QUESTIONNAIRE 1: COMMUNITY ATP SURVEY FINDINGS

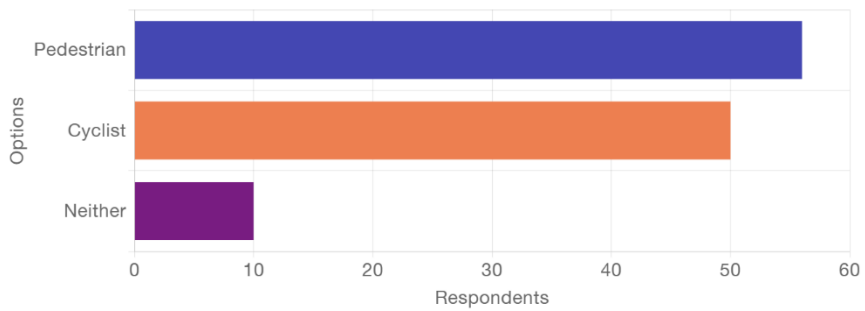
SUMMARY OF ONLINE SURVEY RECEIVED FROM THE COMMUNITY

The online survey allowed community members and stakeholders to share their experiences, concerns, and perceptions of pedestrian, bicycle, and traffic safety. Participants identified locations where they felt unsafe due to speeding, lack of pedestrian infrastructure, or poor visibility. In addition to reported collisions, respondents highlighted areas where they frequently encountered "near-miss" collisions—situations where a collision was narrowly avoided.

The survey responses also captured concerns about areas that, while not currently reflected in crash data, posed a significant safety risk due to traffic patterns, driver behavior, and inadequate infrastructure. This input was essential in identifying locations where proactive improvements could prevent future collisions and enhance overall road safety.

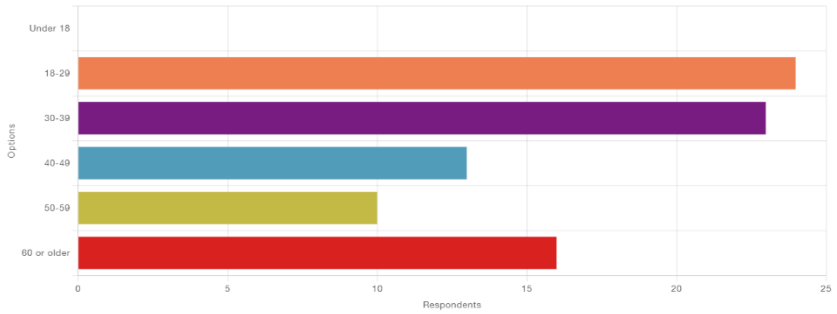
The graphs below present the online survey results regarding **pedestrian safety** and concerns for vulnerable road users.

Q1. Which best describes you? (Select all that apply)



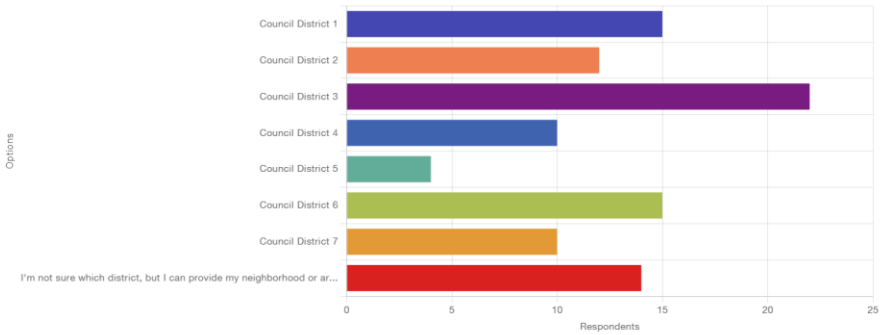
Submitted respondents: 62
Total respondents: 86

Q2. What is your age group?



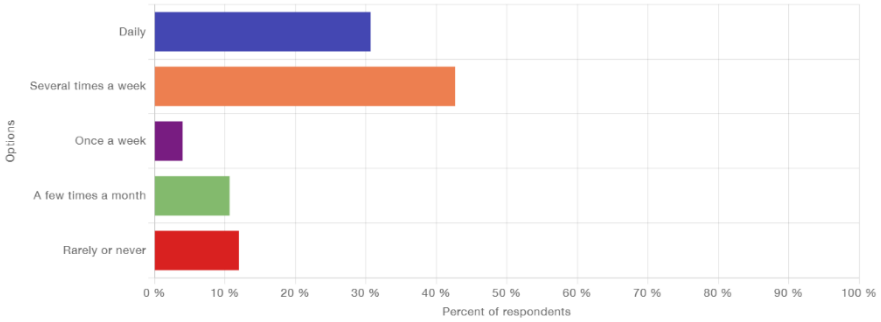
Submitted respondents: 62
Total respondents: 86

Q3. In which Council district of Fresno do you primarily walk, bike, or use transit?



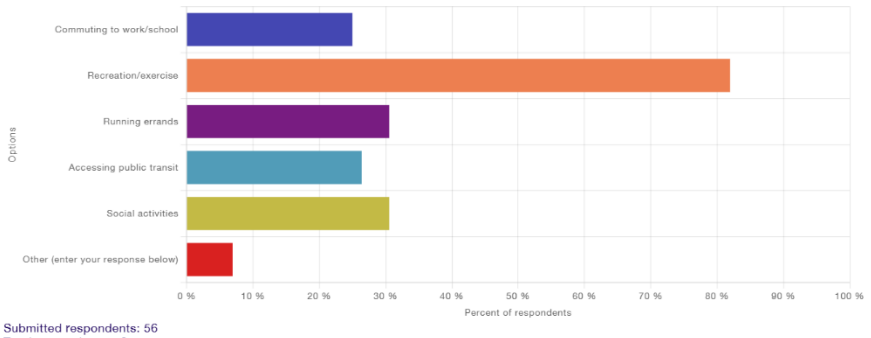
Submitted respondents: 57
Total respondents: 77

Q4. How often do you walk in Fresno?



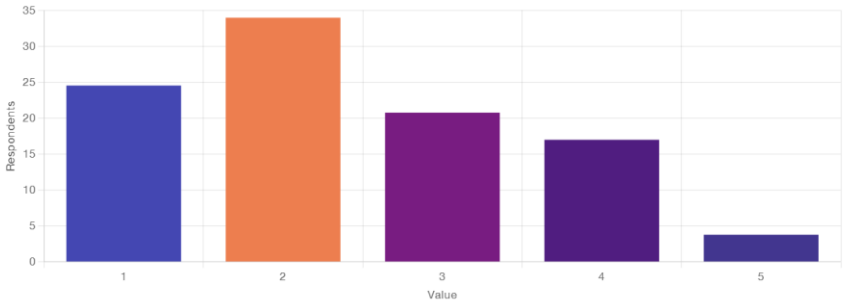
Submitted respondents: 58
Total respondents: 75

Q5. What are your primary reasons for walking? (Select up to 3)



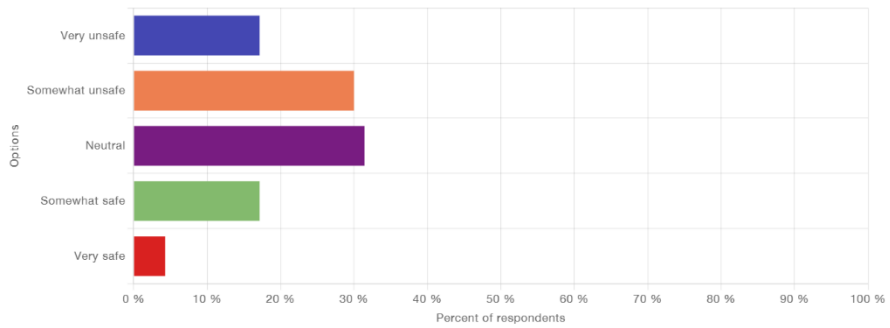
Submitted respondents: 56
Total respondents: 72

Q6. On a scale of 1-5, how satisfied are you with the overall pedestrian infrastructure in Fresno? (1 being very dissatisfied, 5 being very satisfied)



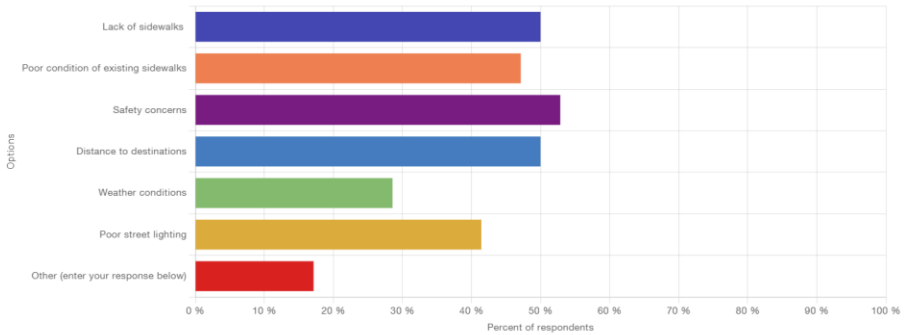
Submitted respondents: 44
Total respondents: 53

Q7. How safe do you feel when walking in Fresno?



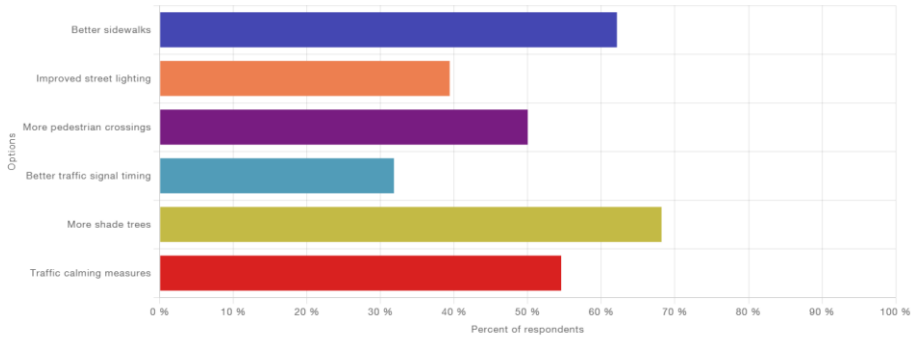
Submitted respondents: 58
Total respondents: 70

Q8. What are the main barriers preventing you from walking more frequently? (Select up to 3)



Submitted respondents: 57
Total respondents: 70

Q9. Which improvements would most encourage you to walk more? (Select up to 3)



Submitted respondents: 54
Total respondents: 66

PEDESTRIAN SAFETY

The graphs present the results of an online survey focused on **pedestrian safety** and the concerns of vulnerable road users in Fresno. The survey covers various aspects, including demographics, walking habits, satisfaction with pedestrian infrastructure, safety perceptions, and barriers to walking more frequently.

The first graph (Q1) shows the demographic breakdown of the respondents, indicating a diverse group of participants. The age distribution (Q2) reveals that most respondents fall within the 25-44 age group, suggesting that this demographic mainly engages with pedestrian issues. The Council district, which is the city's downtown area (Q3), highlights where respondents primarily walk, bike, or use transit, with certain districts showing higher activity levels than others.

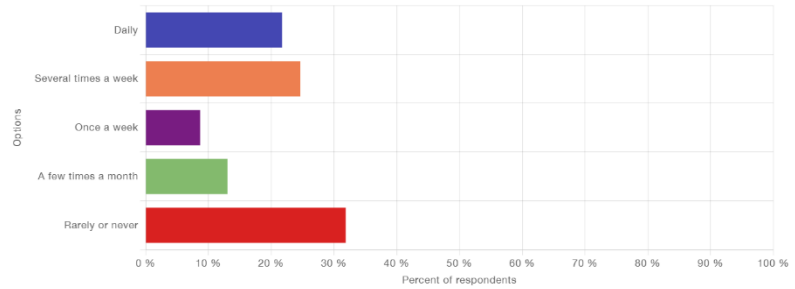
Frequency of walking (Q4) indicates that a significant portion of respondents walk regularly, with many walking several times a week. The primary reasons for walking (Q5) include exercise, commuting, and leisure, reflecting the varied motivations behind pedestrian activity. Satisfaction with pedestrian infrastructure (Q6) is mixed, with a notable portion of respondents expressing moderate satisfaction while others are less content. Safety perceptions (Q7) also vary; some feel safe, while others report concerns, particularly in certain areas or under specific conditions.

Concerns such as poor infrastructure, safety concerns, and poor lighting conditions (Q8) are barriers to walking more frequently. Respondents suggest that improvements like better lighting, more sidewalks, and enhanced safety measures (Q9) would encourage them to walk more.

Overall, the survey results underscore the importance of addressing pedestrian safety and infrastructure improvements to promote walking and enhance the experience for vulnerable road users in Fresno. Respondents have shared their visions for a more walkable Fresno with better lighting, wider sidewalks, and enhanced safety measures. These improvements, they believe, would not only make walking more appealing but also transform the city into a safer, more vibrant place for all. The data provides valuable inputs, aiming to create a more pedestrian-friendly environment.

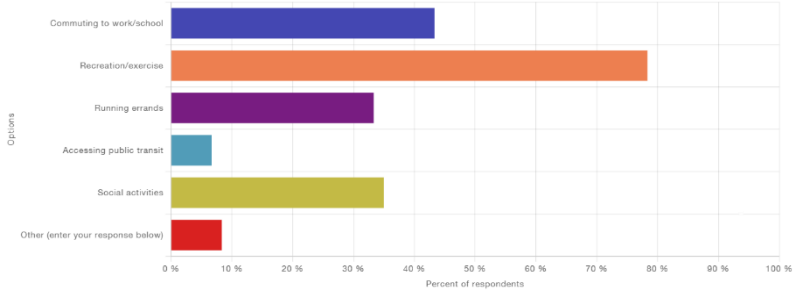
The graphs below present the online survey results regarding **bicycle safety** and concerns for vulnerable road users.

Q10. How often do you bike in Fresno?



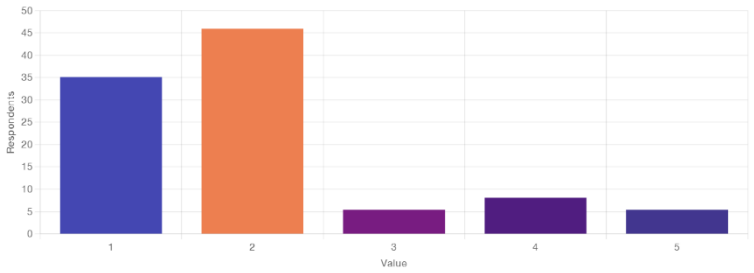
Submitted respondents: 57
Total respondents: 69

Q11. What are your primary reasons for biking? (Select up to 3)



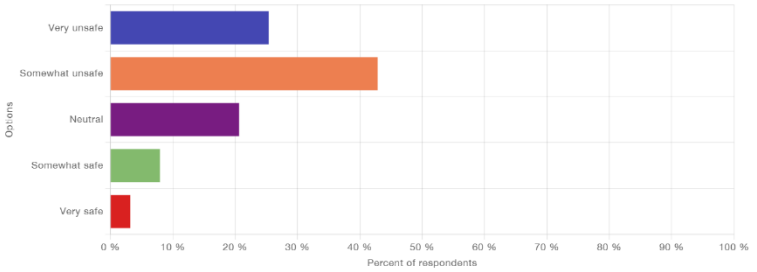
Submitted respondents: 50
Total respondents: 60

Q12. On a scale of 1-5, how satisfied are you with the overall bicycle infrastructure in Fresno? (1 being very dissatisfied, 5 being very satisfied)



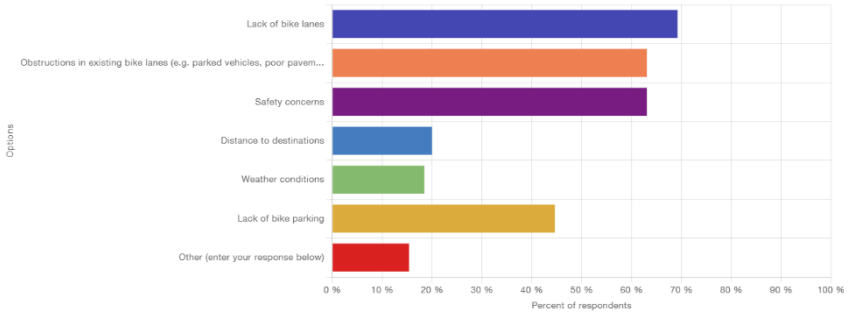
Submitted respondents: 30
Total respondents: 37

Q13. How safe do you feel when biking in Fresno?



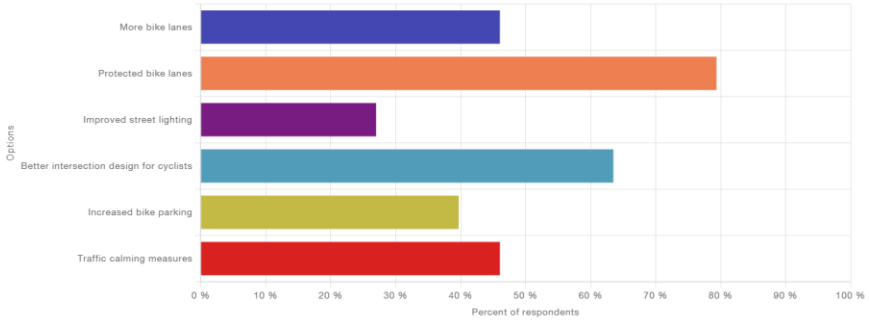
Submitted respondents: 53
Total respondents: 63

Q14. What are the main barriers preventing you from biking more frequently? (Select up to 3)



Submitted respondents: 53
Total respondents: 65

Q15. Which improvements would most encourage you to bike more? (Select up to 3)



Submitted respondents: 52
Total respondents: 63

BICYCLE SAFETY

The graphs in the document provide a comprehensive overview of the online survey results related to bicycle usage, safety, and infrastructure in Fresno, California. The first graph (Q10) illustrates how frequently residents bike in Fresno, revealing patterns in cycling habits, such as whether people bike daily, weekly, or less frequently. The second graph (Q11) highlights the primary reasons residents choose to bike, with options likely including commuting, exercise, recreation, and environmental concerns. This graph helps identify the motivations behind cycling in the city.

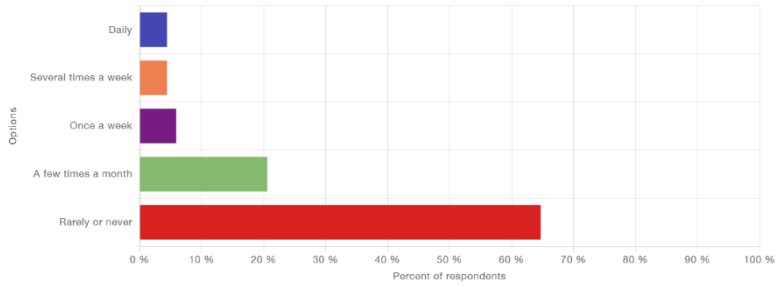
The third graph (Q12) measures residents' satisfaction with Fresno's bicycle infrastructure on a scale of 1 to 5, providing insight into how well the city's current facilities meet cyclists' needs. The fourth graph (Q13) assesses how safe residents feel while biking in Fresno, which is a critical factor in encouraging or discouraging cycling. This graph likely reflects concerns about traffic, road conditions, and the availability of dedicated bike lanes.

The fifth graph (Q14) identifies the main barriers preventing residents from biking more frequently. Common barriers might include safety concerns, lack of infrastructure, poor road conditions, or weather-related issues. Finally, the sixth graph (Q15) explores which improvements would encourage residents to bike more, such as adding bike lanes, improving road safety, or enhancing connectivity between bike paths. One of the most significant findings is the demand for improved infrastructure, such as protected bike lanes, better lighting, and clearly marked crossings. Additionally, concerns about bike theft and lack of secure parking were noted, suggesting the need for better bike storage facilities in public areas.

Overall, these graphs collectively highlight the challenges and opportunities for promoting cycling in Fresno. While many residents are motivated to bike for various reasons, safety concerns and inadequate infrastructure remain significant barriers. Addressing these concerns through targeted improvements could encourage more people to bike, contributing to a healthier, more sustainable, bike-friendly community.

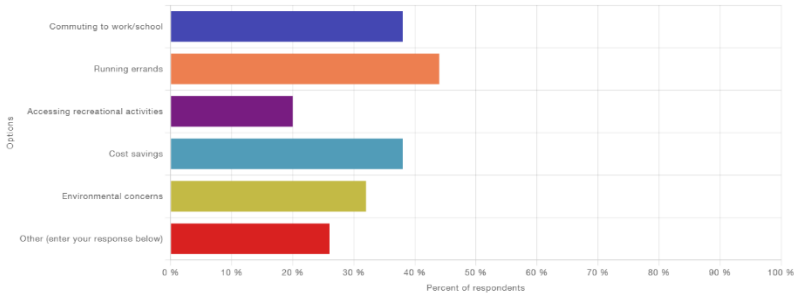
The graphs below present the online survey results regarding **transit safety** and concerns for vulnerable road users.

Q16. How often do you public transit in Fresno?



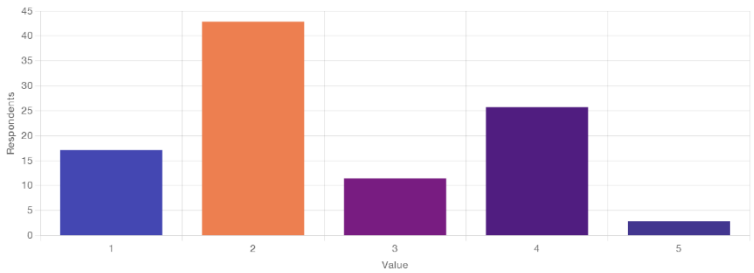
Submitted respondents: 57
Total respondents: 68

Q17. What are your primary reasons for public transit? (Select up to 3)



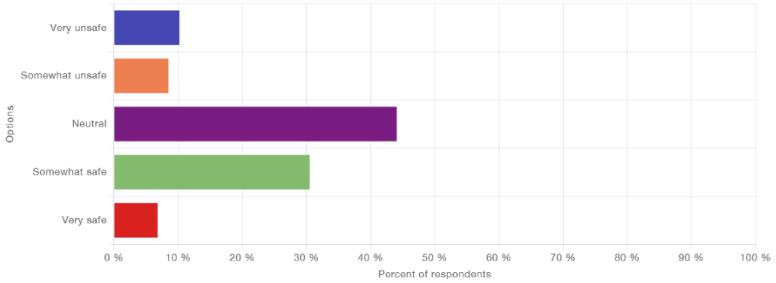
Submitted respondents: 43
Total respondents: 50

Q18. On a scale of 1-5, how satisfied are you with the overall public transit system in Fresno? (1 being very dissatisfied, 5 being very satisfied)



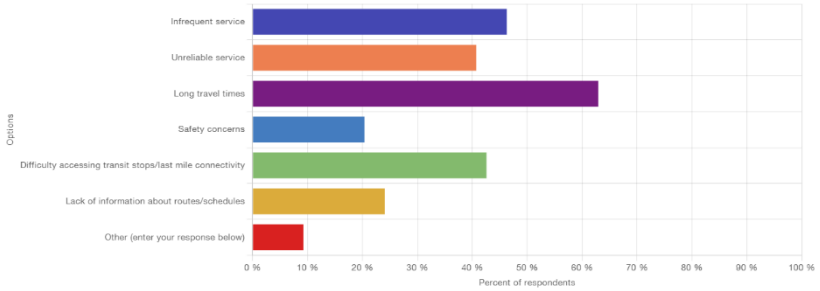
Submitted respondents: 29
Total respondents: 35

Q19. How safe do you feel when using public transit in Fresno?



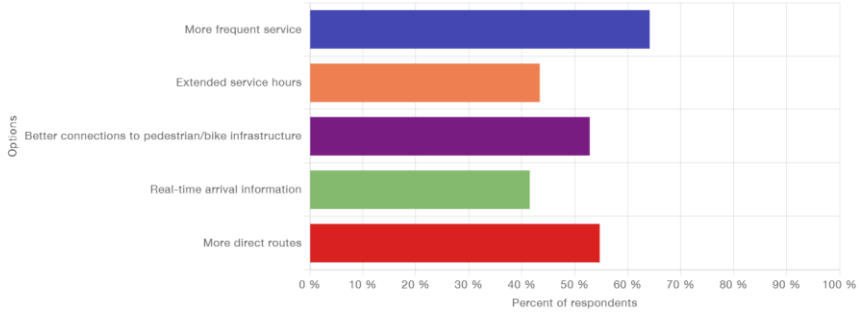
Submitted respondents: 49
Total respondents: 59

Q20. What are the main barriers preventing you from using public transit more frequently? (Select up to 3)



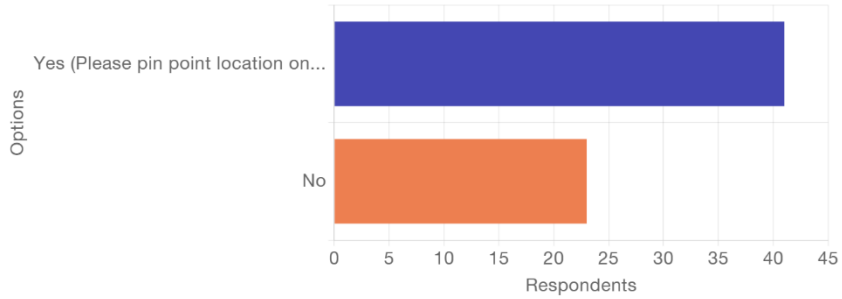
Submitted respondents: 47
Total respondents: 54

Q21. Which improvements would most encourage you to use public transit more? (Select up to 3)



Submitted respondents: 45
Total respondents: 53

Q22. Have you experienced any near-misses or collisions while walking or biking in Fresno?



Submitted respondents: 54
Total respondents: 64

TRANSIT SAFETY

The graphs in the document provide a detailed overview of the online survey results related to public transit usage, safety, and concerns in Fresno, California. The first graph (Q16) shows how frequently residents use public transit, indicating whether they use it daily, weekly, or less frequently. This graph helps identify the level of reliance on public transportation among Fresno residents. The second graph (Q17) highlights the primary reasons residents choose to use public transit, which likely include commuting, cost savings, environmental concerns, and convenience. This graph sheds light on the motivations behind public transit usage in the city.

The third graph (Q19) assesses how safe residents feel when using public transit in Fresno, which is a critical factor in encouraging or discouraging its use. This graph likely reflects concerns about personal safety, the condition of transit vehicles, and the safety of transit stops. The fourth graph (Q20) identifies the main barriers preventing residents from using public transit more frequently. Common barriers might include infrequent service, long wait times, lack of accessibility, safety concerns, or inadequate coverage of transit routes.

The fifth graph (Q21) explores which improvements would encourage residents to use public transit more, such as increasing service frequency, improving safety measures, enhancing the comfort and cleanliness of transit vehicles, and expanding route coverage. The sixth graph (Q22) addresses the safety of vulnerable road users, specifically whether residents have experienced near-misses or collisions while walking or biking near transit areas. This graph highlights the intersection of transit safety and the safety of pedestrians and cyclists.

These graphs collectively reveal the challenges and opportunities for improving public transit in Fresno. They suggest that while many residents rely on or consider using public transit, safety, service frequency, and accessibility remain significant barriers. Addressing these concerns through targeted improvements could encourage more residents to use public transit, leading to a more efficient, sustainable, and inclusive transportation system in the city. Additionally, ensuring the safety of vulnerable road users near transit areas is crucial for creating a holistic and safe transportation network.

QUESTIONNAIRE 2: INTERACTIVE MAPPING TOOL RESPONSES

#	Respondent ID	Latitude	Longitude	What traffic-related concern do you have at this location?	Mode	Major Street	Location Type	Issue Category
1	6op2roh273s4	36.786628	-119.822005	When biking to the grocery store, I turn off of Dakota here. On my return trips from Savemart, Traffic on Dakota often times doesn't wait for me to cross. There is no crosswalk or Pedestrian activated signal at this location	Bicycle	Dakota	Intersection	Signal
2	6op2roh273s4	36.749102	-119.800312	Fulton street's protected bike lanes end at Belmont. To the south, Fulton Street Crosses the highway 180 interchange where the protection is most needed. Whenever I bike through this intersection I have to use hand signals to make sure that drivers coming off of 180 can see me. I always worry that they might not notice because there is no traffic signal stopping them until they have already crossed the bike lane.	Bicycle	Fulton	Intersection	Signal

#	Respondent ID	Latitude	Longitude	What traffic-related concern do you have at this location?	Mode	Major Street	Location Type	Issue Category
3	6op2roh273s4	36.786525	-119.80864	Many homeless people and residents cross the railroad tracks here in order to walk east along the canal to access either the fig Garden neighborhood or Manchester Mall. There is only one sidewalk on one side of palm, There is no way to prevent pedestrians from being on the railroad tracks, and I am worried that someone is going to get hit eventually. It's a critical location because otherwise you have to walk all the way down to Van Ness to cross underneath the railroad tracks	Pedestrian	Palm	Roadway Segment	Sidewalk
4	7m67jbo7x6h8	36.751176	-119.808564	we were biking in the unprotected bike lane. a car swerved towards us, presumably to play chicken. he then hit his mirror on a trash can that was situated in the bikelane.	Bicycle	Palm	Roadway Segment	Bike Lane
5	7m67jbo7x6h8	36.757689	-119.80862	cars turning right onto Olive do not understand that the bike lane is not a turning lane (and take illegal turns on red)	Motor Vehicle	Olive	Intersection	Turning
6	7m67jbo7x6h8	36.764923	-119.80861	car drivers do not understand that the bike lane is not a turn lane, and take illegal turns on reds	Motor Vehicle	Palm	Intersection	Turning
7	7m67jbo7x6h8	36.786488	-119.80864	bike lane ends here.	Bicycle	Palm	Roadway Segment	Bike Lane

#	Respondent ID	Latitude	Longitude	What traffic-related concern do you have at this location?	Mode	Major Street	Location Type	Issue Category
8	7m67jbo7x6h8	36.757612	-119.821097	when traveling on Olive, this intersection is nearly impossible to safely cross on a bike or as a pedestrian.	Bicycle	Olive	Intersection	Crosswalk
9	8ck4tea3u4x6	36.775563	-119.781682	Lack of signs for cyclist on Fresno Street near the VA Hospital "may use full lane"	Bicycle	Fresno	Roadway Segment	Signage
10	7d4vl7hpa4p3	36.749604	-119.800339	Bike safety from tower to downtown	Bicycle	Fulton	Roadway Segment	Bike Safety
11	44js29tli8xa	36.80853	-119.745163	Theres a very good bike lane here, but it connects to shaw that is not pedestrian friendly	Bicycle	Shaw	Roadway Segment	Bike Lane
12	7ay39gku69l4	36.779509	-119.790497	Near misses, poor visibility	Motor Vehicle	Blackstone	Intersection	Collisions
13	8su68huc6zn6	36.861727	-119.783555	Friant and Audobon is EXTREMELY dangerous. High traffic, high speed, mix of walkers/bikes and speeders. High level development off of Friant with only one major artery.	Bicycle	Friant	Intersection	Speeding

#	Respondent ID	Latitude	Longitude	What traffic-related concern do you have at this location?	Mode	Major Street	Location Type	Issue Category
14	8tm9kbd84b38	36.808493	-119.805835	I frequently bike from Tower to Fig Garden Village, and crossing Shaw Avenue at Palm is a major challenge. Not only is Shaw an especially busy roadway, but Palm has tricky visibility due to a residence that obscures views near the corner. I dream about seeing a signal added east of Shaw/Palm at the driveway into Whole Foods (approximately the location of this pin). I believe such a signal could provide pedestrians and bicyclists with easier access to Fig Garden Village or simply just crossing Shaw (not having to utilize Shaw/Palm), and a signal could improve how traffic navigates and flows in and around Fig Garden Village)	Bicycle	Palm	Intersection	Signal
15	8tm9kbd84b38	36.77768	-119.800992	Tight squeeze for bicyclists through the underpass. Consider either adding a protected bike lane or revamping and widening the undercorssing.	Bicycle	Wishon	Roadway Segment	Bike Lane
16	8tm9kbd84b38	36.775913	-119.799653	In a world with more budget for grade separations, I would like to see an underpass on Maroa where it meets the BNSF line.	Motor Vehicle	Maroa	Roadway Segment	Grade Separation

#	Respondent ID	Latitude	Longitude	What traffic-related concern do you have at this location?	Mode	Major Street	Location Type	Issue Category
17	8tm9kbd84b38	36.779586	-119.802277	Wishon is an undercover fantastic north-south street to walk and bike on because there is so little traffic between Shields and Shaw. I would like to suggest a pilot program/project where planters and/or other "tactical urbanism" types of barriers are used to cut off vehicle traffic from Shields.	Bicycle	Wishon	Roadway Segment	Bike Lane
18	8tm9kbd84b38	36.765087	-119.801126	As both a driver and a bicyclist, I don't think the current configuration of southbound Wishon makes sense. I would like to see 3 traffic lanes (one left-turn only, one thru lane, and one right-turn only) and the green bike lane moved between the thru lane and right-turn lane. This is a configuration that seems common/similar to other areas with more robust bike infrastructure. From on-the-ground experience, I think this setup would make bikers more visible to southbound right-turning traffic on Wishon while reasonably improving traffic flow.	Motor Vehicle	Wishon	Roadway Segment	Bike Lane
19	989nzg2erv27	36.866662	-119.747765	drivers running red light when attempting to enter crosswalk.	Motor Vehicle	Shepherd	Intersection	Red Light Running
20	989nzg2erv27	36.866859	-119.738772	drivers running red light when attempting to enter crosswalk.	Motor Vehicle	Shepherd	Intersection	Red Light Running

#	Respondent ID	Latitude	Longitude	What traffic-related concern do you have at this location?	Mode	Major Street	Location Type	Issue Category
21	989nzg2erv27	36.859517	-119.729903	drivers running red light when attempting to enter crosswalk.	Motor Vehicle	Willow	Intersection	Red Light Running
22	9km7a6wbg2o6	36.866883	-119.7794	erratic drivers.	Motor Vehicle	Friant	Roadway Segment	Erratic Driving
23	9km7a6wbg2o6	36.877306	-119.778046	erratic drivers, too dangerous	Motor Vehicle	Friant	Roadway Segment	Erratic Driving
24	9km7a6wbg2o6	36.871336	-119.774088	needs traffic calming measures, poor visibility around curves and cars go way too fast	Motor Vehicle	Stratford	Roadway Segment	Traffic Calming
25	9km7a6wbg2o6	36.873671	-119.774867	needs traffic calming measures	Motor Vehicle	Fort Washington	Roadway Segment	Traffic Calming
26	4r4sig28kbw7	36.786796	-119.808582	Individuals crossing Palm Ave where there is lack of sidewalk and lighting. Individuals walking in the road to access bus stop where no sidewalk exist	Pedestrian	Palm	Roadway Segment	Sidewalk
27	2dz9mvp8gy6i	36.888351	-119.747517	On Maple Ave between International and Ajit on east side widen the street and install bike lane.	Bicycle	Maple	Roadway Segment	Bike Lane
28	2dz9mvp8gy6i	36.892972	-119.747218	On Maple Ave between Copper and Prestwick on west side complete the widening and install bike lane.	Bicycle	Maple	Roadway Segment	Bike Lane
29	2dz9mvp8gy6i	36.892494	-119.738658	On Chestnut Ave between Sarazen and Copper on east side widen the street and install bike lane.	Bicycle	Chestnut	Roadway Segment	Bike Lane
30	2dz9mvp8gy6i	36.852407	-119.738758	On Chestnut Ave Nees to Muncie on west side widen the street to 2 lanes and install bike lane.	Bicycle	Chestnut	Roadway Segment	Bike Lane

#	Respondent ID	Latitude	Longitude	What traffic-related concern do you have at this location?	Mode	Major Street	Location Type	Issue Category
31	2dz9mvp8gy6i	36.786611	-119.664005	On Temperance Ave just north of Dakota (only a few houses) on the west side complete widening and install bike lanes'	Bicycle	Temperance	Roadway Segment	Bike Lane
32	2dz9mvp8gy6i	36.722037	-119.664105	Where Temperance Ave crosses the railroad tracks, remove the no longer used railroad spur line and make the crossing safe for bicycles.	Bicycle	Temperance	Intersection	Crosswalk
33	7e6y3pfu2737	36.772004	-119.804077	Cars speed, run red lights	Motor Vehicle	Van Ness	Intersection	Speeding
34	7e6y3pfu2737	36.772237	-119.808699	Cars speed, run red lighta	Motor Vehicle	Palm	Intersection	Speeding
35	7e6y3pfu2737	36.779438	-119.804149	Cars speed, run red lights. Needs left turn signal phasing	Motor Vehicle	Van Ness	Intersection	Speeding
36	7e6y3pfu2737	36.772179	-119.801056	Cars speed, run red lights	Motor Vehicle	Wishon	Intersection	Speeding
37	7e6y3pfu2737	36.772412	-119.799418	Cars speed, run red lights	Motor Vehicle	Maroa	Intersection	Speeding
38	3tr347nbi7b7	36.825747	-119.916593	Better crosswalk needed	Pedestrian	Grantland	Roadway Segment	Crosswalk
39	3tr347nbi7b7	36.808081	-119.887178	Overpass is too narrow. More lanes needed.	Motor Vehicle	Shaw	Roadway Segment	Road Widening
40	2dby7yvh7nu4	36.829838	-119.835378	Nothing specific. I just had an interaction with an adhesive driver who insisted on having the right of way to the point where they were ready to kill me (bicycling) for it.	Bicycle	Barstow	Roadway Segment	Bike Lane
41	2dby7yvh7nu4	36.815504	-119.791585	Minimal to no bike lanes with heavy traffic. There probably should be one car lane in each direction with protected bike lanes since there is minimal to no street parking similar to further east on Barstow and the street width is small.	Bicycle	Audubon	Roadway Segment	Bike Lane

#	Respondent ID	Latitude	Longitude	What traffic-related concern do you have at this location?	Mode	Major Street	Location Type	Issue Category
42	2dby7yvh7nu4	36.860487	-119.782517	I tried to bike with my kid riding behind on my cargo bike by claiming the lake with another bicyclist I was riding with westward on Audubon Dr. A motorist yelled that I should have used the sidewalk/crosswalk because I had my kid with me. A few weeks later, another cyclist died at the same intersection using the sidewalk/crosswalk. I now just avoid biking to Woodward Park with my kid altogether.	Bicycle	Audubon	Roadway Segment	Bike Safety
43	8hf674kef6j6	36.844537	-119.765442	Vehicle on vehicle and vehicle on pedestrian	Pedestrian	Alluvial	Roadway Segment	Collisions
44	8az4ld4sis6a	36.815802	-119.781097	Cars use the protected bike lane to make illegal right turns on red lights. I have had many close calls here because of this.	Bicycle	Barstow	Roadway Segment	Turning
45	8rh6vrx2d998	36.741284	-119.787304	People speed up P Street, even though there's a School Speed Limit sign here. I was almost run over at this intersection, even though I was wearing high viz reflectors and day-glo green clothing.	Motor Vehicle	P St	Roadway Segment	Speeding
46	7pd73b9bxt27	36.86562	-119.778737	Difficult to turn left on Shepherd Ave when bicycling southbound on Friant Rd	Bicycle	Shepherd	Roadway Segment	Turning
47	4ogc7o7ghd6a	36.866814	-119.767115	extend The Sugar pine Trail West to Woodward Park	Bicycle	Sugar Pine Trail	Roadway Segment	Trail Connection

#	Respondent ID	Latitude	Longitude	What traffic-related concern do you have at this location?	Mode	Major Street	Location Type	Issue Category
48	4ogc7o7ghd6a	36.86639	-119.779458	Fix traffic light and intersection to mitigate the multiple accidents a month	Motor Vehicle	Friant	Intersection	Signal
49	4ogc7o7ghd6a	36.861153	-119.787544	safe entry for cyclist and pedestrians' Signal or Hawk into Woodward park	Bicycle	Audubon	Intersection	Crosswalk
50	4ogc7o7ghd6a	36.809245	-119.738579	Bikelink bike parking at the Save mart center	Bicycle	Shaw	Roadway Segment	Bike Parking Location
51	4ogc7o7ghd6a	36.768408	-119.719791	Bikelink.org bike parking lockers	Bicycle	Clinton	Roadway Segment	Bike Parking Location
52	4ogc7o7ghd6a	36.731751	-119.751958	Bikelink bike lockers	Bicycle	Lane	Roadway Segment	Bike Parking Location
53	4ogc7o7ghd6a	36.73936	-119.78499	Bikelink bike parking at city hall	Bicycle	P St	Roadway Segment	Bike Parking Location
54	4ogc7o7ghd6a	36.736214	-119.789442	Bikelink parking at courthouse	Bicycle	Van Ness	Roadway Segment	Bike Parking Location
55	4ogc7o7ghd6a	36.734206	-119.783813	Bikelink bike parking	Bicycle	M St	Roadway Segment	Bike Parking Location
56	4ogc7o7ghd6a	36.733689	-119.783121	Bikelink bike parking	Bicycle	M St	Roadway Segment	Bike Parking Location
57	4ogc7o7ghd6a	36.733171	-119.782513	bikelink bike parking	Bicycle	M St	Roadway Segment	Bike Parking Location
58	4ogc7o7ghd6a	36.738003	-119.782533	Bikelink bike parking at transportation hubs Amtrak and	Bicycle	Santa Fe	Roadway Segment	Bike Parking Location
59	4ogc7o7ghd6a	36.801566	-119.765406	Bikelink Bike Lockers at Stadium	Bicycle	Gettysburg	Roadway Segment	Bike Parking Location
60	4ogc7o7ghd6a	36.8134	-119.899129	Bikelink bike parking lockers	Bicycle	Barstow	Roadway Segment	Bike Parking Location
61	4ogc7o7ghd6a	36.752093	-119.820457	Bikelink bike parking	Bicycle	Belmont	Roadway Segment	Bike Parking Location
62	4ogc7o7ghd6a	36.74344	-119.783852	Bikelink bike parking	Bicycle	Kashian	Roadway Segment	Bike Parking Location
63	4ogc7o7ghd6a	36.873042	-119.779901	bikelink bike parking	Bicycle	Friant	Roadway Segment	Bike Parking Location
64	4ogc7o7ghd6a	36.692848	-119.728054	Bikelink bike parking at the First Responder Campus	Bicycle	North	Roadway Segment	Bike Parking Location
65	4ogc7o7ghd6a	36.83594	-119.766287	Bikelink bike parking	Bicycle	Herndon	Roadway Segment	Bike Parking Location
66	4ogc7o7ghd6a	36.843071	-119.780686	Bikelink bike parking	Bicycle	Fresno	Roadway Segment	Bike Parking Location
67	4ogc7o7ghd6a	36.848654	-119.787439	Bikelink.org bike parking	Bicycle	El Paso	Roadway Segment	Bike Parking Location
68	4ogc7o7ghd6a	36.731878	-119.790456	Bikelink bike parking	Bicycle	H St	Roadway Segment	Bike Parking Location
69	4ogc7o7ghd6a	36.696365	-119.831958	bikelink bike lockers	Bicycle	West	Roadway Segment	Bike Parking Location
70	4ogc7o7ghd6a	36.766009	-119.794134	Bikelink bike lockers	Bicycle	McKinley	Roadway Segment	Bike Parking Location
71	4ogc7o7ghd6a	36.781505	-119.786721	Bikelink.org bike parking	Bicycle	Shields	Roadway Segment	Bike Parking Location
72	4ogc7o7ghd6a	36.782914	-119.790287	Bikelink.org bike parking	Bicycle	Blackstone	Roadway Segment	Bike Parking Location
73	4ogc7o7ghd6a	36.806624	-119.776331	bikelink bike parking	Bicycle	Shaw	Roadway Segment	Bike Parking Location
74	4ogc7o7ghd6a	36.808056	-119.91161	Create safe crossing for Cyclist	Bicycle	Shaw	Intersection	Crosswalk
75	4ogc7o7ghd6a	36.886024	-119.783091	bikelink.org bike parking	Bicycle	Friant	Roadway Segment	Bike Parking Location

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76	4ogc7o7ghd6a	36.892062	-119.747381	create a HAWK crossing no continues side walks on either side need a point mid line to safely cross the street	Pedestrian	Maple	Intersection	Crosswalk
77	4ogc7o7ghd6a	36.895981	-119.765232	Add bike repair station to trail head	Bicycle	Friant	Roadway Segment	Bike Parking Location
78	4ogc7o7ghd6a	36.857506	-119.785307	Make traffic light be able to sense cyclist to change light so cyclist can go from Eaton trail to Fresno street trail	Bicycle	Eaton Trail	Roadway Segment	Signal
79	4ogc7o7ghd6a	36.866115	-119.784518	bikelink.org bike parking at Amphitheater	Bicycle	Friant	Roadway Segment	Bike Parking Location
80	4ogc7o7ghd6a	36.889925	-119.76561	ADD Share all from mill brook on Callahan to trail north	Bicycle	Callahan	Roadway Segment	Bike Lane
81	4ogc7o7ghd6a	36.892556	-119.765846	add share all down Callahan from trail to mill brook	Bicycle	Callahan	Roadway Segment	Bike Lane
82	4ogc7o7ghd6a	36.751578	-119.823318	bikelink.org bike parking for storyland/playland	Bicycle	Belmont	Roadway Segment	Bike Parking Location
83	4ogc7o7ghd6a	36.745666	-119.80901	Bikelink.org parking at high speed rail station	Bicycle	H St	Roadway Segment	Bike Parking Location
84	4ogc7o7ghd6a	36.812393	-119.734527	bikelink.org bike parking for theater	Bicycle	Chestnut	Roadway Segment	Bike Parking Location
85	4ogc7o7ghd6a	36.80819	-119.910946	Build Veterans trail Trailhead parking , Restrooms, water bike repair station ,shade trees. lighting	Bicycle	Veterans Trail	Roadway Segment	Trail Connection
86	4ogc7o7ghd6a	36.813304	-119.756781	Bikelink.org parking for bikes at Stadium	Bicycle	Bulldog	Roadway Segment	Bike Parking Location
87	6uz37csx78g4	36.738354	-119.782687	Bikelink.com Lockers to conform with other Amtrak stations up and down the state	Bicycle	Santa Fe	Roadway Segment	Bike Parking Location
88	6uz37csx78g4	36.732106	-119.790287	Bikelink.com Lockers	Bicycle	H St	Roadway Segment	Bike Parking Location
89	6uz37csx78g4	36.809405	-119.738613	Bikelink.com Bike Lockers at Save mart ctr	Bicycle	Shaw	Roadway Segment	Bike Parking Location

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90	6uz37csx78g4	36.771457	-119.720174	bikelink.com Bike lockers at Airport	Bicycle	Clinton	Roadway Segment	Bike Parking Location
91	6uz37csx78g4	36.739472	-119.784837	bikelink.com bike lockers	Bicycle	P St	Roadway Segment	Bike Parking Location
92	6uz37csx78g4	36.735001	-119.791353	bikelink.com lockers around Fulton area	Bicycle	Clinton	Roadway Segment	Bike Parking Location
93	9nt3w4m3y669	36.815828	-119.77513	I was hit by a car before the bollards were put up	Bicycle	Barstow	Roadway Segment	Bike Safety
94	9nt3w4m3y669	36.81574	-119.791075	No safe room for bicycles to travel on road on most Blackstone cross-streets	Bicycle	Blackstone	Roadway Segment	Bike Safety
95	9nt3w4m3y669	36.866686	-119.690914	Gap in the Enterprise Trail. Have to walk/bike on road with fast traffic.	Bicycle	Enterprise Trail	Roadway Segment	Trail Connection
96	9nt3w4m3y669	36.837637	-119.785085	Bike/pedestrian trail along Herndon around 41 not safe	Bicycle	Herndon	Roadway Segment	Trail Connection
97	42pog7det3d7	36.80883	-119.799227	was almost hit here while crossing the street by a car taking a left turn	Pedestrian	Shaw	Intersection	Crosswalk
98	42pog7det3d7	36.82701	-119.869583	witnessed someone crossing the street almost get hit by someone taking a right on red	Pedestrian	Figarden	Intersection	Red Light Running
99	42pog7det3d7	36.837568	-119.848258	Herndon trail here needs a complete redesign	Bicycle	Herndon	Roadway Segment	Trail Connection
100	42pog7det3d7	36.84805	-119.901671	There is a dangerous sharp turn with no visibility here, part of class 1 trail to the river	Motor Vehicle	Santa Fe	Roadway Segment	Visibility
101	42pog7det3d7	36.743813	-119.805335	This intersection is a total mess and is pretty important for getting between tower district and Chinatown and Southwest Fresno	Motor Vehicle	H St	Intersection	Intersection Safety

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102	42pog7det3d7	36.743329	-119.786022	Someone was hit and killed by a driver making a right turn. Traffic gets sort of funneled through here and theres a parking garage on one side and the hospital on the other. should have raised crosswalks.	Pedestrian	Divisadero	Intersection	Crosswalk
103	42pog7det3d7	36.772269	-119.793113	crosswalk somewheere around here, connecting bus stops, smart and final grocery store, and low income neighborhood south of Clinton	Pedestrian	Clinton	Roadway Segment	Crosswalk
104	42pog7det3d7	36.710509	-119.745678	crosswalk at bus stop	Pedestrian	Maple	Roadway Segment	Crosswalk
105	42pog7det3d7	36.721507	-119.781769	would be nice if this could connect on a bicycle	Bicycle	California	Roadway Segment	Bike Lane
106	42pog7det3d7	36.776203	-119.744953	signal	Motor Vehicle	Maple	Intersection	Signal
107	42pog7det3d7	36.775736	-119.736354	signal	Motor Vehicle	Chestnut	Intersection	Signal
108	42pog7det3d7	36.776064	-119.772677	needs dedicated left turn phase, no right on red	Motor Vehicle	First	Intersection	Signal
109	42pog7det3d7	36.793716	-119.826384	This is a very scary intersection	Motor Vehicle	Ashlan	Intersection	Intersection Safety
110	42pog7det3d7	36.808101	-119.826442	This is a scary intersection	Motor Vehicle	Shaw	Intersection	Intersection Safety
111	42pog7det3d7	36.779212	-119.830935	signal	Motor Vehicle	Shields	Intersection	Signal
112	42pog7det3d7	36.837481	-119.817138	Adjust trail so it leads to corner, currently ends at sidewalk 20ft own from corner	Pedestrian	Herndon	Roadway Segment	Trail Connection
113	2rn2hlz2axs4	36.863477	-119.740827	Neighbors have lots of cars	Motor Vehicle	Cole	Roadway Segment	Parking
114	3v87yuz2ldl9	36.837461	-119.801852	Drivers making right turns from and on to Herndon Avenue	Motor Vehicle	Herndon	Roadway Segment	Turning

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115	6ap69n348i6a	36.743384	-119.77158	Too many accidents	Motor Vehicle	First	Intersection	Collisions
116	6ap69n348i6a	36.742385	-119.775536	Too many accidents: left hand time off of car wash is unsafe	Motor Vehicle	Angus	Intersection	Collisions
117	6ap69n348i6a	36.751472	-119.772187	Lack of bike paths	Bicycle	First	Roadway Segment	Bike Lane
118	4ub79dzn4xv8	36.774106	-119.720329	bikelink.org bike parking	Bicycle	Clinton	Roadway Segment	Bike Parking Location
119	4ub79dzn4xv8	36.738318	-119.782736	bikelink.org bike parking	Bicycle	Santa Fe	Roadway Segment	Bike Parking Location
120	4ub79dzn4xv8	36.731677	-119.790869	Bikelink.org bike parking	Bicycle	H St	Roadway Segment	Bike Parking Location
121	4ub79dzn4xv8	36.837493	-119.77272	complete Herndon trail segment	Bicycle	Herndon	Roadway Segment	Trail Connection
122	4ub79dzn4xv8	36.809478	-119.738573	bikelink.org bike parking at save mart center	Bicycle	Shaw	Roadway Segment	Bike Parking Location
123	2scr2ihe24b7	36.7576	-119.808609	No way to smooth transition from heading south on palm. Taking a lane cycling means you have to curb dodge and people still Try to muscle around, especially heading toward Roeding (to bike kids to zoo).	Bicycle	Palm	Roadway Segment	Bike Lane
124	4cx7cta8r2o8	36.735117	-119.79339	constant construction	Motor Vehicle	Fresno	Roadway Segment	Construction
125	4cx7cta8r2o8	36.789486	-119.853332	people walk across railroad tracks here	Pedestrian	Weber	Roadway Segment	Crosswalk
126	4cx7cta8r2o8	36.78862	-119.852231	no bike lane	Bicycle	Weber	Roadway Segment	Bike Lane
127	4cx7cta8r2o8	36.784792	-119.82654	People speed by school	Motor Vehicle	West	Roadway Segment	Speeding
128	4cx7cta8r2o8	36.770957	-119.831823	People don't respect red light near DMV	Motor Vehicle	Clinton	Roadway Segment	Red Light Running
129	4cx7cta8r2o8	36.79408	-119.790474	Dangerous intersection	Motor Vehicle	Blackstone	Intersection	Intersection Safety
130	4cx7cta8r2o8	36.801327	-119.767743	Dangerous	Motor Vehicle	Gettysburg	Roadway Segment	Road Safety
131	4cx7cta8r2o8	36.837264	-119.847656	Dangerous	Motor Vehicle	Herndon	Intersection	Intersection Safety
132	4cx7cta8r2o8	36.808281	-119.844506	Dangerous intersection	Motor Vehicle	Shaw	Intersection	Intersection Safety

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133	4cx7cta8r2o8	36.837376	-119.82649	Dangerous intersection	Motor Vehicle	Herndon	Intersection	Intersection Safety
134	4cx7cta8r2o8	36.837093	-119.817418	Dangerous intersection	Motor Vehicle	Herndon	Intersection	Intersection Safety
135	4cx7cta8r2o8	36.837318	-119.790175	Dangerous intersection	Motor Vehicle	Herndon	Intersection	Intersection Safety
136	4cx7cta8r2o8	36.770011	-119.781607	Crosswalk needed across Fresno	Pedestrian	Fresno	Roadway Segment	Crosswalk
137	4cx7cta8r2o8	36.767764	-119.781942	Very dark here even during the day	Motor Vehicle	Normal	Roadway Segment	Lighting
138	4cx7cta8r2o8	36.767314	-119.790637	Bike crossing needed here	Bicycle	Blackstone	Roadway Segment	Crosswalk
139	4cx7cta8r2o8	36.714099	-119.754711	Better signage needed here	Motor Vehicle	Chruch	Roadway Segment	Signage
140	4cx7cta8r2o8	36.710542	-119.7366	Unsafe speed and Uturn from Church/St Anthony	Motor Vehicle	Chruch	Roadway Segment	Speeding
141	4cx7cta8r2o8	36.717782	-119.736546	Unsafe intersection for kids going to school across Chestnut	Pedestrian	Chestnut	Roadway Segment	Intersection Safety
142	4cx7cta8r2o8	36.74262	-119.693761	Need crossing here	Pedestrian	Tulare	Intersection	Crosswalk
143	4cx7cta8r2o8	36.743667	-119.682139	Unsafe for Fancher Creek students	Pedestrian	Fancher Creek	Roadway Segment	School Safety
144	4cx7cta8r2o8	36.706849	-119.799831	Unsafe intersection	Motor Vehicle	Jensen	Intersection	Intersection Safety
145	4cx7cta8r2o8	36.706822	-119.790793	Industrial area, lots of big rigs, unsafe	Motor Vehicle	Jensen	Roadway Segment	Road Safety
146	4cx7cta8r2o8	36.743206	-119.772371	Too much happening here: Businesses, driveways, vendors, drive thrus	Motor Vehicle	Tulare	Roadway Segment	Traffic Congestion
147	4cx7cta8r2o8	36.743172	-119.768664	Add crosswalk by dollar tree	Pedestrian	Tulare	Roadway Segment	Crosswalk
148	4cx7cta8r2o8	36.735878	-119.772612	unhoused populations, lots of pedestrians	Pedestrian	Cesar Chavez	Roadway Segment	Pedestrian Safety
149	4cx7cta8r2o8	36.84425	-119.884952	Needs crosswalk to access park	Pedestrian	Alluvial	Roadway Segment	Crosswalk
150	4cx7cta8r2o8	36.822768	-119.832193	missing sidewalk on bullard	Pedestrian	Bullard	Roadway Segment	Sidewalk
151	4cx7cta8r2o8	36.808602	-119.790523	big unsafe intersection and lots of pedestrians here	Pedestrian	Shaw	Intersection	Intersection Safety

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152	4cx7cta8r2o8	36.786886	-119.782945	Crosswalk needed on Dakota to reach Manchester Gate Elementary school	Pedestrian	Dakota	Roadway Segment	Crosswalk
153	4cx7cta8r2o8	36.896016	-119.765229	unsafe intersection	Motor Vehicle	Friant	Intersection	Intersection Safety
154	4cx7cta8r2o8	36.902094	-119.759312	unsafe intersection	Motor Vehicle	Friant	Intersection	Intersection Safety
155	4cx7cta8r2o8	36.895608	-119.751459	needs bike lane on north side of Copper between Maple and Cedar	Bicycle	Copper	Roadway Segment	Bike Lane
156	4cx7cta8r2o8	36.896023	-119.729764	unsafe intersection	Motor Vehicle	Copper	Intersection	Intersection Safety
157	2rb6m3idp3a4	36.860394	-119.78271	Crossing Friant from either direction. Cars turning right even with delayed lights attached to walk signals. Never see any law enforcement efforts in the area to correct motorists or cyclists behaviors.	Motor Vehicle	Friant	Roadway Segment	Turning
158	4cd7zs6ye469	36.736511	-119.783905	Almost got hit by a truck who stopped at the last minute, this is a pedestrian crossing with but not adequate signage with the ground	Pedestrian	O St	Roadway Segment	Signage
159	4cd7zs6ye469	36.736816	-119.78606	Since its not a protected turn here, almost was struck by impatient drivers waiting to turn into Tulare	Motor Vehicle	Tulare	Roadway Segment	Turning
160	4cd7zs6ye469	36.738794	-119.783276	New staff crossing to Promenade lot, Car hard stopped in the middle of the intersection when it almost blasted through a pedestrian crossing.	Pedestrian	Tulare	Intersection	Crosswalk
161	4cd7zs6ye469	36.743307	-119.789344	Impatient drivers who try to speed through divisadero	Motor Vehicle	Divisadero	Roadway Segment	Speeding

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162	4cd7zs6ye469	36.743153	-119.752555	East-West drivers disregard students crossing here and regularly blitz through	Pedestrian	Tulare	Intersection	Crosswalk
163	4cd7zs6ye469	36.772279	-119.745393	This intersection regularly sees car accidents as people refuse to yield on all unprotected turns. Also nasty blind spot from the west. I've personally injured from this intersection	Motor Vehicle	Clinton	Intersection	Collisions
164	4cd7zs6ye469	36.770999	-119.740909	Lack of sidewalk on the west side of the road, and my students can't walk to school without unnecessarily crossing the street multiple times just to cross back on the west side sierra vista	Pedestrian	Sierra Vista	Roadway Segment	Sidewalk
165	4cd7zs6ye469	36.743015	-119.776796	Generally not safe to cross this at all as a pedestrian	Pedestrian	Tulare	Roadway Segment	Crosswalk
166	9pj92zlz3d47	36.837295	-119.817229	Pleas delay the green light signal so that bicyclists and pedestrians crossing Herndon can get into the crosswalk before right-turning traffic mows them over.	Bicycle	Herndon	Intersection	Signal
167	7tt3srt9mk66	36.759567	-119.754435	For some reason, cars coming off of Hedges tend to move very fast when trying to make it onto Cedar. I have almost been hit several times here specifically, by different cars.	Motor Vehicle	Hedges	Roadway Segment	Speeding
168	78poj6itv9oa	36.739395	-119.799795	Diesel truck traffic along H St.	Motor Vehicle	H St	Roadway Segment	Truck Traffic

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169	9rl7r2sg9zf9	36.749834	-119.897991	This needs to be a 4 way stop because of the re-occurring car accidents. I live close to this intersection and like to walk my dog but dislike how fast and reckless cars drive up and down Belmont. I also see youth in the morning walk take the school bus nearby this intersection and I also worry for their safety. This area is not ideal for walking due to the lack of sidewalks, harmful litter, and fast driving cars.	Motor Vehicle	Belmont	Intersection	Collisions
170	9rl7r2sg9zf9	36.750512	-119.897502	I have witnessed car accidents occur at this intersection on a regular basis. It makes me fear for my safety and others when I'm walking my dog, when I see other students walk to the the school bus and back home, as well for when I'm driving during high density fog and rain.	Motor Vehicle	Belmont	Intersection	Collisions

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171	6op2roh273s4	["36.7794,-	LINESTRING (	Shields has bike lanes on some segments, but it does not feel safe. Cars are frequently part in either the bike lanes or where they should be painted. As a four-lane road, if there was space for it, I would prefer to have protected lanes. It would be very useful to access the midtown Trail to the east, Manchester Mall, and Target East of Highway 41.	Bicycle	Shields	Roadway Segment	Bike Lane
172	6op2roh273s4	["36.75742	LINESTRING (	Olive Avenue is a two-way road that I occasionally used to bike through the tower district. The only segment I feel safe using is east of Palm and West of Van Ness simply because it is usually busy in the evenings when I am in the tower district. Either more traffic calming, protected bike lanes, or a combination of both are needed. On any other segment of olive, I am biking in the middle of the road with traffic behind me wanting to go much faster than I can pedal . Most people would bike on the narrow sidewalk instead.	Bicycle	Olive	Roadway Segment	Traffic Calming

#	Respondent ID	Latitude	Longitude	What traffic-related concern do you have at this location?	Mode	Major Street	Location Type	Issue Category
173	38p7b6gci794	["36.83589	LINESTRING (	Speeding cars, no car for cyclists. Honked at. Aggressive driving like pushing into gutter. Bike lanes disappear to be turn lanes. I get that but still keep a bike lane and make it protected so people know to stay out.	Bicycle	Fresno	Roadway Segment	Speeding
174	6bm7dai23co9	["36.76538	LINESTRING (	no bike lane	Bicycle	McKinley	Roadway Segment	Bike Lane
175	6bm7dai23co9	["36.78586	LINESTRING (	bumpy road/ bike lane	Bicycle	Dakota	Roadway Segment	Bike Lane
176	6bm7dai23co9	["36.77955	LINESTRING (	no bike lane?	Bicycle	Clovis	Roadway Segment	Bike Lane
177	6bm7dai23co9	["36.77205	LINESTRING (	no pedestrian/ bike lane	Bicycle	Fowler	Roadway Segment	Bike Lane
178	6bm7dai23co9	["36.77141	LINESTRING (	50 speed limit next to school without stop light	Motor Vehicle	Fowler	Roadway Segment	Speeding
179	93sv8flb9xva	["36.79319	LINESTRING (	General safety and traffic concerns	Motor Vehicle	Bengston	Roadway Segment	Bike Safety
180	7ay39gku69l4	["36.77943	LINESTRING (	Cars in bike lane	Bicycle	Blackstone	Roadway Segment	Bike Lane
181	7ay39gku69l4	["36.77940	LINESTRING (	Unsafe for bikes.	Bicycle	Blackstone	Roadway Segment	Bike Safety
182	8su68huc6zn6	["36.66491	LINESTRING (	Many traffic accidents in this area. Need more four way stops as people venture ahead assuming the opposite direction will stop.	Motor Vehicle	Chestnut	Roadway Segment	Collisions
183	8su68huc6zn6	["36.86006	LINESTRING (	Continued development, addition of multiple high density housing is making Nees a traffic jam. When schools are starting/ending, the back up is terrible and drivers get impatient, endangering students.	Motor Vehicle	Nees	Roadway Segment	Traffic Congestion

#	Respondent ID	Latitude	Longitude	What traffic-related concern do you have at this location?	Mode	Major Street	Location Type	Issue Category
184	8tm9kbd84b38	["36.79341	LINESTRING (	No bike lanes or sidewalks and a very narrow/nonexistent shoulder. Ashlan is a major east-west route connecting to destinations and other bike/ped infrastructure.	Bicycle	Ashlan	Roadway Segment	Bike Lane
185	8tm9kbd84b38	["36.75440	LINESTRING (	No sidewalk on either side of street on this stretch of Broadway. Consider adding a bumped-out section of sidewalk next to this residence and then making it "No Parking" so there is room for all users (peds, bikers, drivers)	Pedestrian	Broadway	Roadway Segment	Sidewalk
186	8tm9kbd84b38	["36.80802	LINESTRING (	This stretch of Shaw Avenue (which is a highly utilized segment of roadway) is extremely problematic for all types of users due to there being only a single eastbound lane and limited bike and pedestrian infrastructure. While improvements would require Caltrans involvement and likely need to occur as part of a major bridge replacement project, it is nonetheless a major pinch point that deserves attention and planning as part of the ATP.	Pedestrian	Shaw	Roadway Segment	Sidewalk

#	Respondent ID	Latitude	Longitude	What traffic-related concern do you have at this location?	Mode	Major Street	Location Type	Issue Category
187	8tm9kbd84b38	["36.76866	LINESTRING (	Within the Tower District, Maroa goes from being a Class IV bike lane to having no bike lanes whatsoever north of Weldon. There should at least be a Class II bike lane implemented from Weldon to Shields. It would provide better safety and connectivity throughout the entirety of the Tower District, and it could provide a better means of connecting with the Midtown Trail.	Bicycle	Maroa	Roadway Segment	Bike Lane
188	8ww9ifu9y6dw	["36.71985	LINESTRING (	Sidewalks are missing due to county islands but this is the only path to my local bus stop!!! 2 miles away. Our neighborhood has asked for bus transit for 25 years, yet we are still ignored. Either provide bus transit or build a continuous sidewalk. County residents need to be safe walking too, not just city residents. Neighborhood has been under the FAX transit map key area. We ARE within city limits.	Pedestrian	Clovis	Roadway Segment	Sidewalk
189	8ww9ifu9y6dw	["36.77288	LINESTRING (	Bike paths are not connected forcing cyclists to ride in high-speed Clovis Avenue to get to next pathway.	Bicycle	Clovis	Roadway Segment	Bike Lane
190	2dz9mvp8gy6i	["36.89584	LINESTRING (	On north side of Copper Ave between Maple and Cedar complete the bike lane	Bicycle	Copper	Roadway Segment	Bike Lane

#	Respondent ID	Latitude	Longitude	What traffic-related concern do you have at this location?	Mode	Major Street	Location Type	Issue Category
191	2dz9mvp8gy6i	["36.88141	LINESTRING (	On Chestnut Ave between Behymer and International complete the street widening and install bike lanes.	Bicycle	Chestnut	Roadway Segment	Bike Lane
192	2dz9mvp8gy6i	["36.86651	LINESTRING (	On Shepherd Ave between Chance and Maple on south side widen to 2 lanes and install bike lane	Bicycle	Shepherd	Roadway Segment	Bike Lane
193	2dz9mvp8gy6i	["36.73688	LINESTRING (	On Temperance Ave between Kings Canyon and Butler on west side complete the widening and install bike lane.	Bicycle	Temperance	Roadway Segment	Bike Lane
194	8az4ld4sis6a	["36.83378	LINESTRING (	No sidewalk or a bike lane	Pedestrian	Fresno	Roadway Segment	Sidewalk
195	8az4ld4sis6a	["36.82287	LINESTRING (	Narrow roadway with no room for bikes at the light	Bicycle	Fresno	Roadway Segment	Bike Lane
196	7pd73b9bxt27	["36.82580	LINESTRING (	High traffic and speed of vehicles on Willow Ave between Bullard Ave and Nees Ave make bicycling unsafe. Protected bike lanes and bike treatments at intersections would help.	Bicycle	Willow	Roadway Segment	Bike Lane
197	7pd73b9bxt27	["36.85194	LINESTRING (	Protected bike lanes on Cedar Ave from Nees Ave to Barstow Ave can provide safety and potentially increase bike usage to Fresno State University.	Bicycle	Cedar	Roadway Segment	Bike Lane
198	7pd73b9bxt27	["36.82287	LINESTRING (	Protected bike lanes on Bullard Ave between Willow Ave and Blackstone Ave can improve bike safety and usage of bicyclists on Bullard Ave.	Bicycle	Bullard	Roadway Segment	Bike Lane
199	86o924iny43u	["36.75428	LINESTRING (	feels unsafe withHighway entrances and exits	Bicycle	Abby	Roadway Segment	Bike Safety

#	Respondent ID	Latitude	Longitude	What traffic-related concern do you have at this location?	Mode	Major Street	Location Type	Issue Category
200	86o924iny43u	["36.75451	LINESTRING (	feels unsafe with highway entrances and exits	Bicycle	Blackstone	Roadway Segment	Bike Safety
201	86o924iny43u	["36.75037	LINESTRING (	feels unsafe with highway entrances and exits	Bicycle	Van Ness	Roadway Segment	Bike Safety
202	86o924iny43u	["36.75034	LINESTRING (	feels unsafe with highway entrances and exits	Bicycle	Fulton	Roadway Segment	Bike Safety
203	86o924iny43u	["36.75766	LINESTRING (	This whole corridor lacks bike lanes, has high rates of speed, and dangerous crossings that make accessing Roeding Park feel unsafe at any time of day. Overpasses are going in but won't necessarily make this feel any better	Bicycle	Olive	Roadway Segment	Bike Lane
204	86o924iny43u	["36.75039	LINESTRING (	need safe and comfortable access to Roeding Park here	Pedestrian	Belmont	Roadway Segment	Crosswalk
205	4ogc7o7ghd6a	["36.78301	LINESTRING (	bike trail segment to attach Midtown to Oldtown	Bicycle	Clovis	Roadway Segment	Trail Connection
206	4ogc7o7ghd6a	["36.83713	LINESTRING (	Protected bike lane over the Herndon Hump attaching the Herndon Trail	Bicycle	Herndon	Roadway Segment	Bike Lane
207	4ogc7o7ghd6a	["36.83709	LINESTRING (	Continue Herndon Bike trail to Golden state	Bicycle	Herndon	Roadway Segment	Trail Connection
208	4ogc7o7ghd6a	["36.84472	LINESTRING (	continue bike trail from Alluvial to Herndon	Bicycle	Willow	Roadway Segment	Trail Connection
209	4ogc7o7ghd6a	["36.83788	LINESTRING (	Continue Herndon trail to the corner of Willow	Bicycle	Herndon	Roadway Segment	Trail Connection
210	4ogc7o7ghd6a	["36.83756	LINESTRING (	complete Herndon Bike trail segment from first to orchard street	Bicycle	Herndon	Roadway Segment	Trail Connection
211	4ogc7o7ghd6a	["36.89631	LINESTRING (	complete copper trail to sugar pine trail	Bicycle	Copper	Roadway Segment	Trail Connection
212	4ogc7o7ghd6a	["36.85016	LINESTRING (	Repair and clean up Bike Trail segment	Bicycle	Angus	Roadway Segment	Trail Connection

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213	4ogc7o7ghd6a	["36.85221	LINESTRING (	Create a safe bike/Ped Crossing across Nees connecting the trail	Bicycle	Shepherd	Intersection	Crosswalk
214	4ogc7o7ghd6a	["36.86117	LINESTRING (	Make Protected bike lane over 41	Bicycle	Audubon	Roadway Segment	Bike Lane
215	4ogc7o7ghd6a	["36.85315	LINESTRING (	Create bike path to connect bike lane on Audubon to safe access to Spano park and future river bike trail	Bicycle	Audubon	Roadway Segment	Trail Connection
216	4ogc7o7ghd6a	["36.83718	LINESTRING (	Path segment from Herndon trail to Harrison so cyclist can go north to Harrison trail approx. a 10 foot path	Bicycle	Herndon	Roadway Segment	Trail Connection
217	4ogc7o7ghd6a	["36.84805	LINESTRING (	complete Harrison trail to Alluvial	Bicycle	Harrison	Roadway Segment	Trail Connection
218	4ogc7o7ghd6a	["36.87052	LINESTRING (	bike lane from Woodward back gate to the Madera county line	Bicycle	Cobb Ranch	Roadway Segment	Bike Lane
219	4ogc7o7ghd6a	["36.69255	LINESTRING (	Bike lane or trail from Chestnut to the new First Responder Campus	Bicycle	Chestnut	Roadway Segment	Bike Lane
220	4ogc7o7ghd6a	["36.69251	LINESTRING (	Bike lane or trail from Jensen to North	Bicycle	Jensen	Roadway Segment	Bike Lane
221	4ogc7o7ghd6a	["36.88522	LINESTRING (	add lighting along trail to cut down on the multiple accidents of cyclist vs Ped in the dark (Solar?)	Pedestrian	Friant	Roadway Segment	Lighting
222	4ogc7o7ghd6a	["36.78651	LINESTRING (	Push county to put bike lane on Palm ave in the county island to connect city bike lanes	Bicycle	Palm	Roadway Segment	Bike Lane
223	4ogc7o7ghd6a	["36.83026	LINESTRING (	Bike trail south on cedar from Sierra trail to Barstow most likely co op with Fresno State	Bicycle	Cedar	Roadway Segment	Trail Connection

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224	4ogc7o7ghd6a	["36.86646	LINESTRING (	Add street lighting on South side of the street. Widen the one lane area to accommodate a bike lane (Former county island)	Bicycle	Shepherd	Roadway Segment	Lighting
225	4ogc7o7ghd6a	["36.84927	LINESTRING (	extend Santa FE trail East along river to Milburn ave	Bicycle	Santa Fe	Roadway Segment	Trail Connection
226	4ogc7o7ghd6a	["36.81567	LINESTRING (	continue bike trail to campus point area	Bicycle	Barstow	Roadway Segment	Trail Connection
227	4ogc7o7ghd6a	["36.82618	LINESTRING (	continue bike trail to chestnut	Bicycle	Willow	Roadway Segment	Trail Connection
228	4ogc7o7ghd6a	["36.83021	LINESTRING (	continue trail from Sierra south along chestnut to meet new proposed trail section	Bicycle	Chestnut	Roadway Segment	Trail Connection
229	4ogc7o7ghd6a	["36.80825	LINESTRING (	continue bike trail east along Shaw to possible canal trail	Bicycle	Shaw	Roadway Segment	Trail Connection
230	4ogc7o7ghd6a	["36.83734	LINESTRING (	Build trail segment over abandon street section	Bicycle	Blythe	Roadway Segment	Trail Connection
231	6uz37csx78g4	["36.86663	LINESTRING (	Extend bike trail west to Woodward park	Bicycle	Friant	Roadway Segment	Trail Connection
232	6uz37csx78g4	["36.84475	LINESTRING (	Extend bike trail south to Willow	Bicycle	Willow	Roadway Segment	Trail Connection
233	6uz37csx78g4	["36.83786	LINESTRING (	Extend Herndon trail to willow	Bicycle	Herndon	Roadway Segment	Trail Connection
234	6uz37csx78g4	["36.83752	LINESTRING (	Extend Herndon bike trail from First to Orchard	Bicycle	Herndon	Roadway Segment	Trail Connection
235	6uz37csx78g4	["36.89628	LINESTRING (	complete copper bike trail to Willow	Bicycle	Copper	Roadway Segment	Trail Connection
236	6uz37csx78g4	["36.83704	LINESTRING (	complete Herndon trail to Golden state area	Bicycle	Herndon	Roadway Segment	Trail Connection
237	6uz37csx78g4	["36.89641	LINESTRING (	protected bike lane from Copper to Friant along willow	Bicycle	Willow	Roadway Segment	Bike Lane

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238	42pog7det3d7	["36.77215	LINESTRING (	this is a scary free way crossing, and the transition from the over pass to Hacienda and then the intersection at Marks feels very exposed, with chaotic traffic	Motor Vehicle	Hacienda	Roadway Segment	Crosswalk
239	42pog7det3d7	["36.83762	LINESTRING (	Getting across Prospect/Valentine here is difficult and confusing especially going east bound. Also Herndon trail missing here west of Prospect/Valentine, and frontage road is high speed and lacks bike lanes	Bicycle	Herndon	Roadway Segment	Trail Connection
240	42pog7det3d7	["36.84693	LINESTRING (	There is a really neat class 1 one trail connecting Herndon trail ot the river. This sections is missing, and the transition from class 1 trail to roadway is a sharp turn with some unforunate fencing. Recommend straightening out entrance points and removing parking to create a two way class 4 on this section.	Bicycle	Santa Fe	Roadway Segment	Trail Connection
241	42pog7det3d7	["36.82434	LINESTRING (	There is really poor visibility of cars traveling southwest here due to angle of roadway and concrete wall. Makes crossing the off ramp a little harrowing	Motor Vehicle	Veterans	Roadway Segment	Visibility

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242	42pog7det3d7	["36.76478	LINESTRING (	There is no safe connection between West Fresno and Southwest Fresno. Need at the very least a street with consistent bike lanes, would be preferable to have a class 1 or class 4 connector between these two neighborhoods. Hughes is a good option.	Bicycle	Hughes	Roadway Segment	Bike Lane
243	42pog7det3d7	["36.82363	LINESTRING (	This region is one of the most dangerous and difficult to ride in parts of town. Inconsistent bike lanes and lack of shoulders in many of the county sections need to be fixed.	Bicycle	Garfield	Roadway Segment	Bike Lane
244	42pog7det3d7	["36.74746	LINESTRING (	Really great connector between tower district and the east side. Has good at grade pedestrian bridge over FWY 41, and fiarly calm traffic. Could use class 3 designation, wayfinding and traffic calming.	Pedestrian	College	Roadway Segment	Traffic Calming
245	42pog7det3d7	["36.78937	LINESTRING (	Good potential class 3 route	Bicycle	Crystal	Roadway Segment	Bike Lane
246	42pog7det3d7	["36.75035	LINESTRING (	Should be class 4	Bicycle	Fulton	Roadway Segment	Bike Lane
247	42pog7det3d7	["36.78191	LINESTRING (	Good place to put class 4 bike lanes, plenty of space and no driveways	Bicycle	Dakota	Roadway Segment	Bike Lane
248	42pog7det3d7	["36.74089	LINESTRING (	This route is incredibly useful for getting from tower district to Southwest Fresno, and has a few schools and parks along it. Could use some traffic calming and be added to the priority network	Motor Vehicle	Trinity	Roadway Segment	Traffic Calming

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249	42pog7det3d7	["36.71410	LINESTRING (	Theres a lot of big trucks and fast treffic out here and the street layout would make class 4 bike lanes pretty feasible. Lots of jobs out here	Bicycle	Cherry	Roadway Segment	Bike Lane
250	42pog7det3d7	["36.67807	LINESTRING (	lots of big warehouses and factories here. Better bicycling facilities are desperately needed as its pretty high stress with all of the diesel tricks and stuff. Should be able to get class 4 or class 1 out here.	Bicycle	Dorothy Ave	Roadway Segment	Bike Lane
251	42pog7det3d7	["36.74405	LINESTRING (	Should be class 4	Bicycle	Van Ness	Roadway Segment	Bike Lane
252	42pog7det3d7	["36.73466	LINESTRING (	Could be good connector between downtown and the east side. needs repaving but could be easliy converted to class 4	Bicycle	Butler	Roadway Segment	Bike Lane
253	42pog7det3d7	["36.73893	LINESTRING (	Connects courthouse, library, city hall, fulton st, and the high speed rail station site. Would be nice if there was a more clear path for bicycles through the pedestrianized areas and courthouse park. Would like to see it as a class 3 with some traffic calming measures east of Fulton st.	Bicycle	Tulare	Roadway Segment	Bike Lane
254	42pog7det3d7	["36.81157	LINESTRING (	This is generally a pretty nice route but would really benefit by being converted to class 4	Bicycle	San Jose	Roadway Segment	Bike Lane

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255	42pog7det3d7	["36.83727	LINESTRING (	would be a good class 4 route connecting Pinedale nighborhood to future site of river west bike trail as well as woodward park	Bicycle	Nees	Roadway Segment	Bike Lane
256	42pog7det3d7	["36.85237	LINESTRING (	This is a really important connector to woodward park and north east Fresno. Street is getting some traffic calming but could benifit from class 3 designation and increased buffering and visibility for bike lanes	Bicycle	Audubon	Roadway Segment	Traffic Calming
257	42pog7det3d7	["36.83796	LINESTRING (	Herndon high traffic volumes and unconstrained right turns make riding on the Herndon Trail a little scary. Raised sidewalks and restrictions on reds should be explored at every intersection.	Pedestrian	Herndon	Roadway Segment	Sidewalk
258	42pog7det3d7	["36.79027	LINESTRING (	good class 3 route, could use enhanced crossings	Bicycle	Floradora	Roadway Segment	Crosswalk
259	42pog7det3d7	["36.75139	LINESTRING (	good class 3 route, could use enhanced crossings	Bicycle	Dakota	Roadway Segment	Crosswalk
260	42pog7det3d7	["36.76892	LINESTRING (	Good class 3 route, could use enhanced crossings, especially at Fruit, traffic calming, and wayfinding	Bicycle	Fruit	Roadway Segment	Crosswalk
261	42pog7det3d7	["36.86075	LINESTRING (	Good potential for class 4 connecting various schools, and shopping centers to prexesting bike paths	Bicycle	Audubon	Roadway Segment	Bike Lane

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262	42pog7det3d7	["36.83697	LINESTRING (	Need to push forward on class 4 bikeways north of Tulare. This is generally a good north south route that connects a lot of schools parks, shopping destinations but really needs safer crossings, completed bike lanes, and class 4 whereever possible. Also need better safety along frontage roads.	Bicycle	First	Roadway Segment	Bike Lane
263	42pog7det3d7	["36.71499	LINESTRING (	Good class 4 opportunity	Bicycle	McMillin	Roadway Segment	Bike Lane
264	42pog7det3d7	["36.72000	LINESTRING (	Good class 4 opportunity	Bicycle	California	Roadway Segment	Bike Lane
265	42pog7det3d7	["36.82285	LINESTRING (	would be nice as a class 4, could probably be done fairly easy. important connetor into are generally difficult to reach	Bicycle	Figarden	Roadway Segment	Bike Lane
266	42pog7det3d7	["36.73244	LINESTRING (	There are really nice buffered bike lanes here. Consider adding Bullards to increase comfort	Bicycle	Lane	Roadway Segment	Bike Lane
267	42pog7det3d7	["36.73572	LINESTRING (	Would be good class 4	Bicycle	Fowler	Roadway Segment	Bike Lane
268	42pog7det3d7	["36.73602	LINESTRING (	2 way class 4 on west side of street could be easily implemented	Bicycle	Maple	Roadway Segment	Bike Lane
269	42pog7det3d7	["36.72872	LINESTRING (	If possible add buffer to bike lanes on Butler. Well trafficed route with high traffic stress	Bicycle	Butler	Roadway Segment	Bike Lane
270	42pog7det3d7	["36.72852	LINESTRING (	important connector between eastside and Calwa, intermitten bike lanes and sidewalks are a challange	Bicycle	Cedar	Roadway Segment	Bike Lane

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271	42pog7det3d7	["36.70661	LINESTRING (	this is an important connector between Calwa, south central warehouse and factory area, and westside. Very challenging ride, particularly when crossing freeways and railroads. Would be good to provide better facilities to allow residents in the very poor westside and Calwa to access jobs in south central neighborhood.	Bicycle	Jensen	Roadway Segment	Bike Lane
272	42pog7det3d7	["36.72115	LINESTRING (	potentially nice route with good opportunities for class 4	Bicycle	California	Roadway Segment	Bike Lane
273	42pog7det3d7	["36.71534	LINESTRING (	Should be considered for class 4, particularly the segment between Tulare and Ceasar Chavez which has a few homeless shelters and usually has large encampments	Bicycle	Cesar Chavez	Roadway Segment	Bike Lane
274	42pog7det3d7	["36.72861	LINESTRING (	potential for good class 4	Bicycle	Teliman	Roadway Segment	Bike Lane
275	42pog7det3d7	["36.78661	LINESTRING (	class 4 to connect Maple high priority netork to county social services building	Bicycle	Maple	Roadway Segment	Bike Lane
276	42pog7det3d7	["36.77310	LINESTRING (	This could potentially be a good route and parts of it would be easily convereted to class 4, other parts more difficult	Bicycle	Marks	Roadway Segment	Bike Lane
277	42pog7det3d7	["36.83814	LINESTRING (	Should be fairly easy to add class 4 or at least buffered class 2. Passes be a number of schools, shopping centers, and other destinations and hooks into sugar pine trail	Bicycle	Shepherd	Roadway Segment	Bike Lane

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278	42pog7det3d7	["36.80740	LINESTRING (	Class 1 should be implemented here in cunjuction with road widening to connnect veterans blvd to neighborhoods south of shaw	Bicycle	Veterans	Roadway Segment	Road Widening
279	42pog7det3d7	["36.74686	LINESTRING (	good class 3 route, needs signals at Cedar, Chestnut and Maple, hooks in to county McKenzie trail. Signage to direct people to pedestrian bridge over 41	Bicycle	McKenzie	Roadway Segment	Signal
280	42pog7det3d7	["36.7614,-	LINESTRING (	Could be good class 3 route	Bicycle	Floradora	Roadway Segment	Bike Lane
281	42pog7det3d7	["36.83731	LINESTRING (	redo trail on this section	Bicycle	Herndon	Roadway Segment	Trail Connection
282	42pog7det3d7	["36.83592	LINESTRING (	Milbrook is mostly a really good route, however signage would be needed because there are a few turns that need to be made	Bicycle	Millbrook	Roadway Segment	Signage
283	42pog7det3d7	["36.76526	LINESTRING (	Tower district specific plan calls for creation of a class 4 bikeways along this route connecting Fresno City College, Eaton Elementary and Fresno High, its believed there would be homeonwner support for this	Bicycle	McKinley	Roadway Segment	Bike Lane

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284	42pog7det3d7	["36.80854	LINESTRING (	Crossing Shaw is a major barrier. Need left turn phasing at every light. I was almost hit at Shaw and Maroa and have seen close calls at Shaw and Marty and Shaw and Valentine, none of which have left turn phasing. Riding on Shaw is basically impossible, I tend to ride on the sidewalk in this area. Bike lanes are probably not possible for any section, so it would be good to expand sidewalks where possible to facilitate travel.	Motor Vehicle	Shaw	Roadway Segment	Signal
285	42pog7det3d7	["36.79657	LINESTRING (	This is a useful route and could really benefit from being class 4 or buffered class 2 particularly Emerson from West to Marks.	Bicycle	Emerson	Roadway Segment	Bike Lane
286	42pog7det3d7	["36.79401	LINESTRING (	barrier wall along median to discourage chronic jaywalking, a few more crosswalks would be good as well	Pedestrian	Blackstone	Roadway Segment	Crosswalk
287	42pog7det3d7	["36.73749	LINESTRING (	Steep bridges that are a barrier to travel	Bicycle	Stanislaus	Roadway Segment	Grade Separation
288	42pog7det3d7	["36.73636	LINESTRING (	steep bridge is a barrier to travel, would love vertical elements to make more comfortable or sidewalk enhancements for sidewalk bike riding	Bicycle	Tuolumne	Roadway Segment	Grade Separation

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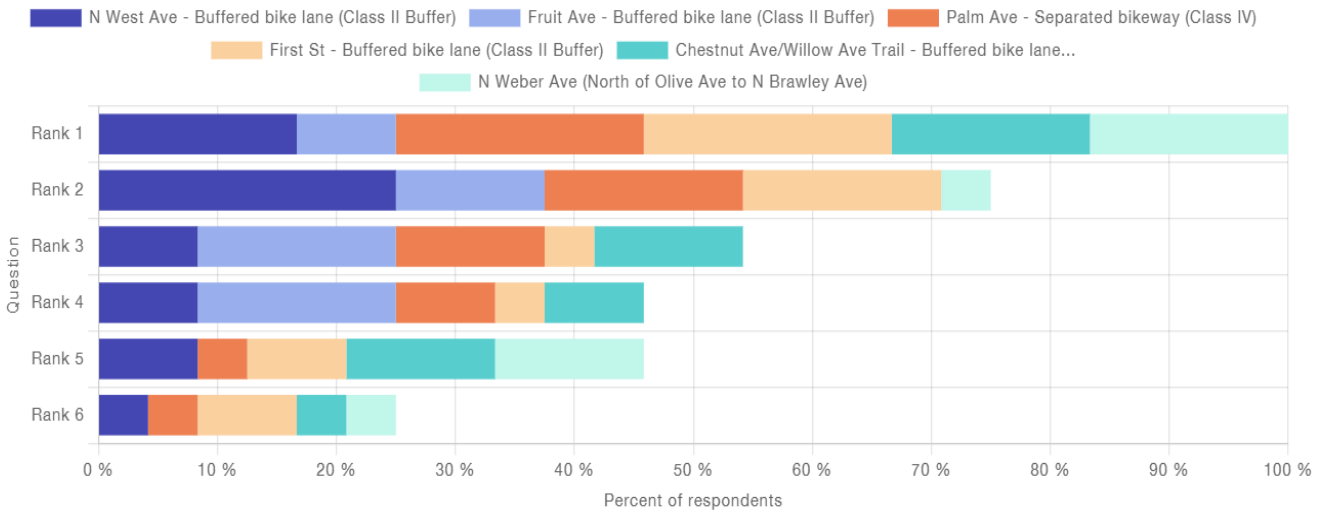
289	42pog7det3d7	["36.72838	LINESTRING (	This will be one of the only ways to access Chinatown and the west side from downtown. Highspeed rail is putting in a tunnel with class 2 bike lanes which will discourage travel. Would love better facilities here	Bicycle	Cesar Chavez	Roadway Segment	Bike Lane
290	42pog7det3d7	["36.73435	LINESTRING (	This sucks to ride but not sure what could be done about it	Bicycle	Fresno	Roadway Segment	Crosswalk
291	42pog7det3d7	["36.75770	LINESTRING (	This is the access point for Roeding Park from the Tower and is incredibly uncomfortable riding. HSR is putting in an overpass here which wont help things. Need a safe and enjoyable route that people can access the park with	Bicycle	Olive	Roadway Segment	Bike Lane
292	4ub79dzn4xv8	["36.86659	LINESTRING (	Extend bike trail to park	Bicycle	Friant	Roadway Segment	Trail Connection
293	4cx7cta8r2o8	["36.83396	LINESTRING (	Dangerous	Bicycle	Marks	Roadway Segment	Road Safety
294	4cx7cta8r2o8	["36.77643	LINESTRING (	Need more bike and ped crossings across RR tracks	Bicycle	McKinley	Roadway Segment	Trail Connection
295	4cx7cta8r2o8	["36.77231	LINESTRING (	Too dark along Clinton - need more lighting	Motor Vehicle	Clinton	Roadway Segment	Lighting
296	4cx7cta8r2o8	["36.85475	LINESTRING (	cars drive very fast, and bikes and peds cross friant frequently	Motor Vehicle	Friant	Roadway Segment	Speeding
297	4cx7cta8r2o8	["36.88839	LINESTRING (	widen and install bike lanes	Bicycle	Chestnut	Roadway Segment	Bike Lane
298	4cd7zs6ye469	["36.77948	LINESTRING (	Generally not safe to walk, although its in the county its a popular route for middle school students. The crossing is also ridiculously large	Pedestrian	Sierra Vista	Roadway Segment	Crosswalk

#	Respondent ID	Latitude	Longitude	What traffic-related concern do you have at this location?	Mode	Major Street	Location Type	Issue Category
299	4cd7zs6ye469	["36.77220	LINESTRING (	Commonly disregard the bike class here, as people regularly eat into the bike lane to get ready for any right turns	Bicycle	Maple	Roadway Segment	Bike Lane
300	7tt3srt9mk66	["36.76312	LINESTRING (	The 35 Cedar bus has stops between McKinley and Floradora, with no adequate mid-block crossing for pedestrians wishing to get there. Myself and others are sometimes stuck standing in the turning lane trying to get to our bus on time	Pedestrian	Cedar	Roadway Segment	Crosswalk
301	38rha2mlu6p6	["36.85169	LINESTRING (	An e te ded bus route to go to my Church and other pants of clovis, as well as service on Sundays & ext Sat	Bus	Nees	Roadway Segment	Bus Route
302	38rha2mlu6p6	["36.79987	LINESTRING (	Sunday evening nights extender bus hours on bus 38 South 7pm and later	Bus	Cedar	Roadway Segment	Bus Route
303	7dp9y3v29kb3	["36.75735	LINESTRING (	The street is horrible. Too many potholes to ride a bike, have fell multiple times trying to ride it in the dark. Have a hard time walking with strollers very uneven bumpy road.	Bicycle	Crystal	Roadway Segment	Potholes

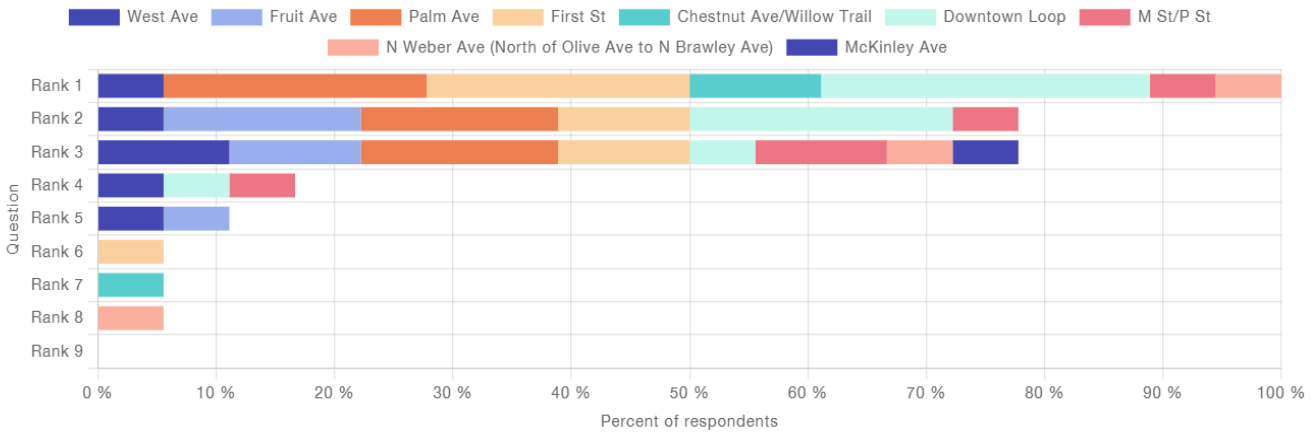
QUESTIONNAIRE 3: CORRIDOR PRIORITIZATION SURVEY RESULTS

Q1. Which north-south corridors would you support for new or improved bicycle facilities in Fresno?



Submitted respondents: 18
Total respondents: 24

Q2. Which TOP 3 bicycle facilities would you like to see move forward to initial design development (30% design)? Please choose up to three options. (Note: "30% design" means the first detailed planning phase where preliminary project concepts, initial route layouts, and basic technical feasibility studies are developed.)



Submitted respondents: 17
Total respondents: 18

PUBLIC OUTREACH FLYERS

*Working **TOGETHER** to create a more walkable, bikeable Fresno*

CITY OF FRESNO
Active Transportation Plan Update

Building on Progress: Updating Fresno's Blueprint for Active Transportation

What is the Active Transportation Plan Update?

The 2024 Active Transportation Plan Update will build upon Fresno's 2017 ATP to create an even more connected, safe, and accessible network for walking and biking. This update will reflect our community's evolving needs, incorporate lessons learned, and align with current best practices in active transportation planning.

Why Update the ATP Now?

Since 2017:

- New neighborhoods and developments have changed transportation patterns
- Community feedback has highlighted new needs and priorities
- Funding opportunities have expanded
- Best practices in active transportation have evolved
- New technologies and mobility options have emerged

The ATP Update will evaluate our progress, assess current needs, and chart a course for the next phase of active transportation improvements in Fresno. Your input is crucial for ensuring the plan reflects community priorities and creates opportunities for all residents.

Progress Since 2017:

45 
Miles of new bike lanes installed

65 
Miles of sidewalks improved

$65 Million
In active transportation grants secured

We Want To Hear From You!

SHARE YOUR FEEDBACK on what's working and what needs improvement.

TO LEARN MORE about projects, upcoming engagement activities and status updates.

Contact Us

Questions or ideas? Email us at ***ActiveTransportation@fresno.gov***

*Working **TOGETHER** to create a more walkable, bikeable Fresno*

CITY OF FRESNO
Active Transportation Plan Update

Building on Progress: Updating Fresno's Blueprint for Active Transportation

What Will the Fresno ATP Update Include?

The ATP update will comprehensively assess Fresno's current active transportation infrastructure, including an evaluation of the bicycle network, pedestrian facilities, and safe routes to schools.

Existing Conditions & Network Analysis

- Assessment of current walking and biking networks
- Identification of gaps & barriers
- Review of progress since 2017 ATP
- Analysis of safety & connectivity needs

Community Engagement & Needs Assessment

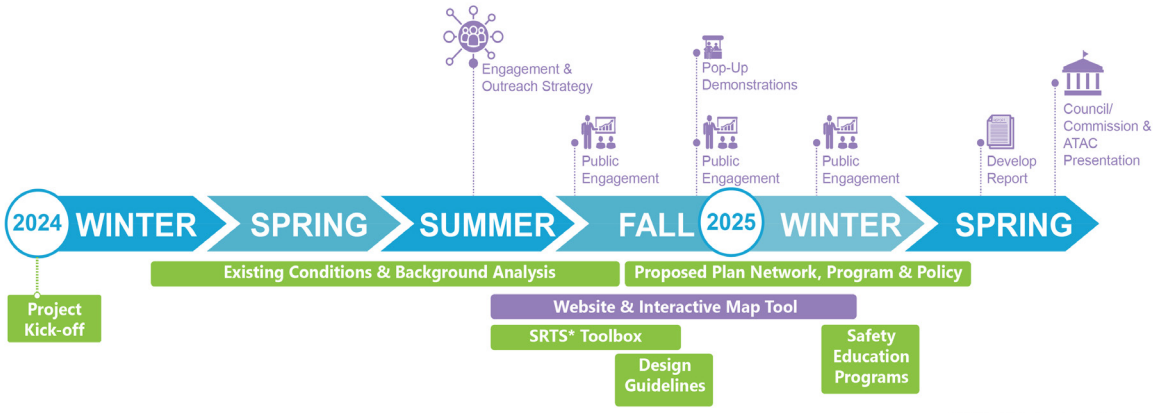
- Interactive online mapping tool
- Public workshops & events
- Focus on equitable participation across Fresno

Infrastructure & Program Recommendations

- Enhanced bicycle & pedestrian networks
- Safe Routes to School toolbox
- Safety education programs

Implementation Strategy

- Project prioritization framework
- Funding opportunities
- Clear timeline for improvements
- Performance measures for success



Get Involved

TAKE OUR SURVEY:
https://qrfy.io/r/FresnoATP

YOU'RE ARE INVITED to a community workshop during week of December 9th. Stay Tuned! More details will be updated on project website: *www.fresno.gov/publicworks/active-transportation-plan*

Contact Us

Questions or ideas? Email us at ***ActiveTransportation@fresno.gov***

*Opportunity to Shape the **Future** of Active Transportation in Fresno!*

CITY OF FRESNO

PUBLIC WORKSHOP

Fresno Active Transportation Plan Update

This comprehensive update reinforces the City's commitment to improving active transportation—walking, biking, wheelchair use, and other human-powered travel modes—by enhancing accessibility, safety, and connectivity.

PUBLIC WORKSHOP #2

Tuesday, December 10, 2024 at 5:30 PM to 7:30 PM

Ted C. Wills Community Center
770 N San Pablo Ave, Fresno, CA 93728

Why Attend?

Learn about existing & proposed biking/pedestrian improvements

Discuss project alternatives for priority corridors

Share ideas & suggestions for a more walkable & bikeable Fresno

Help us update the existing Active Transportation Plan to improve and enhance safety & accessibility for pedestrians, cyclists, and all active transportation users in Fresno.

FOR MORE INFORMATION,
please visit the project website at
https://www.fresno.gov/publicworks/active-transportation-plan/

TAKE OUR SURVEY,
please visit website at
https://qrfy.io/r/FresnoATP

IF YOU NEED TRANSLATION SERVICES, *please make your request a minimum of three business days prior to the workshop by emailing ActiveTransportation@fresno.gov.*

CITY OF FRESNO
Active Transportation Plan Update

*¡Oportunidad para dar forma al **futuro** del transporte activo en Fresno!*

CITY OF FRESNO

Taller Público

Actualización del Plan de Transporte Activo de Fresno

Esta actualización integral refuerza el compromiso de la ciudad de mejorar la actividad activa Transporte: caminar, andar en bicicleta, usar sillas de ruedas y otros viajes impulsados por humanos modos—mejorando la accesibilidad, la seguridad y la conectividad.

TALLER PÚBLICO #2

Martes 10 de diciembre de 2024 de 5:30 PM a 7:30 PM horas

Ted C. Wills Community Center
770 N San Pablo Ave, Fresno, CA 93728

¿Por qué asistir?

Conozca las mejoras existentes y propuestas para ciclistas y peatones

Discutir alternativas de proyecto para corredores prioritarios

Comparta ideas y sugerencias para un Fresno más transitable a pie y en bicicleta

Ayúdenos a actualizar el Plan de Transporte Activo existente para mejorar y mejorar la seguridad y accesibilidad para peatones, ciclistas y todos los usuarios de transporte activo en Fresno.

PARA MÁS INFORMACIÓN,
Visite el sitio web del proyecto en *https://www.fresno.gov/publicworks/active-transportation-plan/*

RESPONDA A NUESTRA ENCUESTA,
Visite el sitio web en *https://qrfy.io/r/FresnoATP*

SI NECESITA SERVICIOS DE TRADUCCIÓN, *haga su solicitud con un mínimo de tres días hábiles antes del taller enviando un correo electrónico a ActiveTransportation@fresno.gov.*

CITY OF FRESNO
Active Transportation Plan Update

Fresno Active Transportation Plan Update

Public Workshop #1 - Virtual

October 22, 2024

Agenda

- Introduction
- Vision and Goals of Fresno Active Transportation Plan (ATP) Update
- The ATP Update Development Process & Schedule
- New Approaches to the 2024 ATP Update
- The 6 E's of the ATP Update
- Your Role as a Safety Champion
- Preliminary Collision Analysis Findings
- Interactive Session: Project Website, Survey and Map Input Walk-Through
- Discussion and Questions
- Next Steps

Introduction

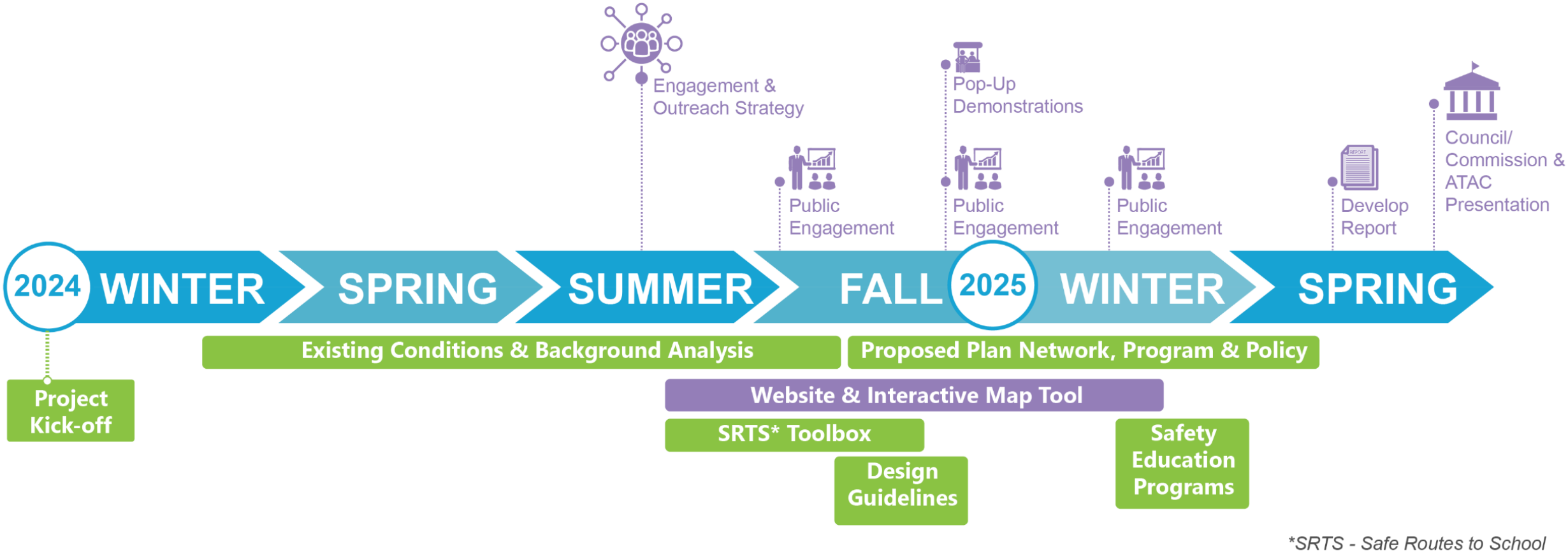
Vision and Goals of Fresno Active Transportation Plan (ATP) Update

Vision:

"Fresno envisions a city where individuals of all ages, abilities, income levels, and backgrounds can safely, conveniently, and comfortably walk, bike, roll, or use mobility devices to reach their destinations and access transit. A well-connected network of pedestrian and bicycle facilities will seamlessly link homes, jobs, schools, transit hubs, and other key destinations. This network will empower residents to choose active, sustainable travel options, fostering improved public health, reduced environmental impact, and an enhanced quality of life."

- **Goal 1. Safety Enhancement**
- **Goal 2. Connectivity, Accessibility and Comfort**
- **Goal 3. Equity and Inclusivity**
- **Goal 4. Economic Vitality & Quality of Life**
- **Goal 5. Education, Encouragement & Enforcement**
- **Goal 6. Data Collection and Performance Monitoring**
- **Goal 7. Ongoing Maintenance**

The ATP Update Development Process



*SRTS - Safe Routes to School

New Approaches to the 2024 ATP Update

District-Based Analysis

- Analysis now based on seven Council districts of Fresno
- Maps are now shown per district, replacing previous quadrant style
- Aligning with city districts provides improved relevance and implementation

Enhanced Collision Analysis

- Detailed collision analysis
- Provides deeper insights into Pedestrian, Bicycle and Transit safety issues and priorities

Safe Routes to School Toolbox Integration Webpage

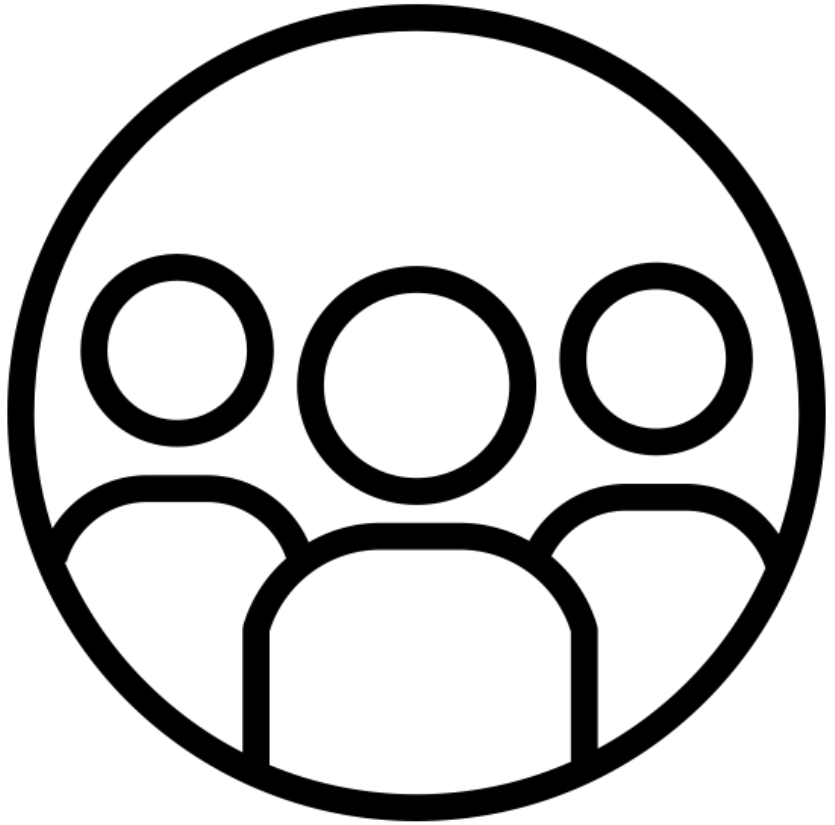
- Incorporates Safe Routes to School Toolkit
- Includes countermeasure toolbox for schools
- Aims to improve safety for students and promote active transportation at a young age

30% Conceptual Design for Bicycle Facilities

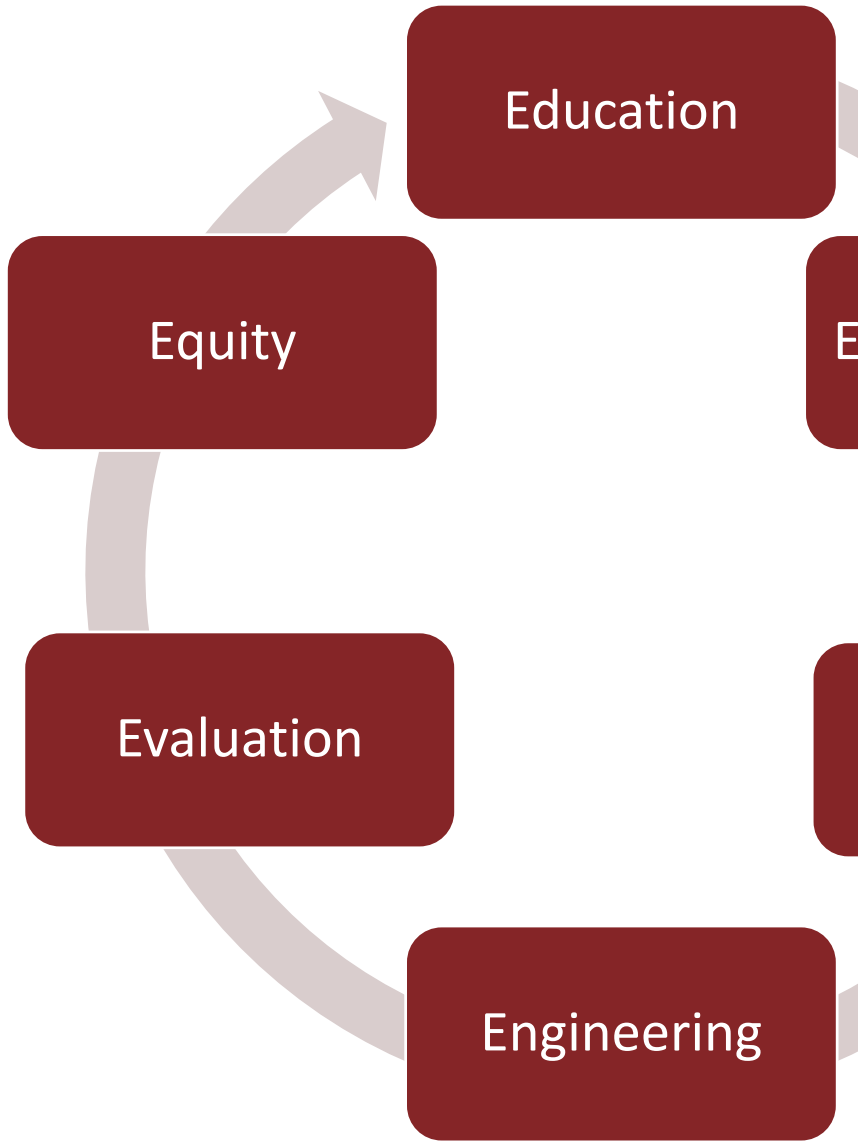
- Three corridors will be studied

Your Role as an Active Transportation Champion!

- Tell us about your pedestrian/bicycle safety related issues or concerns
- Tell us what you've heard from other members of the community
- Share with us any ideas for programs/safety measures under the E categories (Education, Encouragement, Evaluation, Enforcement, Engineering, and Equity)
- Report your concerns in a map-based survey and interactive map input at on project webpage
- https://www.fresno.gov/publicworks/active-transportation-plan/
- Share the project webpage survey and interactive map input tool with the community
- Stay informed about the project!



The 6 E's of the ATP Update



Conduct focused public information and education campaigns

Create pocket guides and informational fliers with pedestrian laws, stop sign violations, etc.

Safe Routes to School education programs

Community events like Bike to Work Day and Walk to School Day

Wayfinding signage to highlight walking and biking routes

Recognition programs for bike-friendly businesses

Targeted enforcement at high risk intersections

Place high priority on enforcement of violation type that contribute to the most fatalities and severe injuries

Engineering countermeasures

Eg.: Install sidewalks, Install Bike lanes, Add LTP at signalized intersections etc.

Regular pedestrian and bicycle counts at key locations

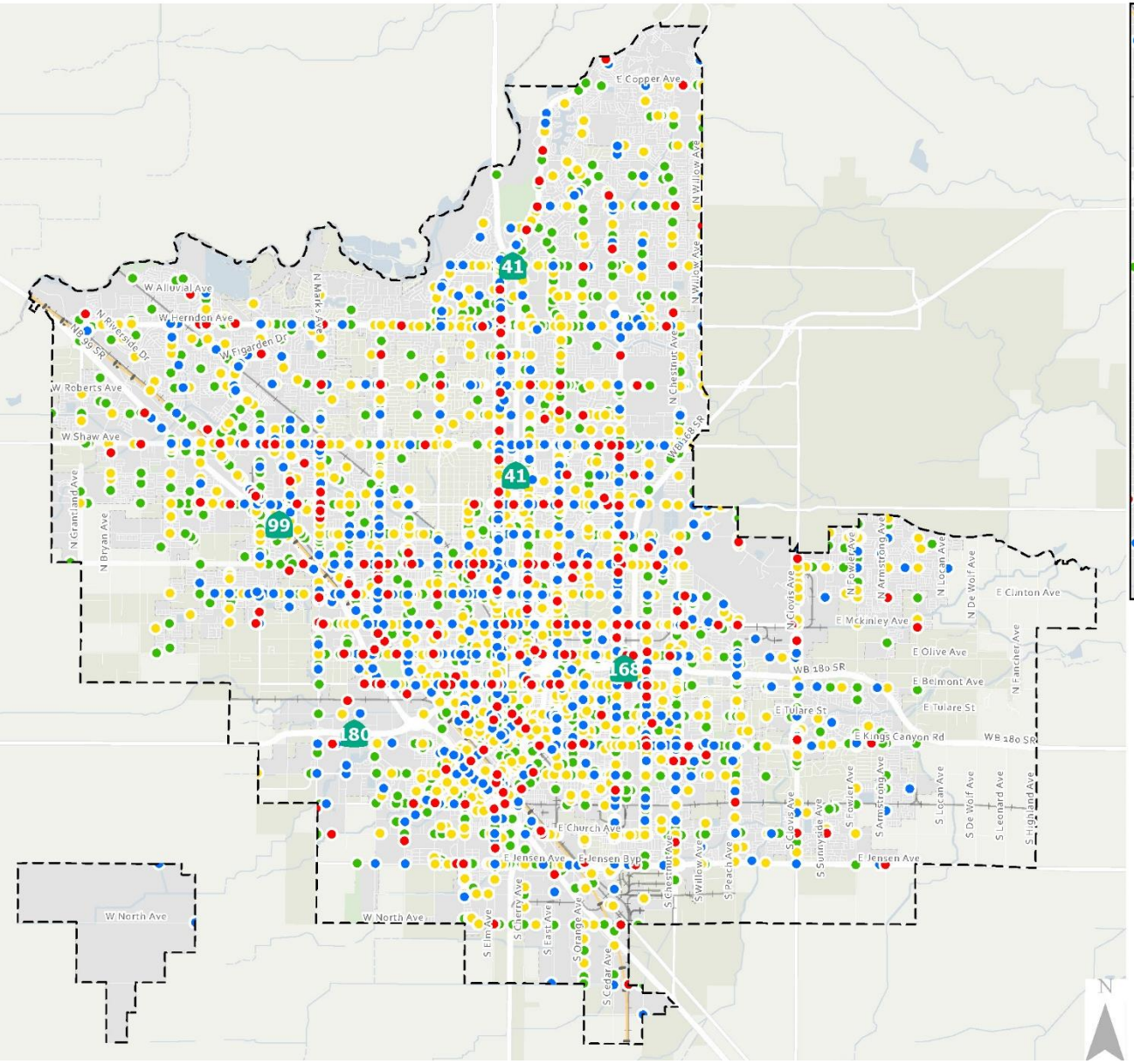
Annual review of crash data and safety trends

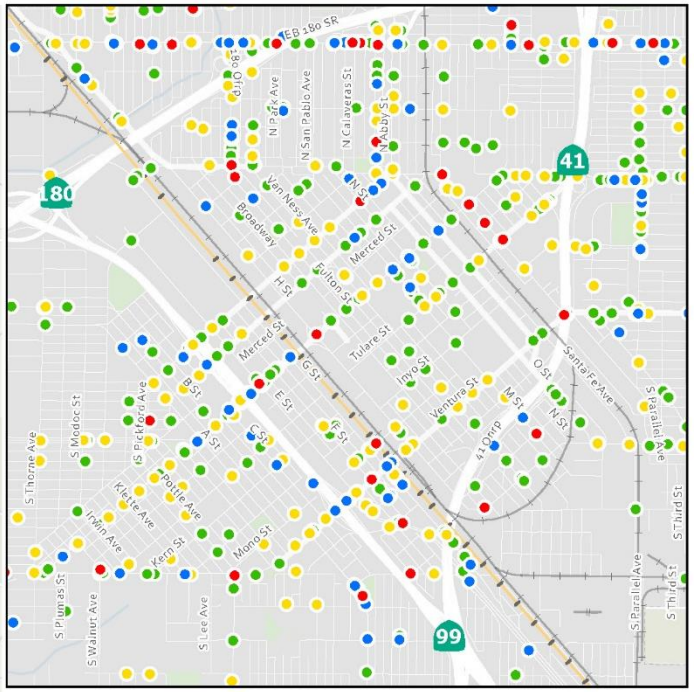
Community surveys to assess attitudes and behaviors

Performance metrics to track progress towards plan goals

Consideration of impact of active transportation on disadvantaged communities

Injury Collision Analysis Findings (2018 – 2023)





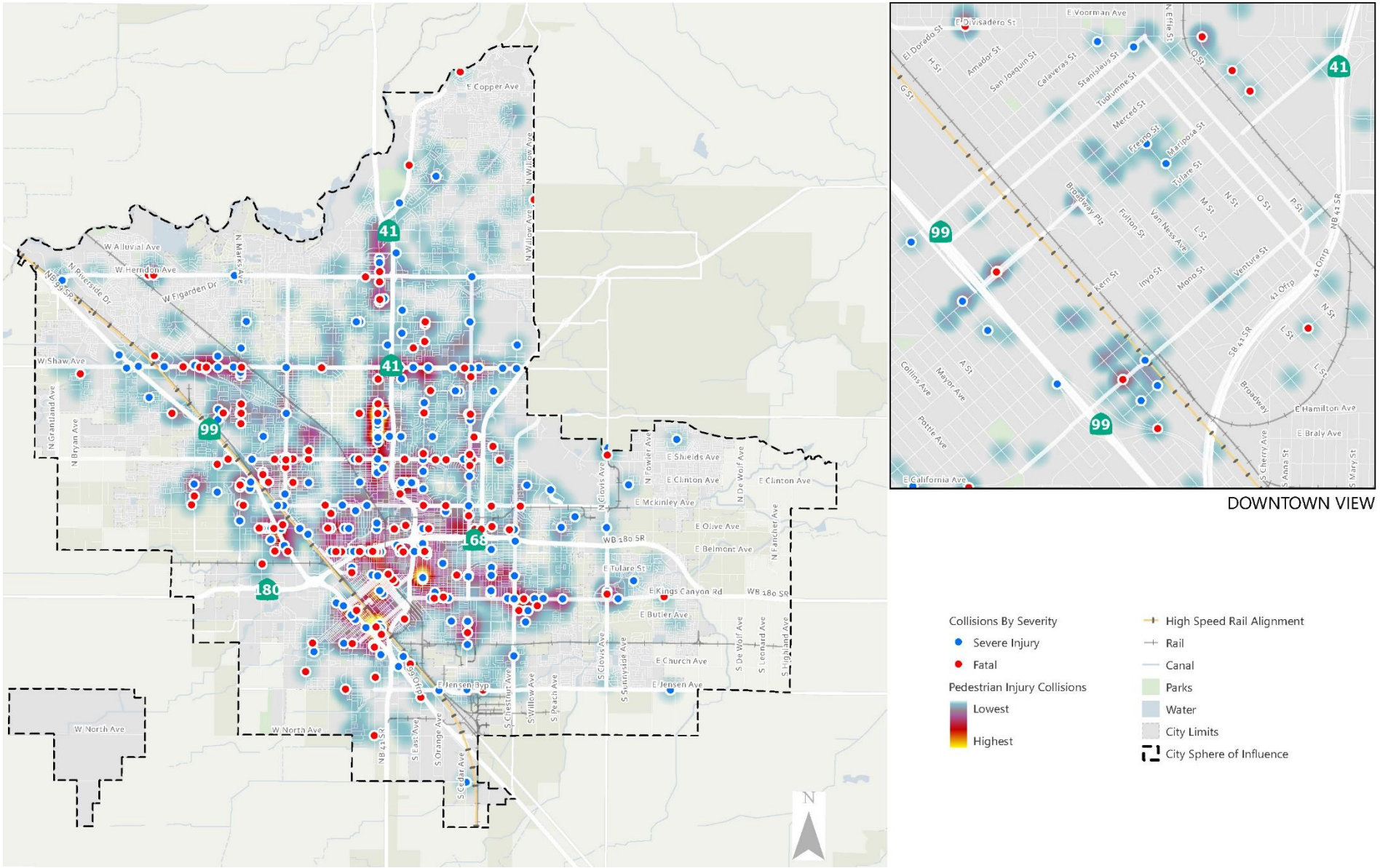
DOWNTOWN VIEW

Collisions By Severity
- Complain of Pain
- Visible Injury
- Severe Injury
- Fatal

- High Speed Rail Alignment
- Rail
- Canal
- Parks
- Water
- City Limits
- City Sphere of Influence

Collision Severity	# of Collisions	%
Fatal	248	4%
Severe Injury	723	11%
Other Visible Injury	1,944	29%
Complaint of Pain	3,711	56%
Total	**6,626**	**100%**

Pedestrian Collisions (2018 – 2023)



DOWNTOWN VIEW

Collisions By Severity
- Severe Injury
- Fatal

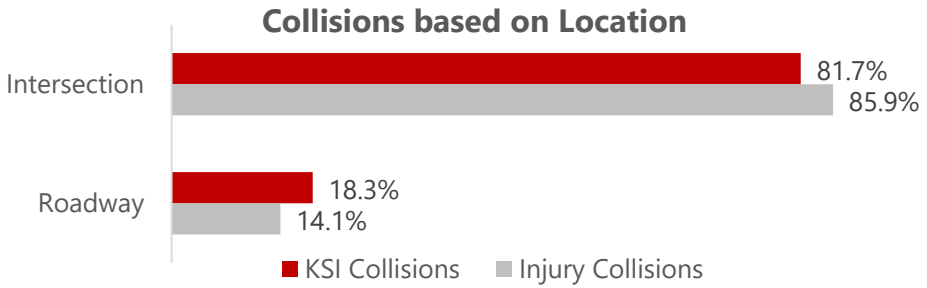
Pedestrian Injury Collisions
- Lowest
- Highest

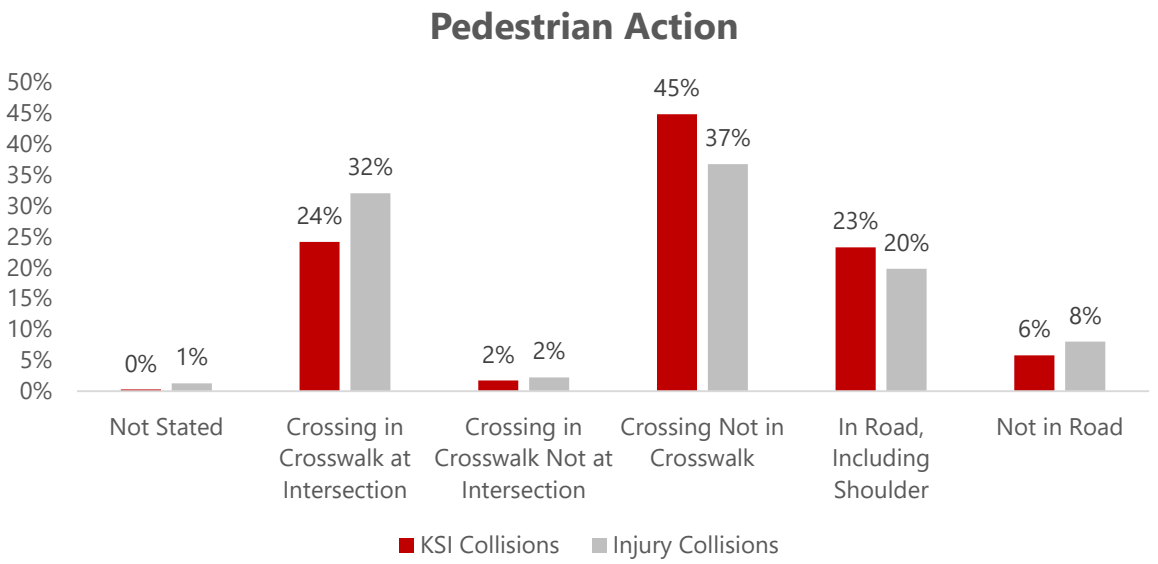
- High Speed Rail Alignment
- Rail
- Canal
- Parks
- Water
- City Limits
- City Sphere of Influence

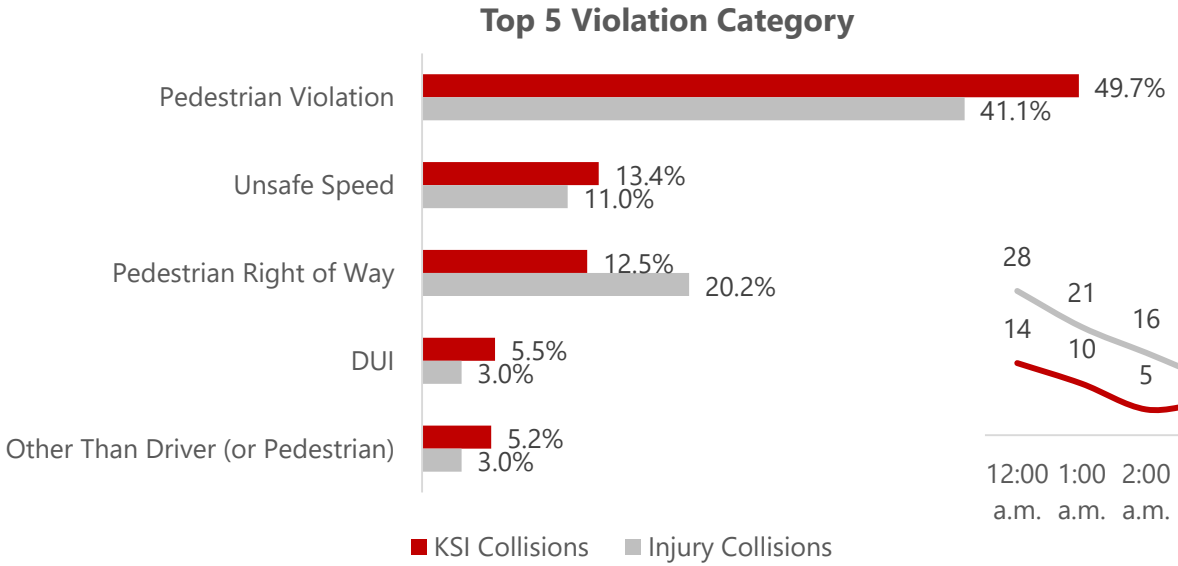
Pedestrian Collision Analysis (2018 – 2023)

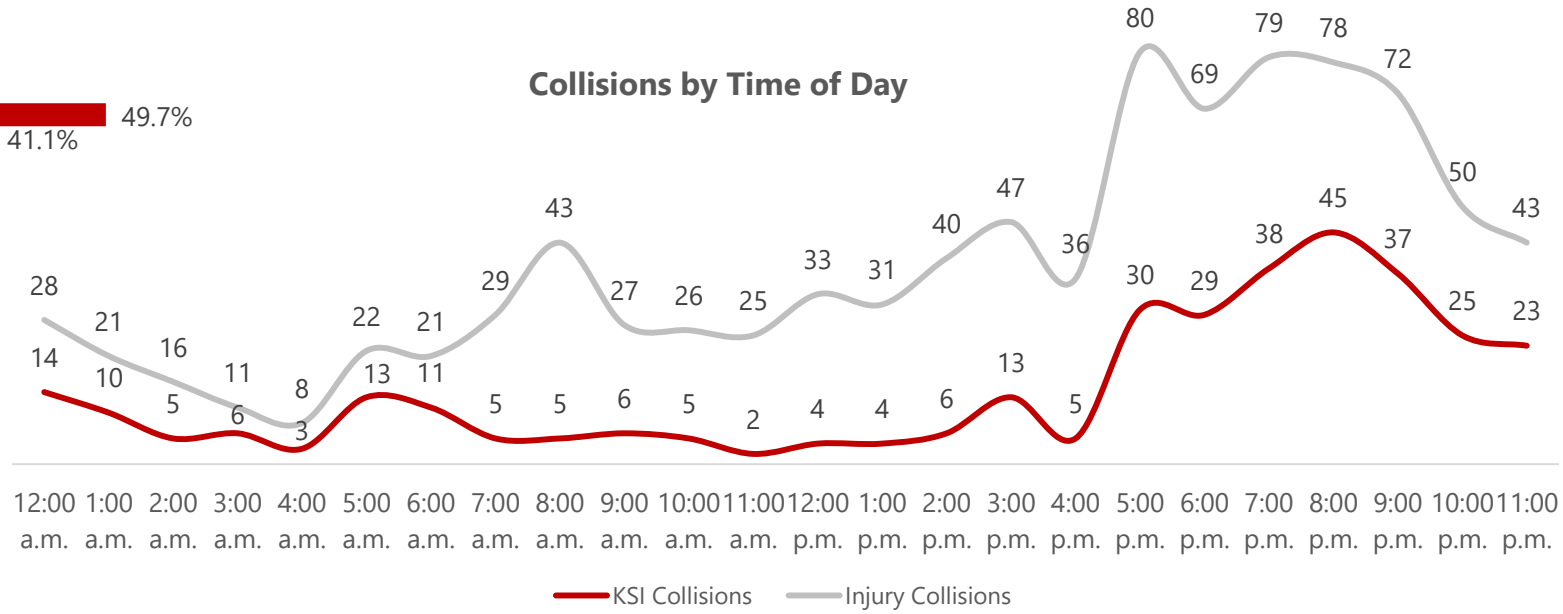
14% of total injury collisions are ped collisions

Fatal	128	14%
Severe Injury	216	23%
Other Visible Injury	344	37%
Complaint of Pain	247	26%
Total	**935**	**100%**

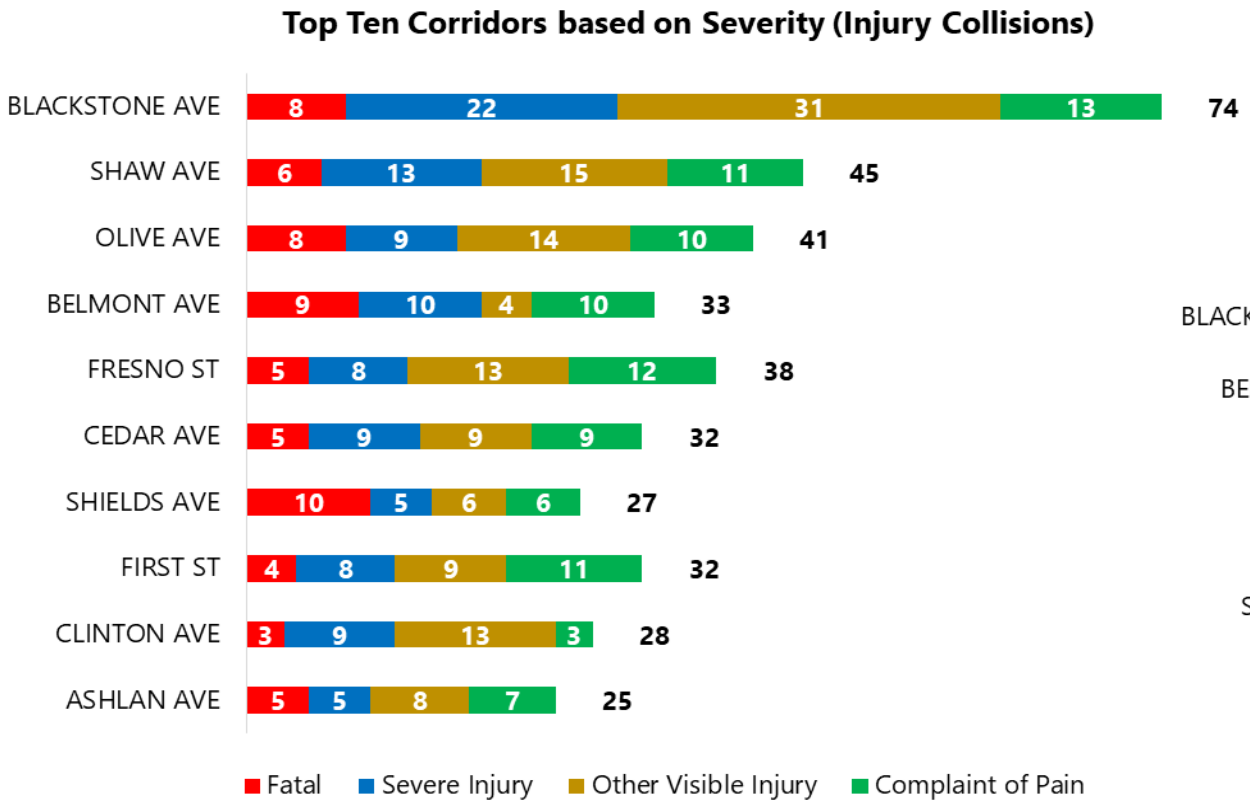


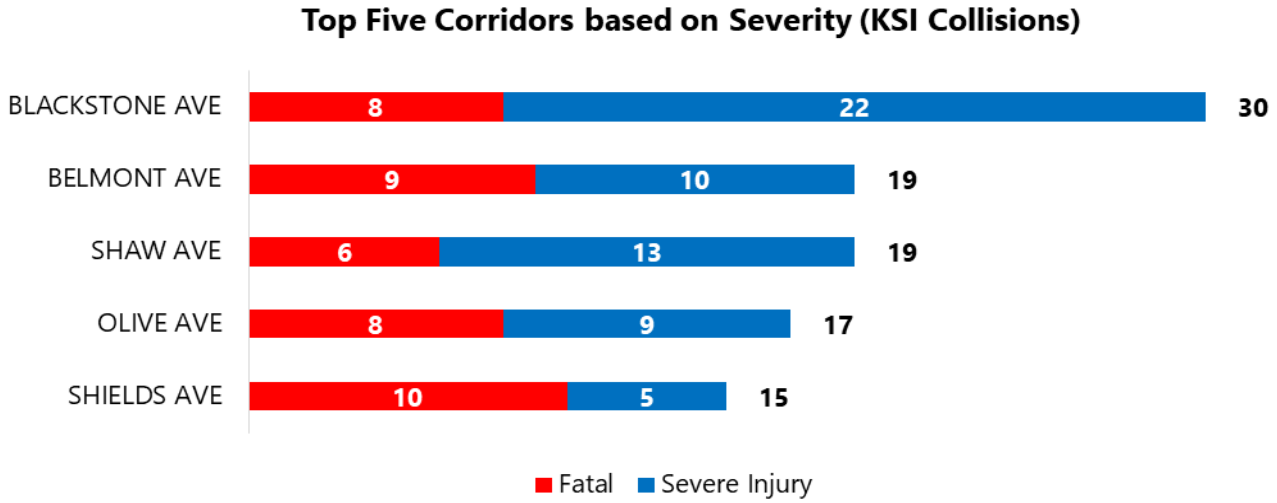






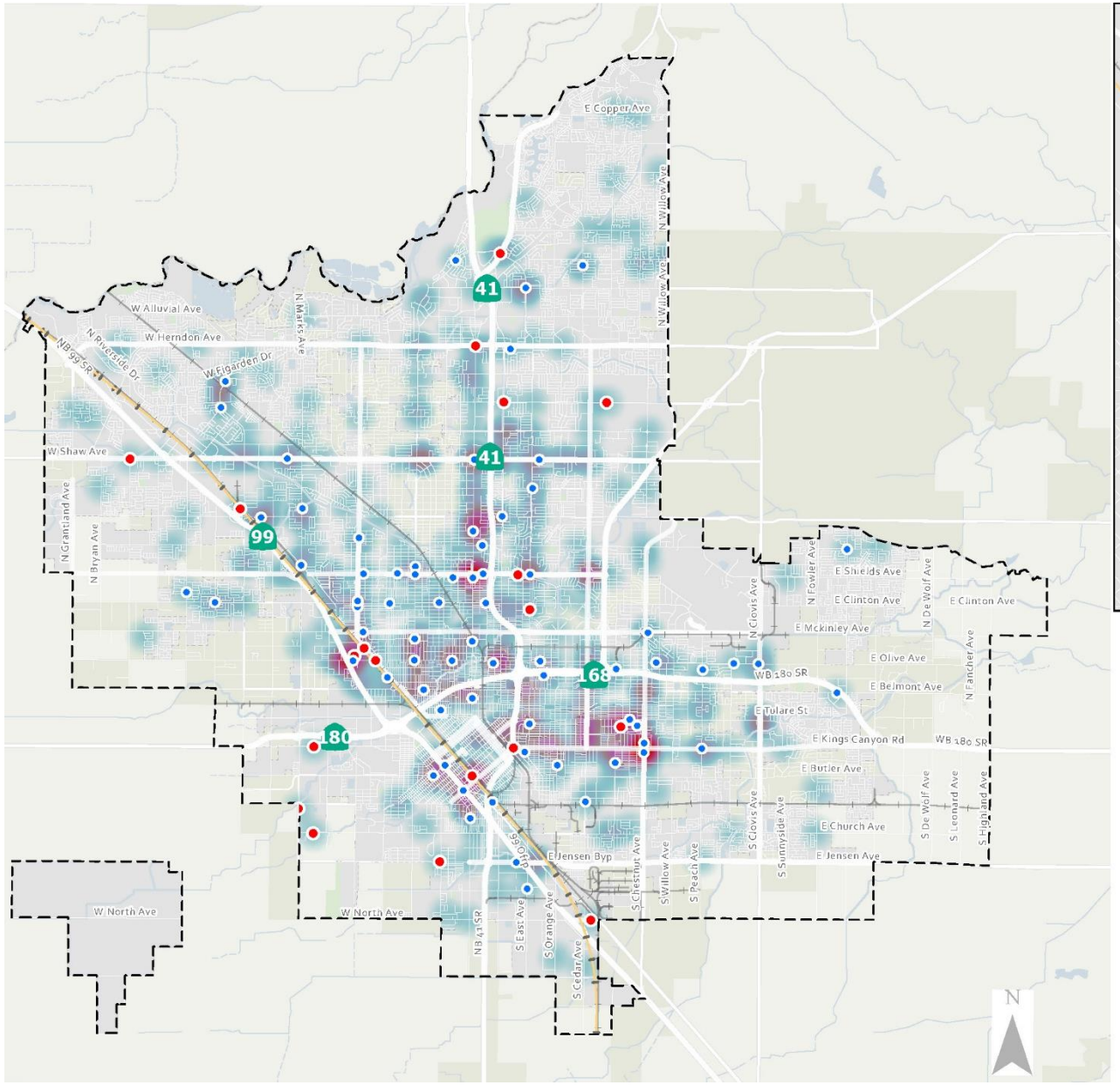
Pedestrian Collisions (2018 – 2023)

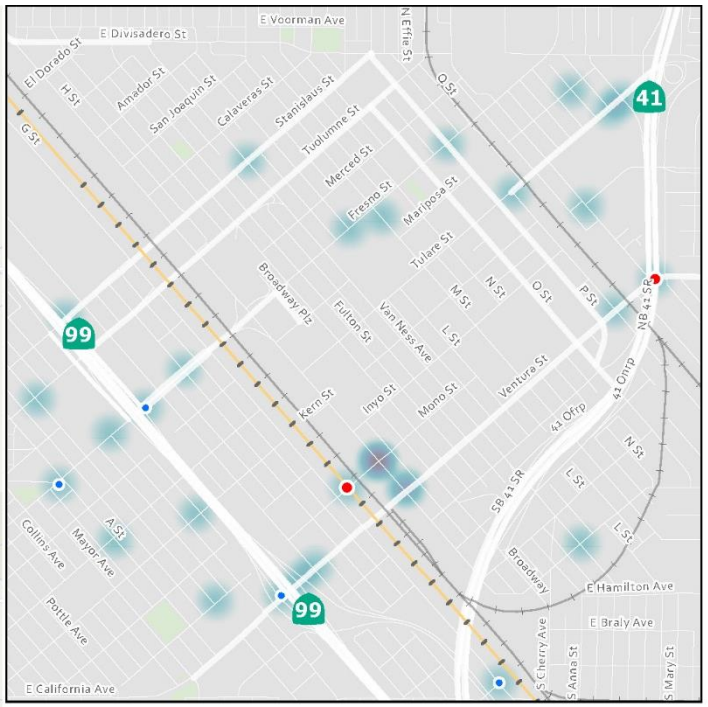




Note: Corridor rankings determined by Collision Severity Index.
Points allocation per type of collision severity - Fatal collision (10 points), Severe injury (8 points), Visible injury (5 points), Complaint of pain (3 points).

Bicycle Collisions (2018 – 2023)





DOWNTOWN VIEW

Collisions By Severity
- Severe Injury
- Fatal

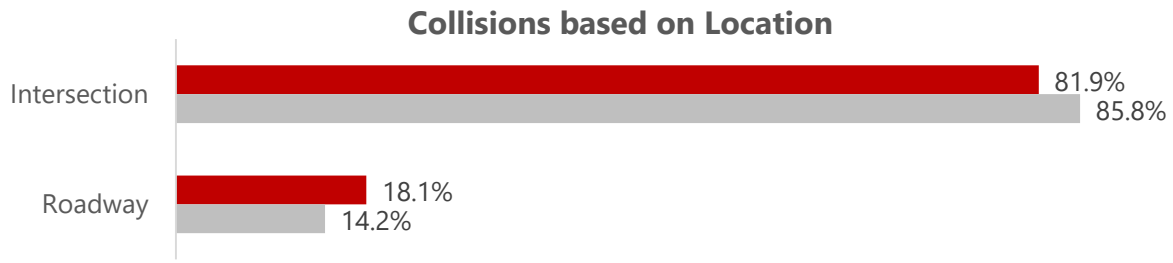
Bicycle Injury Collisions
- Lowest
- Highest

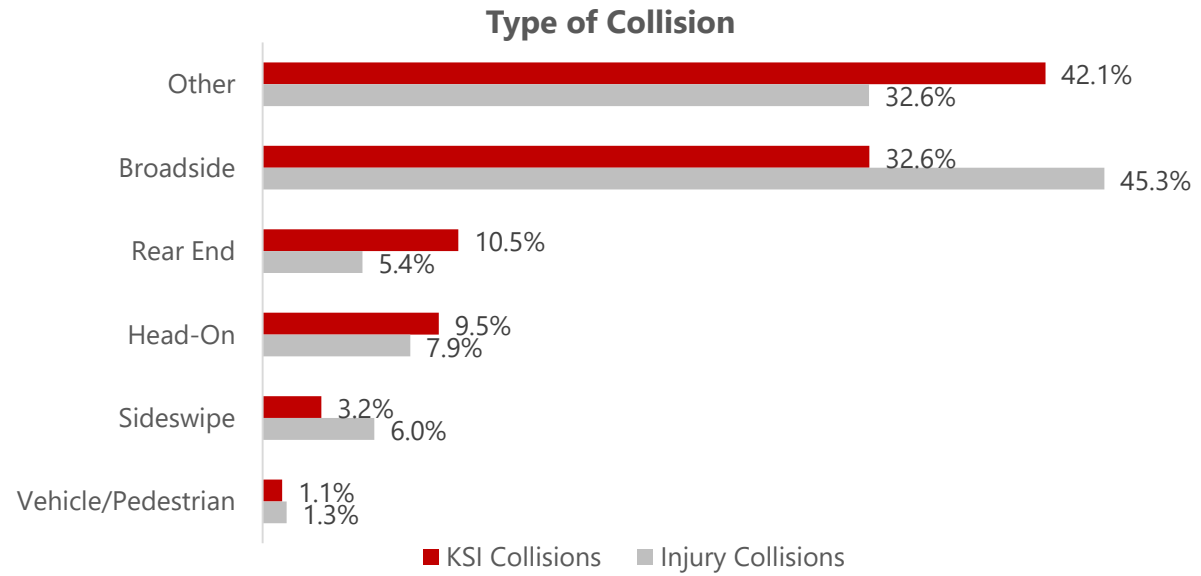
- High Speed Rail Alignment
- Rail
- Canal
- Parks
- Water
- City Limits
- City Sphere of Influence

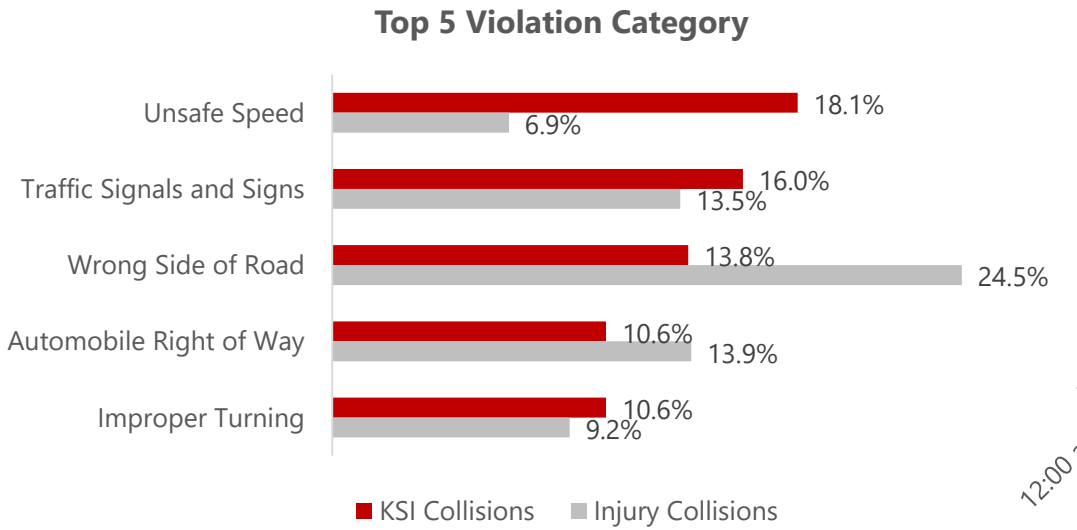
Bicycle Collision Analysis (2018 – 2023)

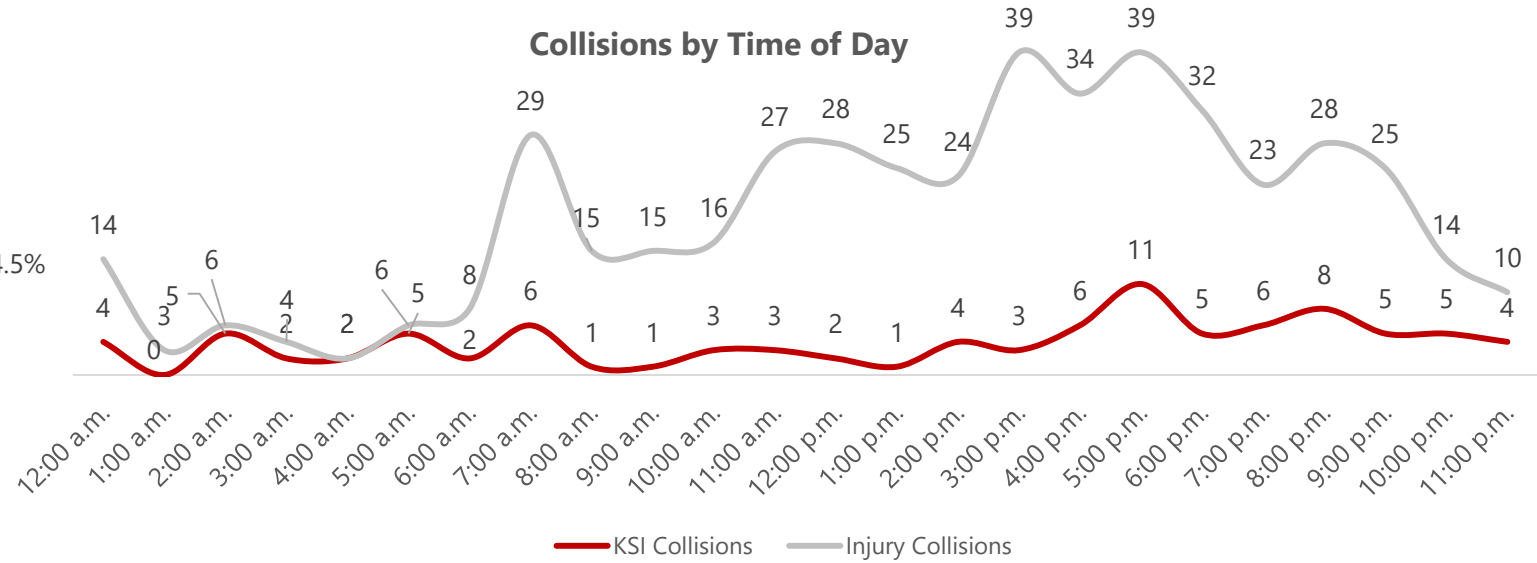
7% of total injury collisions are bike collisions

Fatal	19	4%
Severe Injury	75	16%
Other Visible Injury	221	47%
Complaint of Pain	151	33%
Total	**466**	**100%**

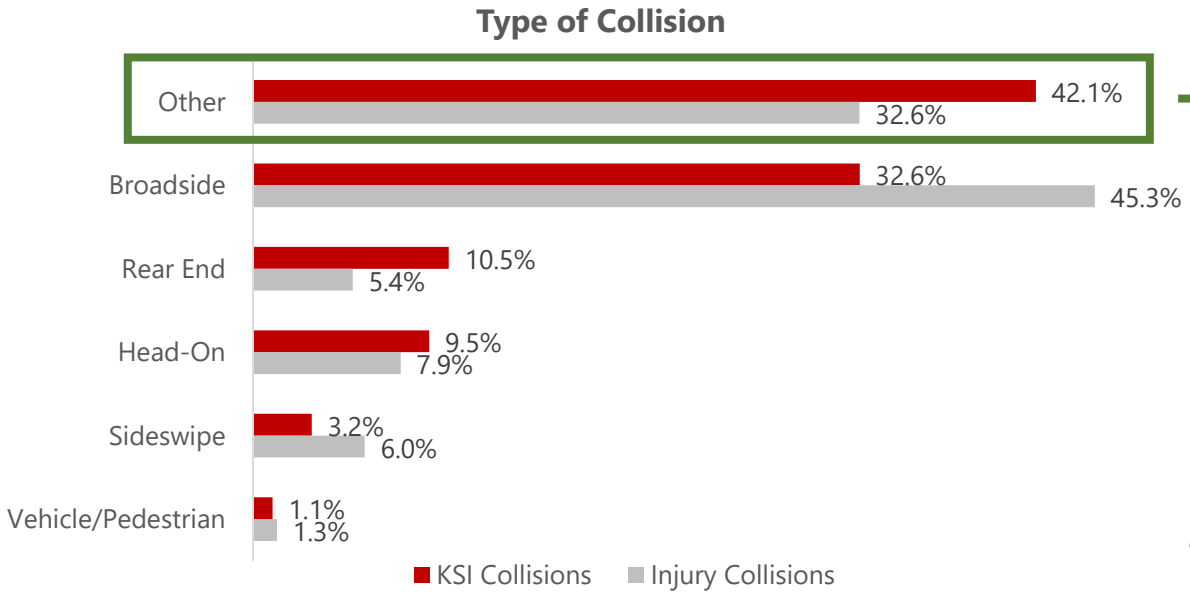


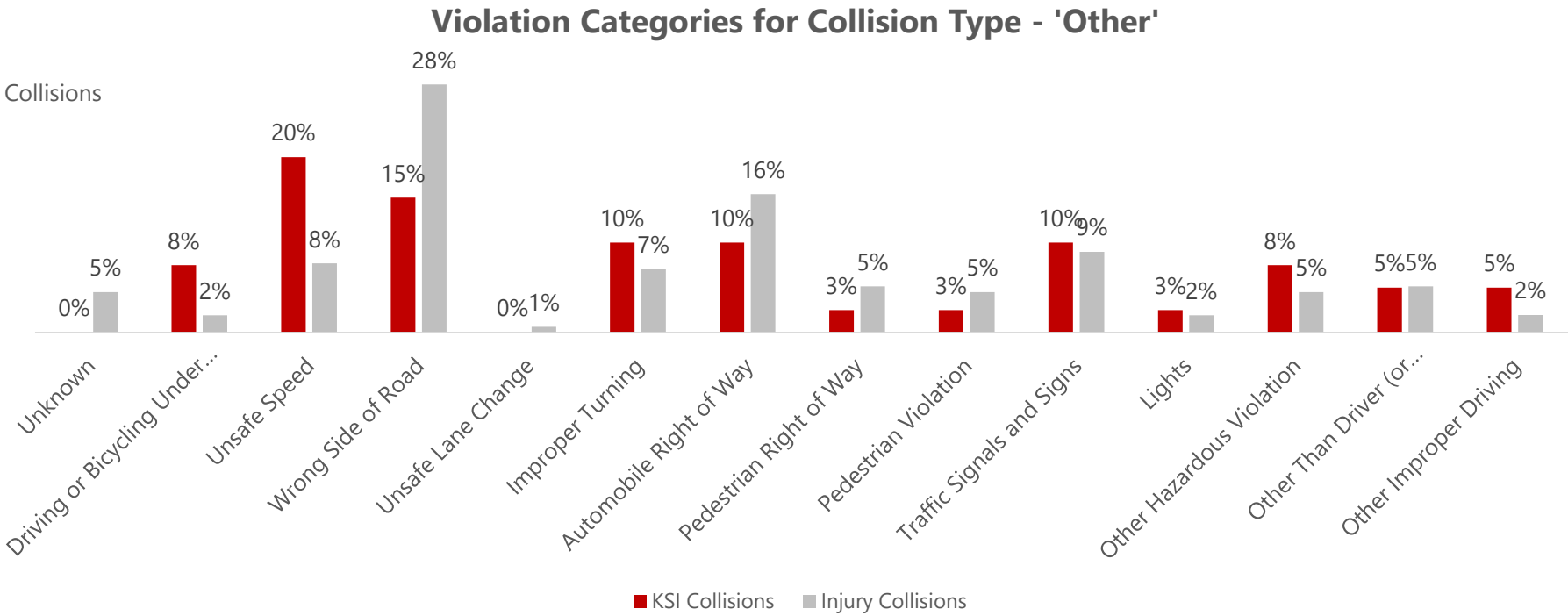




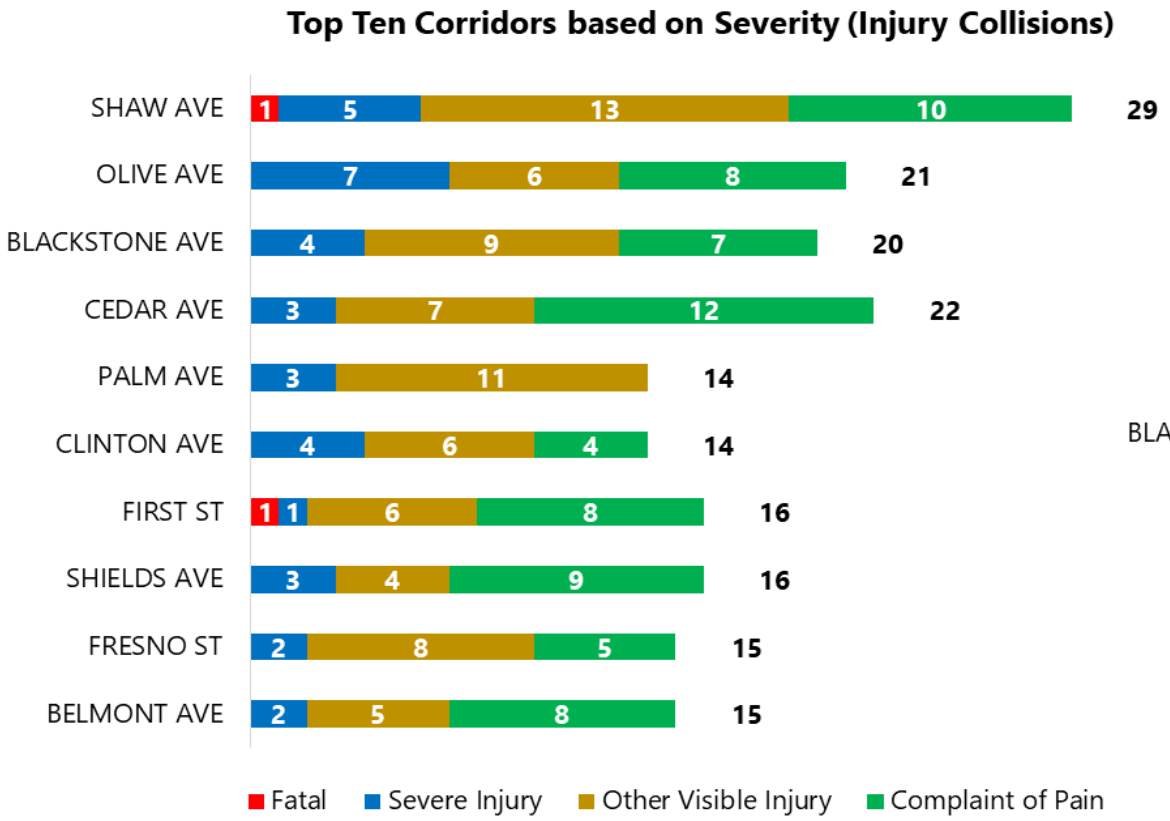


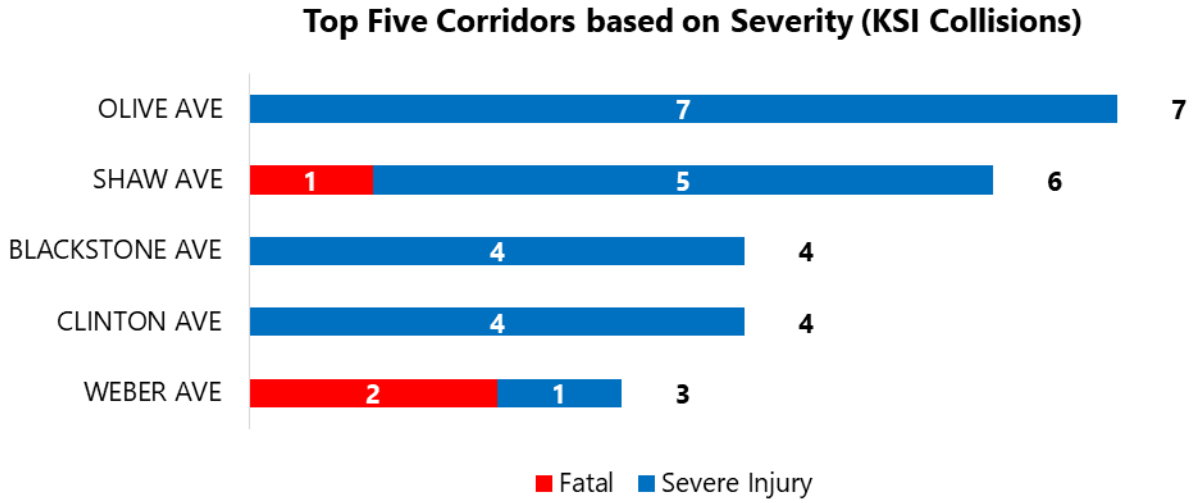
Bicycle Collision Analysis (2018 – 2023)





Bicycle Collisions (2018 – 2023)

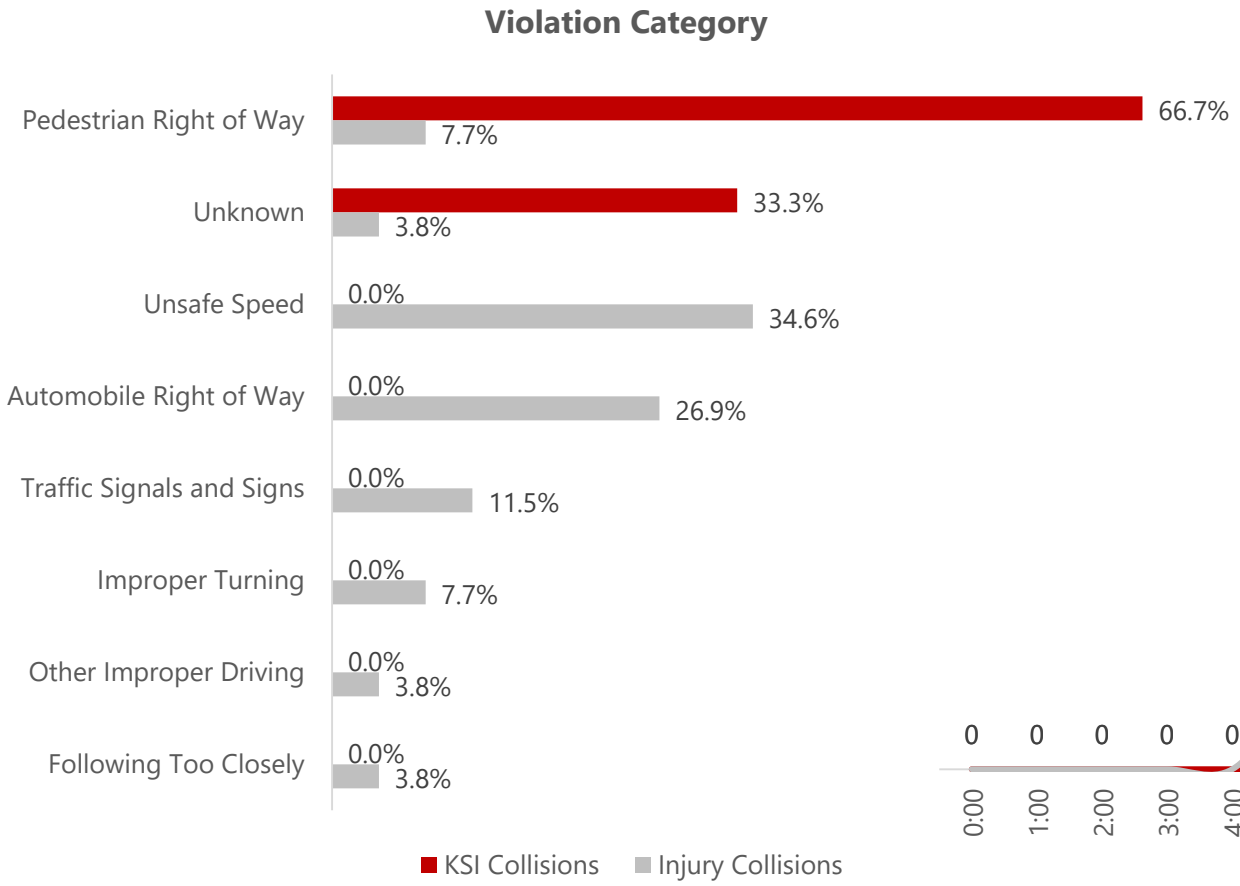


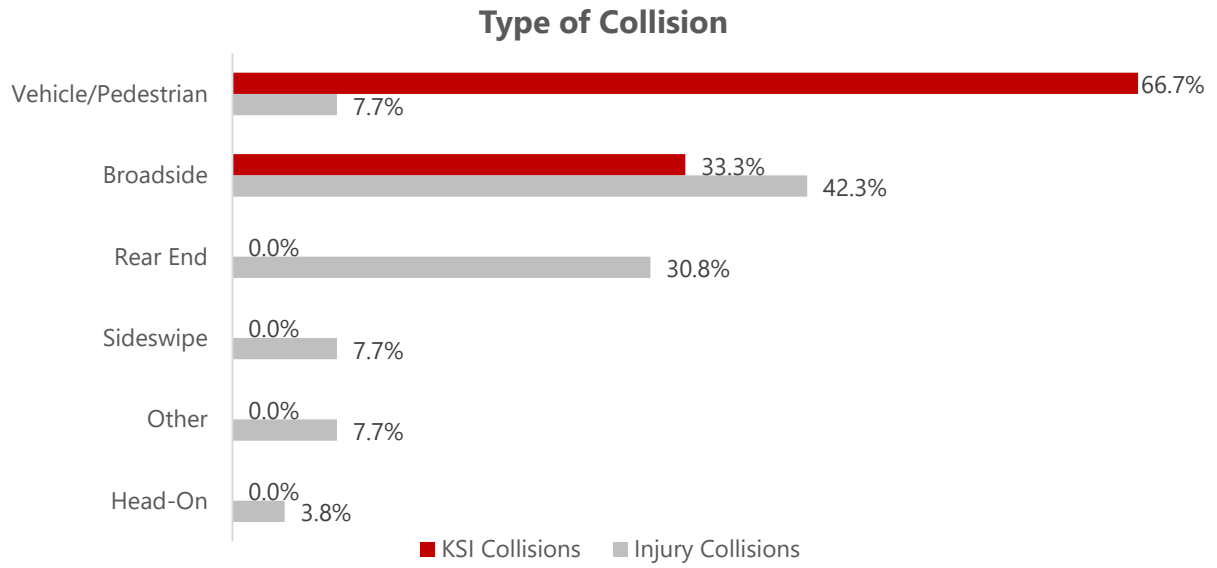


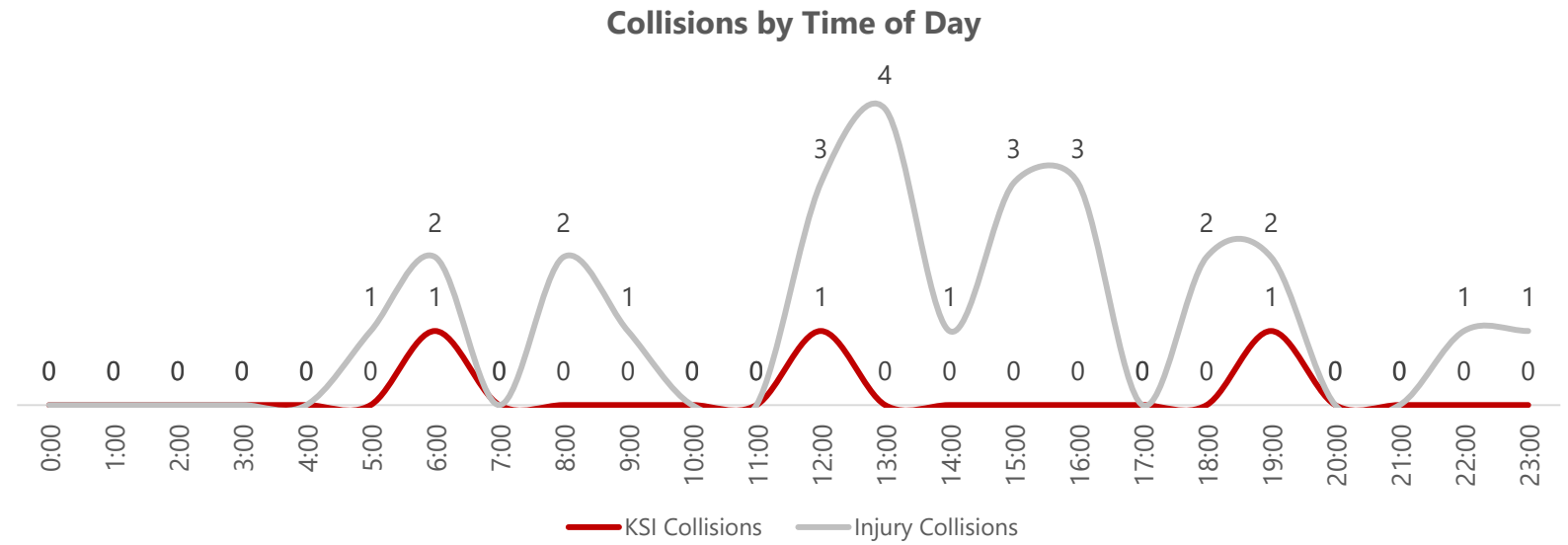
Note: Corridor rankings determined by Collision Severity Index.
Points allocation per type of collision severity - Fatal collision (10 points), Severe injury (8 points), Visible injury (5 points), Complaint of pain (3 points).

Transit Bus & School Bus Collisions (2018 – 2023)

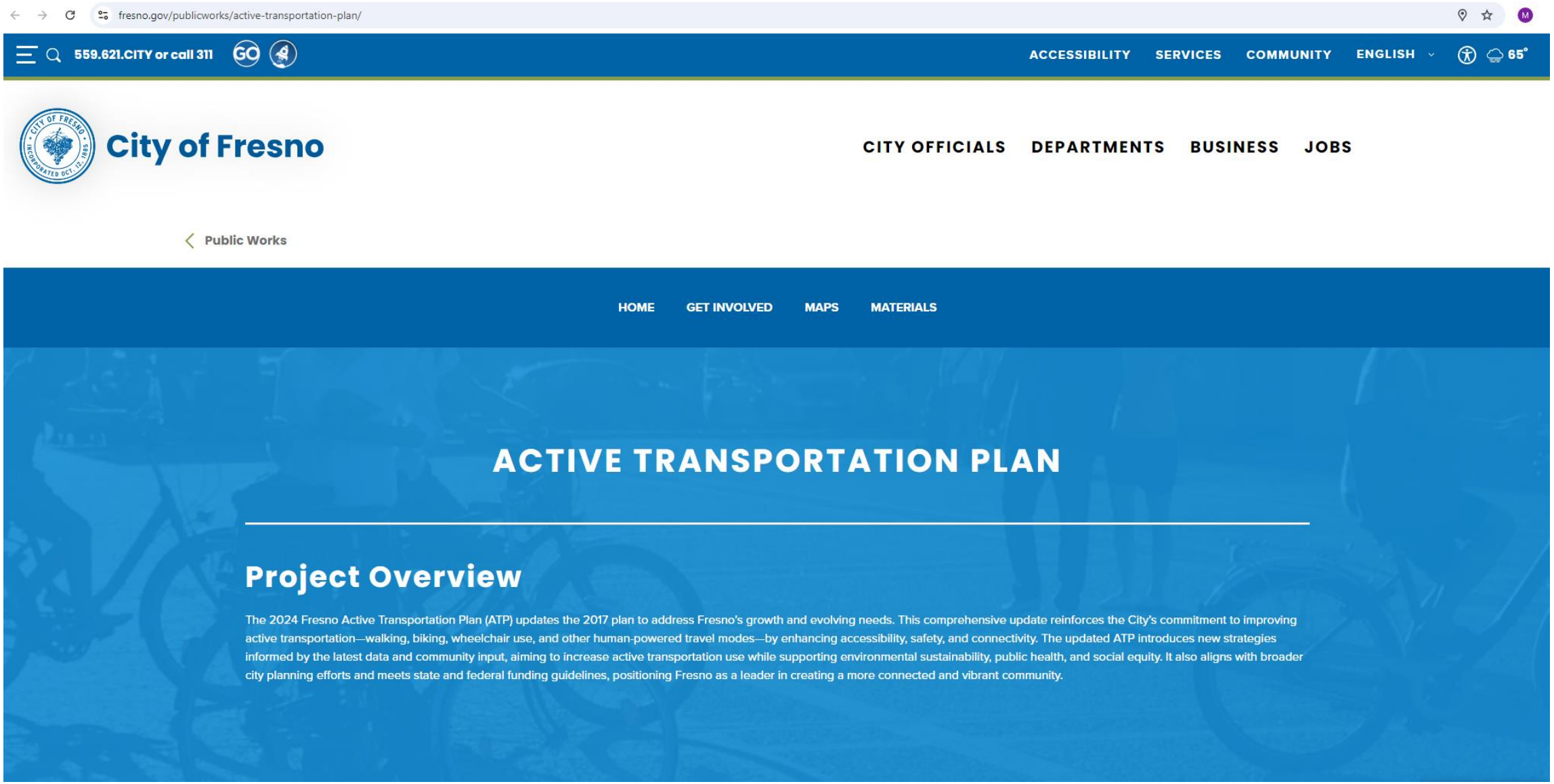
Fatal	1	4%
Severe Injury	2	8%
Other Visible Injury	10	38%
Complaint of Pain	13	50%
Total	**26**	**100%**



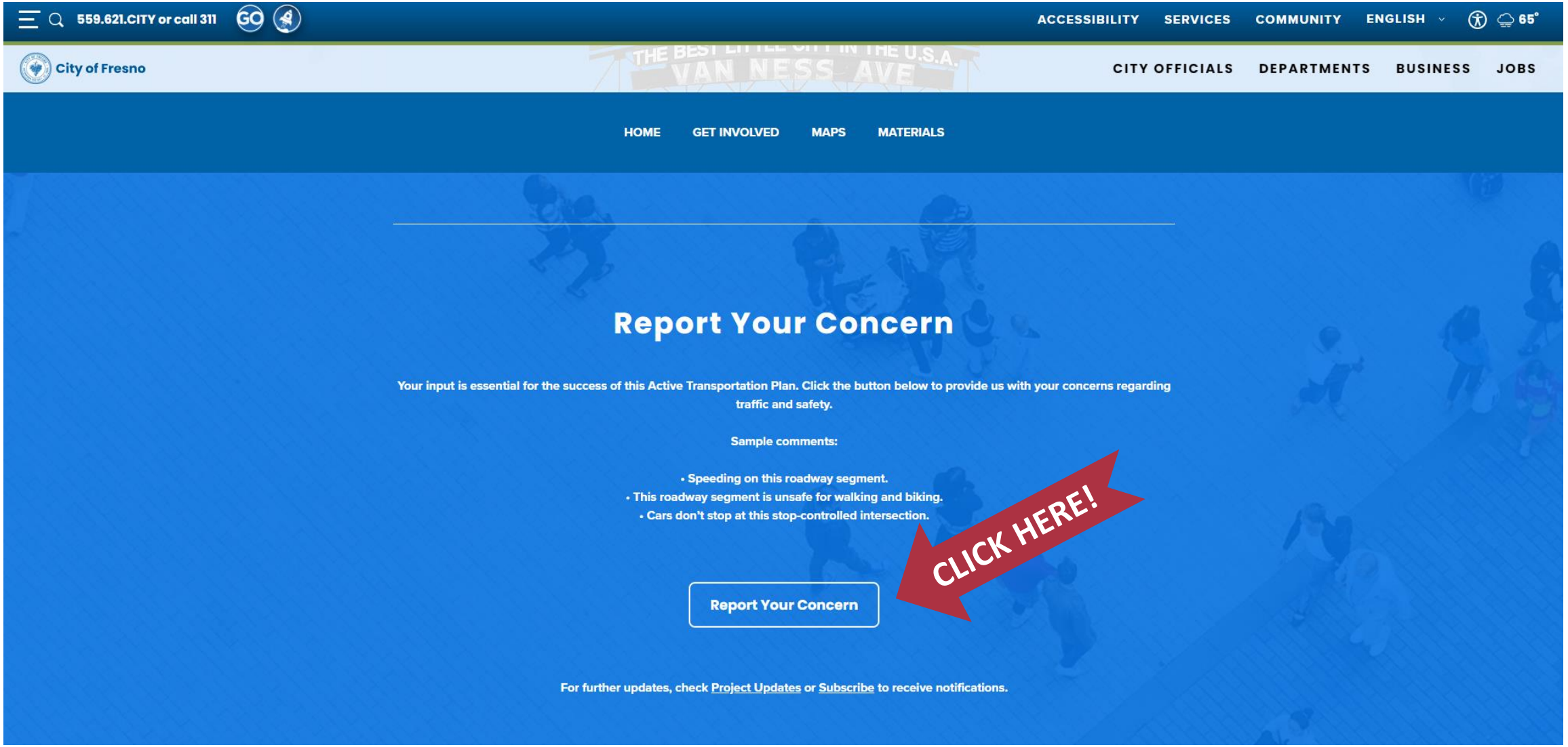




Project Webpage



Provide Feedback



Survey Questions

Q1. Which best describes you? (Select all that apply)

- [x] Pedestrian
- [ ] Cyclist
- [ ] Neither

Q2. What is your age group?

- ( ) Under 18
- (•) 18-29
- ( ) 30-39
- ( ) 40-49
- ( ) 50-59
- ( ) 60 or older

Q3. In which Council district of Fresno do you primarily walk, bike, or use transit?

- (•) Council District 1
- ( ) Council District 2
- ( ) Council District 3
- ( ) Council District 4
- ( ) Council District 5
- ( ) Council District 6
- ( ) Council District 7
- ( ) I'm not sure which district, but I can provide my neighborhood or area name

Enter the name of neighborhood or area if Council district is unknown:

e.g. Hammond, Mayfair

Pedestrian Activities

Q4. How often do you walk in Fresno?

- ( ) Daily
- (•) Several times a week
- ( ) Once a week
- ( ) A few times a month
- ( ) Rarely or never

Q5. What are your primary reasons for walking? (Select up to 3)

- [x] Commuting to work/school
- [x] Recreation/exercise
- [ ] Running errands
- [x] Accessing public transit
- [ ] Social activities
- [ ] Other (enter your response below)

Enter your primary reason for walking if other than above mentioned options.

e.g. Cost Saving

Q6. On a scale of 1-5, how satisfied are you with the overall pedestrian infrastructure in Fresno? (1 being very dissatisfied, 5 being very satisfied)

Very dissatisfied — 3 — Very satisfied

Survey Questions

Q7. How safe do you feel when walking in Fresno?

- ( ) Very unsafe
- ( ) Somewhat unsafe
- (•) Neutral
- ( ) Somewhat safe
- ( ) Very safe

Q8. What are the main barriers preventing you from walking more frequently? (Select up to 3)

- [x] Lack of sidewalks
- [x] Poor condition of existing sidewalks
- [ ] Safety concerns
- [x] Distance to destinations
- [ ] Weather conditions
- [ ] Poor street lighting
- [ ] Other (enter your response below)

Enter barriers other than above mentioned options

e.g. Infrequent or unreliable transit service connection

Q9. Which improvements would most encourage you to walk more? (Select up to 3)

- [x] Better sidewalks
- [ ] Improved street lighting
- [x] More pedestrian crossings
- [x] Better traffic signal timing
- [ ] More shade trees
- [ ] Traffic calming measures

Bicycle Activities

Q10. How often do you bike in Fresno?

- ( ) Daily
- ( ) Several times a week
- ( ) Once a week
- ( ) A few times a month
- (•) Rarely or never

Q11. What are your primary reasons for biking? (Select up to 3)

- [ ] Commuting to work/school
- [x] Recreation/exercise
- [ ] Running errands
- [ ] Accessing public transit
- [x] Social activities
- [ ] Other (enter your response below)

Survey Questions

Q12. On a scale of 1-5, how satisfied are you with the overall bicycle infrastructure in Fresno? (1 being very dissatisfied, 5 being very satisfied)

Very dissatisfied — 3 — Very satisfied

Q13. How safe do you feel when biking in Fresno?

- ○ Very unsafe
- ◉ Somewhat unsafe
- ○ Neutral
- ○ Somewhat safe
- ○ Very safe

Q14. What are the main barriers preventing you from biking more frequently? (Select up to 3)

- ☑ Lack of bike lanes
- ☑ Obstructions in existing bike lanes (e.g. parked vehicles, poor pavement, debris)
- ☑ Safety concerns
- ☐ Distance to destinations
- ☐ Weather conditions
- ☐ Lack of bike parking
- ☐ Other (enter your response below)

Enter barriers other than above mentioned options

e.g. Poor street lighting

Q15. Which improvements would most encourage you to bike more? (Select up to 3)

- ☐ More bike lanes
- ☑ Protected bike lanes
- ☐ Improved street lighting
- ☑ Better intersection design for cyclists
- ☐ Increased bike parking
- ☐ Traffic calming measures

Transit

Q16. How often do you public transit in Fresno?

- ○ Daily
- ○ Several times a week
- ○ Once a week
- ◉ A few times a month
- ○ Rarely or never

Q17. What are your primary reasons for public transit? (Select up to 3)

- ☑ Commuting to work/school
- ☐ Running errands
- ☐ Accessing recreational activities
- ☐ Cost savings
- ☑ Environmental concerns
- ☐ Other (enter your response below)

Survey Questions

Q18. On a scale of 1-5, how satisfied are you with the overall public transit system in Fresno? (1 being very dissatisfied, 5 being very satisfied)

Very dissatisfied — 3 — Very satisfied

Q19. How safe do you feel when using public transit in Fresno?

- ○ Very unsafe
- ○ Somewhat unsafe
- ◉ Neutral
- ○ Somewhat safe
- ○ Very safe

Q20. What are the main barriers preventing you from using public transit more frequently? (Select up to 3)

- ☑ Infrequent service
- ☐ Unreliable service
- ☑ Long travel times
- ☐ Safety concerns
- ☐ Difficulty accessing transit stops
- ☐ Lack of information about routes/schedules
- ☐ Other (enter your response below)

Enter barriers other than above mentioned options

e.g. High Cost

Q21. Which improvements would most encourage you to use public transit more? (Select up to 3)

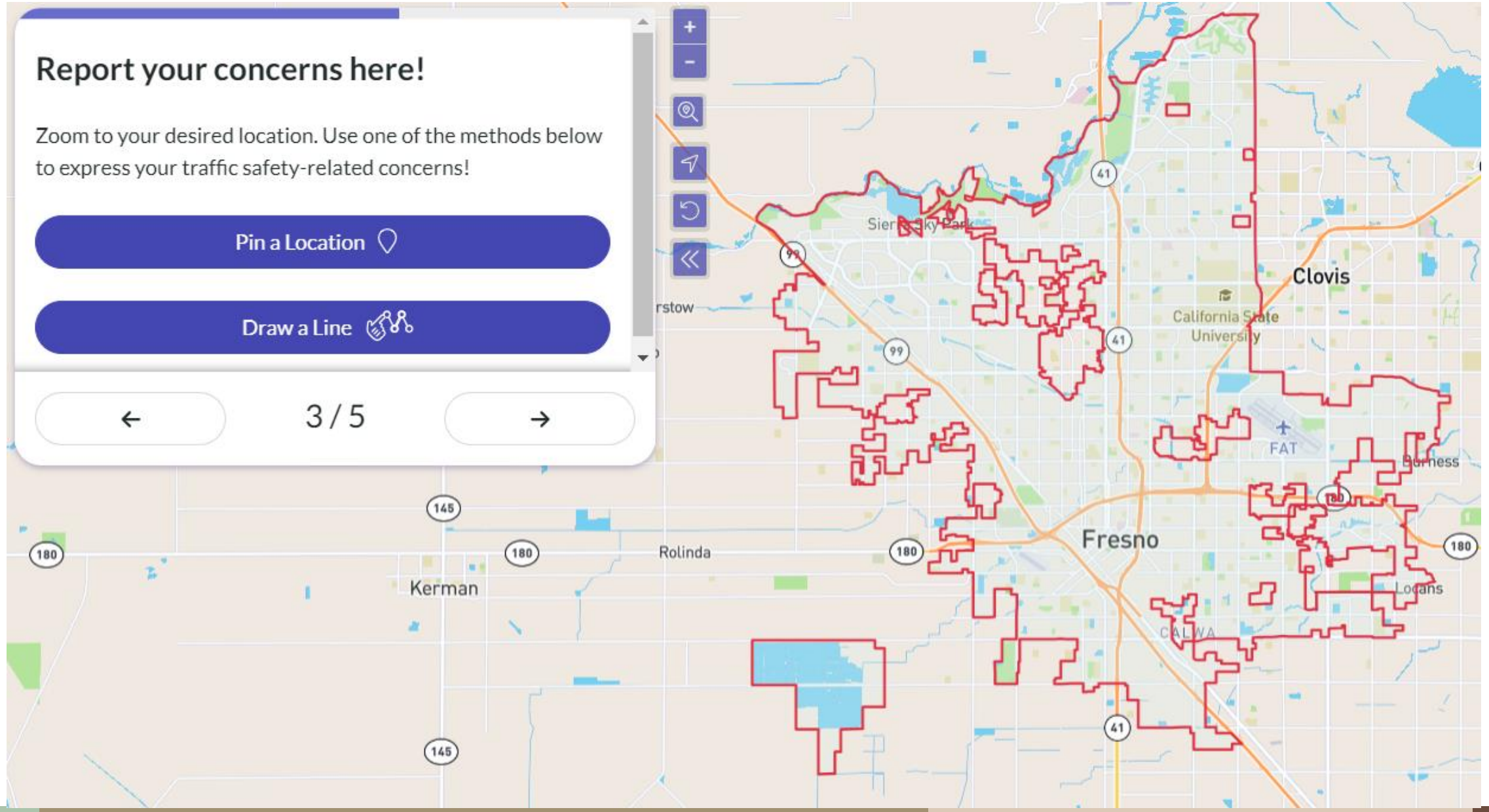
- ☑ More frequent service
- ☐ Extended service hours
- ☐ Better connections to pedestrian/bike infrastructure
- ☐ Real-time arrival information
- ☑ More direct routes

Q22. Have you experienced any near-misses or collisions while walking or biking in Fresno?

- ◉ Yes (Please pin point location on map on next page and describe)
- ○ No

On the next page, you'll be able to pinpoint locations or draw lines to indicate problem areas and provide specific concerns related to pedestrian, bicycle safety, and transit connections.

Tell us your concerns on the map!



Discussion and Questions

Next Steps

- Summarize Public Workshop input
- Review community feedback and survey answers from project webpage
- Incorporate input into ATP update
- Public Workshop #2 (Second week of December)

Fresno Active Transportation Plan Update

Steering Committee Meeting #2

December 3, 2024

1:30 PM

Agenda

- Introduction
- Bicycle Network Evolution
  - 2017 vs 2024 planned bicycle miles comparison
  - District-wise bicycle network overview
  - Criteria for corridor selection
- North-South Corridor Strategy
  - Corridor Selection Criteria
  - Downtown loop concept
- Pedestrian Infrastructure
  - Pedestrian facility selection criteria
  - Sidewalk gap closure map
  - Priority Mapping
- Next Steps and Future Meetings

Introduction

Bicycle Network Evolution (2017 vs 2024)

2017 ATP

Table 5: Build-Out Bicycle Network Facilities

Type	Existing (Miles)	Proposed (Miles)	Total (Miles)
Class I Bike Paths	38	166	204
Class II Bike Lanes (each direction)[1]	431	691	1,122
Class III Bike Routes (each direction)	22	69	91
Class IV Separated Bikeways (each direction)[1]	0	21	21

Notes: [1]Some Class II Bike Lanes may be deemed suitable for Class IV Separated Bikeways during the project development phase.
Source: City of Fresno 2016, Fehr & Peers 2016

2024 ATP

Type	Existing (Miles)	Planned (Miles)	Total (Miles)
Class I Bike Paths	42	160	202
Class II Bike Lanes (each direction)	509	572	1,081
Class II Buffer Bike Lanes (each direction)*	0	79	79
Class III Bike Routes (each direction)	14	65	78
Class IV Bike Lanes (each direction)	12	48	61

*A Class II Buffer Bike Lane enhances standard Class II bike lanes by adding a buffer zone ranging from 2 to 6 feet wide, providing additional separation between cyclists and vehicle traffic.

- Over the past seven years, the total bike facility network has grown by 16 percent (86 miles)
- The current plan proposes upgrading 79 miles of existing Class II bike lanes to buffer-separated bike facilities along major arterial and collector streets
- The proposal introduces 27 miles of new Class IV Separated Bikeways

Bicycle Network Criteria

The following criteria were considered to identify the need for new bicycle facilities:

- Proximity to key destinations, including schools, parks, bus stops, and activity centers
- Pedestrian collision density
- Population density
- Low household income
- Low vehicle ownership
- High CalEnviroScreen 4.0 score
- Public comment
- Proximity to arterials or collectors
- Bicycle Level of Stress

Bike to Work (2022 Census Data)

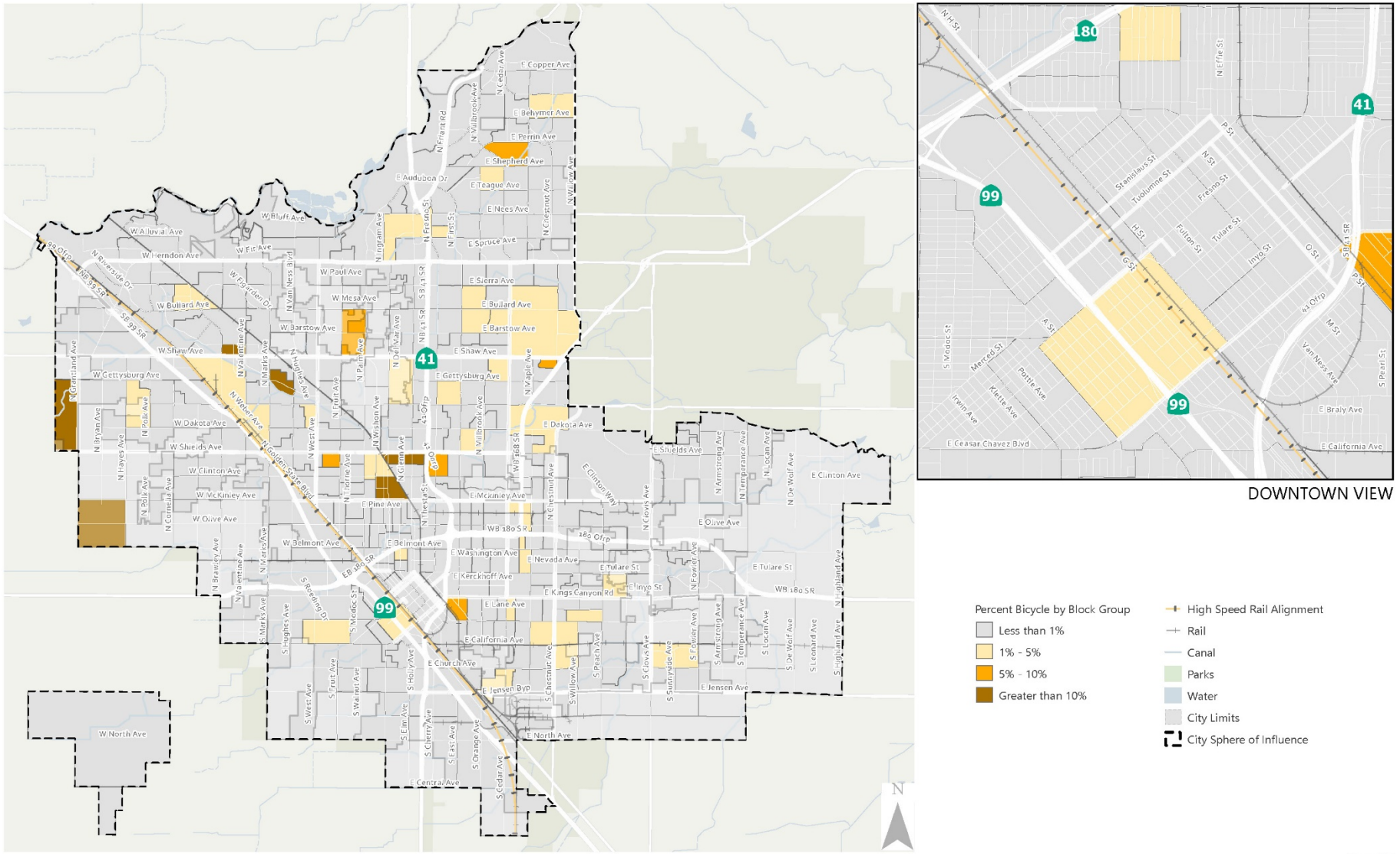
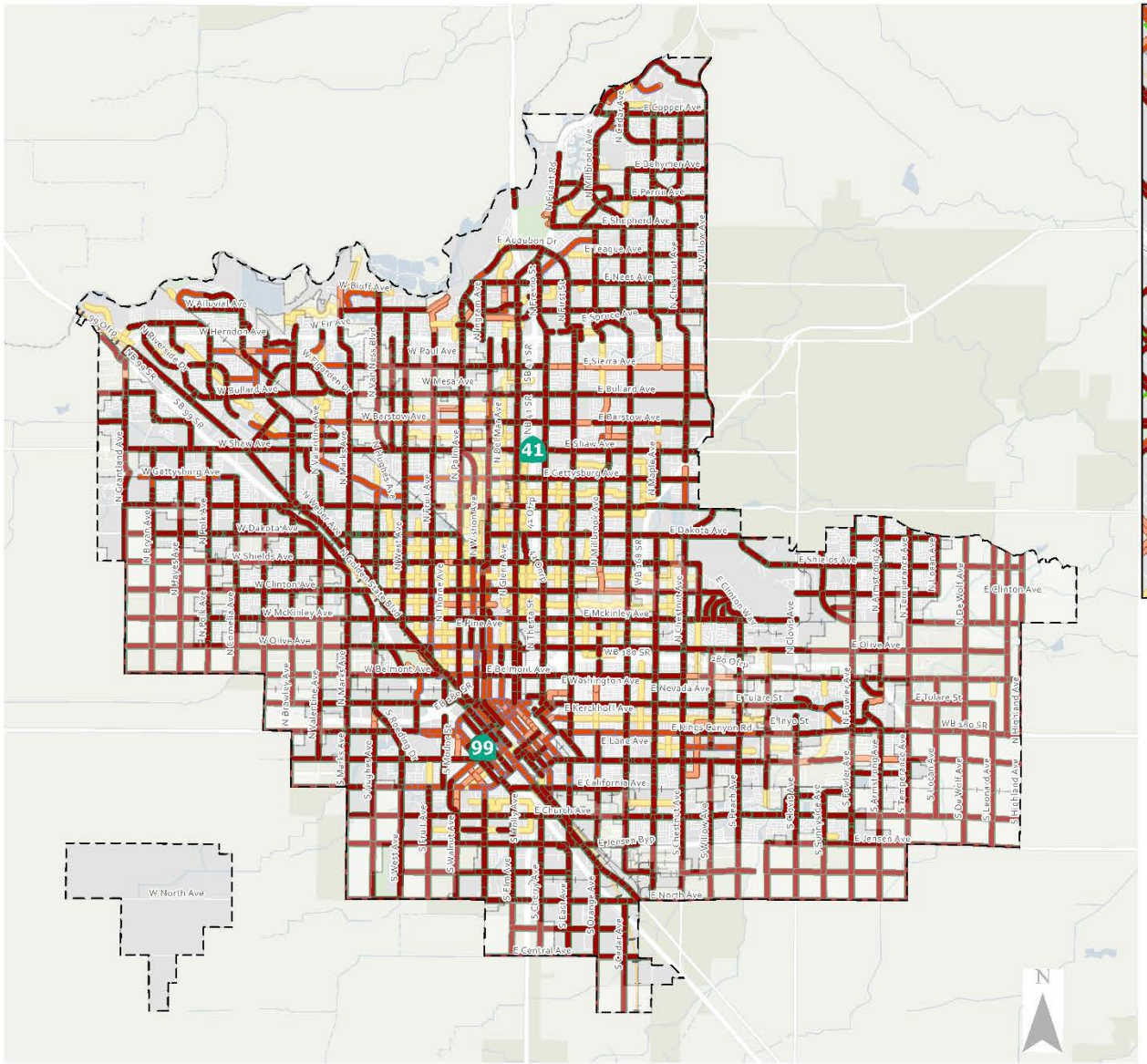


Figure XX
Bike to Work Share by Census Block Group

Bicycle Level of Traffic Stress (LTS)



DOWNTOWN VIEW

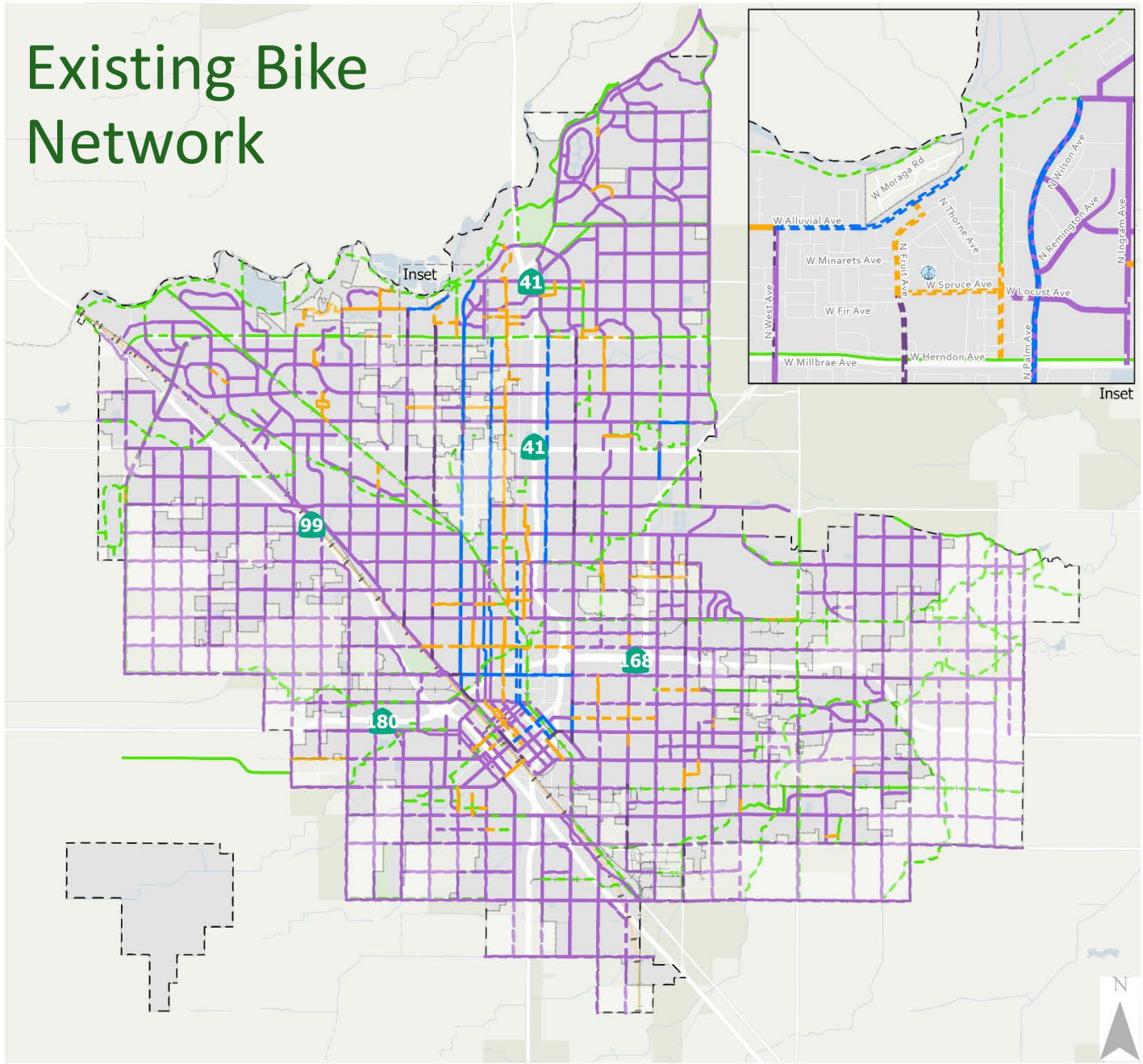
Level of Traffic Stress (LTS)
- LTS 1: All riders feel safe
- LTS 2: Most adult riders feel safe
- LTS 3: Riders that are "enthused and confident" feel safe
- LTS 4: Riders that are "strong and fearless" feel safe

- High Speed Rail Alignment
- Rail
- Canal
- Parks
- Water
- City Limits
- City Sphere of Influence

CITY OF FRESNO

Figure XX
Level of Traffic Stress (LTS)

Existing Bike Network



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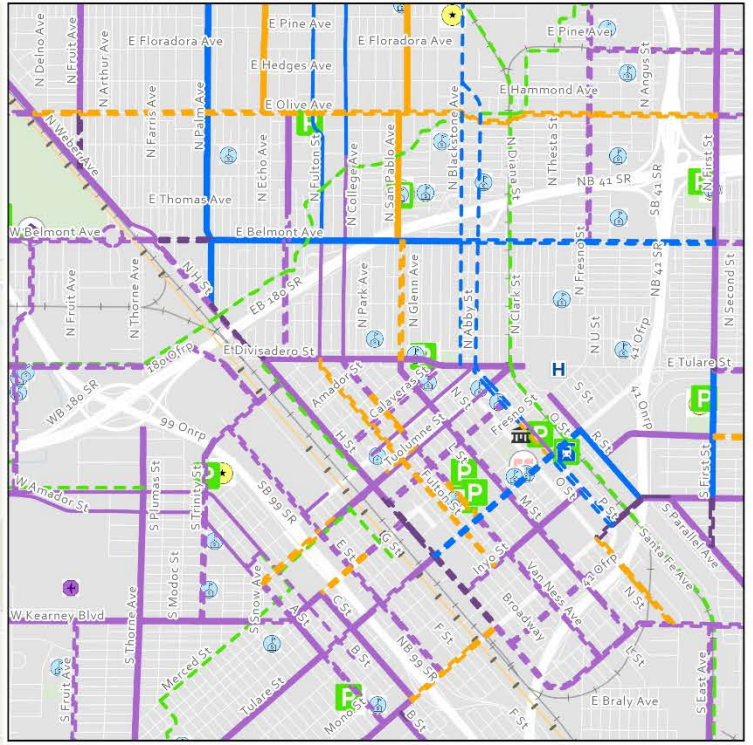


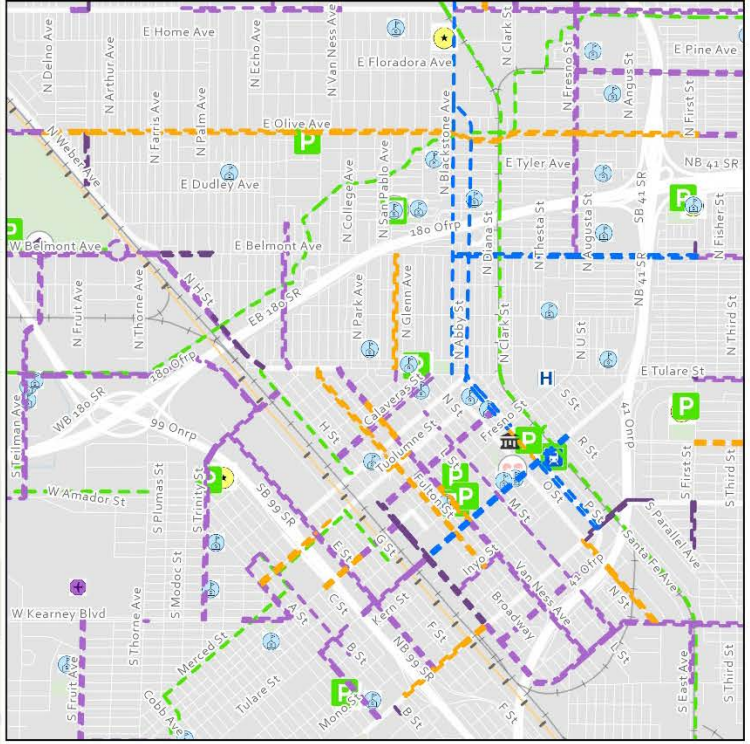
DOWNTOWN VIEW

Existing Bicycle Facilities
- Class I Bike Path
- Class II Bike Lane
- Class III Bike Route
- Class IV Bike Lane
- High Speed Rail Alignment
- Rail
- Canal
- Parks
- Water
- City Limits
- City Sphere of Influence

CITY OF FRESNO
Active Transportation Plan Update

Figure XX
Existing & Proposed Bicycle Facilities

Planned Bike Network



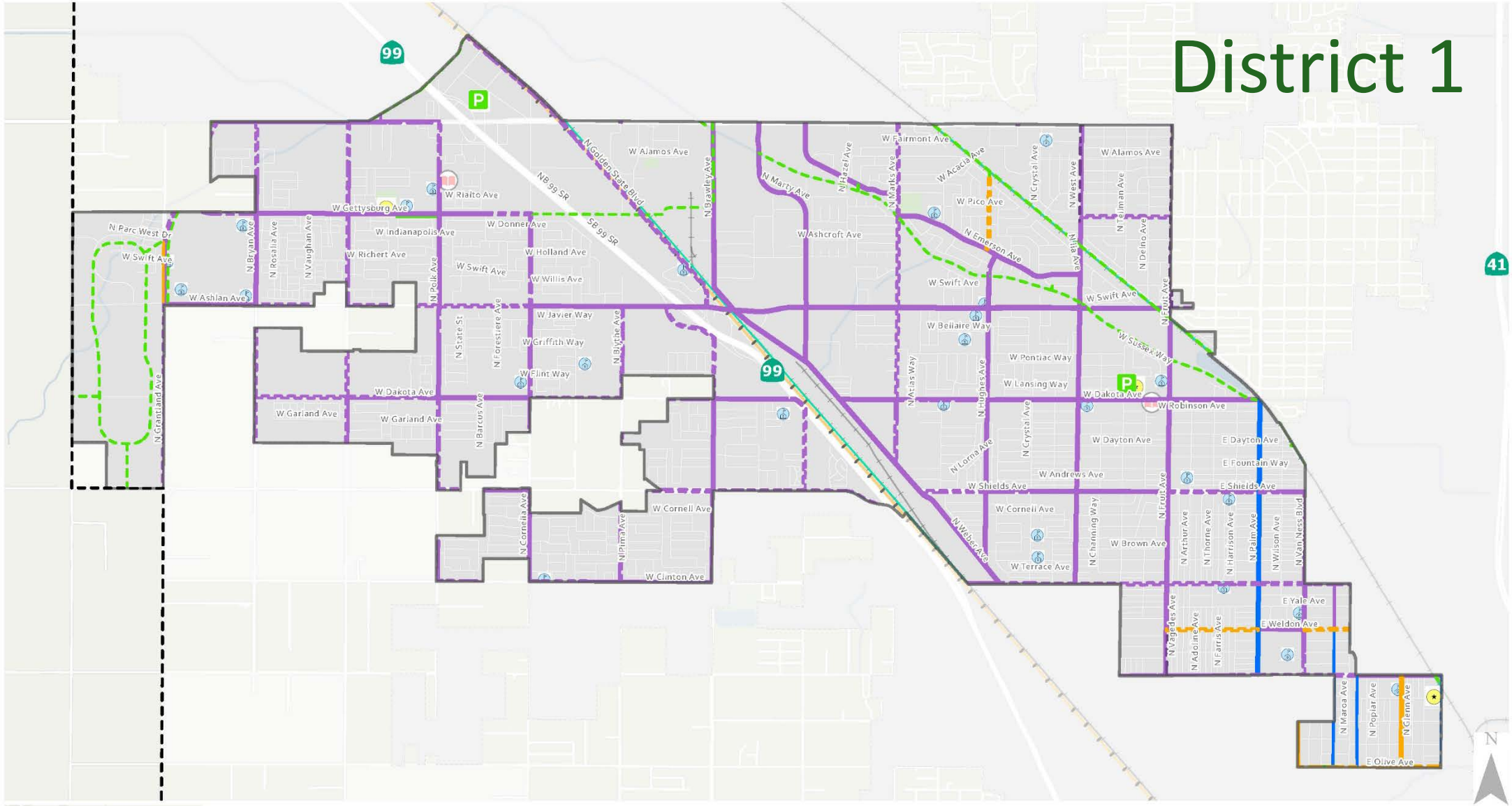
DOWNTOWN LOOP VIEW

Proposed Bicycle Facilities
- Class I Bike Path
- Class II Bike Lane
- Class II Bike Lane - Buffered
- Class III Bike Route
- Class IV Bike Lane
- High Speed Rail Alignment
- Rail
- Canal
- Parks
- Water
- City Limits
- City Sphere of Influence

CITY OF FRESNO
Active Transportation Plan Update

Figure XX
Proposed Bike Routes

District 1



Proposed Bicycle Facilities
- Class I Bike Path
- Class II Bike Lane
- Class II Bike Lane - Buffered
- Class III Bike Route
- Class IV Bike Lane

Existing Bicycle Facilities
- Class I Bike Path
- Class II Bike Lane
- Class III Bike Route
- Class IV Bike Lane

Key Destinations
- Hospital
- Higher Education
- School
- Airport
- Libraries

- Community Centers
- Youth Facilities
- City hall
- Park- and- Ride
- Amtrak Station
- Manchester Transit Center

- Rails to Trails
- High Speed Rail Alignment
- Rail
- Canal
- Parks
- Water

- City Limits
- City Council District - 1
- City Sphere of Influence

Figure XX
Existing & Proposed Bikeways
City Council District - 1

CITY OF FRESNO

District 2

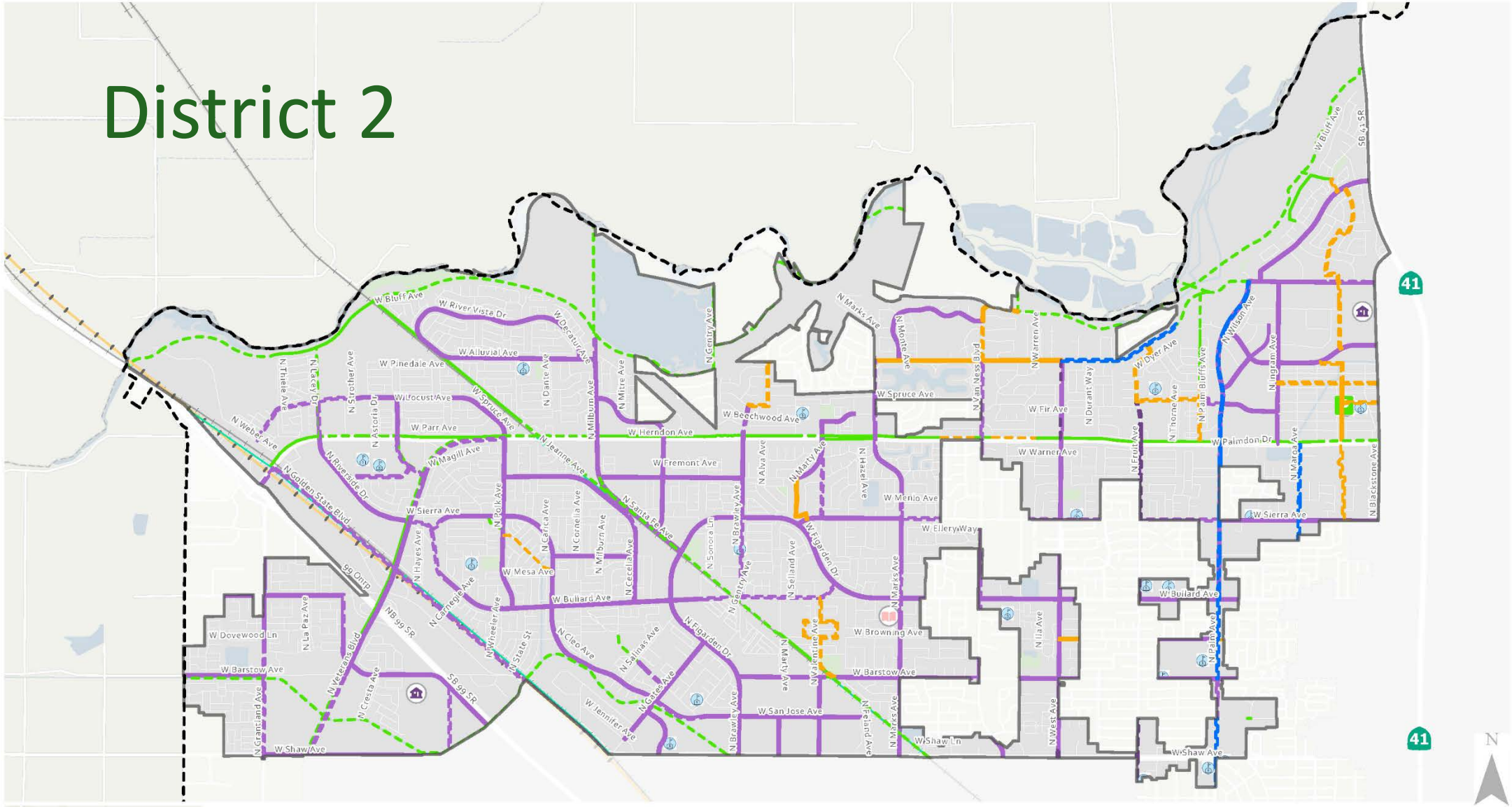
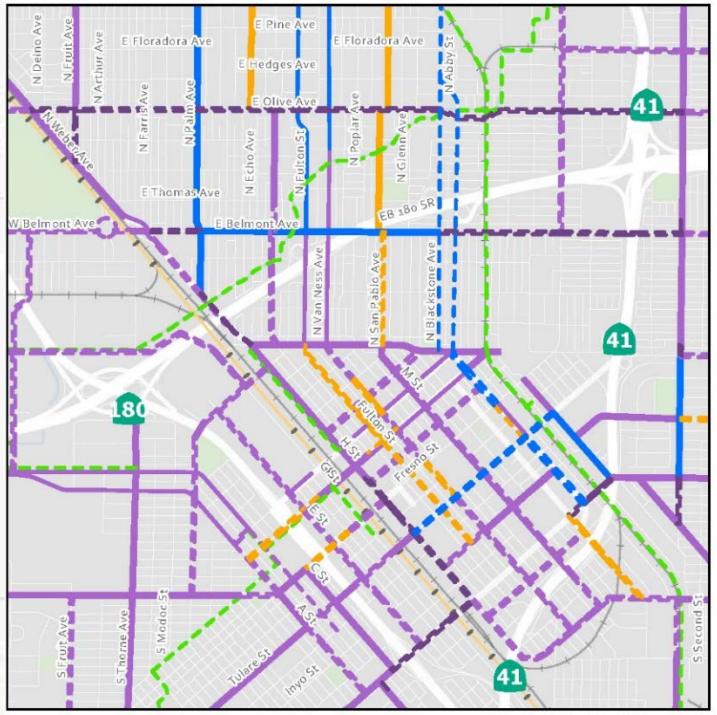


Figure XX
Existing & Proposed Bikeways
City Council District - 2

CITY OF FRESNO
Active Transportation Plan Update

District 3



DOWNTOWN VIEW

Proposed Bicycle Facilities
- Class I Bike Path
- Class II Bike Lane
- Class II Bike Lane - Buffered
- Class III Bike Route
- Class IV Bike Lane

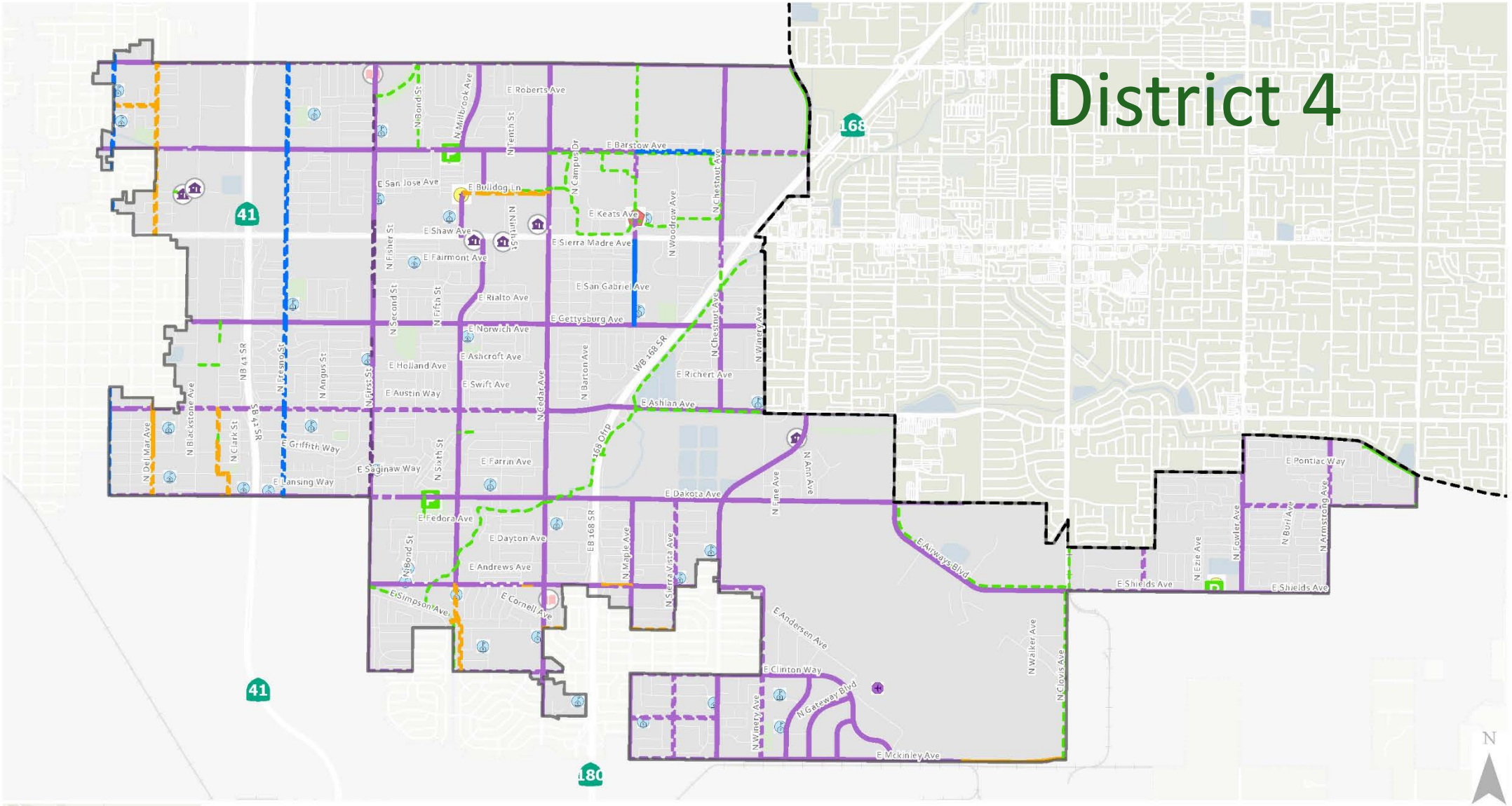
Existing Bicycle Facilities
- Class I Bike Path
- Class II Bike Lane
- Class III Bike Route
- Class IV Bike Lane

Key Destinations
- Amtrak Station
- Hospital
- Higher Education
- School
- Airport
- Youth Facilities
- City hall
- Park- and- Ride
- Libraries
- Community Centers
- Manchester Transit Center
- Rails to Trails
- High Speed Rail Alignment
- Rail
- Canal
- Parks
- Water
- City Limits
- City Council District - 3
- City Sphere of Influence

CITY OF FRESNO
Active Transportation Plan Update

Figure XX
Existing & Proposed Bikeways
City Council District - 3

District 4



BicycleVerifiedLTS
Existing Bicycle Facilities
- Class I Bike Path
- Class II Bike Lane
- Class III Bike Route
- Class IV Bike Lane

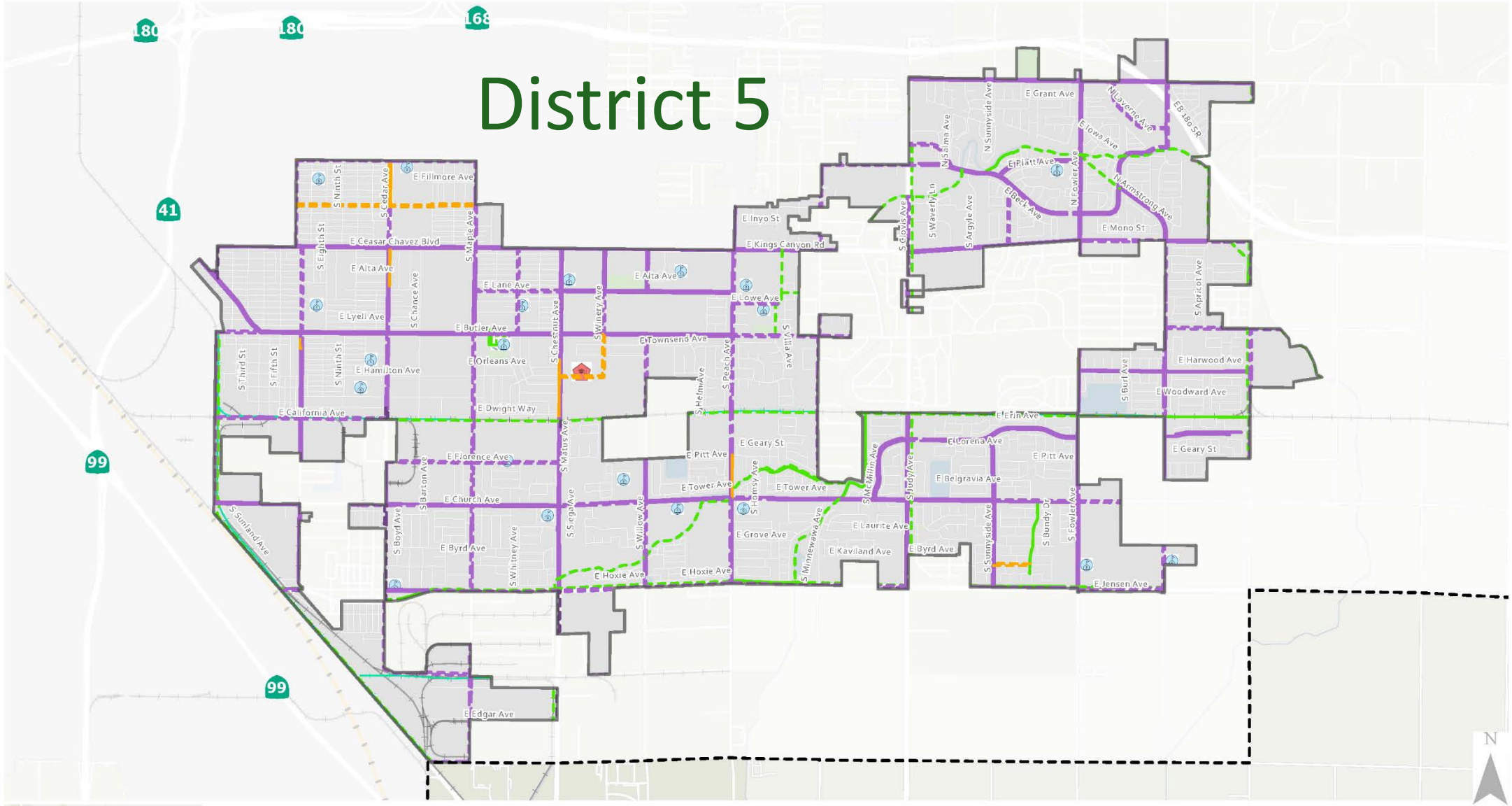
Proposed Bike Facilities
Proposed Bicycle Facilities
- Class I Bike Path
- Class II Bike Lane
- Class II Bike Lane - Buffered
- Class III Bike Route
- Class IV Bike Lane

Key Destinations
- Amtrak Station
- Hospital
- Higher Education
- School
- Airport
- Youth Facilities
- City hall
- Park- and- Ride
- Libraries
- Community Centers
- Manchester Transit Center
- Rails to Trails
- High Speed Rail Alignment
- Rail
- Canal
- Parks
- Water
- City Limits
- City Council District - 4
- City Sphere of Influence

CITY OF FRESNO
Active Transportation Plan Update

Figure XX
Existing & Proposed Bikeways
City Council District - 4

District 5



Proposed Bicycle Facilities
- Class I Bike Path
- Class II Bike Lane
- Class II Bike Lane - Buffered
- Class III Bike Route
- Class IV Bike Lane

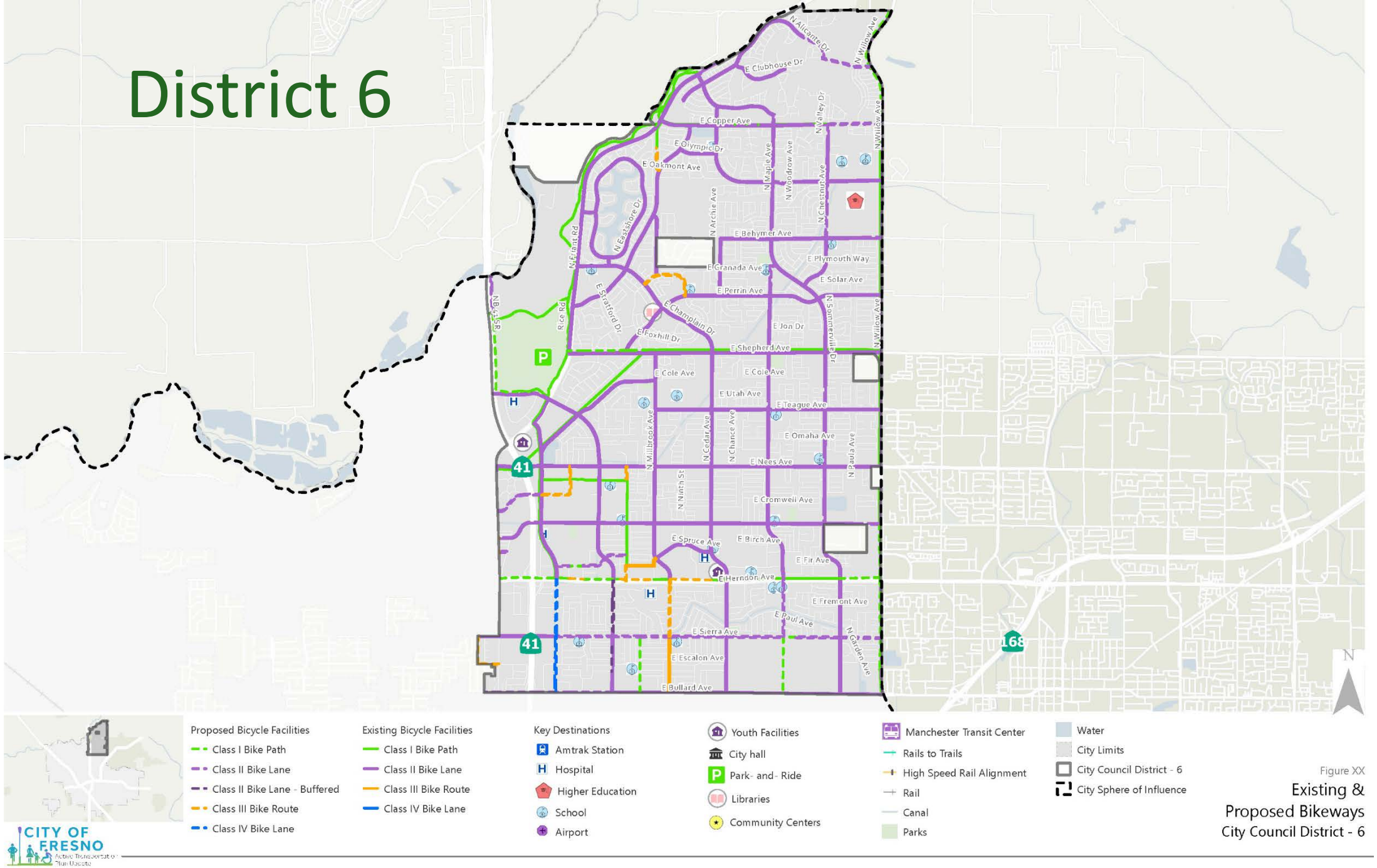
Existing Bicycle Facilities
- Class I Bike Path
- Class II Bike Lane
- Class III Bike Route
- Class IV Bike Lane

Key Destinations
- Amtrak Station
- Hospital
- Higher Education
- School
- Airport
- Youth Facilities
- City hall
- Park- and- Ride
- Libraries
- Community Centers
- Manchester Transit Center
- Rails to Trails
- High Speed Rail Alignment
- Rail
- Canal
- Parks
- Water
- City Limits
- City Council District - 5
- City Sphere of Influence

Figure XX
Existing & Proposed Bikeways
City Council District - 5

CITY OF FRESNO

District 6



Proposed Bicycle Facilities
- Class I Bike Path
- Class II Bike Lane
- Class II Bike Lane - Buffered
- Class III Bike Route
- Class IV Bike Lane

Existing Bicycle Facilities
- Class I Bike Path
- Class II Bike Lane
- Class III Bike Route
- Class IV Bike Lane

Key Destinations
- Amtrak Station
- Hospital
- Higher Education
- School
- Airport

- Youth Facilities
- City hall
- Park- and- Ride
- Libraries
- Community Centers

- Manchester Transit Center
- Rails to Trails
- High Speed Rail Alignment
- Rail
- Canal
- Parks

- Water
- City Limits
- City Council District - 6
- City Sphere of Influence

Figure XX
Existing & Proposed Bikeways
City Council District - 6

CITY OF FRESNO

District 7

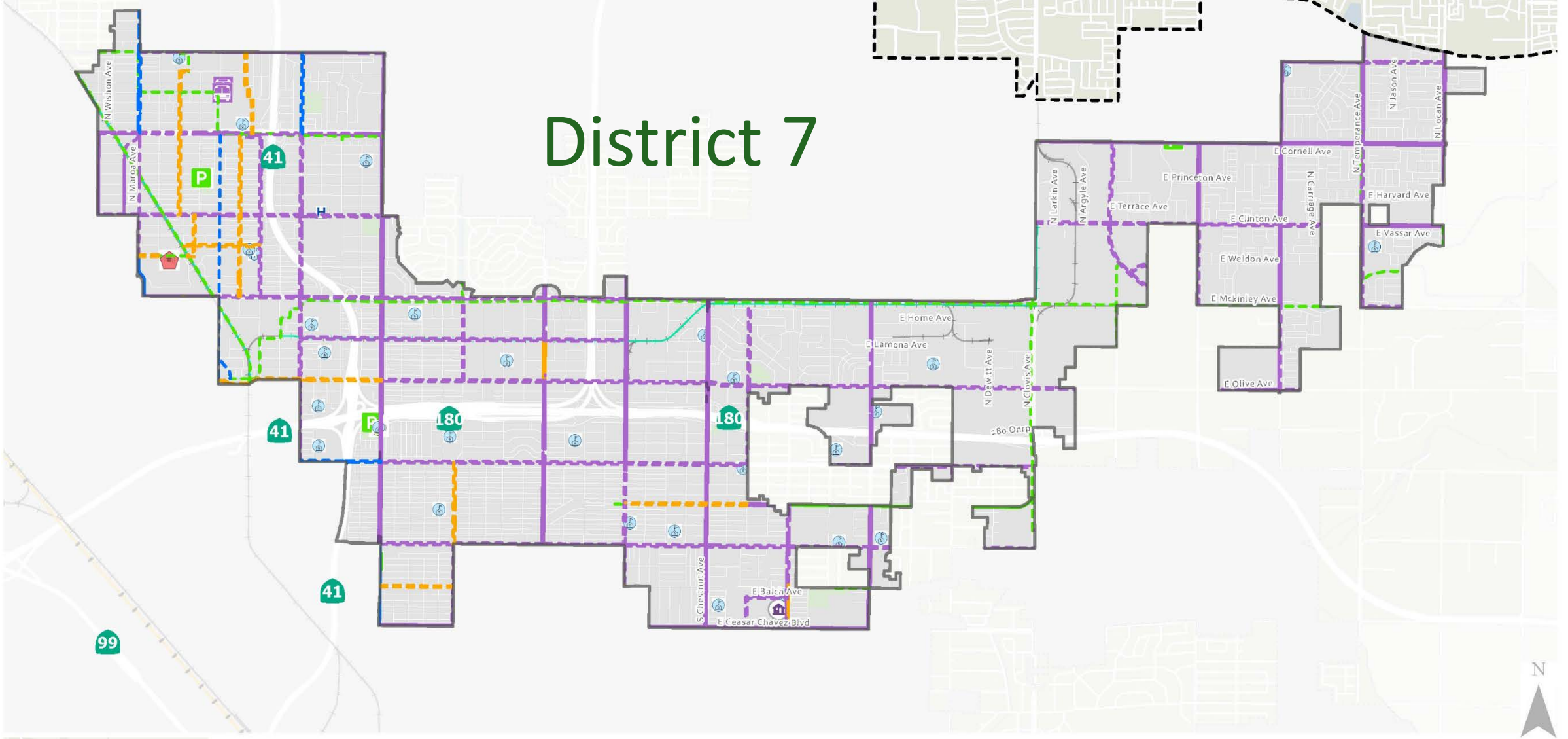


Figure XX

Existing & Proposed Bikeways
City Council District - 7

CITY OF FRESNO
Active Transportation Plan Update

Downtown Loop

- Purpose of Downtown Loop
  - Create a continuous, connected bicycle route around downtown Fresno
  - Enhance urban mobility and accessibility
  - Provide safe, dedicated cycling infrastructure
- Potential Route Components for Downtown Loop:
  - First St
  - Cesar Chavez Blvd
  - H St
  - Belmont Ave
  - Olive Ave

North-South Corridor Strategy

- Fresno's North-South bicycle corridors are critical arteries that will transform our city's active transportation network, connecting diverse neighborhoods, key destinations, and providing safe, efficient alternative transportation routes through the heart of our urban landscape.
- Comprehensive Corridor Selection Criteria:
  - Destination Proximity
  - Population Characteristics
  - Environmental and Social Justice
  - Transportation Safety

North-South Corridor Strategy

Street Name	Classification	Lane Configuration	ADT Range	Posted Speed	Freeway Crossings	On-Street Parking	Existing Bike Facilities	Proposed Bike Class 2017	Proposed Bike Class 2024	North End	South End	Fronting Land Uses	Truck Route	Any portion in County
N West Ave	Major Arterial	4 lanes divided	700-30,000	40 mph	No	Limited	Class II	Class II	Class II Buffer	Alluvial Ave to HerndonTrail and other Trails and Palm and North End	Ends at Weber and then connects to downtown loop at Weber to H St-Ceasar Chavez-Elm street to southern end at North Ave	Residential thru segments and commercial at intersections	Yes - Existing	Yes
Fruit Ave	Collector	2-4 lanes, undivided, TWLTL	2,800-11,400	35-40 mph	No	Yes	Class II (portions)	Class II	Class II Buffer	HerndonTrail and other Trails and Palm and North End	Ends at Weber and then connects to downtown loop at Weber to H St-Ceasar Chavez-Elm street to southern end at North Ave	Residential thru segments and school areas	No	Yes
Palm Ave	Minor Arterial	2-4 lanes, divided/undivided, TWLTL	4,400-40,000	40 mph	No	Yes	Class IV (portions)	Class IV	Class IV	Nees Ave to Trails at Spano Park, Nees Ave to Audobun Dr to Friant Rd	Ends at Weber and then connects to downtown loop at H St to Ceasar Chavez-Elm street to southern end at North Ave	Tower District connection	No	Yes
Maroa/Van Ness/Wishon	Collector	2-4 lanes, divided/undivided, TWLTL	3,00-12,000	30-40 mph	SR-180 Underpass	Yes	Class II/Class IV (portions)	Class IV	Class IV	Herndon Ave	Van Ness go through downtown and ends at Railroad Ave	Historic district, residential	No	Yes
Blackstone Ave	Major Arterial	6 lanes divided	11,000-40,000	45 mph	SR-41 and SR-180 Underpass	Limited	None	None	None	Blackstone turns into Friant at interchange with SR-41	E Stanislaus St	BRT Corridor, Major commercial corridor	Yes	No
Fresno St	Minor Arterial	4 lanes divided/undivided, TWLTL	5,000-27,000	35-45 mph	SR-41 and SR-180 Underpass	Yes	None	Class II/IV	Class II/IV	N Friant Rd	Through Downtown and ends at Ceaser Chavez	Has frontage roads in sections	No	No
1st St	Major Arterial	2-4 lanes divided/undivided, TWLTL	8,000-33,000	35-45 mph	SR-180 Underpass	Yes	Class II (portions)	Class II	Class II Buffer	Friant Rd	Downtown Loop connection: Ceaser Chavez-H St Ends at Hazelwood Blvd - E Butler Ave - Chestnut or Cedar /Jensen to join North Ave	Near Fresno City College	Yes (partial)	No
Cedar Ave	Major Arterial	4 lanes divided/undivided, TWLTL	1,000-54,000	45 mph	SR-180 and SR-99 Overpass	Yes	Class II (portions)	Class II	Class II	E Shepherd Ave	E Annadale Ave	Commercial corridor	Yes	Yes
N Maple Ave	Minor Arterial	2-4 lanes divided/undivided, TWLTL	9,000-27,000	45 mph	SR-180 Underpass	Yes	Class II (portions)	Class II	Class II	E Copper Ave	E North Ave	Residential areas	No	Yes
Chestnut Ave/ Willow	Major Arterial	4-6 lanes divided	2,000-48,000	45 mph	SR-180 and SR-168 Underpass SR-99 Overpass	Limited	Class II (portions)	Class II	Class II Buffer	E Copper Ave	E North Ave	Commercial corridor	Yes	Yes

https://docs.google.com/spreadsheets/d/1emhtMxU6XvM6FqdiJXigq5fYLI_RnUW-kCxqe6PEN6k/edit?usp=sharing

North-South Connector Alternatives

Street Name	Classification	Lane Configuration	ADT Range	Posted Speed	Freeway Crossings	On-Street Parking	Existing Bike Facilities	Proposed Bike Class 2017	Proposed Bike Class 2024	North End	South End	Fronting Land Uses	Truck Route	Any portion in County
N West Ave	Major Arterial	4 lanes divided	700-30,000	40 mph	No	Limited	Class II	Class II	Class II Buffer	Alluvial Ave to HerndonTrail and other Trails and Palm and North End	Ends at Weber and then connects to downtown loop at Weber to H St-Ceasar Chavez-Elm street to southern end at North Ave	Residential thru segments and commercial at intersections	Yes - Existing	Yes
Fruit Ave	Collector	2-4 lanes, undivided, TWLTL	2,800-11,400	35-40 mph	No	Yes	Class II (portions)	Class II	Class II Buffer	HerndonTrail and other Trails and Palm and North End	Ends at Weber and then connects to downtown loop at Weber to H St-Ceasar Chavez-Elm street to southern end at North Ave	Residential thru segments and school areas	No	Yes
Palm Ave	Minor Arterial	2-4 lanes, divided/undivided, TWLTL	4,400-40,000	40 mph	No	Yes	Class IV (portions)	Class IV	Class IV	Nees Ave to Trails at Spano Park, Nees Ave to Audobun Dr to Friant Rd	Ends at Weber and then connects to downtown loop at H St to Ceasar Chavez-Elm street to southern end at North Ave	Tower District connection	No	Yes
First St	Major Arterial	2-4 lanes divided/undivided, TWLTL	8,000-33,000	35-45 mph	SR-180 Underpass	Yes	Class II (portions)	Class II	Class II Buffer	Friant Rd	Downtown Loop connection: Ceaser Chavez-H St Ends at Hazelwood Blvd - E Butler Ave - Chestnut or Cedar /Jensen to join North Ave	Near Fresno City College	Yes (partial)	No
Chestnut Ave/ Willow Ave Trail	Major Arterial	4-6 lanes divided	2,000-48,000	45 mph	SR-180 and SR-168 Underpass SR-99 Overpass	Limited	Class II (portions)	Class II	Class II Buffer	E Copper Ave	E North Ave	Commercial corridor	Yes	Yes

https://docs.google.com/spreadsheets/d/1emhtMxU6XvM6FqdiJXigq5fYLI_RnUW-kCxqe6PEN6k/edit?usp=sharing

North-South Connector

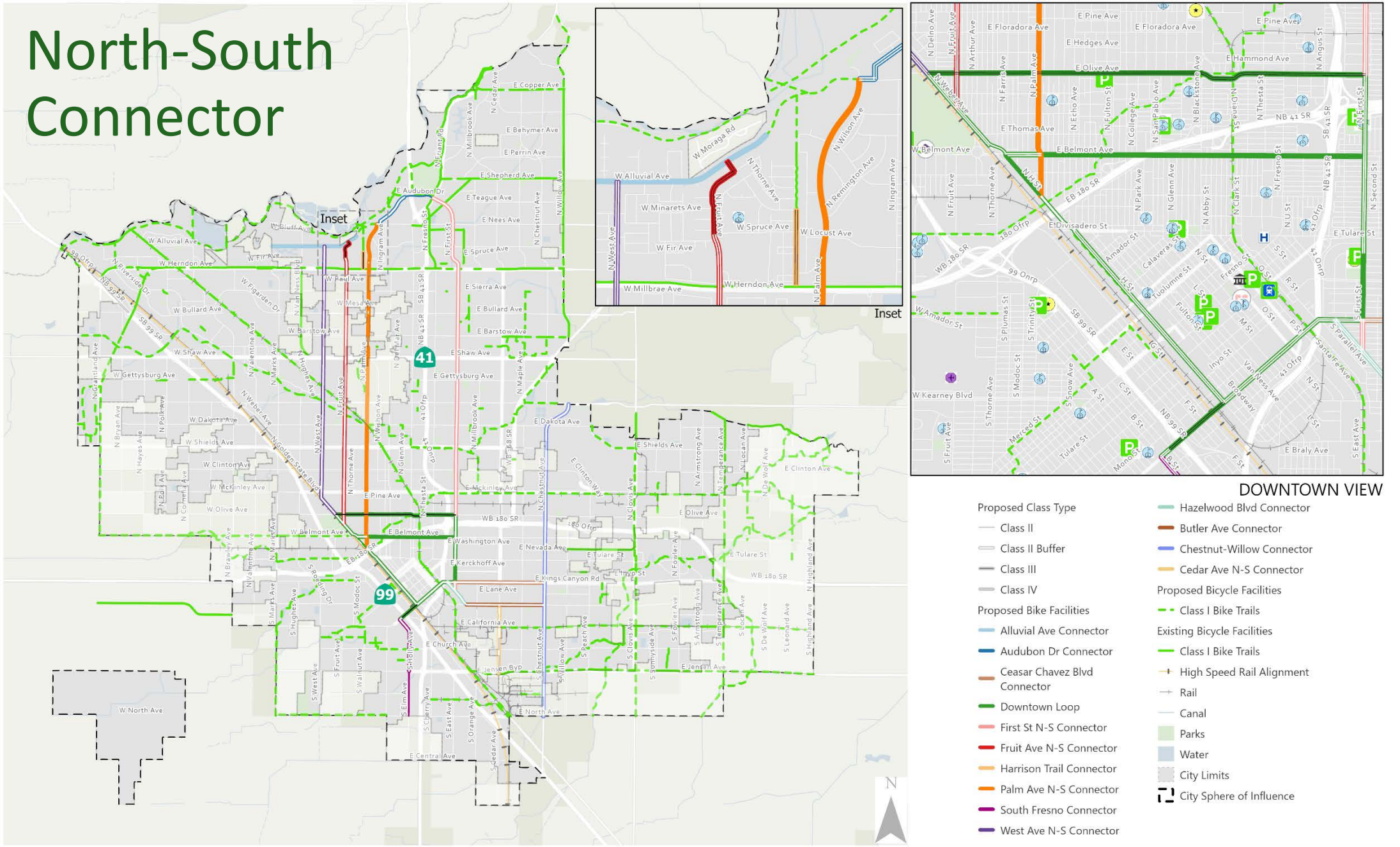


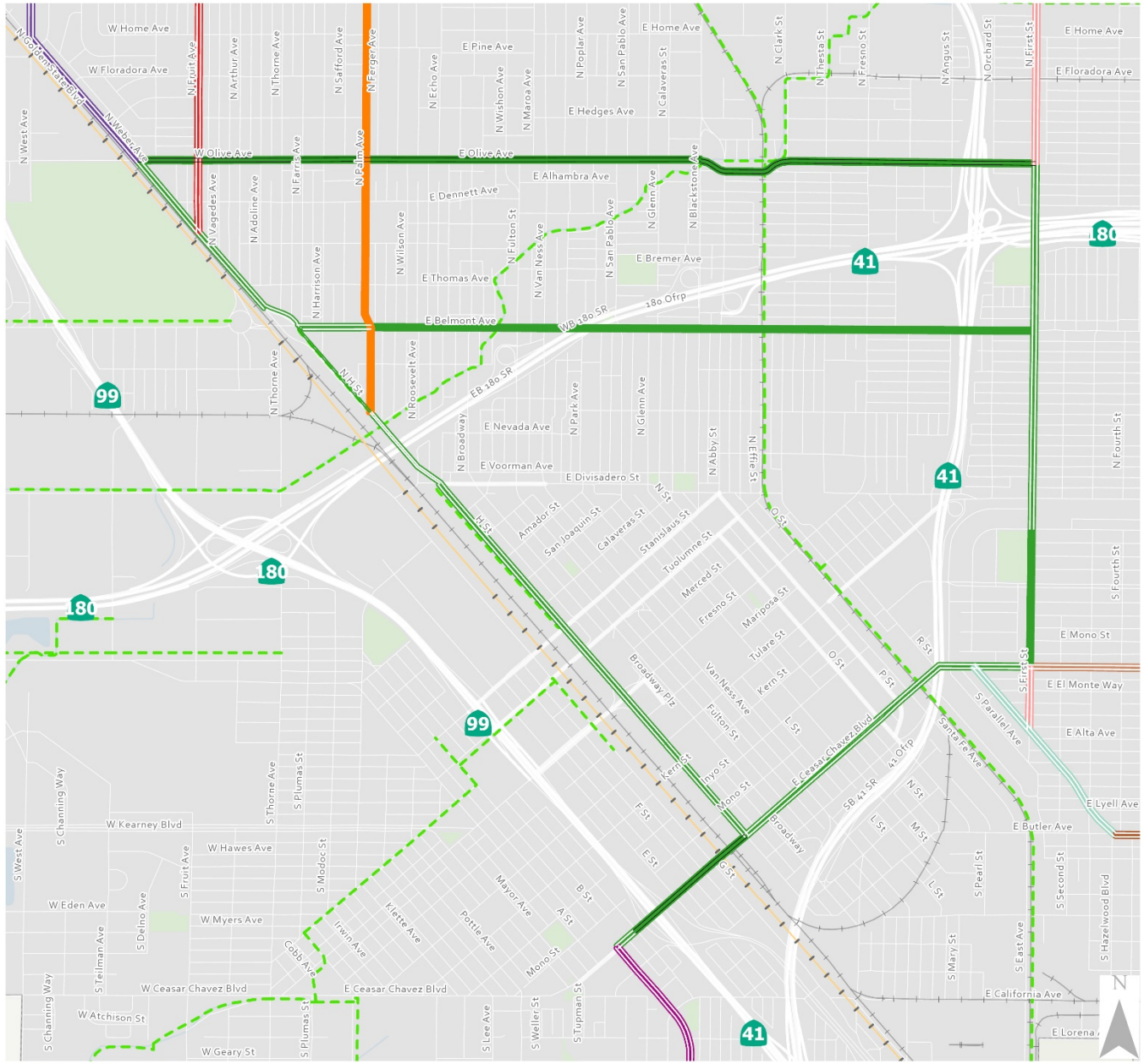
Figure XX
Proposed North-South Corridor Bicycle Facilities

Downtown Loop Corridors

Street Name	Classification	Lane Configuration	ADT Range	Posted Speed	Freeway Crossings	On-Street Parking	Existing Bike Facilities	Proposed Bike Class 2017	Proposed Bike Class 2024
H St	Major Collector	2-4 lanes, undivided	1,000-9,000	35 mph	SR-180 and SR-40 Underpass	Yes	Class II (portions)	Class II	Class II Buffer
Belmont Ave	Major Collector	2-4 lanes divided, TWLTL	2,200-20,500	30-40 mph	SR-41 and SR-99 Overpass	Limited	Class IV (portions)	Class II	Class IV
Olive Ave	Major Collector	2-4 lanes divided/undivided, TWLTL	600-20,200	30-40 mph	SR-99 Overpass and SR-41 and SR-168 underpass	Yes	None	Class II	Class III
P St	Major Collector	2 lanes one way	1,100-3,200	30 mph	No	Yes	Class II (portions)	Class IV	Class IV
M St	Major Collector	2 lanes one way	1,200-6,300	30 mph	No	Yes	Class II	Class II	Class IV
Cesar Chavez Blvd	Minor Arterial	4 lanes divided/undivided, TWLTL	7,200-23,000	35-40 mph	SR-41 Underpass and SR-99 Overpass	Limited	Class II (portions)	Class III (portions)	Class II Buffer
Abby St	Minor Arterial	3 lanes one way	5,400-17,200	35 mph	Sr-180 Underpass	Yes	Class IV (portions)	Class IV	None
Tulare St	Major Collector	2-4 lanes divided/undivided, TWLTL	1,000-13,000	30-40 mph	SR-41 and SR-99 Overpass	Yes	Class II (portions)	Class IV (portions)	TBD

https://docs.google.com/spreadsheets/d/1emhtMxU6XvM6FqdiJXigq5fYLI_RnUW-kCxqe6PEN6k/edit?usp=sharing

Downtown Loop



Proposed Class Type
- Class II
- Class II Buffer
- Class III
- Class IV

Proposed Bike Facilities
- Alluvial Ave Connector
- Audubon Dr Connector
- Ceasar Chavez Blvd Connector
- Downtown Loop
- First St N-S Connector
- Fruit Ave N-S Connector
- Harrison Trail Connector
- Palm Ave N-S Connector
- South Fresno Connector
- West Ave N-S Connector
- Hazelwood Blvd Connector
- Butler Ave Connector
- Chestnut-Willow Connector
- Cedar Ave N-S Connector

Proposed Bicycle Facilities
- Class I Bike Trails

Existing Bicycle Facilities
- Class I Bike Trails
- High Speed Rail Alignment
- Rail
- Canal
- Parks
- Water
- City Limits
- City Sphere of Influence

Figure XX
Downtown - Proposed North-South Corridor Bicycle Facilities

Discussion

Pedestrian Infrastructure

Pedestrian Network Evolution (2017 vs 2024)

2017 ATP

Type	Existing (Miles)	Proposed (Miles)	Total (Miles)
Class I Bike Paths	38	166	204
Sidewalks	1,984	661	2,645

Source: City of Fresno 2016, Fehr & Peers 2016

2024 ATP

Type	Existing (Miles)	Planned (Miles)	Total (Miles)
Class I Bike Paths	42	160	202
Sidewalks	2,088	636	2,724

- Over the past seven years, 104 miles of new sidewalks has been constructed

Pedestrian Network Criteria

The following criteria were considered to identify the need for sidewalk gap closure:

- Proximity to key destinations, including schools, parks, bus stops, and activity centers
- Pedestrian collision density
- Population density
- Low household income
- Low vehicle ownership
- High CalEnviroScreen 4.0 score
- Public comment
- Proximity to arterials or collectors

Walk to Work (2022 Census Data)

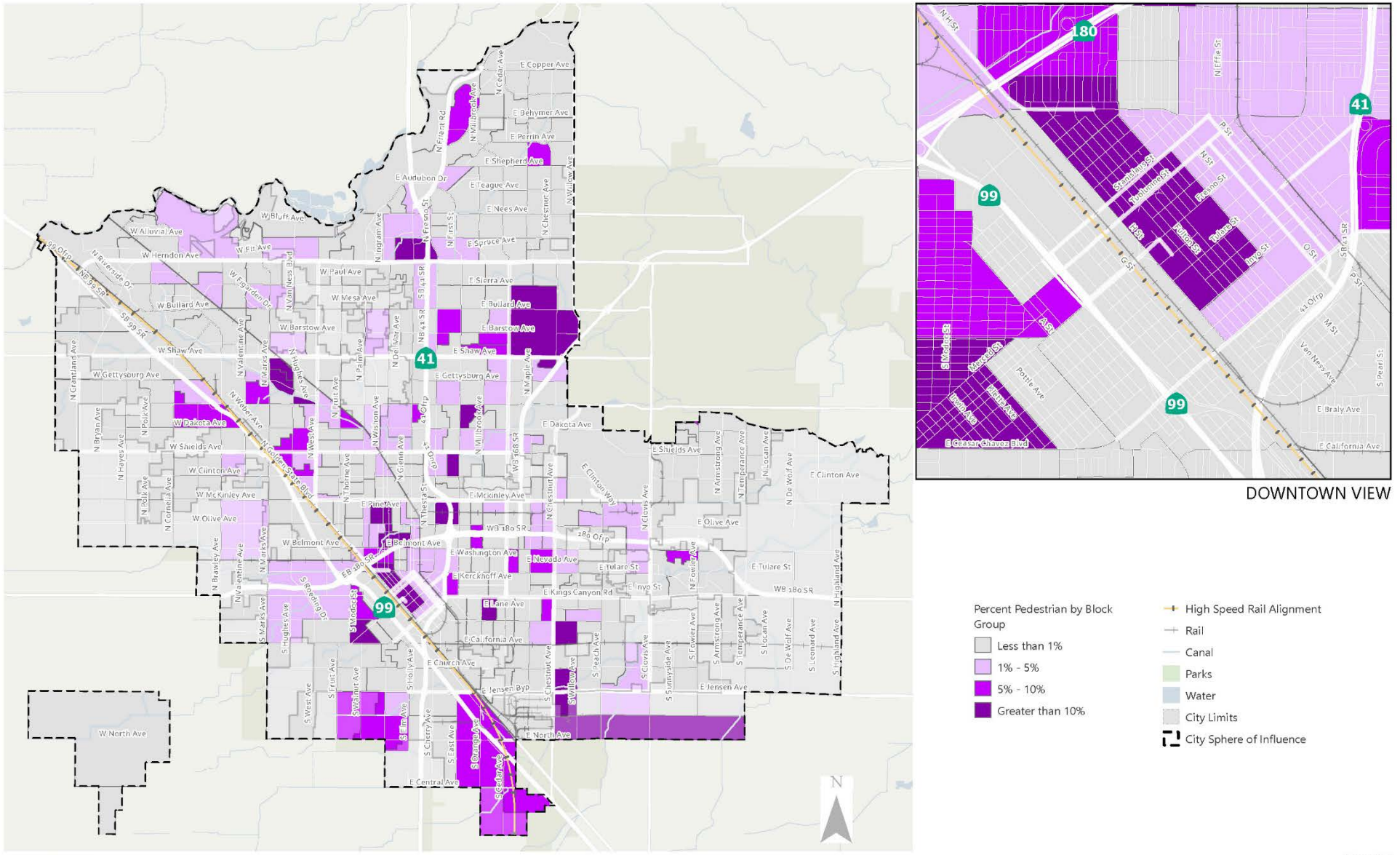


Figure XX
Walk to Work Share by Census Block Group

Planned Sidewalks

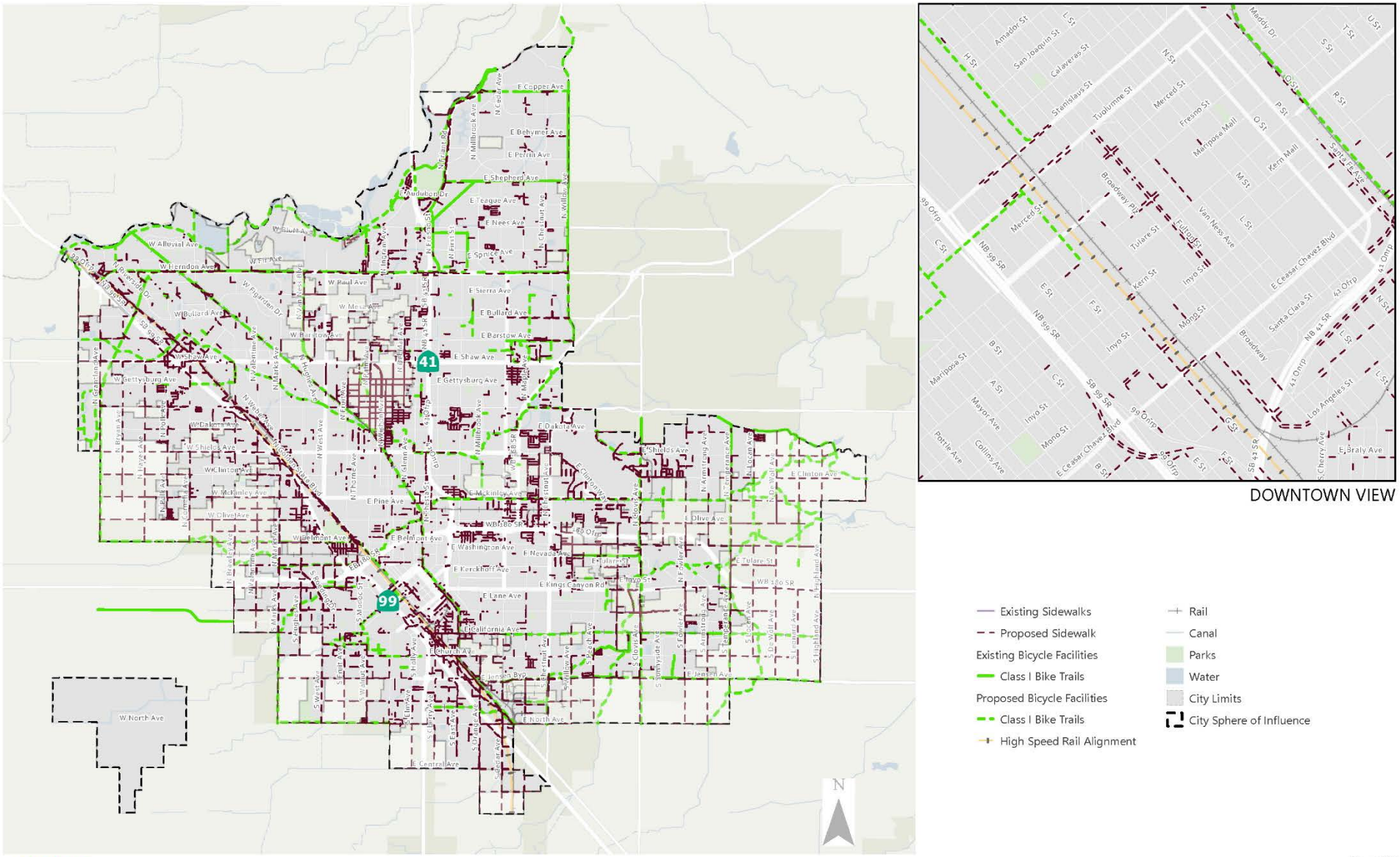


Figure XX
Proposed Pedestrian Facilities

Pedestrian Priority Network

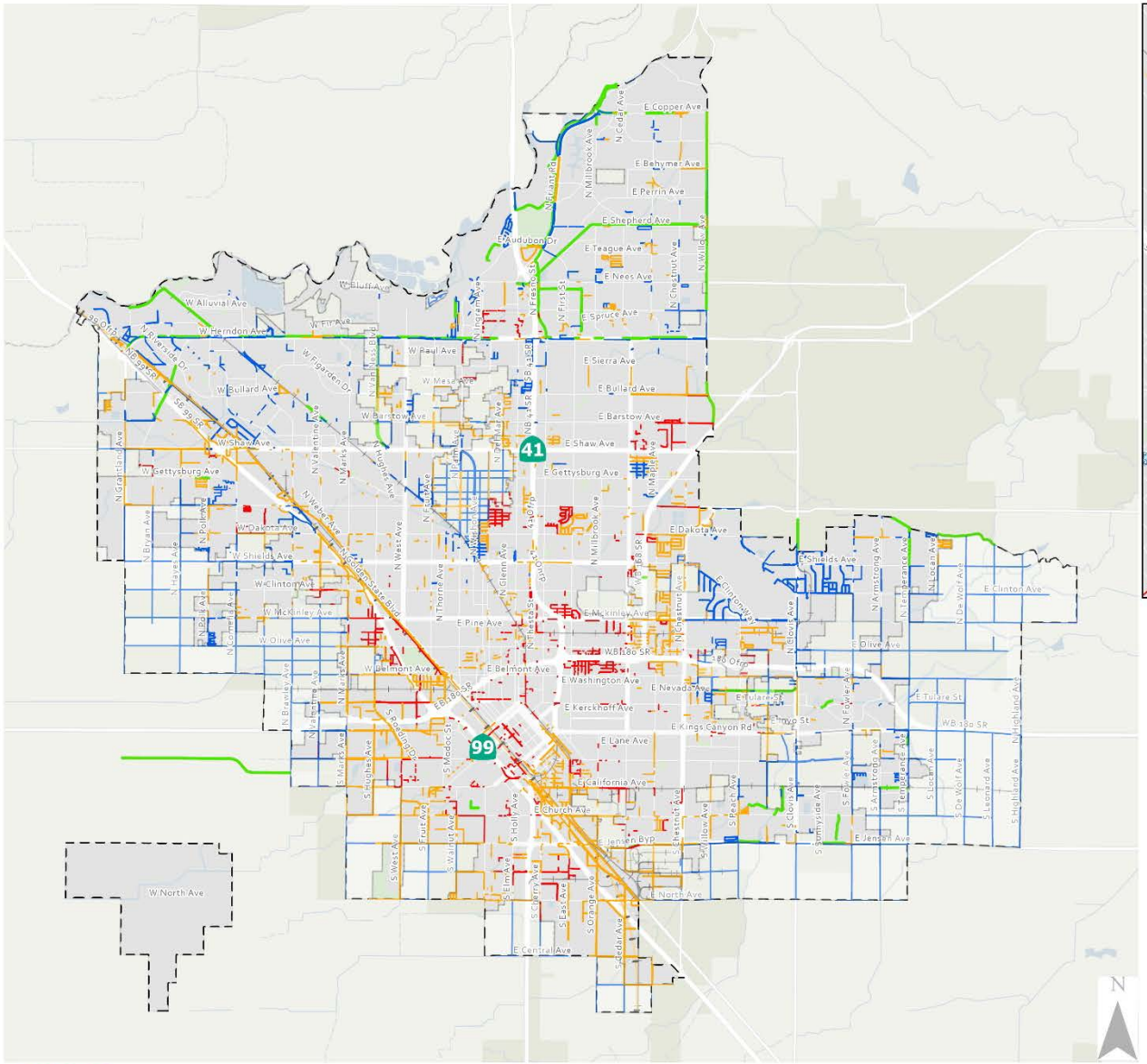
The below three criteria were considered to assign implementation priority for sidewalk gaps within Fresno:

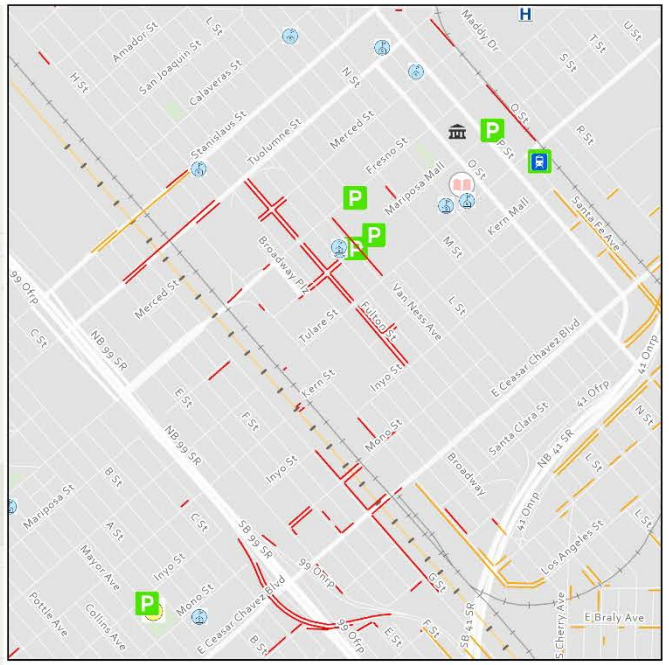
- Disadvantaged and underserved neighborhoods with large sections of missing sidewalks
- High levels of pedestrian activity areas (major shopping, educational, and entertainment destinations)
- High frequency of pedestrian collisions

Sidewalk length by Priority

High Priority	Medium Priority	Low Priority
75 miles	281 miles	280 miles

Priority Sidewalks





DOWNTOWN VIEW

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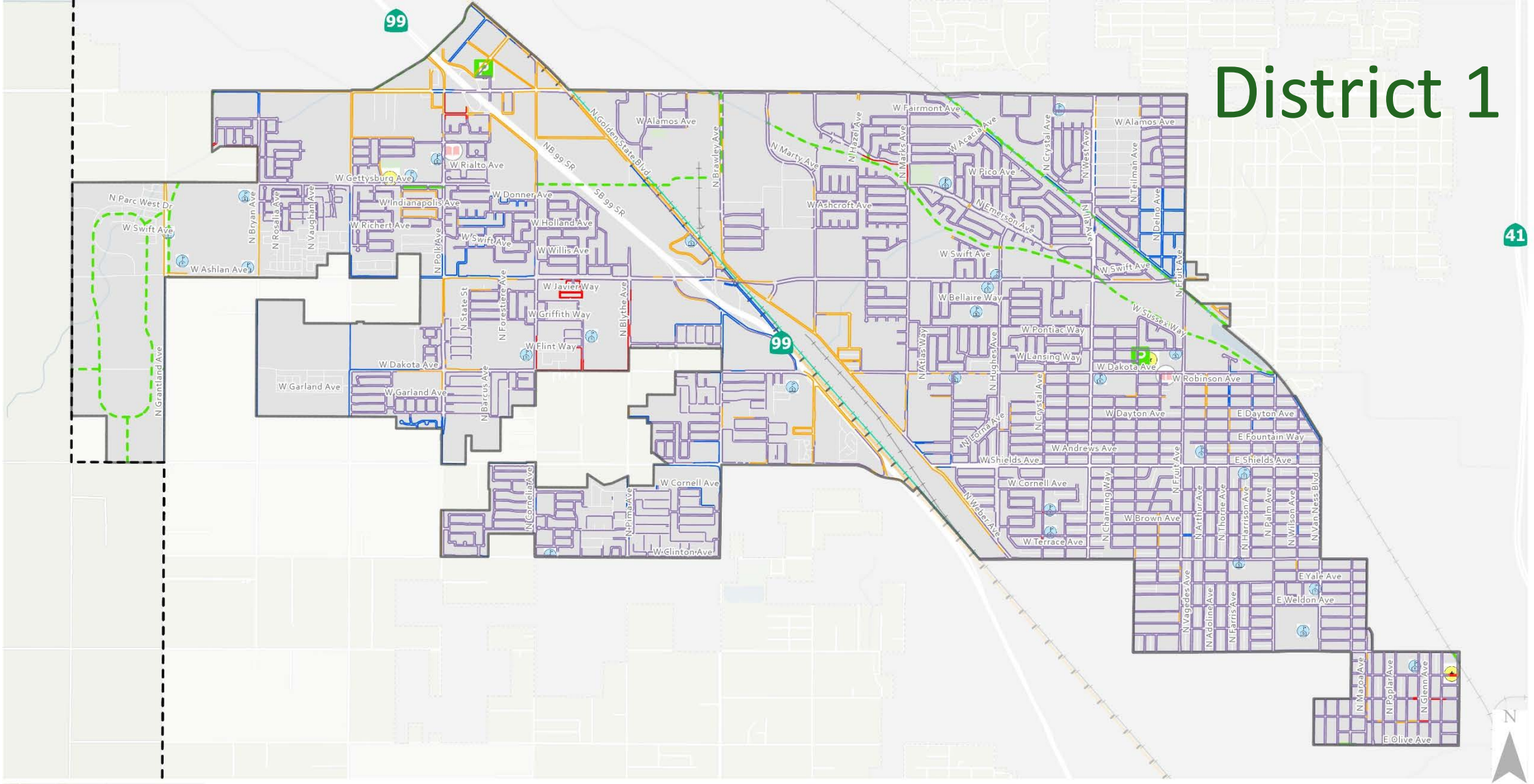
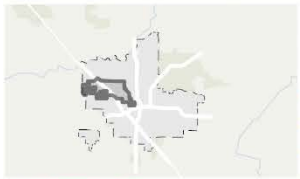
Figure XX
Proposed Pedestrian Facilities - Priority

District 1





Proposed Sidewalk Priority Class
- High
- Low
- Mid
- Existing Sidewalks

Existing Bicycle Facilities
- Class I Bike Trails

Proposed Bicycle Facilities
- Class I Bike Trails

Key Destinations
- Hospital
- Higher Education
- School
- Airport
- Libraries
- Community Centers
- Youth Facilities
- City hall
- Park- and- Ride
- Amtrak Station
- Manchester Transit Center
- Rails to Trails
- High Speed Rail Alignment
- Rail
- Canal
- Parks
- Water
- City Limits
- City Council District - 1
- City Sphere of Influence

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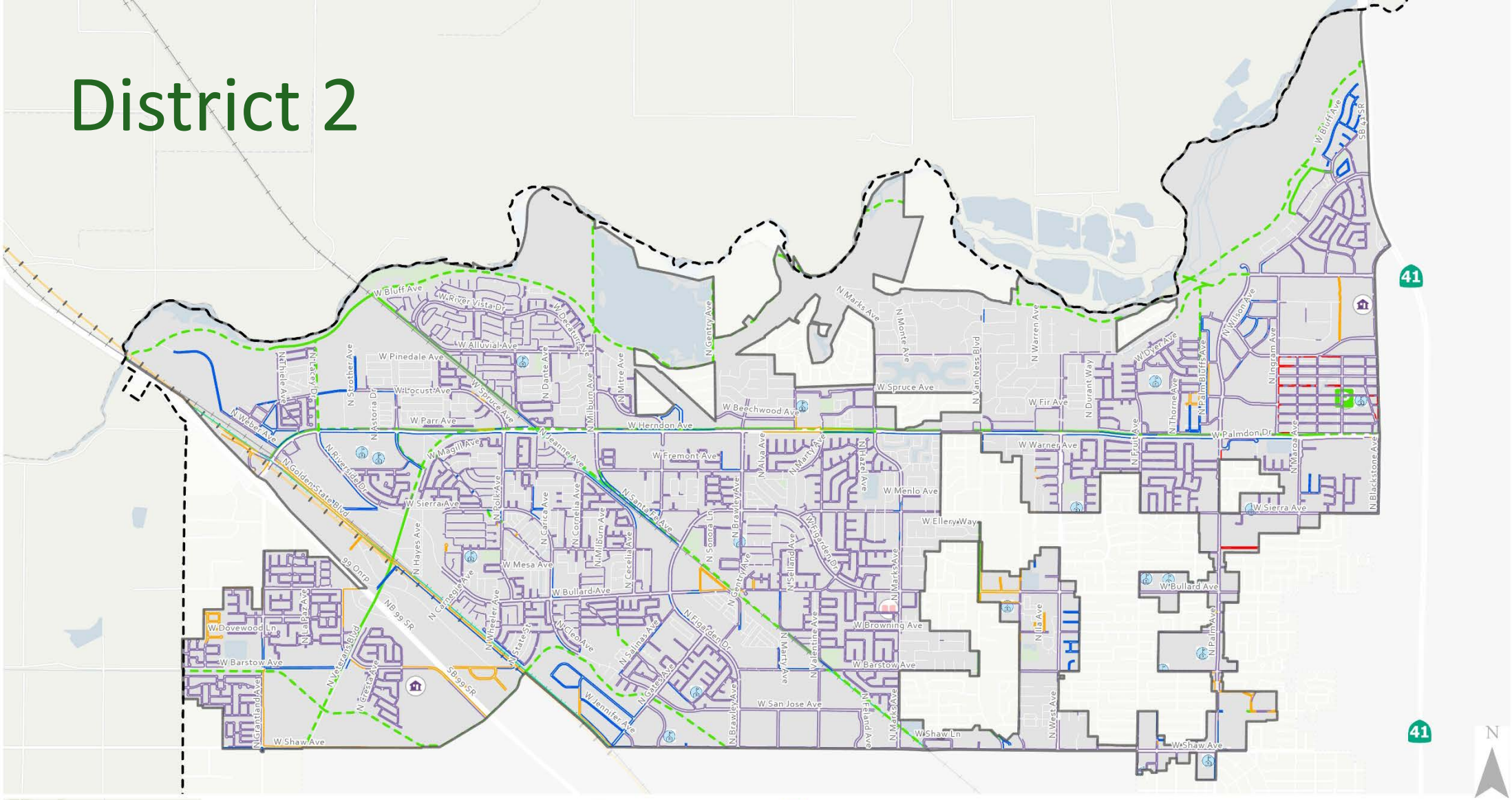
Figure XX
Proposed
Sidewalk Priority
City Council District - 1

District 2



Proposed_Sidewalk
Priority Class
- High
- Low
- Mid
- Existing Sidewalks

Existing Bicycle Facilities
- Class I Bike Trails

Proposed Bicycle Facilities
- Class I Bike Trails

Key Destinations
- Amtrak Station
- Hospital
- Higher Education
- School
- Airport
- Youth Facilities
- City hall
- Park- and- Ride
- Libraries
- Community Centers
- Manchester Transit Center
- Rails to Trails
- High Speed Rail Alignment
- Rail
- Canal
- Parks
- Water
- City Limits
- City Council District - 2
- City Sphere of Influence

CITY OF FRESNO
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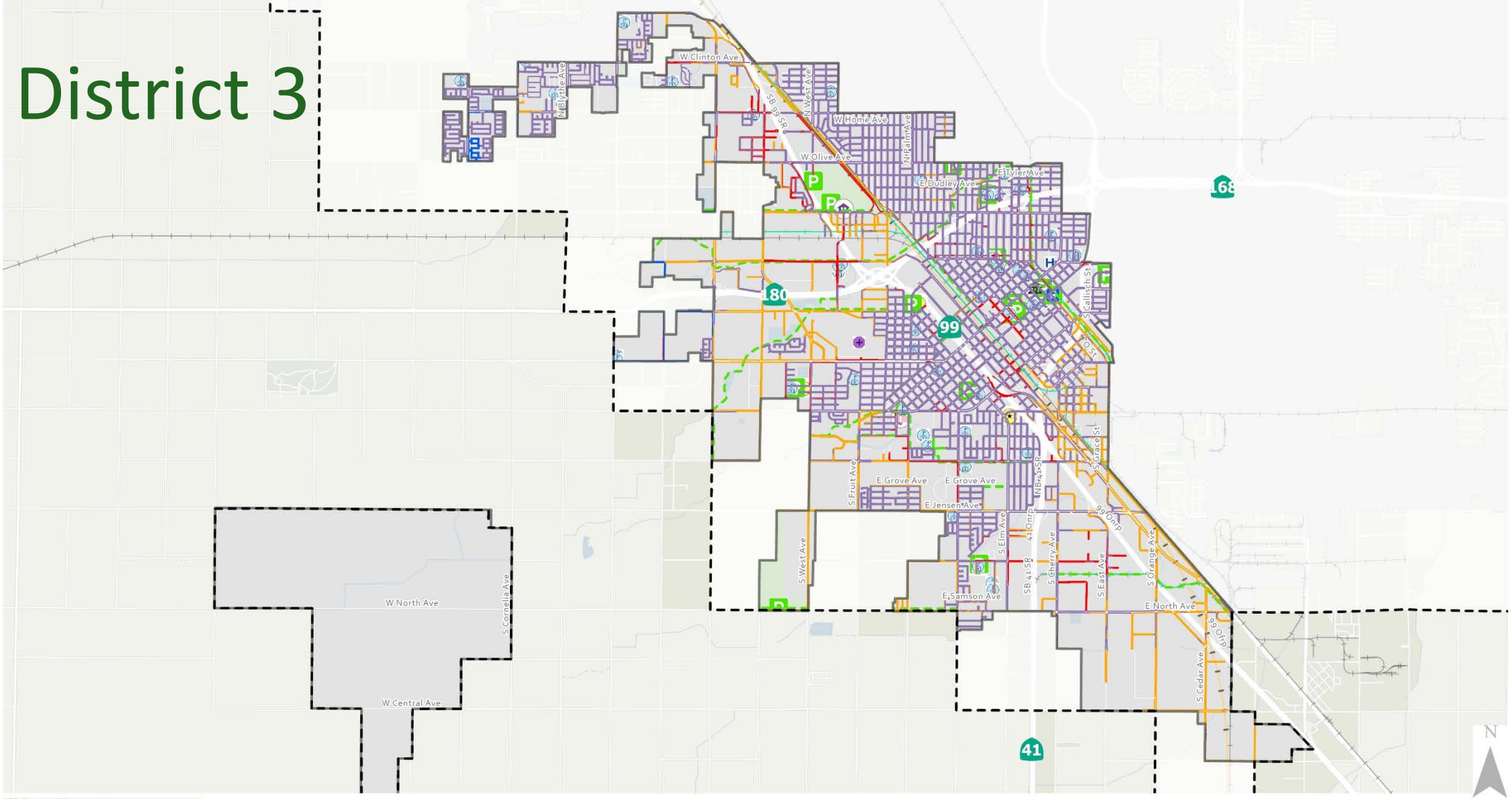
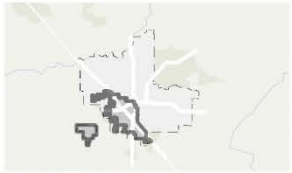
Figure XX
Proposed
Sidewalk Priority
City Council District - 2

District 3





Proposed Sidewalk Priority Class
- High
- Low
- Mid
- Existing Sidewalks

- Class I Bike Trails
- Class I Bike Trails

Key Destinations
- Amtrak Station
- Hospital
- Higher Education
- School
- Airport
- Youth Facilities
- City hall
- Park- and- Ride
- Libraries
- Community Centers
- Manchester Transit Center
- Rails to Trails
- High Speed Rail Alignment
- Rail
- Canal
- Parks
- Water
- City Limits
- City Council District - 3
- City Sphere of Influence

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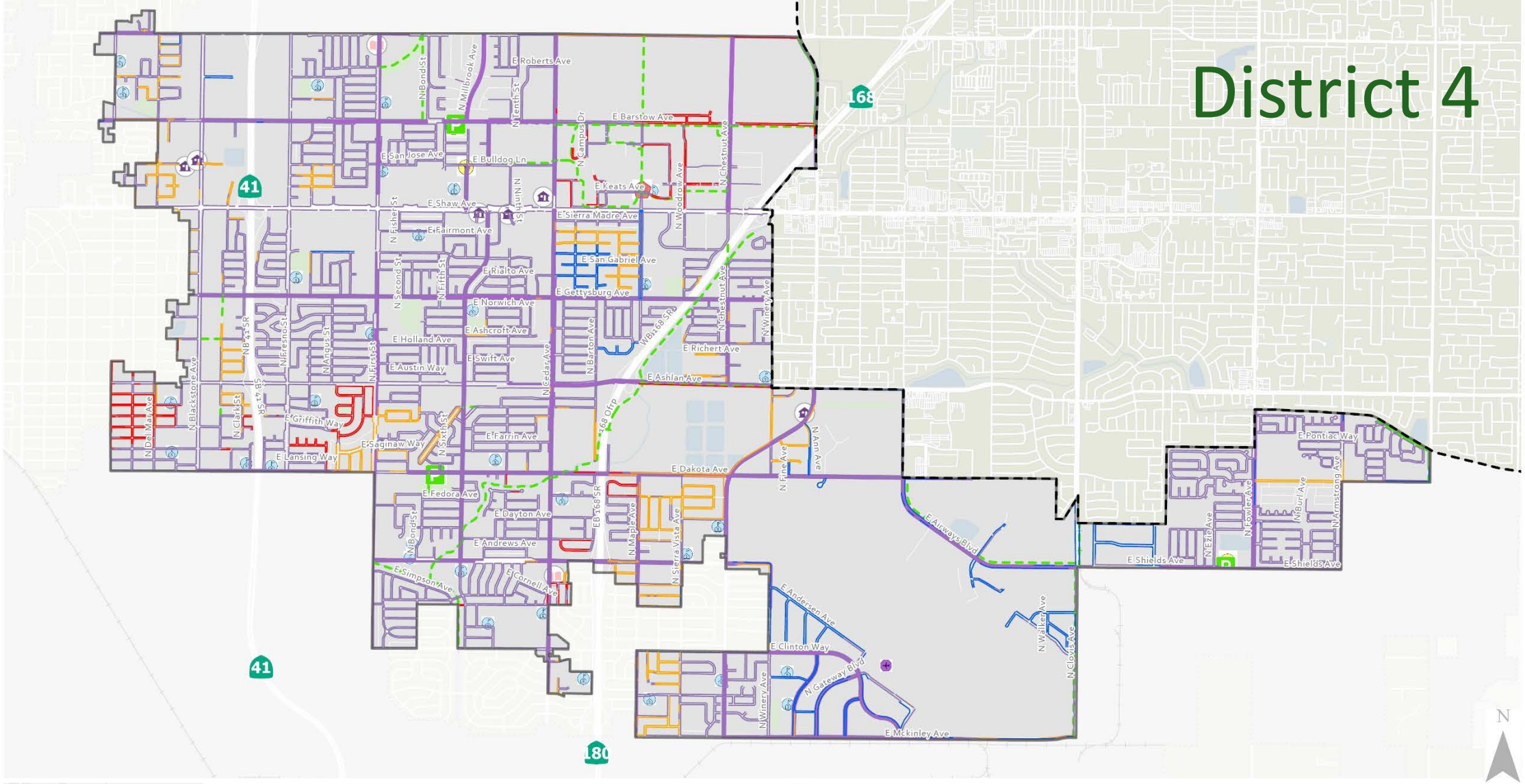
Figure XX
Proposed
Sidewalk Priority
City Council District - 3

District 4



Proposed Sidewalk Priority Class
- High
- Low
- Mid
- Existing Sidewalks

Existing Bicycle Facilities
- Class I Bike Trails

Proposed Bicycle Facilities
- Class I Bike Trails

Key Destinations
- Amtrak Station
- Hospital
- Higher Education
- School
- Airport
- Youth Facilities
- City hall
- Park- and- Ride
- Libraries
- Community Centers
- Manchester Transit Center
- Rails to Trails
- High Speed Rail Alignment
- Rail
- Canal
- Parks
- Water
- City Limits
- City Council District - 4
- City Sphere of Influence

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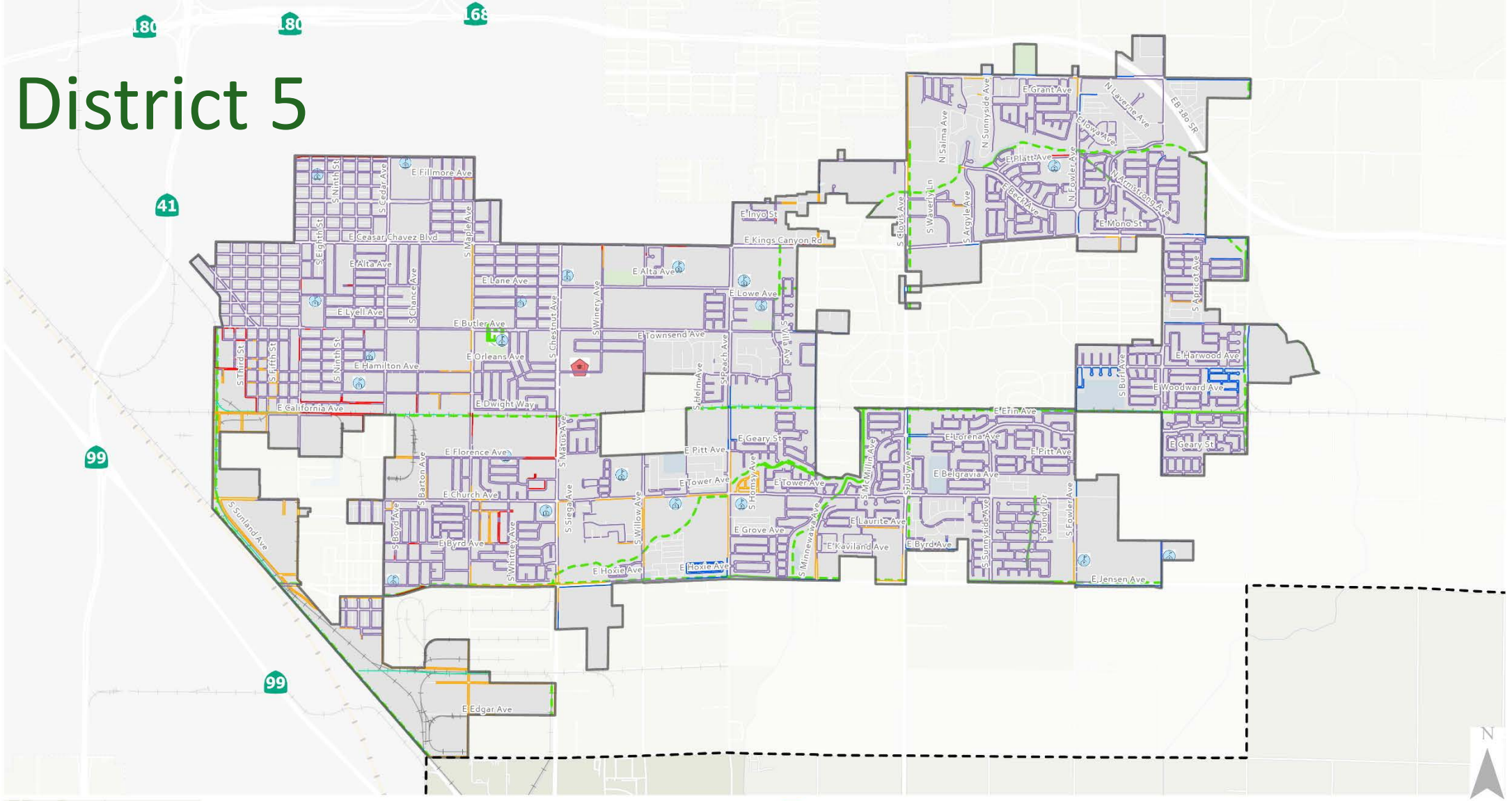
Figure XX
Proposed
Sidewalk Priority
City Council District - 4

District 5



Proposed Sidewalk
Priority Class
- High
- Low
- Mid
- Existing Sidewalks

Existing Bicycle Facilities
- Class I Bike Trails

Proposed Bicycle Facilities
- Class I Bike Trails

Key Destinations
- Amtrak Station
- Hospital
- Higher Education
- School
- Airport
- Youth Facilities
- City hall
- Park- and- Ride
- Libraries
- Community Centers
- Manchester Transit Center
- Rails to Trails
- High Speed Rail Alignment
- Rail
- Canal
- Parks
- Water
- City Limits
- City Council District - 5
- City Sphere of Influence

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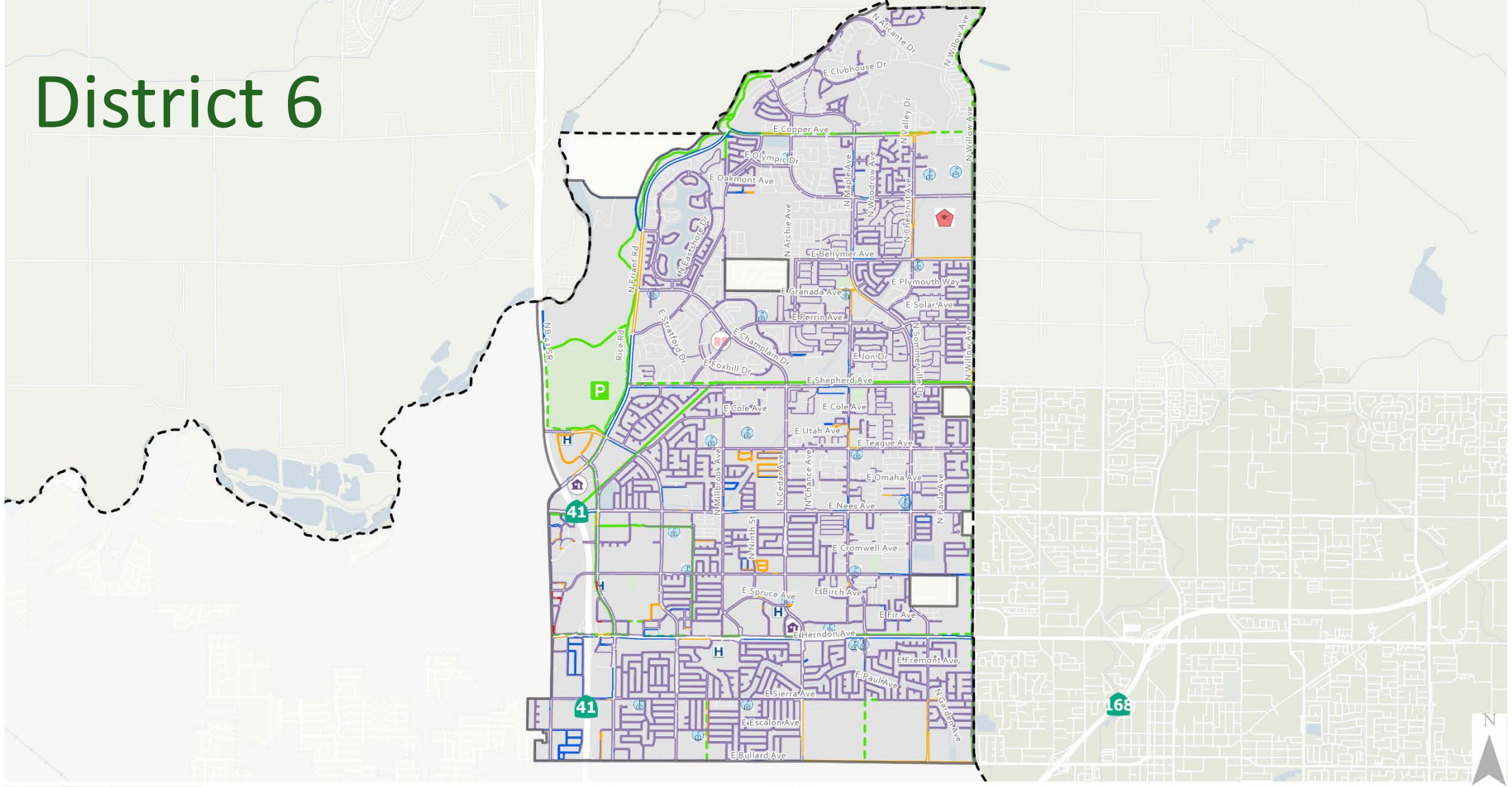
Figure XX
Proposed
Sidewalk Priority
City Council District - 5

District 6



Proposed Sidewalk
Priority Class
- High
- Low
- Mid
- Existing Sidewalks

Existing Bicycle Facilities
- Class I Bike Trails

Proposed Bicycle Facilities
- Class I Bike Trails

Key Destinations
- Amtrak Station
- Hospital
- Higher Education
- School
- Airport
- Youth Facilities
- City hall
- Park- and- Ride
- Libraries
- Community Centers
- Manchester Transit Center
- Rails to Trails
- High Speed Rail Alignment
- Rail
- Canal
- Parks
- Water
- City Limits
- City Council District - 6
- City Sphere of Influence

CITY OF FRESNO
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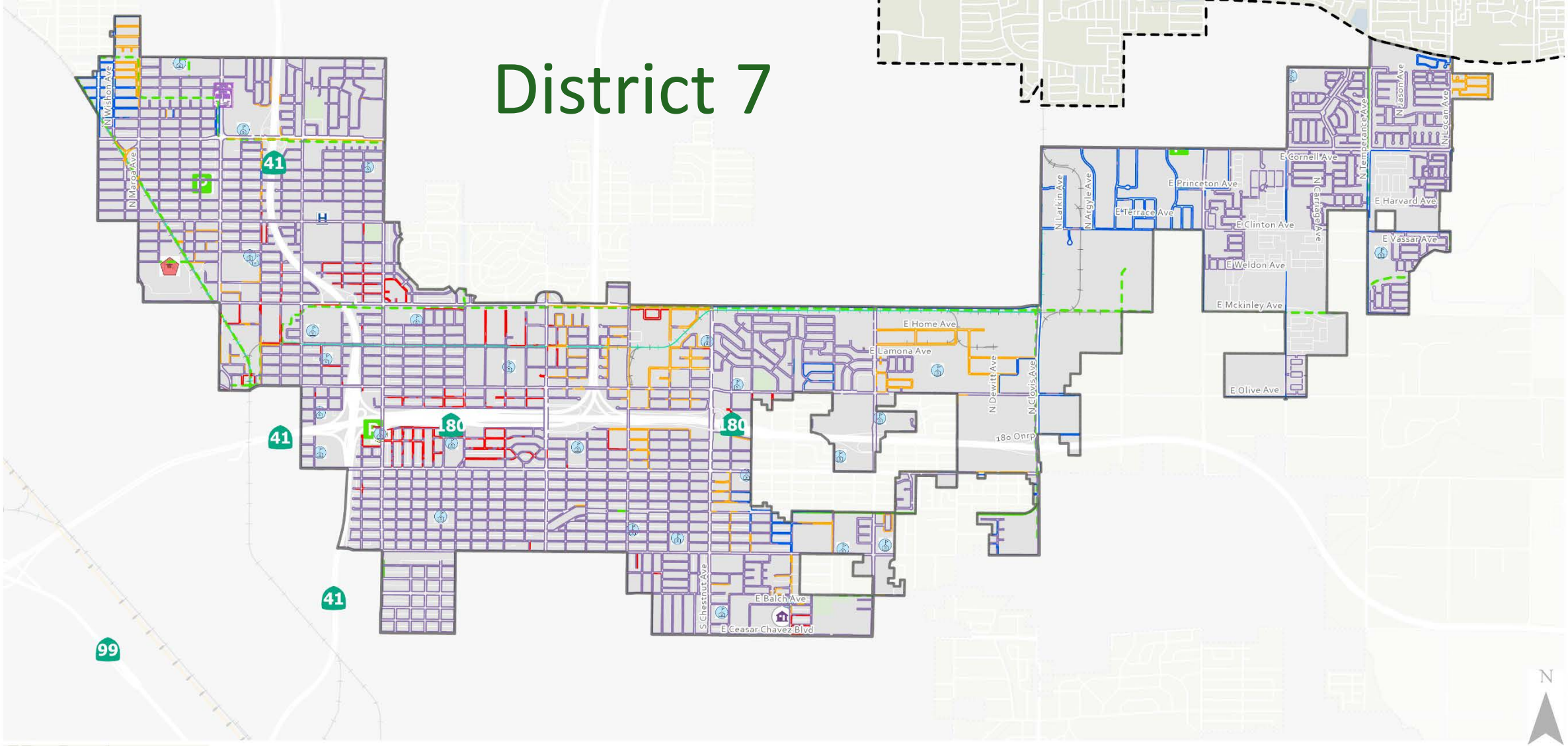
Figure XX
Existing & Proposed Bikeways
City Council District - 6

District 7



Proposed Sidewalk
Priority Class
- High
- Low
- Mid
- Existing Sidewalks

Existing Bicycle Facilities
- Class I Bike Trails

Proposed Bicycle Facilities
- Class I Bike Trails

Key Destinations
- Amtrak Station
- Hospital
- Higher Education
- School
- Airport
- Youth Facilities
- City hall
- Park- and- Ride
- Libraries
- Community Centers
- Manchester Transit Center
- Rails to Trails
- High Speed Rail Alignment
- Rail
- Canal
- Parks
- Water
- City Limits
- City Council District - 7

Figure XX
Proposed
Sidewalk Priority
City Council District - 7

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Recommended Pedestrian Improvements

- Additional signage and infrastructure to make vehicles aware of pedestrians, and pedestrians aware of vehicles
- Pedestrian signal and timing improvements, where needed
- Accessible Pedestrian Signals (APS)
- Adequate lighting for pedestrian visibility
- Where feasible, additional mid-block crossings using either pedestrian hybrid beacons or traffic signals to discourage pedestrians from crossing between controlled crosswalks
- Signage and/or physical measures to encourage pedestrians to utilize only controlled crosswalks
- Targeted safety education campaigns

Discussion

Next Steps

- Summarize Steering Committee input
- Public Workshop Next Week (December 10)
- Incorporate input into ATP update
- Steering Committee Outreach Meeting #3 (February 2025)