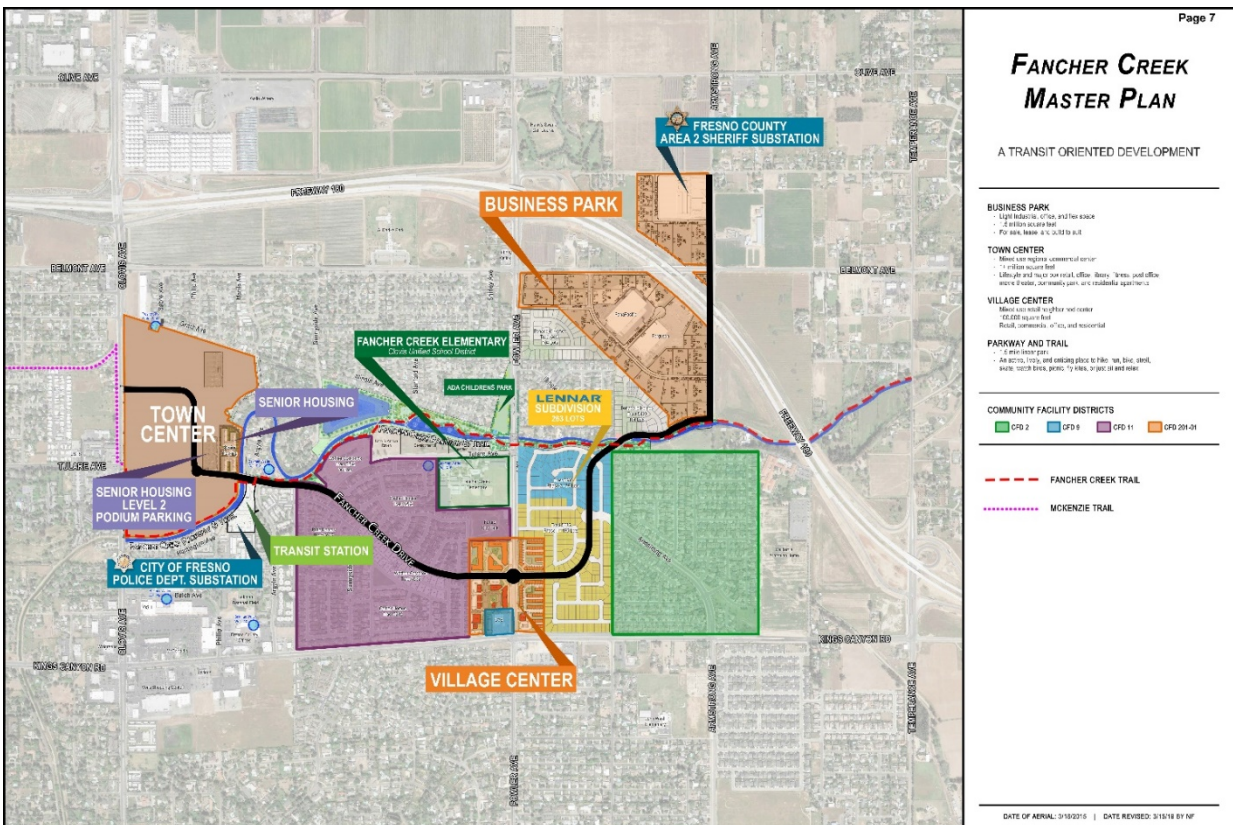


Figure 2. Fancher Creek Town Center Master Plan (2019)

## Fancher Creek Characteristics

Fancher Creek (Canal) originates in the Sierra Nevada foothills of Fresno County and flows southwest through the County of Fresno and City of Fresno for approximately 25 miles, originally ending in a wide floodplain of alluvial deposits. Today, the canal joins the Central No. 23 and Washington Colony canals northeast of the intersection of Clovis and Church Avenues. Though considered a natural channel, Fancher Creek is

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bounded by levees that were constructed and are maintained by the FID, primarily west of Temperance Avenue, to convey water for agricultural irrigation and industrial uses. These levees vary in width from 15–30 feet and are present on most but not all sides of the canal. Vegetation along the canal is typically scant to non-existent, except for the segment of the project area owned by the County of Fresno. There are some short segments of formal trail along stretches of the canal, and informal public use of the canal banks was observed along most other stretches.<sup>1</sup>

There are also a number of flood control structures within the project area, operated by the Fresno Metropolitan Flood Control District (FMFCD). These include the Fancher Creek Reservoir, the Fancher Creek Flood Basin, and the [US Army Corps of Engineers' Redbank-Fancher Creeks Flood Control Project](#).<sup>2</sup> These structures highlight the importance of water management in the area, both for the agricultural landscapes that once existed there, and the current urban development. Land near these structures, while fenced and devoid of plantings, do provide open space (albeit unusable to the public) and vistas. While not abundant, wildlife is drawn to the water and can be observed along some stretches of the canal. The Fresno County Bridle Trail (County of Fresno jurisdiction, between Kings Canyon Road and Butler Roads) features large existing trees, shade, and quiet, which make for a lovely walk, even in high temperatures. The Fancher Creek Canal, while utilitarian in character today, has the potential to be a special part of the urban landscape when a trail is developed along its banks.

### HOW THIS TRAIL WILL BENEFIT FRESNO

Trails have increasingly become assets for communities. Cities and towns across the nation are building trails along stream valleys, active and abandoned railroad lines, through central business districts and college campuses, all to benefit mobility, economic vitality, and community well-being.

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<sup>1</sup> Fancher Creek Draft Concept Plan (2001) City of Fresno.

<sup>2</sup> [2018-update.jpg \(976x2100\) \(fresnofloodcontrol.org\)](#)

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The benefits of trails are well known and have been documented by the Rails-to-Trails Conservancy.<sup>3</sup> Some key benefits that the Fancher Creek Trail will offer are described in the table below.

Table 1. Benefits of the Fancher Creek Trail

<b>Health</b>	The trail will provide a recreational amenity that connects parks and schools, providing opportunities for families and people of all ages and abilities (AAA) to enjoy. Trails can also reap mental and physical health benefits
<b>Transportation and Livability</b>	The proposed alignment offers a low stress off-road trail facility. It will connect to the existing and planned bicycle network, expanding the reach of both networks. The trail will provide active transportation options for students, their parents, and caregivers at several elementary, middle, and high schools, as well as residents with limited transportation means, including residents living in senior housing under construction near Fancher Creek Town Center. The trail will also connect to existing Fresno Area Express (FAX) transit lines and a future FAX transit center.
<b>Economy and revitalization</b>	The trail connects to existing shopping areas and the planned Fancher Creek Town Center, as well as existing city facilities and a future transit station. Walkable and bicycle friendly communities attract new residents, customers, and businesses to the City.
<b>Conservation and the environment</b>	The Fancher Creek Parkway Restoration Plan will enhance the creek. Development of the trail can help dedicate space for plantings and trees.
<b>Community Identity</b>	When constructed, this trail will be the second longest Class I Bikeway facilities in Fresno, providing the community with an important asset to be proud of.

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<sup>3</sup> <https://www.railstotrails.org/experience-trails/benefits-of-trails/>

## FRESNO AND STUDY AREA DEMOGRAPHICS

The Plan area includes a high concentration of disadvantaged communities. Fancher Creek from Jensen to Temperance is located across five Census tracts<sup>4</sup>. Combined, these tracts are home to 23,207 residents. Three of the five tracts are identified as census tracts with disadvantaged communities.<sup>5</sup> At the tract level, all median individual incomes are lower than the citywide median income of \$43,124.<sup>6</sup> One tract is considered severely income disadvantaged (\$22,267 MHI).

Within the Plan area, the population of children (17 and under) ranges from 27 percent to 37 percent, while those over the age of 65 range from 6 percent to 13 percent. This represents a high concentration of ages that may rely on non-automobile

infrastructure, such as trails, to travel. Furthermore, children and the elderly are more sensitive and more susceptible to particulate matter in the air, as recognized by the National Center for Biotechnology.<sup>7</sup> The Plan area is also home to a diverse population. Over 40 percent identify as Latinx and over 20 percent identify as Asian-American. See Figure 3.

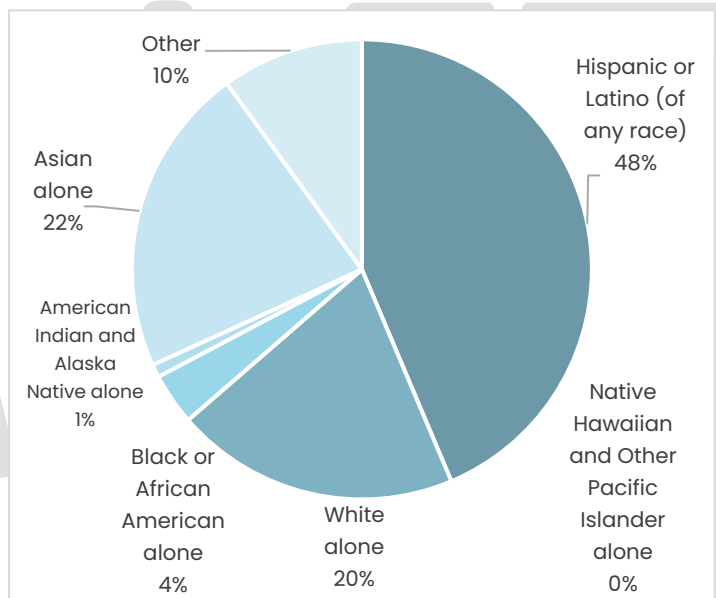


Figure 3. Race and ethnicity demographics in the City of Fresno. Source: US Census Bureau

<sup>4</sup> Census tracts 14.12, 14.11, 30.03, 14.09, and 14.16, from the 2020 5-year American Community Survey.

<sup>5</sup> SB 535 Disadvantaged Communities. [SB 535 Disadvantaged Communities 2022 \(arcgis.com\)](https://arcgis.com)

<sup>6</sup> US Census Bureau 2020 5-year ACS data

<sup>7</sup> Who's at risk? Gauging Susceptibility to Air Pollutants, Environmental Health Perspectives. Accessed via <https://www.ncbi.nlm.nih.gov/pmc/articles/PMC3080959/>

CalEnviroScreen 4.0 mapping shows that the project area residents bear a high pollution burden percentile, with two census tracts in the 85<sup>th</sup> percentile statewide. See Figure 4. Rates of asthma are higher than 80-89 percent of other tracts statewide, which is not surprising given that exposure to particulate matter is higher than 96 percent of areas statewide. Rates of cardiovascular disease range from 57 percent to 72 percent higher than other Census tracts in the state.

**Rates of pollution in Fresno:**

**Asthma:**  
**higher than 80-89% of other tracts statewide.**

**Exposure to particulate matter:**  
**higher than 96% of areas statewide.**

**Rates of cardiovascular disease:**  
**57% - 72% higher than other tracts.**

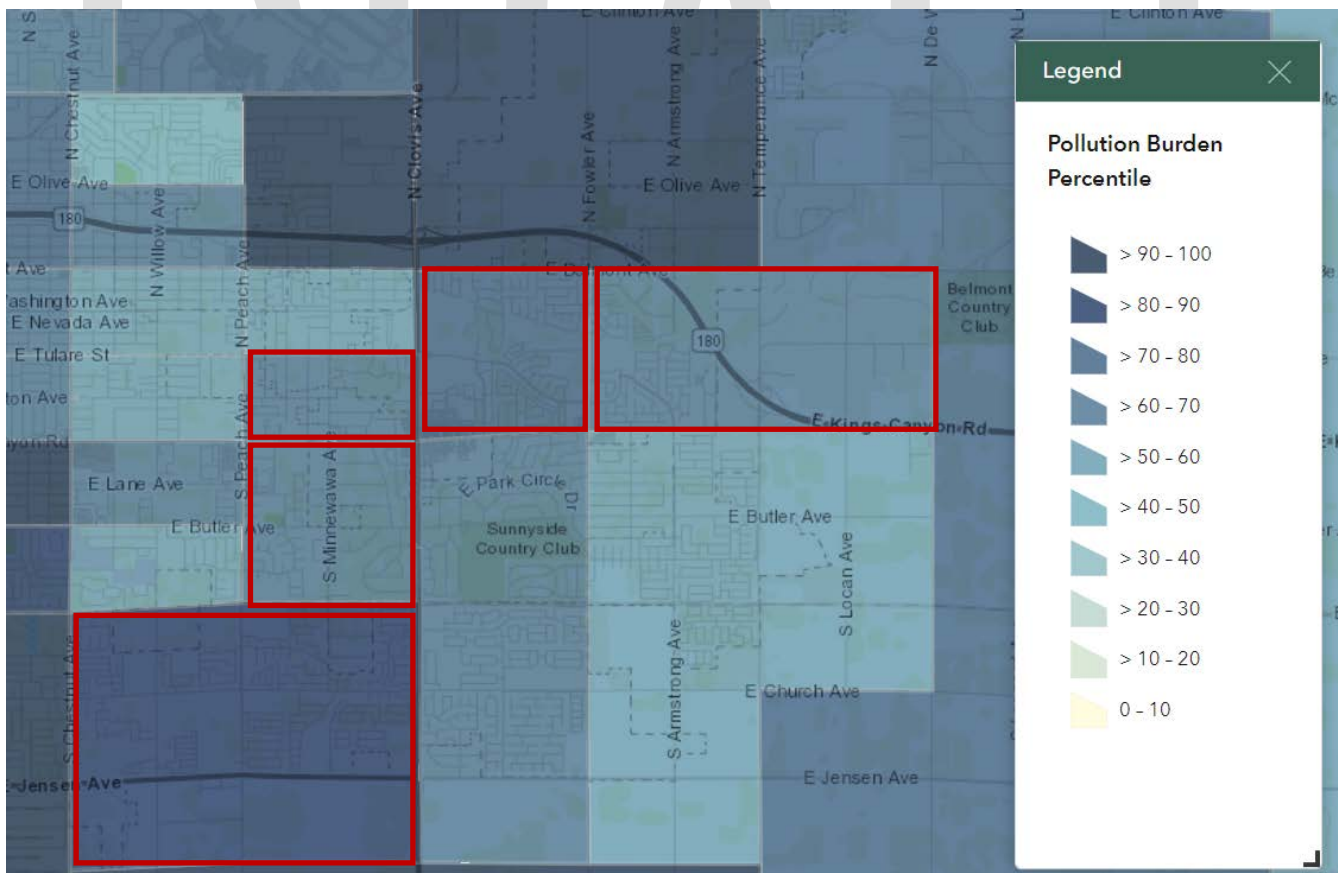


Figure 4. Cal EnviroScreen 4.0. Project area tracts are outlined in red.



## Project Area Characteristics

The Fancher Creek area has a range of characteristics that present opportunities, related to transportation connectivity, current land uses, the natural area and open spaces, and infrastructure and utilities to tie in the trail.

### CONNECTIVITY

Currently there are existing bike lanes and short segments of the trail throughout the Plan area (see Figure 5 for map and Figures 6–12 for field work photos). Existing bicycle and pedestrian infrastructure, such as Class I Bike Paths and shared use paths, help expand the reach of the Fancher Creek Trail. Existing Class I Bike Paths (trails that accommodate both bicyclists and pedestrians) include:

- A neighborhood connection on the east/south side of the canal to Church Ave at Waldby Avenue.
- A neighborhood connection from Claremont Avenue/ Iowa Avenue from the canal to Tulare Avenue.

Existing shared use path opportunities include:

- Trail access from the east side of the canal from Kings Canyon Road to railroad tracks.
- Planned and/or existing Class I and Class II Bike Paths are present at all canal crossings.<sup>8</sup>

Other existing bikeway facilities contribute to connectivity. [Fresno's 2017 Active Transportation Plan \(ATP\)](#) shows many of these existing facilities on roadways (defined as having higher vehicle volumes and speeds). However, very few of these are connected. The ATP's proposed network includes bikeways (Class I Bike Paths and Class II bike lanes) on all the major streets in the area, including:

- East-west streets: Tulare Avenue, Kings Canyon Road, Butler Avenue, Church Avenue, and Jensen Avenue.

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<sup>8</sup> 2017 City of Fresno Active Transportation Plan. (2017). *City of Fresno*. <https://cityoffresno.wpenginepowered.com/publicworks/wp-content/uploads/sites/17/2022/04/170022FresnoATPFinal2017Amended042022.pdf>

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- North-south streets: Chestnut Avenue, Willow Avenue, Peach Avenue, Clovis Avenue, and Fowler Avenue.

Additional opportunities align with other modal improvements, such as improving the connection to/providing a gateway at Kings Canyon Road, which is slated to transform into a key mixed-use transportation corridor. FAX Transit lines 1 (Bus Rapid Transit) and 22 connect to the north end of the proposed trail alignment via Tulare Avenue, Kings Canyon Road, Clovis Avenue, and Fowler Avenue, creating the potential for first/last mile connections to the trail. There is also the potential for a proposed alignment to connect to a bus transfer point/transit node at Clovis Avenue.

## LAND USE: SCHOOLS AND PARKS

The proximity of the proposed Fancher Creek Trail to schools is critical for providing a safe off-street route for students and their families to walk and bike to school. There are multiple schools in the area within one mile of the trail, including:

Eight elementary schools:

- Easterby Elementary
- Fancher Creek Elementary
- Storey Elementary
- John S. Walsh Elementary
- Ayer Elementary
- Greenberg Elementary
- Herrera Elementary
- Aynesworth Elementary

Three secondary schools:

- Phoenix Secondary School
- Terronez Middle School
- Sunnyside High School

There are a number of parks within 1.5 miles of the trail; all are small with the exception of Al Radka Park. Parks include:

- Al Radka Park
- Trolley Creek Park
- Sunnyside Park
- Mosqueta Bike Park
- Ramirez Soccer Field
- Pilibos Soccer Park
- Calwa Recreation and Park District
- Sunnyside Park
- Storey Elementary Blacktop Playground
- South Sunnyside Granville Greenpark
- Willow Balch Park

## LAND USE: DEVELOPMENT

Many vacant parcels in the Plan area are slated for development. The trail alignment travels adjacent to several of these parcels. Some developments have or are installing trail connections along the canal.

The planned Fancher Creek Development overlaps with the northwest portion of the Plan area. The Fancher Creek Town Center Plan calls for 180 units of affordable housing for seniors east of Clovis Avenue, straddling either side of Tulare Avenue. The Town Center Plan also includes a transit node and retail center.

## LANDSCAPING, COMFORT, AND AESTHETICS

Multiple areas along or near Fancher Creek are zoned as Open Space. These areas offer potential opportunities for trail amenities, parking areas, and to provide direct access to nature, in addition to low-impact public recreation uses and/or landscaped space in an area deficient of green space for people to enjoy. These areas are:

- A wide bank on the east side of the canal between the railroad and Church Avenue.
- The area between Fowler Avenue and Sunnyside Avenue.

## INFRASTRUCTURE AND UTILITIES

Currently, there is a pedestrian bridge near the intersection of Church Avenue and Evelyn Avenue. This existing pedestrian bridge at the canal bend, approximately 23 feet in width and 55 feet in length, offers a canal crossing opportunity.

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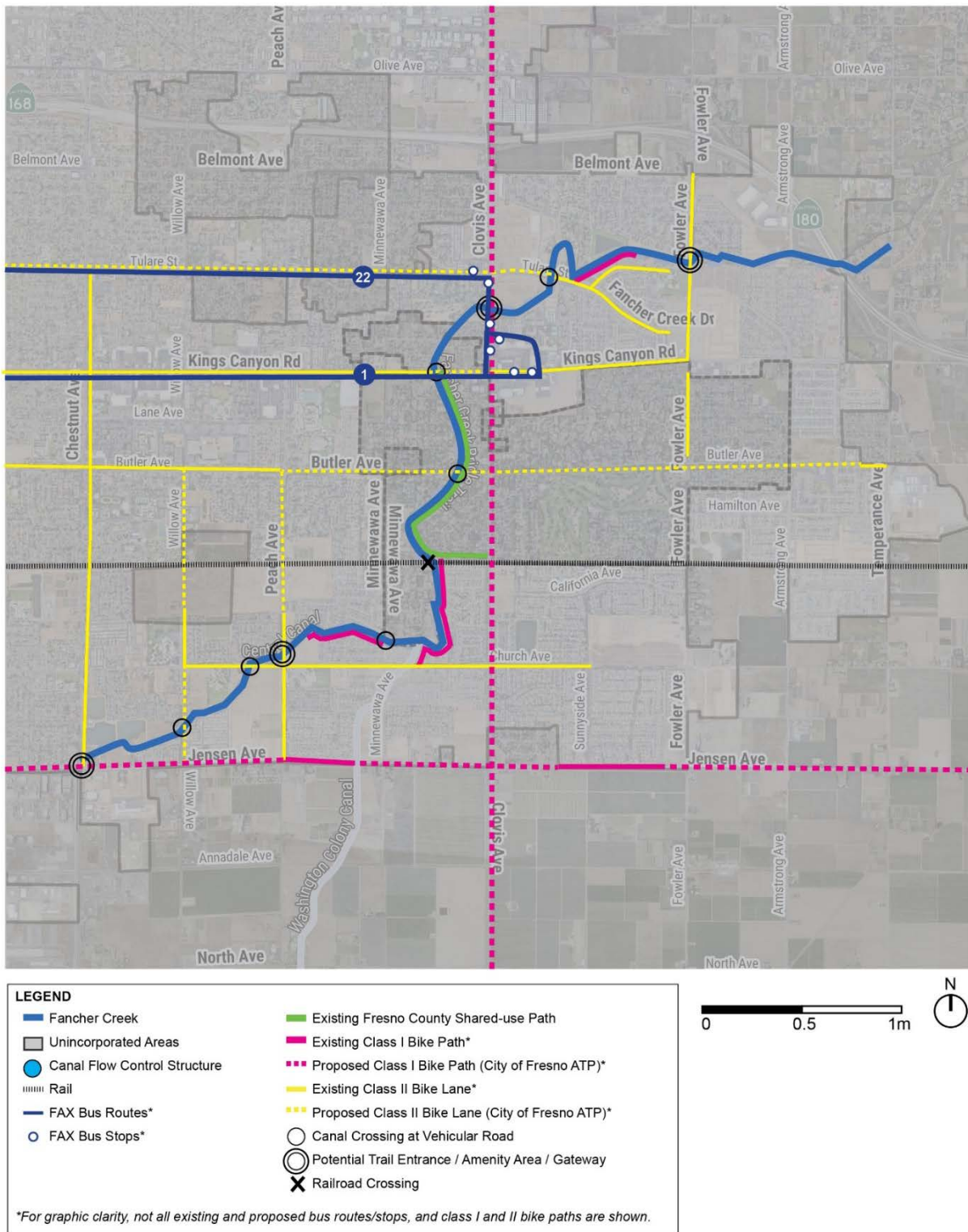


Figure 5. Multimodal Connectivity Opportunities

## Design Constraints

Elements that pose constraint on the proposed alignment range from space and ownership issues to connections and circulation, landscaping, comfort, and aesthetics, and infrastructure and utilities. Figures 6–11 illustrate various design constraints along the proposed trail. Specific major constraints are:

- FID requires full access to one side of the canal.
- FID requires a minimum 20-foot setback from edge of the canal bank.
- Lack of existing trees/shade/vegetation result in hot and dusty conditions, as shown in Figure 6.
- Canal crossings at roadways, some with constrained space, and all lacking bicycle and pedestrian infrastructure, as shown in Figure 7.
- Some segments have canal banks that are narrow or not accessible at all due to private property and/or encroachments, as shown in Figure 8.



Figure 6. Typical canal bank conditions



Figure 7. Typical roadway crossing



Figure 8. Example of private property/encroachment



Figure 9. Example of FID structure



Figure 10. Railroad crossing of canal



Figure 11. Fresno County Bridle Trail with large shade trees

## **SPACE CONSTRAINTS AND OWNERSHIP ISSUES**

FID owns most of the channel and levee system and holds easements along the canal for maintenance. FID requires full access to one side of the canal to carry out maintenance activities, which involves the use of large equipment. FID also requires a minimum 20-foot setback from the hinge point (edge of the canal bank) for both the trail and any trees or landscaping.

The trail alignment travels adjacent to private properties and individual homes (typically backyards) causing ownership issues and encroachment into the right of way (ROW). Today, the canal ROW and private property are often separated by a fence or wall, in the case of subdivisions. Private property owners/homeowners who may be impacted by the project will need to be consulted and engaged as the City selects a final alignment.

Additionally, some segments of the canal have narrow (15 feet wide) or extremely narrow banks (less than 15 feet wide) widths, which limits both FID access and the ability to co-locate the trail on the same bank. Some segments with extremely narrower ROW have no usable bank. Other segments have encroachments like fences and vegetation.

## LAND USE: DEVELOPMENT

The majority of Fancher Creek and the study area is within the City of Fresno. However, the canal between the rail corridor and Huntington Avenue falls within unincorporated Fresno County. Collaboration between the City and the County is needed to ensure a consistent trail experience across boundaries. The trail alignment travels adjacent to parcels that are slated for new development. Some developments have or are installing trail along the canal. Future developers will need to be consulted and engaged early in the planning process to achieve the optimal trail design.

## CONNECTIONS AND CIRCULATION

Currently, there is no bicycle or pedestrian infrastructure at crossings and intersections along canal. Additionally, there is no wayfinding or navigational signage at/along existing canal shared use paths.

## LANDSCAPING, COMFORT, AND AESTHETICS

Landscaping is an important element to a pleasant trail experience. Currently, there is a lack of trees, shade, and vegetation between Tulare Avenue and Kings Canyon Road, and between the railroad and Jensen Avenue. Further, the existing trees and vegetation may need to be removed to accommodate a shared use path in the ROW. No new trees or vegetation are permitted on canal banks within 20 feet of the bank edge, and there are potential landscaping restrictions given that canal water cannot be used for irrigation purposes. Note that erosion mitigation will need to be addressed with all proposed alignments/conceptual designs.

## INFRASTRUCTURE AND UTILITIES

Several flow structures are placed along the extents of the canal, which require FID access, as shown in Figure 8, above. Maintaining FID access may constrain alignment solutions in these areas. Additionally, the structures in the canals, such as trash collectors and wires, can be dangerous and may warrant warning signing and/or fencing. An existing well, an FID staging area, and an FID easement are located on the northeast corner of Church Avenue and Peach Avenue. This will make an alignment on the east side of the canal in this area challenging. There is also an existing rail crossing at the canal between Butler Avenue and Church Avenue, which will may require a grade-separated crossing.

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**CHAPTER 2**

**Community Input**

## **2. COMMUNITY INPUT**

### **Key Stakeholders and Groups**

The Fancher Creek Trail Plan leveraged the local and regional expertise of key government stakeholders, community members, and affinity groups serving in the Plan Area. Community members and stakeholders were invited to online virtual meetings and in-person events to provide their feedback and comments and were influential in shaping amenities at the trail, right of way feasibility, and local connections.

The list below outlines key stakeholders and groups involved in the Plan's development and a brief description of their role in the Plan.

#### *Caltrans*

As the grantee of the Sustainable Transportation Planning Grant Program, Caltrans played a significant role in the Plan's development and the assignment of the City of Fresno's responsibilities. Caltrans served as a team member in the Plan's Steering Committee and oversaw the Plan's development.

#### *Friends of Fancher Creek*

The Friends of Fancher Creek is a five-member council appointed by City of Fresno's City Council District 5 to represent and guide the design, amenities, and improvements to the Fancher Creek Trail.

#### *Fresno Bicycle and Pedestrian Advisory Committee*

This committee advises the City on active transportation matters. BPAC members were invited and participated in project meetings and provided input throughout the process.

#### *Fresno Irrigation District*

The Fresno Irrigation District (FID) manages ground and surface water and delivers water to Fresno County's agricultural and urban areas. As the Fancher Creek Trail will

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be built on FID owned ROW, FID was instrumental in the Plan's development and providing recommendations that would realize this amenity while preserving their operations. FID staff were engaged early in the design process.

### *Fresno City Council District 5*

Fresno City Council District 5 represents the communities along the Fancher Creek Trail. Council District 5 assisted the Plan Team in providing recommendations for community engagement opportunities. Staff also lent their local expertise in the Plan's Existing Conditions and Needs Analysis.

### *Fresno Unified School District*

The Fresno Unified School District oversees public schools in neighborhoods near the Fancher Creek Trail. The School District was an invaluable partner in analyzing how students and parents travel to and from school.

### *County of Fresno*

The County of Fresno holds jurisdiction on the unincorporated islands that fall in the Trail's right-of-way. The County's role in the Plan included providing crucial data significant to the Existing Conditions and Needs Analysis.

### *Developers*

The region near the Fancher Creek Trail is rapidly developing with new homes, shops, and sites for recreation. City staff have worked with developers to ensure that future development would either construct or allow the City of plan trail segments adjacent to new development.

### *Community-Based Organizations*

The Plan Team contacted local community-based organizations to incorporate groups and participants who are local experts in community needs. Community-based organizations whose interests are aligned with the Plan were invited to be part of the Steering Committee, as well as assisting with the development of the Community Engagement Strategy.

### *Fresno Metropolitan Flood Control District*

The Fresno Metropolitan Flood Control District oversees flood and stormwater management in the Fresno area. The organization has not played major role in the

project but the plan has drawn on their data to support the Existing Conditions and Needs Analysis efforts.

## Outreach Activities

### Fancher Creek Steering Committee Meeting

Key stakeholders, such as Friends of the Fancher Creek, were invited to the Fancher Creek Steering Committee Meeting to guide the Plan’s development. Members invited represented groups such as the Fresno BPAC, Fresno County, and FID. The Steering Committee meeting included reviewing the Steering Committee’s role, an overview of engagement activities, as well as discussing current constraints and future opportunities. The Steering Committee assisted the Plan Team in identifying trends and developments along the Plan area, such as new housing projects and park construction, as well as potential sites for the Tactical Urbanism Demonstration Event (see next page).

### Virtual Community Meeting

The Plan Team hosted an online Virtual Community Meeting that invited members of the public to learn more about the project and provide feedback. The meeting was advertised via social media and English and Spanish Flyers (Figure 12).

The Virtual Community Meeting was hosted using the Zoom online meeting platform during the evening and included a Spanish interpreter. The Plan Team provided information on the



Figure 12. Example of a Spanish-language flyer to promote participation

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project’s timeline, existing conditions, and ways for the public to become involved with the Plan. The Plan Team used polls and Miro, an online interactive white board, to gauge existing challenges and potential solutions, as shown in Figure 13. Participants used this opportunity to share concerns and improvements they would like to see along the trail. For example, participants would like to see trash receptacles throughout the trail, safe crossing opportunities at major arterial streets, and sites for amenities.

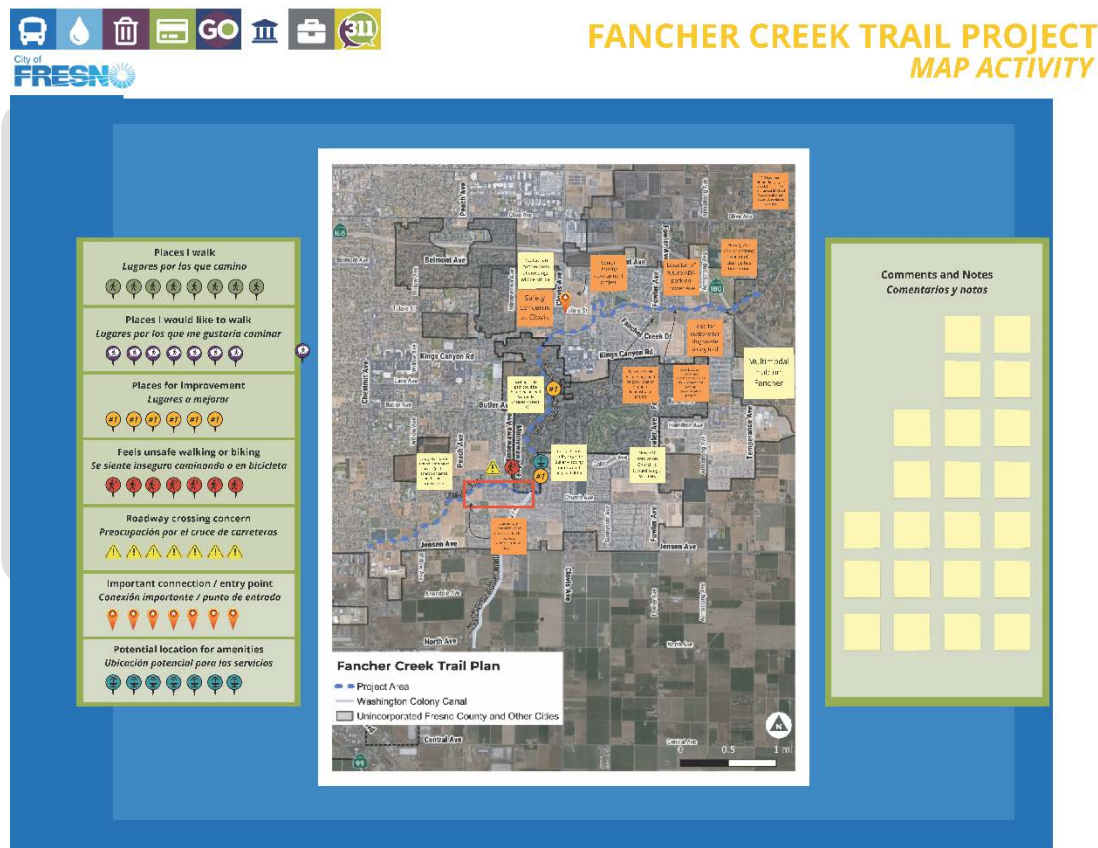


Figure 13. Screenshot of online interactive white board activity

## Pop-Up Tabling

The Plan Team hosted two in-person pop-up events at Pilibos Soccer Park and Sunnyside Park on a Friday evening and Saturday morning. The pop-up tabling events were designed to meet residents where they were. Pilibos Soccer sees high activity in

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the evening as residents play soccer with family and friends spectating. Sunnyside Park allowed the Plan Team to share information about the Plan with families with young children. Materials that the Plan Team brought to the events included a poster board of the Plan area map, informational flyers, and surveys on post-card sized paper stock. Participants' reception towards the Fancher Creek Trail Plan was universally positive with many eager to share the news with family members and friends who live near the Plan area.

## Pop-Up Trailhead Event

The tactical urbanism demonstration event was held along the banks of Fancher Creek, near the intersection of Tulare and Argyle, just east of Clovis. The event was advertised with flyers in English and Spanish, the Steering Committee, Friends of Fancher Creek, District 5, the Bicycle and Pedestrian Advisory Committee, and the City's social media channels. The event was family friendly, with kid-oriented activities, and Spanish interpretation available.

A mock wayside was created with temporary benches, shade trees and wayfinding signs (Figures 14 and 15). The event provided community members an opportunity to learn about the project, ask questions, and envision what the trail might look like. A participatory budgeting activity allowed participants to vote for their priority segment using \$100 in play money.



Figure 14. Temporary wayside at demonstration event



Figure 15. Participants voting at demonstration event

## School Surveys

The Plan Team distributed standard safe routes to school surveys, developed by the National Center for Safe Routes to School, using Alchemer, an online survey-hosting platform, and paper-copy distributions on location. The online survey features questions in both English and Spanish to expand language accessibility in an area where the population has a prominent mono-lingual Spanish-speaking community. The Plan Team coordinated with the Fresno Unified School District to distribute paper copies of the survey to account for students who may lack or have unreliable internet access at home. The surveys will inform the Plan Team about how students and parents are traveling to school, and how the Trail offers safer opportunities for active travel.

Preliminary analysis, based on one school's responses, reveals some interesting findings regarding parents' attitudes towards active travel, travel behavior, and concerns regarding their student's safety. The preliminary analysis is based entirely on parents of elementary school students, resulting in concerns unique to younger children skewing results and influencing responses.

There were nearly 40 total responses to the survey, with 65% completion rate. Most respondents, nearly 50%, stated that they lived within less than 0.25 miles away from their school, followed by almost 30 % stating that they lived from 0.25 miles up to 0.5 miles from their school. Only 3% of respondents stated that they lived more than 2 miles away from their school.

A majority of respondents stated that their students arrive to school (75%) via family vehicle, while only 40% of respondents stated that their students walk to school. Only 17% of students arrived to school by bike. Notably, 100% of respondents stated that they would not feel comfortable letting their child walk or bike to school regardless of age.

Although most respondents stated that they lived close to school and have a short commute, parents stated that they would not let their children walk to school out of safety concerns. These safety concerns are two-fold. The first concern is that parents

## DRAFT

fear their children crossing major roads that surround schools. One parent says that speeding drivers need to be accounted for to make it safe to cross to school, with another saying drivers do not stop or ignore pedestrians' right-of-way to cross.

The second is perceived safety issues that arise from unhoused residents in the community and concerns that unhoused residents may take shelter in the Fancher Creek Trail. One parent stated that they are concerned that unhoused residents will "take over" the Trail, rendering it unusable for children.

Parents safety concerns regarding irresponsible drivers and unhoused residents in the vicinity discourage their students from walking to or from school. This is succinctly captured in a parent who states that their "Kids always ask to walk home, but due to [these] factors are preventing them" from doing so.

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# CHAPTER 3

## Design Considerations

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## 3. DESIGN CONSIDERATIONS

### Design Standards

The Fancher Creek Trail concept design is based on guidance from the [City of Fresno's Draft Trail Design Guidelines](#) (June 2017), the [City Fresno Standard Plans](#), the [Caltrans Highway Design Manual, Chapter 1000-Bicycle Transportation Design](#) and the Master Trails Agreement – Open Canals – City of Fresno Irrigation District, Part 11 Design Standards (MTA, dated 12/18/2018).

Additional resources that informed the design trail crossings include:

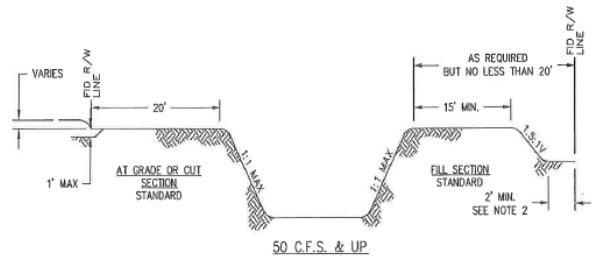
- [Guide for the Development of Bicycle Facilities](#) by the American Association of State Highway and Transportation Officials (AASHTO).
- National Association of City Transportation Officials (NACTO) [Urban Bikeway Design Guide](#).

### TRAIL CROSS-SECTION

Per the City of Fresno's Draft Trail Design Guidelines, trails may be constructed adjacent to Fresno Irrigation District (FID) canals. Figure 16 shows the preferred cross-section for trails along canal banks, which specifies a 25-foot trail easement that indicates a 9-foot buffer between the property line and the back of trail, and a buffer from the edge of trail to the hinge point (top of bank) of the canal. Per the Master Trail Agreement and in conversation with FID, the buffer width between the canal and the trail is 20 feet (Figure 17). Between the 25-foot trail easement and the 20-foot buffer requested by FID, the entire required width for a trail would be 45 feet.



Figure 16. City standard canal side trail section



NOTES:

1. ALL PRIVATE FACILITIES TO BE LOCATED OUTSIDE FID RIGHT-OF-WAY.
2. ADD 2 FEET TO EMBANKMENT WIDTH TO ESTABLISH OVERALL RIGHT-OF-WAY WIDTH TO ACCOMMODATE GRADER BLADE CLEARANCE.
3. THE ALTERNATE SECTION CANNOT BE USED IF THE OVERALL WIDTH EXCEEDS THE STANDARD WIDTH AND IS PERMITTED ONLY WHEN DISTRICT OPERATIONS AND MAINTENANCE FUNCTIONS DO NOT REQUIRE A STANDARD ROADWAY.

Figure 17. FID canal profile in MTA

**TRAIL SURFACE MATERIAL**

Per both the trail design guidelines and the City's standard plans, trails should be paved with asphalt, as shown in Figure 18.

**CROSSING DESIGN**

Roadway crossings designs are based on the guidance of the City of Fresno Trail Design Guidelines, the City's adopted cross-walk policy and best practices, as follows:

- For crossings of multi-lane roadways with high volumes (over 20,000 ADT) and high speeds (over 30 mph): signalized crossings, such as HAWK signals (overhead flashing lights).

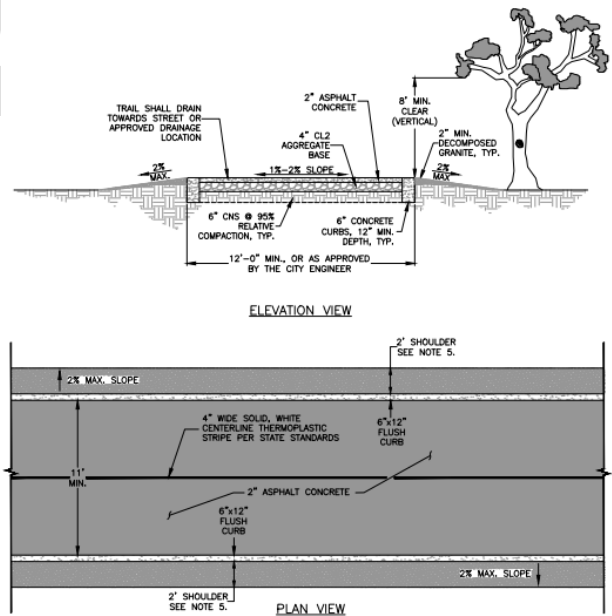


Figure 18. City standard Asphalt Class I Bike Path

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- For crossings of roadways with 2–3 lanes total and lower volumes (under 20,000): enhanced crossings with Rectangular Rapid Flashing Beacons (RRFB).

Along with the proposed crossing design, it is recommended that speed limits in the Plan area be evaluated for reduction, especially given that the trail is intended to serve All Ages and Abilities (AAA) users.

## Trail Amenities

A high-quality trail experience includes amenities that make the trail experience comfortable and convenient for AAA trail users and supports both active transportation and recreational travel.

### LANDSCAPING

Ideally, there would be room to provide trees or large shrubs to create a vegetated buffer between the trail and private properties and to provide shade for trail users. Per the City's trail design guidelines, plants should be drought-tolerant, and where appropriate, native.

Per FID requirements and limitations, the only location landscaping could be placed is between the edge of the trail and the private property line. Given the constrained bank widths and the inability to meet the 25-foot trail easement, very few areas support landscaping opportunities. Furthermore, providing irrigation along the canal is another challenge due to water rights.

Waysides (described below) are one location where trees are a possibility and are recommended. Street trees should be limbed up to a height of seven feet so as not to interfere with road and trail users. Plant heights should be limited to 2 feet tall at trail and roadway intersections and other conflict points to maximize sight distances. Maintenance requirements should be considered when selecting an appropriate plant palette for the corridor. For lists of California native plants, see the [Fancher Creek Bridle Trail Master Plan](#) (2016).

## LIGHTING

Trail lighting is particularly important at locations where the trail crosses roadways, to ensure the visibility and safety of trail users. Lighting along the trail is recommended where nighttime trail use is anticipated but was not included in this study's recommendations.

Many of the roadway crossings have existing street lighting. The City's standard ornamental light fixture provides an appropriate level of trail illumination and allows for a visual uniformity throughout the City. If the City of Fresno chooses to illuminate sections of the trail, solar lighting may be an appropriate option to reduce wiring and installation costs. Unlit remote trail segments should be signed appropriately indicating trail closure after dark. [Dark Sky Friendly Lighting](#), meaning "lighting that minimizes glare while reducing light trespass and skyglow." would provide the trail with lighting that minimizes light trespassing into residential homes and minimizing the amount of glare.

## EMERGENCY CALL BOXES

Emergency call boxes (see Figure 19) are a valuable component of trail safety as they facilitate an emergency response when needed, increase the trail user's perceived safety, and may deter crime. Call box placement should be frequent enough so that trail users can reach the call box relatively quickly. However, they can also be costly, and with the rise of cell phones, they may become increasingly unnecessary (this is not true in rural locations where cell service is unreliable). The number of call boxes and their distances apart depend on the length of the trail and various at-risk locations on the trail. Generally, they are placed at one-mile or half-mile intervals from each other, as well as at the trailhead.



Figure 19. Call box along a trail, Credit: City of McAllen, TX.

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Before committing to call boxes, it is important to consider all the options. One alternative to call boxes is a trail watch program, where volunteers serve as extra eyes and ears for local police forces. Some trails have also implemented successful trail marker systems. The Upper Tampa Bay Trail in Florida uses an emergency response numbering system with bright yellow decals placed every 200 feet with individual trail numbers. This allows trail users to provide emergency responders with their precise location along the trail.

## WAYSIDES AND SITE FURNISHINGS

There are a few key locations along the proposed alignment for trail furnishings and amenities, primarily these key locations are in the form of waysides. Waysides are intended to create space for trail users to stop and rest, to meet up, and to access the trail, as shown in Figures 20 and 22 .

They are proposed at the following locations:

- Peach Avenue north of Church Avenue – on or near Fresno Irrigation District–owned property.
- Tulare Avenue near Argyle Road – on or near FAX–owned property.



Figure 20. Example wayside. Credit: Geoff Crimmons. Moscow–Pullman Daily News.

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- Tulare Avenue and Fowler Avenue – on one of the City-owned properties in the area

At a minimum, waysides should include pedestrian signage and benches to accommodate trail users that may need to rest between destinations, along with wayfinding kiosks, lighting, water fountains, bicycle repair stations, shade structures, and trash, dog-waste, and recycling receptacles. The proposed waysides are located close



Figure 21. Example shade structure. Credit: Alta Planning and Design

to street edges, allowing the potential for utility hookups (i.e., for lighting and drinking fountains). The City's trail design furnishing standards should be applied to the trail to provide a level of visual uniformity in street furnishings throughout the trail corridor.

An additional consideration is providing shade structures, as shown in Figure 21 .

## WAYFINDING AND REGULATORY SIGNS

Wayfinding signage and other amenities are proposed along trail segments in advance of crossings and at crossings to indicate access points.

Trail signage should orient trail users to their destination and provide guidance on appropriate trail behavior. Directional signs are important along the trail, especially in locations where decisions are to be made about direction of travel. These signs orient the users to upcoming destinations and their respective direction and distance. Regulatory signs are required in locations where traffic laws are to be enforced, including per the City of Fresno, and signs indicating Fresno Irrigation District use and restrictions. For example, at an unsignalized intersection between the trail and a road, stop signs are installed to regulate the flow of trail traffic. Warning signs are required ahead of possible hazards and conflict zones like narrowing of the trail.

The City's recently completed trail wayfinding plan, [Travel by Trail, Fresno!](#) provides a set of design requirements for their wayfinding

signs. An example is shown in Figure 22 . Key destinations to be included on the signs include schools, parks (listed in the Project Area Characteristics section in Chapter 1), to name a few. In addition, mile markers should be installed along the trail in the event that emergency services need to quickly locate a person in distress.



Figure 22. Example wayfinding sign from the Travel by Trail, Fresno! project



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## **FIRST AND LAST MILE CONNECTIONS TO TRANSIT**

Per the Travel By Trail, Fresno! plan, wayfinding signs should be installed near important transit stops to support the connection of the trail and transit network.

Recommendations for wayfinding sign locations to address first-mile and last-mile barriers to public transportation with an emphasis on connections to Bus Rapid Transit (BRT) are identified in the following chapter.

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# CHAPTER 4

## Proposed Trail Alignment and Feasibility

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## **4. PROPOSED TRAIL ALIGNMENT AND FEASIBILITY**

### **Introduction**

Through the development of this plan, the City of Fresno studied the entire Fresno Irrigation District (FID) right of way from Jensen to Temperance to determine which side of the canal was most feasible for a trail. Segment by segment, each side of the canal offers a number of unique opportunities and challenges with differing accommodations for pedestrians and bicyclists.

The canal is a part of the neighborhoods it travels through. Unlike the upstream reaches of the creek located east of Temperance Avenue that travels through farmland, this part of the canal is woven into residential areas, both developed and under development. Thus, the overall challenge of the proposed alignment is to find adequate space to accommodate the City's recommended trail easement, accommodate FID maintenance and operation functions, and provide a safe and comfortable trail experience. To realize the vision of a continuous trail will require coordination with a number of agencies, along with acquisition and easements. This includes but is not limited to FID, County of Fresno, Fresno Metropolitan Flood Control District, Fresno Unified School District, and BNSF Railway, along with developers and property owners.

### **STRATEGY FOR LIMITED RIGHT OF WAY**

Most canal banks along Fancher Creek range between 15 and 30 feet, making a recommended 45-foot cross-section (25-foot trail easement + 20-foot FID easement) infeasible. To accommodate the common use of the canal for water conveyance and recreation purposes, the design approach shown in Table 2 was developed.

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Table 2. Design Approach for Limited ROW

SCENARIO	DESIGN APPROACH	TRADE-OFF
<b>Two canal banks available</b>	<ul style="list-style-type: none"> <li>• Provide full bank width for FID operations on one side of canal.</li> <li>• Site trail on opposite bank and maintain 20-ft FID easement between trail and canal hinge point.</li> </ul>	<ul style="list-style-type: none"> <li>• Reduce width of offset from property line to 2-ft min.</li> <li>• Reduce width of trail, 8-ft min. for short segments.</li> </ul>
<b>One canal bank available, adequate width for trail and FID operations</b>	<ul style="list-style-type: none"> <li>• Where width allows, co-locate trail and FID access on same bank.</li> <li>• Provide 20-ft FID easement between trail and canal hinge point.</li> </ul>	<ul style="list-style-type: none"> <li>• Pursue right-of-way acquisition or easements to achieve 20-ft FID easement.</li> </ul>
<b>One canal bank available, inadequate width for trail and FID operations</b>	<ul style="list-style-type: none"> <li>• Where width prevents co-location on same bank, pursue right-of-way acquisition for trail easement.</li> </ul>	<ul style="list-style-type: none"> <li>• Pursue right-of-way acquisition or easements to achieve 45-ft trail cross-section (25-ft trail + 20-ft FID easement)</li> </ul>

## DESIGN SEGMENTS

The trail was broken into nine segments to facilitate the feasibility analysis. The following pages each segment, along with which side of the canal the trail is proposed to be located along. The table following lists the feasibility summary of each segment.

## Concept Plans

Concept plans were developed using GIS data overlaid on aerial photos. Full concept plans can be found in Appendix A.

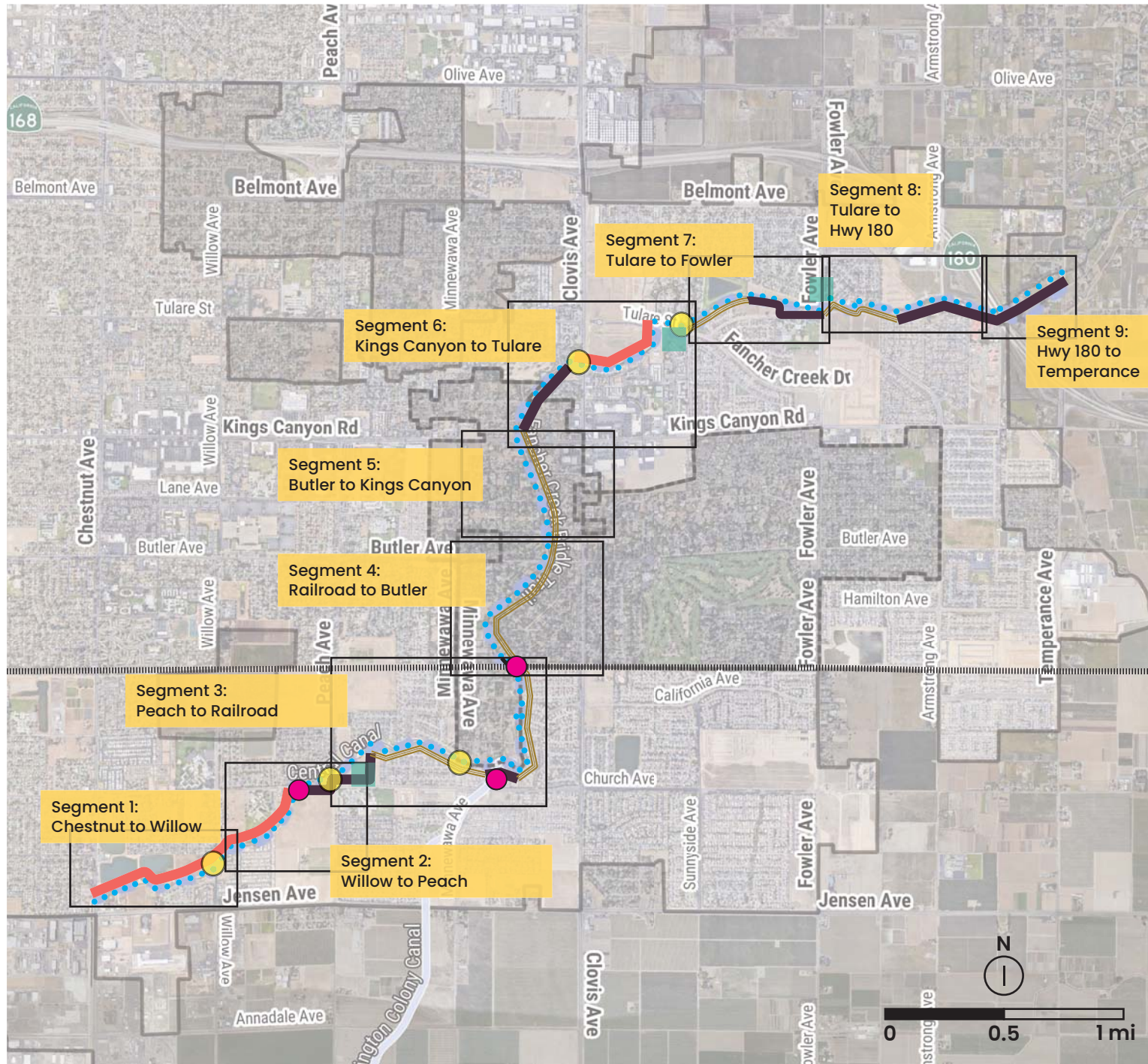
## FEASIBILITY AND IMPLEMENTATION PAGES

The following pages provides a summary of the feasibility analyses and implementation recommendation for each segment of the proposed Fancher Creek Trail alignment. The accompanying plans and opinions of probably cost (see appendices) are concept level only, used to determine the feasibility of a proposed Class I bikeway.

For each segment, there is a graphic layout showing the site context, a representative photo, the proposed conceptual alignment, potential parcels for acquisition or easement, transit connectivity, and proposed crossing treatments, structures, and amenities. The analyses include feasibility considerations, a rating, and proposed costs.

These layouts are intended to be used to pursue additional project funding for design and construction. Should the City choose to move forward with the recommendations in this plan, several important steps would first need to take place. Before any plans are implemented, additional studies, community engagement, a full topographical survey, design and construction drawings, permitting, and acquisition/easement negotiations will be required.

# TRAIL ALIGNMENT BY SEGMENT



LEGEND	
<span style="color: blue;">●●●</span> Fancher Creek	<span style="color: magenta;">●</span> Proposed grade-separated crossing
<span style="border: 1px solid gray; display: inline-block; width: 10px; height: 10px;"></span> Unincorporated Areas	<span style="color: yellow;">●</span> Proposed intersection treatment
<span style="border-bottom: 1px dashed gray; width: 20px;"></span> Rail corridor	<span style="background-color: lightgreen; border: 1px solid green; display: inline-block; width: 10px; height: 10px;"></span> Proposed wayside
<span style="background-color: red; width: 20px; height: 5px;"></span> Proposed Class I bikeway - North/west bank	
<span style="background-color: black; width: 20px; height: 5px;"></span> Proposed Class I bikeway - South/east bank	
<span style="border-bottom: 2px solid brown; width: 20px;"></span> Existing Class I bikeway or soft-surface trail	

SEGMENT + PROPOSED ALIGNMENT	FEASIBILITY AND NOTES	
<b>1. Chestnut to Willow</b> • North bank of canal • Sidepath on east side of Chestnut	HIGH	<ul style="list-style-type: none"> <li>Right-of-way acquisition needed</li> <li>South bank is fully available for FID operations</li> </ul>
<b>2. Willow to Peach</b> • North bank, Willow to Church • Sidepath south side of Church from canal crossing to Peach	HIGH	<ul style="list-style-type: none"> <li>Trail on north side will require acquisition and easements, plus new box culvert; right-of-way needed for sidepath along Church</li> <li>South bank is fully available for FID operations</li> </ul>
<b>3. Peach to Railroad</b> • Sidepath on north side of Church, then along FUSD property line to canal • Connect to existing Class I bikeway segment on south side • Cross Washington Colony, use east side up to railroad	HIGH	<ul style="list-style-type: none"> <li>Outside city limits east of Minnewawa (County of Fresno)</li> <li>From Washington Colony Canal, only east bank available for FID operations, private property/encroachments on north/west side</li> <li>New bridge over Washington Colony Canal</li> <li>East bank is wide and can accommodate joint use</li> <li>Existing soft-surface trail to be paved</li> </ul>
<b>4. Railroad to Butler</b> • Use Fresno County Bridle Trail	HIGH	<ul style="list-style-type: none"> <li>Railroad requires grade-separated crossing (tunnel)</li> <li>Joint use on east side</li> </ul>
<b>5. Butler to Kings Canyon</b> • Use Fresno County Bridle Trail	HIGH	<ul style="list-style-type: none"> <li>Joint use on east side</li> <li>Option to create bike boulevard on S Dewitt</li> </ul>
<b>6. Kings Canyon to Tulare</b> • East bank, Kings Canyon to Clovis • West bank, Clovis to Tulare	MEDIUM	<ul style="list-style-type: none"> <li>Kings Canyon to Clovis, alignment on east bank, requires acquisition near Clovis</li> <li>West bank available for FID operations</li> <li>From Clovis westward, alignment on west bank as part of Fancher Creek Town Center development</li> </ul>
<b>7. Tulare to Fowler</b> • Sidepath, north side of Tulare connecting to existing Class I bikeway (south side of canal) • Alignment continues on south side, cutting down to Tulare • Sidepath along Tulare to Fowler	HIGH	<ul style="list-style-type: none"> <li>North bank available for FID operations</li> </ul>
<b>8. Fowler to Hwy 180</b> • Use developer-built Class I bikeway on south bank • Alignment continues eastward	MEDIUM	<ul style="list-style-type: none"> <li>Developer-built Class I bikeway along Tracts 6159 and 5170 accommodate FID operations</li> <li>Private property/encroachments east of new development and possible topographical and physical constraints</li> <li>North bank is fully available for FID operations</li> </ul>
<b>9. Hwy 180 to Temperance</b> • South bank	LOW	<ul style="list-style-type: none"> <li>Private property/encroachments on both banks of canal, no open banks for FID operations</li> <li>Right-of-way acquisition needed</li> </ul>

## Segment 1. Chestnut to Willow

### OVERALL ROUTE/ALIGNMENT

- Sidepath along east side of Chestnut from intersection with Jensen to canal
- Class I bikeway on north bank, standard city canal side trail cross-section

### MAINTENANCE, WATER CONVEYANCE ACCESS

- South bank is available for FID operations, no canal control structures on this segment; no access conflicts

### ACQUISITION IMPLICATIONS

- No dedicated FID right-of-way; private property lines abut with no gap
- Right of way acquisition: estimated to be 4-5 parcels

### ACCESS POINTS / GATEWAYS / TRANSIT CONNECTIVITY

- Access via Chestnut and Willow
- No direct transit access in this area

### RECOMMENDED AT-GRADE CROSSINGS AND STRUCTURES

- Chestnut and Jensen: use existing signal with high visibility crosswalk markings
- Willow: enhance crossing with Rectangular Rapid Flashing Beacons and high visibility markings

### RECOMMENDED AMENITIES

- Directional and wayfinding signage along Chestnut and at intersection to point users to access point
- Wayfinding signs along Class I bikeway



### LEGEND

- |  |                                |
|--|--------------------------------|
| Fancher Creek                                  | Prop. Grade-separated crossing |
| Unincorporated Areas                           | Prop. Intersection treatment   |
| Rail corridor                                  | Prop. Wayside                  |
| Existing Class I bikeway or soft-surface trail | Potential partial acquisition  |
| Proposed Class I bikeway alignment             | Potential partial easement     |

# 1. Chestnut to Willow



Looking east from Chestnut

### FEASIBILITY

- HIGH

### FEASIBILITY CONSIDERATIONS

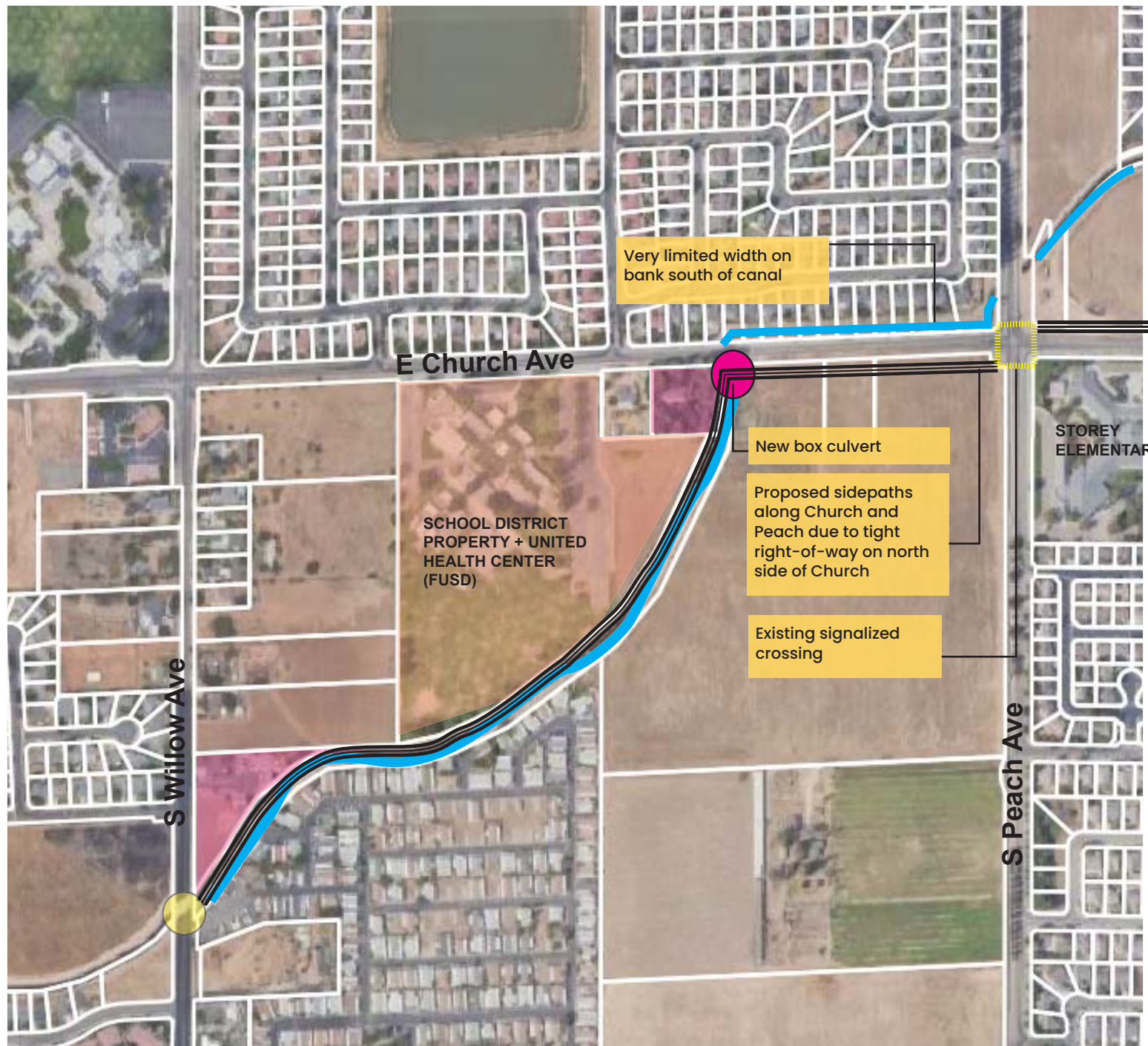
- No dedicated FID right-of-way; private property lines abut with no gap, right-of-way acquisition needed, but no other constraints
- South bank is fully available for FID operations
- Overhead power line adjacent to hinge point on north bank
- Use existing signal at Chestnut and Jensen

### OPINION OF PROBABLE COST

ITEM	COST	NOTES
Preliminary Design, Engineering, and Construction	\$1,300,000	



## Segment 2. Willow to Peach



### OVERALL ROUTE/ALIGNMENT HIGHLIGHTS

- Class I bikeway on north/west bank
- Where canal meets Church, extend Class I bikeway as a sidepath along south side of Church to existing signalized intersection at Peach as canal bank on north side of Church has very limited right-of-way
- Standard city canal side trail cross-section

### MAINTENANCE, WATER CONVEYANCE ACCESS

- South bank is fully available and accessible for FID operations
- New box culvert at Church to accommodate sidepath
- One FID canal control structure near school; no impacts to it
- No impacts to canal on north side of Church

### ACQUISITION/EASEMENT IMPLICATIONS

- Easement on school district property (north bank of canal)
- Acquisition of parcel on Church and partial acquisition/easement of properties at the corner of Church and Peach for sidepath along south side of Church for sidepath

### ACCESS POINTS / GATEWAYS / TRANSIT CONNECTIVITY

- Access via intersecting streets
- Jensen and Chestnut is about 0.4 miles from trailhead to bus stops at Chestnut and Church

### RECOMMENDED AT-GRADE CROSSINGS AND STRUCTURES & TREATMENTS

- Willow: new HAWK signal
- Peach: use existing signalized crossing, enhanced with high visibility markings

### RECOMMENDED AMENITIES

- Directional and wayfinding signage along Church to intersection with Peach Avenue to point users to access point
- Wayfinding signs along Class I bikeway
- Wayside seating, shade trees and drinking fountain at Peach

**LEGEND**

Fancher Creek	Prop. Grade-separated crossing
Unincorporated Areas	Prop. Intersection treatment
Rail corridor	Prop. Wayside
Existing Class I bikeway or soft-surface trail	Potential partial acquisition
Proposed Class I bikeway alignment	Potential partial easement

# 2. Willow to Peach

## FEASIBILITY

- HIGH

## FEASIBILITY CONSIDERATIONS

- North bank is narrower but south bank is fully available for FID operations
- Alignment will require right-of-way and easements on both sides of canal; on north side for alignment and south side along Church and Peach for sidepaths; will require coordination with FUSD
- New box culvert will be required to accommodate canal crossing at Church
- No other major constraints
- Enhanced crossing on Willow - HAWK signal

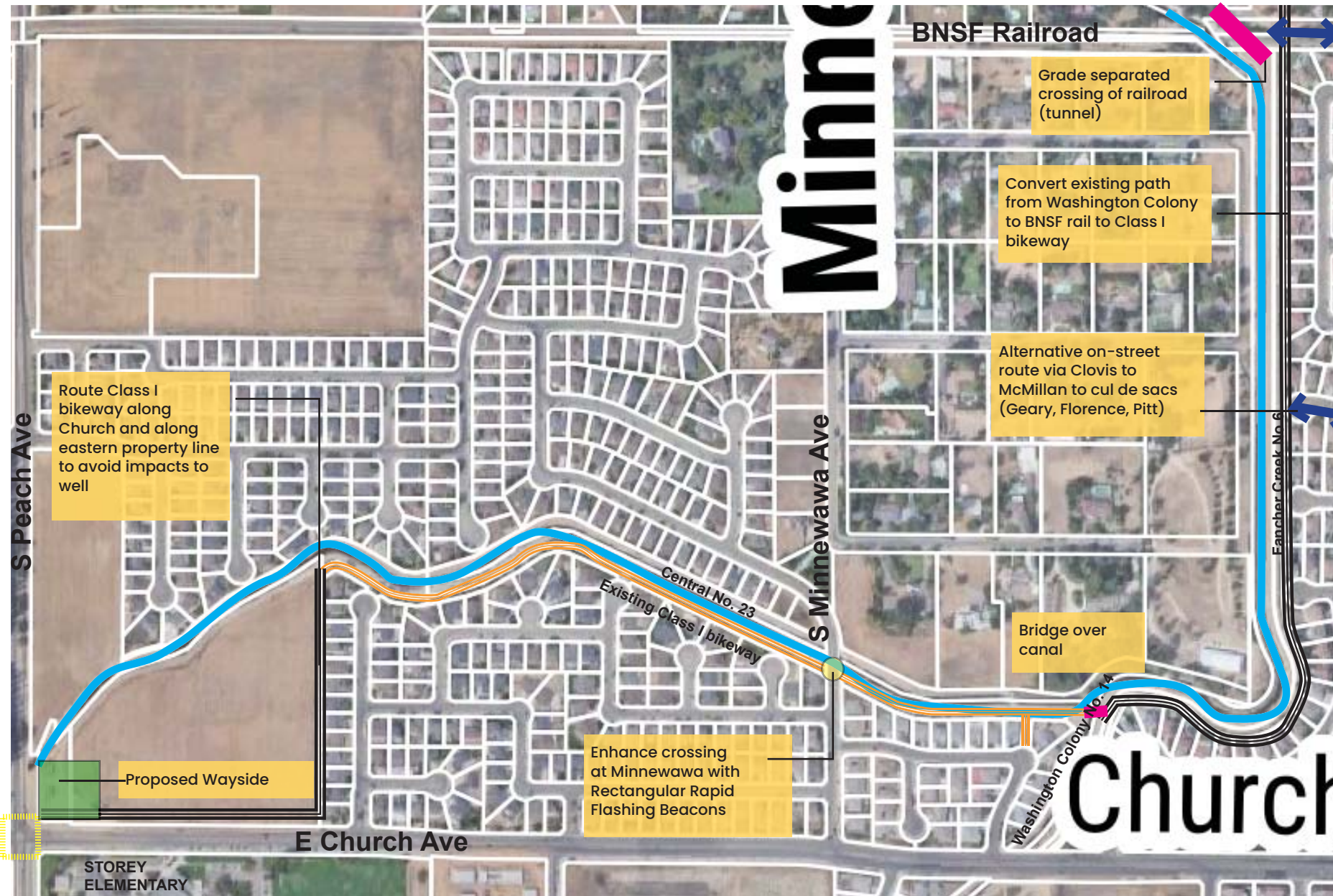
## OPINION OF PROBABLE COST

ITEM	COST	NOTES
Preliminary Design, Engineering, and Construction	\$2,609,000	• Includes intersection improvements at Willow



Looking south from Church, with school building visible on right

# Segment 3. Peach to Railroad



## OVERALL ROUTE/ALIGNMENT HIGHLIGHTS

- Sidepath on north side of Church and then Class I bikeway along eastern property line up existing Class I bikeway, connecting to existing Class I between Waldby and Rabe Avenues
- Continue Class I bikeway with new crossing of Washington Colony Canal, continuing on south/east bank of Fancher Creek (convert existing soft-surface to Class I)
- Alternative on-street route if railroad tunnel is not feasible via Clovis, McMillan, and cul-de-sacs off McMillan
- Standard city canal side trail cross-section, with Class I bikeway and FID access sharing canal bank on east side of canal

## MAINTENANCE, WATER CONVEYANCE ACCESS

- From Washington Colony Canal, south/east bank is wide and fully available and accessible for FID operations; no access conflicts

## ACQUISITION/EASEMENT IMPLICATIONS

- None

## ACCESS POINTS / GATEWAYS / TRANSIT CONNECTIVITY

- Proposed trail wayside with wayfinding kiosk, seating, water fountain, and shade tree at Peach
- Access at crossing with Minnewawa
- Several cul-de-sacs of McMillan provide access to Class I bikeway though some are gated, primary neighborhood access point at end of Rabe Avenue
- No transit connections in this area

## RECOMMENDED AT-GRADE CROSSINGS AND STRUCTURES

- Peach and Church: enhance with high visibility markings
- Minnewawa: enhanced crossing with Rectangular Rapid Flashing Beacons
- New bridge over Washington Colony canal

## RECOMMENDED AMENITIES

- Wayfinding signs along Class I bikeway and at crossings, access points

### LEGEND

- |  |                                |
|--|--------------------------------|
| Fancher Creek                                  | Prop. Grade-separated crossing |
| Unincorporated Areas                           | Prop. Intersection treatment   |
| Rail corridor                                  | Prop. Wayside                  |
| Existing Class I bikeway or soft-surface trail | Potential partial acquisition  |
| Proposed Class I bikeway alignment             | Potential partial easement     |
| On-street alternate route                      |                                |

# 3. Peach to Railroad



Looking south towards Church, with existing soft-surface trail visible on left

### FEASIBILITY

- HIGH

### FEASIBILITY CONSIDERATIONS

- Outside city limits; will require coordination with County of Fresno on conversion of soft-surface path to Class I bikeway
- Only south/east bank available for FID operations, private property/encroachments on north/west side
- Trail to be located on same bank as FID operations (south/east) but bank is wide
- Bridge over canal south of canal structure where Central Canal meets Washington Colony canal
- Overhead power along south/east bank, close to hinge point
- Use existing signal at Peach with enhancements

### ACQUISITION/EASEMENT

- None

### OPINION OF PROBABLE COST

ITEM	COST	NOTES
Preliminary Design, Engineering, and Construction	\$9,505,000	• Includes tunnel under railroad

## Segment 4. Railroad to Butler

### OVERALL ROUTE/ALIGNMENT HIGHLIGHTS

- Grade-separated crossing of railroad (tunnel)
- Class I bikeway south of railroad transitions to Fresno County Bridle Trail

### MAINTENANCE, WATER CONVEYANCE ACCESS

- Right of way constraints/encroachments on west bank make use by FID or Class I bikeway unfeasible

### ACQUISITION/EASEMENT IMPLICATIONS

- None

### ACCESS POINTS / GATEWAYS / TRANSIT CONNECTIVITY

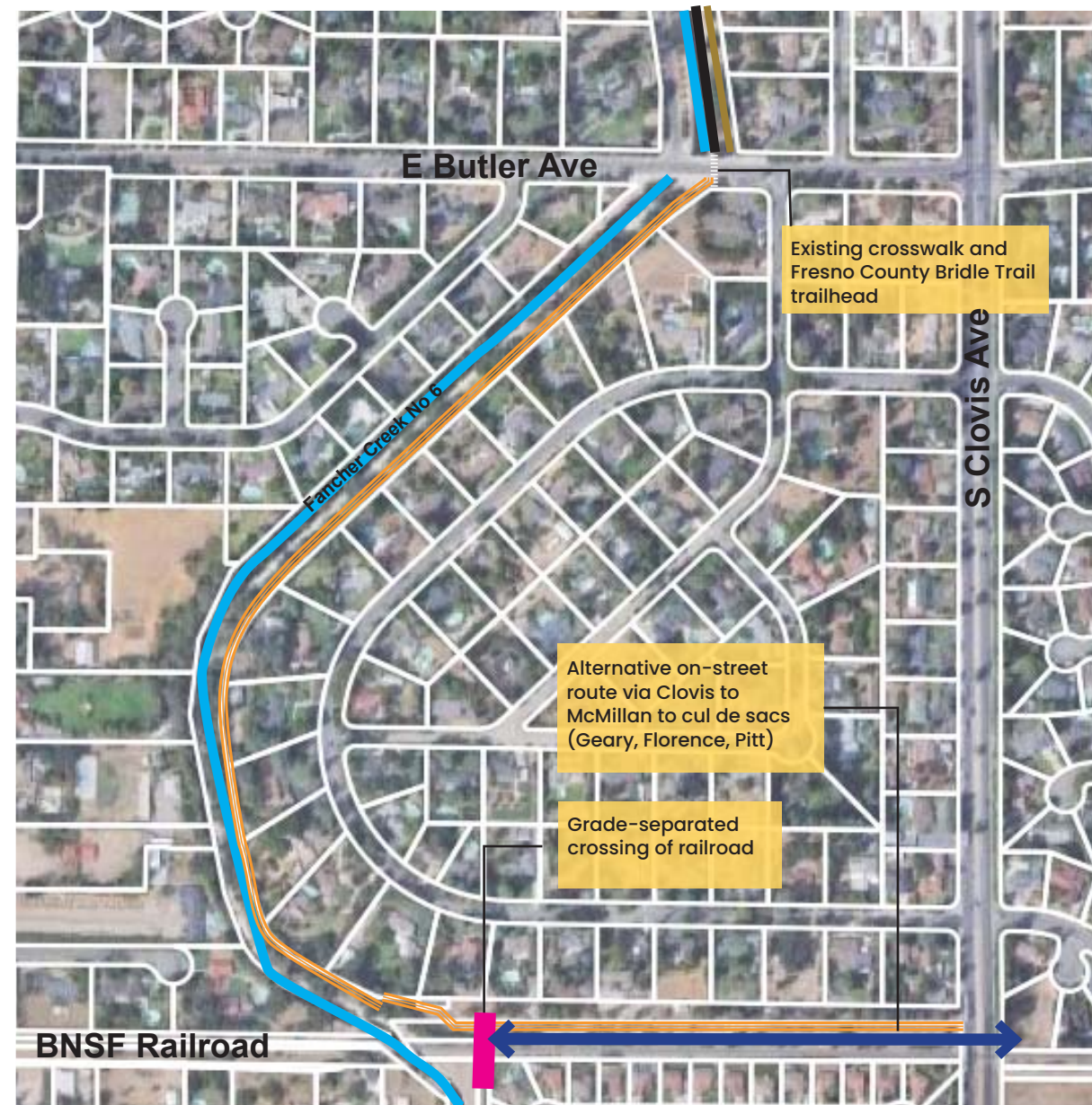
- Via Bridle Trail segment off Clovis, north of rail line and via Butler Ave
- No transit connections in this area

### RECOMMENDED AT-GRADE CROSSINGS AND STRUCTURES

- Butler Avenue - existing crosswalk installed as part of Bridle Trail
- Tunnel under railroad

### RECOMMENDED AMENITIES

- Directional and confirmation wayfinding signs along Class I bikeway and at railroad bridge and Butler
- Wayfinding signs along Class I bikeway



### LEGEND

- |  |                                |
|--|--------------------------------|
| Fancher Creek                                  | Prop. Grade-separated crossing |
| Unincorporated Areas                           | Prop. Intersection treatment   |
| Rail corridor                                  | Prop. Wayside                  |
| Existing Class I bikeway or soft-surface trail | Potential partial acquisition  |
| Proposed Class I bikeway alignment             | Potential partial easement     |
| On-street alternate route                      |                                |

# 4. Railroad to Butler

**FEASIBILITY**

- MEDIUM

**FEASIBILITY CONSIDERATIONS**

- Only south/east bank available for FID operations, private property/encroachments on north/west side; railroad requires grade-separated crossing

**OPINION OF PROBABLE COST**

ITEM	COST	NOTES
Preliminary Design, Engineering, and Construction	N/A	• Use existing Bridle Trail



Looking east towards Clovis, with existing soft-surface trail visible on right

## Segment 5. Butler to Kings Canyon

### OVERALL ROUTE/ALIGNMENT HIGHLIGHTS

- Fresno County Bridle Trail
- Potential for Class III bikeway/bike boulevard on DeWitt from Butler to E Kings Canyon as paved alternative

### MAINTENANCE, WATER CONVEYANCE ACCESS

- East and west bank is fully accessible for FID operations; no access conflicts

### ACQUISITION/EASEMENT IMPLICATIONS

- None

### ACCESS POINTS / GATEWAYS / TRANSIT CONNECTIVITY

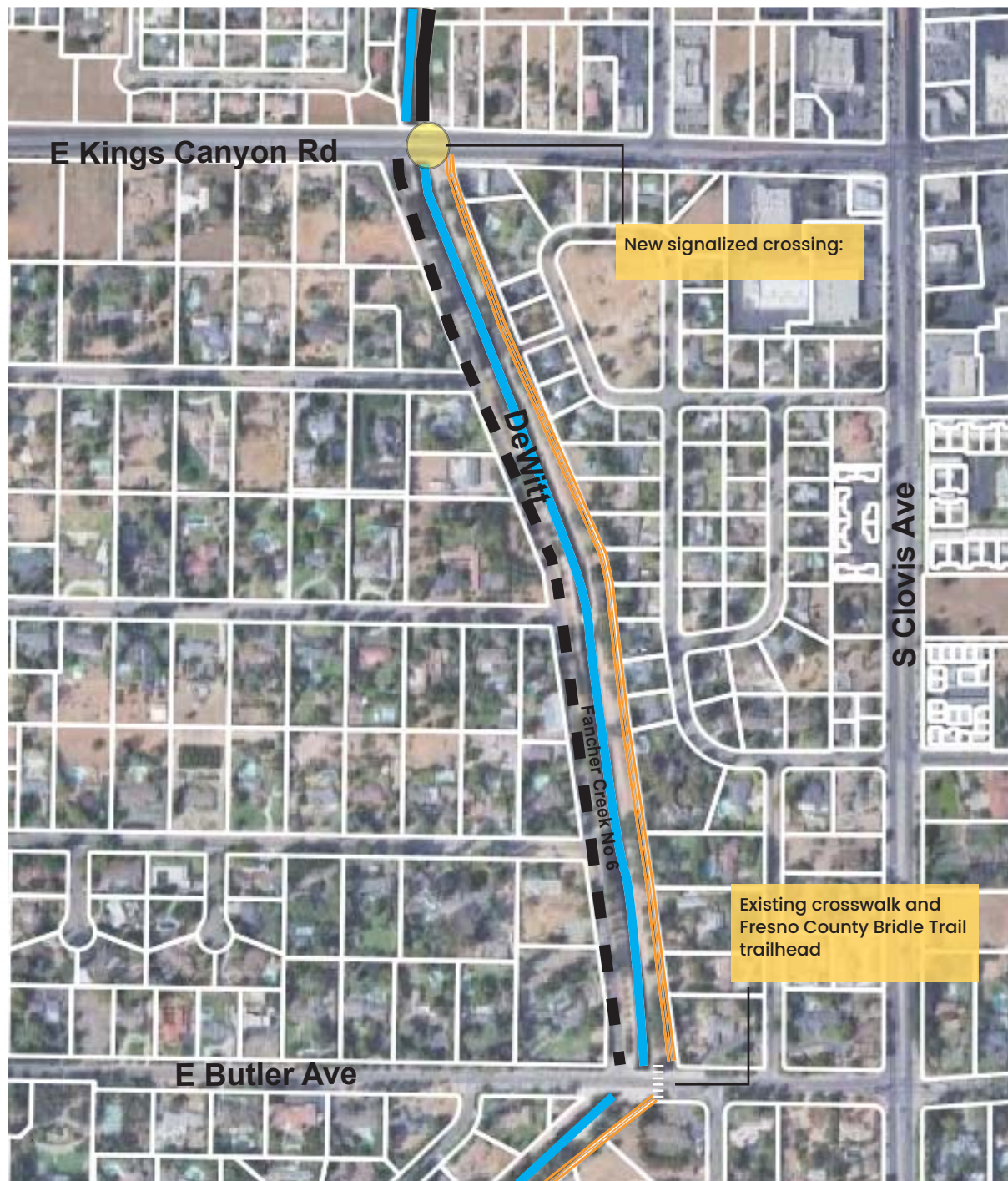
- Access at Butler Avenue (existing trailhead) and Kings Canyon
- FAX Route 1 (BRT) runs on Kings Canyon, Route 22 on Tulare, and Route 26 on Peach
- Approximately 0.5 miles between canal and bus stop on Clovis Avenue

### RECOMMENDED AT-GRADE CROSSINGS AND STRUCTURES

- Butler: use existing crosswalk
- Kings Canyon: new High Intensity Activated Crosswalk (HAWK) signal
- Explore speed reduction 45 to 30 mph to increase crossing safety

### RECOMMENDED AMENITIES

- Wayfinding signs along Class I bikeway
- Directional and confirmation wayfinding signs at access points



### LEGEND

- |  |                                |
|--|--------------------------------|
| Fancher Creek                                  | Prop. Grade-separated crossing |
| Unincorporated Areas                           | Prop. Intersection treatment   |
| Rail corridor                                  | Prop. Wayside                  |
| Existing Class I bikeway or soft-surface trail | Potential partial acquisition  |
| Proposed Class I bikeway alignment             | Potential partial easement     |

## 5. Butler to Kings Canyon



Looking east towards Clovis, with existing soft-surface trail visible on right

### FEASIBILITY

- HIGH

### FEASIBILITY CONSIDERATIONS

- County of Fresno island, existing Bridle Trail, will require coordination with County of Fresno on conversion of soft-surface path to Class I bikeway
- South/east bank is wide and available for FID operations
- Power line on west bank close to property line

### OPINION OF PROBABLE COST

ITEM	COST	NOTES
Preliminary Design, Engineering, and Construction	N/A	• Use existing Bridle Trail



## Segment 6. Kings Canyon to Tulare

### OVERALL ROUTE/ALIGNMENT HIGHLIGHTS

- From Kings Canyon to Clovis, Class I bikeway on south/east bank of canal, switching sides using existing bridge at Clovis
- Class I bikeway continues along north bank from Clovis to Tulare, outside of FID right-of-way
- Standard city canal side trail cross-section

### MAINTENANCE, WATER CONVEYANCE ACCESS

- West bank is fully available for FID operations; no access conflicts

### ACQUISITION/EASEMENT IMPLICATIONS

- Partial acquisition of parcel near crossing with Clovis due to encroachment near bank

### ACCESS POINTS / GATEWAYS / TRANSIT CONNECTIVITY

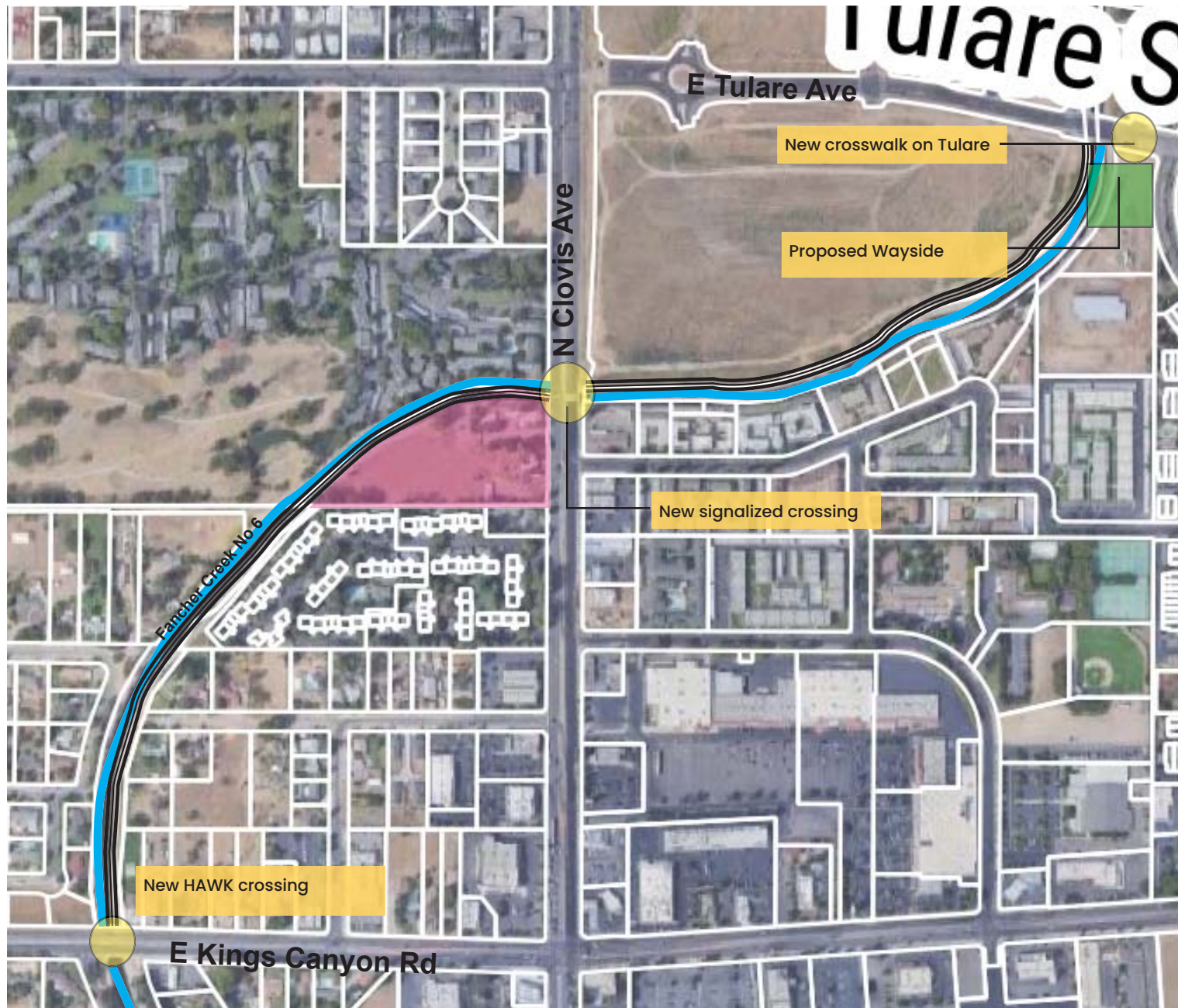
- Major access via Tulare Avenue and Fowler, via redevelopment opportunities on city-owned properties
- FAX Route 22 on Tulare, proposed transit center on Tulare
- Where the canal meets Clovis Avenue near Huntington Avenue proposed Class I bikeway is adjacent to northbound bus stop (0.15 mile)

### RECOMMENDED AT-GRADE CROSSINGS AND STRUCTURES

- Kings Canyon: new High Intensity Activated Crosswalk (HAWK) signal
- Clovis: new High Intensity Activated Crosswalk (HAWK) signal
- Explore speed reduction 45 to 30 mph to increase crossing safety
- Tulare: New crossing with new High Intensity Activated Crosswalk (HAWK) signal in the vicinity of Argyle

### RECOMMENDED AMENITIES

- Wayfinding signs along Class I bikeway and at crossings
- Directional and confirmation wayfinding signs at access points
- Proposed trail wayside with wayfinding kiosk, seating, water fountain, and shade trees at Tulare



#### LEGEND

- |  |                                |
|--|--------------------------------|
| Fancher Creek                                  | Prop. Grade-separated crossing |
| Unincorporated Areas                           | Prop. Intersection treatment   |
| Rail corridor                                  | Prop. Wayside                  |
| Existing Class I bikeway or soft-surface trail | Potential partial acquisition  |
| Proposed Class I bikeway alignment             | Potential partial easement     |

## 6. Kings Canyon to Tulare



Looking east from the north side of Kings Canyon

### FEASIBILITY

- MEDIUM

### FEASIBILITY CONSIDERATIONS

- From Kings Canyon to Clovis, north/west bank available for FID operations; south/east bank is continuous with one private property/encroachment near Clovis
- From Clovis to Tulare, north/west bank is wider and available for FID operations; south/east bank is narrow and discontinuous
- Right-of-way acquisition needed for Class I bikeway and FID to share same bank
- No other major constraints
- One canal structure north of Huntington Avenue
- New signalized crossings at Kings Canyon and Clovis

### OPINION OF PROBABLE COST

ITEM	COST	NOTES
Preliminary Design, Engineering, and Construction	\$3,360,000	• Includes intersection improvements at Kings Canyon and Clovis

## Segment 7. Tulare to Fowler



### OVERALL ROUTE/ALIGNMENT HIGHLIGHTS

- At new crossing of Tulare, new sidepath along the north side of street, approximately 650 feet to newly constructed Class I bikeway segment on south bank between Kona and Claremont Avenues
- Alignment continues on south side of canal cut south along parcel line back to Tulare, then continues as a sidepath on north side of street to Fowler
- Standard city canal side trail cross-section

### MAINTENANCE, WATER CONVEYANCE ACCESS

- North/west bank is most usable for FID operations and is fully available with Class I bikeway on south side of canal

### ACQUISITION/EASEMENT IMPLICATIONS

- Acquisition/easement along FMFCD flood control basins on north bank of canal

### ACCESS POINTS / GATEWAYS / TRANSIT CONNECTIVITY

- Major access via E Tulare Avenue and Fowler, via redevelopment opportunities on city-owned properties
- FAX Route 22 on Tulare, proposed transit center on Tulare

### RECOMMENDED AT-GRADE CROSSINGS AND STRUCTURES

- Tulare: enhanced crossing with rectangular rapid flash beacon
- Fowler: use existing signalized crossing and add crosswalk markings on north leg

### RECOMMENDED AMENITIES

- Wayfinding signs along Class I bikeway and at crossings
- Proposed trail wayside with wayfinding kiosk, seating, water fountain, and shade tree at Fowler

### LEGEND

- |  |                                |
|--|--------------------------------|
| Fancher Creek                                  | Prop. Grade-separated crossing |
| Unincorporated Areas                           | Prop. Intersection treatment   |
| Rail corridor                                  | Prop. Wayside                  |
| Existing Class I bikeway or soft-surface trail | Potential partial acquisition  |
| Proposed Class I bikeway alignment             | Potential partial easement     |

# 7. Tulare to Fowler



Looking southwest from north bank, with view of development on left

### FEASIBILITY

- HIGH

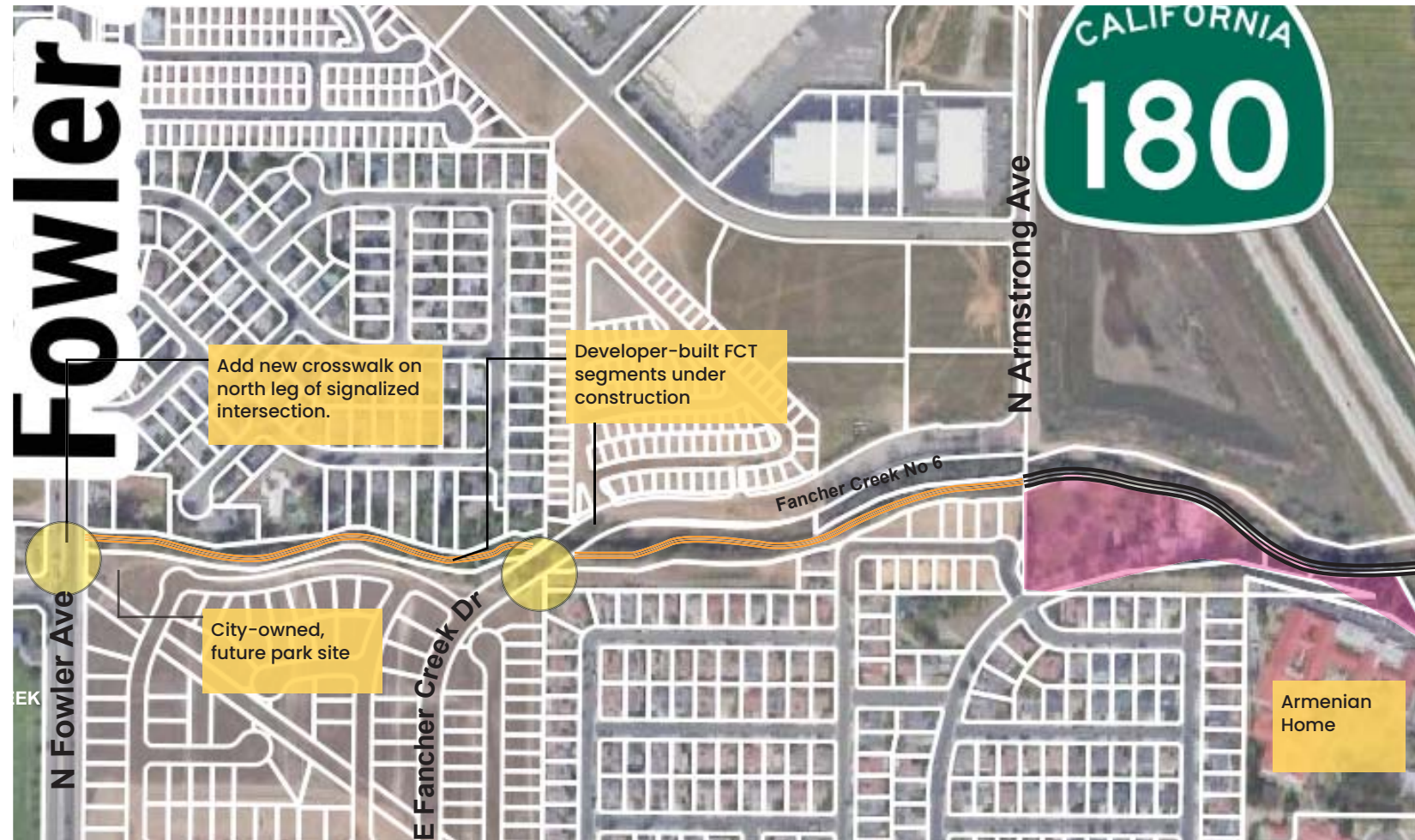
### FEASIBILITY CONSIDERATIONS

- Will require coordination with FAX and public works for wayside, crossing of Tulare, and sidepath along north side of Tulare
- Connects to existing Class I bikeway
- No dedicated FID right-of-way; private property lines abut with no gap
- North bank is available for FID operations but Class I bikeway requires right-of-way

### OPINION OF PROBABLE COST

ITEM	COST	NOTES
Preliminary Design, Engineering, and Construction	\$997,000	• Includes intersection improvements at Tulare

## Segment 8. Fowler to Hwy 180



### OVERALL ROUTE/ALIGNMENT HIGHLIGHTS

- South bank of canal from existing Class I bikeway, near Armstrong, to Hwy 180

### MAINTENANCE, WATER CONVEYANCE ACCESS

- Between Fowler and Fancher Creek Road, FID access is via south bank only and incorporated in developer-built Class I bikeway segments
- North bank from Fancher Creek Road is fully accessible to FID operations; no access conflicts with Class I bikeway
- Standard city canal side trail cross-section

### ACQUISITION/EASEMENT IMPLICATIONS

- Parcels north of Armenian Home

### ACCESS POINTS / GATEWAYS / TRANSIT CONNECTIVITY

- Via Fowler and Fancher Creek Road
- No transit access in this area

### RECOMMENDED AT-GRADE CROSSINGS AND STRUCTURES

- Fowler: use existing signalized crossing and add crosswalk markings on north leg
- Proposed cross walk across Fancher Creek Road, if not installed with development

### RECOMMENDED AMENITIES

- Wayfinding signs along Class I bikeway and at crossings
- Proposed trail wayside with wayfinding kiosk, seating, water fountain, and shade tree at Fowler on city-owned property

### LEGEND

- |  |                                |
|--|--------------------------------|
| Fancher Creek                                  | Prop. Grade-separated crossing |
| Unincorporated Areas                           | Prop. Intersection treatment   |
| Rail corridor                                  | Prop. Wayside                  |
| Existing Class I bikeway or soft-surface trail | Potential partial acquisition  |
| Proposed Class I bikeway alignment             | Potential partial easement     |

## 8. Fowler to Hwy 180



Looking east from north bank under Hwy 180 overpass

### FEASIBILITY

- MEDIUM

### FEASIBILITY CONSIDERATIONS

- Existing Class I bikeway along Tract numbers 6159 and 5170, (south side) with space for FID operations
- Private property/encroachments east of subdivision; there may also be topographical and physical constraints that make Class I bikeway challenging to site on south bank
- North bank is fully available for FID operations
- Will require coordination with Caltrans to pass under Hwy 180 underpass

### OPINION OF PROBABLE COST

ITEM	COST	NOTES
Preliminary Design, Engineering, and Construction	\$1,569,000	• Include intersection improvements at Fowler

## Segment 9. Hwy 180 to Temperance

### OVERALL ROUTE/ALIGNMENT HIGHLIGHTS

- South bank of canal

### MAINTENANCE, WATER CONVEYANCE ACCESS

- Between Fowler and Fancher Creek Road, FID access is via south bank only and incorporated into developer-built Class I bikeway segments
- North bank from Fancher Creek Road is fully accessible to FID operations; no access conflicts with Class I bikeway

### ACQUISITION/EASEMENT IMPLICATIONS

- One parcel
- Easement/coordination for use of Caltrans right-of-way under Hwy 180 overpass

### ACCESS POINTS / GATEWAYS / TRANSIT CONNECTIVITY

- Via Temperance; proposed bike lanes between canal and Belmont to connect to existing bike lanes on Belmont
- No transit access in this area

### RECOMMENDED AT-GRADE CROSSINGS AND STRUCTURES

- None proposed

### RECOMMENDED AMENITIES

- Wayfinding signs along Class I bikeway and at crossings



#### LEGEND

- |  |                                |
|--|--------------------------------|
| Fancher Creek                                  | Prop. Grade-separated crossing |
| Unincorporated Areas                           | Prop. Intersection treatment   |
| Rail corridor                                  | Prop. Wayside                  |
| Existing Class I bikeway or soft-surface trail | Potential partial acquisition  |
| Proposed Class I bikeway alignment             | Potential partial easement     |

# 9. Hwy 180 to Temperance



Looking north where canal crosses under street on east side of Temperance

### FEASIBILITY

- LOW

### FEASIBILITY CONSIDERATIONS

- Will require coordination with Caltrans to pass under Hwy 180 underpass
- Private property/encroachments on both banks of canal, no open banks for FID operations
- Right-of-way acquisition needed

### OPINION OF PROBABLE COST

ITEM	COST	NOTES
Preliminary Design, Engineering, and Construction	\$680,0000	



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# CHAPTER 5

## Implementation Strategy

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## **5. IMPLEMENTATION STRATEGY**

### **IMPLEMENTATION**

The Fancher Creek Trail concept outlined in this Plan will have a positive impact on the quality of life for the residents and visitors of Southeast Fresno. However, it will take considerable effort, collaboration, and funding to plan, design, and implement. The City must use its resources sensibly, while being mindful of its long-term goals.

In addition, the incremental development of the trail will require coordination between the City of Fresno, County of Fresno, FID, the FMFCD, District 5, Fresno Unified School District, Friends of Fancher Creek, and other stakeholders and private developers or property owners.

How should the City make the Fancher Creek Trail a reality? This chapter discusses how to continue implementing the City's vision by examining the strategies, policies, and partnerships that will provide the framework for a successful project. Detailed implementation components like cost estimates, project phasing, funding, and near/mid-term action items are outlined to realistically move the Plan towards construction.

### **Right-of-Way Acquisition Strategies**

There are many ways to secure and develop right-of-way for trails and greenways. The majority of the proposed alignment follow FID right-of-way and prescriptive easements. In some locations, right-of-way will need to be acquired on private property in order to fully execute the vision. This occurs where the right-of-way along the canal is constrained or where the preferred route goes through private property. Locations where acquisitions are needed should be validated with a site survey as this Plan moves into the design phase.

This section details a list of specific strategies and policies drawn from various programs the across the county and nonprofit sources including Rails-to-Trails Conservancy (RTC). The information provided includes partnerships and acquisition options to consider in developing the Fancher Creek Trail.

#### *Acquisition Partners*

The City of Fresno may consider pursuing partnerships with land trusts and land managers to make more effective use of their land acquisition funds and strategies.

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## *Land Trusts*

Land trust organizations are valuable partners when it comes to acquiring land and rights-of-way for greenways. These groups can work directly with property owners and conduct their business in private so that sensitive land transactions are handled in an appropriate manner and will often transfer land to the public agency once encumbered.

## *Private Land Managers*

Most of this Plan will involve coordination with FID and will be governed by the Master Trails Agreement. Trails and greenways are often built on rights-of-ways that are either owned or leased by utility companies, electric and natural gas companies. Nationally, utility companies have long recognized the value of partnering with local communities, nonprofit trail organizations, and private landowners to permit their rights-of-ways to be used for trail development. If refinements to the MTA are needed, it may be worth researching how other trail managers have worked with utility companies. The [Rail to Trails Coalition](#) offers resources and case studies regarding trails along utility corridors.

## *Right-of-Way Acquisition Tools*

As indicated in the Rails-to-Trails Conservancy's [TrailNation Playbook: Investment Strategy](#)<sup>9</sup> document, acquiring a right-of-way for a trail or greenway is rarely a simple, straightforward task. The process often requires multiple stages of groundwork, including conducting corridor research to determine who owns the right-of-way, undertaking environmental assessments, negotiating with the property owner, figuring the cost, or value, of the corridor and securing financing or funding. The following list of tools describe various methods of acquisition that the City can use to acquire land for the trail, either with partners or in its own right.

**PURCHASE.** Land can be purchased outright by either a nonprofit or a public entity. This option may be the simplest, but it can prove costly, especially if it requires reaching agreements with multiple property owners.

**OPTION TO BUY.** An option is a legal document giving a person the right to buy. The document outlines the required price and applicable period, with a fee

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<sup>9</sup> <https://www.railstotrails.org/our-work/trailnation/playbook/investment-strategy/>

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(often 10 percent of land value). If the property is bought, the fee is deducted from the purchase price; if the purchase does not proceed, the fee is non-refundable.

**EASEMENTS.** An easement is a right to use another person's real estate for a specific purpose, in this case, a trail. Easements can be negotiated with railroads, private property owners, and public entities, such as a utility company. Because the land is not being purchased, the cost is typically less than if it was to be purchased. The property owner retains ownership of their land.

**LAND DONATIONS.** A property owner can donate property to an agency or organization. Tax credits may be available for land donated for conservation purposes.

**LAND LEASE.** In these cases, the land is rented from the property owner for a set amount of time. Leases can come from a variety of sources, including utility companies, railroads and public entities.

**PURCHASE AND LEASE BACK.** An agency can purchase property and lease it to the previous owner for a specified period of time. This arrangement may include use restrictions and may be useful if the property owner wants to sell the land but wishes to continue using it, such as for grazing animals.

**BARGAIN SALE.** This refers to the sale of a property at less than the fair market value. The difference between a bargain sale price and fair market value often qualifies as a tax-deductible charitable contribution. This method can be used to avoid high capital gains taxes.

**PURCHASE OF DEVELOPMENT RIGHTS.** This involves purchasing the development rights from a private property owner at a fair market value. The property owner retains all ownership rights under current use but exchanges the rights to develop the property for cash payment.

**LAND BANKING.** This involves land acquisition in advance of expanding urbanization. The price of an open space parcel prior to development pressures is more affordable to a jurisdiction seeking to preserve open space.

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A municipality or county might use this technique to develop a greenbelt or preserve key open space.

**EMINENT DOMAIN.** Property, or parts of property, can be forcibly taken from a property owner for use by the general public. This method is the least preferred because it can create resentment towards the trail by the former property owners, and the acquirer is still required to pay fair market value for the property.

### **PARTNERSHIPS**

In addition to FID, there are opportunities for other partnerships that can help implement the Fancher Creek Trail.

#### **COUNTY OF FRESNO**

The County of Fresno has already established its commitment to trails with the development of the Fresno County Bridle Trail. The City of Fresno must work with the County to integrate this segment into the Fancher Creek Trail Plan. Options include maintaining the existing bridle trail or converting it to a Class I bike path. Similar to other cross-jurisdictional trails, concerns regarding maintenance and operations responsibilities will need to be addressed.

#### **Fresno Unified School District**

Part of the proposed trail alignment is located along Fresno Unified School District (FUSD) property and may require a land acquisition or an easement. A partnership with Fresno USD could be beneficial to both the City and the district by providing a safe route for students to travel to school. This partnership could also be an opportunity to strengthen a Safe Routes to School program that provides a holistic approach to shifting travel behaviors to school, including programming and events.

## PHASING

Given the overall trail length and the differing challenges and acquisition needs from segment to segment, a phased implementation schedule is needed to ensure that all sections are realized in a balanced and efficient manner. The City will ultimately decide which segments to build and in what sequence. Factors that may affect these decisions include, but are not limited to, available funding, right-of-way and property acquisition, community and stakeholder support, and the political climate. The existing and proposed bike routes outlined in the 2017 City of Fresno Active Transportation Plan may serve to fill in the gaps until a direct south/north route is implemented. Additionally, the City of Fresno Active Transportation Project Prioritization Tool helped the City prioritize which segments should be built first as part of the results of the Trail Network Expansion study and public input.

Project phasing recommendations for this Plan were determined by considering:

1. Opportunities to coordinate with the timing of other local initiatives and private development
2. Community-need priorities, as expressed in community engagement
3. Acquisition and constructability considerations
4. Community input

This phasing approach is a game plan for City staff to gradually execute the vision in manageable pieces that can be achieved with attainable resources. It is a flexible approach that can and should be modified if community preferences change over time, obstacles limit the near-term viability of certain project elements, or new opportunities arise. See Figure 23 for a map of this phasing.

# FANCHER CREEK TRAIL

## Proposed Phasing

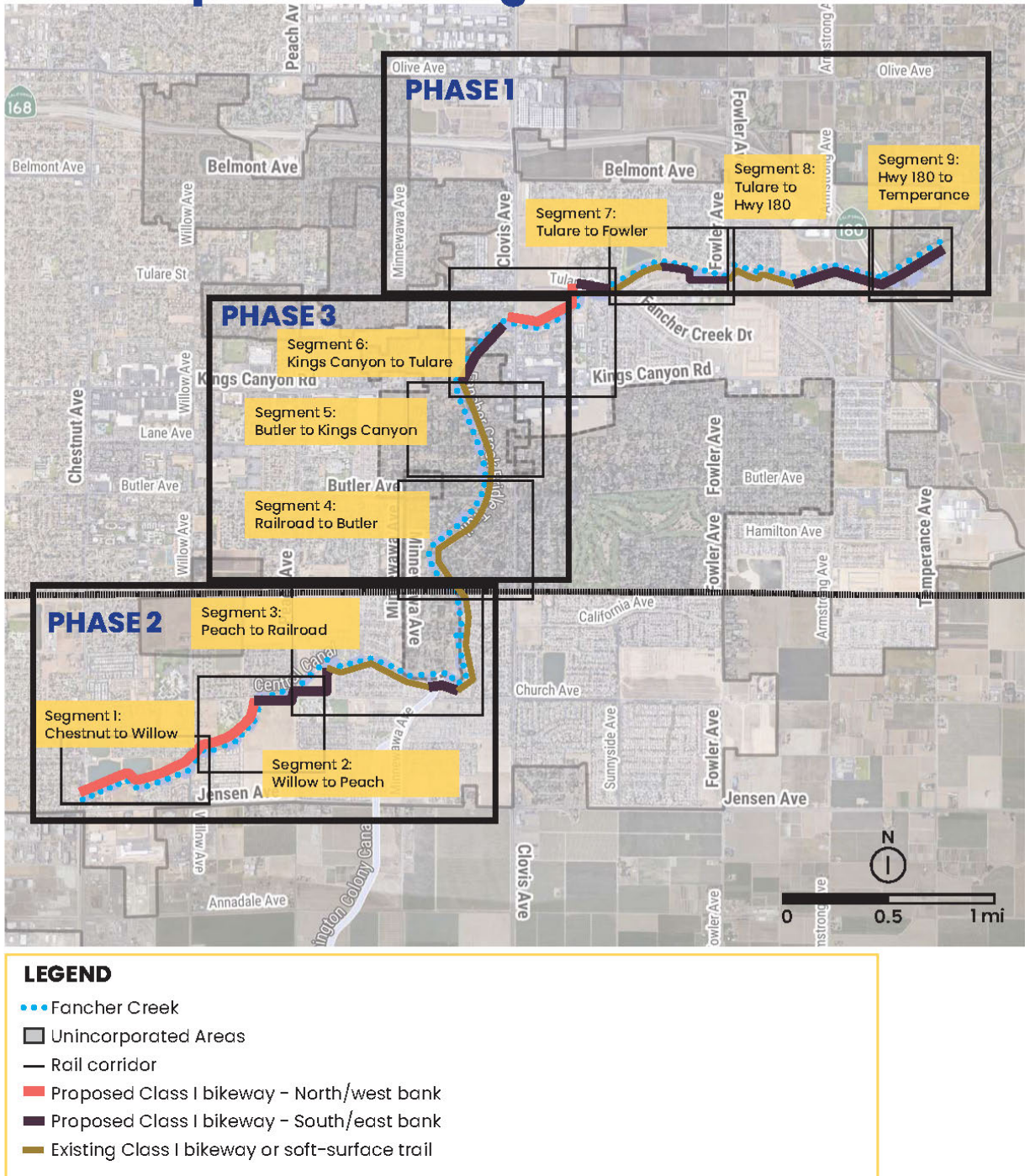


Figure 23. Map of proposed phasing segments



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## **Phase 1: Fancher Creek Town Center (Kings Canyon to Temperance)**

**Distance:** approx. 2.6 miles (minus completed segments)

**Time frame:** Short term (within the next 5 years)

**Rationale:** This dynamic area of the City is being developed rapidly. Several segments of the trail have been constructed through development and the City should continue to require trail construction as part of any development along the canal. The segment provides opportunities to connect to transit, schools, multi-family housing, senior housing, and other community resources. There are a few key locations, some of it is City-owned property, that could be used to develop waysides. Community members overwhelmingly supported this segment through a participatory budgeting exercise, for early implementation. Moving forward with this segment quickly will create a significant length of trail.

## **Phase 2. City-owned segments (Jensen to Church)**

**Distance:** approx. 2.3 miles

**Time frame:** Medium term (next 5-7 years)

**Rationale:** This established residential area within the City limits does not have any existing Class I bike path segments along the canal. This area has two elementary schools and lacks public parks. The neighborhood is not experiencing the same kind of development pressure that the Fancher Creek Town Center is, but the lack of active transportation and recreational infrastructure make the community need greater.

## **Phase 3: County of Fresno segments (Church to Kings Canyon)**

**Distance:** approx. 1.7 miles

**Time frame:** Medium term (next 7-10 yrs)

**Rationale:** This has the benefits of established paths: the Bridle Trail, recently completed by the County of Fresno, as well as an older section of soft-surface path south of the railroad. The County Bridle Trail features large shade trees, quiet roads, and in general provides a higher quality trail experience than undeveloped canal elsewhere.

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## OPINIONS OF PROBABLE COST

Initial planning level cost estimates for the proposed design have been developed to determine the approximate cost of improvements. These estimates are intended for planning purposes to help the City of Fresno identify and pursue project funding. More detailed costs will be determined as projects move into the design phase.

## METHODOLOGY

The assumptions and methods are summarized below:

- Unit costs are based on historical cost data from recent projects in the area, discussions with manufacturers, and estimator's judgment.
- All costs are in 2022 dollars and should be inflated as necessary for use in future construction years.
- All construction costs include a 30 percent contingency and 25 percent engineering cost.
- Estimates include order of magnitude lump sum costs for utility modifications, drainage, demolition, site preparation, and signing & striping. These costs were determined based on the estimator's judgement given the known information at this stage of the project. During detailed design these values should be amended using appropriate unit costs based on site surveys and other available information.
- Estimates do not include costs for easement, right-of-way acquisition, permitting services, construction management or inspection services, public outreach, or ongoing maintenance.
- Easement or right-of-way acquisition estimates are separate [INFORMATION FORTHCOMING]

Construction costs will vary based on the ultimate project scope, timing, and economic conditions. A desktop analysis was used to identify site conditions that are likely to impact project costs, such as locations where bridges will be necessary. A site survey, to be conducted in a future phase, will help better gauge the cost impacts of these conditions. Cost contingencies included in the estimate help account for additional costs that cannot be determined without detailed design and site survey, such as utility relocation.

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Table 3 summarizes the estimated project cost by segment. Improvements are broken down by corridor segments to allow flexibility in implementation phasing. Total cost per phase may vary depending on the refined selection of projects per phase. Features such as waysides, landscaping, and intersection improvements are included in segment costs. Segments where existing site conditions require more extensive civil works and structures, such as new bridges and pedestrian hybrid beacons, will be more expensive to construct than those that will require more minimal civil works.

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Table 3. Implementation Phase Costs

PHASE and SEGMENT	PRELIMINARY COSTS
<b>PHASE 1</b>	
Segment 6: Kings Canyon to Tulare	3,360,000
Segment 7: Tulare to Fowler	997,000
Segment 8: Fowler to Hwy 180	1,569,000
Segment 9: Hwy 180 to Temperance	680,000
<b>Phase 1 Subtotals</b>	<b>\$ 6,606,000</b>
<b>Phase 2</b>	
Segment 1. Chestnut to Willow	1,300,000
Segment 2. Willow to Peach	2,609,000
Segment 3. Peach to Railroad	9,505,000
<b>Phase 2 Subtotals</b>	<b>\$ 13,414,000</b>
<b>Phase 3</b>	
Segment 4: Railroad to Butler	--
Segment 5: Butler to Kings Canyon	--
<b>Phase 3 Subtotal</b>	--
<b>Total for all phases</b>	<b>\$ 20,020,000</b>

## FUNDING SOURCES

Multiple sources of funding can be combined to finance different aspects of the Fancher Creek Trail. Dedicated, recurring funding is the most reliable way to build and maintain a trail. Table 5 outlines such funding sources offered by regional, state, and federal agencies. In addition to these sources, the City should review alternative financing structures, such as reallocating existing funding, taking out infrastructure bonds, or establishing development impact fees to determine the approach that best fits with its financial strategy and will result in a sustainable revenue source. Because

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this Plan has both transportation and recreation benefits, funding sources from both domains may be considered.

The Fancher Creek Trail Plan is ideal for several federal and state funding sources. Grant programs are available for the design work needed to develop construction ready plans and for the construction itself. Signage for trail gateways, wayfinding and destinations, and for interpretive wayside rest areas is also available and should be considered concurrently with construction funding. For more information on these funding sources, such as the availability of funding, eligible improvements, and weblinks, see Appendix H: Potential Funding Sources.

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Table 4. Funding Sources

Federal, State, and Regional Level Funding		
Program Name	Funding Source	Description
<b>Federal Funding</b>		
<b>Surface Transportation Block Grant</b>	FHWA, FAST Act Program administered through the Fresno Council of Governments	Projects must be in the Statewide Transportation Improvement Program (STIP) and be consistent with the Long-Range Statewide Transportation Plan and Metropolitan Transportation Plan. May require 11.47% local match.
<b>Congestion Mitigation and Air Quality Program</b>	FHWA, FAST Act Program administered through the Fresno Council of Governments	Projects approved by the Fresno COG Policy Board are included in the Federal Transportation Improvement Program (FTIP) prior to federal reimbursement. The 2019–2020 CMAQ Call for Projects covers four-years in the FTIP, 2020 – 2024. May require 11.47% local match.
<b>Transportation Alternatives Program (TAP)</b>	Federal Highway Administration (FHWA)	Caltrans controls a share of the funds to distribute locally through a competitive process. All potential TAP projects require a sponsor for a minimum of 20% of the project costs. Local governments are eligible to apply.
<b>RAISE Transportation Discretionary Grants</b>	US Department of Transportation (Applications are submitted by Caltrans annually.)	Formerly known as Better Utilizing Investments to Leverage Development (BUILD), and TIGER grants. Projects for RAIS funding will be evaluated based on merit criteria that include safety, environmental sustainability, quality of life, economic competitiveness, state of good repair, innovation, and partnership.
<b>Reconnecting Communities Pilot Program</b>	US Department of Transportation	Projects that address barriers, such as roads, highways, and other transportation infrastructure.
<b>Safe Streets and Roads for All (SS4A) Grant Program</b>	US Department of Transportation	For agencies with Safety Action Plans in place, grant awards may be used to carry out projects and strategies in the Plan.
<b>Highway Safety Improvement</b>	Federal Highway Administration (FHWA)	Projects in high-crash locations are most likely to receive funding. States that have

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Federal, State, and Regional Level Funding		
Program Name	Funding Source	Description
<b>Program (HSIP)</b>		identified bicycle safety and pedestrian safety as Emphasis Areas are more likely to fund bicycle and pedestrian safety projects.
<b>Safe Routes to Schools</b>	Federal Highway Administration (FHWA)	This program provides funding for education, enforcement, evaluations, and infrastructure improvements near elementary and middle schools that promote students walking and cycling to school.
State Funding Sources		
<b>California Active Transportation Program</b>	California Transportation Commission	Consolidated several older grant programs, including State SRTS and Bicycle Transportation. Funds range of capital and non-capital projects. Some preference given to projects in disadvantaged communities. The state program is competitive among jurisdictions statewide; the regional program is competitive among Fresno Council of Governments member agencies.
<b>California Proposition 68 (Parks and Water Bond Act of 2018), Statewide Parks Program (SSP)</b>	California Department of Parks and Recreation	Eligible projects are from the Statewide Parks Program (SPP).
<b>Highway Safety Improvement Program</b>	Caltrans	For projects and programs that reduce traffic fatalities and serious injuries by correcting or improving a specific problem. Highly competitive at the state level.
<b>Affordable Housing and Sustainable Communities Program</b>	California Strategic Growth Council	Projects that facilitate compact development, including bicycle infrastructure and amenities, with neighborhood scale impacts. Available to government agencies and institutions (including local government, transit

## DRAFT

Federal, State, and Regional Level Funding		
Program Name	Funding Source	Description
		agencies and school districts), developers and nonprofit organizations.
<b>Sustainable Transportation Planning Grants</b>	Caltrans	Funds for communities to do planning, studies, and design work to identify and evaluate projects, including conducting outreach or implementing pilot projects. Requires 11.47% match.
<b>Recreational Trails Program</b>	California Department of Parks and Recreation	Funds for recreational trails for active transportation. Requires 12% match.
<b>Regional Parks Program</b>	California Department of Parks and Recreation	Funding for counties and regional park districts, regional open-space districts, and open-space authorities to create, expand, or improve regional parks and regional park facilities. Funding via Proposition 68.
<b>Rural Recreation and Tourism Program</b>	California Department of Parks and Recreation	Eligible applicants include cities with population <50,000 and counties with population <500,000.
<b>Land and Water Conservation Fund</b>	California Department of Parks and Recreation	Provides funding for the acquisition or development of land to create new outdoor recreation opportunities.
<b>Habitat Conservation Fund</b>	California Department of Parks and Recreation	Requires 50% match.
<b>Outdoor Equity Grants Program</b>	California Department of Parks and Recreation	Priority given to projects if they serve under-served populations.
<b>Per Capita Program</b>	California Department of Parks and Recreation	Non-competitive program covering both Per Capita Program and Urban County Per Capita. Requires 20% match.
<b>Recreational Infrastructure Revenue Enhancement (RIRE)</b>	California Department of Parks and Recreation	Project must be for park and recreational infrastructure purposes, either acquisition or development, for the purposes described in the revenue enhancement measure.
<b>Urban Greening Grants</b>	California Natural Resources Agency	A statewide program that allocates cap-and-trade dollars to projects that reduce greenhouse gas emissions.



# DRAFT

Federal, State, and Regional Level Funding		
Program Name	Funding Source	Description
<b>State Transportation Improvements Program</b>	California Transportation Commission	Projects need to be nominated in Regional TIP.
<b>Transformative Climate Communities Program</b>	California Strategic Growth Council	<p>Program’s first year was 2017. Program focus is on reducing greenhouse gas emissions, improving public health, create economic opportunity, especially in disadvantaged communities.</p> <p>Fresno received a \$66.5 million grant in the program’s first round.</p> <p>Next application period will open early 2023 and anticipated to be due April 2023.</p>
<b>Statewide Park Development and Community Revitalization Program</b>	California Department of Parks & Recreation	During the most recent round, this grant funded 50 new parks and expanded/renovated 62 existing parks.
<b>Sustainable Transportation Equity Project (STEP)</b>	CA Air Resources Board	Projects that address community-based approach to providing clean transportation and increase access to key destinations.
Regional Funding Sources		
<b>Measure C, Local Transportation Program</b>	Fresno County Transportation Authority	The Measure C Extension Plan provides multi-modal funding from a percentage of local sales tax revenue in three programs: public transit, local transportation, and regional transportation.
<b>Regional Sustainable Infrastructure Planning Grant</b>	Fresno Council of Governments	Program objective is to encourage local and regional multimodal transportation and land-use planning and addresses the needs of disadvantaged communities.
<b>Transportation Development Act Article 3</b>	Fresno Council of Governments	Allocated among Fresno member agencies based on population, taxable sales, and transit performance.

# DRAFT

Federal, State, and Regional Level Funding		
Program Name	Funding Source	Description
<b>Bike Paths Grant</b>	San Joaquin Valley Air Pollution Control District	Provides funds to establish bicycle infrastructure such as Class I or Class II bicycle paths. Excludes landscaping and other aesthetic amenities.
<b>Other Funding Opportunities</b>		
<b>Community Grant Program</b>	PeopleForBikes	Provides funding to bike advocacy and facility-building projects. Requires Letter of Interest and full application.
<b>Land Conservation Loan Program</b>	Conservation Fund	Provides loans to quickly purchase high-priority lands.
<b>National Trails Fund</b>	American Hiking Society	The establishment, protection, and maintenance of trails. Applicant must be an Alliance Organization Member. Eligible to nonprofits.
<b>The Conservation Alliance</b>	The Conservation Alliance	Seeks to protect threatened wild places for habitat and recreational values. Eligible to nonprofits.
<b>Local Community Grants</b>	Walmart	Funding provided directly from local Walmart and Sam's Clubs. May require Letter of Inquiry.
<b>Other local foundations, health organizations, and businesses</b>		Local Foundations, Health Organizations, and Businesses can be good sources of funds for education and outreach, however, may not be suitable for the larger funding needs for trail network expansion.

DRAFT

# CHAPTER 6

## Appendices

## **6. APPENDICES**

**Appendix A: Concept Plan Sheets**

**Appendix B: Community Engagement Plan**

**Appendix C: Existing Plans and Documents Review Memo**

**Appendix D: Existing Conditions and Needs Analysis Memo**

**Appendix E: Public Outreach – Promotional Materials**

**Appendix F: Public Outreach – Event Photos**

**Appendix G: Opinions of Probable Cost Details**

**Appendix H: Potential Funding Sources**





# FANCHER CREEK TRAIL PLAN Appendices

PUBLIC REVIEW DRAFT  
January 2023

## **6. APPENDICES**

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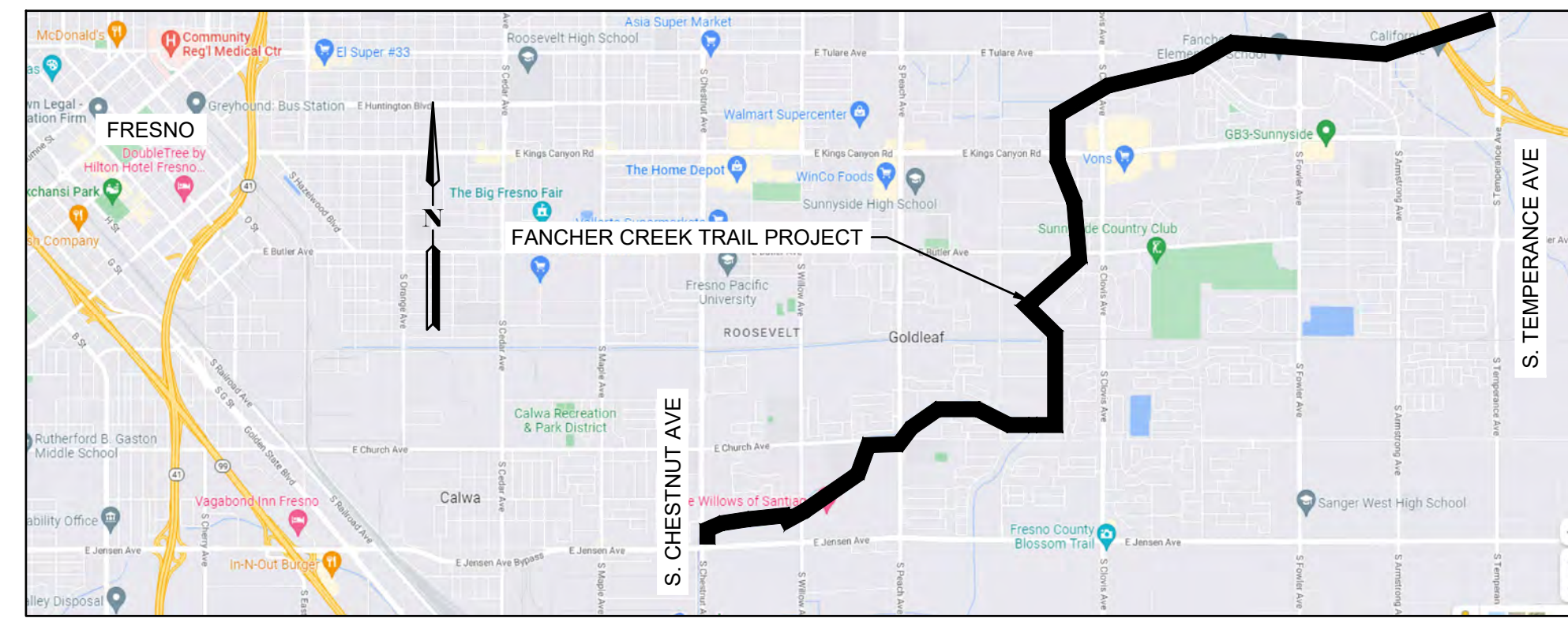
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## FANCHER CREEK TRAIL PROJECT

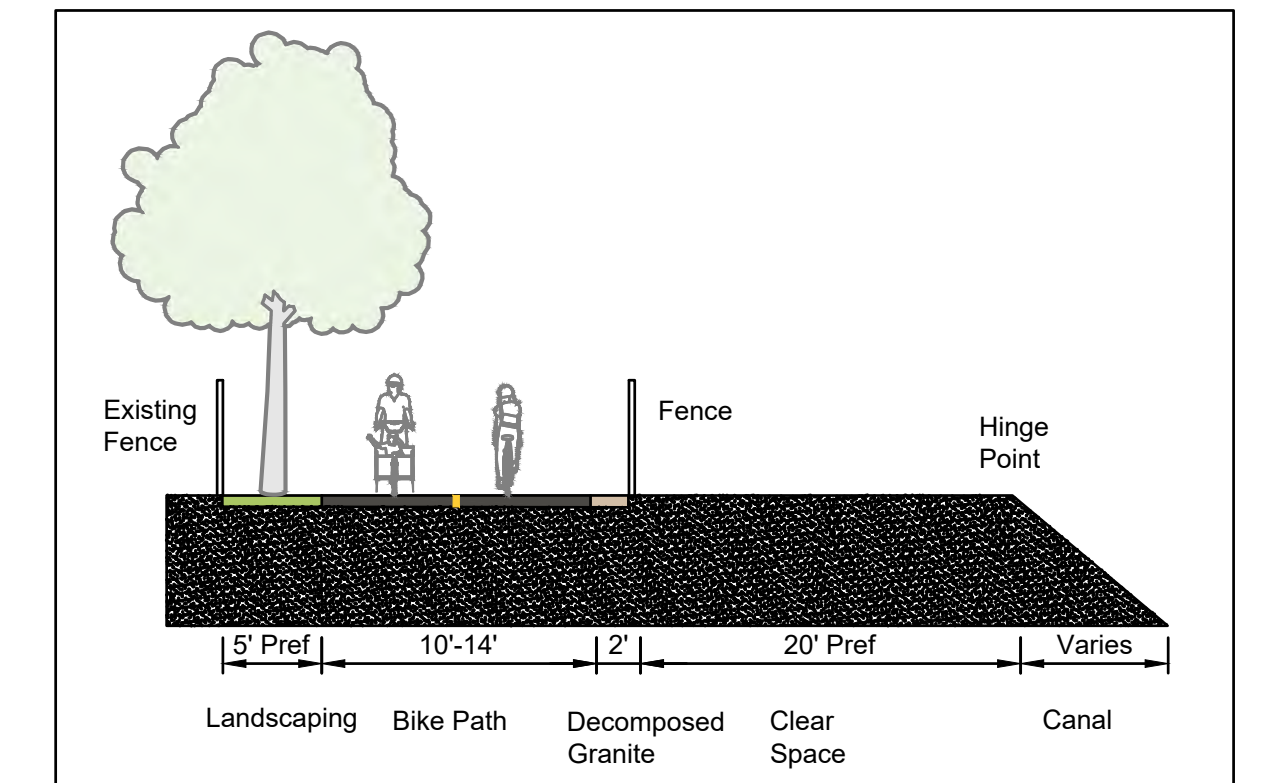
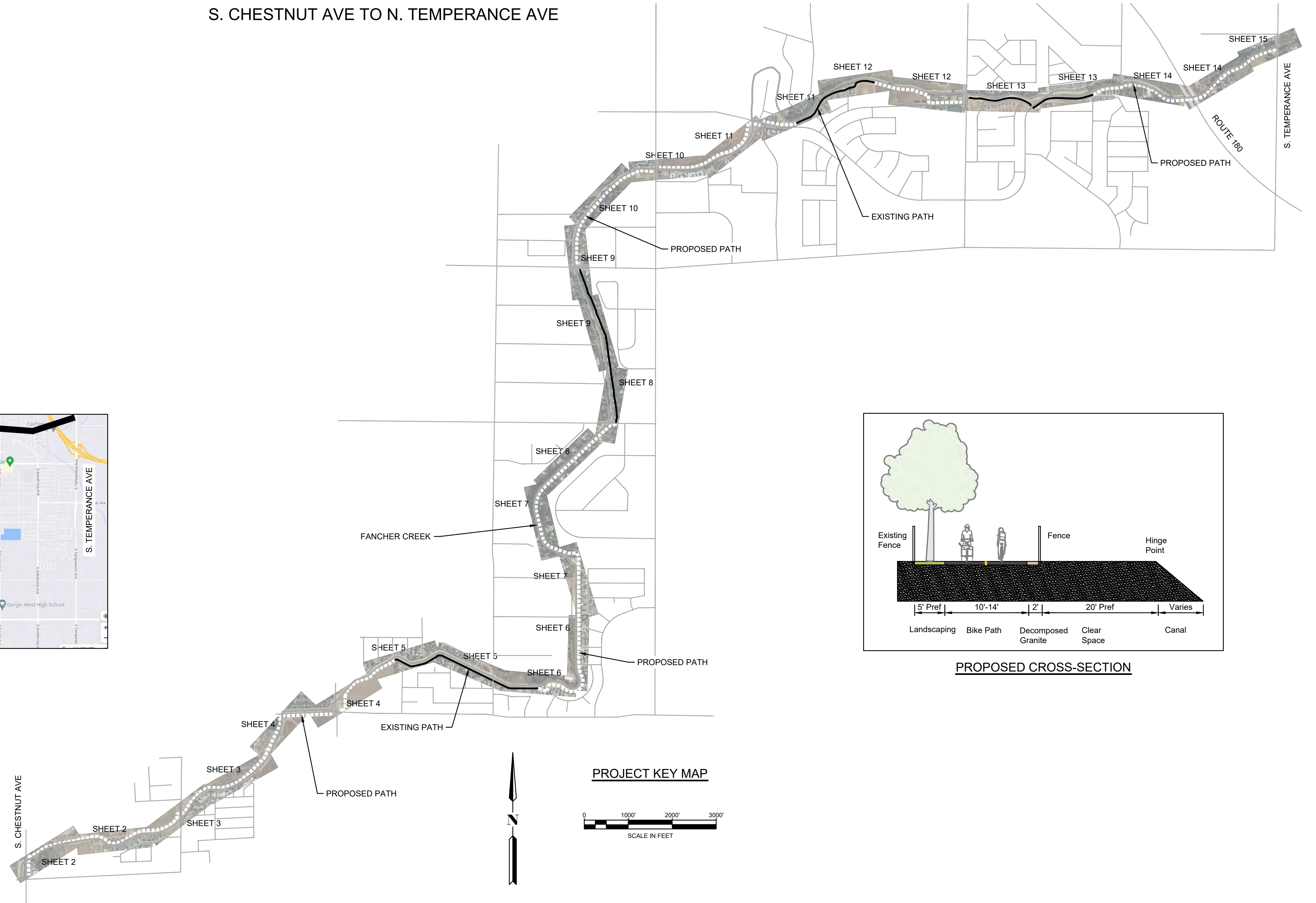
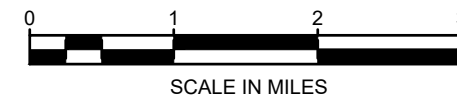
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2-15	PLAN VIEW CONCEPT DESIGN

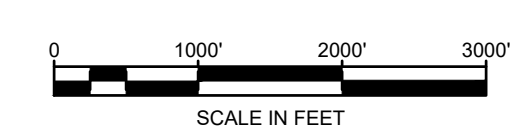


PROJECT VICINITY MAP



PROPOSED CROSS-SECTION

### PROJECT KEY MAP



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TITLE SHEET

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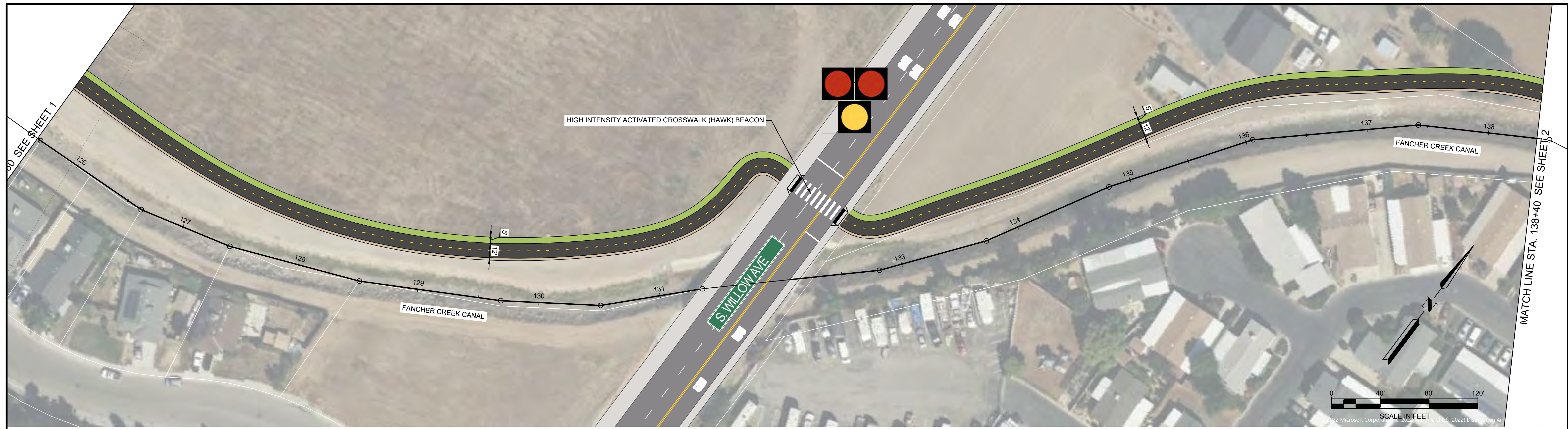
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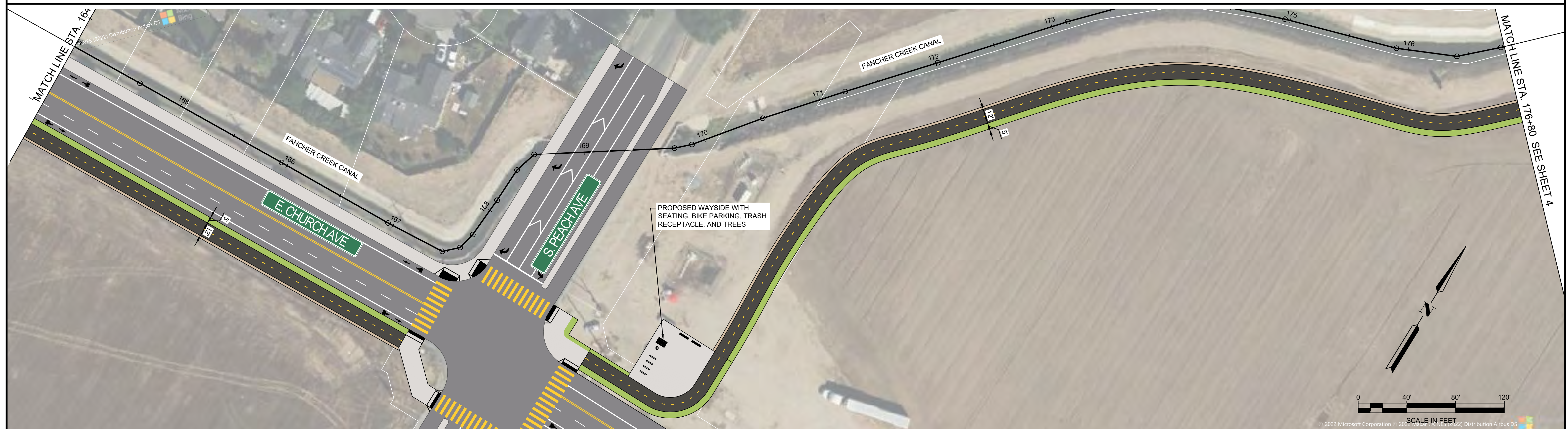
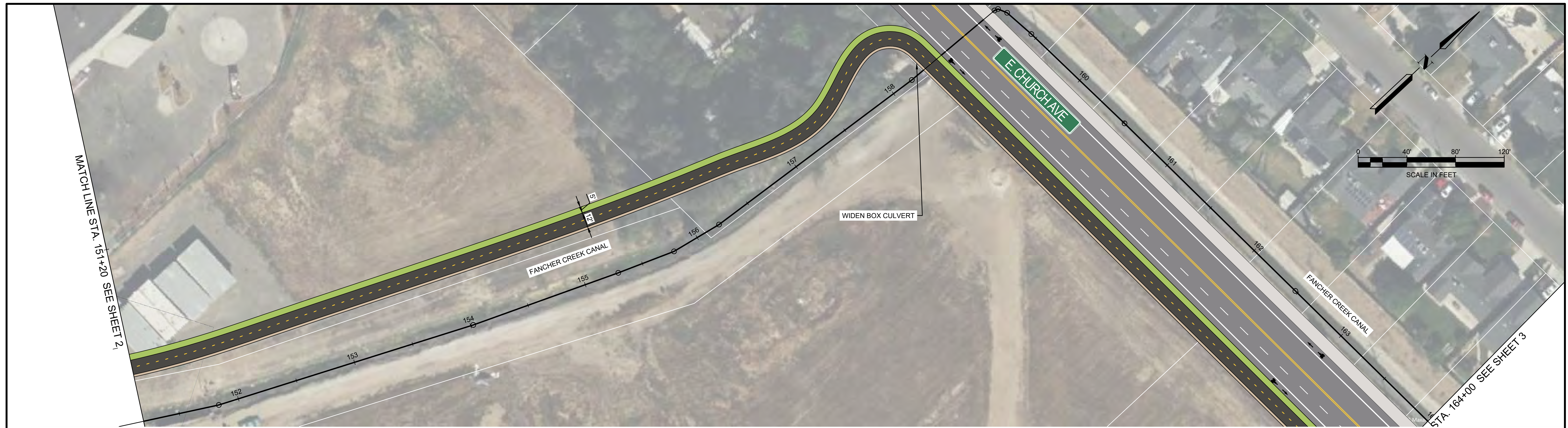
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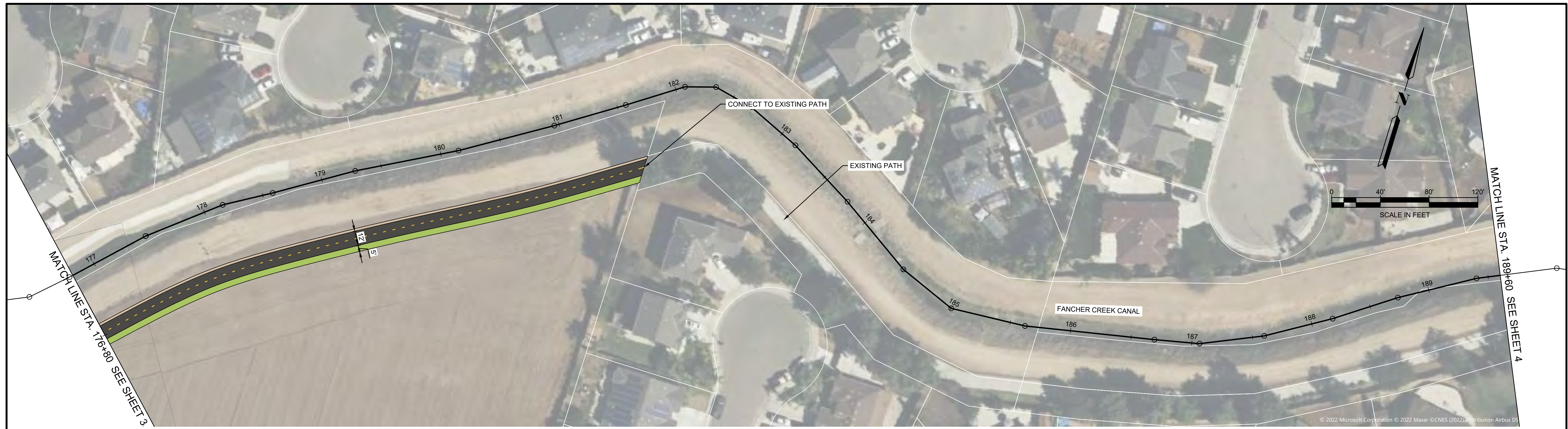
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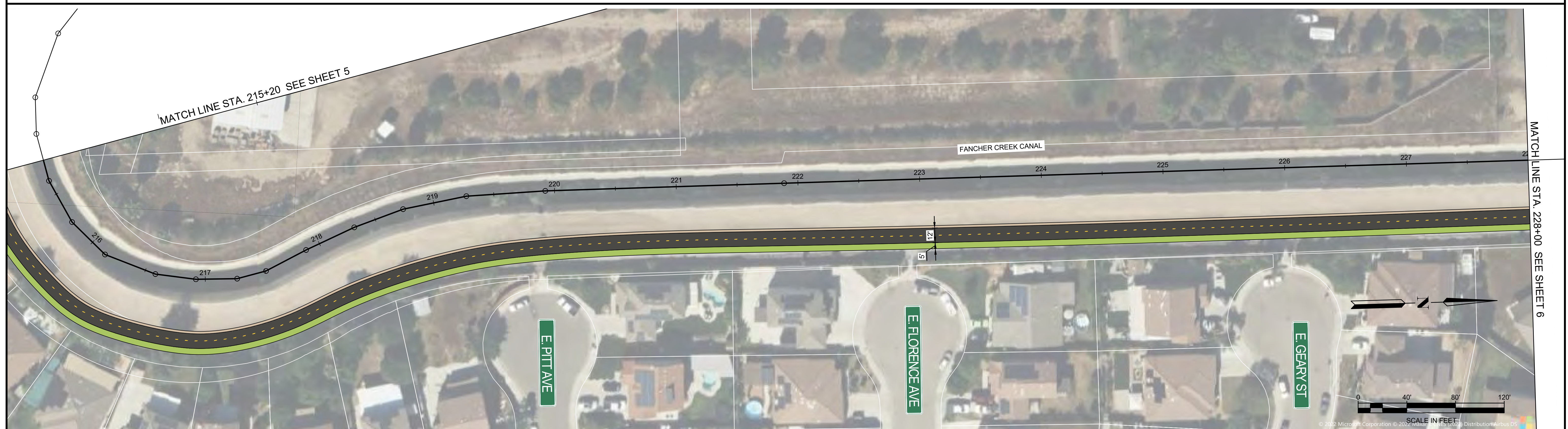
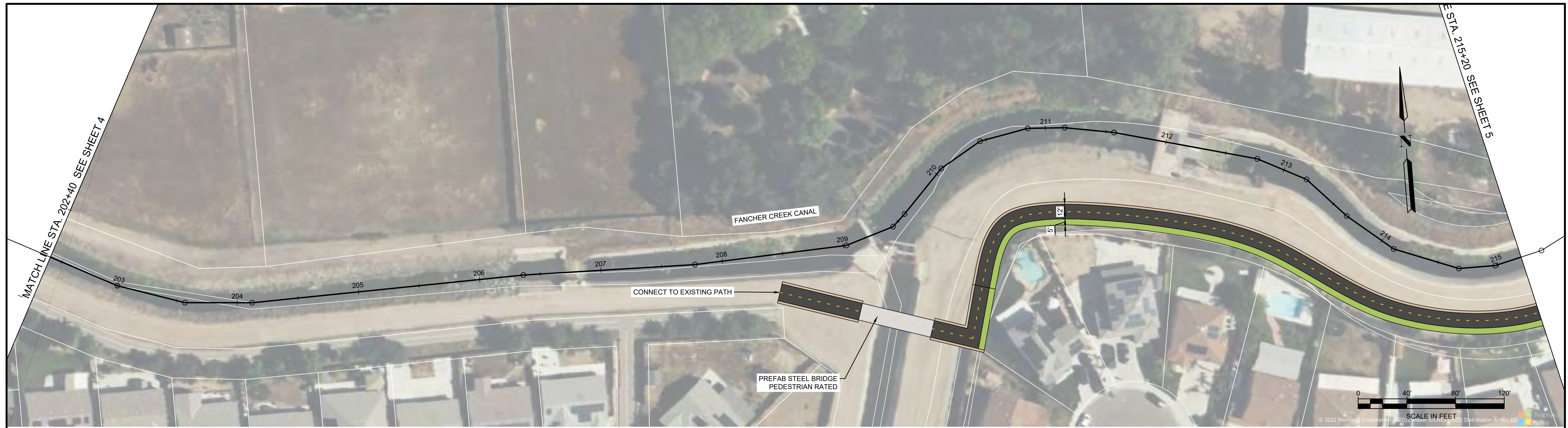
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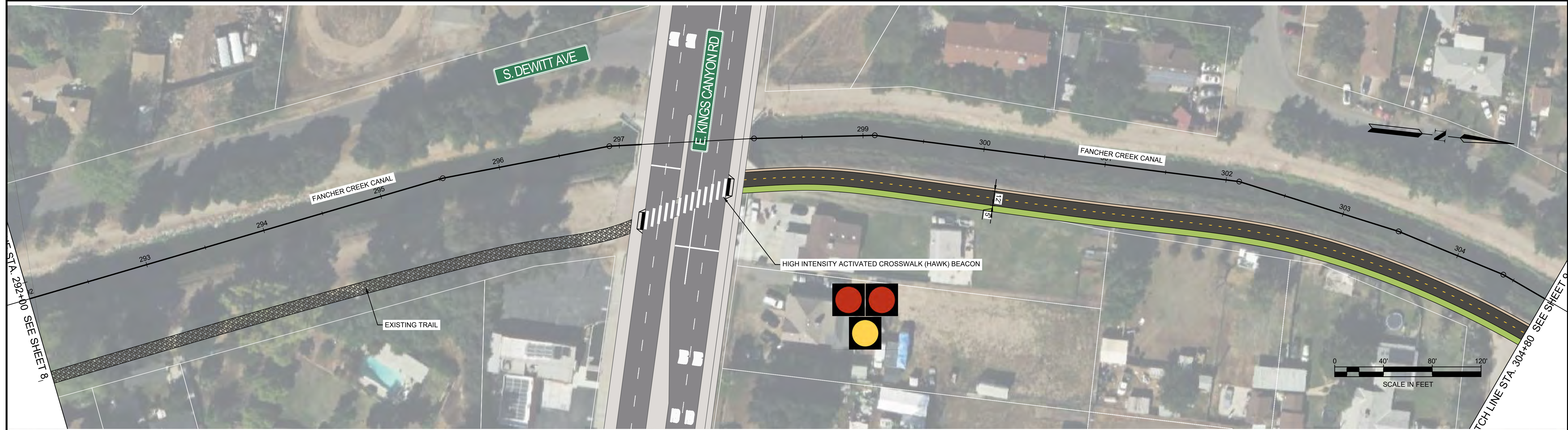
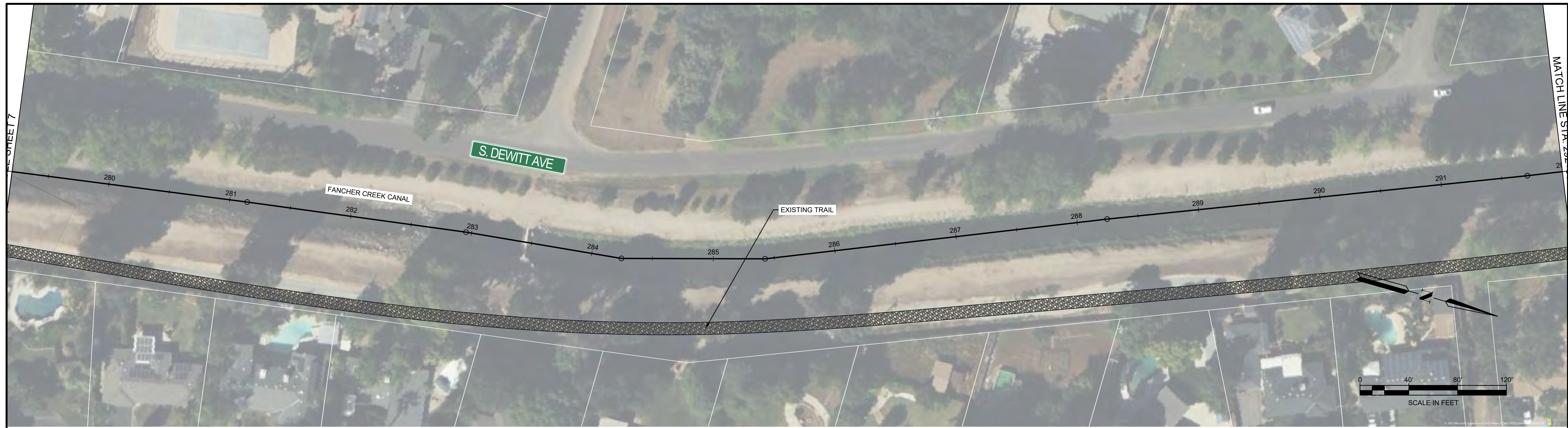
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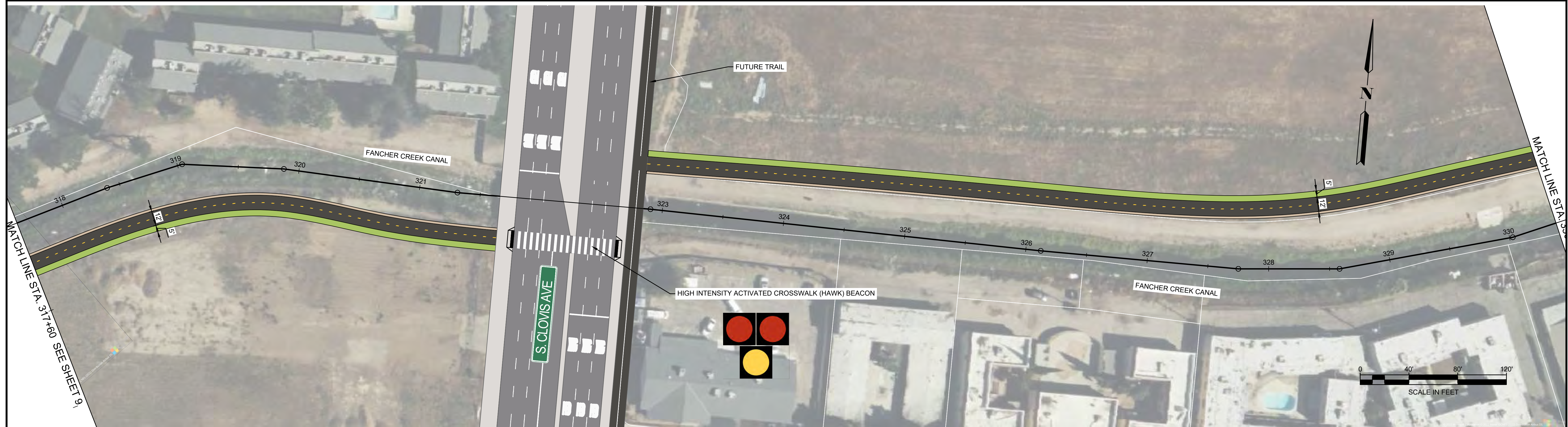
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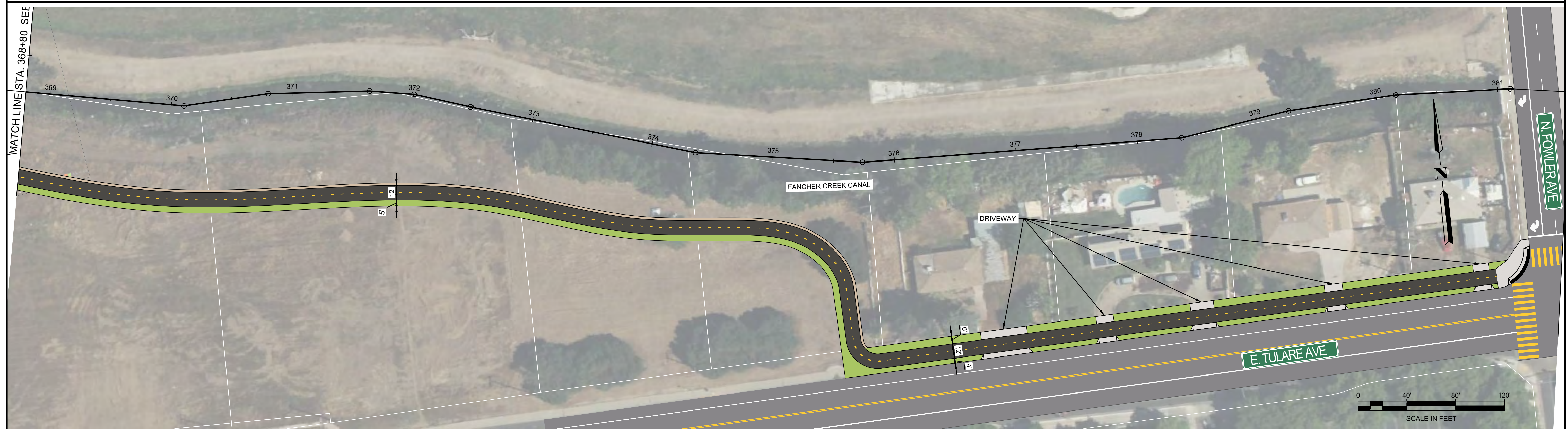
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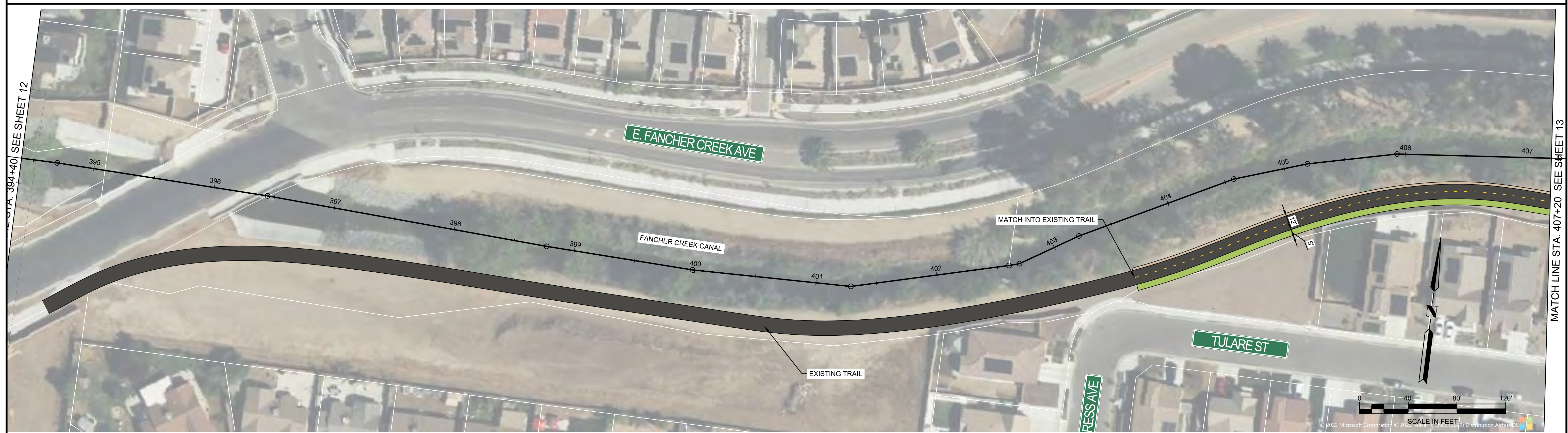
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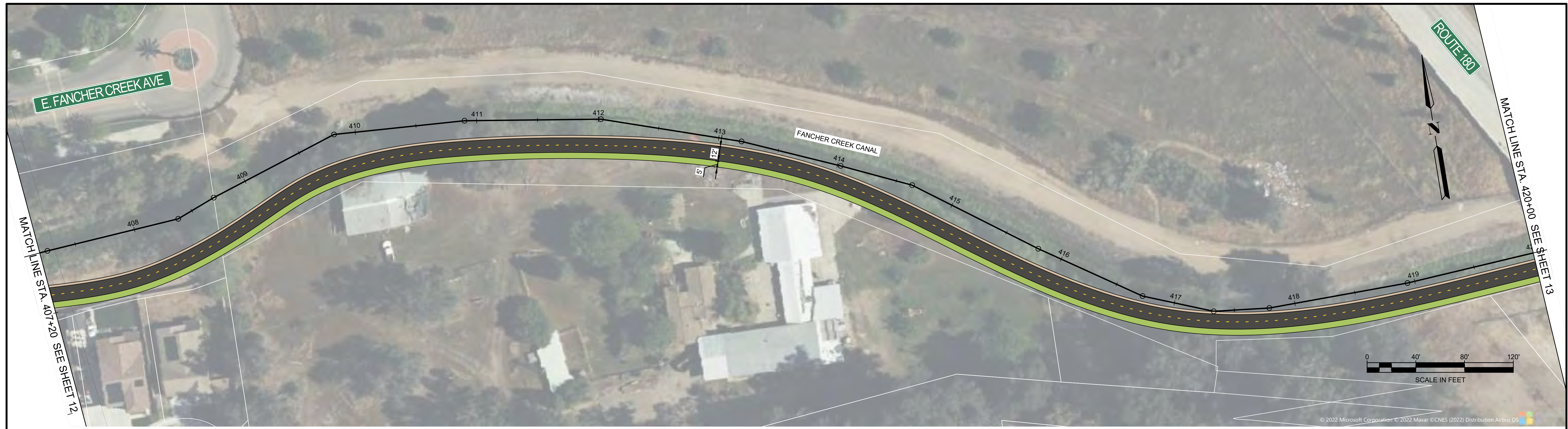
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FANCHER CREEK TRAIL PROJECT

CITY OF FRESNO

CONCEPT DESIGN	PROJECT NO.
TRAIL LAYOUT	DATE 01/11/2023
	DRAWING NO.
	SHEET NO. 14 OF 15



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Wednesday, January 11, 2023 11:42:48 AM

**PROFESSIONAL CERTIFICATION**

I HEREBY CERTIFY THAT THESE PLANS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF [STATE].  
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720 3RD AVENUE, SUITE 2020,  
 SEATTLE, WA 98104  
 PHONE: 206.297.1601  
 FAX: 301.927.2800  
 www.tooledesign.com

**FANCHER CREEK TRAIL PROJECT**

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CONCEPT DESIGN
TRAIL LAYOUT

PROJECT NO.
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## MEMORANDUM

January 11, 2023

To: Garine Kendoyan and Cassie Scholtz  
Organization: City of Fresno  
CC: Caltrans  
From: Kristen Lohse and Peter García, Toole Design  
Project: Fancher Creek Trail Plan

### Re: Community Engagement Plan

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This memorandum covers the community engagement approach for Fancher Creek Trail Plan (Plan). It will address the community engagement's purpose, goals and strategies, and desired outcomes.

According to the Caltrans Sustainability Communities grant application for the project, the primary community engagement events are pop-up activities, a tactical urbanism installation, and a school survey. The pop-up activities and tactical urbanism installation will incorporate elements of participatory budgeting to lend agency to residents as well as ownership of the project. Given Fresno and the Central Valley's cultural and linguistic diversity, materials and engagement strategies will reflect the area's diverse population through translated materials and culturally sensitive content.

### Community Engagement Goals

Community engagement goals for the Plan are:

- **Authentic Engagement.** Identify and collaborate with key local stakeholder and affinity groups (such as environmental justice focused community-based organizations) with important local knowledge. Develop and facilitate engagement activities that resonate and are accessible to residents and stakeholders.
- **Equity Based and Culturally Sensitive Engagement.** Center the voices of residents and stakeholders who have historically been left out of planning processes and create opportunities to meaningfully participate in the project. Communication strategies will reflect Fresno and the Central Valley's cultural and linguistic diversity with culturally sensitive materials offered in multiple languages.
- **Active and Participatory Engagement.** Engagement activities will make sure that residents and stakeholders have a say/agency in the plan's developments through active and participatory opportunities.
- **Support Implementation.** Community engagement activities and materials will generate awareness and excitement for the project, in turn building momentum and support for its implementation.
- **Work with key stakeholders.** Engage with key stakeholders like Caltrans and property owners abutting the project location to ensure clear communication and mutual understanding

## Demographic Overview

The City of Fresno is a highly diverse city with a notable immigrant population. The City's demographic data and population tells us who lives in Fresno, the languages they speak, and how they access information

- 49% of the population identifies as Hispanic or Latino
- 14% of the population identifies as Asian
- 43% of the population speak a language other than English alone
- 36% of the population is 18 or younger, meaning a significant percent of the population are youth
- Approximately 10% of Fresno residents lack access to a personal computer
- Approximately 17% of Fresno residents lack access to broadband internet
- 23% of Fresno residents live below the poverty line

These data will inform the Community Engagement Strategy around equitable engagement methods, communication, and information sharing with diverse populations.

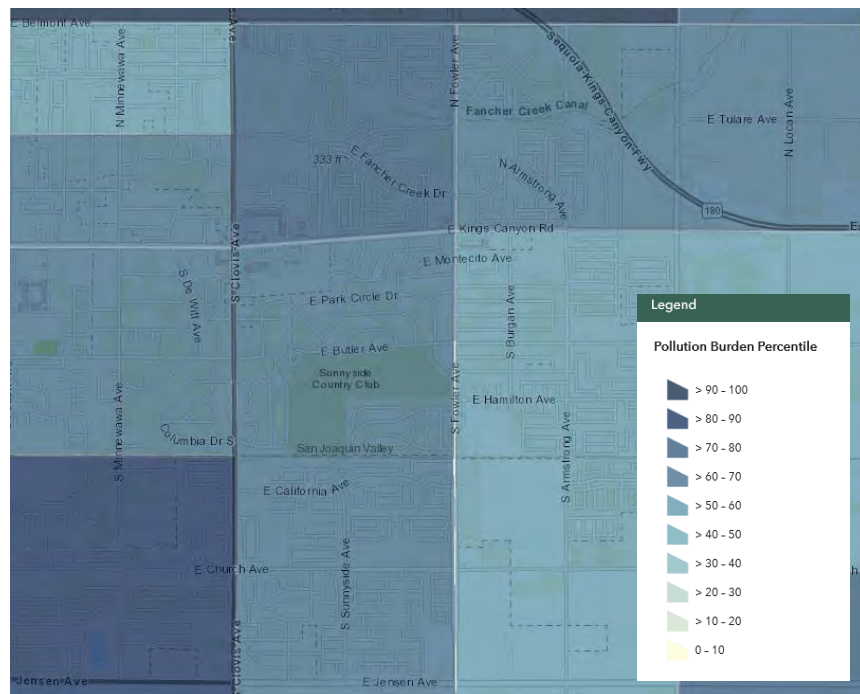


Figure 1: CalEnviroscreen 4.0 Map of the Project Area

## Key Stakeholders

Key stakeholders in the Plan's engagement strategy will involve three groups:

- Government stakeholders (such as the City of Fresno, Council District 5)
- Related private interests (such as developers)
- Residents and affinity groups (such as Friends of Fancher Creek).

The table below outlines stakeholders who will be significant to the project's development and feasibility. *More stakeholders to be considered at a later meeting.*



Government stakeholders	Related Private Interests	Residents and Affinity Groups
<ul style="list-style-type: none"> <li>▪ Fresno City Council District 5</li> <li>▪ County of Fresno</li> <li>▪ Fresno Metropolitan Flood Control District</li> <li>▪ Fresno Unified School District</li> <li>▪ California Department of Transportation</li> </ul>	<ul style="list-style-type: none"> <li>▪ Fresno Irrigation District</li> <li>▪ Developers</li> </ul>	<ul style="list-style-type: none"> <li>▪ Friends of Fancher Creek</li> <li>▪ Community-based organizations</li> <li>▪ Property owners</li> </ul>

## Activities

### *Pop-up Activations*

The Consultant Team will host four pop-up activities in Fresno’s southeast area at locations near the trail. The Consultant Team will work with the city and community-based organizations to host pop-ups at important destinations and events. For example, hosting pop-ups at grocery stores, at high-ridership transit stops, or during parent events at schools. The Consultant Team will coordinate with the city, CBOs, and other key stakeholders (to be determined at a later meeting) to determine the locations, dates, and activities for the pop-up activations. Prior to each pop-up activation, the Consultant Team will meet with the city, CBOs, and other key stakeholders on the content distributed at the event.

Materials at the event will include informational documents that communicate the plan’s purpose and an interactive component for the participatory budgeting process. Interactive activities can include using posterboards and stickers (representing funding) to let participants vote on their preferred treatments or providing play money and asking participants how they would distribute funding for amenities. The Consultant Team will analyze trends and synthesize findings based on the data collected, which will ultimately inform final conceptual designs.

The following table outlines locations, stakeholder partners, dates, and locations for pop-up activations.

Pop-Up #	Date	Location	Potential Partners
<b>#1</b> Virtual community meeting	September 27	Virtual	Fresno BPAC
<b>#2</b> Supermarket tabling	Saturday 9/17, 9/24, or 10/7	<p><b>Site 1:</b> Vallarta Supermarket 4831 E Butler Ave, 559.455-0179 Alternate locations: El Mercado Super, 4707 E Belmont, 449.452-0135 OR Sunlite Market/Fresno Latino Market, 4710 E Kings Canyon, 559.251-7345 (with interpreters)</p> <p><b>Site 2:</b> Asian Super Market, 4818 E Tulare, 559.252.7025 Alternate location: Rasmey Market (Hmong) 4597 E Tulare Ave, 559.456-4533 (with interpreters)</p> <p><b>Site 3:</b> Vons, Kings Canyon and Clovis, 559.458.0209</p> <p>Backup: Pilobos Soccer Park, 4945 E Lane</p>	None
<b>#3 Large event</b>	10/5-10/16 Likely 10/8	The Big Fresno Fair (with interpreters)	
<b>#4</b> Community Meetings	TBD	<p>We are working with the CCY and Cultiva La Salud to identify community events (with interpreters).</p> <p>Backup ideas:</p> <p>Sports event at Sunnyside High School, 59) 253-6700, <a href="mailto:SunnysideHS@fresnounified.org">SunnysideHS@fresnounified.org</a> or Mosqueda Community Center, 4670 E Butler (D5)</p>	<p>Center for Community Transformation, Fresno Pacific</p> <p><a href="mailto:Carlos.heurta@fresno.edu">Carlos.heurta@fresno.edu</a></p> <p>Cultiva La Salud, <a href="mailto:Genoveva@culturalasalud.org">Genoveva@culturalasalud.org</a></p>

### *Tactical Urbanism Temporary Installation*

The Consultant Team will host one tactical urbanism event that will incorporate elements of participatory budgeting and planning. The tactical urbanism event will allow participants to experience firsthand trail improvements and will present an opportunity to the public to provide the Consultant Team with comments.

Examples of treatments to be demonstrated at the tactical urbanism event include wayfinding signage, seating, and other amenities. The Consultant Team will develop a graphic that provides participants with a menu of trail treatment options and their associated cost estimates. The participatory budgeting exercise will let participants communicate to the Consultant Team and City where their priorities lie, as well as granting participants a sense of ownership for the project.

The following table outlines the date, location, and potential partners for the tactical urbanism installation.

Event #	Potential Partners	Date	Location
<b>Tactical Urbanism Event</b>	Friends of Fancher Creek	Saturday in early to mid-October 10-1 p.m.	Working to identify city-owned property with nearby parking

### School Survey

The Consultant Team will distribute a parent and student survey from the National Center for Safe Routes to School to understand the travel behavior and barriers to active modes travel for students. The survey will be distributed to three schools, seen in the table below, in an electronic format using the Alchemer online platform. Paper surveys will also be distributed on site to mitigate accessibility issues raised by the digital divide. The Consultant Team will upload paper surveys onto the online survey platform for ease of collection and analysis.

The table below includes participating schools and the timeline of the survey. *Distribution type (paper or electronic or both) to be determined on future meetings with school district staff and/or school superintendents.*

#	School	Survey Timeline
<b>#1</b>	Ayer Elementary	Early October
<b>#2</b>	Fancher Creek Elementary	Early October
<b>#3</b>	Sunnyside High School	Early October

## Community Engagement Promotion

The Consultant Team will develop promotional materials that advertise the Trail Plan, pop-up activations, and tactical urbanism installation. Materials will be provided to the city and relevant CBOs to distribute with their networks and contacts list. The Consultant Team will work closely with the city on the promotional material’s branding to match the City’s design guidelines to maintain consistency with communication materials.

The table below outlines the media used, purpose, count, and potential partners to distribute promotional materials. *Count and partner stakeholders to be determined at a later meeting with City and key stakeholders.*

#	Media	Purpose	Count	Partner Stakeholders
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<b>#1</b>	E-mails	-Advertise the Fancher Creek Trail Plan	TBD	TBD
<b>#2</b>	Flyers Yard signs at city-owned property School newsletters	-Advertise pop-up events -Advertise tactical urbanism events	TBD	TBD
<b>#3</b>	Social media posts	-Advertise the Fancher Creek Trail Plan -Advertise pop-up events -Advertise tactical urbanism event	TBD	TBD

The Consultant Team will leverage past planning efforts in Southeast Fresno and work with the Long-Range Planning Department and Department of Public Works to gather a list of community members engaged on previous trail project.

The table below outlines partners for community engagement promotion.

#	Partner
<b>#1</b>	City of Fresno Public Information Officer
<b>#2</b>	Steering Committee members
<b>#3</b>	Friends of Fancher Creek
<b>#4</b>	City of Fresno City Council District 5
<b>#5</b>	Local CBOs Center for Community Transformation, Fresno Pacific Cultiva La Salud

*Language Equity and Accessibility*

To expand reach and ensure that all have their voices heard, the Consultant Team will provide Spanish and Hmong translations for written materials. The Consultant Team will coordinate with an interpretation service to provide Spanish-language interpretation at meetings. The Consultant Team will coordinate with the city and local CBOs to ensure that at least one Spanish-speaking interpreter is available to staff the pop-up events and the tactical urbanism.

Along meeting the needs of mono-lingual non-English speakers, the Consultant Team will see to that engagement materials are written in plain language that highlight key takeaways, such as the main differences and tradeoffs between options in the participatory budgeting events. The consultant team will use the following principles when developing public-facing materials:

- Ensuring materials can be read by screen-readers and contain alt text
- Using language that is easily understood by someone at an eighth grade reading level
- Conveying information through images, graphics, and infographics when possible
- Using graphic design principles that support readability by those with vision impairments (e.g., larger font sizes, color schemes that are visible to the colorblind, etc.)

January 11, 2023

To: Cassie Scholz, Garine Kendoyan, Isaac Campos  
Organization: City of Fresno  
From: Kristen Lohse, Anjulie Palta Toole Design  
Project: Fancher Creek Plan

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**Re: Task 2.1 Plan and Policy Review – Summary of Findings Memo**

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## Plans, Policies, and Projects Reviewed

This memo includes state, regional, county, and local plans, projects and relevant policies and reports that were reviewed as part of the Fancher Creek Trail Plan. A summary of these plans, policies, and projects and their relevance to the Fancher Creek Plan are presented in **Table 1**.

### Fancher Creek Specific

- 2001 Fancher Creek Draft Concept Plan
- 2011 California River Parkways Grant Program Application for Fancher Creek
- 2017 City of Fresno Trail Design Guidelines
- 2018 Fancher Creek Parkway Act
- 2018 Master Trails Agreement with Fresno Irrigation District
- 2019 Fancher Creek Town Center
- 2019 Fancher Creek Parkway Restoration Plan
- 2022 Travel by Trail, Fresno! Trail Network Wayfinding, Promotion and Connectivity Plan

### City / Local

- 2014 Fresno General Plan
- 2017 City of Fresno Active Transportation Plan
- 2017 City of Fresno Parks Master Plan
- 2019 South Industrial Priority Area (SIPA) a Plan
- Central Southeast Specific Plan (in progress)

### County

- 2018 Fresno County Regional Active Transportation Plan
- 2019 FAX Long Range Transit Plan
- 2022 Fresno County Regional Active Transportation Plan

### State

- 2010 Caltrans Smart Mobility Framework – Smart Mobility Principles

## Table

The following table provides summary information for the documents listed above, including the name, page count, authors, description and relevance, and current status. The table also indicates the relative importance of each document (with 1 being the most important/relevant) to the development of the Fancher Creek Plan. Documents are organized by scale of the plan (Fancher Creek Specific, City/Local, County, and State), and by year.

**Table 1.** Summary of Plans, Policies, and Reports

Plan/Policy /Project	Page Count	Author(s)	Description	Relevance	Status	Level of Relevance to Plan
<b>Fancher Creek Specific</b>						
2001 Fancher Creek Draft Concept Plan	37	2M Associates	A working document summarizing a conceptual framework for the general design and lower sections of the Fancher Creek Parkway	<ul style="list-style-type: none"> <li>Identifies high level goals and objectives for the development of Fancher Creek</li> <li>Lists permitting agencies to be engaged</li> <li>Divides Fancher Creek into four thematic program zones (zones 1 and 2 cover the project area for this Plan) and identifies gateways, rec areas, landscape enhancements and various new facilities for each zone</li> <li>Conceptual plans sections are provided for each zone</li> </ul>	Document Finalized	1
2011 California River Parkways Grant Program Application for Fancher Creek	67	City of Fresno (with adjacent land owner Lance-Kashian & Company	Application for Proposition 84 grant funding for The Habitat and Interpretive Program of the Fancher Creek Parkway Project (area from Clovis and Tulare to Armstrong and E Fancher Creek Ave)	<ul style="list-style-type: none"> <li>(Approx 1.5M) under the following two statutory conditions: (1) Habitat and (2) Conservation and Interpretive Enhancement.</li> <li>The Project would reaffirm the development of a multi-purpose Parkway with bikeways, as well as possible FID irrigation canals that could accommodate trails.</li> </ul>	Document Finalized	1



Plan/Policy /Project	Page Count	Author(s)	Description	Relevance	Status	Level of Relevance to Plan
2017 City of Fresno Trail Design Guidelines	90	City of Fresno and KTUA Landscape Architects	Design guidelines for developing Class I paved trails (Caltrans designation of 12' asphalt path with concrete curb)	<ul style="list-style-type: none"> <li>Class I paved trail standards outlined for: typical cross-section, landscaping, fencing and railings, furnishings, public art, signage, bicycle/pedestrian bridges, ramps, retaining walls, lighting and utilities, trail heads/rest areas, parking, picnic areas, restrooms and grade separations.</li> </ul>	In Progress (Administrative Draft)	1
2018 Fancher Creek Parkway Act	4	City of Fresno	The Act formally identifies goals and policies for the Fancher Creek Parkway	<ul style="list-style-type: none"> <li>Directs staff to review, update, and finalize the 2001 Fancher Creek Parkway Concept Plan</li> <li>Led to creation of Fancher Creek Advisory Committee and the Friends of Fancher Creek.</li> <li>Establishes list of agencies to be engagement as part of Parkway planning and implementation</li> </ul>	Document Finalized	2
2018 Master Trails Agreement with Fresno Irrigation District	3	Council of the City of Fresno, Approved by City Attorney	Directs/initiates City staff to review and analyze the draft Fancher Creek Parkway Concept Plan to prepare proposed updates.	<ul style="list-style-type: none"> <li>City staff to determine if Concept Plan will require General Plan Amendments and Rezones</li> <li>City staff to conduct outreach to public and private property owners within proposed Parkway footprint</li> </ul>	Fancher Creek Parkway Concept Plan was adopted by City council in 2018.	2

Plan/Policy /Project	Page Count	Author(s)	Description	Relevance	Status	Level of Relevance to Plan
2019 Fancher Creek Town Center	41	Lee-Jagoe Architecture, Inc. and Fancher Creek Properties (owner)	Conceptual TOD Master Plan that focuses on the development of 180 units of affordable housing for seniors.	<ul style="list-style-type: none"> <li>• Master Plan overlaps with northwest portion of project area</li> <li>• Fancher Creek bisects the Master Plan area from Clovis at Huntington Ave to 180</li> <li>• Affordable housing development runs adjacent to Creek</li> </ul>	Senior living development is currently under construction.	2
2022 Travel by Trail, Fresno! Trail Network Wayfinding, Promotion and Connectivity Plan	61	City of Fresno Public Works, Engineering Division, prepared by Toole Design	Wayfinding Plan to knit together the City's trails and transit network.	<ul style="list-style-type: none"> <li>• Provides conceptual sign standards and families, wayfinding sign and placement guidelines</li> <li>• Maintenance and cost estimating strategies and potential wayfinding funding sources are included</li> <li>• Recommendations include installing wayfinding signs between the FAX Q stop on Kings Canyon Road and Fancher Creek Trail (and along FCT)</li> </ul>	Document Finalized	2
<b>City / Local</b>						
2014 Fresno General Plan	503	City of Fresno Development and Resource Management Department	The Fresno General Plan 1 articulates a vision for the city and presents a set of policies and implementation actions to achieve that vision	<ul style="list-style-type: none"> <li>• Outlines goals related to bicycling and walking (Goal 4, 7, 8, 9, 11, 12, 14, 16)</li> <li>• Identifies Fancher Creek Trail Plan project area within the "Downtown Planning Area"</li> <li>• Identifies portions of Clovis Ave and Kings Canyon Rd as BRT corridors</li> <li>• Refers to and supports 2017 City of Fresno ATP – refer to this document</li> </ul>	Document Finalized	3

Plan/Policy /Project	Page Count	Author(s)	Description	Relevance	Status	Level of Relevance to Plan
				for detailed ATP recommendations and planning goals		
2017 City of Fresno Active Transportation Plan	347	City of Fresno, prepared by Fehr Peers	The ATP proposes a long-term, comprehensive network of bikeways, trails, and sidewalks. The ATP also identifies a priority network of bikeways and pedestrian areas to focus on in the near-term.	<ul style="list-style-type: none"> <li>Identifies almost all of Fancher Creek Parkway as a future Class 1 Bike path and a portion of the Parkway as a “priority bikeway” for future development</li> <li>Identifies several planned Class II Bike Lanes that will cross Fancher Creek at Butler Ave, Kings Canyon Rd, and Tulane St</li> </ul>	Document Finalized	2
2017 City of Fresno Parks Master Plan	302	City of Fresno, with PROS Consulting, Precision Engineering, Urban Diversity Design, and Studio 39.	This parks master plan (PMP) articulates a vision for improving Fresno’s park and open space system. The 2017 PMP is intended to be used as a tool for planning and managing Fresno’s park and open space assets.	<ul style="list-style-type: none"> <li>Outlines strategies for improving parks and open space system including, but limited to, expanding join-use site agreements, building new parks in existing urbanized neighborhoods, and implementing urban greening strategies in the public realm.</li> </ul>	Document Finalized	3
2019 South Industrial Priority Area (SIPA) Specific Plan	144	City of Fresno Development and Resource Management	The purpose of this plan is to consolidate all of the City’s adopted policies related the <i>South Industrial Priority Area</i> into one document	<ul style="list-style-type: none"> <li>The SIPA project area does not overlap with the Fancher Creek Plan project area, relevant content is borrowed from the 2014 General Plan.</li> </ul>	Document Finalized	3

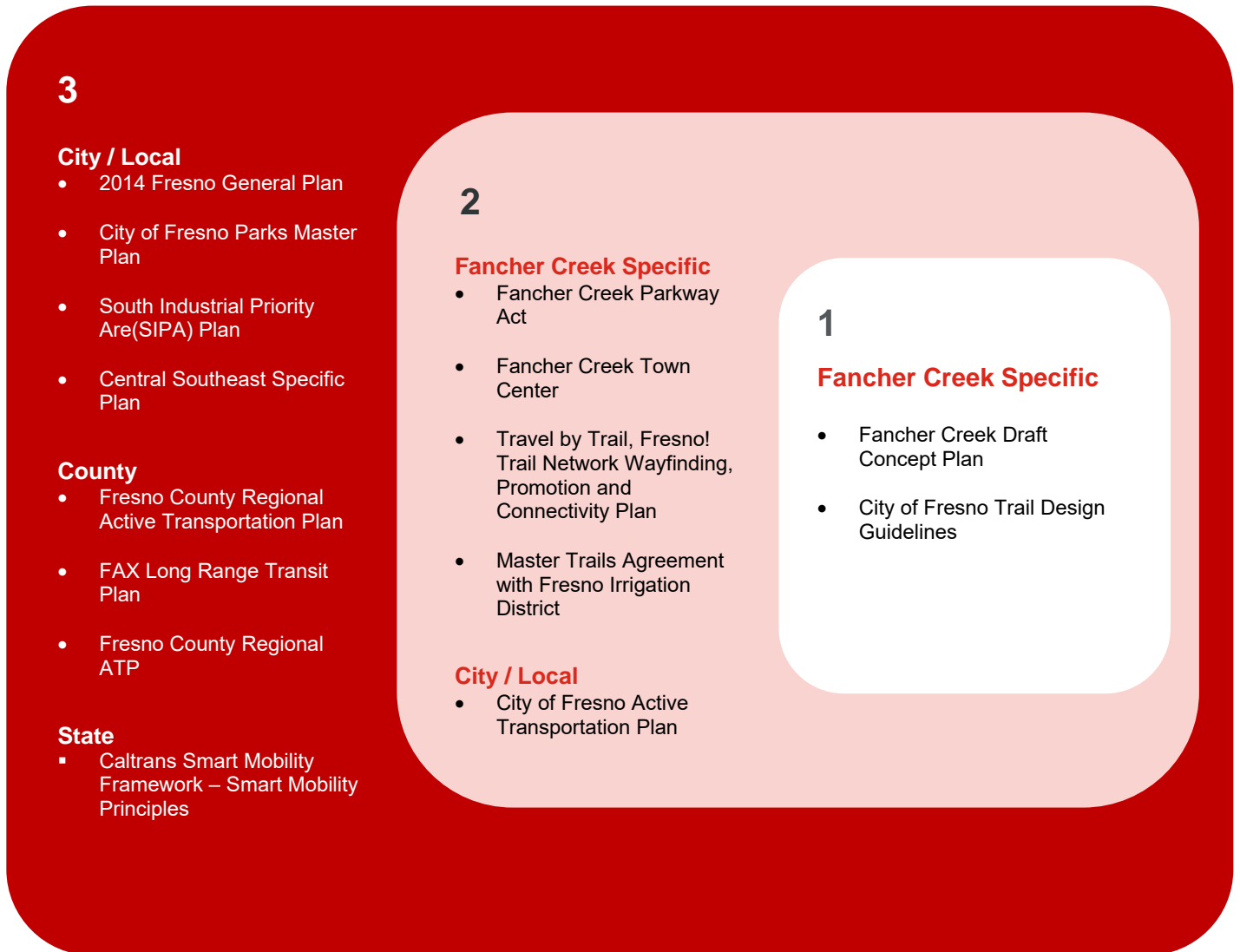
Plan/Policy /Project	Page Count	Author(s)	Description	Relevance	Status	Level of Relevance to Plan
			and to analyze the long-term, cumulative impacts.	<ul style="list-style-type: none"> <li>The 2014 General Plan should take precedence over the SIPA Specific Plan</li> </ul>		
Central Southeast Specific Plan	N/A	City of Fresno	A long-range planning document that provides a vision for the growth and development of the Southeast Fresno the community over the next 20- to 30-years	<ul style="list-style-type: none"> <li>The Southeast Specific Plan area does not overlap with the Fancher Creek Plan project area, however, the plan aims to revitalize Kings Canyon Rd as a critical commercial corridor, a key road that crosses Fancher Creek</li> </ul>	In Progress	3
<b>County</b>						
2018 Fresno County Regional Active Transportation Plan	300+	Fresno County	An important document that will help each jurisdiction in the County identify needed bicycle and pedestrian projects and help the agencies qualify for new funds to implement the projects.	<ul style="list-style-type: none"> <li>2017 City of Fresno Active Transportation Plan was developed in accordance with and takes precedence (for City of Fresno ATP specific issues) over this County Plan</li> </ul>	Document Adopted	3
2019 FAX Long Range Transit Plan (LRTP)	248	Fresno Council of Governments, prepared by: VRPA Technologies, Inc.(with Mobility Planners,	A plan to guide transit and related multimodal investments and services in the Fresno region through 2050. Developed to align with state and federal	<p>FAX project List includes:</p> <ul style="list-style-type: none"> <li>A Fancher Creek Transit Center: estimated cost \$1M. (The transit center is located at S Argyle and E Tulare Ave in the 2019 Fancher Creek Town Center site plan)</li> </ul>	Draft Document	3

Plan/Policy /Project	Page Count	Author(s)	Description	Relevance	Status	Level of Relevance to Plan
		Nelson Nygaard, and CDM Smith)	transportation goals, guidance and funding programs	<ul style="list-style-type: none"> <li>An extension of the Kings Canyon BRT corridor to Fancher Creek (estimated cost \$1M)</li> </ul>		
2022 Fresno County Regional Active Transportation Plan	100-200	Fresno Council of Governments (Fresno COG's)	A multimodal regional transportation system plan for Fresno County through 2046. Serves as the foundation for both short and long-term planning.	<ul style="list-style-type: none"> <li>Establishes priority action to “Seek funding to address regional, multimodal transportation needs and incentivize transportation investments that benefit disadvantaged communities. Examples include ATP, CMAQ, STBG, TOD”</li> </ul>	Document Finalized	3
<b>State</b>						
2010 Caltrans Smart Mobility Framework – Smart Mobility Principles	132	Caltrans	The document outlines a set of key principles necessary to attain Smart Mobility's benefits.	<ul style="list-style-type: none"> <li>Relevant mobility principles include: Location Efficiency, Reliable Mobility, Health and Safety, Environmental Stewardship, Social Equity, and Robust Economy</li> </ul>	Document Finalized	3

## Relative Importance of Plans/Projects/Policies Reviewed

The figure below displays the relative importance (with 1 being the most important/relevant) of the documents reviewed to the development of the Fancher Creek Plan.

**Figure 2.** Graphic illustrating relative importance of background documents to the Fancher Creek Plan.



## Background Documents of Highest Relevance

A more detailed summary of the two documents identified as a “1” are provided below. These documents provide detailed policy, goals, recommendations, and guidelines for the development of the Fancher Creek Plan.

### Fancher Creek Draft Plan Concept

*The Fancher Creek Draft Plan Concept is a working document summarizing a conceptual framework for the general design and lower sections of the Fancher Creek Parkway... This Concept Plan is a first step in what will ultimately be an ongoing planning process. This Concept Plan presents an interwoven vision and broad-brush program for the general design and use of the lower sections of Fancher Creek. Selected sections of Fancher Creek, generally within the City of Fresno are envisioned to be accessible to the public.*

Three (3) distinct project vision “themes” are outlined for the Plan Concept:

1. **Identity:** *Create an artistic urban "signature" for the City of Fresno and the Roosevelt Area in particular, providing an identity for the community that sets it apart from others in the area.*
2. **Stewardship/Education:** *Provide an opportunity for a first-hand experience of the Central Valley's stream and riparian habitats; where visitors learn about Fancher Creek, wildlife and flora.*
3. **Recreation:** *Portions of the Fancher Creek Parkway will be active, lively, and enticing - a place to hike, run, bike, stroll, skate. watch birds, relax, picnic, and fly kites*

Eight (8) project goals are also included:

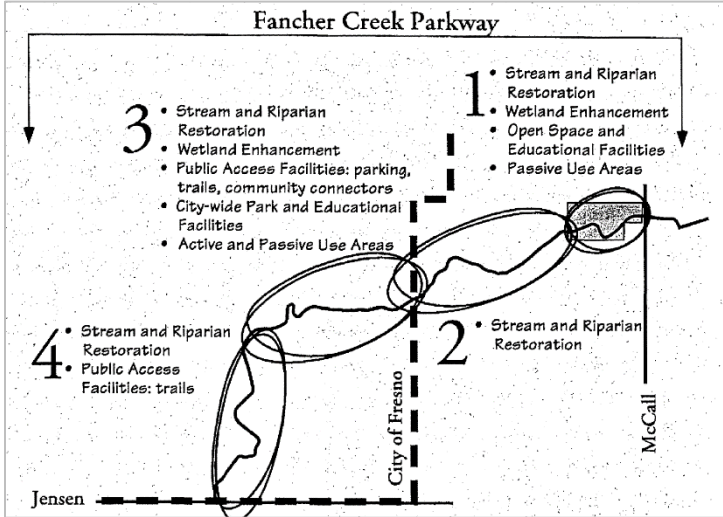
1. **Opportunity:** *Provide accessible outdoor recreation and education opportunities for all residents. Education opportunities should build upon historical ecological and functional perspectives*
2. **Image:** *Emphasize the natural and open space qualities of a stream and riparian landscape. Improve and develop focal points and gateways in such a way that the Parkway portrays a distinctive City image.*
3. **Experience and Balance:** *Develop the parkway as a destination point for those wishing to have an open space experience, but not be so developed that the Parkway becomes overcrowded.*
4. **Ecology:** *Enhance water quality, plant and animal habitat conditions, and open space and natural resources while promoting water and energy conservation and minimizing environmental impacts.*
5. **Unity:** *Present one unified Image to park users and as viewed from major arterial streets that cross it.*
6. **Access:** *Encourage residents to use alternatives to automobiles as a means of accessing the Parkway.*
7. **Quality:** *Improve structural integrity, function and safety of existing man-made features, be cost effective, and recognize the need for efficiency in long-term maintenance and operations of the Parkway.*
8. **Safety:** *Provide safe public use opportunities and do not preclude emergency access, maintenance access for public utilities, or future projects*

A physical “framework” for the development of the Parkway is included in the Plan (Figure 2), which divides the Parkway into four (4) thematic “zones”. Typical cross sections are included for each zone (Figure 4, 5) and potential features, facilities, and enhancements are identified in a corresponding bullet point list. Lastly, park/recreation areas, riparian enhancements, gateways, and trail connections are identified on a Parkway-scale conceptual plan (Figure 3).

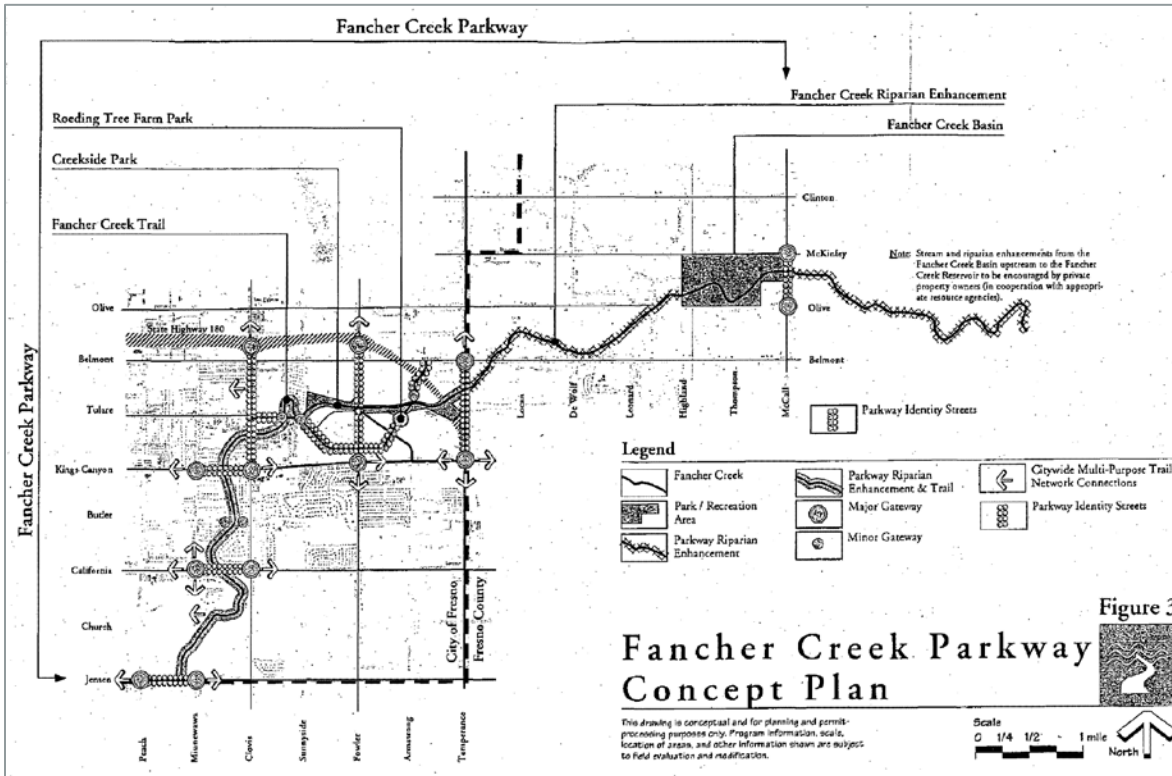
**Exhibits**

Key conceptual plans and cross sections included in the 2001 Fancher Creek Draft Concept Plan are included below.

**Figure 2. Fancher Creek Parkway Framework of "Zones":** 2001 Fancher Creek Draft Concept Plan

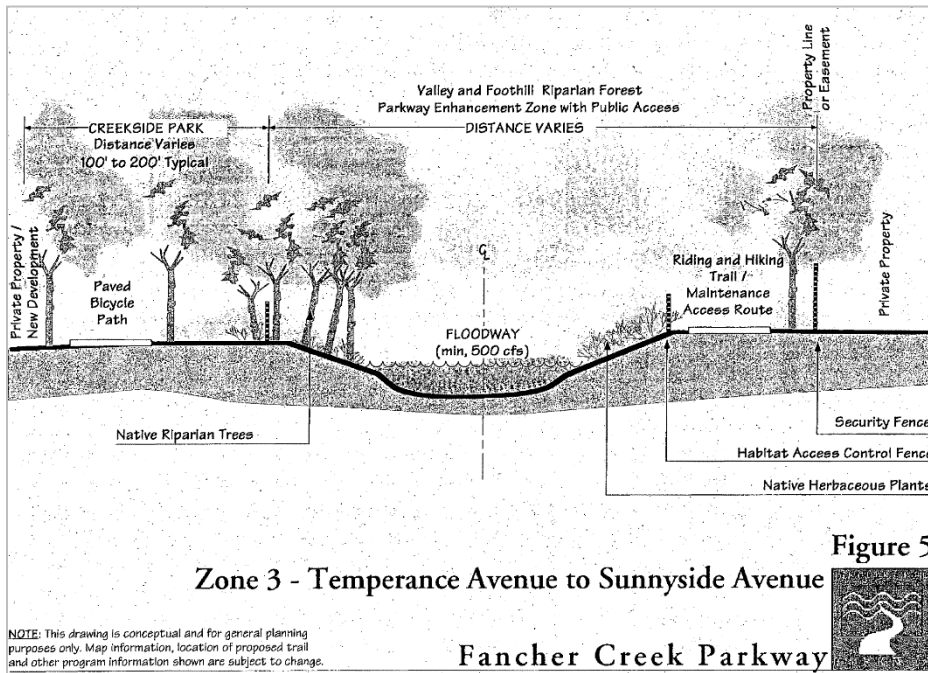


**Figure 3. Fancher Creek Parkway Concept Plan:** 2001 Fancher Creek Draft Concept Plan

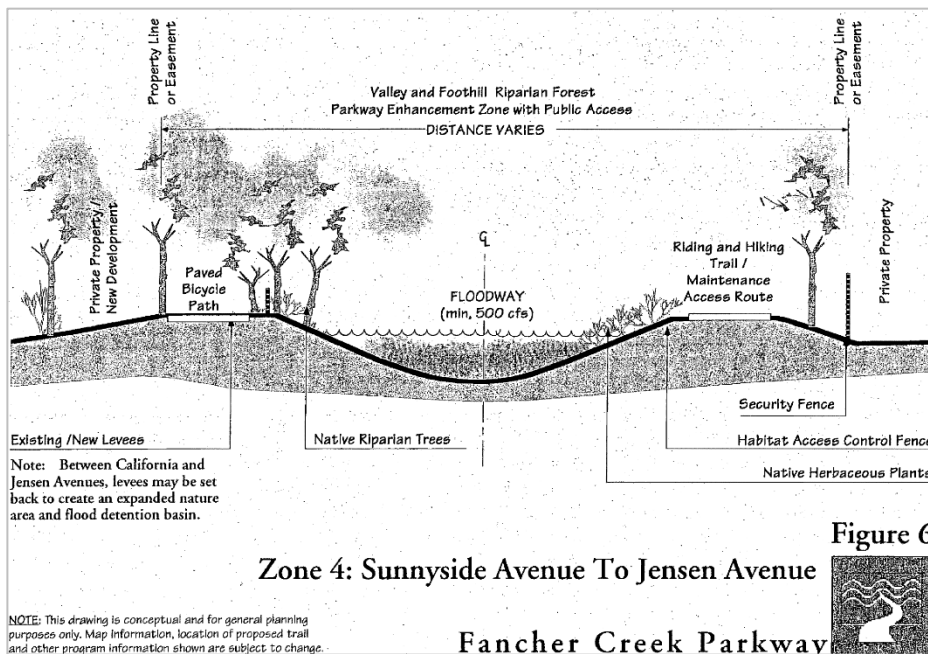




**Figure 4.** Conceptual Zone 3 Cross section: 2001 Fancher Creek Draft Concept Plan



**Figure 5.** Conceptual Zone 4 Cross section: 2001 Fancher Creek Draft Concept Plan



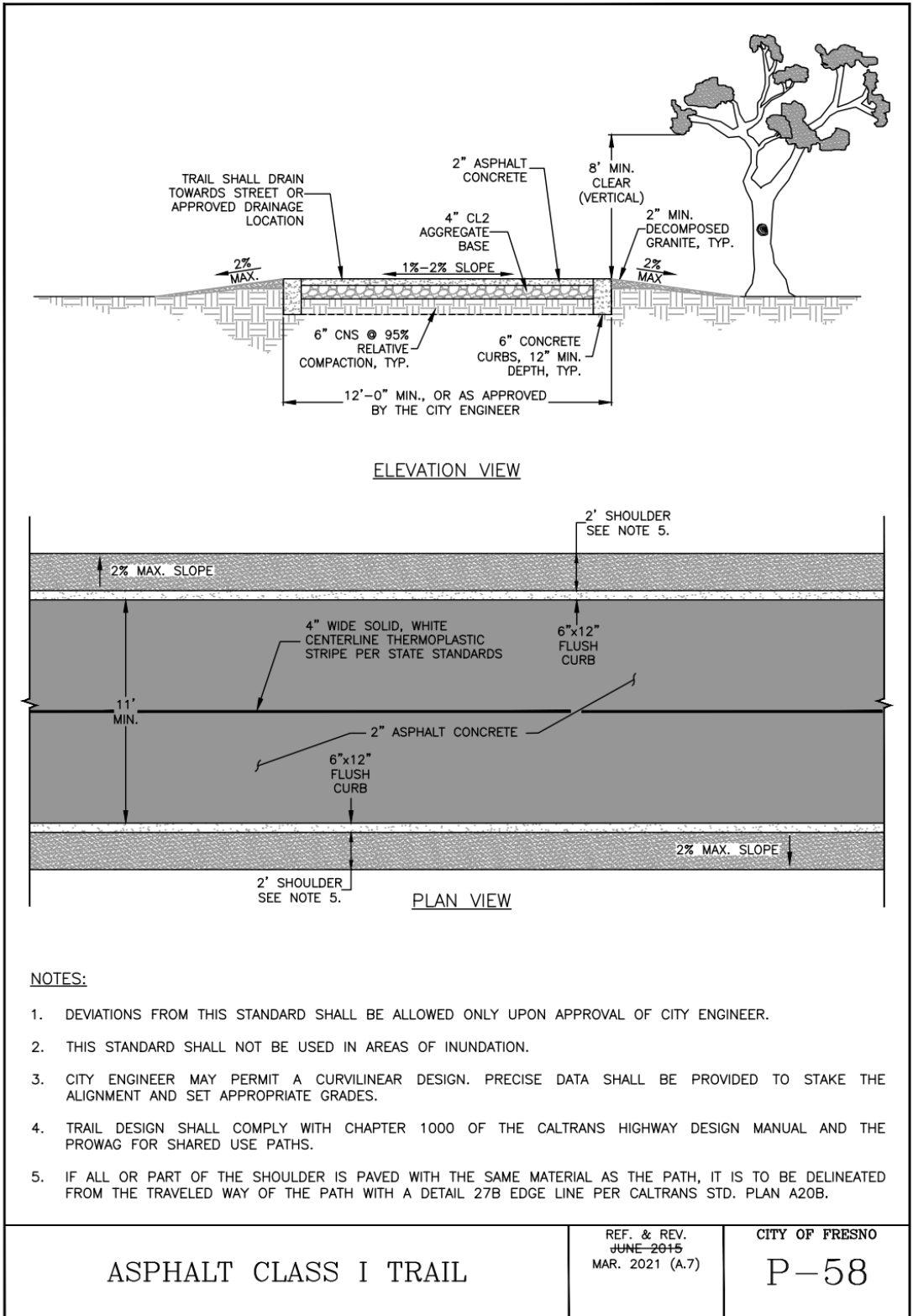
## City of Fresno Trail Design Guidelines

*These guidelines provide direction for developing Class I paved trails as part of the City of Fresno's transportation system to accommodate multiple user types. The term "shared use path" is widely used in governmental guidance to describe paved trails... The City's definition of a Class I trail is a 12 foot wide asphalt path with concrete curbs (Figure 6). Full concrete trails or trails less than 12 feet wide will only be allowed in exceptional circumstances, such as existing areas with insufficient right-of-way, filling gaps within an existing concrete trail, etc.*

The following Class I paved trail standards are included in the Guidelines:

- Typical cross-section dimensions and configuration (Figure 7)
- Landscaping
- Fencing and railings
- Furnishings
- Public art
- Signage
- Bicycle/pedestrian bridges
- Ramps
- Retaining walls
- Lighting and utilities
- Trail heads/rest areas
- Parking
- Picnic areas
- Restrooms
- Grade separations

**Figure 6.** City of Fresno Class I Trail Standard Drawing: Referenced in City of Fresno Trail Design Guidelines



**Figure 7.** Typical Cross Section for Class I Canal Side Trail: City of Fresno Trail Design Guidelines



### Next Steps

Relevant policies, guidelines, and projects within each of the background documents outlined in Table 1 will guide the development of the Fancher Creek Trail Plan and conceptual design. The *Fancher Creek Draft Plan Concept* and *City of Fresno Trail Design Guidelines* will be of particular importance throughout the planning process.

January 11, 2023

To: Cassie Scholz, Garine Kendoyan, Isaac Campos  
Organization: City of Fresno  
From: Kristen Lohse, Anjulie Palta Toole Design  
Project: Fancher Creek Plan

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**Re: Task 2.2 Existing Conditions and Needs Analysis**

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This memorandum provides a review of existing conditions along the 5.3-mile stretch of Fancher Creek from Jensen to Temperance. The purpose of this review is to understand the physical landscape of the canal and inform the development of a conceptual design and alignment for Fancher Creek. The memo summarizes the constraints and opportunities in study area and its surrounding context.

## Overview

In 2001, the City of Fresno commissioned the Fancher Creek Parkway Concept Plan to develop a vision for the development of the Fancher Creek corridor through southeast Fresno. This memorandum draws on the background information contained in original plan, in combination with current information and a site visit.

Fancher Creek (Canal) originates in the Sierra Nevada foothills of Fresno County and flows southeasterly through the County of Fresno and City of Fresno for approximately 25 miles, originally ending in a wide floodplain of alluvial deposits. Today, the canal joins the Central No. 23 and Washington Colony canals northeast of the intersection of S Clovis and E Church Avenues. Though considered a natural channel, Fancher Creek is bounded by levees that were constructed and are maintained the Fresno Irrigation District (FID), primarily west of N Temperance Avenue, to convey water for agricultural irrigation and industrial uses. These levees vary in width from 15-30 feet and are present on most but not all side of the canal. Vegetation along the canal is typically scant to non-existent, except for the segment of the project area owned by County of Fresno. There are some short segments of formal trail along stretches of the canal and informal public use of the canal banks was observed along most other stretches.

There are also a number of flood control structures within the project area, operated by the Fresno Metropolitan Flood Control District (FMFCD). These include the Fancher Creek Reservoir, the Fancher Creek Flood Basin, and the US Army Corps of Engineers' Redbank-Fancher Creeks Flood Control Project. These structures highlight the importance of water management in the area, both for the agricultural landscapes that once existed here, and current urban development. Land near these structures, while fenced and devoid of plantings, do provide open space (albeit unusable to the public) and vistas. While not abundant, wildlife is drawn to the water and can be observed along some stretches of the canal. The Fresno County Bridle trail (through the County of Fresno jurisdiction, between E Kings Canyon and E Butler Avenues) features large existing trees, shade, and quiet, which make for a lovely walk, even in high temperatures. The Fancher Creek Canal, while utilitarian in character today, has the potential to be a special part of the urban landscape when a trail is developed along its banks.

## Community Need

### Key Takeaways

- The project area includes economically and environmentally disadvantaged communities.
- There are five elementary schools and several other secondary and high schools in the area, indicating a number of families in the area
- The project area does feature parks, but most are quite small
- New development will add population and thus need for services to the project area.
- Many, if not most existing biking and walking facilities are found on higher volume, high speed streets, and do not connect with one another.

### Demographics and Environmental Burdens

The project area includes a high concentration of disadvantaged communities.

Fancher Creek from Jensen to Temperance is physically located in five Census tracts. Combined, these tracts are home to 23,177 residents. At the tract level, one of the five tracts Fancher Creek is physically located in is considered income disadvantaged (\$40,357 MHI), and one is considered severely income disadvantaged (\$22,267 MHI). The census tracts were also analyzed at a block group level.

On average 17% of the population in the five Census tracts where the Fancher Creek trail plan area is physically located are children under 10, while 10% of the population are elderly. The National Center for Biotechnology recognizes that children and the elderly are more sensitive to particulate matter in the air, and more susceptible the health effects of pollution.<sup>1</sup>

The project area is also home to a diverse population, see race/ethnicity. Over 40% identify as Latinx and over 20% as Asian American.

CalEnviroScreen 4.0 mapping shows that the project area residents bear a high pollution burden percentile, with two are in the 60-70th percentile statewide. Rates of asthma and Cardiovascular disease are higher than

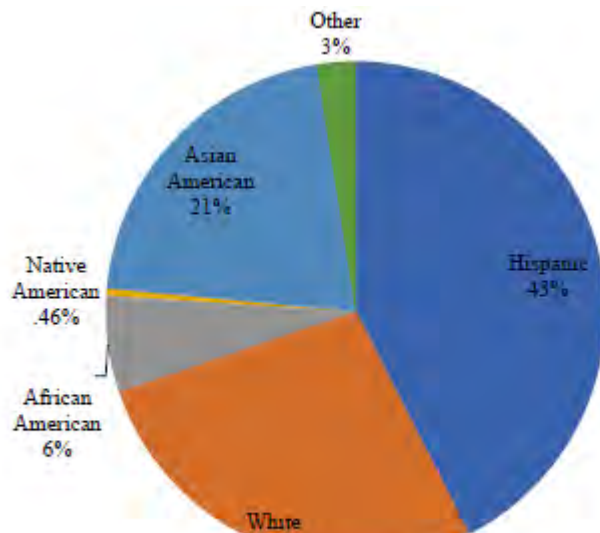


Figure 1. Race and ethnicity demographics in the project area. Source: City of Fresno

<sup>1</sup> Who's at risk? Gauging Susceptibility to Air Pollutants, Environmental Health Perspectives. Accessed via <https://www.ncbi.nlm.nih.gov/pmc/articles/PMC3080959/>

71-81% of other tracts statewide, which is not surprising given that exposure to particulate matter is higher than 97% of areas statewide.

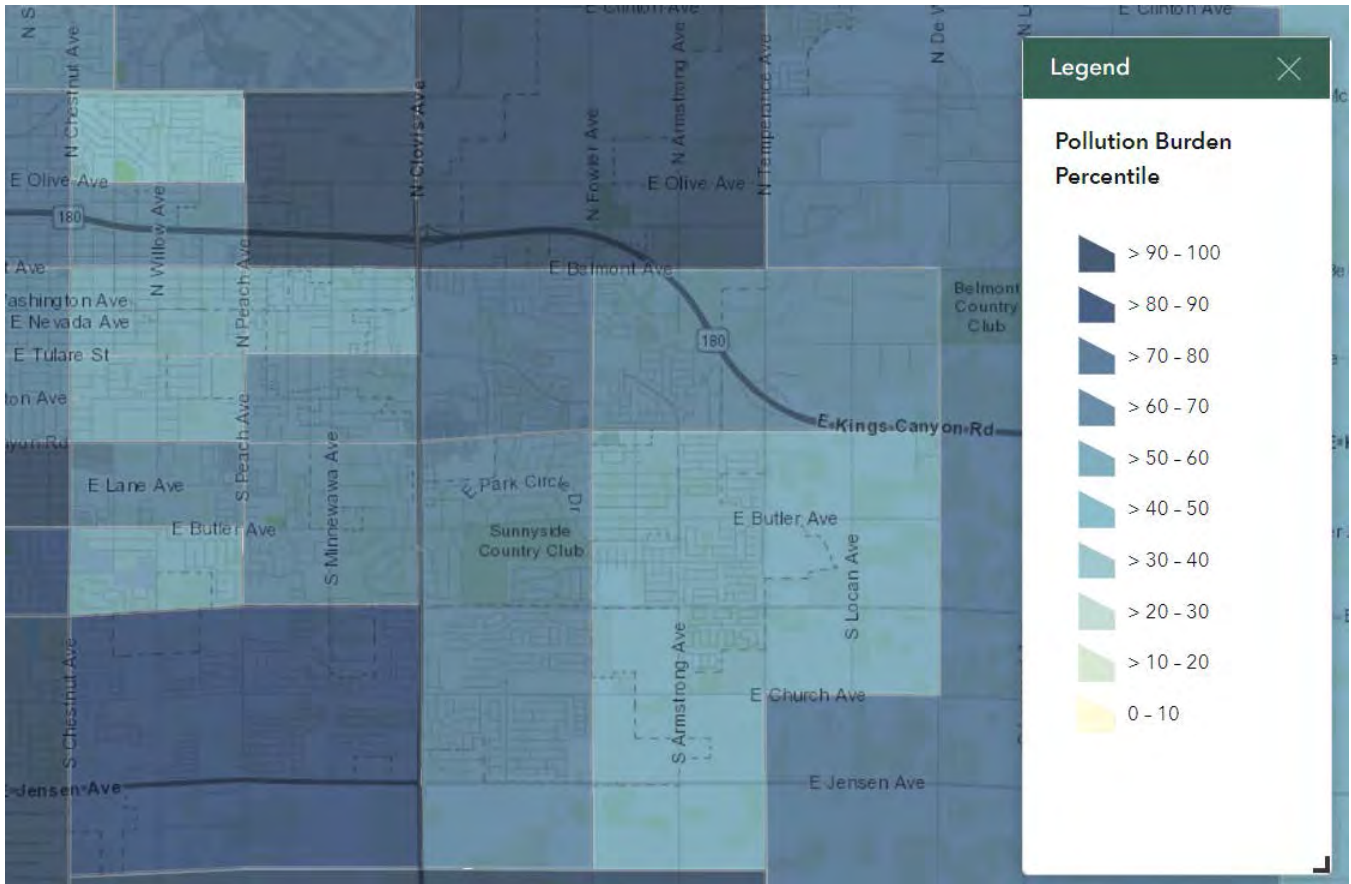


Figure 2. Cal EnviroScreen 4.0. Accessed via <https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-40>

### Connectivity

Currently there are existing bike lanes and short segments of the trail throughout the project area (see Map 1). Fresno’s 2017 Active Transportation Plan (ATP) indicates that many of these facilities are on roadways (defined as having higher vehicle volumes and speeds). In addition, very few of these are connected. The ATP’s proposed network includes bikeways (Class I paths and Class II bike lanes) all the major street in the area, including:

- East-west streets: Tulare, Kings Canyon, Butler, Church, Jensen,
- North-south streets: Chestnut, Willow, Peach, Clovis, Fowler

FAX Transit lines 1 and 22 connect to the north end of the proposed trail alignment via Tulare, Kings Canyon, Clovis, and Fowler, creating the potential for first/last mile connections to the trail.

### Land Use: Schools and Parks

There are multiple schools in the area including:

- Five elementary schools: Fancher Creek, John S. Walsh, Ayer, Greenberg, and Storey
- Phoenix Secondary School
- Terronez Middle School

- Sunnyside High School

There are a number of parks in the project area; all small with the exception of Al Radka Park. Parks include:

- Al Radka Park
- Trolley Creek Park
- Sunnyside Park
- Mosqueta Bike Park
- Ramirez Soccer Field
- Pilobo Soccer Park
- Calwa Recreation and Park District
- Sunnyside Park
- Storey Elementary Blacktop Playground
- South Sunnyside Granville Greenpark
- Willow Balch Park

### *Land Use: Development*

Many vacant parcels in the project area are slated for development and the planned Fancher Creek Development overlaps with northwest portion of project area. There are includes existing and planned affordable housing and housing for seniors.

## **Constraints**

### **Key Takeaways**

- FID requires full access to one side of canal.
- Minimum 20' setback from edge of canal bank required per FID.
- Lack of existing trees/shade/vegetation result in hot and dusty conditions.
- There are some segments where canal banks are narrow or not accessible at all.
- Canal crossings at roadways lack existing bicycle and pedestrian infrastructure.

Refer to Maps 2 and 3 and Project Photos for locations.

### *Space Constraints and Ownership Issues*

- Fresno Irrigation District (FID) owns most of the channel and levee system and holds easements along the canal for maintenance. FID requires full access to one side of canal to carry out maintenance activities, which involves the use of large equipment.
- FID requires a minimum 20' setback from edge of canal bank (setback is required for both trees/landscaping and shared-use path).
- Ownership issues and encroachment into the ROW:
  - Alignment travels adjacent to private properties and individual homes (typically backyards). Private property owners/homeowners who may be impacted by the project will need to be consulted and engaged early in the planning process.
  - Some segments of the canal have narrow (15 feet wide) or extremely narrow banks (less than 15 feet wide), limiting access.



- Some segments have narrower rights of way and thus have no usable bank. Other segments have encroachments like fences and vegetation (see attached photos)
- Alignment travels adjacent to parcels slated for new development. Some developments have or are installing trail along the canal. Future developers will need to be consulted and engaged early in the planning process.
- Majority of Fancher Creek and the study area is within the City of Fresno. However, the canal between the Rail and E Huntington Ave falls within unincorporated Fresno County.

### *Connections and Circulation*

- Lack of bicycle and pedestrian infrastructure at crossings and intersections along canal.
- Lack of wayfinding and navigational signage at/along existing canal shared use paths.

### *Landscaping, Comfort, and Aesthetics*

- Lack of trees/shade/vegetation between E Tulare Avenue and E Kings Canyon Road and Railroad and E Jensen.
- Existing trees and vegetation may need to be removed to accommodate shared-use path in the ROW.
- No new trees or vegetation permitted on canal banks within 20 feet of the bank edge.
- Erosion mitigation will need to be addressed with all proposed alignments/conceptual designs.
- Potential landscaping restrictions (canal water cannot be used for irrigation purposes).

### *Infrastructure and Utilities*

- Several flow structures are placed along extents of canal which require FID access. Maintaining FID access may constrain alignment solutions in these areas. Additionally, the structures in the canals such as trash collectors and weirs can be dangerous and may warrant warning signing and/or fencing.
- An existing well, FID staging area, and FID easement are located on northeast corner of Church and Peach, this will make an alignment on the east side of the canal in this area challenging.
- Existing rail crossing at canal between Butler and Church Avenue may warrant controls, signals and crossing facilities, currently none exist. Further coordination with rail owner will be needed.

## **Opportunities**

### **Key Takeaways**

- Intermittent Class I Bike Paths and Shared Use Paths along canal afford existing trail infrastructure to tap into.
- All canal crossings in project area have planned or existing Class I and II Bike Paths (except for rail crossing).
- Zoned “open space” parcels in key areas offer potential opportunities for trail amenities and parking areas.

Refer to Maps 2 and 3 and Project Photos for locations.

### *Connections and Circulation*

- Existing bicycle and pedestrian infrastructure:
  - Class I Bike Path
    - East/south side of canal from railroad tracks to E Church Ave at Waldby Avenue.
    - South side of canal from E Tulare to N Claremont Avenue.
  - Shared Use Path
    - East side of canal from Kings Canyon Road to railroad tracks.

- Planned and/or existing Class I and Class II Bike Paths are present at all canal crossings.<sup>2</sup>
- Opportunity to connect to/provide gateway at Kings Canyon Road which is slated to transform into a key mixed-use transportation corridor.
- FAX bus route and stops located along Clovis Avenue and Kings Crossing directly adjacent to canal. Potential for proposed alignment to connect to bus transfer point/transit node at Clovis Avenue.
- Fancher Creek Town Center Plan for 180 units of affordable housing for seniors east of N Clovis Avenue straddling either side of E Tulare Avenue. The plan also includes a transit node and retail center.
- Alignment travels adjacent to parcels slated for new development. Some developments have or are installing trail along the canal. Future developers will need to be consulted and engaged early in the planning process.

#### *Landscaping, Comfort, and Aesthetics*

- Wide bank on east side of canal between railroad and E Church Avenue is zoned for “Open Space” development. Opportunity to implement low-impact public recreation uses and/or landscaped space.
- Potential to redevelop area west of N Fowler Ave as open/recreative space north of canal (area between N Fowler and Sunnyside Avenue). This area is one of two spaces zoned for *Open Space* in the project area. Opportunity to implement low-impact public recreation uses and/or permanent landscaped space.
- Wide banks between E Kings Canyon and E Butler Avenue. Opportunity to implement low-impact public recreation uses and/or permanent landscaped space.

#### *Infrastructure and Utilities*

- Existing pedestrian bridge north of E Church Avenue at canal bend offers canal crossing opportunity.

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<sup>2</sup> 2017 City of Fresno Active Transportation Plan. (2017). *City of Fresno*. <https://www.fresno.gov/publicworks/wp-content/uploads/sites/17/2016/09/170022FresnoATPFinal012017.pdf>

## Trail Crossings

Roadway characteristics at intersections with the canal have the potential to impact trail user, safety, and comfort. The table below describes the opportunities and challenges at each location. Refer to Maps 2 and 3 for locations.

CROSSING	CROSSING OPPORTUNITIES + CONSTRAINTS	POTENTIAL FOR ENTRANCE / GATEWAY
<b>CHESTNUT / JENSEN</b>	Chestnut is 4 lanes with curbed median. Close distance to Jensen makes midblock crossing unfavorable. Potential to route crossing to Chestnut and Jensen intersection via widened sidewalk on east side of Chestnut. Jensen is 5/6 lanes wide at intersection. Existing intersection is signalized, potential to modify for trail user crossing.	X If entrance can be located on east side of Chestnut an entrance may be feasible. This area marks the beginning of the study area / trail. Canal is prominently located at intersection (not mid-block). Class I bike path is also proposed along Jensen Ave and will intersect with Chestnut.
<b>WILLOW (NS)</b>	Willow is 3 lanes wide at this midblock crossing. There is sufficient distance from nearby intersections for improved / new crossing treatments. *	X There is more space at Willow than at Chestnut to create a gateway
<b>CHURCH (EW)</b>	Church is 2 lanes wide at this midblock crossing. Close proximity to elementary school to the west. Potential to coordinate crossing improvements via Safe Routes project or similar initiative with potential for widened sidewalk at existing sidewalk on north side of Church. Alternatively, there is potential to cross Church at intersection with Peach via widened sidewalk on south side of canal along Church (FID access is currently on north side of canal).  Traffic volumes: 6,5336 average daily traffic (ADT) west of Peach	
<b>PEACH (NS)</b>	Peach is 4 lanes at this midblock canal crossing. Close distance to Church makes midblock crossing unfavorable. Trail, if on widened sidewalk, could cross Peach at Peach and Church intersection, and utilize a widened sidewalk on the east side of Peach from the intersection to the canal trail.  Traffic volumes: not available	X Crossing is close to high visibility intersection (not mid-block). Existing FID staging area on northwest corner of Peach and Church could be used for trail entrance / trail amenities (parking area, restrooms, map, etc.). Alternatively (or in addition) parcel to the north of canal (currently zoned for community use) could be developed for trail purposes.
<b>MINNEWAWA (NS)</b>	Minnewawa is 2 lanes at this crossing. Minnewawa is a local neighborhood street at this location, so vehicle volumes are likely low.  Traffic volumes: not available	
<b>RAILROAD</b>	Crossing is constrained due to existing vegetation, curves in canal alignment, narrow canal banks, and private property immediately adjacent to canal. Train crossing frequency is unknown, further coordination will be needed with rail owner. Coordinate with the County is also needed as they may be doing trail improvements in this area.	

<b>BUTLER (EW)</b>	Butler is 2 lanes wide at this midblock crossing.  Traffic volumes: not available	
<b>KINGS CANYON (EW)</b>	Kings Canyon is 5 lanes at this midblock crossing. Vehicle volumes are high. Close proximity to Walling to the east may require turning restrictions at that minor intersection. Sufficient distance from nearby major intersections.  Traffic volumes: 28,799 ADT east of Peach	
<b>CLOVIS (NS)</b>	Clovis is 7 lanes wide at this midblock crossing. High vehicle volumes. Close proximity to minor intersection to the south may require turning restrictions at that minor intersection. Sufficient distance from nearby major intersections.  Traffic volumes: 42,998 ADT north of Kings Canyon	X Intersection is adjacent to the proposed Fancher Creek Town Center development/transit node as well as existing FAX bus routes and stops. Class I bike path is also proposed along Clovis Ave.
<b>TULARE (EW)</b>	Tulare is 3 lanes wide at this midblock crossing. Canal makes a tight loop to the north then becomes adjacent to Tulare again. Opportunity to create crossing and trail alignment that bypasses loop. Development to the west may increase vehicle volumes.  Traffic volumes: not available	
<b>FOWLER (NS)</b>	Fowler is 5 lanes wide with curbed median at this midblock crossing. Crossing is close to Tulare/Fowler intersection to the south. Consider widened sidewalks south to intersection on both sides of Fowler Ave.  Traffic volumes: not available	X Existing zoned open space on north side of canal at Fowler could be repurposed for trail entrance, passive recreation, and trail amenities.
<b>TEMPERANCE (NS)</b>	Temperance is two lanes in this segment and vehicle volumes are high and uncomfortable for pedestrians. Areas to the north have higher volumes, and areas to the south lower. Speed reductions and crossing improvements are recommended.  Traffic volumes: 9,855 south of McKinley, 948 north of North	Not adequate space, does not connect to existing or proposed bike infrastructure.

\*Additional analysis at each crossing (including pedestrian and vehicle volumes, speeds, sight distance, and distance to nearby intersections) will be needed to determine the feasibility of installing improved/new crossing treatments. Treatments may include, but are not limited to, a combination of signalization, RRFBs, HAWKS, painting/stripping, and widened sidewalk to nearest signalized intersection.

# PUBLIC OUTREACH MATERIALS



The flyer features a vertical decorative border on the left side composed of various geometric shapes in shades of blue, yellow, and orange. The main text is centered and reads: "JOIN US! FOR A COMMUNITY MEETING ABOUT THE FANCHER CREEK TRAIL PROJECT". To the right of the text is a red trapezoidal box containing the date and time: "October 4, 2022 5:30 - 6:30 pm". Below this box is a paragraph of text: "Learn about the city's plans for a new shared use path along the Fancher Creek Canal, ask questions, and share your ideas!". Further down is a link to the Zoom meeting: "Access the Zoom meeting via [shorturl.at/HY127](https://shorturl.at/HY127) or visit the city's project website for a link and more information: [www.fresno.gov/publicworks/featured-projects/#tab-3](http://www.fresno.gov/publicworks/featured-projects/#tab-3)". At the bottom right is the City of Fresno logo, which includes the text "City of FRESNO" and a sunburst icon. On the left side, there are three blue silhouettes: a person walking a dog, a bicycle, and a person walking. At the bottom left, there is a small copyright notice: "Images: Icon Project, Sorbuscape & Mikoudi Malaysia".

**JOIN US!**  
FOR A COMMUNITY MEETING ABOUT THE  
**FANCHER CREEK TRAIL PROJECT**

**October 4, 2022  
5:30 - 6:30 pm**

Learn about the city's plans for a new shared use path along the Fancher Creek Canal, ask questions, and share your ideas!

Access the Zoom meeting via [shorturl.at/HY127](https://shorturl.at/HY127) or visit the city's project website for a link and more information: [www.fresno.gov/publicworks/featured-projects/#tab-3](http://www.fresno.gov/publicworks/featured-projects/#tab-3)

Need interpretation? Please contact [Isaac.Campos@fresno.gov](mailto:Isaac.Campos@fresno.gov) or 559-621-8657 by 9.29.22 to make arrangements.

City of **FRESNO**

Images: Icon Project, Sorbuscape & Mikoudi Malaysia

Figure 1. Public Meeting Flyer

**DO YOU WANT A  
NEW BIKE PATH?**




**JOIN US!**

**FOR A COMMUNITY  
MEETING IN THE PARK.  
Stop by to see the plan**


**August 18, 2022 11:00am**

Figure 2. Public Meeting Flyer



Join us for the Fancher Creek

# POP-UP TRAIL




**A one-day demonstration event  
along the banks of Fancher Creek**

**Saturday, November 19, 2022**

**9 am - 12 pm**

at the corner of Tulare and Argyle



The City of Fresno is planning a new walking/biking path along Fancher Creek. Join us at this family-friendly event to envision what a trail along the canal could look like. Learn about this important community project and share your ideas!

Visit the city's project website for more info:  
[www.fresno.gov/publicworks/featured-projects/#tab-4](http://www.fresno.gov/publicworks/featured-projects/#tab-4)

Need interpretation? Please contact  
[Isaac.Campos@fresno.gov](mailto:Isaac.Campos@fresno.gov) or 559-621-8657 to make arrangements.



Images: Stock Project  
© Barbara A. Mould Millard

Figure 3. Flyer for Pop-Up Event

**FANCHER CREEK TRAIL PROJECT**

We want to hear from you!



**1. I am a:**  
Resident | Student | Business Owner | Other

**2. What is the primary way you get around?**  
Walk | Bike | Public Transit | Drive | Other

**3. How do you currently use the Fancher Creek canal?**  
I walk along it | I bike along it | I recreate next to it  
I do not use the Creek | Other

**4. What types of creek amenities are most important to you?**  
Signage | Trees | Seating | Parking | Access to Parks | Other

To learn more about the project and how to get involved, visit: [shorturl.at/fl268](http://shorturl.at/fl268)

**PROYECTO DEL SENDERO FANCHER CREEK**

¡Queremos saber de usted!

**1. Soy un:**  
Residente | Estudiante | Empresario | Otro

**2. ¿Cuál es su principal modo de traslado?**  
A pie | Bicicleta | Transporte público | Manejo | Otro

**3. ¿Qué actividad realiza actualmente en Fancher Creek?**  
Camino | Ando en bicicleta | Paso el rato | No visito el canal | Otro

**4. ¿Qué cosas son más importantes para usted en un sendero?**  
Señalización | Árboles | Asientos | Estacionamiento  
Acceso a áreas recreativas | Otro

Visite a la página web del proyecto para aprender más: [shorturl.at/fl268](http://shorturl.at/fl268)






Figure 4. Postcard Mailer



# FANCHER CREEK TRAIL PROJECT



### What is this project about?

The City of Fresno is planning to build a biking/walking trail along the Fancher Creek canal. This project, a feasibility study, will develop draft designs and share them with the community for input. The study will also explore how to create safe roadway crossings, bridge the canal if needed, and locate trailheads, seating, and potentially, landscaping.

### Why does the city want to build this trail?

Canal banks can make great trails, and trails are an important way for community members to be active and healthy! This neighborhood is growing and changing, and the city doesn't want to miss the opportunity to create a trail in this areas. The trail will also connect to schools, parks, and transit, so it would allow people to get around their neighborhood without a car.

### Where is the project located?

The trail will follow the canal for a little over 5 miles, from Jensen Avenue on the west end to Temperance Avenue on the east end. The trail will be located on the side of the canal that is most practical based on things like available space and irrigation district maintenance needs.

### How is this project funded?

This feasibility study is funded by a Caltrans Sustainable Communities grant. To help the city find additional funding to develop the project, cost estimates for the draft designs will be developed, and potential funding sources identified.

### Timeline

This project began in the spring of 2022 will wrap up at the end of the year.



### How can I learn more and get involved?

Visit the project page! We are planning pop-up meetings and a fun demonstration event in early November.

[www.fresno.gov/publicworks/featured-projects/#tab-4](http://www.fresno.gov/publicworks/featured-projects/#tab-4)



Figure 5. Project One-Pager

# PUBLIC OUTREACH EVENT PHOTOS



Figure 2: Tabling at the trailhead.



Figure 1. Members of the public engaging.

## **Opinion of Probable Costs, including Acquisition Fancher Creek Trail**

Design, engineering, construction, and acquisition costs being finalized (preliminary costs provided within plan document). Detailed estimate will be inserted after public review.

# APPENDIX H: POTENTIAL FUNDING SOURCES

To implement the Fancher Creek Trail Plan, many resources are available to fund, construct, and maintain it. Resources include potential funding sources, local teaming partners, key development strategies, and resources for trail construction and maintenance. This appendix includes potential funding sources applicable to partner organizations as well. Leveraging multiple funding sources to address different aspects of trail design and construction is suggested.

**Table 1. Potential Funding Sources**

Funding Sources	Administering Agency	Availability of Funding	Notes	Eligible Improvements	Weblink	Planning, Construction, Maintenance, Programming
<b>Federal Funding (Administered Locally by Fresno Council of Governments)</b>						
<b>Surface Transportation Block Grant</b>	FHWA, FAST Act Program administered through the Fresno Council of Governments	Every two years ; next round anticipated to be due September 2023	Projects must be in the Statewide Transportation Improvement Program (STIP) and be consistent with the Long-Range Statewide Transportation Plan and Metropolitan Transportation Plan. May require 11.47% local match.	Bicycle facilities, including trails	<a href="https://www.fresnocog.org/project/congestion-mitigation-air-quality-cmaq-program/">https://www.fresnocog.org/project/congestion-mitigation-air-quality-cmaq-program/</a> 2019 application guidelines: <a href="https://www.fresnocog.org/wp-content/uploads/2016/06/A.-2019-20-Final-STBGGuidelines.pdf">https://www.fresnocog.org/wp-content/uploads/2016/06/A.-2019-20-Final-STBGGuidelines.pdf</a>	Construction
<b>Congestion Mitigation and Air Quality Program</b>	FHWA, FAST Act Program administered through the Fresno Council of Governments	Every four years	Projects approved the Fresno COG Policy Board are included in the Federal Transportation Improvement Program (FTIP) prior to federal reimbursement. The 2019-2020 CMAQ Call for Projects covers four-years in the FTIP, 2020 – 2024. May require 11.47% local match.	Emissions-reducing transportation projects located in/benefitting a nonattainment or maintenance area	2019 application guidelines: <a href="https://www.fresnocog.org/project/congestion-mitigation-airquality-cmaqprogram/">https://www.fresnocog.org/project/congestion-mitigation-airquality-cmaqprogram/</a>	

Funding Sources	Administering Agency	Availability of Funding	Notes	Eligible Improvements	Weblink	Planning, Construction, Maintenance, Programming
<b>Transportation Alternatives Program (TAP)</b>	Federal Highway Administration (FHWA)	Yearly; available 2023 funding is \$1.3 billion	Caltrans controls a share of the funds to distribute locally through a competitive process. All potential TAP projects require a sponsor for a minimum of 20% of the project costs. Local governments are eligible to apply.	TAP funds projects that create bicycle and pedestrian facilities and convert abandoned railway corridors to pedestrian trails, among others. Eligible activities include pedestrian and bicycle facilities and educational programs, landscaping, rail-to-trail conversions, among others.	<a href="https://www.fhwa.dot.gov/environment/transportation_alternatives/">https://www.fhwa.dot.gov/environment/transportation_alternatives/</a>	Planning, Construction
<b>RAISE Transportation Discretionary Grants</b>	US Department of Transportation (Applications are submitted by Caltrans annually.)	Notice of funding to be released November 2022.	Formerly known as Better Utilizing Investments to Leverage Development (BUILD), and TIGER grants. Projects for RAISE funding will be evaluated based on merit criteria that include safety, environmental sustainability, quality of life, economic competitiveness, state of good repair, innovation, and partnership.	Fund a broad array of road, rail, transit, and bicycle and pedestrian projects	<a href="https://www.transportation.gov/RAISEgrants/about#:~:text=The%20Rebuilding%20American%20Infrastructure%20with,promise%20to%20achieve%20national%20objectives.">https://www.transportation.gov/RAISEgrants/about#:~:text=The%20Rebuilding%20American%20Infrastructure%20with,promise%20to%20achieve%20national%20objectives.</a>	Planning, Construction
<b>Highway Safety Improvement Program (HSIP)</b>	Federal Highway Administration (FHWA)	10% of state's HSIP fund	Projects in high-crash locations are most likely to receive funding. States that have identified bicycle safety and pedestrian safety as Emphasis Areas are more likely to fund bicycle and pedestrian safety projects.	Funding for safety projects aimed at reducing traffic fatalities and serious injuries. Bike lanes, roadway shoulders, crosswalks, intersection improvements, underpasses and signs are examples of eligible projects.	<a href="https://highways.dot.gov/safety/hsip">https://highways.dot.gov/safety/hsip</a>	Planning, Construction
<b>Safe Routes to Schools</b>	Federal Highway Administration (FHWA)	As part of TAP and the Surface Transportation Block Grant	This program provides funding for education, enforcement, evaluations, and infrastructure improvements near elementary and middle schools that promote students walking and cycling to school.	Infrastructure projects that benefit schools; programmatic elements, as well as statewide and local planning efforts.	<a href="https://www.transportation.gov/mission/health/Safe-Routes-to-School-Programs">https://www.transportation.gov/mission/health/Safe-Routes-to-School-Programs</a>	Programming, Construction
<b>Reconnecting Communities Pilot Program</b>	US Department of Transportation	Closed October 13, 2022.	Applicable to roads, bridges, transit, rail, and gas pipeline barriers.	Projects that address barriers, such as roads, highways, and other transportation infrastructure.	<a href="https://www.transportation.gov/grants/reconnecting-communities">https://www.transportation.gov/grants/reconnecting-communities</a>	Planning, Construction

**State Funding Sources**

Funding Sources	Administering Agency	Availability of Funding	Notes	Eligible Improvements	Weblink	Planning, Construction, Maintenance, Programming
<b>California Active Transportation Program</b>	California Transportation Commission	Varies; Cycle 7 call for applications expected in the spring 2023	Consolidated several older grant programs, including State SRTS and Bicycle Transportation. Funds range of capital and non-capital projects. Some preference given to projects in disadvantaged communities. The state program is competitive among jurisdictions statewide; the regional program is competitive among Fresno Council of Governments member agencies.	Bikeways, crossing improvements and most programmatic activities (e.g., encouragement, education, and enforcement), and plans (including active transportation plans and Safe Routes to School plans)	<a href="https://dot.ca.gov/pr ograms/localassistance/fed-andstateprograms/activetransportationprogram/cycle5">https://dot.ca.gov/pr ograms/localassistance/fed-andstateprograms/activetransportationprogram/cycle5</a>	Programs, construction
<b>California Proposition 68 (Parks and Water Bond Act of 2018), Statewide Parks Program (SSP)</b>	California Department of Parks and Recreation	Amount available is \$395,333M; grant applications should be between \$200K and \$8.5M  Previous round of applications due March 12, 2021 (see bottom of <a href="#">this document</a> )	Eligible projects are from the Statewide Parks Program (SPP)	A variety of park facilities and types, including linear greenbelt parks, nonmotorized trails, pedestrian, and bicycle bridge	<a href="https://www.parks.ca.gov/?page_id=29939">https://www.parks.ca.gov/?page_id=29939</a>	Planning, Construction
<b>Highway Safety Improvement Program</b>	Caltrans	Varies; From one to two years. 2022 applications opened May and closed in September.	For projects and programs that reduce traffic fatalities and serious injuries by correcting or improving a specific problem. Highly competitive at the state level.	Safety-related pedestrian, bikeway and crossing projects. Certain activities under the SRTS, safety/education and enforcement programs; also, certain spot improvements. Bike lanes, paved shoulders, crosswalks, intersection improvements and signage	<a href="https://dot.ca.gov/pro grams/local-assistance/fed-and-state-programs/highway-safety-improvement-program">https://dot.ca.gov/pro grams/local-assistance/fed-and-state-programs/highway-safety-improvement-program</a>	Programs, planning

Funding Sources	Administering Agency	Availability of Funding	Notes	Eligible Improvements	Weblink	Planning, Construction, Maintenance, Programming
<b>Affordable Housing and Sustainable Communities Program</b>	California Strategic Growth Council	Annually; applications for Round 7 opens Jan 2023 and due March 2023	Projects that facilitate compact development, including bicycle infrastructure and amenities, with neighborhood scale impacts. Available to government agencies and institutions (including local government, transit agencies and school districts), developers and non-profit organizations.	Bikeways and pedestrian improvements, particularly those in the area covered in specific plans. Must be paired with affordable housing development, cannot be submitted as a standalone project.	<a href="http://sgc.ca.gov/programs/ahsc/">http://sgc.ca.gov/programs/ahsc/</a>	Construction, programming
<b>Sustainable Transportation Planning Grants</b>	Caltrans	Annually; applications open early 2023 and due February 2023	Funds for communities to do planning, studies, and design work to identify and evaluate projects, including conducting outreach or implementing pilot projects. Requires 11.47% match.	Planning, community engagement, studies to improve bicycle and pedestrian connections.	<a href="https://dot.ca.gov/programs/transportation-planning/regional-planning/sustainable-transportation-planning-grants">https://dot.ca.gov/programs/transportation-planning/regional-planning/sustainable-transportation-planning-grants</a>	Planning
<b>Recreational Trails Program</b>	California Department of Parks and Recreation	Next call for projects expected early February.	Funds for recreational trails for active transportation. Requires 12% match.	Trail maintenance, restoration, trailhead facilities, new trail construction, and maintenance equipment.	<a href="https://www.parks.ca.gov/?page_id=24324">https://www.parks.ca.gov/?page_id=24324</a>	Maintenance, construction
<b>Regional Parks Program</b>	California Department of Parks and Recreation	Amount available is \$23M; Applications due November 5, 2021.	Funding for counties and regional park districts, regional open-space districts, and open-space authorities to create, expand, or improve regional parks and regional park facilities. Funding via Proposition 68.	Acquisition for new or enhanced public access and use. Development to create or renovate: <ul style="list-style-type: none"> <li>• Trails (preference to multiuse trails over single-use trails)</li> <li>• Regional sports complexes</li> <li>• Visitor and interpretive facilities</li> <li>• Other types of recreation and support facilities in regional parks</li> </ul>	<a href="https://www.parks.ca.gov/?page_id=29940">https://www.parks.ca.gov/?page_id=29940</a>	Planning, construction
<b>Rural Recreation and Tourism Program</b>	California Department of Parks and Recreation	Amount available is \$23M; Applications due November 5, 2021.	Eligible applicants include cities with population <50,000 and counties with population <500,000.	Projects that support economic and health-related goals for recreation for residents and visitors. Includes accessible trails and bikeways, sports complexes, visitor centers for historic or natural resources, access to waterways	<a href="https://www.parks.ca.gov/?page_id=28439">https://www.parks.ca.gov/?page_id=28439</a>	Planning, construction

Funding Sources	Administering Agency	Availability of Funding	Notes	Eligible Improvements	Weblink	Planning, Construction, Maintenance, Programming
<b>Land and Water Conservation Fund</b>	California Department of Parks and Recreation	Last application was February 2022. Next is February 2024; every other year.	Provides funding for the acquisition or development of land to create new outdoor recreation opportunities	Acquisition project or development project for parks, includes trail corridors connecting to recreational opportunities.	<a href="https://www.parks.ca.gov/?page_id=21360">https://www.parks.ca.gov/?page_id=21360</a>	Construction
<b>Habitat Conservation Fund</b>	California Department of Parks and Recreation	Annual deadline in early February	Requires 50% match.	Acquisition or development of trails which bring urban residents into park and/or wildlife areas.	<a href="https://www.parks.ca.gov/?page_id=21361">https://www.parks.ca.gov/?page_id=21361</a>	Construction
<b>Outdoor Equity Grants Program</b>	California Department of Parks and Recreation	\$57M awarded May 2022; No next application due date as of early Nov 2022.	Priority given to projects if they serve under-served populations.	Multi-year, multi-touch outdoor education programs serving youth, seniors, and families.	<a href="https://www.parks.ca.gov/?page_id=30443">https://www.parks.ca.gov/?page_id=30443</a>	Programming
<b>Per Capita Program</b>	California Department of Parks and Recreation	No date; anticipated acceptance of applications Dec 2022.	Non-competitive program covering both Per Capita Program and Urban County Per Capita. Requires 20% match.	Local park rehabilitation, creation, and improvement grants to local governments on a per capita basis.	<a href="https://www.parks.ca.gov/?page_id=30095">https://www.parks.ca.gov/?page_id=30095</a>	Maintenance, planning
<b>Recreational Infrastructure Revenue Enhancement (RIRE)</b>	California Department of Parks and Recreation	\$37M available from Proposition 68; previous application due date was December 31, 2021.	Project must be for park and recreational infrastructure purposes, either acquisition or development, for the purposes described in the revenue enhancement measure.	Improving or enhancing local or regional park infrastructure for the purposes of the revenue enhancement measure.	<a href="https://www.parks.ca.gov/?page_id=30162">https://www.parks.ca.gov/?page_id=30162</a>	Construction
<b>Urban Greening Grants</b>	California Natural Resources Agency	Annually, next grant application due date anticipated July 2023	A statewide program that allocates cap-and-trade dollars to projects that reduce greenhouse gas emissions.	Projects that reduce commute vehicle miles traveled by constructing bicycle paths, bicycle lanes or pedestrian facilities that provide safe routes for travel between residences, workplaces, commercial centers, and schools.	<a href="https://resources.ca.gov/grants/urban-greening">https://resources.ca.gov/grants/urban-greening</a>	Planning, construction, maintenance



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<b>State Transportation Improvements Program</b>	California Transportation Commission	Every 2 years	Projects need to be nominated in Regional TIP.	Any transportation project eligible for State Highway Account or Federal Funds	<a href="https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/state-transportation-improvement-program">https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/state-transportation-improvement-program</a>	Project
<b>Transformative Climate Communities Program</b>	California Strategic Growth Council	Annually	<p>Program's first year was 2017. Program focus is on reducing greenhouse gas emissions, improving public health, create economic opportunity, especially in disadvantaged communities.</p> <p>Fresno received a \$66.5 million grant in the program's first round.</p> <p>Next application period will open early 2023 and anticipated to be due April 2023.</p>	Bicycle and pedestrian facilities, as well as affordable and sustainable housing developments, transit stations and facilities, bicycle and car share programs, residential weatherization and solar projects, water-energy efficiency installations, urban greening projects, low-carbon transit vehicles and clean vehicle rebates, and health and well-being projects	<a href="https://sgc.ca.gov/programs/tcc/resources/application.html">https://sgc.ca.gov/programs/tcc/resources/application.html</a>	Planning
<b>Statewide Park Development and Community Revitalization Program</b>	California Department of Parks & Recreation	\$548.3 million in grants in previous round	During the most recent round, this grant funded 50 new parks and expanded/ renovated 62 existing parks.	Helps deliver new parks and recreational opportunities in underserved communities. Funds may be used for land acquisition and park development, in addition to purchasing amenities.	<a href="https://www.parks.ca.gov/?page_id=29939">https://www.parks.ca.gov/?page_id=29939</a>	Construction
<b>Sustainable Transportation Equity Project (STEP)</b>	CA Air Resources Board	Currently being evaluated for future of pilot	By invitation only	Projects that address community-based approach to providing clean transportation and increase access to key destinations	<a href="https://ww2.arb.ca.gov/lcti-step">https://ww2.arb.ca.gov/lcti-step</a>	Unknown
<b>Regional Funding Sources</b>						
<b>Measure C, Local Transportation Program</b>	Fresno County Transportation Authority	Project funding decisions made by the FCTA Board	The Measure C Extension Plan provides multi-modal funding from a percentage of local sales tax revenue in three programs: public transit, local transportation, and regional transportation.	<p>The Local Transportation Program funds various projects including street maintenance and rehabilitation, ADA Compliance, and pedestrian trails and bicycle facilities.</p> <p>Pedestrian/Trails Program funds rural trails and trails within the Clovis and Fresno spheres of influence.</p>	<a href="https://measurec.com/">https://measurec.com/</a>	Maintenance, planning

Funding Sources	Administering Agency	Availability of Funding	Notes	Eligible Improvements	Weblink	Planning, Construction, Maintenance, Programming
<b>Regional Sustainable Infrastructure Planning Grant</b>	Fresno Council of Governments	Annually, Cycle 3 grant application deadline was August 1, 2019	Program objective is to encourage local and regional multimodal transportation and land-use planning and addresses the needs of disadvantaged communities.	Planning studies, safe routes to school plans, complete streets plans, bicycle and pedestrian plans with safety enhancement focus (including Vision Zero).	<a href="https://www.fresnoco.org/project/fresno-ogadministered-grantprograms/">https://www.fresnoco.org/project/fresno-ogadministered-grantprograms/</a>	Planning
<b>Transportation Development Act Article 3</b>	Fresno Council of Governments	Program is not currently active	Allocated among Fresno member agencies based on population, taxable sales, and transit performance.	Bikeways, crossing improvements and safety/ education/training programs for school children and the general population	<a href="https://www.fresnoco.org/project/transportation-development-act-tda/">https://www.fresnoco.org/project/transportation-development-act-tda/</a>	N/A
<b>Bike Paths Grant</b>	San Joaquin Valley Air Pollution Control District	Up to \$150,000 for Class I bikeway (Bike path)	Projects considered on first-come, first-serve basis until funding is depleted. Project must include transportation purpose, not simply recreational focus.	Provides funds to establish bicycle infrastructure such as Class I or Class II bicycle paths. Excludes landscaping and other aesthetic amenities.	<a href="https://www.valleyair.org/grants/bikepaths.htm">https://www.valleyair.org/grants/bikepaths.htm</a>	Planning, Construction, Programming
<b>Other Funding Opportunities</b>						
<b>Community Grant Program</b>	PeopleForBikes	Annually; previous cycle application due October 31, 2022	Provides funding to bike advocacy and facility-building projects. Requires Letter of Interest and full application	<ul style="list-style-type: none"> <li>• Bike paths, lanes, and trails</li> <li>• Mountain bike and BMX facilities</li> <li>• Bike parks and pump tracks</li> <li>• Bike racks and bike repair stations</li> <li>• Large-scale bicycle advocacy initiatives.</li> <li>• Programs that transform city streets, such as Ciclovías or Open Streets Days</li> <li>• Campaigns to increase investment in bicycle infrastructure</li> </ul>	<a href="https://www.peopleforbikes.org/grants">https://www.peopleforbikes.org/grants</a>	Construction
<b>Land Conservation Loan Program</b>	Conservation Fund	Rolling	Provides loans to quickly purchase high-priority lands	Trail installation/access	<a href="https://www.conservationfund.org/our-work/conservation-loans">https://www.conservationfund.org/our-work/conservation-loans</a>	N/A

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<b>National Trails Fund</b>	American Hiking Society	Program not active.	The establishment, protection, and maintenance of trails. Applicant must be an Alliance Organization Member. Eligible to nonprofits.	Projects that improve hiking access or hiker safety. Projects that promote community building surrounding specific trail projects.	<a href="https://americanhiking.org/National-Trails-Fund/">https://americanhiking.org/National-Trails-Fund/</a>	Construction
<b>The Conservation Alliance</b>	The Conservation Alliance	Twice annually	Seeks to protect threatened wild places for habitat and recreational values. Eligible to nonprofits.	Seek to secure lasting protection of a specific wild land or waterway; engage grassroots citizen action, have a clear recreational benefit; have financial success within four years.	<a href="http://www.conservationalliance.com/grants/?yearly=2020">http://www.conservationalliance.com/grants/?yearly=2020</a>	N/A
<b>Local Community Grants</b>	Walmart	2022 cycle began February 1: applications due December 31, 2022. Funds available up to \$5,000	Funding provided directly from local Walmart and Sam's Clubs. May require Letter of Inquiry.	Funding must address one of three priorities: creating opportunity, advancing sustainability, and strengthening community	<a href="https://walmart.org/how-we-give/local-community-grants">https://walmart.org/how-we-give/local-community-grants</a>	Planning, construction, maintenance, programming
<b>Other local foundations, health organizations, and businesses</b>			Local Foundations, Health Organizations, and Businesses can be good sources of funds for education and outreach, however, may not be suitable for the larger funding needs for trail network expansion.			