City of FRESNO

ACTIVE TRANSPORTATION PLAN 2026

CITY OF FRESNO

DRAFT MAY 2026

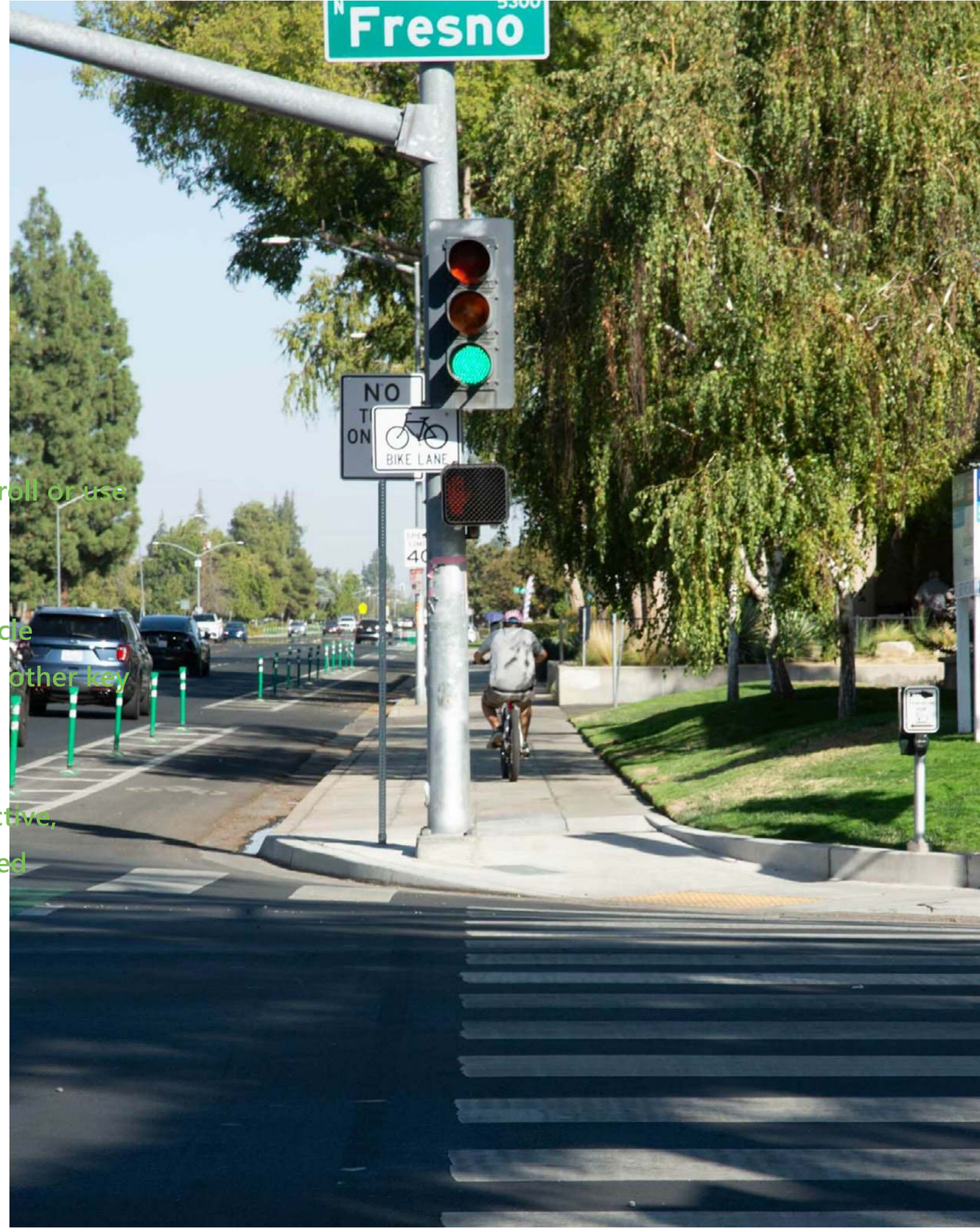
CITY OF FRESNO
Active Transportation Plan 2025

"City of 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.

The network will empower residents to choose active, sustainable travel options, fostering improved public health, reduced environmental impact, and an enhanced quality of life."



ACKNOWLEDGMENTS

The Fresno Active Transportation Plan represents a collaborative achievement made possible through the dedication and expertise of City staff, consultants, and community members. The City of Fresno extends sincere appreciation to the more than 500 residents who participated in workshops, completed surveys, or provided invaluable input throughout the planning process. Your voices shaped every aspect of this plan, ensuring it reflects the needs and aspirations of Fresno's diverse community. Special recognition goes to the Steering Advisory Committee who provided continuous guidance, and our regional partners who aligned resources toward our shared vision for safer, more accessible streets.

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GLOSSARY

Accessible Pedestrian Signals (APS) – Devices that provide audible and vibrotactile (vibrating) information to help visually impaired pedestrians cross streets safely and navigate intersections.

Active Transportation Plan (ATP) – The City of Fresno's comprehensive strategy and vision for improving and encouraging walking, bicycling, and other non-motorized ways of getting around the community.

Americans with Disabilities Act (ADA) – A federal law requiring that public facilities, including sidewalks and transportation infrastructure, are accessible to people with disabilities.

Bicycle Box – A designated area at a signalized intersection that allows bicyclists to wait safely and visibly in front of vehicle traffic, giving them priority to cross major streets. These areas often use colored pavement to highlight the space.

Bicycle Lanes (Class II Bikeways) – Dedicated spaces on the street, marked with stripes, stencils, and signs, for the preferential or exclusive use of bicyclists, located alongside motor vehicle traffic.

Bicycle Level of Traffic Stress (LTS) – A measurement system for how comfortable different road conditions are for bicycle travel, using a scale from 1 (suitable for all riders, including children) to 4 (only comfortable for very confident cyclists).

Bicycle Paths (Class I Bikeways) – Off-street facilities that are used exclusively by non-motorized travelers, such as bicyclists and pedestrians, with minimal interaction with cars.

Bicycle Routes (Class III Bikeways) – Shared road spaces for bicycles and vehicles, marked by pavement symbols or signs, typically found on streets with low traffic speeds and volumes.

Buffered Bike Lanes (Class II Bikeways) – An improved type of bike lane that uses painted buffer zones (3-5 feet wide) with diagonal stripes to create additional visual and physical separation between bicyclists and motor vehicle traffic.

Bus Rapid Transit (BRT) – A high-quality bus-based public transport system that often uses dedicated lanes, designed to provide fast and efficient service with convenient access for pedestrians and cyclists to bus stops.

CalEnviroScreen 4.0 – A comprehensive tool from the California Environmental Protection Agency used to identify and assess communities in Fresno that face significant environmental and socioeconomic challenges, such as high pollution and low income.

California Manual on Uniform Traffic Control Devices (CA MUTCD) – A state guide that sets standards for traffic signs, signals, and pavement markings to ensure consistency and safety on roadways.

Caltrans ATP (California Active Transportation Program) – A state program from the California Department of Transportation that provides funding and guidance to encourage more people to walk and bike.

Complete Streets – An approach to designing and operating streets that ensures they are safe, efficient, and accessible for everyone, including pedestrians, bicyclists, public transit riders, and motorists of all ages and abilities.

CTC - California Transportation Commission

Culturally and Linguistically Appropriate Standards (CLAS) - Standards issued by the U.S. Department of Health and Human Services Office of Minority Health to ensure public services, outreach, and written education materials are accessible and responsive to the cultural and linguistic needs of all community members.

Disadvantaged Communities (Underserved Communities) – Areas in Fresno that historically have not received equal transportation investments and face significant environmental and socioeconomic challenges, often having limited access to safe walking and biking infrastructure.

Fresno 2040 General Plan – The overarching long-term plan for the City of Fresno that guides its growth and development, including policies that support sustainability, equity, and livability.

Fresno Council of Governments (FCOG) – The regional transportation planning agency for Fresno County that coordinates transportation planning, funding, and project development across multiple jurisdictions, including the City of Fresno.

HAWK Signals – Also known as Pedestrian Hybrid Beacons (PHBs), these are traffic signals that stop vehicles with a red light specifically for pedestrians to cross. They are used on busier roads where a full traffic signal might not be needed, but a simple flashing beacon is insufficient.

Killed or Seriously Injured (KSI) Collisions – Traffic collisions where at least one person dies or suffers a severe injury.

Measure C – A local half-cent sales tax in Fresno County that funds transportation system improvements, including projects for pedestrians, trails, and bicycles.

Micromobility – Small, low-speed transportation devices, often human- or electric-powered, designed for one rider. This includes bicycles, electric bicycles (e-bikes), non-motorized scooters, and electric scooters (e-scooters).

National Association of City Transportation Officials (NACTO) – An organization that provides design guidelines and best practices for urban streets, bikeways, and active transportation facilities.

Pedestrian Hybrid Beacons (PHBs) – See HAWK Signals.

Pedestrian Right-of-Way Violations – Traffic violations committed by drivers who fail to yield to pedestrians when pedestrians have the legal right-of-way, such as at marked crosswalks, intersections, or when pedestrians are crossing legally.

Pedestrian Violations – Traffic violations committed by pedestrians, such as jaywalking (crossing streets illegally), crossing against traffic signals, or failing to use designated crosswalks when available.

Rectangular Rapid Flashing Beacons (RRFBs) – Pedestrian-activated flashing lights that serve as a warning to drivers that someone is crossing the street. They are often used at uncontrolled crosswalks to increase safety.

Road Dieting – A roadway reconfiguration technique that reduces the number of vehicle travel lanes to reallocate space for other uses, such as bicycle lanes, pedestrian facilities, or turn lanes.

Safe Routes to School (SRTS) – A program that aims to create safe, convenient, and fun opportunities for children to walk, bicycle, and take transit to and from school. The Fresno SRTS Toolkit provides strategies and tools for this purpose.

Separated Bikeways (Class IV Bikeways) – also known as Cycle Tracks that are physically separated from vehicle traffic within the street right-of-way using barriers like curbs, posts, parked cars, or landscaping, providing a higher level of protection for cyclists.

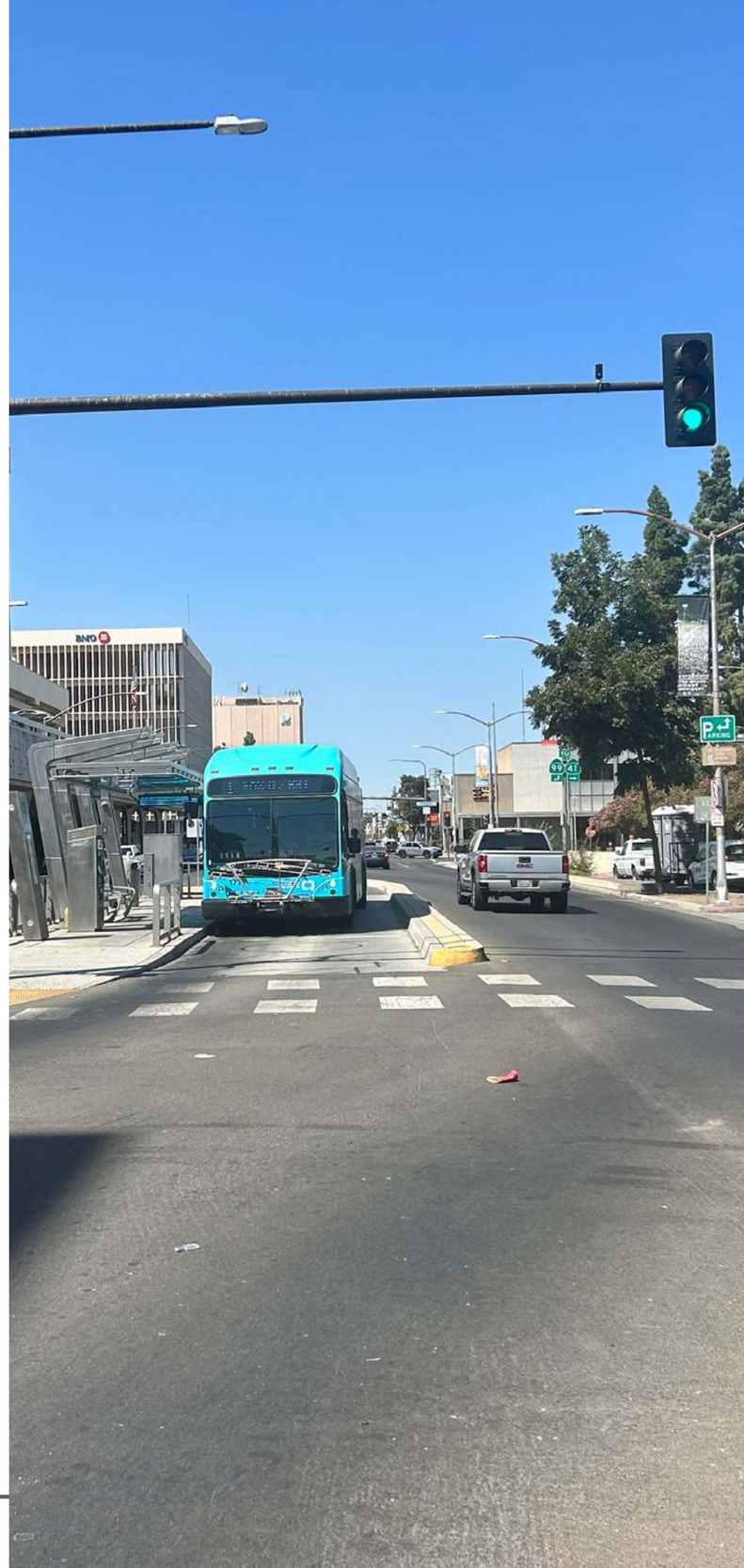
Sharrows (Shared-lane Markings) – Pavement markings (bike symbols with chevrons) used on shared roadways to indicate preferred bicyclist positioning and alert drivers to the presence of cyclists.

Six E's of Active Transportation Planning – A comprehensive framework for active transportation planning and safety, encompassing Education, Encouragement, Enforcement, Engineering, Engagement, and Evaluation.

Traffic Calming – Design changes to streets such as narrower lanes, speed humps, and bulb-outs intended to slow down vehicle traffic and improve safety and comfort for pedestrians and bicyclists.

Traffic Signal Detection Systems for Bicycles – Technology such as video detection or specialized ground loops at traffic signals that can detect the presence of bicyclists, ensuring that signals change to accommodate them without requiring cyclists to dismount.

Vision Zero – An initiative that aims to eliminate all traffic fatalities and serious injuries while increasing safe, healthy, and equitable mobility for all users of the transportation system.



REPORT STRUCTURE

CHAPTER 1: PURPOSE

This chapter establishes the Active Transportation Plan as Fresno's comprehensive update to the 2017 ATP, reinforcing the City's commitment to creating a more accessible, equitable, and sustainable transportation system for its 540,000 residents. The plan recognizes active transportation's critical role in reducing greenhouse gas emissions, improving air quality, promoting physical activity, and providing equitable access to safe transportation options, particularly for underserved communities. With an estimated total network cost of $900 million and near-term priority improvements of $103 million, the ATP meets all California Transportation Commission requirements and positions Fresno competitively for state and federal funding including the California Active Transportation Program and Measure C.

CHAPTER 2: BACKGROUND

This chapter examines the funding framework and policy foundation supporting the ATP, and alignment with Fresno County Measure C program resources. The analysis demonstrates how the ATP transforms Fresno's General Plan policies into actionable implementation strategies, with specific emphasis on transit-oriented development along Bus Rapid Transit corridors, Complete Streets concepts facilitating balanced travel modes, continuous bikeways systems reducing vehicle use, and pedestrian facilities accommodating all users including those with physical mobility and vision impairments.

CHAPTER 3: THE PROCESS

This chapter documents the comprehensive planning process organized in four distinct phases, from project initiation through City Council adoption, including extensive community engagement. The planning approach employs the "6 E's" framework encompassing Engineering, Education, Encouragement, Enforcement, Equity, and Evaluation, recognizing that successfully promoting active transportation requires more than infrastructure alone and involves systematic changes in culture, attitudes, and behaviors across the entire community.

CHAPTER 4: VISION, GOALS, AND POLICIES

This chapter establishes the foundational framework for the ATP, presenting the City's vision statement, seven comprehensive goals that guide implementation, and recommended policies. These policies translate the vision and goals into actionable strategies across several categories, providing the institutional framework and specific requirements necessary to achieve the ATP's vision.

CHAPTER 5: PLANNING FOUNDATION & COMMUNITY ASSESSMENT

This chapter synthesizes Fresno's historical development patterns, socioeconomic characteristics, and equity considerations that shape active transportation needs across the City's diverse communities. Key findings include a population of 545,716 with a median household income of $63,001; CalEnviroScreen analysis showing Fresno's overall average percentile score of 73.8, indicating substantial environmental and socioeconomic challenges across the City, with 65 percent of census tracts qualifying as underserved communities; assessment of wayfinding and lighting needs for network navigation and safety; analysis of transit connections with FAX operating buses with bike racks and a Bus Rapid Transit system; and evaluation of micromobility trends showing 90 percent of residents primarily drive, with increasing e-bike and e-scooter adoption.

CHAPTER 6: PUBLIC PARTICIPATION

This chapter documents the extensive community engagement process that shaped plan priorities through multiple channels including a 20-member Steering Advisory Committee meetings during plan development, online surveys gathering approximately 60 responses revealing 72 percent prioritizing safety and 68 percent feeling unsafe cycling, an interactive mapping tool generating 303 location-specific comments identifying Herndon Avenue, Shaw Avenue, and Blackstone Avenue as priority corridors, and public workshops conducted with multilingual support reaching diverse communities across all council districts.

CHAPTER 7: BICYCLE FACILITIES AND NETWORKS

This chapter presents the comprehensive bicycle network plan including five facility classifications from off-street paths to separated bikeways, with analysis showing only 0.55 percent of residents currently bike to work compared to 0.74 percent statewide according to census data. Between 2018-2023, the City recorded 456 bicycle collisions including 94 killed or seriously injured representing 10 percent of Citywide KSI collisions, with 82 percent occurring at intersections and 50 percent during dark conditions. The existing and planned build-out network totals 1,453 miles across all facility types, with a bicycle priority network of 227 miles, where nearly half of the priority bikeways are implemented as of 2025.

CHAPTER 8: PEDESTRIAN FACILITIES AND NETWORKS

This chapter addresses pedestrian infrastructure needs through systematic assessment revealing that only 1.6 percent of workers walk to work, down from 2.3 percent in 2017 and below the 2.4 percent state average, while 935 pedestrian collisions between 2018-2023 resulted in 344 killed or seriously injured representing 37 percent of Citywide KSI collisions. The comprehensive network addresses 580 miles of missing sidewalks prioritized through scoring based on underserved neighborhoods, pedestrian activity levels, and safety concerns identifying 62 miles high-priority, 268

miles medium-priority, and 250 miles lower-priority segments totaling approximately $553 million in implementation costs.

CHAPTER 9: DESIGN GUIDELINES

This chapter provides comprehensive design standards ensuring consistent, high-quality implementation of active transportation facilities that meet or exceed state and federal guidelines while addressing Fresno's specific context including wide arterials, high vehicle speeds, and extreme summer temperatures. Guidelines emphasize safety, equity, accessibility, Complete Streets integration, and context-sensitive solutions with standard configurations demonstrating street space reallocation within existing rights-of-way, including treatments for 80-foot arterials, 64-foot streets with multiple alternatives, separated bikeways with various buffer types, and pedestrian facilities meeting ADA requirements with appropriate crossing treatments and signal timing.

CHAPTER 10: SAFE ROUTE TO SCHOOL TOOLKIT

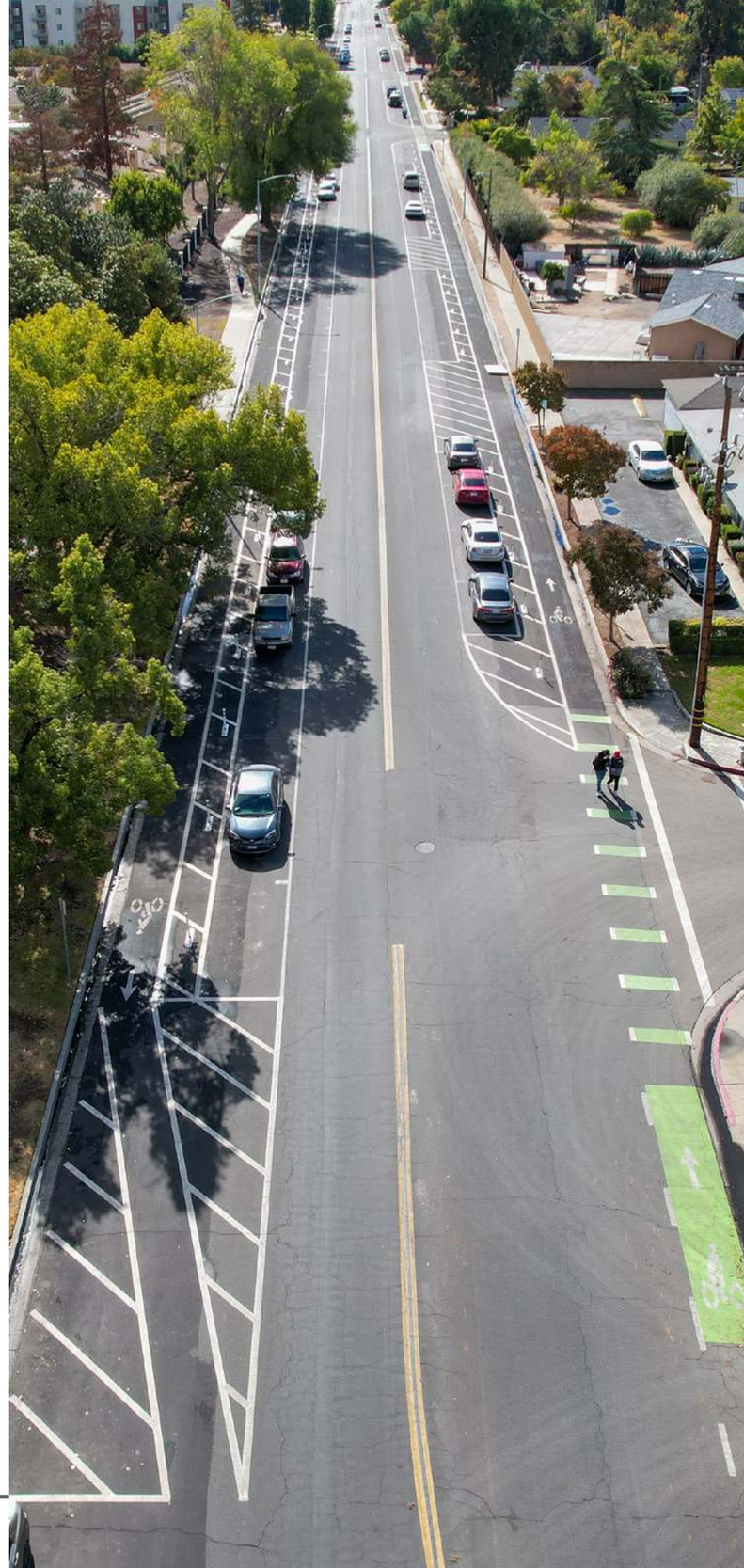
This chapter presents a comprehensive Safe Routes to School Toolkit supporting community partners in fostering safe environments that encourage students to walk, bike, or take transit to school through the "Six E's" framework of Education, Encouragement, Enforcement, Engagement, Engineering, and Evaluation. The toolkit provides countermeasures by safety impact and cost, implementation guidance with clear timelines and evaluation criteria, and a web-based platform offering detailed resources, complexity assessments, and expected outcomes to support informed decision-making by school districts and community partners.

CHAPTER 11: SAFETY EDUCATION PROGRAM

This chapter presents a comprehensive Safety Education Program that serves as a critical component of the "six E's" approach to active transportation planning, recognizing that infrastructure improvements must be complemented by community-wide understanding of safe travel behaviors. The program consists of multilingual educational materials covering pedestrian, bicycle, and motorist safety topics, along with experiential learning programs such as traffic gardens that provide hands-on safety education for children. Materials will be distributed through multiple channels including public events, digital platforms, institutional partnerships, and educational institutions, with targeted engagement strategies for new residents, youth, vulnerable road users, and commercial operators. The program is strategically coordinated with infrastructure development to prepare communities for new facilities, addresses equity through multilingual accessibility and diverse distribution, and includes evaluation mechanisms to track effectiveness and enable continuous improvement based on collision data, community feedback, and safety outcome indicators.

CHAPTER 12: IMPLEMENTATION AND FUNDING

This chapter translates plan recommendations into actionable strategies with total implementation costs of approximately $900 million over 20 years, including $350 million for the bicycle network and $553 million for pedestrian improvements. Four implementation pathways guide development through capital programming, private development integration, maintenance coordination, and regional partnerships, with funding from federal sources (Transportation Alternatives, CMAQ, HSIP), state programs (CTC funds, Solutions for Congested Corridors), and local sources (Measure C, development fees), supported by a funding applicability matrix ensuring strategic resource allocation and requiring periodic updates to maintain relevance.



1 PURPOSE

This Fresno Active Transportation Plan (ATP) serves as the City's comprehensive strategy and vision for enhancing walking, bicycling, and other forms of active transportation throughout the community. The primary aim of this plan is to serve as a comprehensive update to the 2017 Active Transportation Plan, reflecting the evolving needs and aspirations of the City of Fresno as it continues to grow and develop. The updated ATP reinforces the City's commitment to make Fresno a more accessible, equitable, and sustainable city by improving the connectivity and usability of the pedestrian, bicycle, and transit network. This plan aims to increase the number of residents and visitors choosing active transportation as a viable, sustainable, and healthy mode of travel.

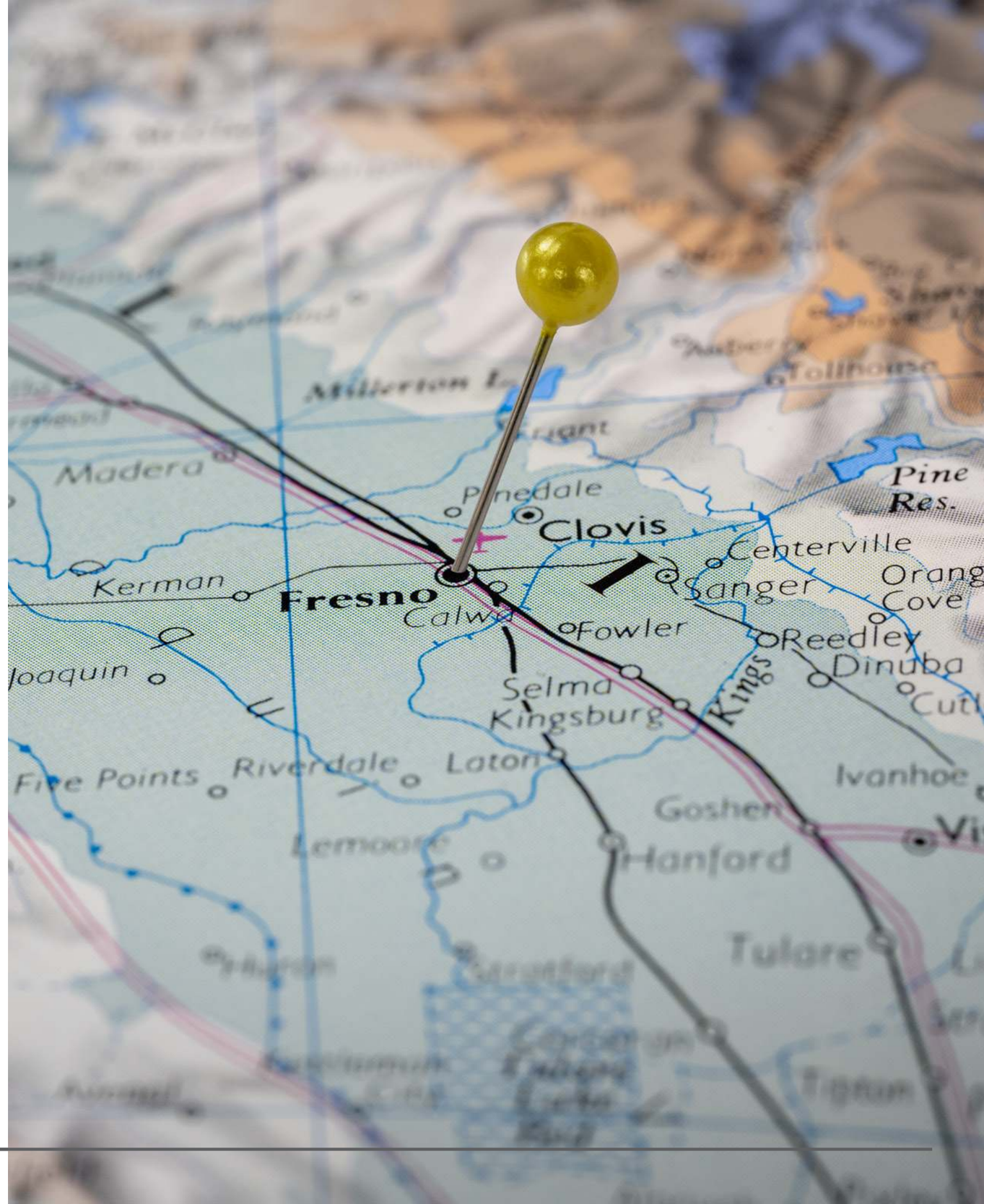
The previous ATP was developed to achieve following goals:

- Equitably improve the safety and perceived safety of walking and bicycling in Fresno
- Increase walking and bicycling trips in Fresno by creating user-friendly facilities
- Improve the geographic equity of access to walking and bicycling facilities in Fresno
- Fill key gaps in Fresno's walking and bicycling networks

Building on the foundations of the previous plan, the 2025 ATP introduces updated strategies and infrastructure plans that are informed by the latest data, community input, and best practices in active transportation planning. While that earlier plan laid the groundwork for critical infrastructure improvements and policy advancements, this update aims to accelerate progress by introducing new goals and refining existing strategies. By reassessing the outcomes and challenges of the 2017 ATP, the City will ensure that this updated plan not only addresses current needs but also anticipates future demands.

The plan recognizes the critical role that active transportation plays in reducing greenhouse gas emissions, improving air quality, and promoting physical activity. It also acknowledges the importance of equitable access to safe and efficient transportation options, particularly for underserved communities within Fresno.

The benefits of increased active transportation are manifold - from improved public health and reduced environmental impacts, to enhanced mobility options and personal cost savings. As the fifth largest city in California, with a population exceeding 540,000, Fresno has immense potential to capitalize on these advantages by making walking, biking, and other active travel choices safer, more convenient, and more accessible for all residents.



To realize this potential, the ATP lays out a long-term vision, priority improvements, design guidance, implementation strategies, and funding approaches. The estimated total cost of the proposed active transportation network is $900 million, with a near-term priority network estimated at $103 million. While some elements can be completed relatively quickly, other infrastructure upgrades will occur incrementally over many years, funded through a variety of local, state, and federal sources as well as partnerships with private development.

The updated ATP guides the City's efforts in securing funding for active transportation projects through state and federal programs, including the California Active Transportation Program and local initiatives such as Measure C. It aligns with the City's broader planning efforts, including the updated Parks Master Plan, to ensure that active transportation facilities are integrated with recreational spaces, public transit, and other key destinations. This plan meets all the requirements set forth by the California Transportation Commission's Active Transportation Program Guidelines and positions Fresno as a leader in creating a more connected, healthy, and vibrant community. The 2025 ATP will serve as both a continuation and an enhancement of the vision established in the 2017 plan, ensuring a cohesive and forward-looking approach to active transportation in Fresno.

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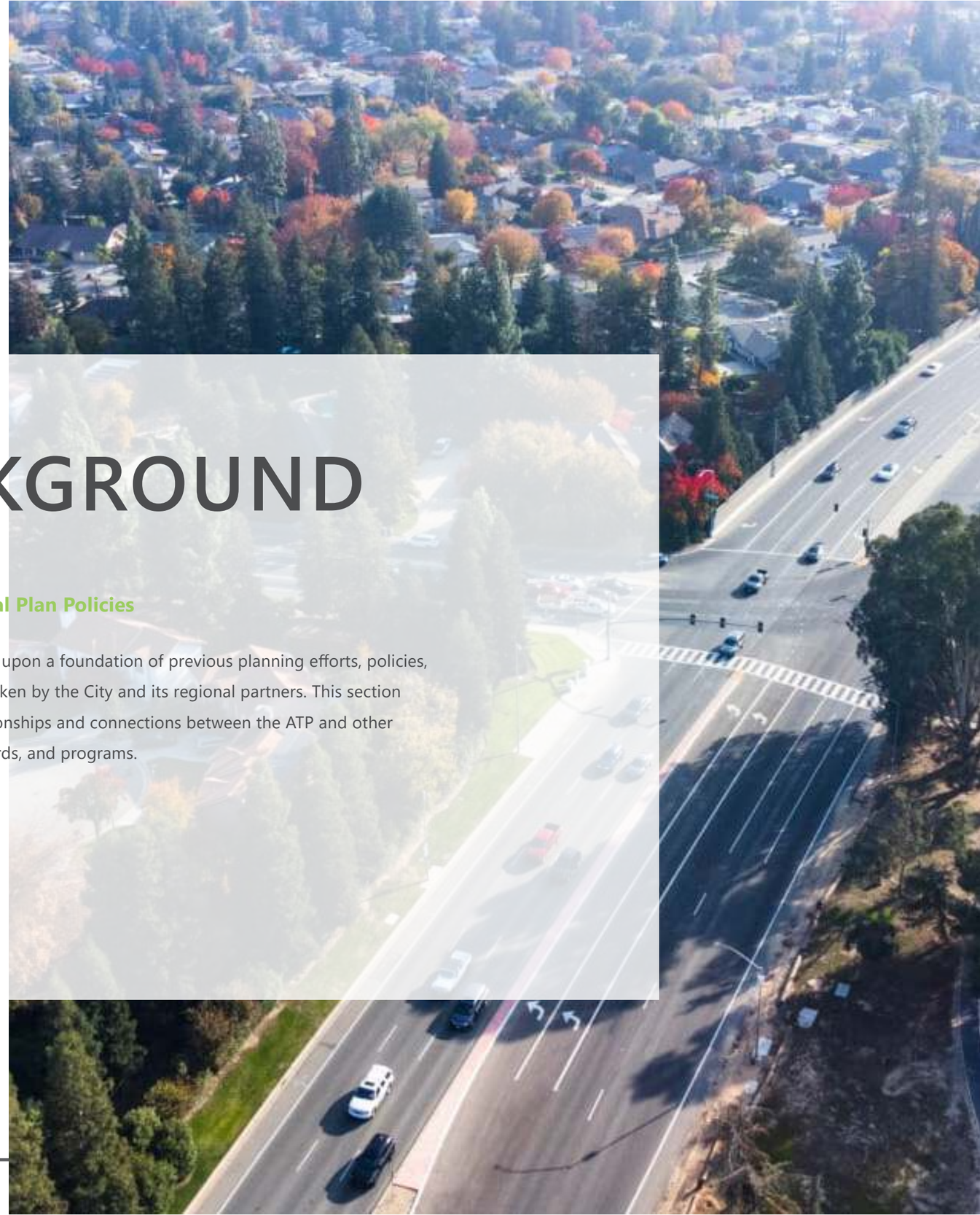
2 BACKGROUND

2.A Funding

2.B Fresno General Plan Policies

The Fresno ATP builds upon a foundation of previous planning efforts, policies, and initiatives undertaken by the City and its regional partners. This section outlines the key relationships and connections between the ATP and other relevant plans, standards, and programs.



2.A FUNDING

The Fresno ATP was funded through Measure C local funds, reflecting the importance of active transportation in achieving both local and state-wide goals for sustainable, equitable mobility.

This plan is to encourage increased use of active modes of transportation, such as walking and biking.

This updated plan will continue to guide the optimal use of funds from sources like the Fresno County Measure C programs, while also exploring new funding opportunities that have emerged since 2017. The plan adheres to all current requirements for ATP as specified by the California Transportation Commission (CTC) latest ATP Guidelines, ensuring Fresno's competitiveness in securing state and federal grants for walking and biking improvements.

2.B FRESNO GENERAL PLAN POLICIES

The Fresno ATP aims to transform the Fresno General Plan's goals and policies into an actionable roadmap for implementation. This plan aligns with and supports several key objectives outlined in the city's General Plan.

Featured below is a list of specific goals from the Fresno General Plan that are particularly relevant to the ATP, demonstrating how this plan will help realize the city's broader vision for a more sustainable, equitable, and livable Fresno.

URBAN FORM, LAND USE, AND DESIGN ELEMENT

UF-12 OBJECTIVE: Locate roughly one-half of future residential development in infill areas—defined as being within the City on December 31, 2012—including the Downtown core area and surrounding neighborhoods, mixed-use centers and transit-oriented development along major BRT corridors, and other non-corridor infill areas and vacant land.

- ***UF-12-a Bus Rapid Transit (BRT) Corridors.*** Design land uses and integrate development site plans along BRT corridors, with transit-oriented development that supports transit ridership and convenient pedestrian access to bus stops and BRT station stops.

- ***UF-12-e Access to Activity Centers.*** Promote adoption and implementation of standards supporting pedestrian activities and bicycle linkages from surrounding land uses and neighborhoods into Activity Centers and to transit stops. Provide for priority transit routes and facilities to serve the Activity Centers.

UF-14 OBJECTIVE: Create an urban form that facilitates multi-modal connectivity.

- ***UF-14-a Design Guidelines for Walkability.*** Develop and use design guidelines and standards for a walkable and pedestrian-scaled environment with a network of streets and connections for pedestrians and bicyclists, as well as transit and autos.

- ***UF-14-b Local Street Connectivity.*** Design local roadways to connect throughout neighborhoods and large private developments with adjacent major roadways and pathways of existing adjacent development. Create access for pedestrians and bicycles where a local street must dead end or be designed as a cul-de-sac to adjoining uses that provide services, shopping, and connecting pathways for access to the greater community area.

LU-5 OBJECTIVE: Plan for a diverse housing stock that will support balanced urban growth, and make efficient use of resources and public facilities.

- ***LU-5-e Urban Neighborhood Residential Uses.*** Promote urban neighborhood residential uses to support compact communities and Complete Neighborhoods that include community facilities, walkable access to parkland and commercial services, and transit stops.

- ***LU-5-f High Density Residential Uses.*** Promote high-density residential uses to support Activity Centers and BRT corridors, and walkable access to transit stops.

- ***LU-5-g Scale and Character of New Development.*** Allow new development in or adjacent to established neighborhoods that is compatible in scale and character with the surrounding area by promoting a transition in scale and architectural character between new buildings and established neighborhoods, as well as integrating pedestrian circulation and vehicular routes.

- ***LU-5-h Housing Offering Amenities.*** Support housing that offers residents a range of amenities, including public and private open space, landscaping, and recreation facilities with direct access to commercial services, public transit, and community gathering spaces.

- ***LU-5-i Housing for Seniors.*** Facilitate the development of senior housing projects that are accessible to public transportation and services.

D-1 OBJECTIVE: Provide and maintain an urban image that creates a "sense of place" throughout Fresno.

- ***D-1-a Direct Access to Units.*** Require all new multi-family residential development along BRT and other transit or pedestrian-oriented streets (Collector and Local), including high-rise, townhomes or other units, to provide direct pedestrian street access and to promote walkable connectivity, individualization, family-friendly development, identity, and street safety to the maximum extent reasonably feasible.

- ***D-1-b Active Ground Floor Frontage.*** Encourage all new development located within

Activity Centers and/or along BRT corridors to incorporate active ground floor frontages that engage pedestrians to the maximum extent feasible. Establish pedestrian-oriented design standards in the Development Code for building frontages, transparency, fenestration, and entries to create active streetscapes.

- ***D-1-c Privately Owned Public Spaces.*** Consider creating and adopting design standards and incentives for providing privately owned public open spaces and plazas for gathering to enhance the pedestrian realm and provide opportunities for social interaction.

D-3 OBJECTIVE: Create unified plans for Green Streets, using distinctive features reflecting Fresno's landscape heritage.

- ***D-3-c Local Streets as Urban Parkways.*** Develop local streets as "urban parkways," where appropriate, with landscaping and pedestrian spaces.

D-4 OBJECTIVE: Preserve and strengthen Fresno's overall image through design review and create a safe, walkable, and attractive urban environment for the current and future generations of residents.

- ***D-4-b Incentives for Pedestrian-Oriented Anchor Retail.*** Consider adopting and implementing incentives for new pedestrian-friendly anchor retail at intersections within Activity Centers and along corridors to attract retail clientele and maximize foot traffic.

MT-1 OBJECTIVE: Create and maintain a transportation system that is safe, efficient, provides access in an equitable manner, and optimizes travel by all modes.

- ***MT-1-c Plan Line Adoption.*** Prepare and adopt Official Plan Lines, or other appropriate documentation such as Director Determinations, for transportation corridors, roadways, and bicycle/pedestrian paths/trails, as necessary to preserve and/or obtain right-of-way needed for planned circulation improvements.

- ***MT-1-e Ensure Interconnectivity Across Land Uses.*** Update development standards and design guidelines applicable to public and private property to achieve Activity Centers, neighborhoods, and communities which are well connected by pedestrian, bicycle, appropriate public transportation, and automobile travel facilities.

- ***MT-1-g Complete Streets Concept Implementation.*** Provide transportation facilities based upon a Complete Streets concept that facilitates the balanced use of all viable travel modes (pedestrians, bicyclists, motor vehicle, and transit users), meeting the transportation needs of all ages, income groups, and abilities and providing mobility for a variety of trip purposes, while also supporting other City goals.

IMPLEMENTATION ACTIONS WILL INCLUDE:

- Meeting the needs of all users within the street system as a whole; each individual street does not need to provide all modes of travel, but travel by all modes must be accommodated throughout the Planning Area.

- Continuing to adopt refined street cross-section standards as appropriate in response to needs identified.

- Encouraging conversion of one-way streets to two-way streets to improve location circulation, access, and safety.

- Considering the impact of streets on public health by addressing storm water runoff quality, air quality, and water conservation among other factors.

- Adhering to the water efficient landscape standards adopted by the City for median and streetscape plantings and irrigation methods.

- ***MT-1-h Update Standards for Complete Streets.*** Update the City's Engineering and Street Design Standards to ensure that roadway and streetscape design specifications reflect the Complete Streets concept, while also addressing the needs of through traffic, transit stops, bus turnouts, passenger loading needs, bike lanes, pedestrian accommodation, and short- and long-term parking.

- ***MT-1-j Transportation Improvements Consistent with Community Character.*** Prioritize transportation improvements that are consistent with the character of surrounding neighborhoods and supportive of safe, functional and Complete Neighborhoods; minimize negative impacts upon sensitive land uses such as residences, hospitals, schools, natural habitats, open space areas, and historic and cultural resources.

IN IMPLEMENTING THIS POLICY, THE CITY WILL DESIGN IMPROVEMENTS TO:

- Facilitate provision of multi-modal transportation opportunities.
- Provide added safety, including appropriate traffic calming measures.
- Promote achievement of air quality standards.
- Provide capacity in a cost effective manner.
- Create improved and equitable access with increased efficiency and connectivity.

- ***MT-1-k Multi-Modal Level of Service Standards.*** Develop and use a tiered system of flexible, multi-modal Level of Service (LOS) standards for streets designated by the Circulation Diagram (Figure MT-1). Strive to accommodate a peak hour vehicle LOS of D or better on street segments and at intersections, except where Policies MT-1-m through MT-1-p provide greater specificity. Establish minimum acceptable service levels for other modes and use them in the development and environmental review process.

- ***MT-1-m Standards for Planned Bus Rapid Transit Corridors and Activity Centers.*** Independent of the Traffic Impact Zones identified in MT-2-I and Figure MT-4, strive to maintain the following vehicle LOS standards on major roadway segments and intersections along BRT corridors and in Activity Centers:

1. LOS E or better at all times, including peak travel times, unless the City Traffic Engineer determines that mitigation to maintain this LOS would be infeasible and/or conflict with the achievement of other General Plan policies.

2. Accept LOS F conditions in Activity Centers and BRT corridors only if provisions are made to improve the overall system and/or promote non-vehicular transportation and transit as part of a development project or a City-initiated project. In accepting LOS F conditions, the City Traffic Engineer may request limited analyses of operational issues at locations near Activity Centers and along BRT corridors, such as queuing or left-turn movements.

3. Give priority to maintaining pedestrian service first, followed by transit service and then by vehicle LOS, where conflicts between objectives for service capacity between different transportation modes occur.

4. Identify pedestrian-priority and transit-priority streets where these modes would have priority in order to apply a multi-modal priority system, as part of the General Plan implementation.

- ***MT-1-n Peak Hour Vehicle LOS. Maintain a peak-hour vehicle LOS standard of D or better*** for all roadway areas outside of identified Activity Center and BRT corridor districts, unless the City Traffic Engineer determines that mitigation to maintain this LOS would be infeasible and/or conflict with the achievement of other General Plan policies.

- ***MT-1-o LOS Deviations Outside of Activity Centers and Areas Designated for Mixed-Use.*** Accept vehicle LOS E or F conditions outside of identified multi-modal districts only if provisions commensurate with the level of impact and approved by the City Traffic Engineer are made to sufficiently improve the overall transportation system and/or promote non-vehicular transportation as part of a development project or City-initiated project.

- ***MT-1-p Participate in Sustainable Communities Strategy/ Regional Transportation Plan.*** Continue to work with the Fresno Council of Governments in developing and updating the Sustainable Communities Strategy and Regional Transportation Plan, consistent with the goals, objectives, and policies of the General Plan.

MT-2 OBJECTIVE: Make efficient use of the City's existing and proposed transportation system and strive to ensure the planning and provision of adequate resources to operate and maintain it.

- **MT-2-d Street Redesign where Excess Capacity Exists.** Evaluate opportunities to reduce right-of-way and/or redesign streets to support non-automobile travel modes along streets with excess roadway capacity where adjacent land use is not expected to change over the planning period.

MT-4 OBJECTIVE: Establish and maintain a continuous, safe, and easily accessible bikeways system throughout the metropolitan area to reduce vehicle use, improve air quality and the quality of life, and provide public health benefits.

- ***MT-4-a Bicycle, Pedestrian, and Trails Master Plan.*** To the extent consistent with this General Plan, continue to implement and periodically update the Bicycle, Pedestrian, and Trails Master Plan to meet State standards and requirements for recommended improvements and funding proposals as determined appropriate and feasible.

- ***MT-4-b Bikeway Improvements.*** Establish and implement property development standards to assure that projects adjacent to designated bikeways provide adequate right-of-way and that necessary improvements are constructed to implement the planned bikeway system shown on Figure MT-2 to provide for bikeways, to the extent feasible, when existing roadways are reconstructed; and alternative bikeway alignments or routes where inadequate right-of-way is available.

- ***MT-4-c Bikeway Linkages.*** Provide linkages between bikeways, trails, and paths, and other regional networks such as the San Joaquin River Trail and adjacent jurisdiction bicycle systems wherever possible.

- ***MT-4-d Prioritization of Bikeway Improvements.*** Prioritize bikeway components that link existing separated sections of the system, or that are likely to serve the highest concentration of existing or potential cyclists, particularly in those neighborhoods with low vehicle ownership rates, or that are likely to serve destination areas with the highest demand such as schools, shopping areas, recreational and park areas, and employment centers.

- ***MT-4-e Minimum Bike Lane Widths.*** Provide not less than 10 feet of street width (five feet for each travel direction) to implement bike lanes for designated Class II bikeways along roadways. Strive for 14 feet of street width (seven feet for each travel direction) for curbside bike lanes where right-of-way is available.

- ***MT-4-f Bike Detection Devices.*** Include bicycle detection devices when new intersection traffic control signals are installed and strive to retrofit existing traffic control signals to provide bicycle detection and retiming of signal phases to make them more bicycle friendly.

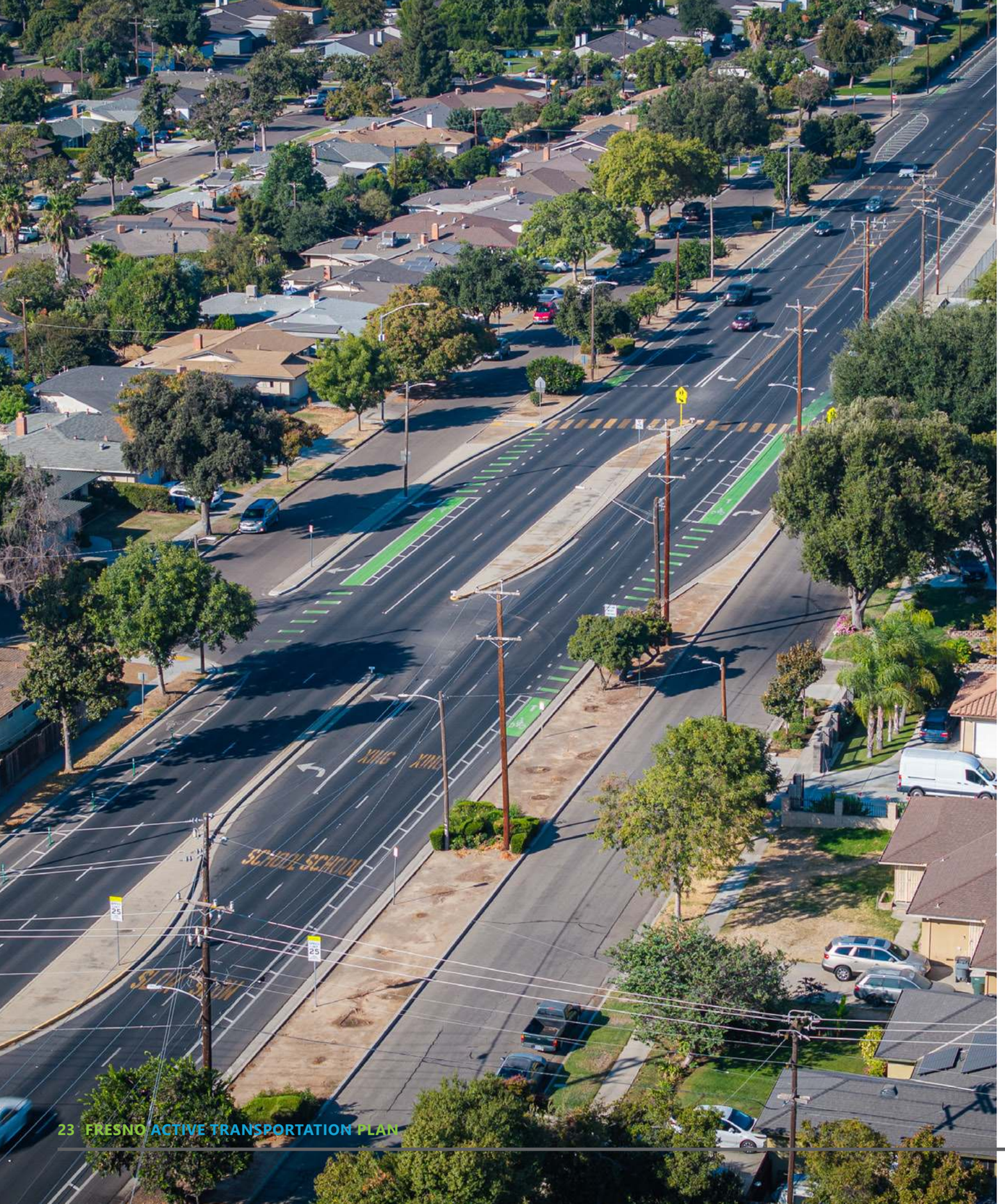
- ***MT-4-g Advocacy for Bike Accommodation.*** Advocate for the accommodation of bike facilities in new or upgraded State Route interchanges and railroad construction projects, and construction of bicycle crossings of freeways and railroads.

- ***MT-4-h Bicycle Parking Facilities.*** Promote the installation of bicycle locking racks and bicycle parking facilities at public buildings, transit facilities, public and private parking lots, and recreational facilities. Establish standards for bicycle parking in the Development Code.

- ***MT-4-i Bicycling and Public Transportation.*** Promote the integration of bicycling with other forms of transportation, including public transit. Continue to provide bike racks or space for bicycles on [Fresno Area Express] FAX buses.

- ***MT-4-j Street Maintenance for Bicycle Safety.*** Provide regular sweeping and other necessary maintenance to clear bikeways of dirt, glass, gravel, and other debris and maintain the integrity of the bicycling network.

- ***MT-4-k Bicycle Safety, Awareness, and Education.*** Promote bicycle ridership by providing secure bicycle facilities, promoting traffic safety awareness for both bicyclists and motorists, promoting the air quality benefits, promoting non-renewable energy savings, and promoting the public health benefits of physical activity.



MT-5 OBJECTIVE: Establish a well-integrated network of pedestrian facilities to accommodate safe, convenient, practical, and inviting travel by walking, including for those with physical mobility and vision impairments.

- ***MT-5-a Sidewalk Development.*** Pursue funding and implement standards for development of sidewalks on public streets, with priority given to meeting the needs of persons with physical and vision limitations; providing safe routes to school; completing pedestrian improvements in established neighborhoods with lower vehicle ownership rates; or providing pedestrian access to public transportation routes.

- ***MT-5-b Sidewalk Requirements.*** Assure adequate access for pedestrians and people with disabilities in new residential developments per adopted City policies, consistent with the California Building Code and the Americans with Disabilities Act.

- ***MT-5-c New Subdivision Design.*** Do not approve new single-family residential subdivisions with lots that front and access onto a major roadway, unless the City Traffic Engineer determines that no other feasible alternative means of vehicle access can be provided and that sufficient design measures can be implemented, such as an on-site driveway turnaround, landscaped buffering, or an on-street parking lane to assure a desirable and enduring residential environment.*

  ** To make this determination, the City Traffic Engineer may require an evaluation of alternative means of access, including frontage roads, backup treatment, and substantial redesign of the subdivision proposals.*

- ***MT-5-d Pedestrian Safety.*** Minimize vehicular and pedestrian conflicts on both major and non-roadways through implementation of traffic access design and control standards addressing street intersections, median island openings and access driveways to facilitate accessibility while reducing congestion and increasing safety. Increase safety and accessibility for pedestrians with vision disabilities through the installation of Accessible Pedestrian Signals at signalized intersections.

**COMMENT*

- ***MT-5-e Traffic Management in Established Neighborhoods.*** Establish acceptable design and improvement standards and provide traffic planning assistance to established neighborhoods to identify practical traffic management and calming methods to enhance the pedestrian environment with costs equitably assigned to properties receiving the benefits or generating excessive vehicle traffic.

- ***MT-5-f Modifications to Street Standards.*** Continue to evaluate and adopt modifications to City street standards to achieve overall objectives of providing good access and travel opportunities while calming traffic, promoting pedestrian and other transportation options, and reducing the amount of land devoted to streets.

MT-6 OBJECTIVE: Establish a network of multi-purpose pedestrian and bicycle paths, as well as limited access trails, to link residential areas to local and regional open spaces and recreation areas and urban Activity Centers in order to enhance Fresno's recreational amenities and alternative transportation options.

- ***MT-6-a Link Residences to Destinations.*** Design a pedestrian and bicycle path network that links residential areas with Activity Centers, such as parks and recreational facilities, educational institutions, employment centers, cultural sites, and other focal points of the City environment.

- ***MT-6-b Multi-Agency Planning for Paths and Trail System.*** Continue to participate in multi-agency planning and implementation partnerships for the coordinated development of the Fresno-Clovis Metropolitan Area planned path and trail system and with Madera County for the San Joaquin River Parkway trail system.

- ***MT-6-c Link Paths and Trails and Recreational Facilities.*** Strive to provide path or trail connections to recreational facilities, including parks and community centers where appropriate, and give priority to pathway improvements within neighborhoods characterized by lower vehicle ownership rates and lower per capita rates of parks and public open space.

- ***MT-6-d Link Paths and Trails and Cultural Resources***. Strive to designate and implement paths and trails to pass by environmental amenities, historic sites, and other cultural resources, where appropriate, and provide informational signage or other interpretation of those resources to the public.

- ***MT-6-e Utilize Public Right-of-Way.*** Pursue the attainment of path and trail corridors within abandoned railroad rights-of-way, canal alignments, PG&E transmission tower easements, limited access streets (Expressways, freeways), riverbottom/bluff areas, or other such rights-of-ways. Offer existing easements and rights-of-way to local agencies before selling them to private parties.

- ***MT-6-f Path and Trail Designation Process.*** Develop a network of multipurpose path and trail corridors by using the Official Plan Line process or other processes as provided by the Development Code to obtain appropriate linear rights-of-way along riparian corridors, drainage and irrigation easements, utility easements, abandoned railroad rights-of-way, and major street corridors.

- ***MT-6-g Path and Trail Development.*** Require all projects to incorporate planned multi-purpose path and trail development standards and corridor linkages consistent with the General Plan, applicable law, and case-by-case determinations as a condition of project approval.*

**This should be done pursuant to Figure MT-2: Paths and Trails, and the adopted BMP, as may amended.*

- ***MT-6-h Preference for Public Ownership.*** Avoid path and trail alignments that involve private ownership of sections of public path or trail right-of-way. Use the Director Determination process, if necessary, to adjust planned path or trail rights-of-way to avoid these situations by realigning along more visible, publicly owned routes.

- ***MT-6-i Path and Trail Design Standards.*** Designate and design paths and trails in accordance with design standards established by the City that give consideration to all path and trail users (consistent with design, terrain, and habitat limitations) and provide for appropriate widths, surfacing, drainage, design speed, barriers, fences, signage, visibility, intersections, bridges, and street cleaning.*

** Trail improvements and characteristics (e.g. accessibility, continuity, width and location, and surface treatment) within the Fancher Creek water conveyance and riparian corridor, and other alignments immediately adjacent to existing or planned residential land, will be determined by the City Council after*

providing for appropriate public participation.

- ***MT-6-j Variety in Path and Trail Design.*** Provide for different levels and types of usable pedestrian and bicycle corridors, including broad, shaded sidewalks; jogging paths; paved and all terrain bicycle paths; through block passageways; and hiking trails. Where a designated multipurpose path route is adjacent to a public right-of-way which accommodates bike lane, allow for flexibility in path design, so that bike lanes may be substituted for the bicycle component of the multipurpose path where it is safe and appropriate to do so.*

** This should be done pursuant to Figure MT-2: Paths and Trails, and the adopted BMP, as may amended.*

- ***MT-6-k Path and Trail Buffers.*** Use landscaping with appropriate and adequate physical and visual barriers (e.g., masonry walls, wrought iron, or square-tube fencing) to screen path and trail rights-of-ways and separate paths and trails from mining operations, drainage facilities, and similar locations as warranted.

- ***MT-6-l Environmentally Sensitive Path and Trail Design.*** Develop paths and trails with minimum environmental impact by taking the following actions:

1. Surface paths and trails with materials that are conducive to maintenance and safe travel, choosing materials that blend in with the surrounding area.

2. Design paths and trails to follow contour lines where the least amount of grading (fewest cuts and fills) and least disturbance of the surrounding habitat will occur.

3. Beautify path and trail rights-of-way in a manner consistent with intended use, safety, and maintenance.

4. Use landscaping to stabilize slopes, create physical or visual barriers, and provide shaded areas.

5. Preserve and incorporate native plant species into the landscaping.

- ***MT-6-m Path and Trail Crossings.*** Limit vehicle access, to the extent feasible, where paths or trails are designated parallel and adjacent to roadways, with consideration given to other transportation, land use, and site design priorities and constraints.

- ***MT-6-n Emergency Vehicle Access along Paths and Trails.*** Provide points of emergency vehicle access within the path and trail corridors, via parking areas, service roads, emergency access gates in fencing, and firebreaks.

MT-7 OBJECTIVE: Pursue a variety of funding sources to maximize implementation and development of the City's path and trail system.

- ***MT-7-a Urban Path and Trail Development Funds.*** Continue to seek grants and other funding sources for trail construction and maintenance, and support the enactment of State and federal legislation that will expand urban path and trail development funds.

- ***MT-7-b Supporting Nonprofit Organizations.*** Support and assist nonprofit organizations whose purpose or charter is to promote and support public path and trail construction and maintenance. Establish an "Adopt a Path/Trail" program that allows private entities to maintain segments.

- ***MT-7-c Citywide Funding Program for Path and Trail Network.*** Strive to establish an equitable citywide funding program for construction and maintenance of the path and trail network, in order to:

1. Acquire right-of-way needed for paths and trails in already developed neighborhoods and other areas, as identified in community plans, Specific Plans, and neighborhood plans.

2. Reimburse developers for public path and trail development costs that they may incur in excess of the trail cost attributable to the impact of their development project (this may require a citywide nexus study).

3. Seek funding sources to add to and adequately maintain the citywide path and trail network.

**COMMENT*

PARKS, OPEN SPACE, AND SCHOOLS ELEMENT

POSS-3 OBJECTIVE: Ensure that park and recreational facilities make the most efficient use of land; that they are designed and managed to provide for the entire Fresno community; and that they represent positive examples of design and energy conservation.

- ***POSS-3-b Park Location and Walking Distance.*** Site Pocket and Neighborhood Parks within a half-mile walking distance of new residential development.

- ***POSS-3-c Link Parks with Walkways.*** Link public open space to adjacent, schools, and residential uses and Activity Centers through a series of landscaped linear walkways and bikeways that enhance and encourage pedestrian use.

- ***POSS-3-d Sidewalks to Connect Neighborhoods.*** Sidewalks should be designed for internal neighborhood circulation, and to connect neighborhoods to other residential areas, parks, community trails, shopping, and major streets.

POSS-7 OBJECTIVE: Support the San Joaquin River Conservancy in its collaborative, multiagency efforts to develop the San Joaquin River Parkway.

- ***POSS-7-h Interlink City and San Joaquin River Parkway Trail Networks.*** Strive to connect the parkway trail network to other trails in the vicinity, in order to create a community and regional trail system that offers a variety of different route combinations and enhances public access to the parkway.

HEALTHY COMMUNITIES ELEMENT

HC-2 OBJECTIVE: Create complete, well-structured, and healthy neighborhoods and transportation systems.

- ***HC-2-a Healthy Neighborhoods.*** Promote the design of Complete Neighborhoods whose physical layout and land use mix allow for walking to local stores and services, biking, and transit use; foster community pride; enhance neighborhood identity; encourage public safety; are family-friendly; and address the needs of residents of all ages and abilities.

- ***HC-2-d Mobility for Carless Population.*** Improve multi-modal mobility for populations that do not have access to a car by connecting neighborhoods to major destinations, including parks; civic facilities; educational institutions; medical facilities; employment centers; shopping destinations; and recreation areas.

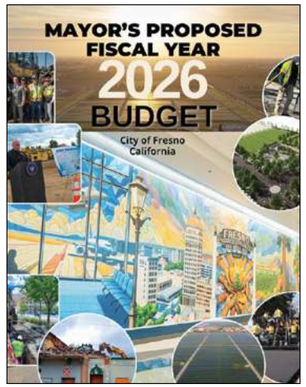
- ***HC-2-e Bike and Pedestrian Network.*** Continue to promote alternative modes of transportation through development and maintenance of a citywide pedestrian and bicycle network.

HC-6 OBJECTIVE: Improve access to schools and their facilities for the community.

- ***HC-6-a Safe Routes to Schools.*** Continue to improve the conditions for youth walking and bicycling in the areas surrounding schools by working with the school districts including Fresno Unified School District (USD), Clovis USD, Central USD, Sanger USD, and Washington Union USD, as well as California State University, Fresno, Fresno Pacific University, and State Center Community College District to implement a safe routes to school program. Prioritize identified safe routes to school infrastructure improvements in annual transportation improvement budgets.

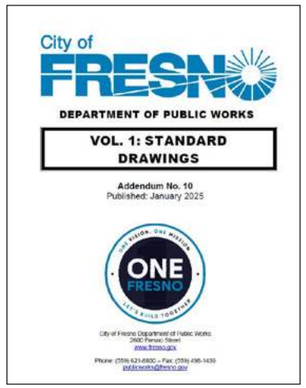
RELATIONSHIP TO OTHER PLANS, POLICIES, AND STANDARDS

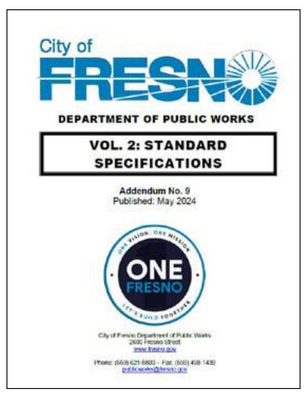
The ATP aligns with and supports the goals and strategies of several other important plans and policies in Fresno and the surrounding region.



City of Fresno Proposed Budget FY 2026

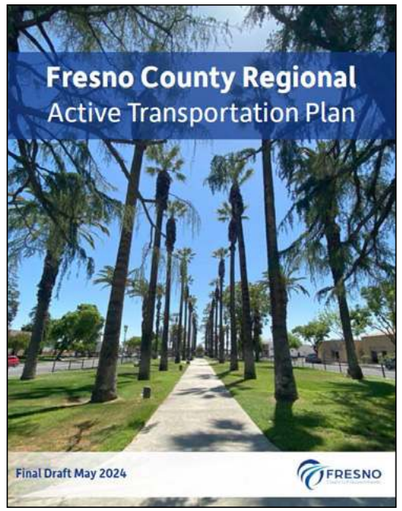
The City budget presents a Capital Improvement Program with a total appropriation for $2.223 billion for the five-year period of 2026-30. Approximately $537 million worth of public works capital projects are scheduled for the five years, which includes safety related projects. Intersection improvements and signalizations, bike and pedestrian improvements, and complete streets projects have been scheduled for implementation.





City of Fresno Standard Drawings and Standard Specifications | 2025

The City of Fresno Standard Drawings and Standard Specifications together contain the conditions, specifications, and requirements that govern any improvements located along the public rights-of-way or to public utilities. Standard drawings provide technical drawings that guide the design, construction, and installation of improvements, while the standard specifications establish criteria for materials and processes for such improvements. These together ensure uniformity and the quality of work on public right-of-way within the city.

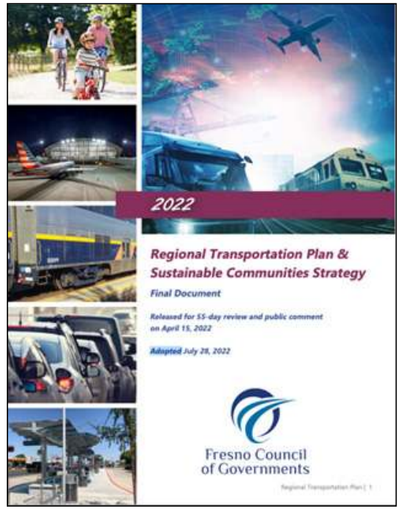


Fresno Council of Government - Regional Active Transportation Plan | 2024

The Fresno COG Regional ATP is an update to the 2018 regional ATP establishing a comprehensive vision for active transportation throughout Fresno County. The plan covers 11 incorporated cities without their own plans, larger unincorporated communities, and regional connections between all jurisdictions. The 2024 update reflects newly identified, modified, or completed projects since 2019, incorporates updated disadvantaged community and safety data, and reflects current best practices. Significantly, the plan includes a Safe Routes to School inventory developed in response to community concerns during the 2022 Measure C renewal effort. The plan meets all current state Active Transportation Program requirements and supports project identification for the Regional Transportation Plan and Measure C funding. The City ATP will ensure connectivity with this regional network to provide seamless active transportation access across jurisdictional boundaries.

Fresno-Clovis Metropolitan Area Short-Range Transit Plan FY 2024-28 | 2023

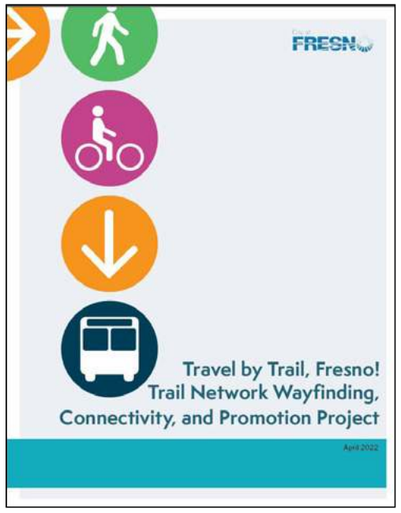
The Short-Range Transit Plan (SRTP) contains the five-year operating plan and capital programs for the transit providers in the Fresno-Clovis Metropolitan Area (FCMA). The plan describes the existing system, and proposed improvements and changes for the two transit providers servicing FMCA – Fresno Area Express and Clovis Transit, and associated paratransit services Handy Rides and Round Up. Overall, the SRTP supports the Fresno COG's goal of multimodal and climate resilient network development, with express goals to support active mobility. FAX's policies directly support active mobility through provision of bike racks on buses and ensuring active mobility connectivity to transit stations. Clovis Transit is less direct in pursing these goals. Both transit services include plans to develop passenger amenities at transit stops and buses, including ensuring ADA compliance. These plan objectives provide incentives for the ATP to identify gaps in multimodal connectivity surrounding the transit system and propose appropriate projects to address such gaps.



Fresno Council of Governments Regional Transportation Plan and Sustainable Communities Strategy | 2022

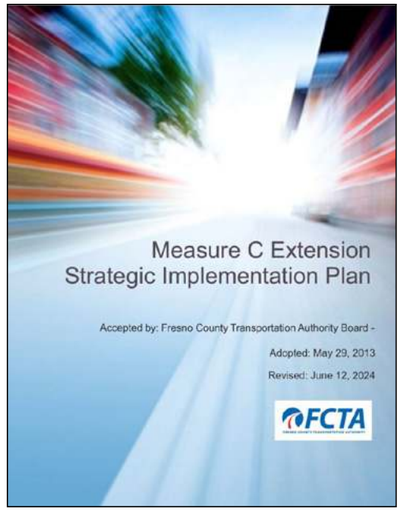
The Fresno Council of Governments (Fresno COG) Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS) serves as the regional transportation plan for 15 incorporated cities, including the City of Fresno, and unincorporated areas of Fresno County. This comprehensive plan assesses and plans for transportation needs throughout the region by coordinating transportation planning with the region's land use, clean air, and climate goals. The RTP/SCS envisions accessible commuting supported by a multimodal transportation network throughout Fresno.

Specifically, the RTP/SCS supports bicycle- and pedestrian-driven active transportation networks throughout the County. Active transportation also forms a crucial component of the plan's public health focus. The RTP/SCS includes several planned bike path expansions and sidewalk improvements that comprise 17 percent of the budget and 22 percent of the projects included in the constrained project list. The City's ATP relies on the regional growth direction provided by the RTP/SCS and will leverage these already-planned projects to advance future development of the active transportation network citywide.



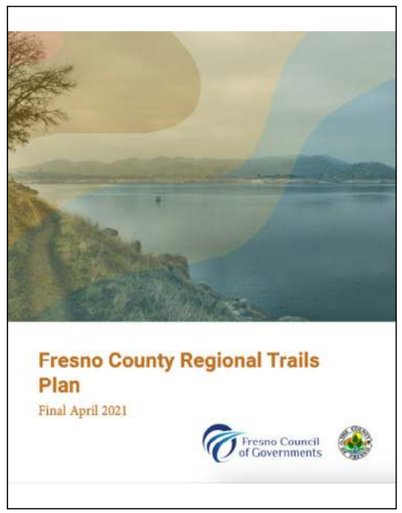
City of Fresno Travel by Trail, Fresno! Trail Network Wayfinding, Connectivity, and Promotion Project | 2022

The Travel by Trail, Fresno! Wayfinding Plan provides comprehensive guidance for creating a seamless, coordinated wayfinding system across the City's trail network and transit connections. Completed in April 2022 with Caltrans funding, the plan addresses inconsistent and incomplete signage that has created confusion for trail and bikeway users. The wayfinding system includes trail, bikeway, and pedestrian signs plus orientation maps designed for easy maintenance. The plan identifies ten priority connection projects including the Fancher Creek Trail, Midtown Trail, connections to major educational institutions, and high-ridership transit stops. The ATP incorporates these wayfinding standards and priority projects to ensure expanded networks include clear directional guidance accessible to all users.



Fresno County Transportation Authority Measure "C"

Fresno County Measure C is a half-cent sales tax that funds the county transportation system, passed by the voters in 1986. In 2006, Measure C was further extended until 2027. It continues to fund improvements to state highways and county and city roads in the County of Fresno. The local transportation program was allocated 34 percent of the funds for pedestrian, trail, and bicycle facilities. For the 20-year period between 2007-2027, $23 million has been allocated towards pedestrian trails and $6 million towards bicycle facilities countywide. Of that funding, $12 million and $3 million have been allocated for City of Fresno pedestrian and bicycle trails.



Fresno County Regional Trails Plan | 2021

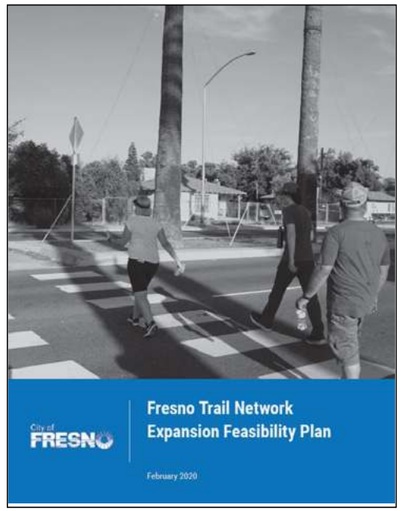
Fresno County Regional Trails Plan aims to maintain and improve the countywide trail system that gives people recreational opportunities to walk, hike, bike, and horseback ride. The plan centers around five goals of livability, connectivity, mobility, collaboration, and economic development and extends the regions' commitment to ensure healthy, active, and safe access to trail systems. The plan identifies a lack of equitable distribution and density of trails across the county. The plan presents inventory of exiting trails, and focuses on improvements to rural trail network, and county trails not under any local jurisdiction. The ATP can augment access and mobility to the city's active transportation network by ensuring connectivity to the regional trail network presented in this plan.

Fresno Council of Government Long Range Transit Plan | 2019

Fresno COG Long Range Transit Plan (LRTP) follows the 2018 RTP/SCS and presents the vision for transit and multimodal network investments and services in the region till the year 2050. It also guides the 2022 RTP/SCS public transportation elements. The LRTP aims to enhance regional and local mobility through the three transit operators in the region – Cities of Fresno and Clovis, and the County. The plan emphasis the need for sustainable transportation options, that reduce auto vehicle miles travelled. The public involved planning process recommends first-last mile improvements including sidewalks, pedestrian access to bus stops, bike share stations at bus stops. The ATP will examine the plan and recommendations for first-last mile improvements in determining priority projects.

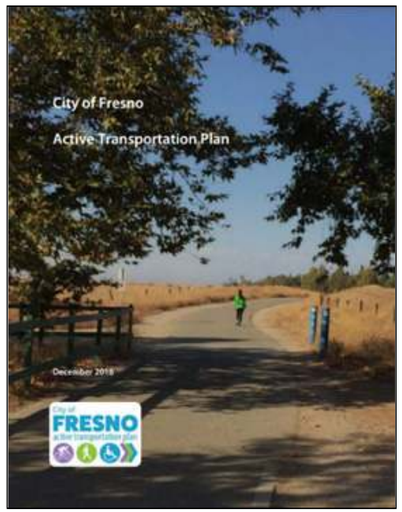
Southern Blackstone Avenue Smart Mobility Plan | 2019

The South Blackstone Avenue Smart Mobility Plan contains the complete street strategy developed through extensive and intensive community-based efforts to the Blackstone Avenue Corridor in the City of Fresno. The plan covers improvements to the 2.5 mile stretch of the corridor that includes the Shields/Manchester, the Weldon/Fresno City College, and the Olive/Tower Gateway activity centers. The plan's focus includes improving multimodal access and safety for all travel modes and users. The plan identifies issues in the existing bike and pedestrian network including narrow sidewalks, gaps in continuity, wide distance between crossings, and absence of dedicated bike lanes and other bicycle amenities. Two strategies are proposed within the plan to achieve this objective, namely rebalancing the allocation of space within the Blackstone Avenue/Abby Street rights-of-way and speed management throughout the corridor. The broad objectives of the plan, and its strategies are very much aligned with the goals of the ATP, and will inform the strategies and projects developed as part of the ATP.



Fresno Trail Network Expansion Feasibility Plan | 2019

The Fresno Trail Network Expansion Feasibility Plan identifies and evaluates potential trail corridors to expand the Class I bike path network. The study prioritized trails based on feasibility analysis, community connectivity needs, and network gap-filling potential. High-priority trails include the Kearney Boulevard Trail and Merced Street Trail connecting southwest Fresno to Downtown and key destinations. The feasibility analysis considered available right-of-way, utility conflicts, environmental constraints, and construction costs. This analysis directly informed the planned bicycle network in the current ATP, with trail alignments modified based on updated feasibility assessments, property availability, and city staff input to ensure alignment with contemporary priorities.



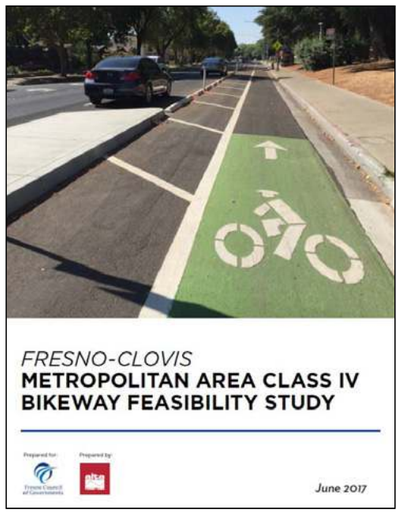
City of Fresno Active Transportation Plan | 2017

Fresno ATP 2017 aims to promote an equitable and safe biking and walking network in the City of Fresno by creating bicycle and pedestrian user-friendly facilities, filling network gaps, and improving access. The plan describes the existing and potential bicycle and pedestrian facilities and treatments available to the city for building its network, including design specifications for bike lanes and pedestrian walkways.

The long-term vision of the plan is to build a comprehensive build-out network comprising 1438 miles of bikeways and 2849 miles of pedestrian network **(Table 1)**. The 2017 plan focuses on a priority network that connects key destinations while equitably serving all neighborhoods. This network includes an additional 199 miles of bikeways and 73 miles of pedestrian network development worth $114.7 million. The plan also supports the City in applications to the active transportation program, and other funding sources. In the seven years that have passed, several of these projects have been built out, and many more changes have taken place in the City. This ATP hopes to take forward the vision of the 2017 ATP by updating data on the existing network including bicycle and pedestrian facilities, assesses safety, connectivity, and equity considerations, and set the next near-term priorities.

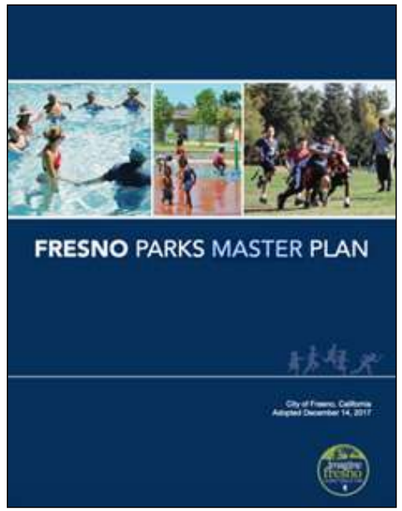
TABLE 1: COMPREHENSIVE BUILD-OUT NETWORK

	Bicycle Network		Pedestrian Network	
	Built Out Network Specifications (in miles)	Priority Network Specifications (in miles)	Built Out Network Specifications (in miles)	Priority Network Specifications (in miles)
Existing	491	90	2,022	116
Proposed	947	199	827	73
Total	1,438	289	2,849	189



Fresno Council of Government Fresno-Clovis Metropolitan Area Class IV Bikeway Feasibility Study | 2017

The Fresno-Clovis Metropolitan Area Class IV Bikeway Feasibility Study evaluates potential corridors for implementing separated bikeways throughout the region. The study employs a comprehensive evaluation methodology considering roadway characteristics including traffic speed and volume, truck traffic, collision history, and proximity to activity generators such as schools, parks, and disadvantaged communities. Analysis identified that areas near highways and larger arterials with high-speed, high-volume traffic have greater collision rates and relatively fewer bikeways, with many low-income and zero-vehicle households located in areas with limited bicycle connectivity. The City of Fresno had previously recommended 21 miles of Class IV facilities through various planning efforts. The ATP builds upon this feasibility analysis to identify priority corridors for Class IV implementation that provide critical safety improvements and enhanced network connectivity.



Fresno Parks Master Plan | 2017

The Parks Master Plan (PMP) provides the vision for development and maintenance of parks and open space in Fresno. Community needs where identified through robust analysis of existing conditions and growth projects, informed by a public engagement process. The plan identifies needs for critical park maintenance, expansion to meet Fresno's park and open space goals, particularly in underserved areas. The plan's recommendation includes measures to improve access to the parks within neighborhoods, and connectivity among the parks through a supportive active transportation network that includes continuous sidewalks and bicycle paths. The ATP will consider the park system connectivity and design guidelines in identifying project priorities.

Southwest Fresno Specific Plan | 2017

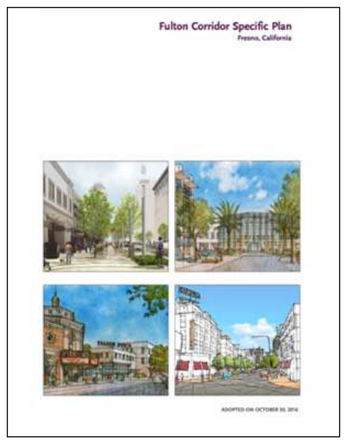
The Southwest Fresno Specific Plan (SWSP) is the specific plan for the southwest part of Fresno City bordered by Highway 180 on the north and Highway 41 on the east. The plan adopts a healthy community framework to address issues surrounding natural environment, community design, social environment, and health care access in the region. Southwest Fresno is underserved with respect to transportation needs, and has a patchwork pattern of development, with disconnected street networks in the outer areas, though inner areas maintain a historic grid pattern. The SWSP proposes improvement to sidewalk connectivity, and installing continuous bicycle lanes and trails as part of its recommendations. The plan provides complete street guidelines that contains pedestrian, streetscape amenities, green infrastructure, bicycle, and transit design guidelines. The plan's recommendations are considered with other specific area plans in determining the priority projects for the ATP.

Downtown Neighborhoods Community Plan | 2016

Downtown Neighborhoods Community Plan (DNCP) is a coordinated community plan for seven neighborhoods comprising of Downtown Fresno and surrounding areas. The DNCP described the existing neighborhood conditions, and presents an 18-point goal for the future of the region. Plan identifies issues facing the Downtown and surrounding neighborhoods at present, including an auto-oriented street systems with wide roads, limited pedestrian and bicycle amenities. It envisages a revitalized Downtown with vibrant businesses, provides high standard of living for residents, and is accessible through a robust multimodal network that supports walking and biking. The plan also identifies ways to leverage the California High Speed Rail corridor through Fresno, by developing an active mobility network surrounding the station. ATP will consider traffic calming and active transportation network projects listed in this plan.

Highway 41 + North Corridor Complete Streets Plan | 2015

Highway 41 + North Corridor Complete Streets Plan is a community plan to improve mobility, safety and access on the North Avenue Corridor and surrounding areas in Southwest Fresno. The region faced gaps in sidewalks, a lack of bicycle facilities, safety issues for children and pedestrians, and fast-moving vehicles on the corridor. The plan assesses the street network and pedestrian, bicyclist, and traffic conditions on all streets and recommends short-term and long-term strategies to improve mobility, access, and safety in the neighborhoods that are informed by complete streets based policies. The projects listed in this plan that support active transportation are relevant to the ATP.



Fulton Corridor Specific Plan | 2016

Fulton Corridor Specific Plan (FCSP) contains the long-range vision for the development of the FCSP area, which is surrounded by the Downtown Neighborhoods Community Plan Area. The plan emphasis on Downtown Fresno revitalization through infill development, mix of land uses, preserving distinct character, quality of the public realm, developing an interconnected street system, improving walkability and bikeability, ensuring housing variety, effective transportation and parking, efficient building and site design, and urban agriculture. The plan identifies areas with high development potential and identifies specific projects to be implanted in the region. The plan includes detailed recommendations for improvement of the pedestrian and bicyle network that is considered under the ATP process.

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3 THE PROCESS

3.A Timeline

3.B Approach/ The E of Traffic Safety Planning

This chapter outlines the comprehensive planning process for the Fresno ATP, detailing both the project timeline and methodological framework that guide ATP development.

3.A TIMELINE

PHASE 1: PROJECT INITIATION AND EXISTING CONDITIONS ANALYSIS (4 MONTHS)

- Kick-off meeting with city staff and stakeholders
- Review of existing plans, policies, and data
- Existing condition review and assessment

PHASE 2: COMMUNITY ENGAGEMENT AND VISIONING (6 MONTHS)

- Public workshops and online surveys
- Stakeholder interviews and focus groups
- Development of vision statement and preliminary goals
- Safety Education Program and Safe Route to School Toolkit

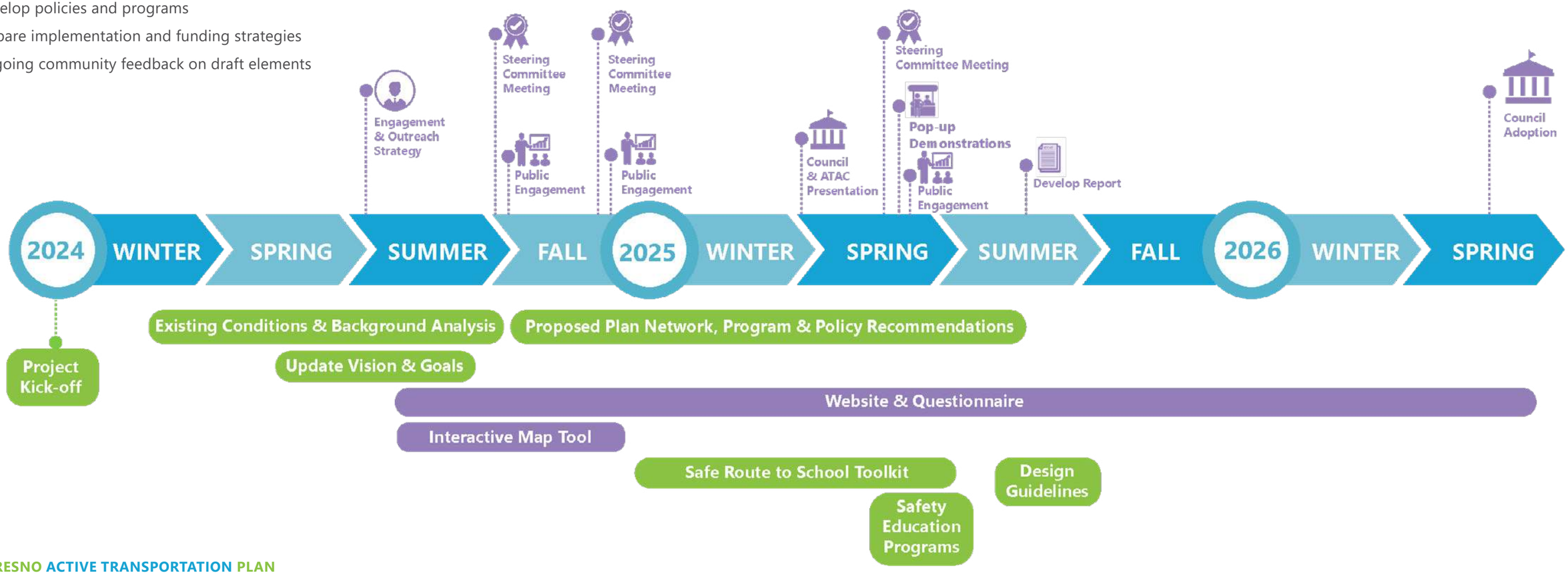
PHASE 3: UPDATED PLAN DEVELOPMENT (6 MONTHS)

- Draft proposed network recommendations and project priorities
- Develop policies and programs
- Prepare implementation and funding strategies
- Ongoing community feedback on draft elements

PHASE 4: PLAN REVIEW AND ADOPTION (8 MONTHS)

- Release of draft plan for public review
- Refinement based on community and stakeholder input
- Presentations to advisory committees and planning commission
- City Council adoption process

Throughout the process, the planning team employed an equity-focused approach, ensuring that traditionally underserved communities are meaningfully engaged and their needs are prioritized. This collaborative and iterative approach aims to create a plan that reflects the community's vision and provides a clear roadmap for implementing active transportation improvements in Fresno over the next decade.



3.B THE 6 E'S OF ACTIVE TRANSPORTATION PLANNING IN FRESNO

The Fresno ATP adopts a comprehensive approach to improving safety and accessibility for all street users, particularly those using active transportation modes. This approach is based on the concept of the "6 E's", which has evolved from the original "3 E's" (Engineering, Education, and Enforcement) first introduced by the National Safety Council in 1925. The 6 E's framework provides a holistic strategy for creating a more walkable and bikeable Fresno.

EDUCATION

Education is crucial for raising awareness about traffic laws, safety issues, and the benefits of active transportation. The Fresno ATP includes recommendations for:

- School-based bicycle and pedestrian safety programs
- Adult education classes on safe cycling and walking
- Public awareness campaigns about sharing the road
- Targeted outreach to diverse communities in multiple languages

ENCOURAGEMENT

Fostering a culture that supports and promotes active transportation is key to increasing its use. The plan proposes:

- 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
- Partnerships with local organizations to promote active living

ENGINEERING

Infrastructure improvements form the backbone of a safe and accessible active transportation network. The plan recommends:

- Expansion of the city's bicycle lane network
- Improved pedestrian crossings and sidewalk connectivity
- Traffic calming measures in high-risk areas
- Integration of active transportation facilities with transit

ENFORCEMENT

While enforcement plays a role in traffic safety, the Fresno ATP emphasizes education and engineering solutions over disciplinary measures. The plan suggests:

- Data-driven identification of high-risk locations for targeted safety improvements
- Collaboration with law enforcement on educational campaigns
- Training for officers on pedestrian and bicycle laws and safety
- Exploration of automated enforcement technologies to reduce bias

EQUITY

Ensuring that active transportation improvements benefit all Fresno residents, particularly those in underserved communities, is one of the core principles of the plan. Equity considerations include:

- Prioritizing infrastructure improvements in disadvantaged neighborhoods
- Conducting inclusive community engagement in multiple languages
- Addressing barriers to active transportation faced by people with disabilities
- Considering the needs of transit-dependent populations

EVALUATION

Ongoing data collection and analysis is essential for measuring progress and informing future improvements. The Fresno ATP includes:

- 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

By addressing these 6 E's, the Fresno ATP aims to create a comprehensive, equitable, and effective strategy for improving walking and biking in the city. This multi-faceted approach recognizes that successfully promoting active transportation requires more than just infrastructure – it involves changing cultures, attitudes, and behaviors across the entire community.

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CITY OF FRESNO
Active Transportation Plan 2025

4 VISION, GOALS, AND POLICIES

4.A Vision

4.B Goals and Strategies

4.C Recommended Policies

The Fresno Active Transportation Plan is guided by a bold, community-driven vision for the city's walking, biking, and ro[illegible] networks. The vision of the 2017 ATP was to create a complete, safe, and comfortable network of trails, sidewalks, and bikeways th[illegible] residents of Fresno. The plan focused on equitably improving the safety of walking and bicycling, increasing active transportation trips, enhancing geographic equity, and filling key gaps in the city's active transportation networks.

4.A VISION

Building on this foundation, the 2025 Active Transportation Plan vision is expanded to:

"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."

This vision statement reflects the community's aspirations for a Fresno that prioritizes active transportation as a fundamental part of a balanced, equitable, and livable transportation system. This overarching vision statement serves as the guiding principle that shapes the goals, strategies, and recommended improvements detailed throughout the Fresno ATP. Specifically, this plan was updated to accomplish the following goals:

4.B GOALS AND STRATEGIES

GOAL 1. SAFETY ENHANCEMENT

Objective: *Reduce the number of injuries and fatalities among pedestrian and bicycles and users of mobility devices.*

STRATEGIES

- **1.1** Collect collision data annually to identify problem areas.
- **1.2** Provide safe access to pedestrians and bicyclists to all destinations within the City and neighboring cities.
- **1.3** Improve pedestrian and bicycle safety by installing proven countermeasures using best practices and emerging technology and tools.
- **1.4** Advocate for driveway consolidation to reduce conflicts.
- **1.5** Support programs like traffic calming and safe routes to school to encourage more students to walk and bike to school.
- **1.6** Promote pedestrian and bicyclist education on traffic safety, with enforcement targeting high-risk violations such as wrong-way riding and unsafe crossing.
- **1.7** Promote education campaigns on road safety.
- **1.8** Implement systematic lighting improvements throughout the pedestrian network, including enhanced street lighting at bus stops and transit access routes, improved lighting at major intersections and crossing locations, adequate lighting for pedestrian and vehicle visibility along major corridors and consideration of solar lighting solutions where grid connections are not feasible.

GOAL 2. CONNECTIVITY, ACCESSIBILITY, AND COMFORT

Objective: *Create a comprehensive, connected network of pedestrian and bicycle routes that link homes, workplaces, schools, parks, food retail, transit, and other key destinations that are comfortable and convenient.*

STRATEGIES

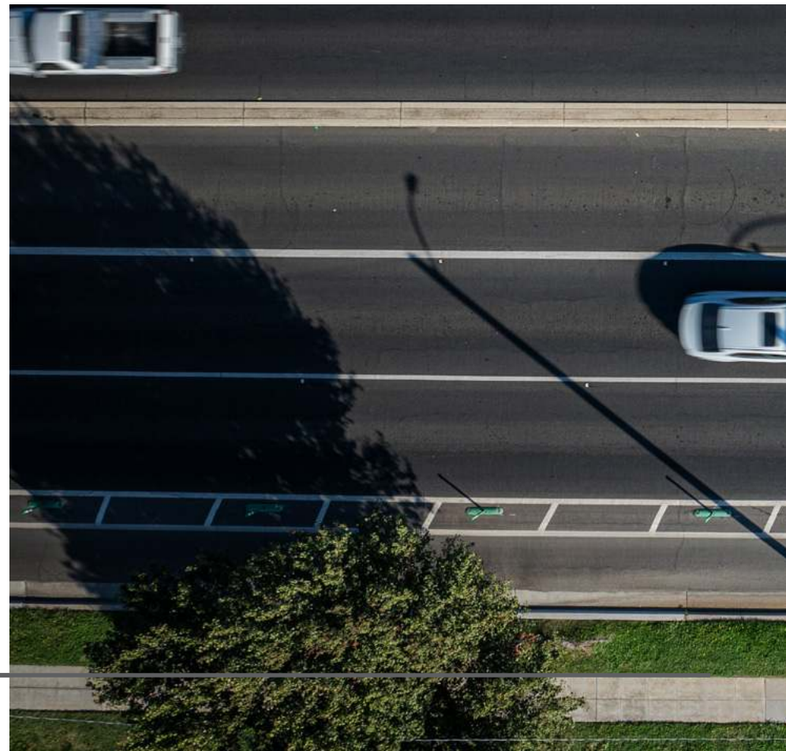
- **2.1** Develop a comprehensive network including improved sidewalks, bike lanes, trails, and crossings among residential areas, Downtown and major activity centers (schools, parks, transit stops, etc.); ensure facilities are accessible to people of all abilities.
- **2.2** Complete a comprehensive ATP network by closing existing gaps and providing projects that improve intermodal connections.
- **2.3** Develop policies that require installation of pedestrian and bicycle amenities (bicycle parking spaces, bike lockers, etc.)
- **2.4** Install wayfinding signs to major destinations.
- **2.5** Work toward addressing and improving challenging intersections and physical barriers, and consider pedestrian and bicycle movement in the planning stages for new or reconstructed facilities.
- **2.6** Bridge against infrastructure barriers by connecting facilities across freeways, underpasses, and rail corridors that divide Fresno's neighborhoods.

GOAL 3. EQUITY AND INCLUSIVITY

Objective: *Ensure that active transportation options are accessible to all community members, regardless of age, ability, income, or background.*

STRATEGIES

- **3.1** Prioritize improvements in those communities that have historically been underserved or underrepresented.
- **3.2** Engage with diverse communities to identify and address specific needs.
- **3.3** Conduct community engagement for all upcoming active transportation projects to identify and address community needs.
- **3.4** Maintain ongoing community engagement through established steering committees and regular public input opportunities to ensure active transportation improvements remain responsive to community needs and preferences.

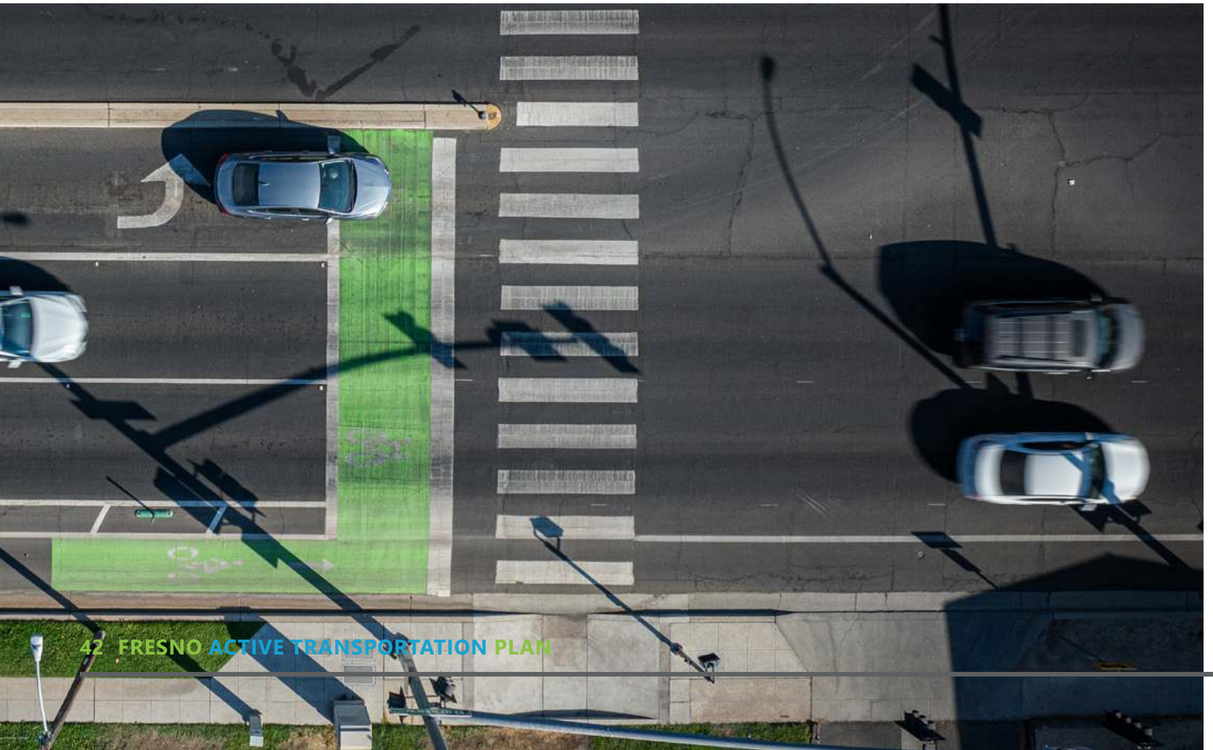


GOAL 4. ECONOMIC VITALITY AND QUALITY OF LIFE

Objective: *Support local economies by improving access to businesses and reducing transportation costs for residents and enhance the overall quality of life by creating a more livable and vibrant community.*

STRATEGIES

- **4.1** Enhance pedestrian and bicycle access to commercial areas.
- **4.2** Promote active transportation as a way to boost local tourism and reduce transportation-related expenses.
- **4.3** Develop attractive, safe, and accessible public spaces.
- **4.4** Promote active transportation as a way to foster community interaction and improve public spaces.
- **4.5** Promote walking, biking, and rolling as part of daily routines by integrating active transportation planning with public health initiatives.



GOAL 5. EDUCATION, ENCOURAGEMENT, AND ENFORCEMENT

Objective: *Raise awareness and encourage the use of active transportation options.*

STRATEGIES

- **5.1** Implement community programs, events, and campaigns that promote walking, biking, and rolling; provide resources and incentives for active transportation.
- **5.2** Implement enforcement of bicycle and pedestrian related violations by motorists, bicyclists, and pedestrians and emphasize positive enforcement for safe bicycling behavior by children.
- **5.3** Support Safe Routes to School efforts that include educational and incentive programs to encourage more students to bike or walk to school.
- **5.4** Maintain bicycle route maps and make these maps available to Fresno households, visitors, and businesses.
- **5.5** Continue to partner on the school based education and encouragement activities, utilizing partnerships with law enforcement, bicycle advocates, and other appropriate groups and organizations.
- **5.6** Develop and maintain a safety campaign for drivers, cyclists, and pedestrians. Where appropriate, utilize existing materials and education campaign materials.
- **5.7** Encourage events that introduce residents to walking and bicycling, such as walk/bike-to-work days, walk/bike-to-school days, open streets events, group bike rides and recreational walks.
- **5.8** Encourage major employment centers and employers to promote commuting by bicycle, including the use of flex-time work schedules to support non-rush hour bicycle commuting.

GOAL 6. DATA COLLECTION AND PERFORMANCE MONITORING

Objective: *Track progress and adjust strategies based on data and community feedback.*

STRATEGIES

- **6.1** Regularly collect and analyze data on active transportation usage, safety, and community satisfaction.
- **6.2** Review collision data annually to identify problem areas involving bicyclists and pedestrians and to prioritize projects and program activities using collision history as a metric.
- **6.3** Focus on improving bike and pedestrian safety at intersections using best practices and emerging tools.
- **6.4** Update the plan as needed to reflect new challenges and opportunities.

These goals guide the development of specific strategies and actions to create a safer, more connected, and more equitable transportation network.

GOAL 7. ONGOING MAINTENANCE

Objective: *Maintain or improve the quality of bicycle and pedestrian infrastructure.*

STRATEGIES

- **7.1** Maintain pavement surface condition, debris removal, markings, and signage on Class II and Class III bikeways.
- **7.2** Require that road construction projects minimize their impacts on bicyclists and pedestrians to the greatest extent feasible.
- **7.3** Require that routine maintenance of local roads consider bicycle and pedestrian safety.
- **7.4** As staffing allows, perform periodic sidewalk inspections to ensure adequate pedestrian clearance and to address maintenance issues that could present a tripping hazard. Utilize existing property owner notification process to remedy any issues found.
- **7.5** Prior to construction of new bike and pedestrian facilities, consider and plan for the ongoing maintenance needs of those facilities.
- **7.6** Provide regular sweeping and other necessary maintenance to clear entire roadway of dirt, glass, gravel, and other debris and maintain the integrity of the bicycling network.
- **7.7** Maintain a program to periodically restripe bicycle lanes and replace other bicycling markers to ensure that they remain clearly visible to motorists.
- **7.8** Use pavement marking materials that have a high slip resistance and are skid-prone..
- **7.9** Continue program to maintain vegetation adjacent to or overhanging areas where bicycles and pedestrians travel and require private property owners to keep their landscaping trimmed where it can interfere with cyclist or pedestrian travel.

4.C RECOMMENDED POLICIES

While the goals and strategies outlined in this chapter establish the city's active transportation objectives, successful implementation requires comprehensive policies that translate these objectives into consistent decision-making frameworks across all city departments, development projects, and infrastructure investments. The following policy recommendations provide the institutional foundation necessary to achieve the ATP's vision by establishing clear requirements, standards, and approaches that guide implementation activities.

DESIGN AND ENGINEERING POLICIES

Complete Streets Implementation

- Implement the Complete Streets Policy requiring all public street projects to incorporate active transportation components, including bikeways, sidewalks, accessible curb ramps, pedestrian infrastructure, and street lighting appropriate to the project context and surrounding land uses.
- Establish separated bikeways as the preferred bikeway treatment on arterials and collectors where appropriate, in an attempt to reduce bicyclist level of traffic stress.

Intersection and Crossing Design Standards

- Evaluate and identify locations where pedestrian crossings are needed based on pedestrian desire lines (path of travel), collision history, proximity to schools and transit, traffic volumes, and community destinations to encourage safe and convenient pedestrian crossings throughout the network and in alignment with the city's Uncontrolled Crosswalk Policy.
- Implement Leading Pedestrian Intervals (LPI) at signalized intersections in Downtown, near schools, and at locations with documented pedestrian safety concerns or high pedestrian volumes.
- Develop a Protected Intersection Design Policy.

Design Guidelines and Standards Development

- Develop and adopt Trail Head Design Guidelines that establish standards for wayfinding, parking, lighting, accessibility features, and landscape design, creating consistent and welcoming access points throughout the active transportation network.
- Create Bike Boulevard Design Guidelines for Class III facilities that achieve low-stress conditions through traffic calming, wayfinding, crossing improvements, and other treatments appropriate for all ages and abilities.
- Implement trail wayfinding system standards requiring directional signage to key destinations, including schools, employment centers, transit stations, healthcare facilities, and community services, with distance.

Universal Design and Accessibility Requirements

- Require all new or modified active transportation facilities to meet Americans with Disabilities Act (ADA) standards and incorporate universal design principles to accommodate users of varying ages, abilities, and mobility devices.
- Integration of street trees in active transportation project design to provide shade coverage, particularly in disadvantaged communities and areas with limited existing tree canopy.
- Establish minimum lighting standards for pedestrian walkways, with consistent illumination to reduce shadows while minimizing light pollution.

EDUCATION AND OUTREACH POLICIES

Safety Education and Awareness Programs

- Develop and implement a comprehensive safety education program targeting all road users, including drivers, cyclists, and pedestrians, with a focus on sharing roadways safely and understanding traffic laws related to active transportation.
- Partner with schools, community organizations, and employers to provide bicycle safety training, pedestrian awareness education, and active transportation encouragement programs.
- Create public awareness campaigns promoting health, environmental, and economic benefits of active transportation with targeted messaging for diverse community groups.

Safe Routes to School Implementation

- Partner with school districts for safe routes to school assessment of pedestrian and bicycle access for all elementary, middle, and high schools with identification of infrastructure improvements, education programs, and encouragement activities.
- Establish partnership protocols with school districts to coordinate infrastructure improvements, safety education, and active transportation programming that builds cycling and walking skills among students and families.
- Coordinate with school districts on Safe Routes to School plans for all new school construction and major renovation

projects and identify dedicated funding mechanisms for implementation.

Shared Micromobility Services Policy

- Develop regulatory framework for shared micromobility services including e-bikes, e-scooters, and other emerging devices with performance standards, equity requirements, and operational guidelines.
- Establish permit requirements for micromobility operators, including fleet distribution requirements, ensuring service in disadvantaged communities and integration with transit facilities.
- Require data sharing from micromobility operators to support transportation planning and safety analysis while protecting user privacy.

SAFETY AND OPERATIONS POLICIES

Vision Zero Implementation

- Adopt a Vision Zero Policy with a specific target date for eliminating traffic fatalities and serious injuries involving pedestrians and bicyclists.
- Integrate bicycle and pedestrian safety analysis into all Vision Zero initiatives and require safety assessments for all Priority Safety Corridor projects.
- Implement data-driven High Injury Network identification and prioritize safety improvements at locations with documented bicycle and pedestrian collisions.

Speed Management and Traffic Operations

- Optimize traffic signal timing to provide adequate crossing time for pedestrians and cyclists, including extended pedestrian phases where warranted by pedestrian volumes or vulnerable user populations.
- Require driveway consolidation review for all development projects to minimize conflict points and improve pedestrian and bicycle safety along active transportation corridors.

Emergency Access and Maintenance Operations

- Coordinate with first responders on emergency vehicle access for active transportation facilities ensuring emergency response capability while maintaining design integrity for pedestrian and bicycle safety.
- Continue coordination between utility companies and City departments to minimize disruption to active transportation facilities during infrastructure maintenance and improvements.

EQUITY AND ACCESS POLICIES

Geographic Equity Requirements

- Prioritize active transportation capital investments in communities with limited transportation options, high concentrations of low-income residents, and areas historically underserved by transportation infrastructure.
- Implement meaningful community engagement requirements for all active transportation projects consistent with Culturally and Linguistically Appropriate Standards (CLAS), including multilingual outreach, culturally appropriate meeting formats, and accommodation for varying work schedules and family obligations.

REGULATORY AND ZONING POLICIES

Land Use and Transportation Coordination

- Integrate active transportation access evaluation into all land use entitlement processes including zoning changes, conditional use permits, and subdivision approvals.

FUNDING AND FINANCE POLICIES

Revenue Generation and Allocation

- Pursue innovative financing mechanisms, including public-private partnerships, value capture, and regional coordination opportunities for major active transportation corridors.

Cost-Effective Implementation

- Prioritize active transportation improvements that can be implemented in conjunction with scheduled street maintenance, utility improvements, and development projects to reduce overall costs.
- Establish regional coordination mechanisms to leverage funding for active transportation corridors that cross jurisdictional boundaries and serve regional destinations.
- Require life-cycle cost analysis for major active transportation investments to ensure long-term financial sustainability and optimal maintenance planning.

COORDINATION AND PARTNERSHIPS POLICIES

Inter-Agency Collaboration

- Establish formal coordination with Fresno County, Caltrans, surrounding jurisdictions, and regional agencies to ensure active transportation network continuity across boundaries.
- Require coordination with transit agencies for all active

transportation projects near transit facilities to optimize first-mile and last-mile connections.

Regional Integration and Compliance

- Align active transportation investments with regional Vehicle Miles Traveled (VMT) reduction targets and state climate goals, including integration with regional transportation plans and air quality improvement strategies.
- Participate in regional active transportation planning initiatives and funding programs to maximize resource efficiency and network connectivity.

PERFORMANCE AND EVALUATION POLICIES

Data Collection and Analysis Requirements

- Install permanent automatic bicycle and pedestrian counters at representative locations throughout the active transportation network with annual data analysis and public reporting requirements.
- Conduct biennial active transportation user surveys to assess satisfaction, safety perceptions, and barriers to increased walking and cycling.
- Maintain a comprehensive collision database with annual analysis of bicycle and pedestrian safety trends and targeted improvement recommendations.

Plan Updates and Adaptive Management

- Update Active Transportation Plan every five years to incorporate changing conditions, completed improvements, and emerging best practices.
- Establish performance metrics aligned with state legislation requirements, including mode share targets, VMT reduction progress, safety improvements, and equity outcomes, with regular progress reporting to City Council and community stakeholders.
- Implement adaptive management approach allowing for design modifications and improvement strategies based on performance data and user feedback.

MAINTENANCE AND ASSET MANAGEMENT POLICIES

Infrastructure Maintenance Standards

- Establish active transportation infrastructure maintenance standards, including pavement condition, marking visibility, signage legibility, and vegetation management requirements.
- Implement regular inspection schedules for active transportation facilities with priority maintenance response times based on safety criticality and user volumes.
- Require coordination between road maintenance activities and active transportation facility preservation to ensure integrated system maintenance and minimize user disruption.

Asset Management Integration

- Integrate active transportation facilities into the citywide asset management system with lifecycle planning, replacement scheduling, and budget forecasting capabilities.
- Establish maintenance agreements with developers and property owners for active transportation facilities on private property that serve public access functions.

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5 PLANNING FOUNDATION & COMMUNITY ASSESSMENT

5.A Historical Development and Geographic Context
5.B Socioeconomic Analysis
5.C Equity
5.D Wayfinding
5.E Lighting
5.F Bicycle and Pedestrian Connection with Transit
5.G Micromobility Context and Policy Framework

The foundation of effective active transportation planning lies in understanding the unique characteristics and conditions that shape mobility in Fresno. This chapter examines Fresno's development patterns, demographic composition, and social equity considerations that influence how people move through their communities. These elements provide essential context for developing transportation solutions that respond to local needs while addressing historical disparities in access and infrastructure.

5.A HISTORICAL DEVELOPMENT AND GEOGRAPHIC CONTEXT

The City of Fresno's urban form and transportation patterns have been fundamentally shaped by its historical development, beginning with its establishment as a railroad town in 1872. The original street layout, determined by the Central Pacific Railroad's diagonal alignment through the City, created a distinctive grid pattern that continues to influence mobility patterns today. As shown in **Figure 1**, the Downtown street grid runs at a 46-degree angle from true north, creating a unique urban pattern that contrasts with later developments that follow cardinal directions.

This initial railroad-oriented development laid the groundwork for Fresno's first public transportation systems. In 1889, the City established its first horse-drawn streetcar network, marking an early commitment to public transit. **Figure 2** illustrates the extent of these early transit routes, which connected commercial establishments and residential neighborhoods beyond Downtown. The streetcar system expanded through three separate companies, which later consolidated in 1901 to form the Fresno City Railroad Company. This company converted the lines to electric trolley service in 1902, operating until 1929. The legacy of these early transit corridors remains visible in today's street network, as residential neighborhoods that developed along the streetcar lines established a grid pattern aligned with true north.

The post-World War II era brought significant changes to Fresno's urban form and transportation patterns. As shown in **Figure 3**, Fresno's growth predominantly trended northward and eastward, driven by new freeway construction and increasing automobile dependency. This geographic expansion, documented through various annexation periods, has created distinct challenges for active transportation connectivity between older and newer parts of the city.

Current land use patterns, illustrated in **Figure 4**, reflect this historical development and directly influence active transportation planning needs. Commercial concentrations exist in three primary areas: the Downtown core, along major arterial corridors, and near freeway interchanges. Medium-density residential areas typically cluster between freeway corridors near Downtown, while lower-density residential development occupies outlying areas. These land use patterns create both challenges and opportunities for developing an integrated active transportation network.

Recent initiatives aim to reconnect Fresno's historic core with newer developments through active transportation infrastructure. The development of California's High-Speed Rail system, with Fresno's proposed station shown in **Figure 5**, presents an opportunity to create new multimodal connections. This project, along with other Downtown revitalization efforts, represents a shift toward prioritizing active transportation in Fresno's mobility network.

FIGURE 1: ORIGINAL DOWNTOWN FRESNO STREET GRID

FIGURE 2: HISTORICAL STREETCAR ROUTES (1890S)

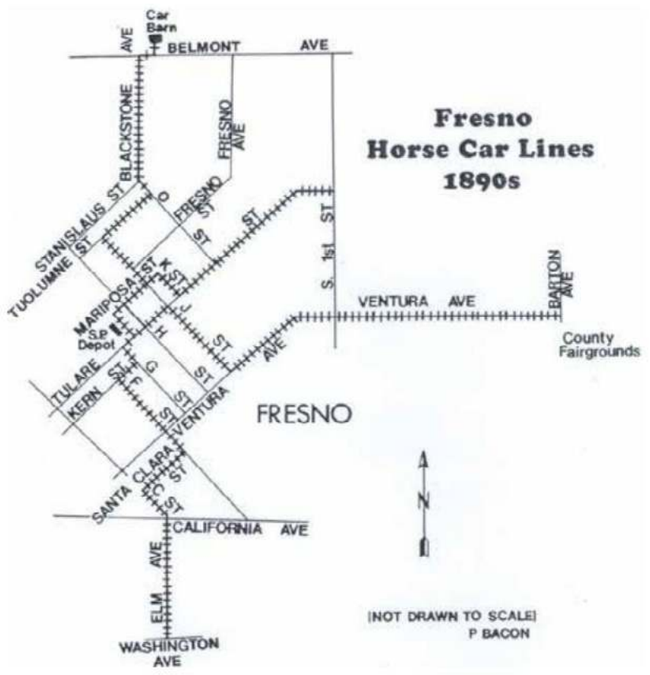


FIGURE 3: CITY OF FRESNO ANNEXATION HISTORY

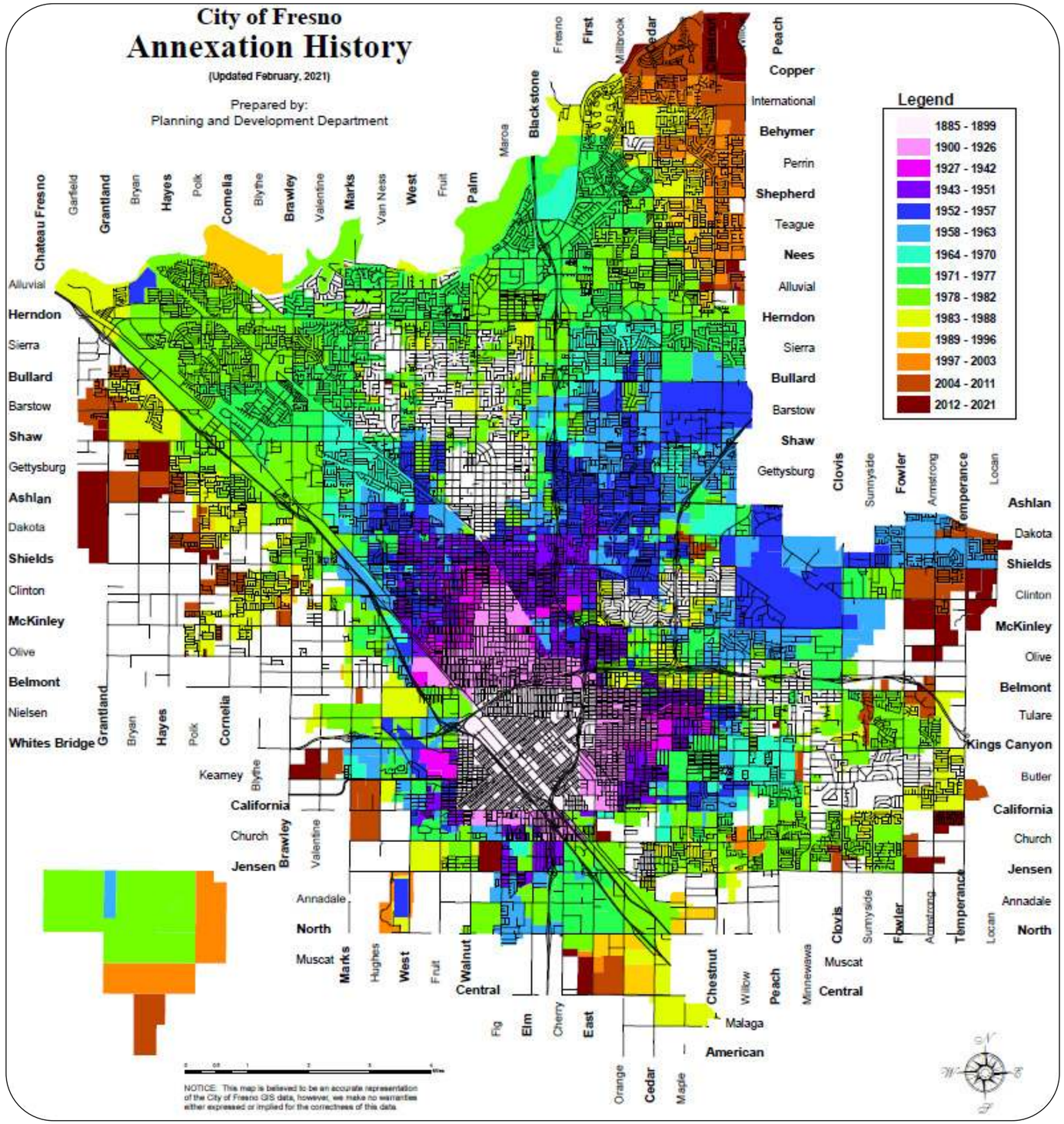


FIGURE 4: CURRENT LAND USE DISTRIBUTION IN FRESNO

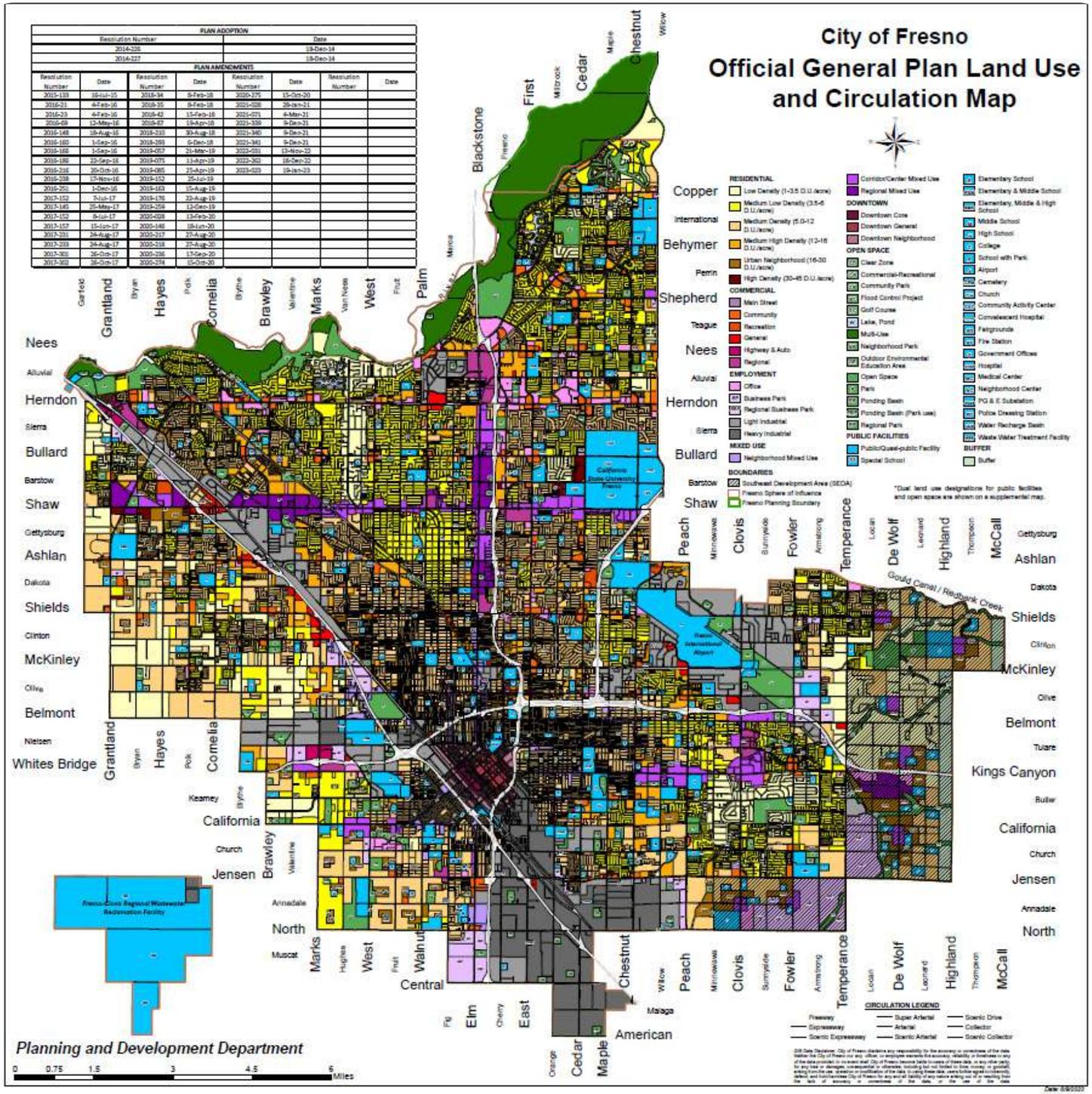


FIGURE 5: ENVISIONED FRESNO HIGH-SPEED RAIL STATION ENTRANCE

The historical development and geographic patterns of Fresno continue to influence current active transportation planning efforts. Understanding these patterns is crucial for addressing connectivity challenges between the historic core and newer areas, overcoming barriers created by transportation infrastructure, and leveraging historic corridors for new active transportation facilities. These considerations directly inform the recommendations and implementation strategies presented in subsequent chapters of this ATP.

5.B SOCIOECONOMIC ANALYSIS

Understanding the demographic and socioeconomic characteristics of Fresno's population is essential for developing an active transportation network that effectively serves all community members. This section examines key population characteristics that influence transportation needs and preferences across Fresno.

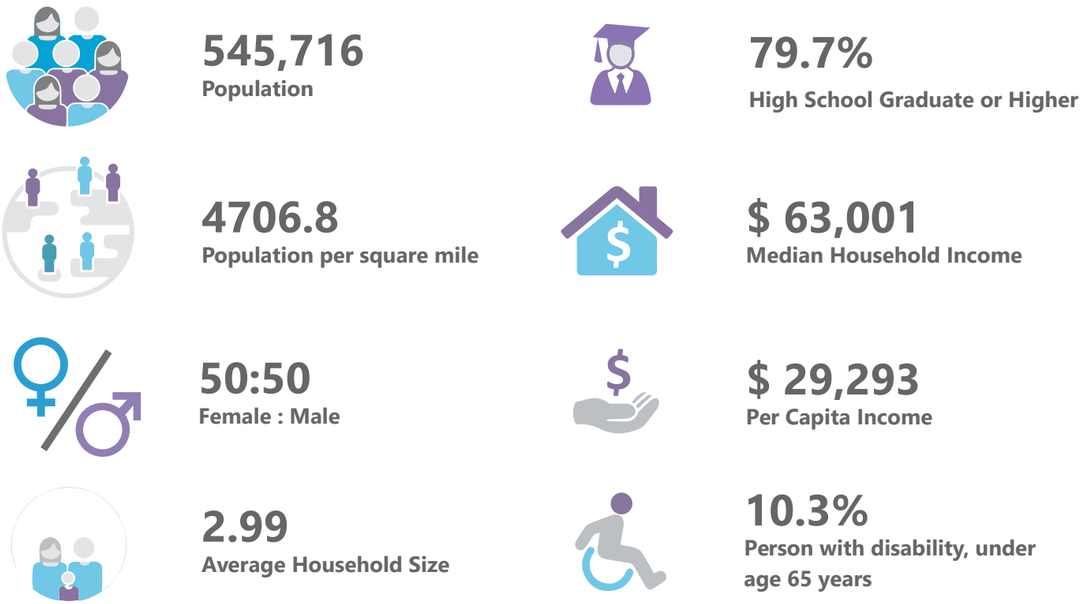
POPULATION AND DENSITY

As of 2023, Fresno covers 112.3 square miles and houses a population of 545,716 residents, resulting in a population density of 4,706.8 people per square mile. This density pattern has significant implications for active transportation infrastructure planning, particularly in determining the appropriate scale and distribution of facilities across different neighborhoods. The average household size of three people suggests a need for transportation solutions that can accommodate family groups.

ECONOMIC INDICATORS

Fresno's economic landscape reveals important considerations for transportation equity as noted in **Figure 6.** The median household income of $63,001, and per capita income of $29,293, indicate varying levels of economic capacity across the population. These economic factors underscore the importance of developing cost-effective transportation alternatives that serve all income levels.

FIGURE 6: SOCIOECONOMIC CHARACTERISTICS OF FRESNO AT A GLANCE



Source: U.S. Census Bureau, 2023 American Community Survey 1-Year Estimates

DEMOGRAPHICS AND SPECIAL POPULATIONS

The age distribution in Fresno indicates distinct transportation needs across different population segments. With 7.5 percent of residents under five years old and 27.8 percent under 18 years old, safe routes to schools and family-friendly infrastructure are crucial considerations. The presence of 11.9 percent of residents aged 65 and over necessitates attention to accessibility features in active transportation design.

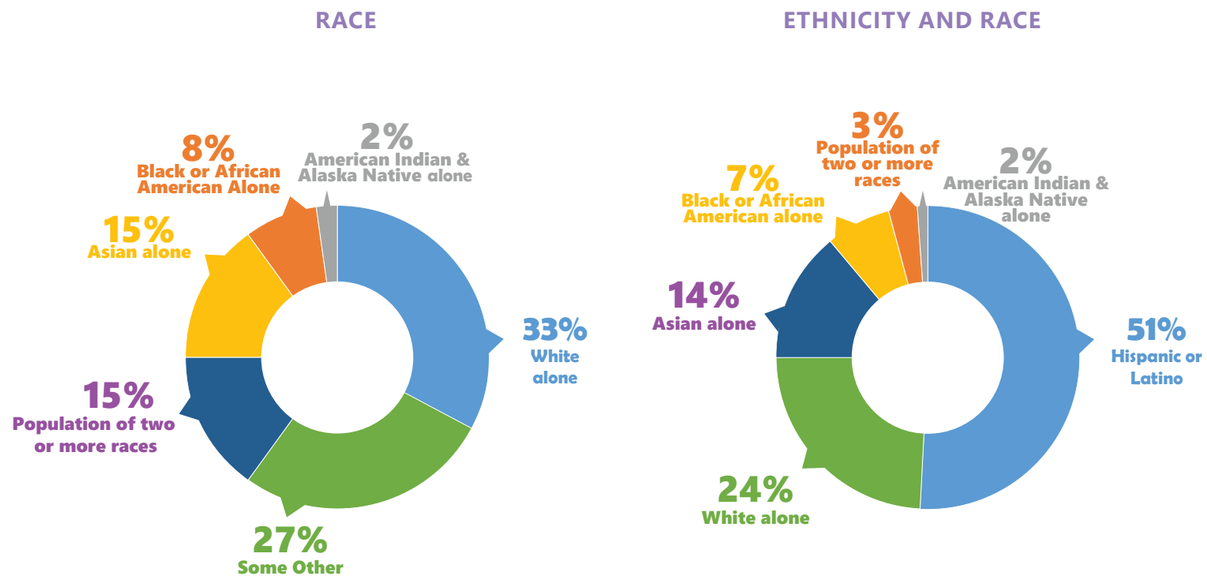
Additionally, 10.3 percent of individuals under 65 have disabilities, emphasizing the need for universal design principles in active transportation infrastructure. **Figure 6** shows a snapshot of the socio-economic characteristics of Fresno.

RACIAL AND ETHNIC COMPOSITION

Fresno's population reflects significant racial and ethnic diversity, as illustrated in **Figure 7**. This demographic composition, with no single group forming majority, highlights the importance of culturally sensitive approaches in active transportation planning. The substantial Hispanic or Latino population (51 percent of residents, of any race – according to 2020 census) further emphasizes the need for inclusive outreach strategies and multilingual communications in planning processes. This diversity requires careful consideration in public engagement efforts, infrastructure design decisions, and the development of programs that serve all community members effectively.

The socioeconomic landscape of Fresno directly influences active transportation needs and opportunities throughout the City. Understanding these patterns helps ensure that proposed improvements address the specific needs of different population groups while promoting equitable access to transportation options.

FIGURE 7: RACIAL AND ETHNIC COMPOSITION DISTRIBUTION IN FRESNO



5.C EQUITY

The equitable distribution of active transportation resources represents a fundamental priority in the Fresno ATP. This commitment acknowledges historical patterns where transportation investments and their associated benefits have not been evenly distributed across all communities. The ATP specifically aims to address these disparities by identifying underserved communities and prioritizing improvements that enhance mobility options in areas with the greatest need.

DEFINITION OF UNDERSERVED COMMUNITIES

Underserved communities in Fresno face multiple environmental and socioeconomic challenges that directly impact transportation access and mobility. These communities often experience heightened exposure to environmental pollutants, greater health challenges, and increased economic burdens. Many residents in these areas rely heavily on public transit, walking, or cycling as primary modes of transportation, yet historically have had limited access to safe and well-maintained active transportation infrastructure.

ASSESSMENT METHODOLOGY

The ATP employs the California Environmental Protection Agency's CalEnviroScreen 4.0 tool to identify and assess underserved communities within Fresno. This comprehensive screening tool evaluates multiple factors affecting community well-being, including pollution burden indicators, environmental effects, and population vulnerability factors. The pollution burden assessment examines exposure to various environmental hazards, such as air pollution emissions, water contamination, lead exposure risks, and toxic releases from industrial facilities. Environmental effects analysis considers the presence of toxic sites, groundwater threats, hazardous waste facilities, and impaired water bodies.

Population vulnerability evaluation incorporates both health indicators, including asthma rates, cardiovascular disease, and low birth weight incidence, and socioeconomic factors such as educational attainment, housing costs, linguistic isolation, poverty, and unemployment.

Analysis of Fresno's communities reveals significant equity concerns that need to be addressed through active transportation planning. Fresno's overall CalEnviroScreen average percentile score is 73.8, indicating substantial environmental and socioeconomic challenges. Of the 105 census tracts within or partially within Fresno's boundaries, 68 tracts (65 percent) qualify as underserved communities. The average percentile score for these underserved areas is 88.6. Notably, ten percent of California's most disadvantaged census tracts (99th percentile or above) are located within Fresno.

PRIORITIZATION FRAMEWORK

The ATP implements a structured approach to prioritizing improvements based on community need. This framework uses a five-level scale to ensure that investments are directed toward areas with the greatest disparities, as shown in **Table 2**.

Communities scoring in the 95th-100th percentile receive the highest priority (Level 5), while those below the 75th percentile are designated Level 0. This graduated approach ensures that resources are allocated according to demonstrated need while maintaining consideration for all communities.

IMPLEMENTATION STRATEGY

The ATP's implementation strategy integrates equity considerations throughout its framework to ensure targeted and effective resource allocation. Projects located within or serving high-need communities, as identified through the CalEnviroScreen analysis and shown in **Figure 8**, receive priority consideration in the evaluation process. This prioritization addresses several key aspects of transportation equity.

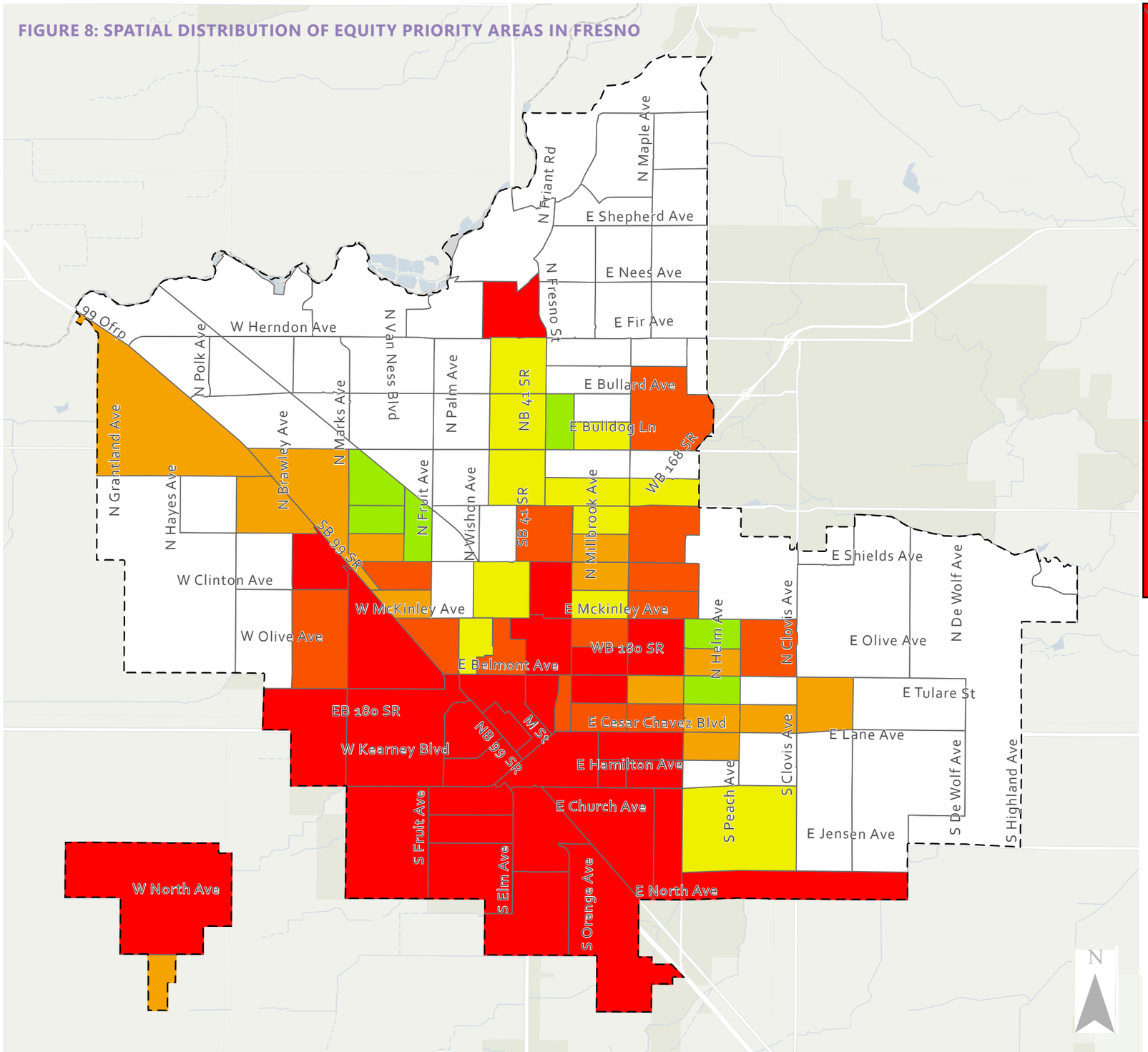
First, the framework directs infrastructure investments toward filling critical gaps in active transportation facilities within underserved communities. Second, it emphasizes safety improvements in areas where data indicates higher rates of pedestrian and bicycle collisions. Third, it prioritizes projects that enhance access to essential destinations such as employment centers, educational facilities, and community services.

To maintain accountability and ensure continued progress toward equity goals, the ATP establishes a comprehensive monitoring system. This system includes regular assessment of community needs, tracking of infrastructure investments across different geographic areas, and evaluation of project outcomes. Additionally, structured community engagement processes ensure that planning decisions remain responsive to resident needs and priorities.

TABLE 2: UNDESERVED COMMUNITIES SCORE

Disadvantage	CalEnviroScreen 4.0 Percentile	Level of Disadvantage/Prioritization Score
High	100-95th percentile	5
↕	95-90th percentile	4
	85-90th percentile	3
	80-85th percentile	2
	75-80th percentile	1
Low	Below 75th percentile	0

FIGURE 8: SPATIAL DISTRIBUTION OF EQUITY PRIORITY AREAS IN FRESNO



DOWNTOWN VIEW

Underserved Communities
- Level 0
- Level 1
- Level 2
- Level 3
- Level 4
- Level 5
- High Speed Rail Alignment

- Rail
- Canal
- Water
- Parks
- City Limits
- City Sphere of Influence

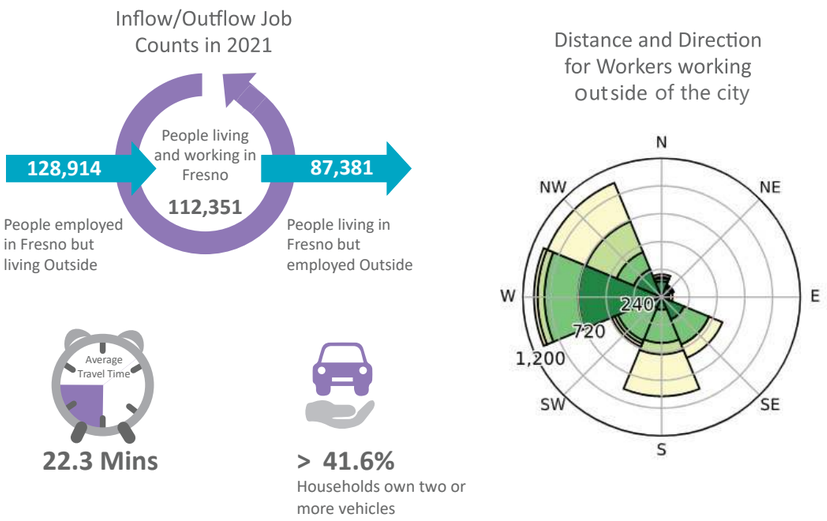
The equity analysis and framework presented here serve as fundamental guiding elements for the ATP's implementation strategy, ensuring that active transportation improvements contribute to creating a more equitable and accessible transportation system for all Fresno residents. **Appendix A** includes district wide spatial distribution of equity priority areas.

COMMUTE PATTERNS

The mean commute time to work in Fresno is 22.3 minutes. According to the LEHD Origin-Destination Employment Statistics (LODES) from 2002 to 2021, a total of 128,914 individuals employed in Fresno reside outside the City, while 87,381 residents of Fresno work outside the City. Additionally, 112,351 individuals living in Fresno are employed within the City limits. Among those commuting outside the City, the majority head southeast and northwest, toward the cities of Merced and Tulare.

According to the American Community Survey 2022 (5-year data), 41.6 percent of the households in Fresno own two or more vehicles. **Figure 9** shows a snapshot of the commute patterns in the City.

FIGURE 9: COMMUTE PATTERNS



5.D WAYFINDING

The City of Fresno adopted a comprehensive Wayfinding Plan in 2023, establishing a framework to support navigation and encourage increased walking and cycling throughout the community. The Wayfinding Plan focuses primarily on Class I trails (off-street paths) and key transit connection points, providing strategic wayfinding where it delivers the greatest value to users. ATP builds upon the existing wayfinding system, identifying opportunities to expand coverage and integrate active transportation wayfinding with the City's broader navigation strategy.

The City's wayfinding approach effectively combines clear directional information with distance markers and destination guidance, enabling users to confidently navigate Fresno's transportation infrastructure. As the Class I trail network expands, continued implementation and enhancement of wayfinding elements along these off-street facilities will be essential to support pedestrian and cyclist needs.

Successful wayfinding implementation demands careful attention to both pedestrian and cyclist needs. Signage visibility requirements differ significantly between these user groups due to their varying speeds of travel. Bicycle wayfinding, in particular, requires precise consideration of letter sizing and sign placement to ensure legibility at cycling speeds while maintaining compliance with established standards outlined in the 2023 Wayfinding Plan.

Time-to-destination information for both walking and cycling provides users with practical journey planning data. The integration of local design elements within the wayfinding system strengthens community identity while maintaining compliance with Chapter 9B of the 2014 California Manual on Uniform Traffic Control Devices (MUTCD) and National Association of City Transportation Officials (NACTO) design guidelines.

The strategic placement of wayfinding elements focuses on Class I trails and serves multiple functions in supporting active transportation. Key implementation points include trail access locations, major trail intersections, connection points with transit facilities, and trail crossings with roadways. This focused approach ensures wayfinding resources are deployed where they provide the most benefit to users navigating Fresno's off-street trail system.

5.E LIGHTING

The implementation of appropriate lighting infrastructure represents a critical component in developing a safe and accessible active transportation network for Fresno. Effective lighting design should address both practical visibility requirements and perceived safety concerns that influence transportation choices.

Current design standards for pedestrian facility lighting specify illumination levels sufficient for facial recognition at 30 feet, while maintaining consistent light distribution to minimize shadows and glare. These specifications ensure both personal security and safe pathway navigation throughout the network.

The proposed lighting implementation strategy emphasizes the need for uniform coverage along transportation routes. This approach eliminates areas of inadequate illumination that may create safety hazards or discourage network utilization. Critical attention must focus on locations of modal interaction, such as street crossings and pathway intersections.

The ATP recommends the systematic implementation of LED lighting technology throughout the network. This specification provides multiple operational advantages, including reduced maintenance requirements, improved energy efficiency, and enhanced illumination quality. The extended service life of LED fixtures additionally supports long-term maintenance planning and resource allocation.

Implementation priority should be determined through analysis of current usage patterns, transit connectivity, documented safety concerns, and established travel patterns to key community destinations.

5.F BICYCLE AND PEDESTRIAN CONNECTION WITH TRANSIT

The integration of active transportation with public transit is essential for creating a comprehensive transportation system in Fresno. Transit connections extend the reach of pedestrians and cyclists, allowing them to travel longer distances and access more destinations than would be possible by walking or cycling alone. Similarly, walking and biking infrastructure provides critical first and last-mile connections for transit users.

EXISTING TRANSIT SERVICE

Fresno Area Express (FAX) serves as the City's primary public transportation provider, operating a network of fixed routes throughout Fresno. All FAX buses are equipped with front-mounted bike racks that can accommodate at least two bicycles **(Figure 10)**; some buses have racks that can accommodate three bicycles. The bike racks are available on a first-come, first-served basis. Bikes are not allowed inside FAX buses unless it is the last bus on the route that day and the bike rack is full, or at bus driver discretion.

FIGURE 10: FRESNO AREA EXPRESS (FAX) BUS WITH FRONT-MOUNTED BIKE RACK

BUS RAPID TRANSIT

This system runs 15.7 miles from River Park Shopping Center to Downtown and from Downtown to Clovis Avenue. The project includes 51 station pairs (or 48 one-way stations), two terminal stations, and one transit center with a shared platform station. Service operates with ten-minute headways during peak periods.

TRANSIT CENTERS

Fresno has several transit centers that serve as hubs for multiple bus routes, including the Manchester Transit Center and the Downtown Transit Mall. These centers provide opportunities for transfers between routes and are important destinations for pedestrians and cyclists. Bicycle parking is provided at these transit centers, supporting multimodal trips.

REGIONAL TRANSIT CONNECTIONS

The Amtrak San Joaquin trains, which serve Fresno's Downtown station, accommodate multiple bicycles per train, with each Siemens Venture car holding up to three bikes. Bicycle space is available on a first-come, first-served basis. The Amtrak Station also serves as a Greyhound bus stop. Bicycles on Greyhound buses are treated as oversized baggage and must be properly packaged, which may incur additional fees. Construction of the California High-Speed Rail (HSR) system is also underway, with a planned station in Downtown Fresno. This major infrastructure project presents an opportunity to enhance active transportation connections to regional transit.

Figure 11 illustrates the existing transit bus routes, effective September 1, 2021.

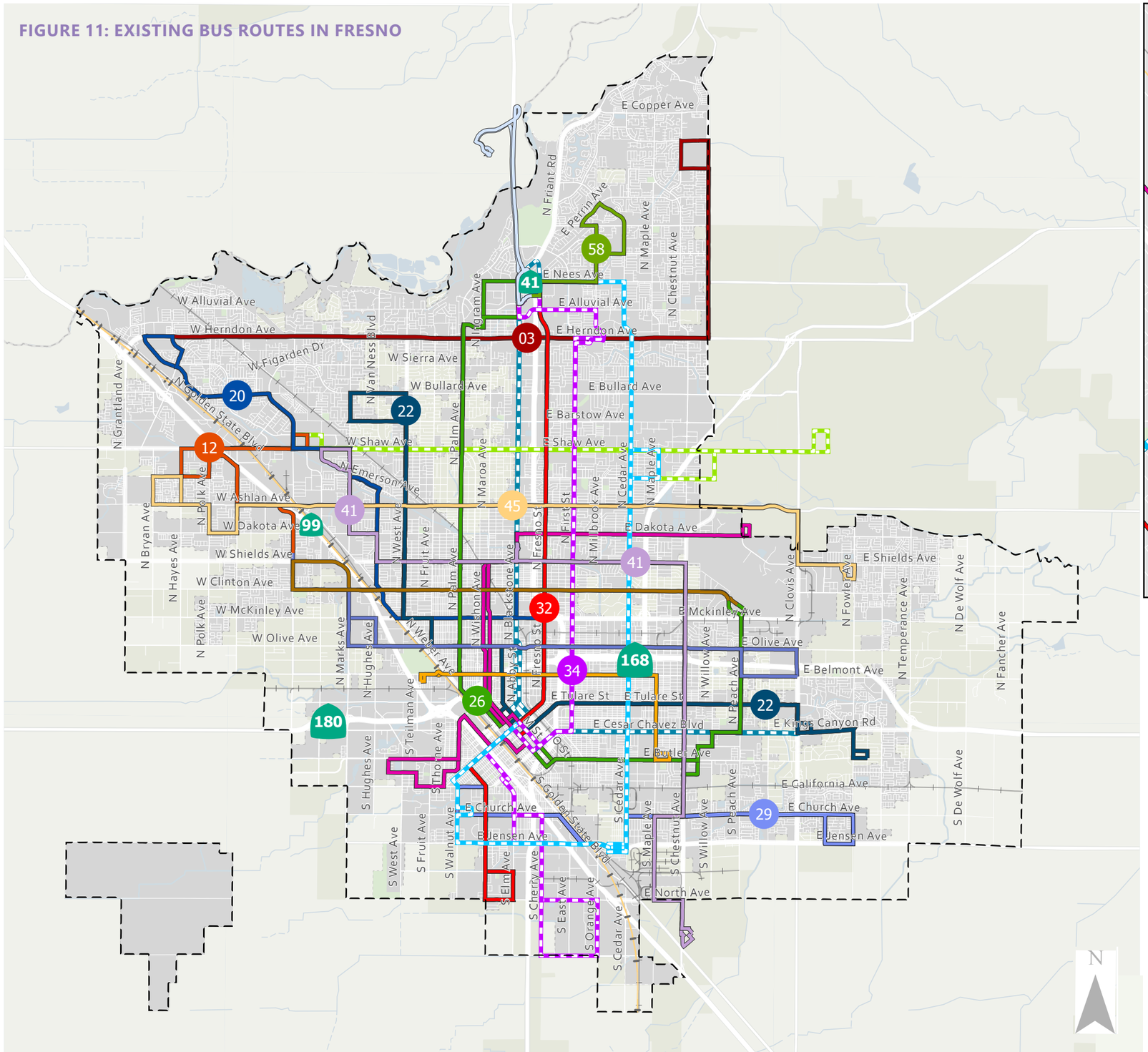
OPPORTUNITIES FOR ENHANCEMENT

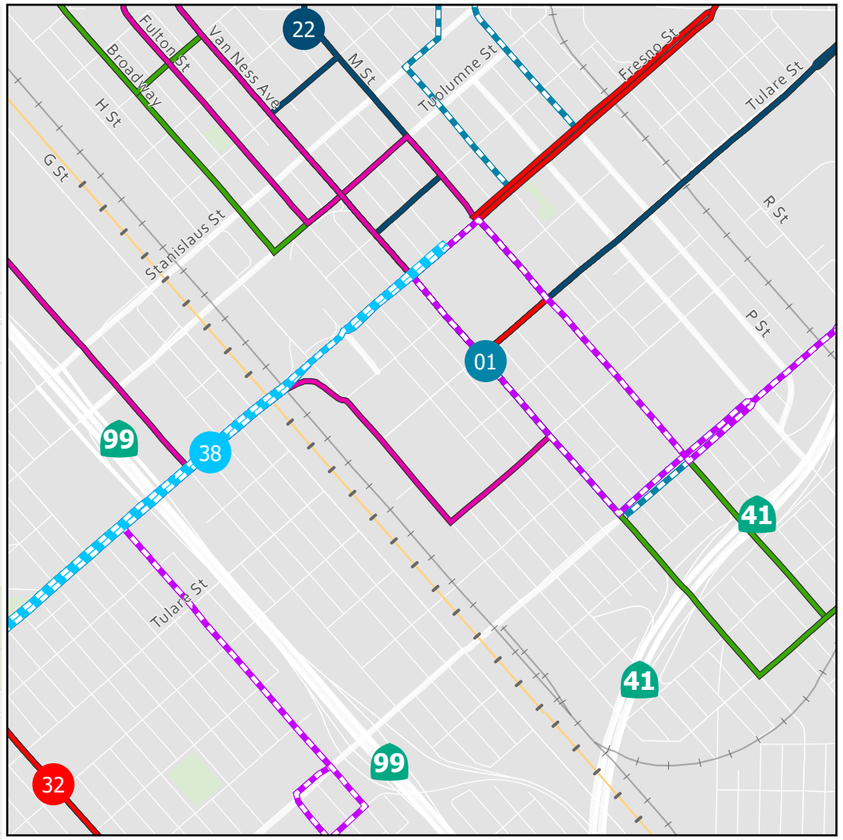
Several opportunities exist to further enhance the integration of transit with active transportation in Fresno. Expanding bicycle facilities at transit centers, including more secure long-term storage options, would encourage more multimodal trips and address concerns about bicycle theft. Pedestrian amenities near transit stops and stations could be improved through wider sidewalks, enhanced crosswalks, additional shade structures, and better lighting to create safer and more comfortable environments for transit users. The addition of strategically placed mid-block crosswalks with RRFBs would allow pedestrians to safely access bus stops on busy corridors without having to walk significant distances to the nearest intersection.

Implementing consistent wayfinding that connects transit facilities with active transportation routes would help users navigate the multimodal system more effectively. The City could also explore implementing a bike share system strategically located near transit centers to support first and last-mile connections. Finally, transit stop improvements including ADA accessibility enhancements, shade, seating, and real-time information displays would make transit more attractive and usable for all residents.

These enhancements would align with the plan's goals of increasing walking and bicycling trips while improving equitable access to transportation options throughout Fresno.

FIGURE 11: EXISTING BUS ROUTES IN FRESNO





DOWNTOWN VIEW

FAX Bus Routes

- 01
- 03
- 09
- 12
- 20
- 22
- 26
- 28
- 29
- 32
- 33
- 34
- 35
- 38
- 39
- 41
- 45
- 58
- 58E
- High Speed Rail Alignment
- Rail
- Canal
- Parks
- Water
- City Limits
- City Sphere of Influence

5.G MICROMOBILITY CONTEXT AND POLICY FRAMEWORK

Fresno Vision Zero Action Plan Community Survey (Spring 2025) found that almost 90 percent of people drive as their primary mode of transportation. As the City considers ways to encourage mode shift towards more sustainable modes of transportation, micromobility and especially electric micromobility, represents an important opportunity for expanding transportation options. E-bikes and e-scooters are transformative mobility options, offering relatively affordable, convenient, and quick modes of travel. In recent years, the city has observed an uptick in the number of people using personal e-bikes and e-scooters in Fresno, a positive development that can help advance the City's sustainability, equity, and safety goals.

DEFINING MICROMOBILITY

Micromobility includes forms of transportation that are small, low-speed, and human- or electric-powered. These devices are typically built for one rider at a time and include bicycles (human-powered "pedal bikes"), electric bicycles ("e-bikes"), non-motorized (or human-powered) scooters, and electric scooters ("e-scooters").

"Personal micromobility" refers to micromobility devices that are personally owned, whereas "shared micromobility" refers to the organized operation of a fleet of micromobility vehicles that individuals can rent.

CURRENT POLICY LANDSCAPE AND RECOMMENDATIONS

At the State level, e-bikes are regulated as bicycles and therefore have all the privileges and restrictions of a bicycle, while e-scooters have more restrictions on their operation. The City of Fresno defers to State guidelines for regulating e-bikes and e-scooters operating within the city.

The City of Fresno does not currently have a shared micromobility program, but it does have a Shared Mobility Ordinance within its municipal code, which defines e-bikes as bicycles, consistent with California State Law, and addresses shared micromobility, placing most responsibilities, such as user safety, on the operator. To both advocate for and regulate personal micromobility, the City might consider updating its code with model language to minimize any gray areas or conflicts that exist in the code currently. Drawing on best practices from other cities in California, the City should proactively address micromobility safety education, particularly for youth and older adults, in conjunction with code updates.

As the City does not currently have a citywide shared micromobility program in place, most micromobility use in Fresno is via personal micromobility devices. There is currently a three-year Clean Shared Mobility Project (administered by the Fresno Metro Black Chamber Foundation) that is offering low- or no-cost electric vehicle share and e-bikeshare to eligible participants for a limited time (through March 2026), which may account for the recent uptick in people using personal micromobility devices in Fresno.

Key policy recommendations emerging from this assessment include updating the ordinance to allow e-bikes on sidewalks outside of the Central Business District and mall streets, partnering with school districts to standardize bike, pedestrian, and micromobility education, permitting a private operator to launch a citywide shared e-micromobility pilot program, and launching a City-administered voucher program to improve equity-based access.

These micromobility considerations can be integrated throughout the ATP's network recommendations, implementation strategies, and policy framework to ensure that emerging transportation technologies can effectively support the City's active transportation goals.

Detailed analysis of micromobility policy frameworks, best practices, and implementation strategies is provided in **Appendix B.**

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6 PUBLIC PARTICIPATION

6.A Community-Driven Vision Development
6.B Engagement Process and Outcomes
6.C Steering Advisory Committee
6.D Questionnaire 1 - Community ATP Survey Findings
6.E Questionnaire 2 - Interactive Mapping Tool Results
6.F Questionnaire 3 - Corridor Prioritization Survey Results

The development of the 2025 Fresno ATP was fundamentally shaped by comprehensive public engagement that brought together diverse voices from across the community. This collaborative approach ensured that the plan's vision, goals, and recommendations authentically reflect local needs and aspirations for active transportation in Fresno.

6.A COMMUNITY-DRIVEN VISION DEVELOPMENT

The engagement process began with a thorough review of the 2017 ATP vision, which focused on creating a complete, safe, and comfortable network of trails, sidewalks, and bikeways. Through extensive community input gathered in 2024-2025, this vision was expanded to address emerging needs and priorities identified by residents. The updated vision emerged from a synthesis of feedback received through community workshops, steering committee meetings, and survey responses.

This 2024-2025 ATP survey (approximately 103 responses) results revealed that 72 percent of respondents prioritized safety and accessibility as critical factors in their transportation choices, while 65 percent emphasized the importance of connecting to key destinations such as schools, workplaces, and transit hubs. These priorities directly informed the expanded 2025 ATP vision statement, which emphasizes creating a City where people of all ages, abilities, and backgrounds can safely and comfortably use active transportation.

6.B ENGAGEMENT PROCESS AND OUTCOMES

The City of Fresno implemented a comprehensive, year-long engagement strategy to ensure the Active Transportation Plan reflects the diverse needs and priorities of the entire community. From October 2024 through October 2025, the City conducted 14 distinct engagement activities across multiple neighborhoods, reaching over 2,000 community members through various formats designed to maximize accessibility and participation.

MULTI-FACETED ENGAGEMENT APPROACH

The engagement strategy intentionally utilized diverse methods to reach different segments of the community:

- **Formal Workshops and Steering Committee Meetings** provided technical stakeholders and community leaders with opportunities for in-depth review and feedback on plan development
- **Online and Interactive Tools** including two surveys and an interactive mapping platform enabled broad participation, generating over 600 digital interactions from residents who could participate on their own schedule
- **Regional Family Engagement Nights** brought planning discussions directly into four Fresno Unified School District high school communities (Edison, Hoover, Sunnyside, and McLane), reaching over 850 family members in their own neighborhoods
- **Pop-Up Events and Community Celebrations** embedded ATP engagement into existing community gatherings from holiday celebrations to back-to-school events
- **Focused Stakeholder Meetings** with organizations like the East Fresno Kiwanis Club ensured targeted dialogue with civic leaders and community advocates

EQUITY-CENTERED OUTREACH

The engagement strategy prioritized geographic and demographic equity, conducting events across all quadrants of Fresno and partnering with community centers, schools, and faith-based organizations that serve diverse populations. Events were strategically located at accessible venues including the Ted C. Wills Community Center, Teague Community Center, Pinedale Community Center, and multiple FUSD schools, ensuring residents could participate close to home.

ROBUST COMMUNITY PARTICIPATION

The engagement activities generated substantial community input that directly shaped the ATP's recommendations. **Table 3** summarizes the comprehensive engagement conducted.

Total Estimated Participation: 2,000+ community interactions

TABLE 3: COMMUNITY ENGAGEMENT ACTIVITIES

Event	Date	Location	Estimated Number of Participants
ATP Workshop 1a	October 17, 2024	Ted C. Wills Community Center	15+ attendees
ATP Workshop 1b	October 22, 2024	Virtual via Zoom	20+ attendees
East Fresno Kiwanis Club - Focused Meeting	November 15, 2024	Redeemer Lutheran Church	20+ attendees
ATP Workshop 2	December 10, 2024	Ted C. Wills Community Center	10+ attendees
ATP Interactive Mapping Tool (Questionnaire 2)	October 2024 to January 2025	Online and printed copies	303 interactions
ATP Questionnaire 1	September 2024 to January 2025	Online and printed copies	103 interactions
PD - Southwest Santa's Village	December 14, 2024	Gaston Middle School	200+ interactions
ATP Questionnaire 3 (Corridor Prioritization Survey)	January to March 2025	Online	18 interactions
FUSD - Edison Region Family Engagement Night	February 11, 2025	Edison High School	250+ interactions
Open House - "The Safe Streets Project"	March 4, 2025	Teague Community Center	50+ interactions
FUSD - Hoover Region Family Engagement Night	March 19, 2025	Hoover High School	200+ interactions
FUSD - Sunnyside Region Family Engagement Night	April 7, 2025	Sunnyside High School	250+ interactions
FUSD - McLane Region Family Engagement Night	May 2, 2025	McLane High School	200+ interactions
Community Back to School Event	August 1, 2025	Teague Community Resource Center	150+ interactions
ATP Traffic Garden	September 24, 2025	Pinedale Community Center	50+ interactions
PARC - Kids Fest	October 25, 2025	Holmes Park	150+ interactions

KEY INSIGHTS AND OUTCOMES

This comprehensive engagement approach generated valuable insights that shaped both the ATP's overarching vision and its specific goals and strategies. Community members identified priority needs including:

- Safe routes to schools and essential destinations
- Protected bicycle facilities on major corridors
- Improved pedestrian crossings and lighting
- Better connections between neighborhoods and transit
- Traffic calming in residential areas
- Accessible infrastructure for users of all ages and abilities

The multi-platform approach ensured that community voices from across Fresno directly informed the development of the proposed bicycle and pedestrian networks, programs and policies, and implementation priorities detailed in subsequent chapters of this ATP.

6.C STEERING ADVISORY COMMITTEE

A 20-member Steering Advisory Committee (SAC) provided ongoing guidance throughout the planning process. The SAC's diverse composition, shown in **Table 4**, ensured representation from key sectors including community organizations, transportation advocates, educational institutions, and public health groups.

The SAC met three time (September 2024, December 2024 and March 2025) during the ATP process to review community input and help refine the plan's goals and strategies. Their expertise was particularly valuable in identifying specific needs of different user groups and ensuring that proposed solutions would serve Fresno's diverse population. **Figure 12** shows the title slide of first steering committee presentation.

FIGURE 12: STEERING COMMITTEE PRESENTATION

TABLE 4: STEERING ADVISORY COMMITTEE COMPOSITION

Agency	Representative
Active Transportation Advisory Committee	Laura Gromis
CALTRANS - California Department of Transportation	Edgar Hernandez
City of Clovis – Planning and Development Services	Tatiana Partain
City of Fresno - Fresno Area Express (FAX)	Drew Wilson
City of Fresno - Long Range Planning (LRP)	Preston Her
City of Fresno - PARCs	Kayla Garcia-Shields
County of Fresno - Health Dept.	Susie Rico-Vasquez
County of Fresno – Public Works and Planning	Erin Haagenson
Fresno Disability Advisory Commission (DAC)	Joe Hinajosa
Downtown Partnership	Elliot Balch
Fresno City College	Chris Orr
Fresno Council of Governments (Fresno COG)	Simran Jhutti
Fresno County Bicycle Coalition	Tony Molina
Fresno Irrigation District (FID)	Jeremy Landrith
California State University, Fresno	Derek Brantly
Unified School District - Central	Jesse Bath
Unified School District - Clovis	Denver Stairs
Unified School District - Fresno	Bryan Wells
Unified School District - Sanger	Jimmy Robles
Unified School District - Washington	Chris Vaz

6.D QUESTIONNAIRE 1: COMMUNITY ATP SURVEY FINDINGS

The Citywide online ATP survey conducted between September 2024 and January 2025 gathered responses from approximately 103 residents, providing comprehensive insights into travel behaviors, safety concerns, and infrastructure preferences. The survey achieved strong geographic representation across all council districts, with particularly robust participation from traditionally underserved areas in southwest Fresno.

To ensure meaningful participation across Fresno's diverse population, all digital engagement tools were made available in English, Spanish, Punjabi, and Hmong. This includes the online questionnaire, interactive mapping platform, and project website. The multilingual approach reflects the City's commitment to gathering input from all community members, regardless of primary language or cultural background.

PEDESTRIAN EXPERIENCE AND NEEDS

Survey findings demonstrated strong community engagement with walking activities in Fresno, with 82 percent of respondents walking for recreation or exercise and more than 75 percent walking at least weekly. However, residents identified significant barriers to walking more frequently, with at least half of respondents citing safety concerns, inadequate sidewalk infrastructure, and long distances to destinations as key deterrents. To encourage more walking trips, respondents expressed strong support for enhanced tree canopy, improved sidewalks, additional pedestrian crossings, and traffic calming measures in residential areas. These community preferences have directly informed the ATP's recommendations for pedestrian infrastructure improvements. Complete survey results and detailed analysis are available in **Appendix C**.

BICYCLING PATTERNS AND PREFERENCES

Survey results revealed significant potential for expanding bicycle usage in Fresno, with 55 percent of respondents expressing interest in cycling at least once per week. However, current cycling patterns show room for growth, as 32 percent of respondents reported rarely or never cycling in the City. Among active cyclists, recreation and exercise emerged as the primary purpose, cited by 78 percent of participants, while 44 percent use bicycles for commuting to work or school.

Safety emerged as a critical concern, with 68 percent of respondents indicating they feel unsafe while cycling in Fresno. Infrastructure gaps presented significant barriers to increased cycling, as 70 percent of respondents cited insufficient bike lanes as a deterrent. Additional concerns included obstructions in existing bike lanes and general safety issues. When asked about improvements that would encourage more cycling, 80 percent of respondents prioritized protected bike lanes, followed by enhanced intersection designs that better accommodate cyclists.

TRANSIT INTEGRATION

Survey results highlighted opportunities to improve transit usage and integration with active transportation in Fresno. Public transit currently shows limited regular ridership, with 65 percent of respondents reporting they rarely or never use transit services. Among transit users, the most common trip purposes include running errands (44 percent), commuting to work or school (38 percent), and cost savings (38 percent).

Perceptions of transit safety show a mixed response, with 45 percent of respondents expressing neutral views and 38 percent indicating they feel safe using transit. The primary barriers to increased transit usage include extended travel times (63 percent), infrequent service (46 percent), and challenges with first/last mile connectivity to transit stops (42 percent).

Survey participants identified several improvements that would encourage greater transit use. More than half of respondents indicated they would use transit more frequently with enhanced service frequency, more direct routes, and better connections to pedestrian and bicycle infrastructure.

6.E QUESTIONNAIRE 2: INTERACTIVE MAPPING TOOL RESULTS

The online mapping platform generated 303 location-specific comments from Fresno residents between October 2024 and December 2024, providing detailed insights into active transportation needs and concerns across the City. Analysis of this spatial data revealed clear patterns in both geographic distribution and types of concerns, helping identify priority areas for infrastructure improvements.

MAJOR CORRIDOR CONCERNS

Several key corridors emerged as focal points for community feedback, with significant concentrations of comments along:

- Herndon Avenue received the highest number of comments, with residents frequently citing concerns about bicycle safety and incomplete trail connections. The Herndon Trail generated particular interest, with multiple comments requesting completion of missing segments and improved crossings at major intersections.
- Shaw Avenue emerged as another priority corridor, especially regarding challenging intersections and the need for enhanced bicycle and pedestrian facilities. Comments highlighted the difficulties of crossing Shaw Avenue safely, particularly at Palm Avenue and other major north-south streets.
- Blackstone Avenue garnered substantial feedback regarding bicycle safety and pedestrian crossing challenges. Residents noted concerns about vehicles using bike lanes for right turns and the need for improved pedestrian infrastructure near transit stops.

PRIMARY SAFETY CONCERNS

Safety emerged as the predominant theme across locations, with particular emphasis on:

- Roadway segment concerns where data revealed that 83 percent of comments highlighting gaps in bicycle infrastructure, opportunities for trail connections, and locations needing enhanced pedestrian crossings. The remaining feedback centered on intersection safety, with residents particularly noting challenges with turning movements and signal timing at major arterial junctions.
- Bicycle infrastructure gaps were documented across the network, with 27 percent of comments highlighting disconnected bike lanes or challenging transitions between facilities. Comments frequently noted locations where bike lanes end abruptly or where protective barriers are needed.
- Pedestrian accessibility concerns were concentrated around schools, transit stops, and commercial areas. Comments highlighted missing sidewalk connections, inadequate lighting, and challenging crossings, particularly for children.

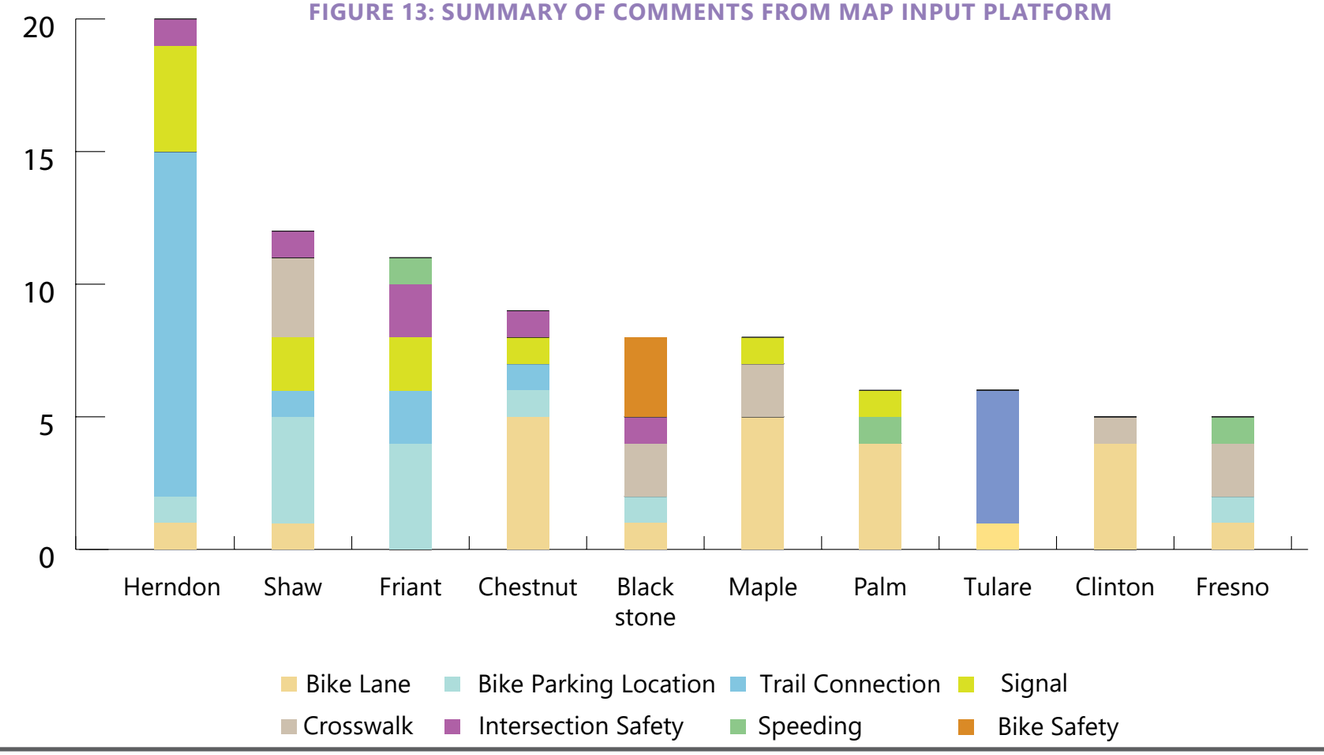
Figure 13 illustrates graphical representation of feedback from map input platform.

GEOGRAPHIC DISTRIBUTION

The mapping tool revealed distinct geographic patterns in community concerns, as illustrated in **Figure 14.** Red dots represent specific locations, including intersections, where residents submitted feedback, while the mapped lines correspond to road segments that received comments regarding road safety and active transportation planning.

North Fresno generated substantial feedback regarding trail connections and safe access to Woodward Park, with particular emphasis on the Sugar Pine Trail and River West Trail networks.

FIGURE 13: SUMMARY OF COMMENTS FROM MAP INPUT PLATFORM

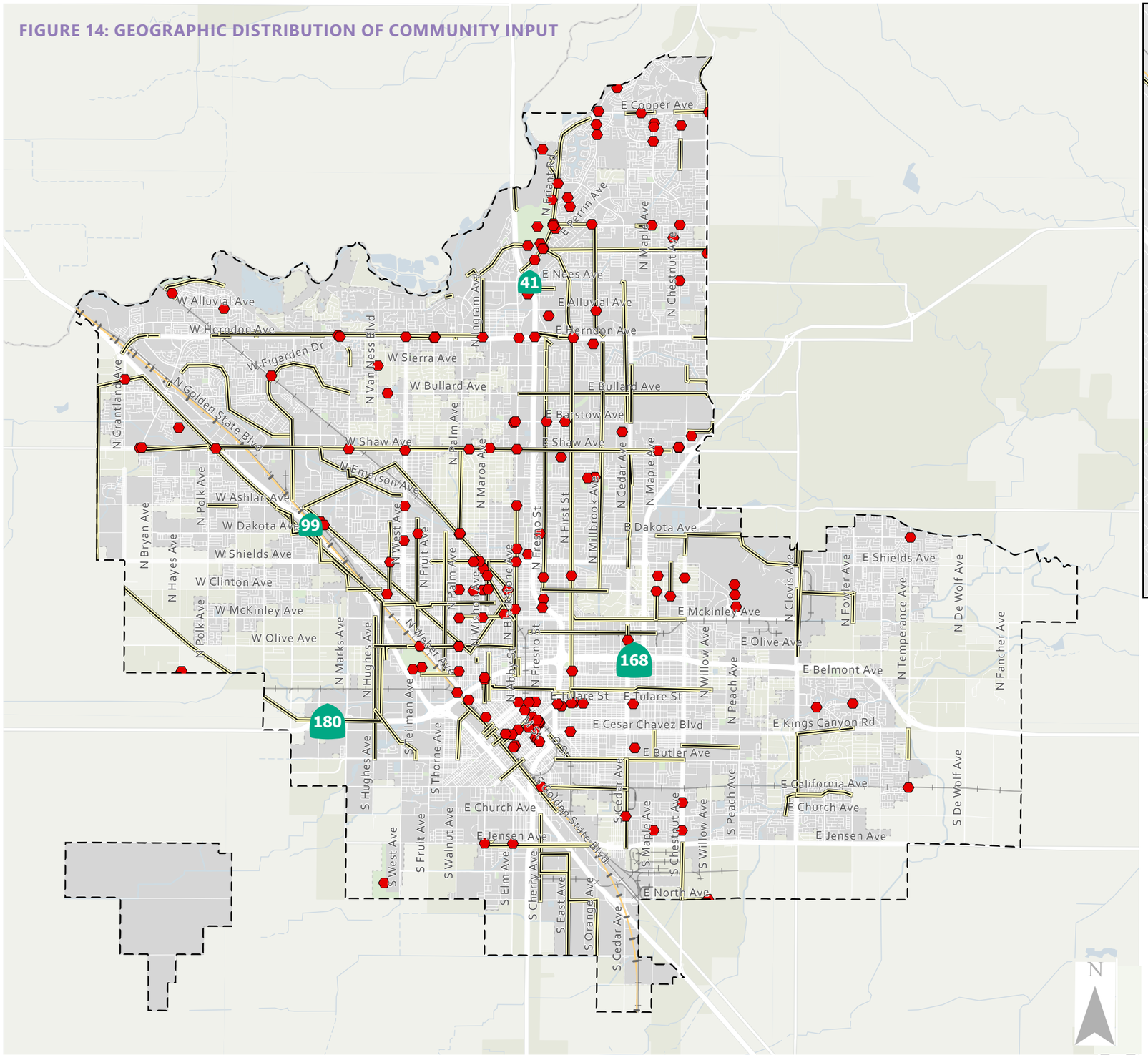


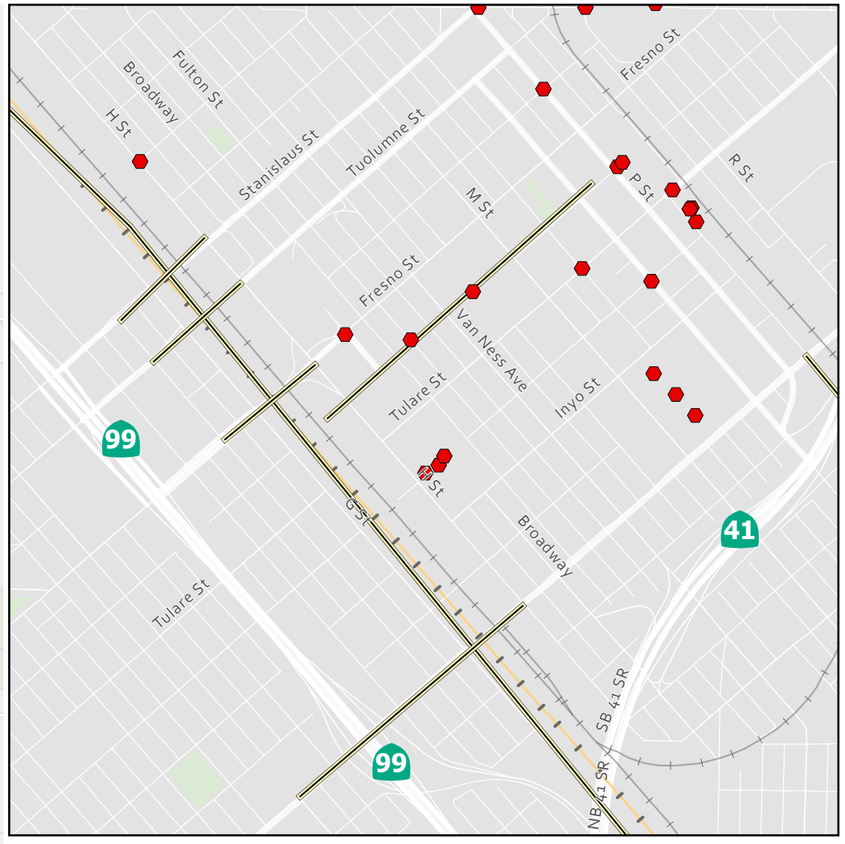
Central Fresno comments focused on east-west connectivity challenges, particularly around major barriers like highways and railroad crossings. The Tower District and surrounding neighborhoods generated numerous comments about traffic calming needs.

Southeast Fresno residents highlighted significant infrastructure gaps, including missing sidewalks, limited bicycle facilities, and challenging intersections. Comments in this area frequently addressed access to schools and transit stops.

The complete dataset of mapping tool responses, including detailed location information and community comments, is provided in **Appendix C**. This spatial analysis directly informed the development of project priorities and phasing recommendations detailed in Chapter 7 and 8 of this plan.

FIGURE 14: GEOGRAPHIC DISTRICTION OF COMMUNITY INPUT





DOWNTOWN VIEW

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

6.F QUESTIONNAIRE 3: CORRIDOR PRIORITIZATION SURVEY RESULTS

Following the initial ATP questionnaire and interactive mapping exercise, the City conducted a third focused survey to gather specific input on corridor priorities and implementation preferences. This additional questionnaire helped refine the community's preferences for bicycle infrastructure improvements across Fresno.

The first question asked participants to rank their preferences among six proposed north-south corridors for new or improved bicycle facilities. Among the 18 respondents who completed this section, Palm Avenue's proposed separated bikeway emerged as the clear priority, consistently receiving high rankings from the community. West Avenue's Class II buffer bike lane also garnered significant support, followed by Fruit Avenue.

The second question focused on implementation priorities, asking participants to select their top three corridors for advancement to 30% design development - the initial phase where preliminary project concepts, route layouts, and technical feasibility studies are developed. From the expanded list of nine options, participants showed strongest support for the Downtown Loop. Palm Avenue and First Street also received notable support for near-term development.

The results revealed clear preferences for specific corridors and facility types, particularly favoring protected and buffered facilities on major north-south routes. These findings, considered alongside the broader community input gathered through earlier engagement efforts, will help inform the selection and sequencing of active transportation improvements. Complete survey results and detailed response analysis are provided in **Appendix C**.

PUBLIC WORKSHOPS

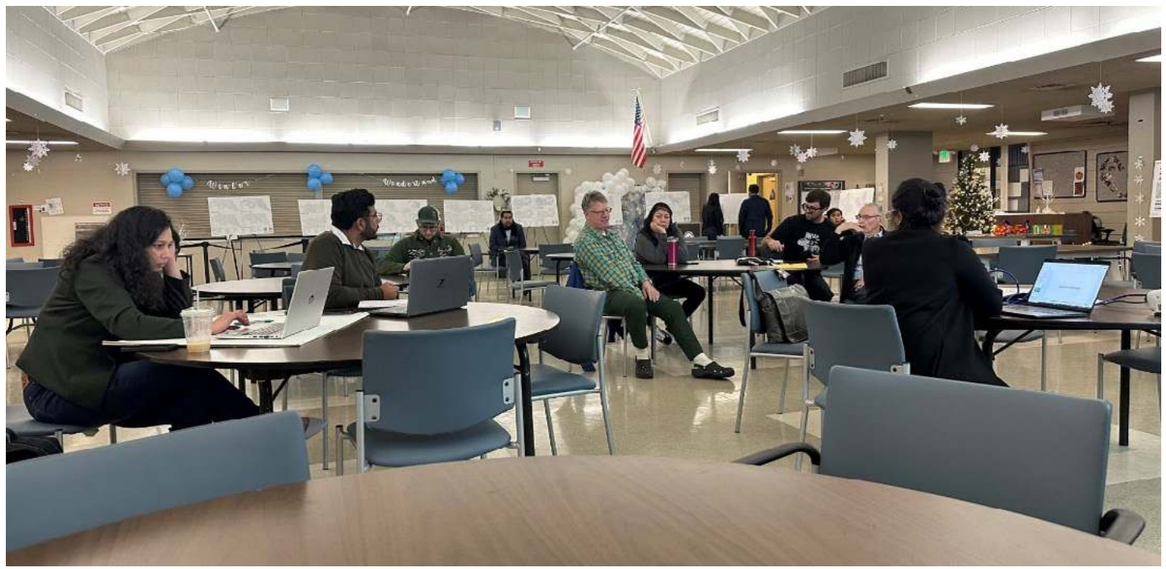
The ATP process included a comprehensive community engagement strategy through in-person workshops to reach Fresno's diverse population. This approach ensured broad participation across the community while gathering detailed input to inform the ATP's development.

The first workshop series, conducted in October 2024, introduced the ATP process and gathered initial community input through two sessions. The in-person workshop was held on October 17 at the Ted C. Wills Community Center, followed by a virtual session on October 22 via Zoom meeting. Both sessions featured comprehensive presentations covering the vision and goals of the ATP, project process and timeline, and the "6 E's" approach to active transportation planning. Participants received detailed information about preliminary collision analysis findings from 2018-2023 and were introduced to the project's digital engagement tools.

Feedback from these initial workshops highlighted several community priorities. Participants emphasized the need for enhanced connectivity between Downtown, Chinatown, and the Tower District, along with improved safety measures along Highway 99 and High-Speed Rail corridors. The community also expressed strong interest in better bicycle infrastructure Downtown, including secure parking facilities, and strategic enhancement of mid-block crossings near transit stops. Discussion frequently returned to opportunities for neighborhood-specific programming such as organized walks and demonstration projects.

Building on this initial input, a second workshop was scheduled for December 10, 2024, at the Ted C. Wills Community Center. This session presented project alternatives for priority corridors and review of existing and proposed bicycle/pedestrian improvements. Workshop materials and presentations were provided in both English and Spanish, with translation services available during sessions. **Figure 15** shows the engagement activities conducted during public workshops for Fresno ATP.

FIGURE 15: ENGAGEMENT ACTIVITIES DURING PUBLIC WORKSHOPS



The ATP workshops were strategically coordinated with concurrent Vision Zero Action Plan efforts to maximize community engagement and ensure alignment between these complementary initiatives. Vision Zero is a data-driven approach to eliminating traffic fatalities and serious injuries through comprehensive safety improvements, emphasizing that all traffic deaths are preventable and unacceptable. This coordination extended to promotional materials and workshop activities, allowing efficient gathering of relevant input for both planning processes while respecting community members time commitments.

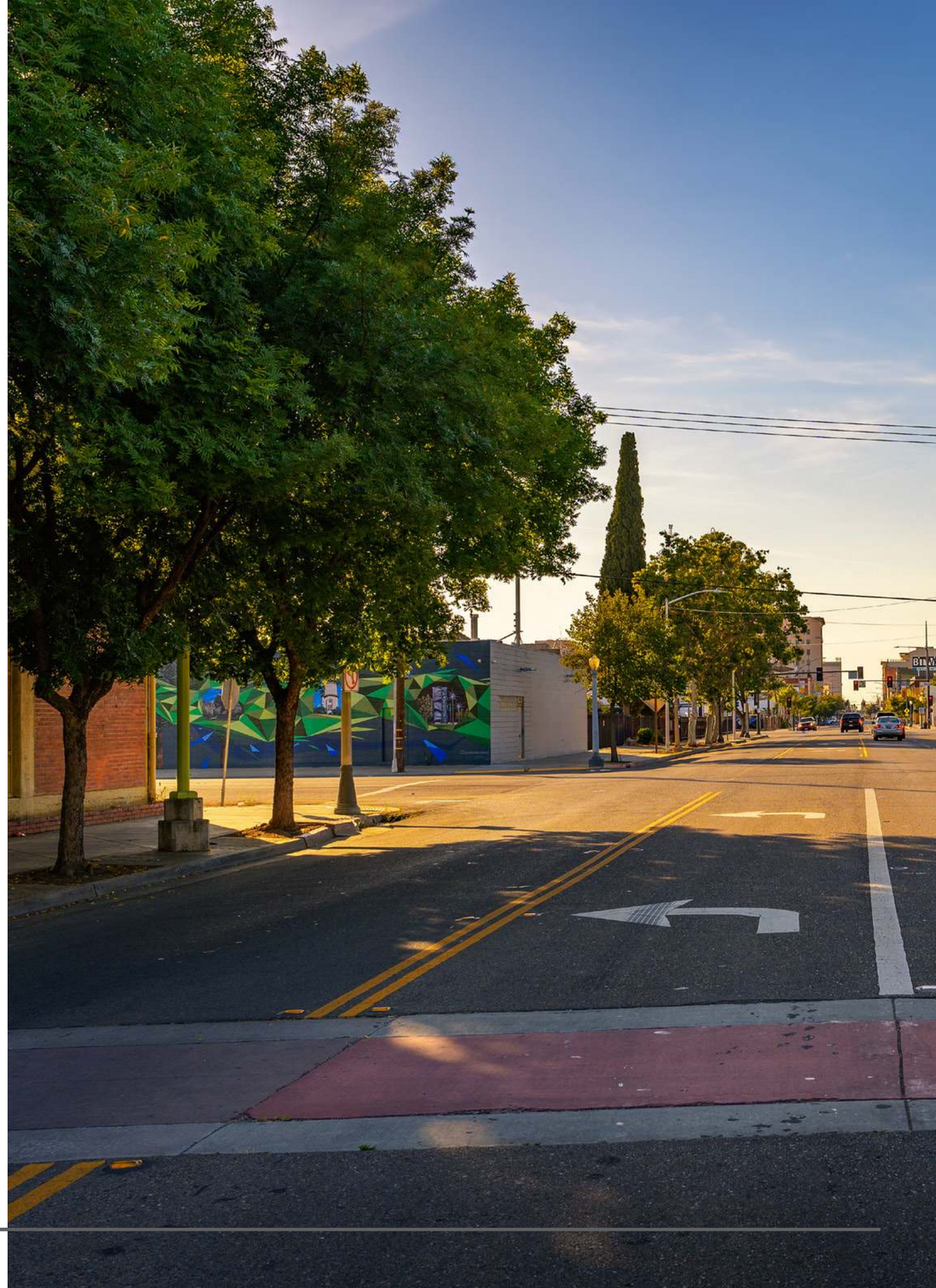
Both workshop series incorporated interactive elements designed to gather specific feedback. Participants engaged with large-format maps displaying collision data and planned networks, participated in corridor prioritization exercises, and joined small group discussions with language support as needed.

Complete documentation of workshop materials, presentations, and feedback summaries is provided in **Appendix C**. This comprehensive engagement approach ensures that the ATP reflects the needs and priorities of Fresno's entire community, with particular attention to traditionally underserved populations and non-English speakers.

ONGOING ENGAGEMENT

The engagement process established valuable relationships with community steering committees that will continue through the ATP implementation. Regular updates and opportunities for input will ensure that active transportation improvements remain responsive to community needs and preferences.

This collaborative approach to the ATP development has created a strong foundation for implementing Fresno's active transportation vision, with clear community support for proposed improvements and programs.



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CITY OF FRESNO
Active Transportation Plan 2025

7 BICYCLE FACILITIES AND NETWORKS

7.A Bicycle Treatments

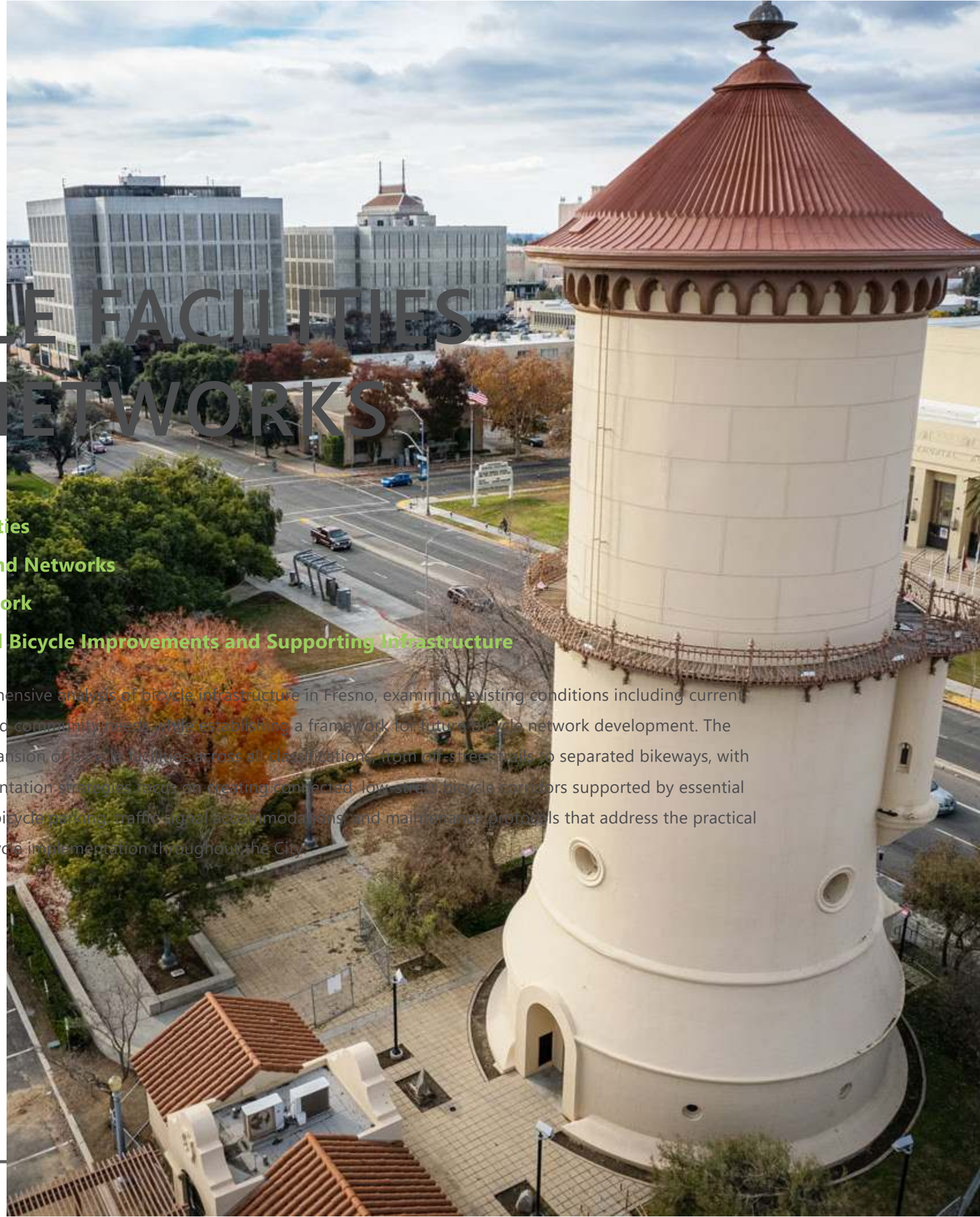
7.B Bicycle Support Facilities

7.C Existing Conditions and Networks

7.D Planned Bicycle Network

7.E Community-Identified Bicycle Improvements and Supporting Infrastructure

This chapter provides a comprehensive analysis of bicycle infrastructure in Fresno, examining existing conditions including current facility types, safety patterns, and community needs while establishing a framework for future bicycle network development. The chapter details the planned expansion of bicycle facilities across all classifications, from on-street treatments to separated bikeways, with strategic prioritization. Implementation strategies focus on creating connected, low-stress bicycle corridors supported by essential infrastructure including secure bicycle parking, traffic signal accommodations, and maintenance protocols that address the practical barriers preventing broader bicycle implementation throughout the City.



7.A BICYCLE TREATMENTS

BIKEWAY TYPES

The bicycle infrastructure in Fresno follows the classification established in the Streets and Highways Code Section 890.4 which identifies four primary classes of bikeways to accommodate different user's preferences and roadway conditions.

Class I Bikeways (Bike Paths) are off-street facilities that provide exclusive use for non-motorized travel, including bicyclists and pedestrians. These shared-use paths have minimal interaction with motor vehicles and are typically located along landscaped corridors. **Figure 16** shows the Fancher Creek Trail at the intersection of Tulare Avenue and Folwer Avenue, demonstrating how Class I facilities can serve both recreational and transportation functions. Design considerations include separation from traffic, scenic attributes, shade provision, connections to other facilities, well-designed street crossings, ADA-compliant access points, adequate width and sight distance, wayfinding signage, and maintenance accessibility.

FIGURE 16: FANCHER CREEK TRAIL

Class II Bikeways (Bike Lanes) are on-street facilities marked by striping, stencils, and signage to designate preferential or exclusive use by bicyclists. Located adjacent to motor vehicle traffic, these lanes alert drivers to bicycle movements while providing dedicated space for cycling. **Figure 17** illustrates a bike lane on Copper Avenue and Maple Avenue. Current City standards require bike lanes on all new collectors and arterials. These facilities work best on streets with more than 3,000 vehicles per day and posted speeds above 25 mph, though narrow roadways in older neighborhoods can present design challenges.

FIGURE 17: CLASS II - BIKE LANE

Class II Bikeways (Buffered Bike Lanes) represent an enhanced version of traditional Class II bike lanes that provide additional separation between bicyclists and motor vehicle traffic without requiring the full right-of-way width needed for Class IV facilities. These facilities feature painted buffer zones of 3-5 feet marked with crossed diagonal stripes that create visual and spatial separation from traffic lanes. As shown in **Figure 18**, buffered bike lanes are particularly valuable on corridors where insufficient space exists for physical separation but where traffic speeds and volumes warrant greater protection than standard bike lanes provide. The buffer zone also accommodates cyclist passing and provides additional maneuvering space around obstacles, making these facilities more comfortable for a broader range of users than conventional Class II lanes.

FIGURE 18: CLASS II BUFFERED BIKE LANE

Class III Bikeways (Bike Routes) use pavement markings or signage to designate shared roadway space for bicycles and vehicles. These routes connect bicycle facilities along corridors without sufficient space for dedicated lanes, typically on low-speed, low-volume streets. Shared-lane markings, commonly called "sharrows," alert drivers to bicycle presence and work best on streets with fewer than 3,000 vehicles per day. Bicycle Boulevards, as shown in **Figure 19**, represent a specialized subset of Class III routes that prioritize bicycle travel through signage, pavement markings, and traffic calming measures on low-volume streets.

FIGURE 19: CLASS III - BIKE ROUTES

Class IV Bikeways (Separated Bikeways) provide physically separated bicycle facilities within street right-of-way, designed for exclusive bicycle use. These facilities, commonly known as cycle tracks **(Figure 20)**, include vertical separation elements such as curbs, flexible posts, parked cars, landscaping, or fixed barriers. They can accommodate one-way or two-way bicycle travel and require wider right-of-way than other facility types.

FIGURE 20: CLASS IV - SEPARATED BIKEWAYS

7.B BICYCLE SUPPORT FACILITIES

GREEN COLORED PAVEMENT

Green colored pavement markings enhance visibility at conflict points between bicyclists and motorists, following Federal Highway Administration interim approval adopted by California in 2011. The City implements these markings strategically in high-volume intersections and busy driveway locations where traditional pavement markings may be insufficient. **Figure 21** shows green colored pavement implementation on First Street, demonstrating enhanced visibility in conflict zones.

In Fresno, bike lane lines use thermoplastic materials while green markings are implemented using a combination of materials. The City's goal is to utilize methyl methacrylate (MMA) paint for green markings due to its durability and performance; however, some locations currently use regular paint. The City follows best practices by focusing green markings where they directly impact safety, using them sparingly to maximize effectiveness, and applying skipped green patterns in weaving areas according to federal guidelines.

FIGURE 21: GREEN COLORED PAVEMENT ON FIRST STREET

BUFFERS AND PHYSICAL SEPARATION

Buffers and bollards increase separation between bicyclists and motorists on streets with higher speeds and traffic volumes. Painted buffers adjacent to bicycle lanes provide additional space for cyclists passing while improving perceived safety. Buffers less than three feet wide use two striped lines, while wider buffers feature chevron cross-hatching. Three-foot buffer width represents the standard for preventing door zone conflicts adjacent to parking lanes.

Flexible bollards serve as physical barriers supplementing buffer spaces, commonly used in Class IV separated bikeways. **Figure 22** illustrates separated bikeways with bollards and linear separators, showing how these treatments create substantial protection while maintaining maintenance and emergency access flexibility.

FIGURE 22: BOLLARD SEPARATED BIKEWAY

INTERSECTION TREATMENTS FOR BICYCLISTS

Intersections are major conflict points for bicyclists and motorists. The following treatments improve the safety and ease of travel for bicyclists at intersections.

THROUGH BIKE LANES

Traveling at intersections can be particularly challenging if the bike lane ends at an approach with vehicular turn lanes. Continuing the bicycle lane into the intersection approach provides bicyclists with

the opportunity to avoid conflicts with turning vehicles. Through-bike lanes, also known as "bicycle pockets," reduce conflicts by allowing bicyclists to follow the preferred travel path, ideally a straight connection from the preceding bike lane **(Figure 23)**. Through-bike lanes should be placed to the left of the right-turn-only lane. Dotted lines are used to signify the merge area that motorists traverse to get to the right-turn lane.

FIGURE 23: THROUGH-BIKE LANE ON BARSTOW AVENUE

BICYCLE BOXES

A bicycle box is dedicated space at a signalized intersection for bicyclists to wait safely and visibly. Because bicyclists are waiting in front of vehicle traffic, they have priority crossing major streets **(Figure 24)**. Bicycle boxes also benefit pedestrians as they minimize vehicle encroachment into crosswalks. They can provide space for the entire approach, allowing bicyclists safe waiting zones for left turns, or can be placed just in front of the right-turn lane. Colored pavement, typically green, should be included in the bike box to encourage compliance by motorists.

TRAFFIC SIGNAL DETECTION SYSTEMS FOR BICYCLES

Traffic signal detection systems accommodate bicycle activation at intersections through video detection and upgraded loop systems. Extended clearance intervals and protected signal phases provide additional safety where warranted by bicycle volumes and documented concerns.

BICYCLE PARKING

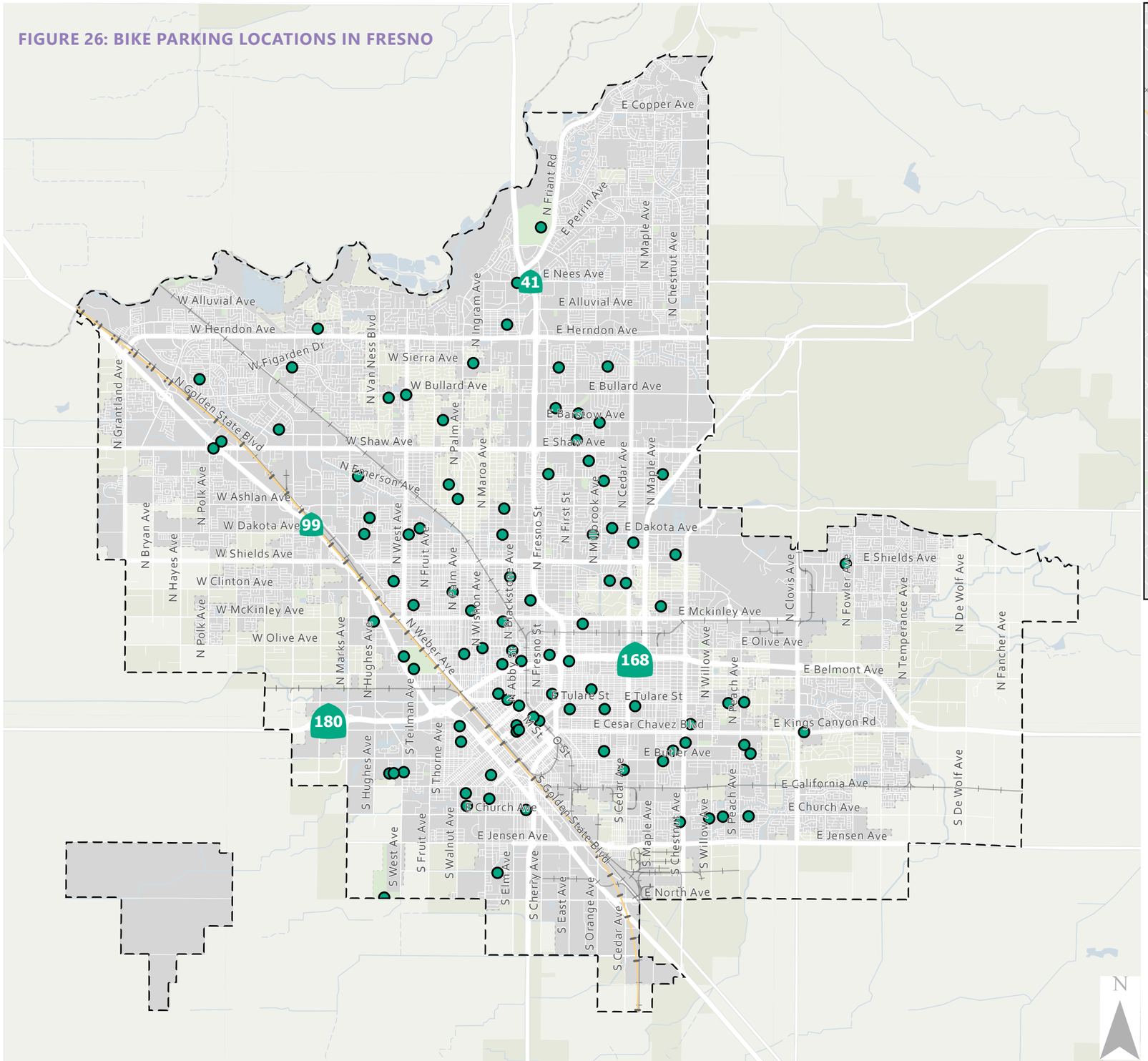
Bicycle parking supports trip completion and encourages ridership through both short-term and long-term accommodations. Short-term parking serves visitors making brief stops, typically using bicycle racks positioned in well-lit areas near building entrances. **Figure 25** shows a U-shaped bicycle rack allowing secure attachment of both wheel and frame components.

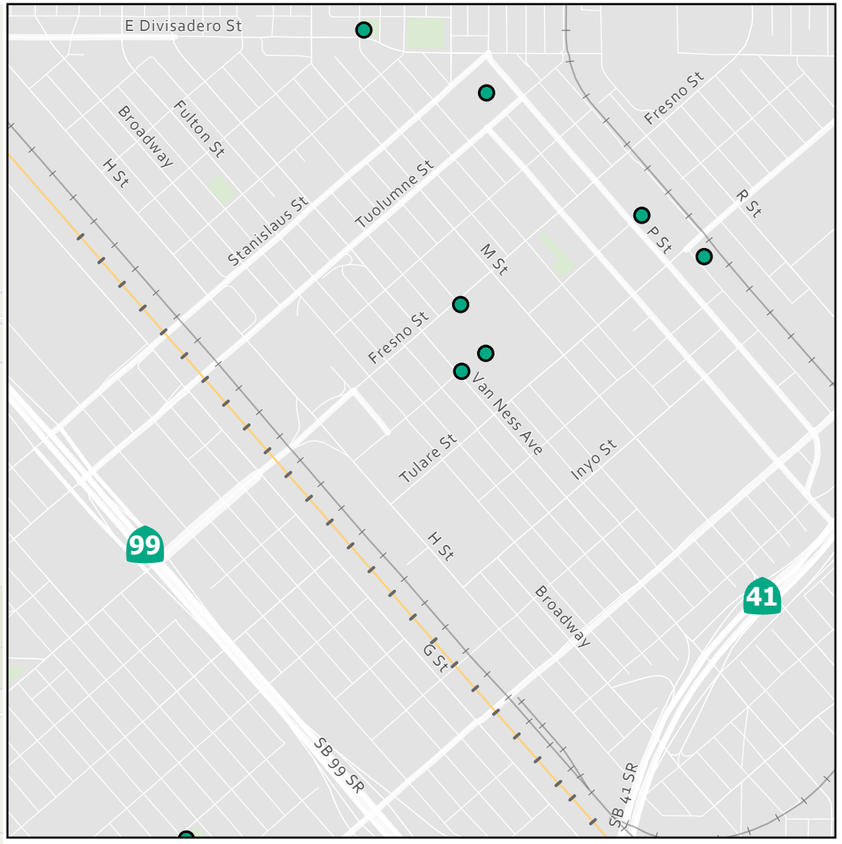
FIGURE 25: U-SHAPED BICYCLE RACK

Long-term parking accommodates employees, students, and residents requiring extended secure storage. Options include bike lockers, cages, and indoor rooms with additional amenities.

Figure 26 displays the distribution of existing public bicycle parking locations throughout the City, indicating concentrations at major destinations and identifying areas where additional facilities may be warranted. Parking facilities include both public right-of-way installations and private property locations.

FIGURE 26: BIKE PARKING LOCATIONS IN FRESNO





DOWNTOWN VIEW

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

Note: The City of Fresno does not maintain a list of bike parking locations. Additional bike parking locations may exist within the City that are not shown on this map.

BICYCLE WAYFINDING AND SIGNAGE SYSTEMS

Comprehensive wayfinding systems provide essential navigation assistance for cyclists, particularly along designated trail corridors and when connecting between different facility types. The City has implemented two distinct categories of bicycle signage that serve different navigational purposes depending on facility type. On designated on-street bicycle facilities, the City uses standard Bike Lane and Bike Route signs that identify the facility type and confirm riders are on a designated route.

Trail wayfinding signage, developed through the City's 2023 Fresno Wayfinding Plan, provides more detailed navigation support along the City's trail network. Trail wayfinding elements include destination signs that identify distances and estimated travel times to major activity centers such as Downtown, transit centers, and recreational facilities. Confirmation signs reassure cyclists that they are following designated trail routes, while decision signs at trail junctions and street crossings indicate where the trail changes direction or connects to other facilities. Mile markers along trails also help users report their location in emergencies and assist first responders.

ADDITIONAL SUPPORT INFRASTRUCTURE

Shower and changing facilities at employment centers enhance bicycle commuting attractiveness, particularly during hot summer months. The Fresno Municipal Code includes shower requirements for new non-residential construction, supporting bicycle transportation infrastructure.

Bike share systems provide temporary bicycle rental for short-distance trips and last-mile connectivity. Bike share can allow people to reach transit options with minimal user planning involved. Bike share could be implemented in Fresno to complement the planned Downtown high-speed rail station and the bus rapid transit system is on Blackstone and Cesar Chavez. By providing a network of bike share stations that includes these rail and transit stops, travelers will have a mode option complementing walking, taxis, and transportation networking companies such as Uber and Lyft.

7.C EXISTING CONDITIONS AND NETWORKS

BICYCLE LEVEL OF TRAFFIC STRESS

The Level of Traffic Stress framework evaluates how comfortable different roadway conditions are for bicycle travel, using a four-point scale that corresponds to different cyclist populations and their willingness to share roadway space with motor vehicles.

Level of Traffic Stress 1 (LTS 1) represents conditions suitable for all riders, including children. These facilities typically include separated paths and low-speed, low-volume neighborhood streets where bicycles and vehicles can safely coexist. Most people feel comfortable bicycling under these conditions.

Level of Traffic Stress 2 (LTS 2) provides conditions where most adult riders feel safe. These facilities may include bike lanes on lower-speed arterials with moderate traffic volumes or well-designed shared roadways with traffic calming measures.

Level of Traffic Stress 3 (LTS 3) accommodates riders who are enthusiastic and confident about bicycling. These conditions typically involve bike lanes on higher-speed arterials or shared roadways with moderate to high traffic volumes.

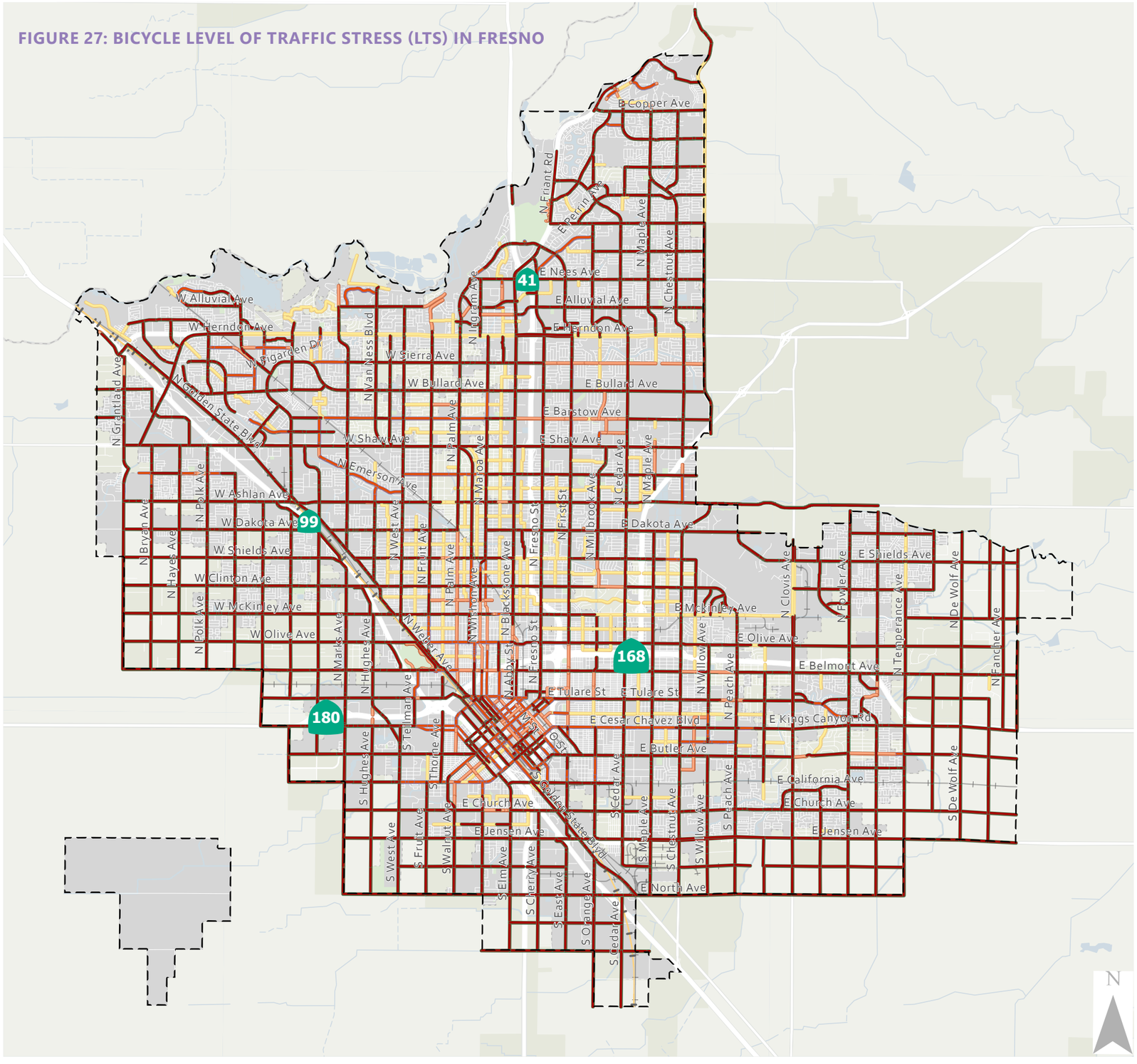
Level of Traffic Stress 4 (LTS 4) represents conditions comfortable only for strong and fearless cyclists. These include high-speed, high-volume arterials without bicycle facilities or with inadequate bicycle accommodations.

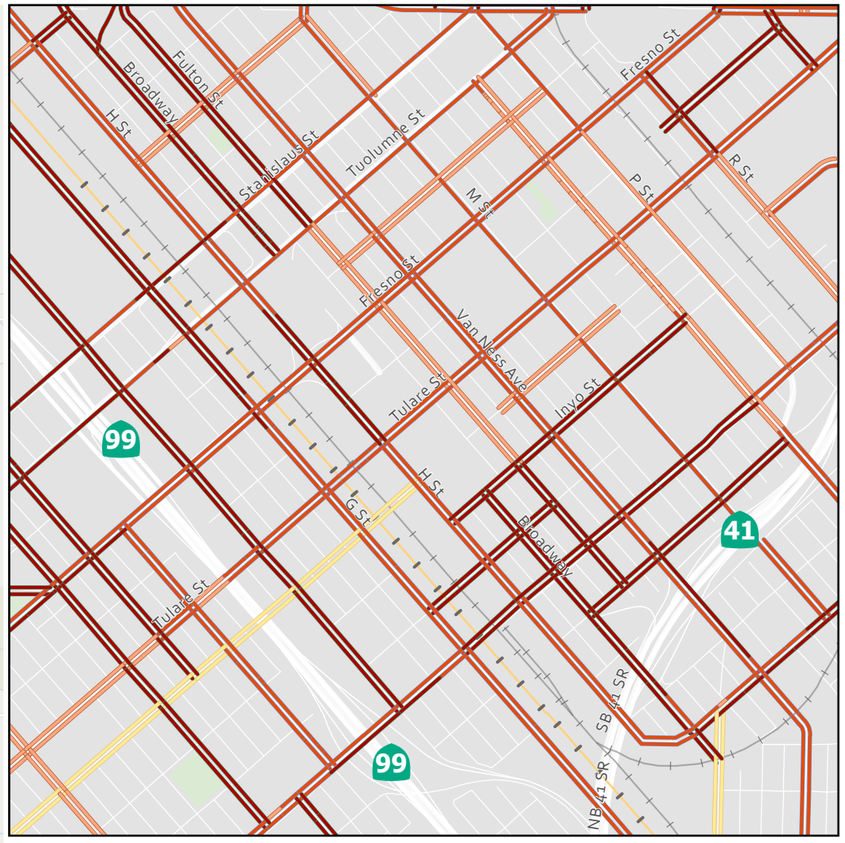
Research indicates that approximately 60 percent of the population falls into the "interested but concerned" category, willing to bicycle if LTS 1 or LTS 2 facilities are available. **Figure 27** presents the bicycle Level of Traffic Stress analysis for Fresno's roadway network, showing that most arterial and collector streets currently operate at LTS 3 or LTS 4 conditions due to high vehicle speeds and traffic volumes. It is important to note that certain high-volume corridors, including sections of Herndon Avenue, Shields Avenue, McKinley Avenue, Clovis Avenue, and Willow Avenue, are shown as LTS 1 in the analysis because they have Class I multi-use trails running parallel to the roadway. The LTS 1 rating reflects the assumption that bicycle riders will utilize these separated trail facilities rather than riding on the adjacent arterial street, thereby experiencing the low-stress conditions provided by the off-street pathway.

IMPROVING LEVEL OF TRAFFIC STRESS

Reducing the LTS on Fresno's roadway network requires a combination of infrastructure improvements and operational changes tailored to local street conditions. On high-volume arterials currently operating at LTS 4, implementing separated bikeways with physical separation from traffic can lower stress levels to LTS 2 or even LTS 1, making these critical corridors accessible to a much broader range of riders. For streets at LTS 3, adding conventional bike lanes combined with traffic calming measures such as reduced speed limits can create LTS 2 conditions suitable for most adults. Lower-volume collector and neighborhood streets can be enhanced through traffic diversion, speed management, and wayfinding to establish comfortable LTS 1 routes that connect residential areas to schools, parks, and commercial districts.

FIGURE 27: BICYCLE LEVEL OF TRAFFIC STRESS (LTS) IN FRESNO





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

The City's planned bicycle network prioritizes these improvements strategically, focusing on creating a connected system of low-stress routes that link key destinations and fill critical gaps in the existing infrastructure. In doing so, increased comfortableness will lead to increase in physical activity and improved overall health of the community.

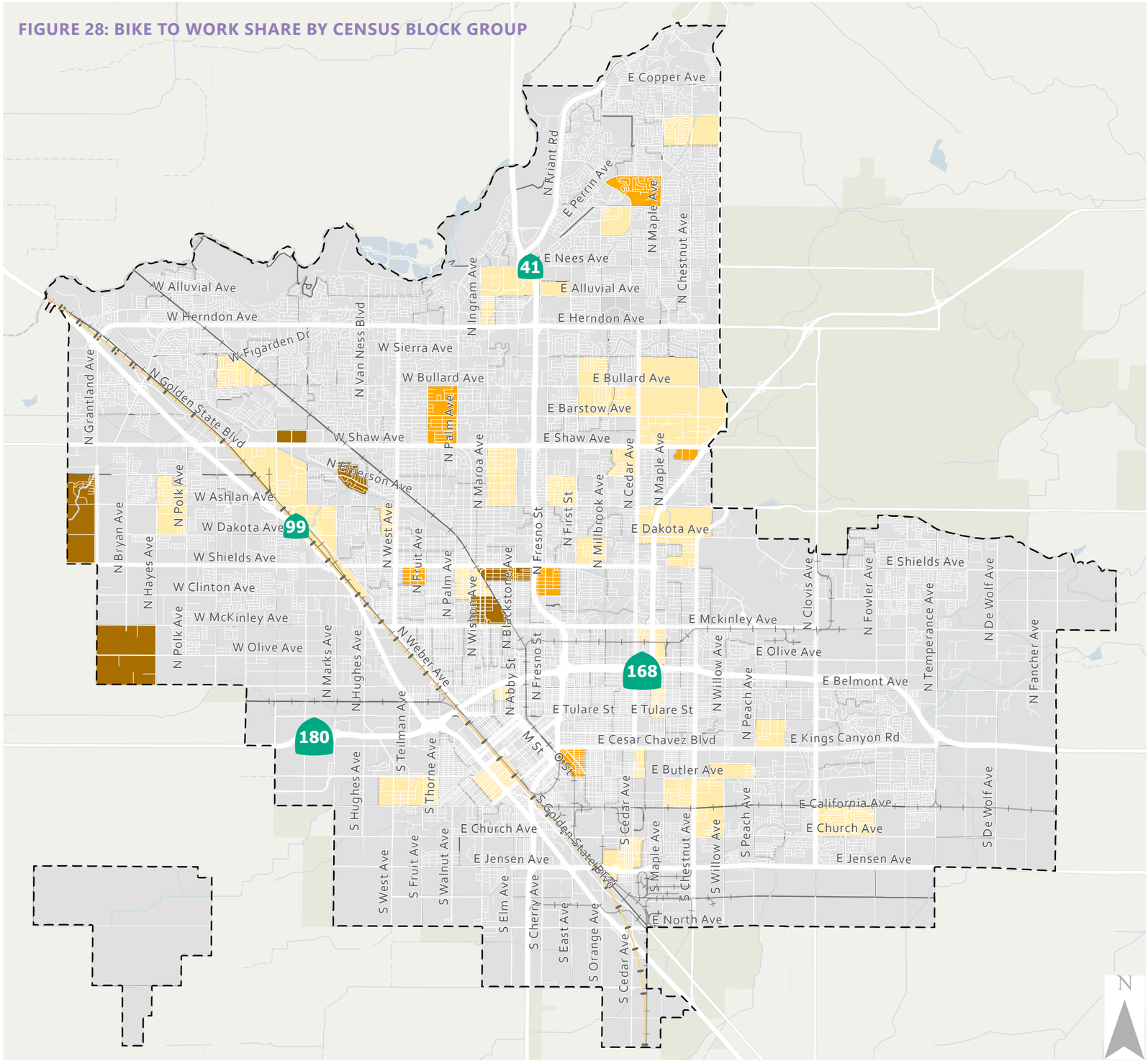
BICYCLE TRIP PATTERNS AND MODE SHARE

Analysis of commuting patterns provides insight into current bicycle use in Fresno, though it represents only a portion of total bicycle activity. The 2022 American Community Survey indicates that approximately 1,040 workers, representing 0.5 percent of all commuters aged 16 years and older, regularly bike to work. This figure represents a decrease from the 1.1 percent reported in the previous ATP planning period (2014 American Community Survey) and remains below the statewide average of 0.74 percent.

However, commute data provides an incomplete picture of bicycle activity within the city. Many residents use bicycles for recreational purposes, shopping trips, accessing educational facilities, and other non-commute travel that is not captured in these statistics. Additionally, individuals who combine bicycling with transit use may not be fully represented in mode choice data.

Figure 28 illustrates the geographic distribution of bicycle commuting patterns by census block group (U.S. Census Bureau, American Community Survey 2022 5-Year Estimates), revealing concentrations of bicycle commuters in certain areas of the City and providing insight into where bicycle infrastructure improvements may have the greatest impact on transportation choices.

FIGURE 28: BIKE TO WORK SHARE BY CENSUS BLOCK GROUP



DOWNTOWN VIEW

Percent Bicycle by Block Group
- Less than 1%
- 1% - 5%
- 5% - 10%
- Greater than 10%

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

Source: U.S. Census Bureau, American Community Survey 2022, 5-Year Estimates

BICYCLE COLLISION ANALYSIS

Between January 1, 2018 to December 31, 2023, there were 466 bicycle-related collisions in Fresno, representing approximately seven percent of all injury collisions. For context, all injury collisions includes all collision types involving injuries regardless of mode, including vehicle-to-vehicle, vehicle-to-pedestrian, vehicle-to-bicycle, bicycle-to-pedestrian, and single-vehicle collisions. Collisions in which at least one person is killed or seriously injured are referred to as KSI collisions. Of these bicycle collisions, 94 were KSI collisions which represents 10 percent of Citywide all mode KSI collisions.

Analysis of bicycle collisions reveals several key patterns. The primary collision factor violation category and collision types include:

- **Wrong side of road** violations were the leading cause, contributing to 14 percent of KSI bicycle collisions and 24 percent of injury bicycle collisions.
- **Automobile right of way** violations were a contributing factor in 11 percent of KSI bicycle collisions and 14 percent of all injury bicycle collisions.
- **Broadside** collision has highest share in both KSI and injury bicycle collisions, 33 percent and 45 percent respectively.

Location and timing patterns show that:

- Approximately 82 percent of KSI bicycle collisions and 86 percent of injury bicycle collisions occurred at intersections.
- Bicyclist at fault collisions accounts for 54 percent of KSI bicycle collisions and 60 percent of all injury bicycle collisions.
- More than half (53 percent) of KSI bicycle collisions and 35 percent of all injury bicycle collisions occurred during dark lighting or dusk/dawn conditions.
- Peak hours for KSI bicycle collisions showed during commuting hours from 5 p.m. to 6 p.m. in the evening.

Table 5 and Figures 29 through 35 illustrate important data and graphs showing bicycle collision trends in Fresno from 2018-2023. **Figure 36** shows the spatial distribution of bicycle KSI collisions across Fresno, highlighting areas with higher collision densities that may require targeted safety improvements. Areas with notably high bicycle collision concentrations include:

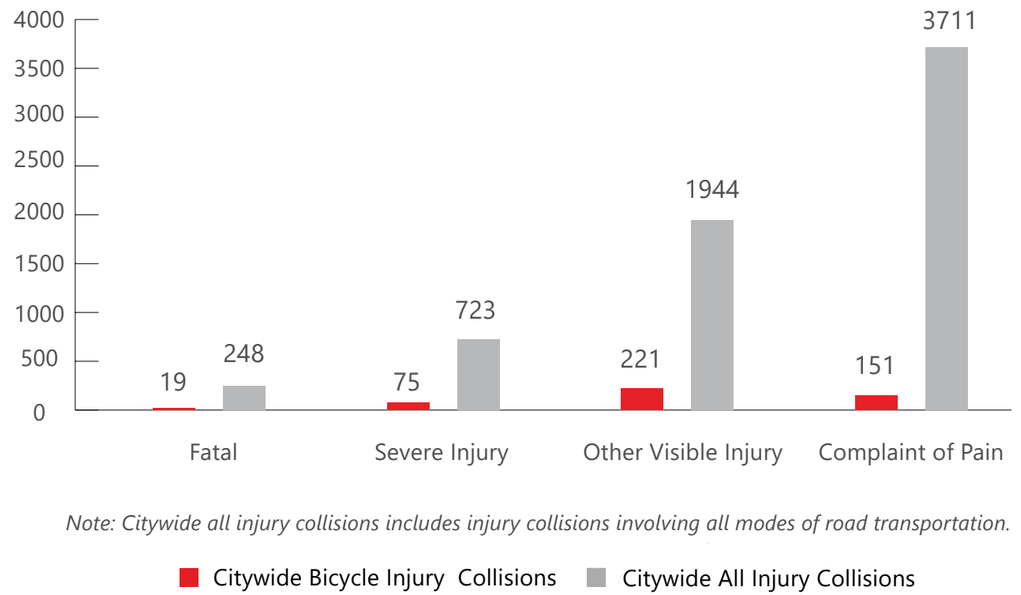
- Downtown Fresno
- Olive Avenue from Hughes Avenue to Weber Avenue
- Cesar Chavez Boulevard from Cedar Avenue to Chestnut Avenue
- Blackstone Avenue from Ashlan Avenue to Shields Avenue
- Fig Garden Loop in northwest Fresno

This collision analysis informs the development of safety countermeasures and helps prioritize locations for bicycle infrastructure improvements in the proposed networks section of this ATP.

TABLE 5: BICYCLE COLLISIONS BY SEVERITY AND YEAR

Year	Fatal	Severe Injury	Other Visible Injury	Complaint of Pain	KSI Collisions	Total Collisions
2018	3	13	37	44	16	97
2019	1	11	29	24	12	65
2020	6	7	25	15	13	53
2021	2	10	23	27	12	62
2022	5	13	46	23	18	87
2023	2	21	61	18	23	102
Grand Total	**19**	**75**	**221**	**151**	**94**	**466**

FIGURE 29: CITYWIDE BICYCLE INJURY COLLISION VS CITYWIDE ALL INJURY COLLISIONS (2018-2023)



Note: Citywide all injury collisions includes injury collisions involving all modes of road transportation.

FIGURE 30: TOP 5 VIOLATION CATEGORIES BASED ON BICYCLE INJURY COLLISIONS

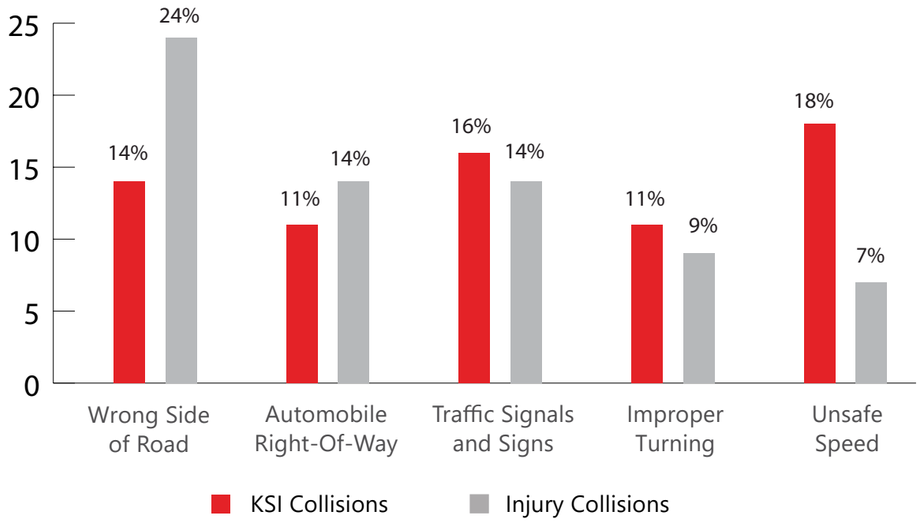


FIGURE 31: TOP 5 COLLISION TYPES BY BICYCLE INJURY COLLISIONS

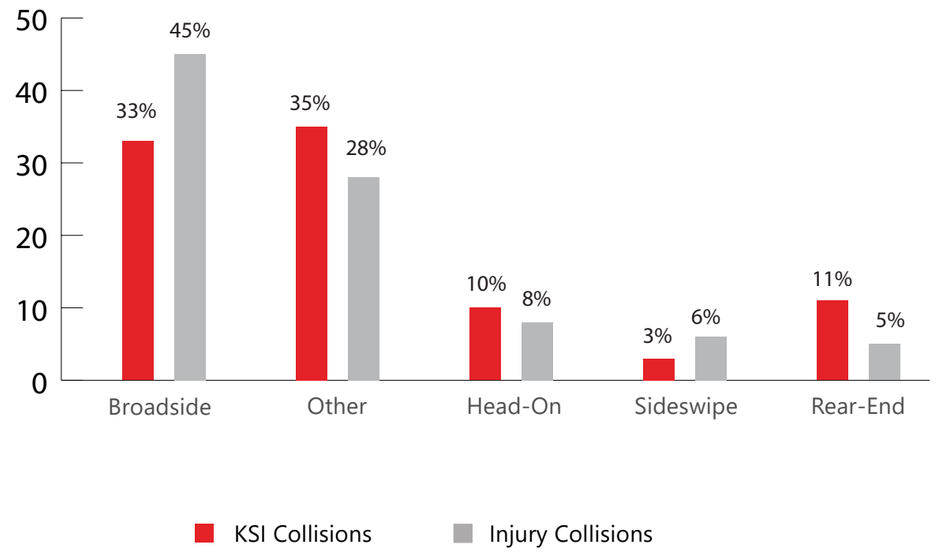


FIGURE 32: BICYCLE COLLISIONS BASED ON LOCATION

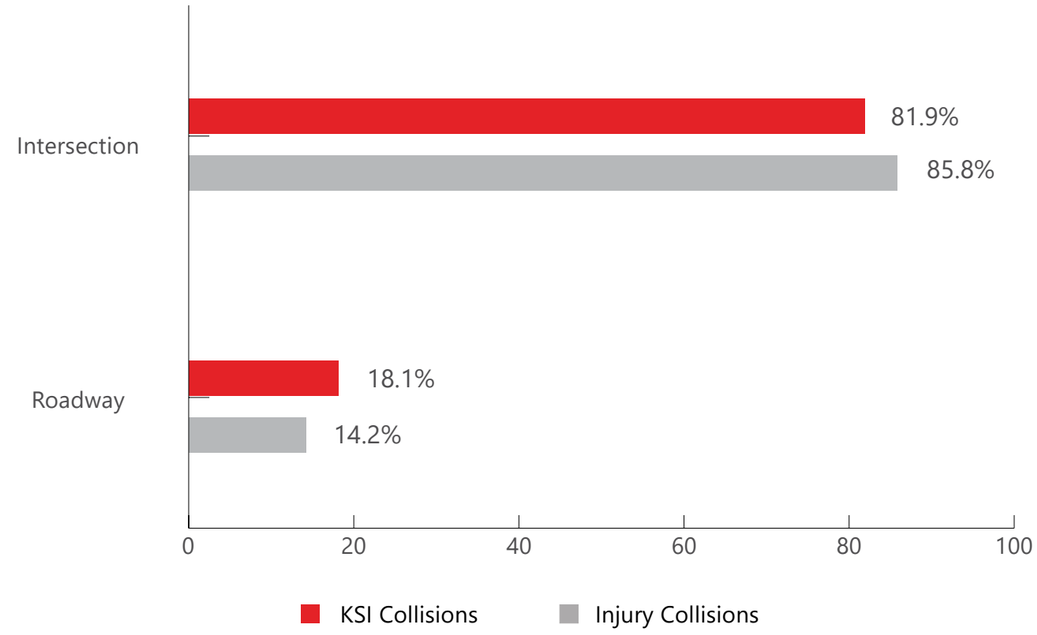


FIGURE 33: BICYCLIST AT FAULT COLLISIONS BY SEVERITY

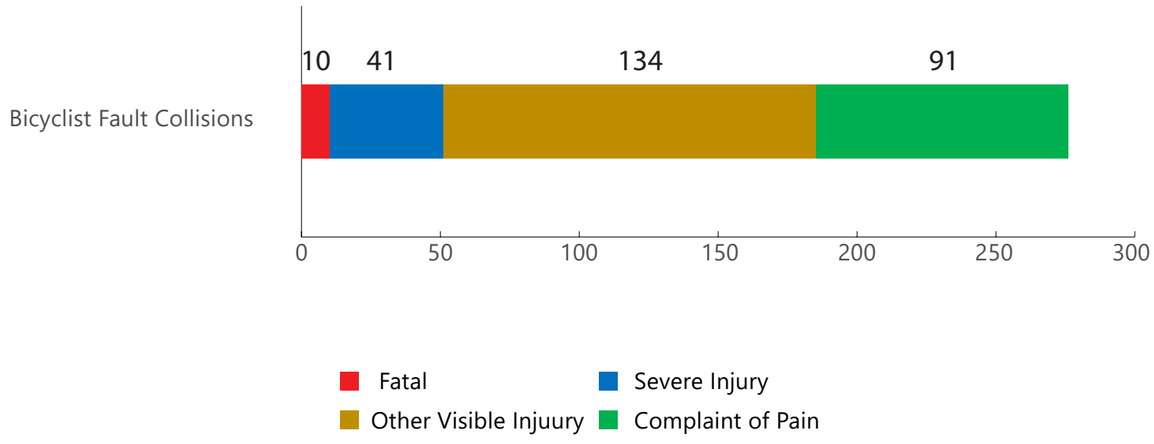


FIGURE 34: BICYCLE COLLISIONS BY LIGHTING CONDITIONS

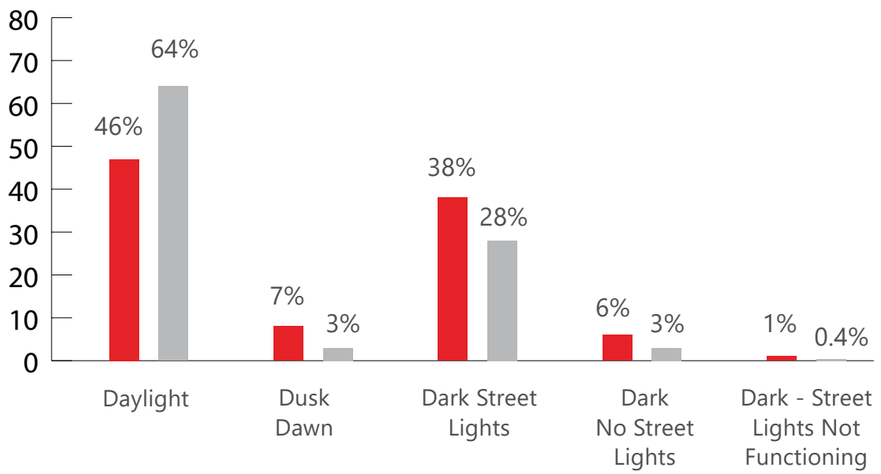


FIGURE 35: BICYCLE COLLISIONS BY TIME OF DAY

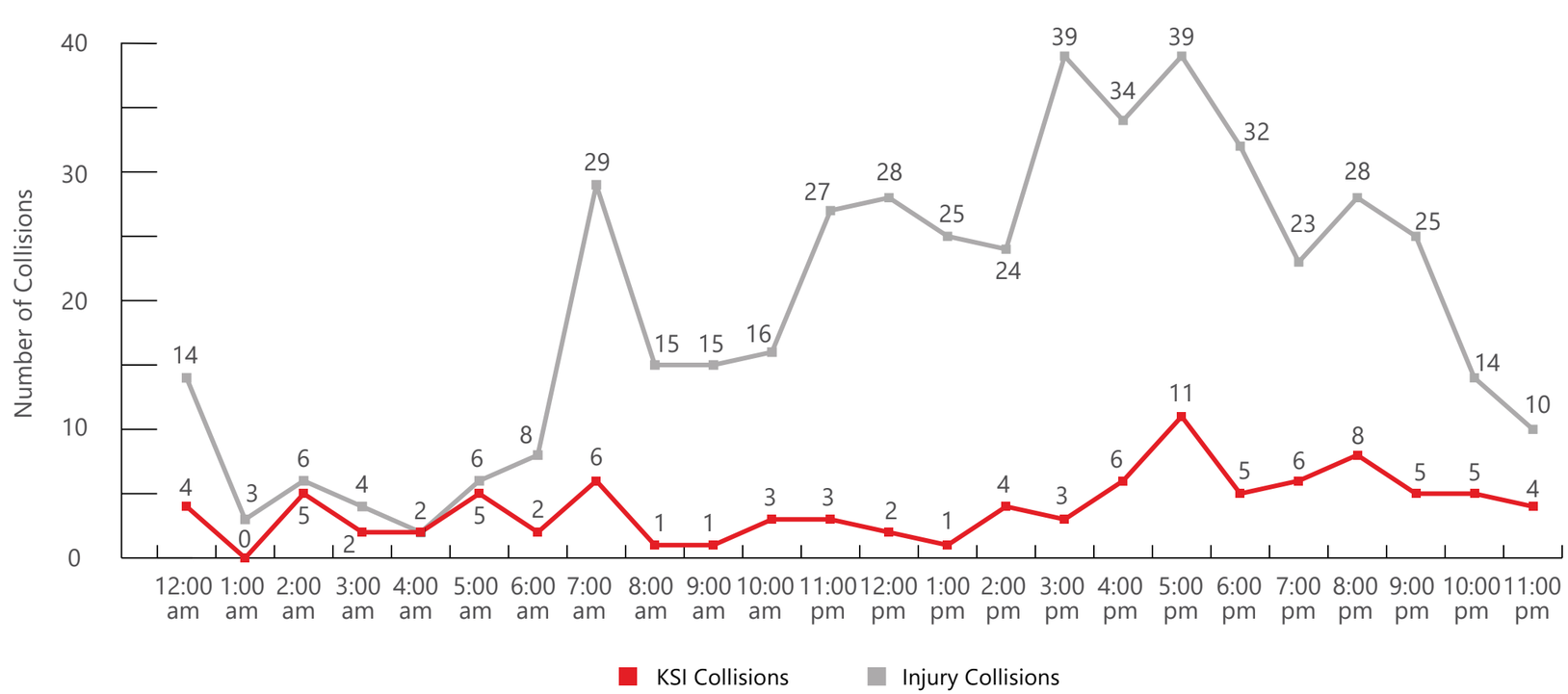
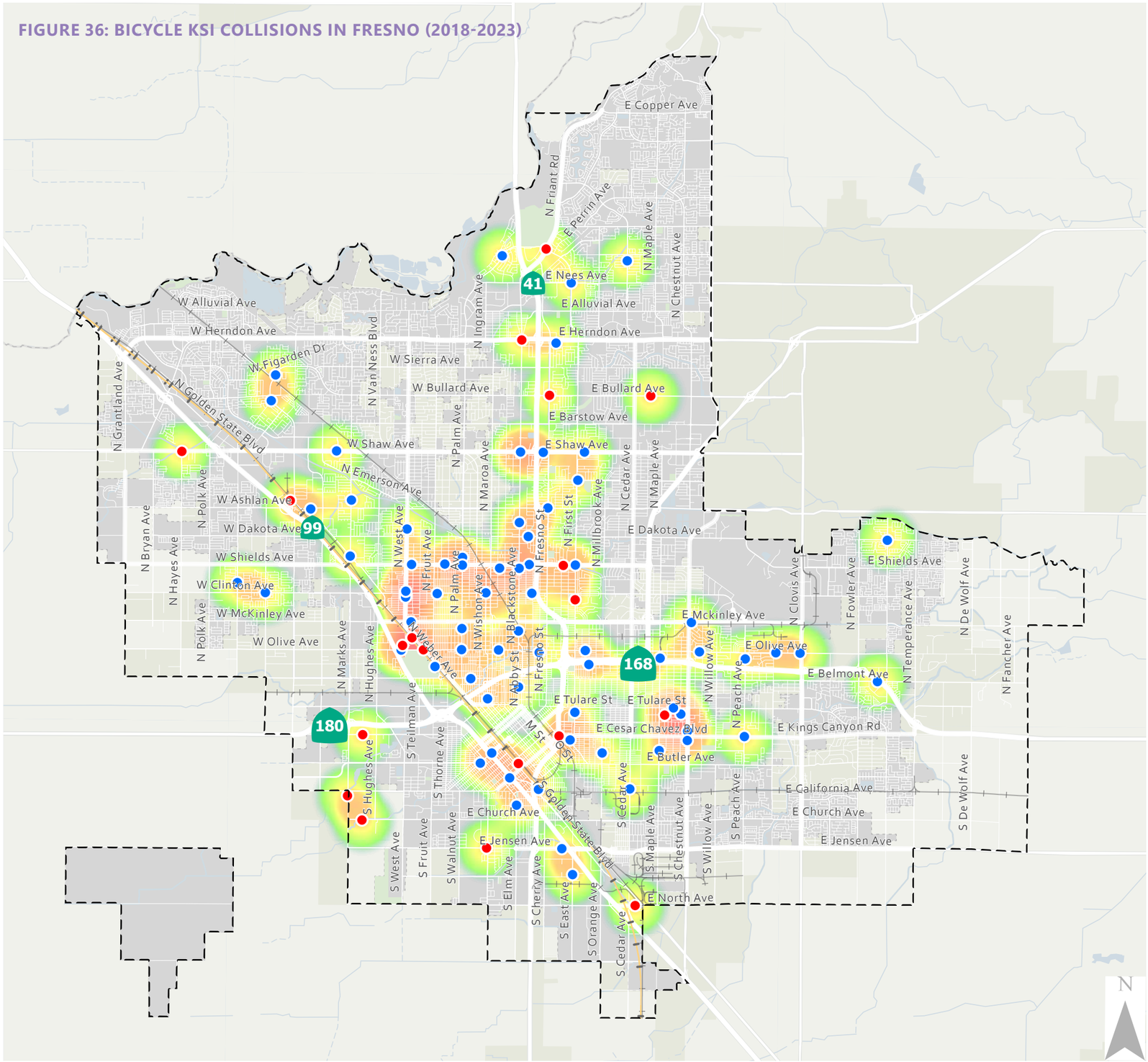
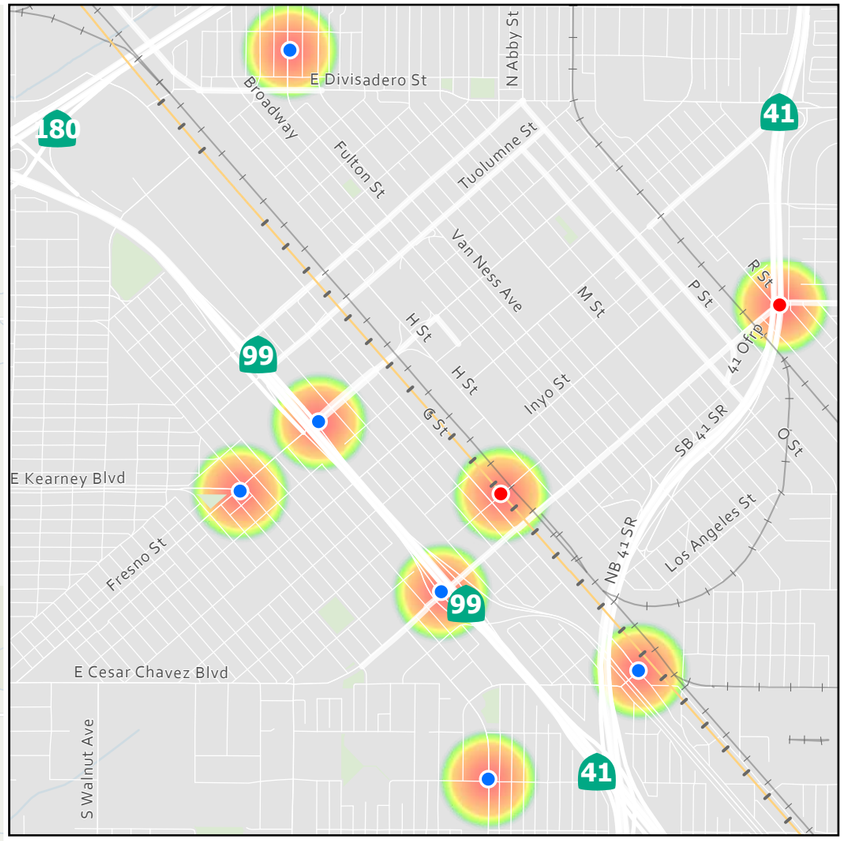


FIGURE 36: BICYCLE KSI COLLISIONS IN FRESNO (2018-2023)





DOWNTOWN VIEW

Bicycle Collisions (2018_2023)
- Fatal
- Severe Injury

Bicycle Collisions Density
- Sparse
- Dense

High Speed Rail Alignment

Rail
Canal
Parks
Water
City Limits
City Sphere of Influence

BICYCLE AND TRANSIT INTEGRATION

The integration of bicycle and transit systems creates opportunities to extend the effective range of both transportation modes. Fresno Area Express (FAX) buses are equipped with front-mounted bicycle racks that accommodate two to three bicycles on a first-come, first-served basis. This service enables cyclists to combine bicycling with transit for longer trips or when weather or topographic conditions make bicycling less practical.

Bicycle parking at transit centers and major bus stops supports park-and-ride functionality for cyclists who may drive to a transit facility but prefer to bicycle from their destination transit stop. The quality and security of these facilities influence their effectiveness in supporting multimodal trips.

Amtrak train service at the Fresno station accommodates bicycles through limited on-board storage, with six spaces available per train on a first-come, first-served basis. This service enables bicycle tourism and longer-distance travel that combines rail and bicycle transportation.

7.D PLANNED BICYCLE NETWORK

The planned bicycle network builds upon existing infrastructure while addressing identified gaps and deficiencies in connectivity, comfort, and safety. The comprehensive network plan envisions substantial expansion of bicycle facilities across all classification types, with particular emphasis on creating low-stress connections between key destinations and underserved areas.

NETWORK DEVELOPMENT PRINCIPLES

The planned bicycle network follows several key principles that guide facility selection and prioritization. Connectivity represents a fundamental requirement, ensuring that bicycle facilities link origins and destinations in logical and direct patterns. The network emphasizes serving key destinations including employment centers, educational facilities, retail areas, transit hubs, and recreational amenities.

Equity considerations ensure that bicycle infrastructure serves all areas of the City, with particular attention to disadvantaged communities that may have limited transportation options. The network design recognizes that high-quality bicycle facilities can provide important mobility benefits for residents who may not have access to private vehicles or who face economic barriers to automobile ownership.

TABLE 6: BUILD-OUT BICYCLE NETWORK FACILITIES

Facility Type	Existing Facilities	Existing Facilities to be Upgraded	Existing Facilities Upgraded To*	Newly Planned Facilities	Newly Planned Facilities + Upgraded Facilities	Network Total
	A	B		C	D	A+D-B
Class I Bikeway Bike Path	58	0		150	150	208
Class II Bike Lanes (each direction)	505	90	2	537	539	954
Class II Buffer Bike Lanes (each direction)	7	3	41	24	65	69
Class III Bike Routes (each direction)	50	3		41	41	88
Class IV Separated Bikeways (each direction)	21	0	53	60	113	134
Total	**641**	**96**	**96**	**812**	**908**	**1453**

Note:
**90 miles of Class II is upgraded to 40 miles of Class II B and 50 miles of Class IV.*
3 miles of Class II B is upgraded to Class IV.
3 miles of Class III is upgraded to 2 miles of Class II and 1 mile of Class II B.

Safety improvements focus on reducing conflicts between bicycles and motor vehicles through appropriate facility design and intersection treatments. The network plan prioritizes corridors with documented safety concerns and implements design standards that accommodate users of varying skill and confidence levels.

BUILD-OUT NETWORK VISION

The comprehensive build-out network represents a substantial expansion of Fresno's bicycle infrastructure, as detailed in **Table 6.**

The plan would add 92 miles of Class I bike paths, 34 miles of Class II bike lanes, 58 miles of Class II buffer bike lanes, and 92 miles of Class IV Bikeways to the existing system. This expansion would increase the current Class I network 2.5 times, expand the existing Class II buffered bike lanes that the City has already begun implementing, and increase Class IV protected bikeways 5 times. This substantial expansion would create a connected network serving the majority of the City and providing multiple route options for most trips. The planned network addresses current gaps in connectivity while establishing a foundation for long-term bicycle transportation growth.

PROGRESS SINCE 2017 ATP

+20 miles of Class I Bikeway Bike Path constructed

+74 miles of Class II Bike Lanes constructed

+7 miles of Class II Buffered Bike Lanes constructed

+28 miles of Class III Bike Routes added

+21 miles of Class IV Separated Bikeways constructed

Figure 37 illustrates the existing and planned bicycle facilities across Fresno showing how new infrastructure would complement and enhance current facilities to create a comprehensive network. The build-out network recognizes that full implementation will require many years and substantial investment, necessitating strategic prioritization of improvements. **Appendix D** includes a map showing differences between planned bicycle facilities mentioned in 2017 ATP and current ATP, illustrating where facility types have been modified, upgraded, or reclassified based on updated planning analysis.

It is important to note that certain bicycle facilities depicted as "existing" in subsequent maps include projects currently in the City's Capital Improvement Program (CIP). As of February 2025, any CIP project with a phase of "construction" or "design and right-of-way" is shown as existing infrastructure on network maps. This approach recognizes the City's committed investments and ensures the planned network builds upon both completed facilities and those with secured funding and implementation timeline.

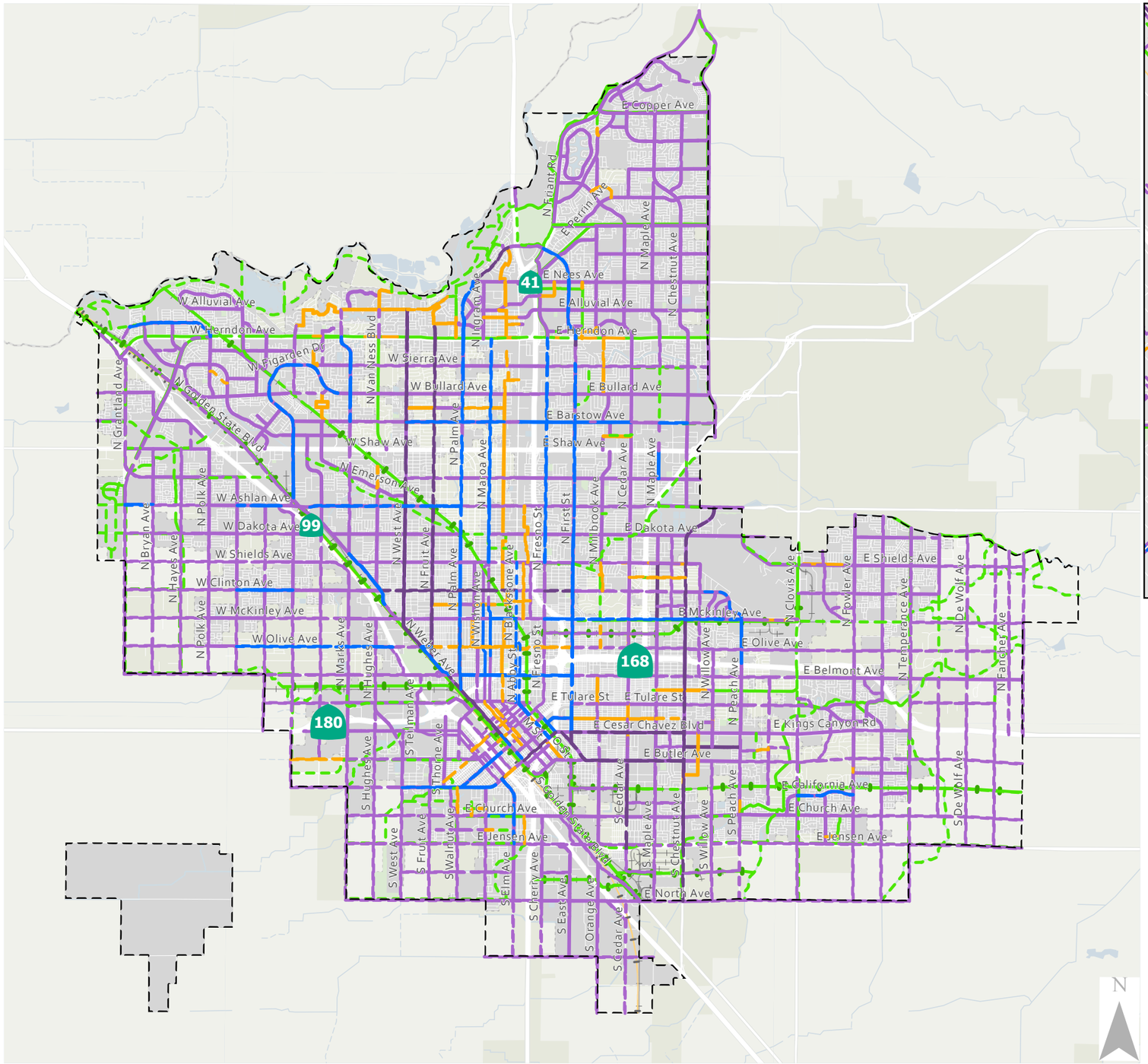
Class I bike paths in the planned network include both recreational trails and transportation-oriented facilities that provide direct connections between major destinations. Many planned paths utilize existing corridors including canal alignments, abandoned railroad rights-of-way, and major arterial street frontages where sufficient space is available for separated facilities. Planned trails along active railroad rights-of-way represent long-term opportunities that can only be implemented if the railroad corridors are abandoned in the future, and such conversions would require coordination with railroad operators and acquisition of the rights-of-way by the City or other public agencies.

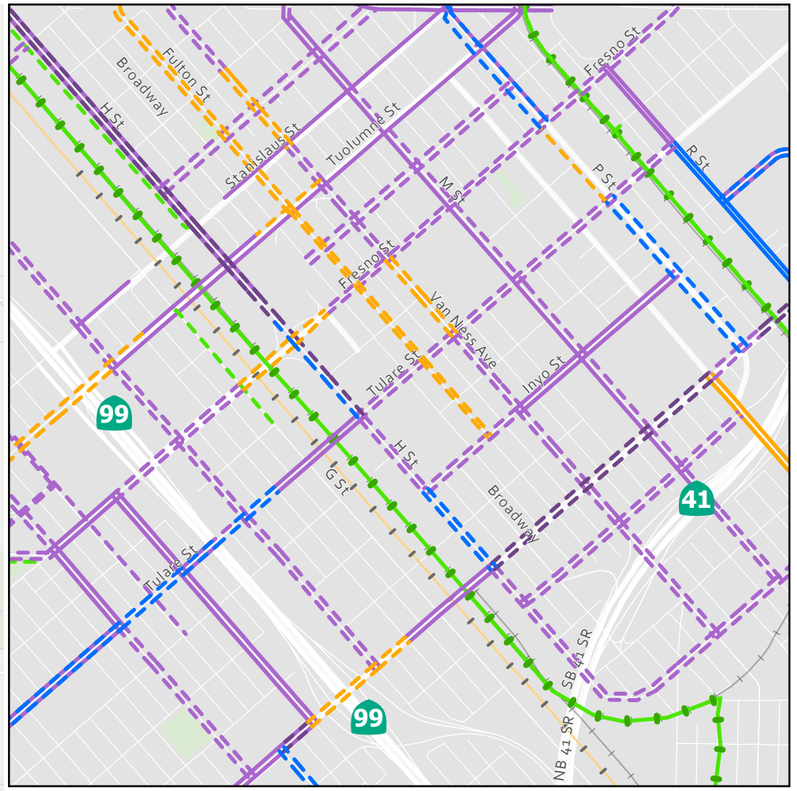
This network builds upon the foundation established in the 2017 ATP, however, the previous network was carefully reviewed and modified based on current needs, public feedback, implementation feasibility, and City staff input to ensure alignment with contemporary priorities and constraints. The planned network provides flexibility for facility type refinement during implementation. Some routes identified as Class II bike lanes may be deemed suitable for Class II Buffered or Class IV separated bikeways during the project development phase, depending on final engineering analysis, right-of-way conditions, and available funding. These upgrades would enhance user comfort and safety while maintaining network connectivity.

In 2018, the San Joaquin River Conservancy updated the San Joaquin River Parkway Master Plan (Master Plan) that was originally adopted in 1997. The updated Master Plan envisions a 22-mile stretch of public access and recreational improvements along the San Joaquin River between Friant Dam at Millerton Lake and State Route 99. Of this greater vision, the City of Fresno is currently designing a 2.4-mile stretch known as the River West Fresno Eaton Trail Extension Project. This project runs along the south side of the San Joaquin River providing public access with a new multi-purpose trail, trailhead parking, and various other trail amenities. The 2.4-mile stretch will provide a connection from the existing Lewis S. Eaton Trail near State Route 41 to Spano Park at Palm Avenue and Nees Avenue.

Figure 37 and Figure 38A through 38G shows the existing and planned bike facilities throughout the City, highlighting how these facilities would provide important regional connections and serve both local and longer-distance trips. The trails network includes connections to neighboring jurisdictions and regional recreational destinations.

FIGURE 37: EXISTING AND PLANNED BICYCLE NETWORK - CITYWIDE





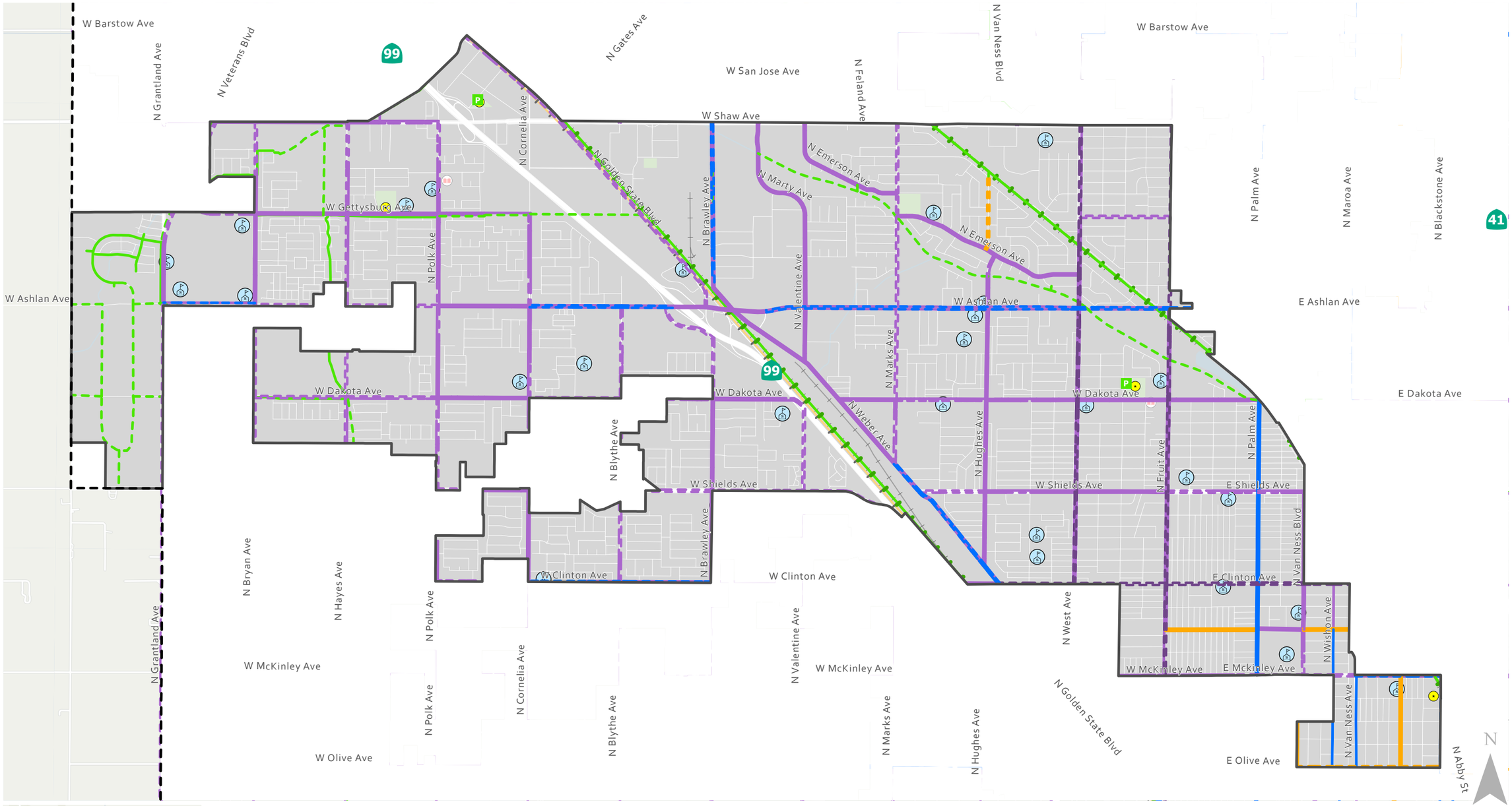
DOWNTOWN VIEW

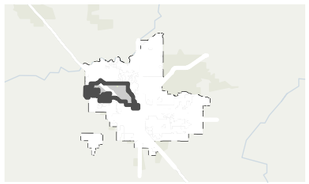
Planned Bicycle Facilities
- Class I Bike Trails
- Class II Bike Lane
- Class II Bike Lane - Buffered
- Class III Bike Route
- Class IV Separated Bikeways

Existing Bicycle Facilities
- Class I Bike Trails
- Class II Bike Lane
- Class II Bike Lane - Buffered
- Class III Bike Route
- Class IV Separated Bikeways
- Rails to Trails
- High Speed Rail Alignment
- Rail
- Canal
- Water
- Parks
- City Limits
- City Sphere of Influence

Evicti

FIGURE 38A: EXISTING AND PLANNED BICYCLE NETWORK - CITY COUNCIL DISTRICT 1



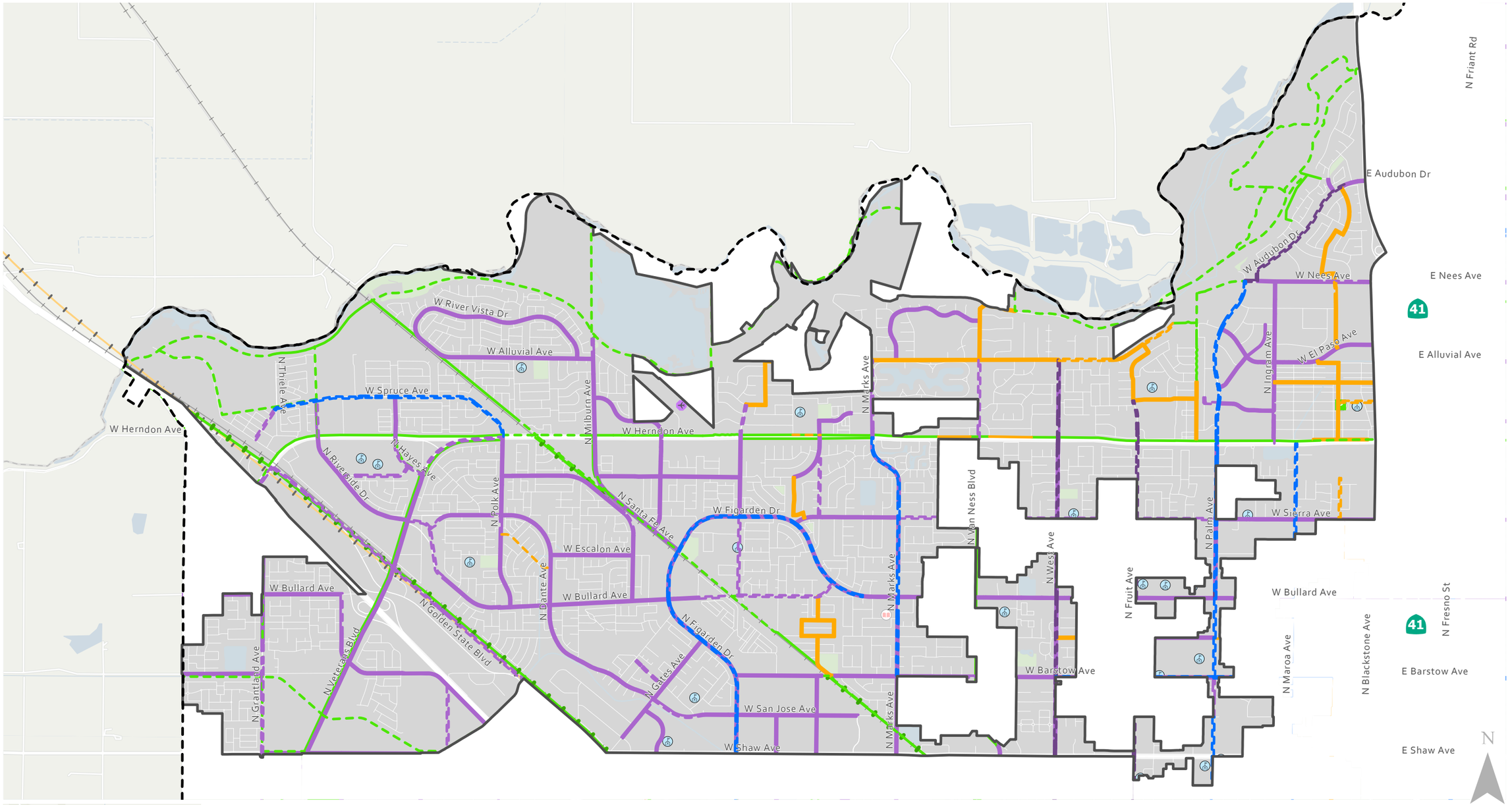


Proposed Bicycle Facilities
- Class I Bike Trails
- Class II Bike Lane
- Class II Bike Lane - Buffered
- Class III Bike Route
- Class IV Separated Bikeways

Existing Bicycle Facilities
- Class I Bike Trails
- Class II Bike Lane
- Class II Bike Lane - Buffered
- Class III Bike Route
- Class IV Separated Bikeways

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

FIGURE 38B: EXISTING AND PLANNED BICYCLE NETWORK - CITY COUNCIL DISTRICT 2

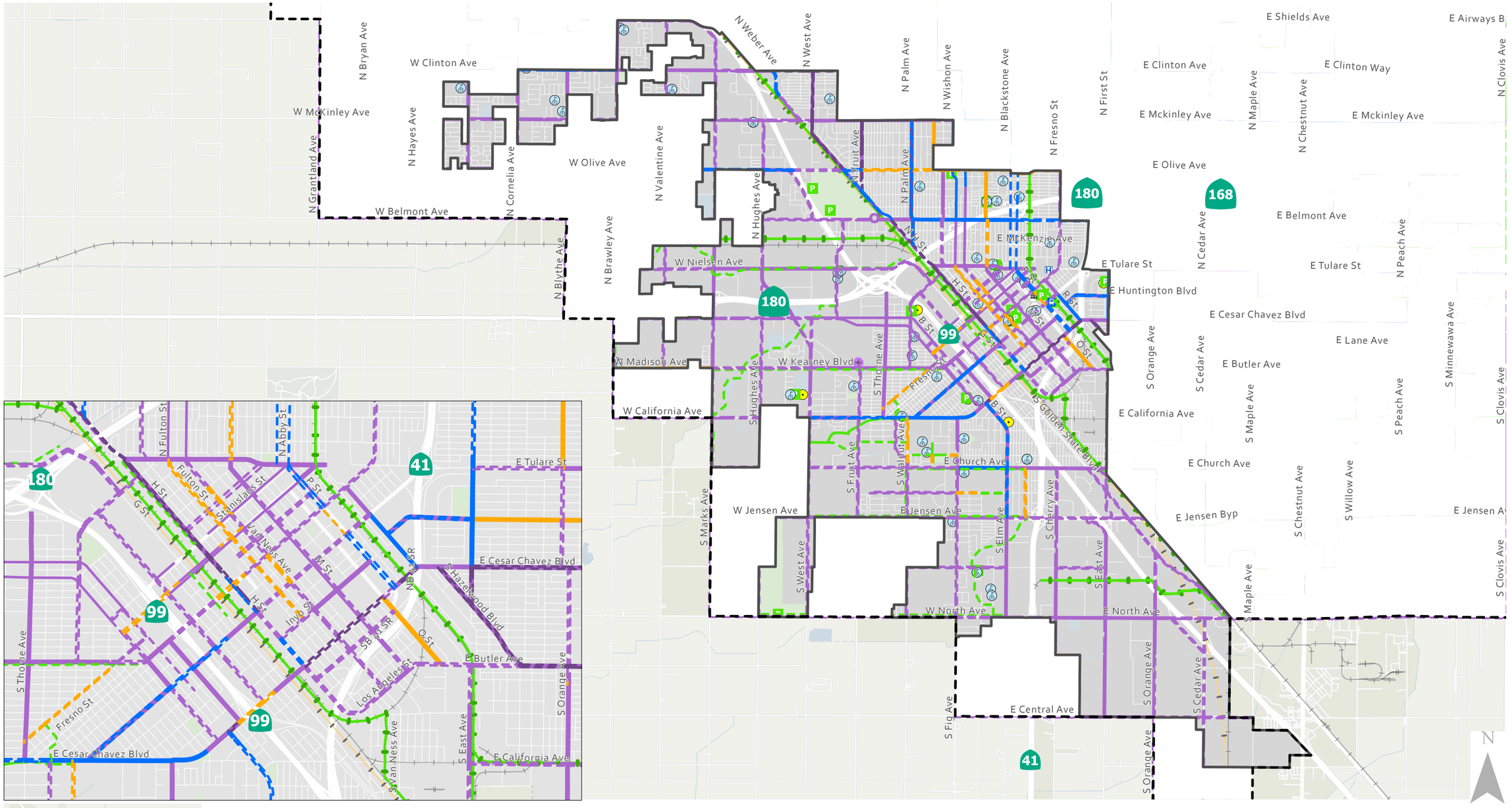


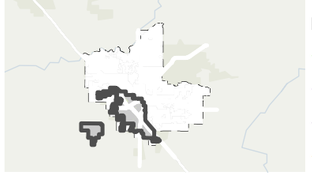
Proposed Bicycle Facilities
- Class I Bike Trails
- Class II Bike Lane
- Class II Bike Lane - Buffered
- Class III Bike Route
- Class IV Separated Bikeways

Existing Bicycle Facilities
- Class I Bike Trails
- Class II Bike Lane
- Class II Bike Lane - Buffered
- Class III Bike Route
- Class IV Separated Bikeways

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

FIGURE 38C: EXISTING AND PLANNED BICYCLE NETWORK - CITY COUNCIL DISTRICT 3



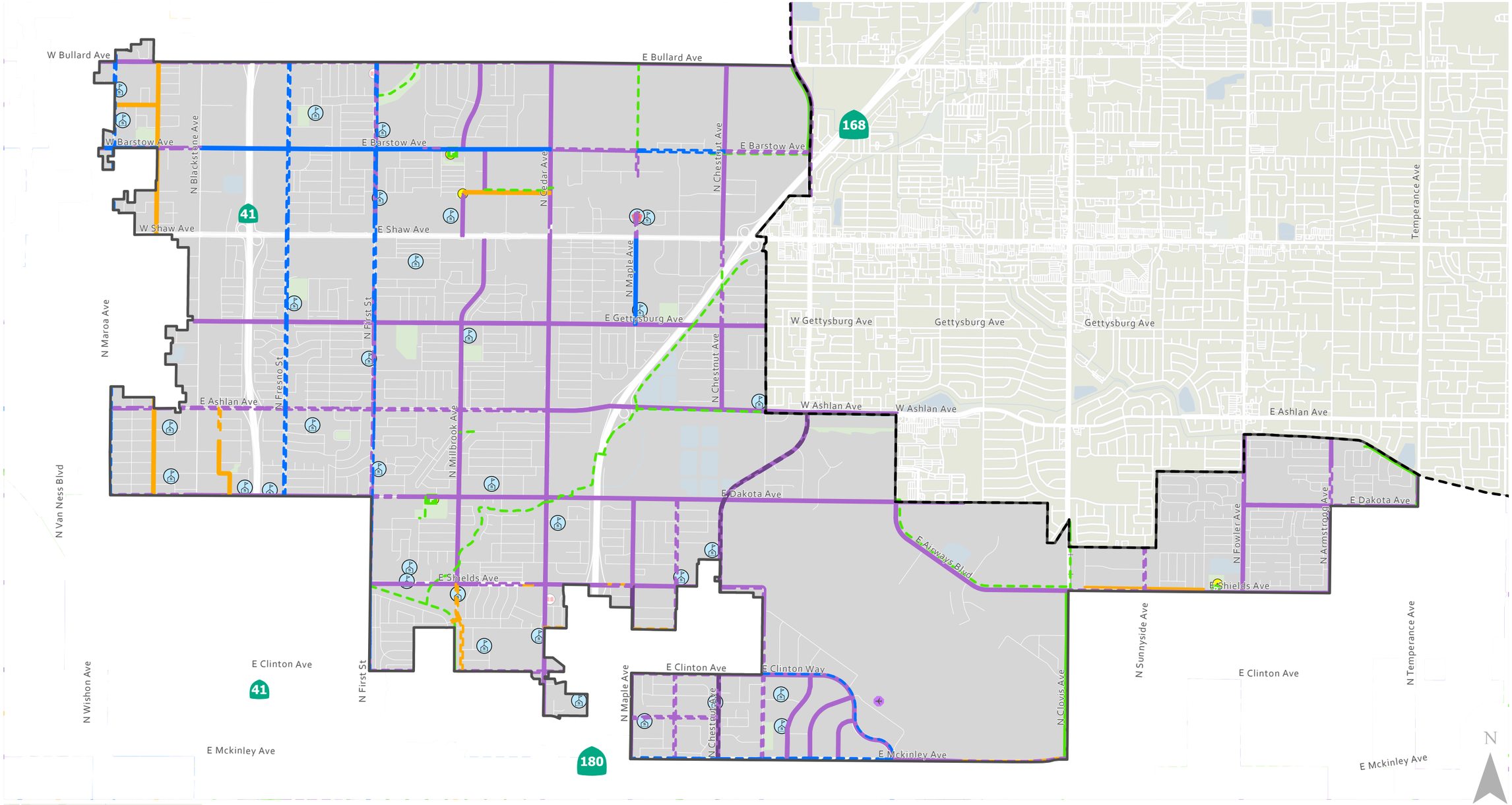


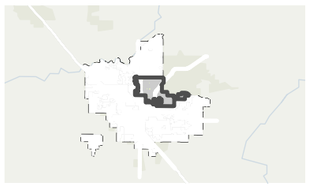
Proposed Bicycle Facilities
- Class I Bike Trails
- Class II Bike Lane
- Class II Bike Lane - Buffered
- Class III Bike Route
- Class IV Separated Bikeways

Existing Bicycle Facilities
- Class I Bike Trails
- Class II Bike Lane
- Class II Bike Lane - Buffered
- Class III Bike Route
- Class IV Separated Bikeways

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

FIGURE 38D: EXISTING AND PLANNED BICYCLE NETWORK - CITY COUNCIL DISTRICT 4



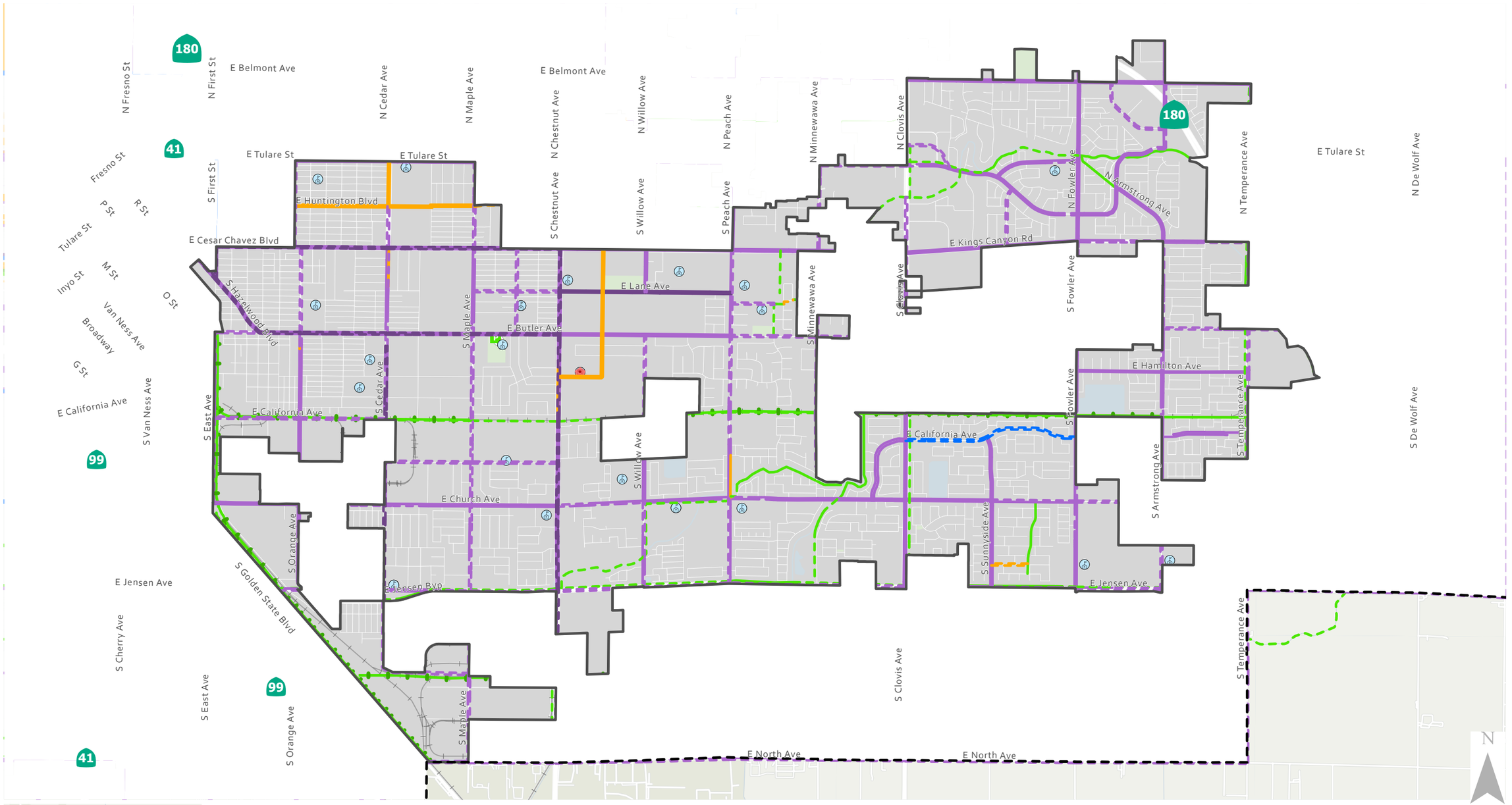


Proposed Bicycle Facilities
- Class I Bike Trails
- Class II Bike Lane
- Class II Bike Lane - Buffered
- Class III Bike Route
- Class IV Separated Bikeways

Existing Bicycle Facilities
- Class I Bike Trails
- Class II Bike Lane
- Class II Bike Lane - Buffered
- Class III Bike Route
- Class IV Separated Bikeways

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

FIGURE 38E: EXISTING AND PLANNED BICYCLE NETWORK - CITY COUNCIL DISTRICT 5

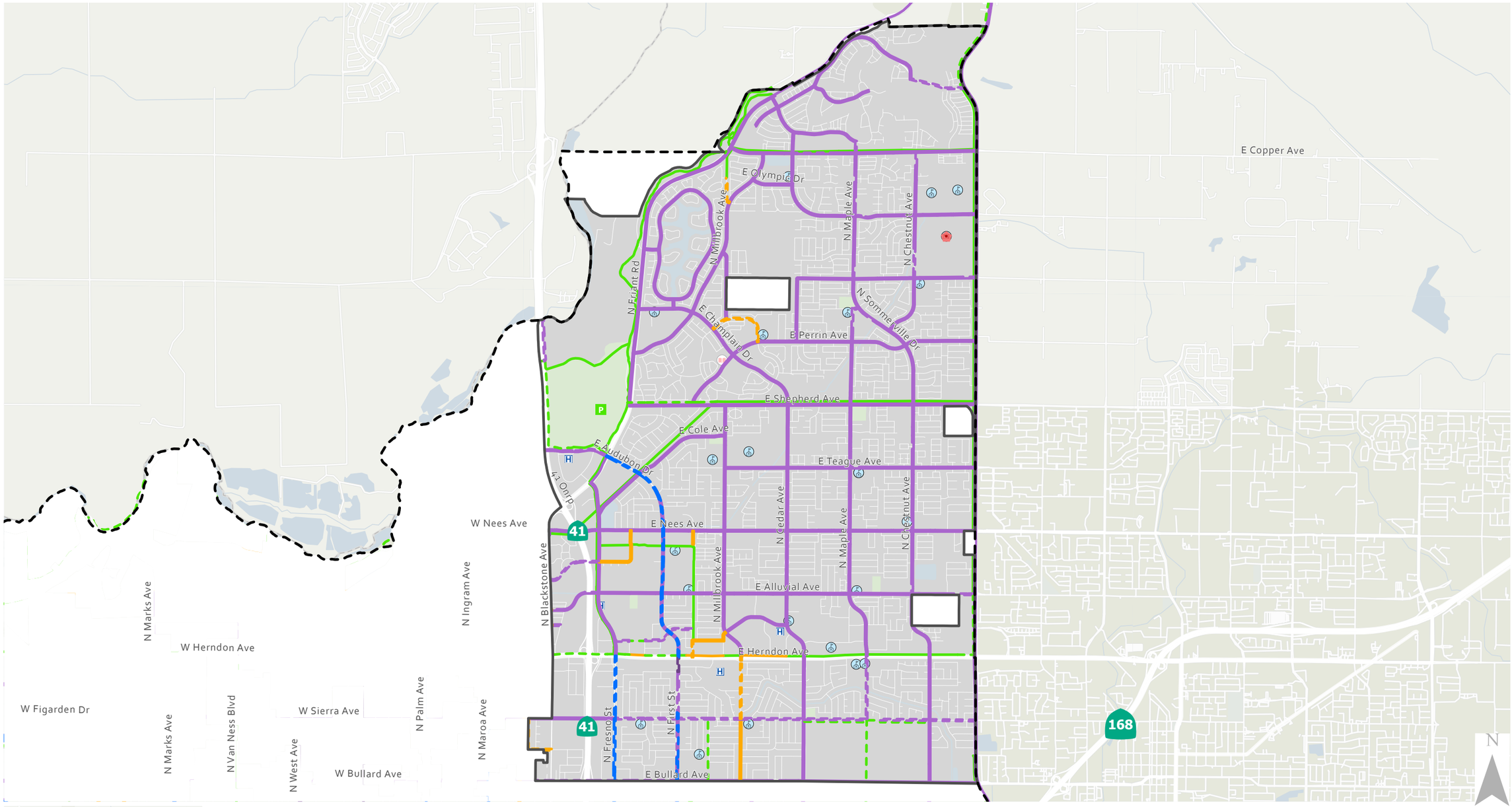


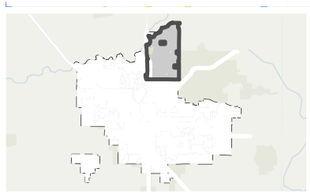
Proposed Bicycle Facilities
- Class I Bike Trails
- Class II Bike Lane
- Class II Bike Lane - Buffered
- Class III Bike Route
- Class IV Separated Bikeways

Existing Bicycle Facilities
- Class I Bike Trails
- Class II Bike Lane
- Class II Bike Lane - Buffered
- Class III Bike Route
- Class IV Separated Bikeways

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

FIGURE 38F: EXISTING AND PLANNED BICYCLE NETWORK - CITY COUNCIL DISTRICT 6



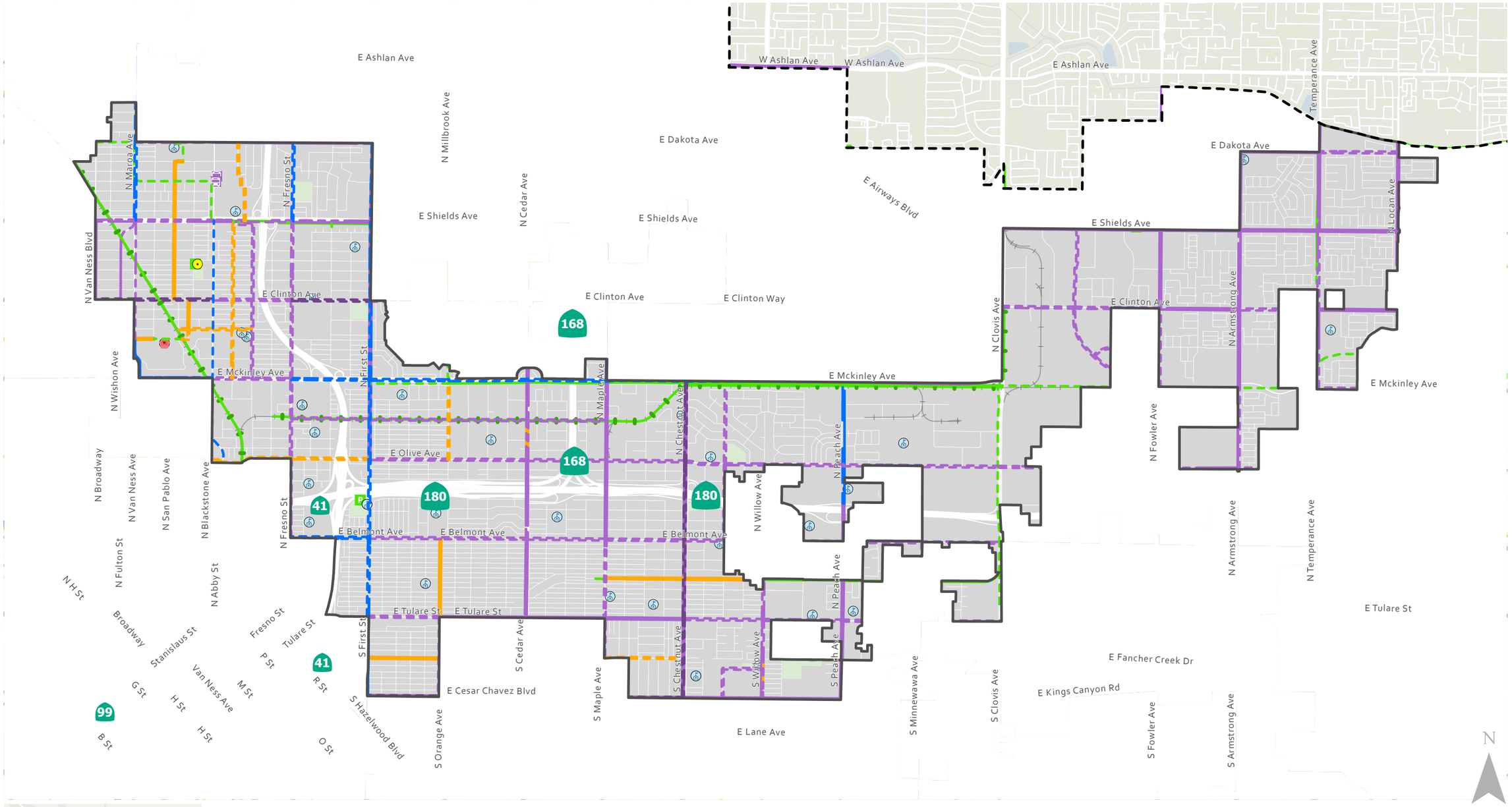


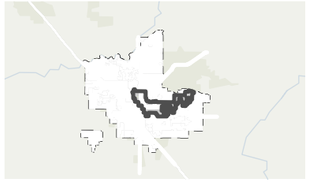
Proposed Bicycle Facilities
- Class I Bike Trails
- Class II Bike Lane
- Class II Bike Lane - Buffered
- Class III Bike Route
- Class IV Separated Bikeways

Existing Bicycle Facilities
- Class I Bike Trails
- Class II Bike Lane
- Class II Bike Lane - Buffered
- Class III Bike Route
- Class IV Separated Bikeways

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

FIGURE 38G: EXISTING AND PLANNED BICYCLE NETWORK - CITY COUNCIL DISTRICT 7





Proposed Bicycle Facilities
- Class I Bike Trails
- Class II Bike Lane
- Class II Bike Lane - Buffered
- Class III Bike Route
- Class IV Separated Bikeways

Existing Bicycle Facilities
- Class I Bike Trials
- Class II Bike Lane
- Class II Bike Lane - Buffered
- Class III Bike Route
- Class IV Separated Bikeways

Key Destinations
- Amtrak Station
- Hospital
- Higher Education
- School
- Airport
- City hall
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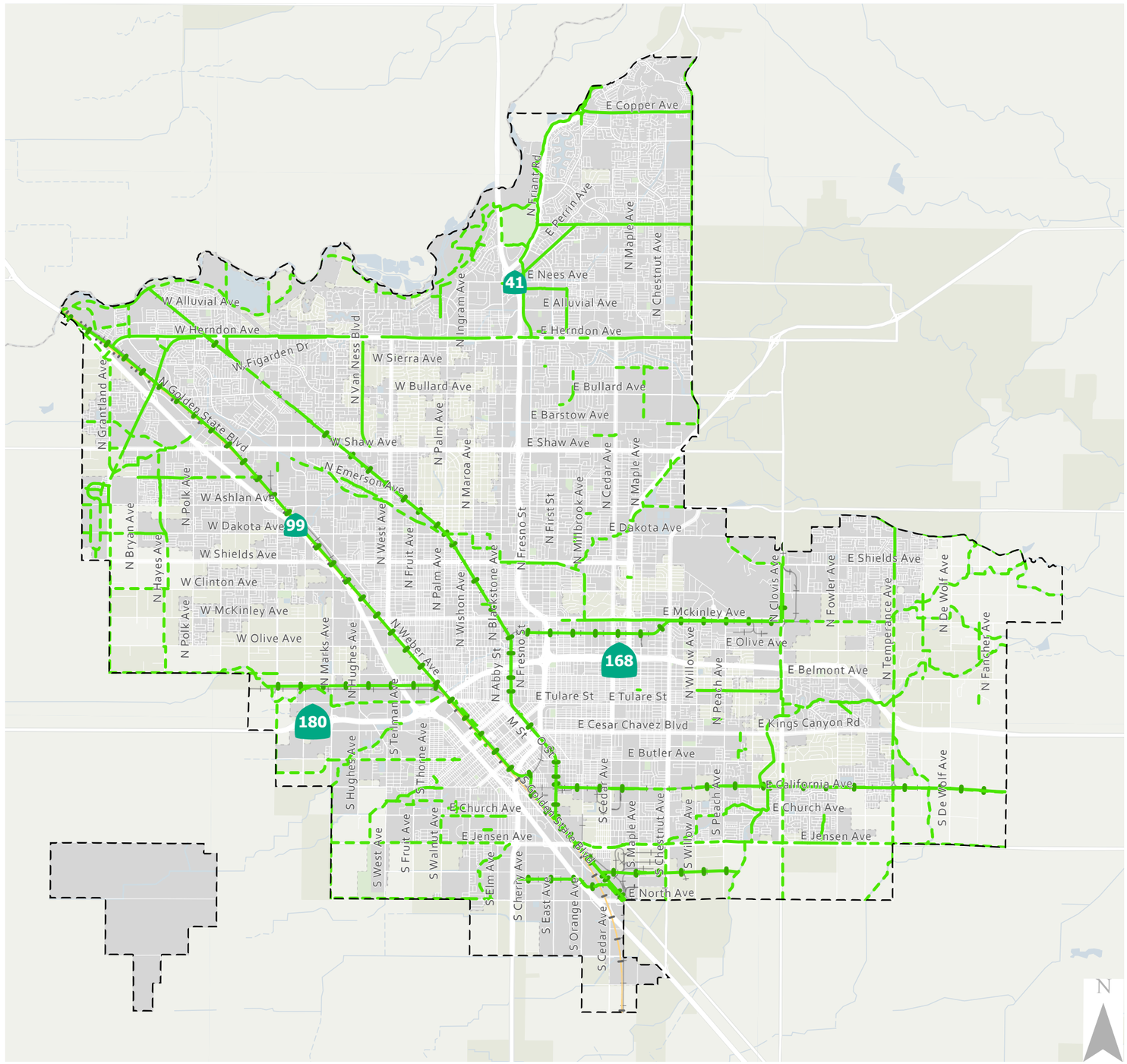
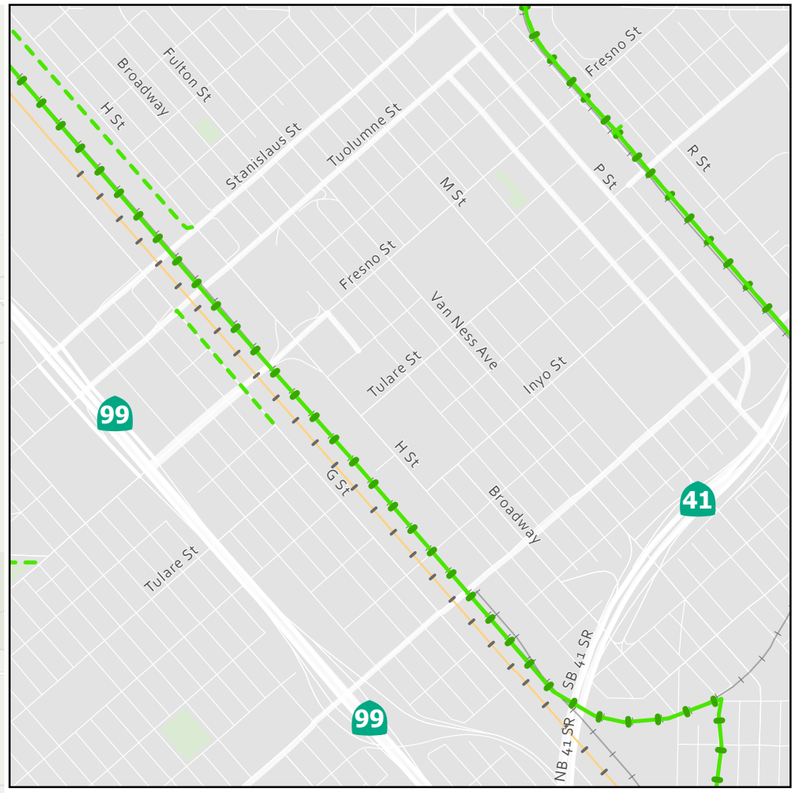
- Libraries
- Community Centers
- Manchester Transit Center
- Downtown Transit Center
- Rails to Trails
- High Speed Rail Alignment
- Rail
- Canal
- Water
- Parks
- City Limits
- City Council District - 7
- City Sphere of Influence

FIGURE 39: EXISTING AND PLANNED CLASS I TRAILS NETWORK IN FRESNO





DOWNTOWN VIEW

- Planned Class I Bike Trails
- Existing Class I Bike Trails
- Rails to Trails
- High Speed Rail Alignment
- Rail
- Canal
- Parks
- Water
- City Limits
- City Sphere of Influence

PRIORITY NETWORK IMPLEMENTATION STRATEGY

The priority network represents a focused subset of the build-out network designed to create strategic connections across the City through both north-south and east-west corridors that allow bicyclists to travel to key destinations on a complete system of trails, bike lanes, and bike routes. This priority bicycle network is presented in **Figure 40 and Figure 41A through 41G** and summarized in **Table 7.** Where possible, this network has been placed on routes with lower levels of traffic stress, including Class I bike paths, Class IV separated bikeways, Class II buffered bike lanes and Class II bike lanes on local streets or collectors with lower traffic volumes and speeds. It is recommended to implement traffic calming measures on all segments where high-priority Class III bike routes are planned in the priority bicycle network. These measures are essential to reduce vehicle speeds and create safe, comfortable conditions for cyclists on shared roadways, particularly where protected facilities cannot be immediately constructed. The network was also developed to equitably serve all Fresno neighborhoods.

The priority network focuses on creating connected corridors that link major destinations and serve areas with demonstrated demand or significant safety concerns. This strategic approach recognizes that targeted investments in key corridors can provide substantial network benefits by establishing continuous routes that serve multiple trip purposes and connect to existing facilities.

Since the existing Level of Traffic Stress on collector and arterial streets is high, the following features are recommended for on-street facilities to reduce the traffic stress level and make travel more comfortable for the interested but concerned bicyclist.

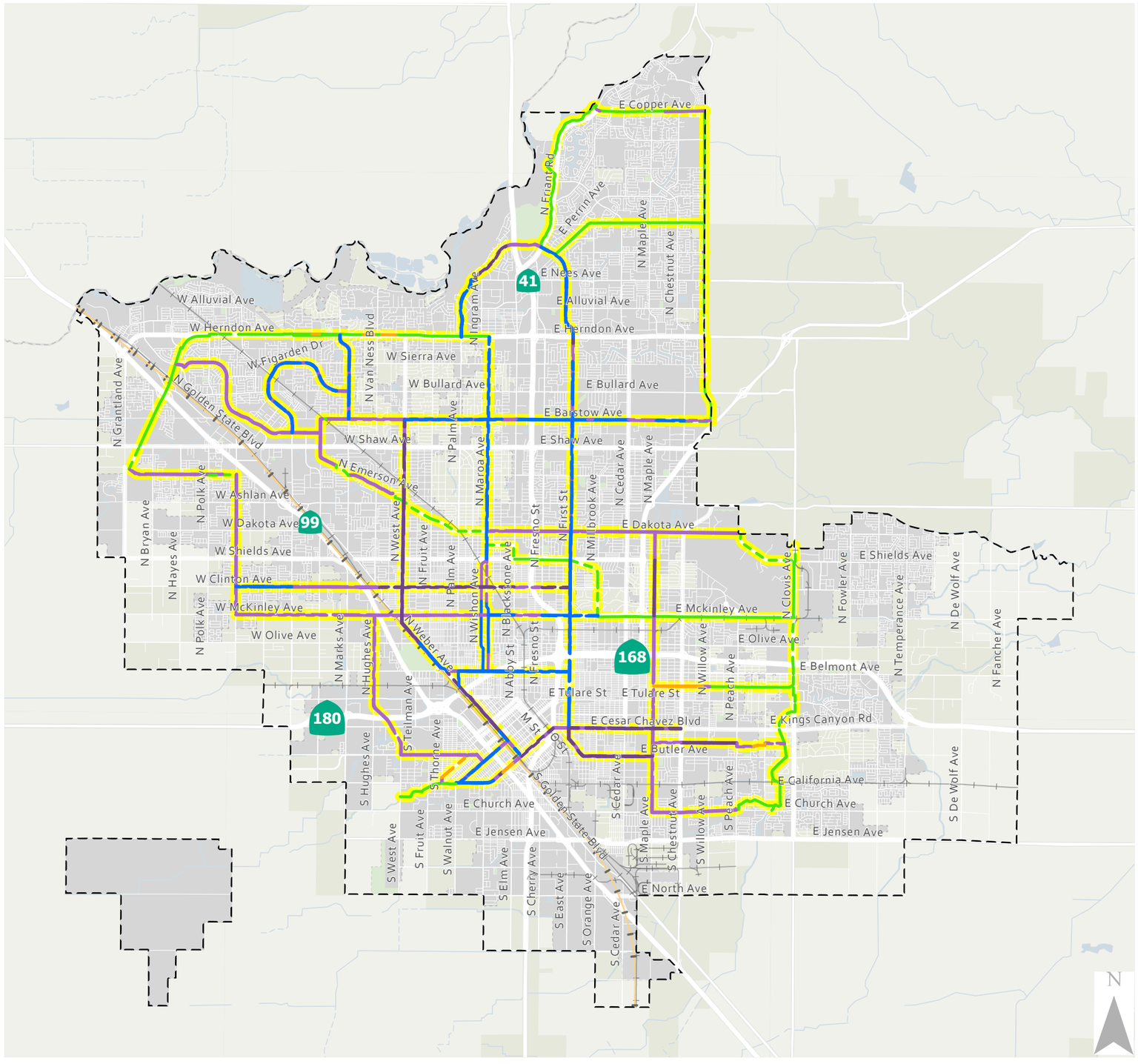
- Traffic calming measures such as lane width reductions and bulb-outs can reduce vehicle travel speeds.
- Road diets may create space for enhanced bicycle facilities.
- Buffered bike lanes or separated bikeways provide more comfortable distance between cyclists and vehicle traffic, typically narrowing travel lanes to 10 feet or 11 feet to accommodate the buffer or physical separation.
- Improved traffic control or crossing treatments at high traffic volume, high-speed streets enhance safety and connectivity.
- Wayfinding signage and branding, including route names, can be used throughout the priority network to better direct cyclists and inform them of nearby destinations.

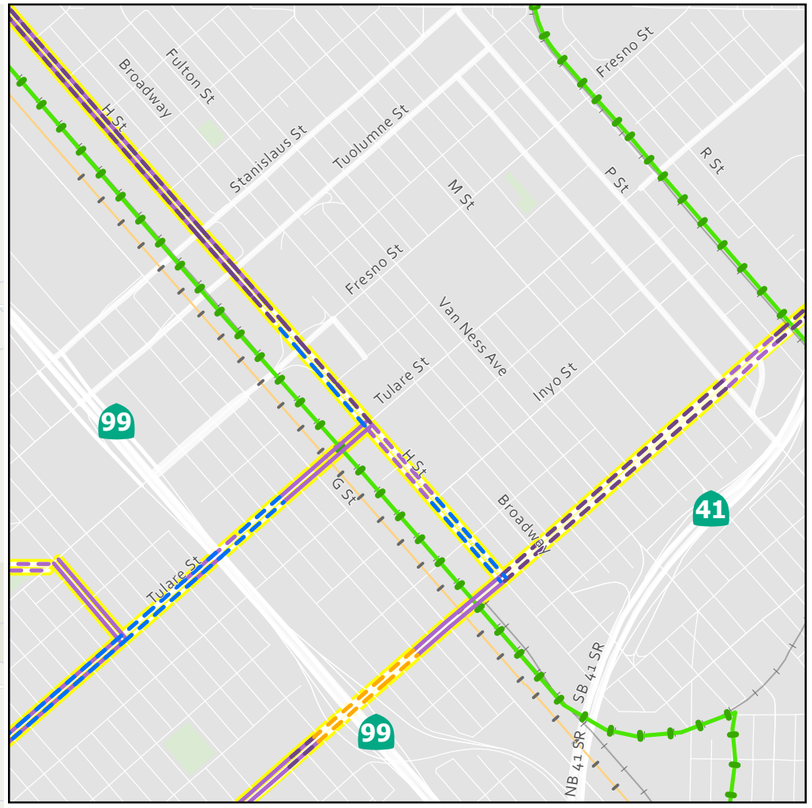
TABLE 7: PRIORITY BICYCLE NETWORK FACILITIES

Type	Existing (Miles)	Planned (Miles)	
		New Facilities	Upgraded Facilities
Class I Bikeway Bike Path	30	11	0
Class II Bike Lanes (one direction)	91	33	0
Class II Buffer Bike Lanes (each direction)	5	12	17
Class III Bike Routes (one direction)	2	2	0
Class IV Separated Bikeways (one direction)	13	28	27
Total	141	86	44

**These facilities correspond to the High Priority Implementation tier described in the Implementation Phasing and Priority Levels section of this chapter.*

FIGURE 40: PRIORITY BICYCLE NETWORK - CITYWIDE





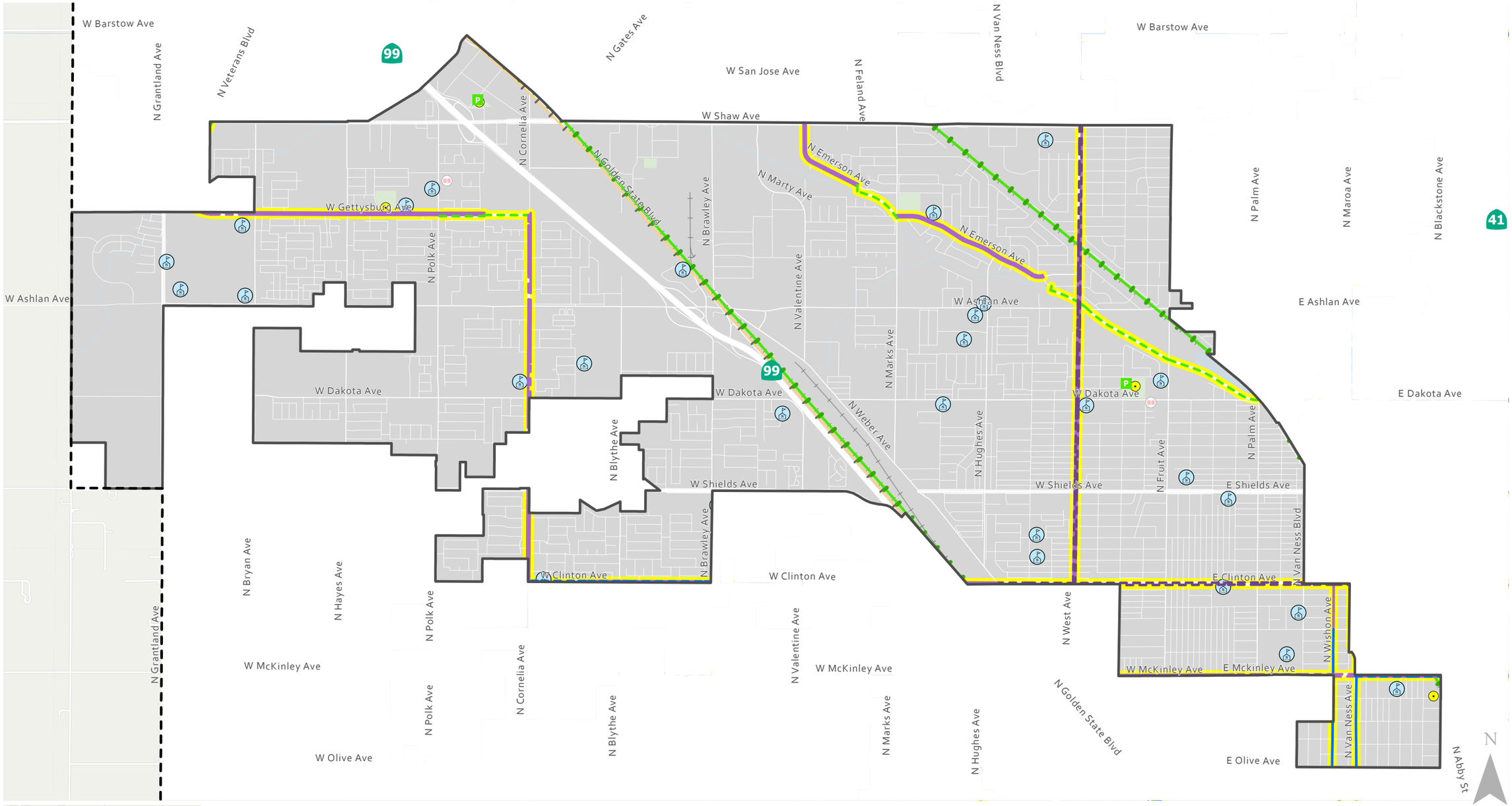
DOWNTOWN VIEW

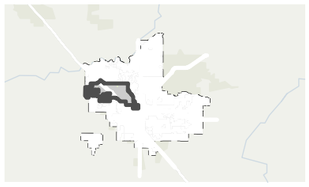
- High Priority Bikeway

Existing Bicycle Facilities
- Class I Bike Trails
- Class II Bike Lane
- Class II Bike Lane - Buffered
- Class III Bike Route
- Class IV Separated Bikeways

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

FIGURE 41A: PRIORITY BICYCLE NETWORK - CITY COUNCIL DISTRICT 1





High Priority Bikeway

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

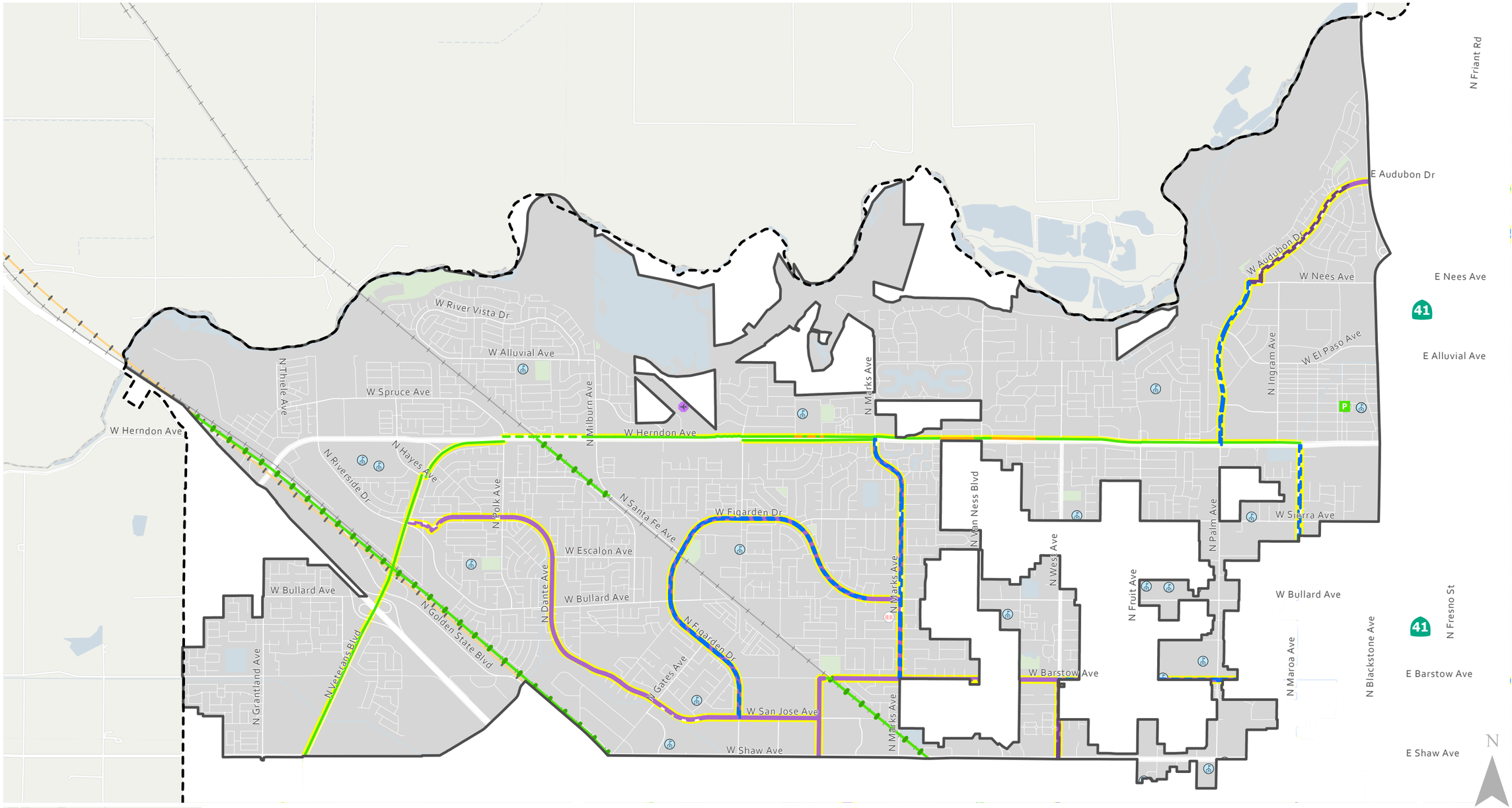
Class IV Separated Bikeways

Existing Bicycle Facilities
- Class I Bike Trails
- Class II Bike Lane
- Class II Bike Lane - Buffered
- Class III Bike Route

Class IV Separated Bikeways

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

FIGURE 41B: PRIORITY BICYCLE NETWORK - CITY COUNCIL DISTRICT 2



High Priority Bikeway

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

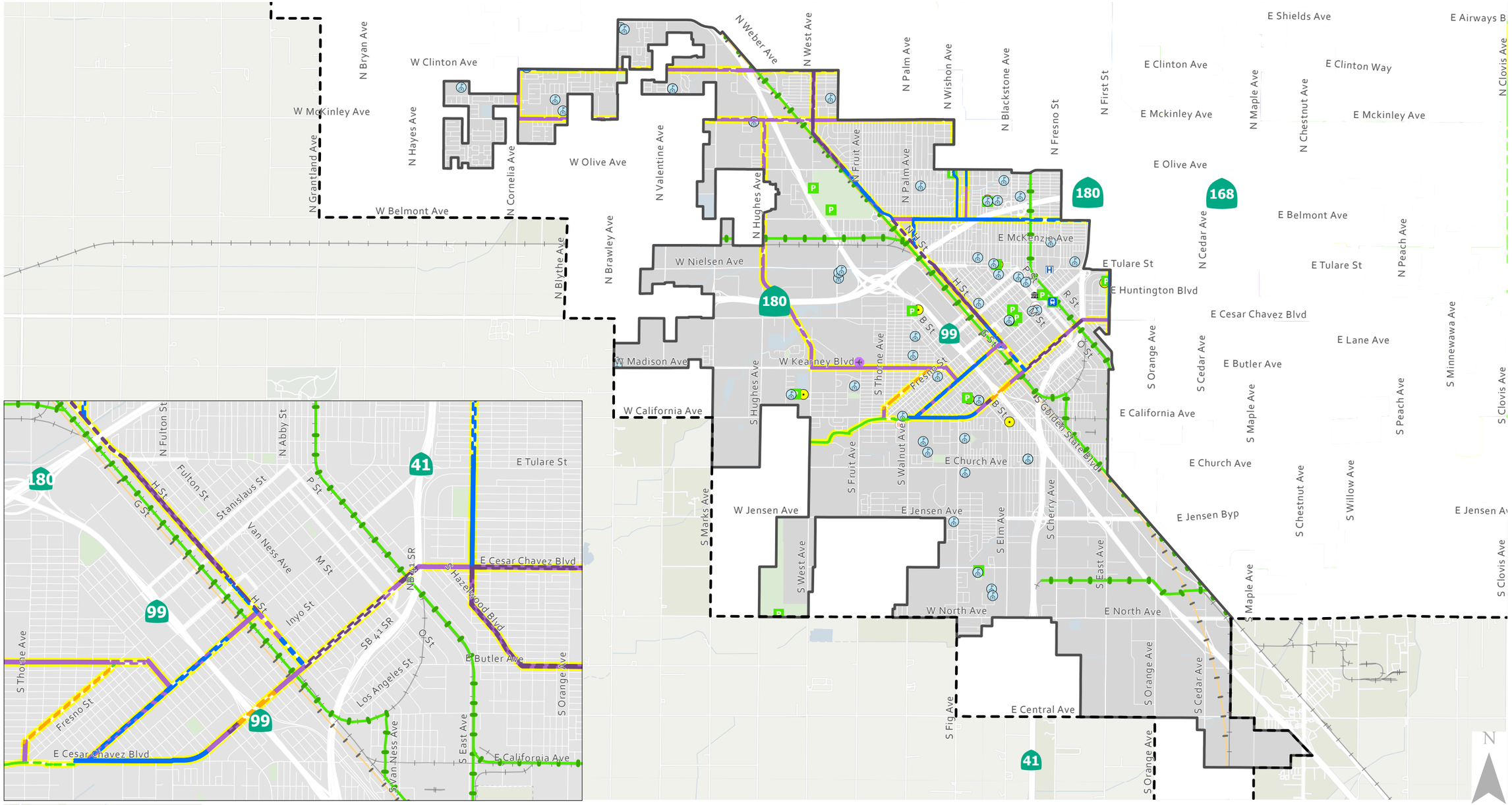
Class IV Separated Bikeways

Existing Bicycle Facilities
- Class I Bike Trails
- Class II Bike Lane
- Class II Bike Lane - Buffered
- Class III Bike Route

Class IV Separated Bikeways

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

FIGURE 41C: PRIORITY BICYCLE NETWORK - CITY COUNCIL DISTRICT 3



High Priority Bikeway

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

Class IV Separated Bikeways

Existing Bicycle Facilities
- Class I Bike Trails
- Class II Bike Lane
- Class II Bike Lane - Buffered
- Class III Bike Route

Class IV Separated Bikeways

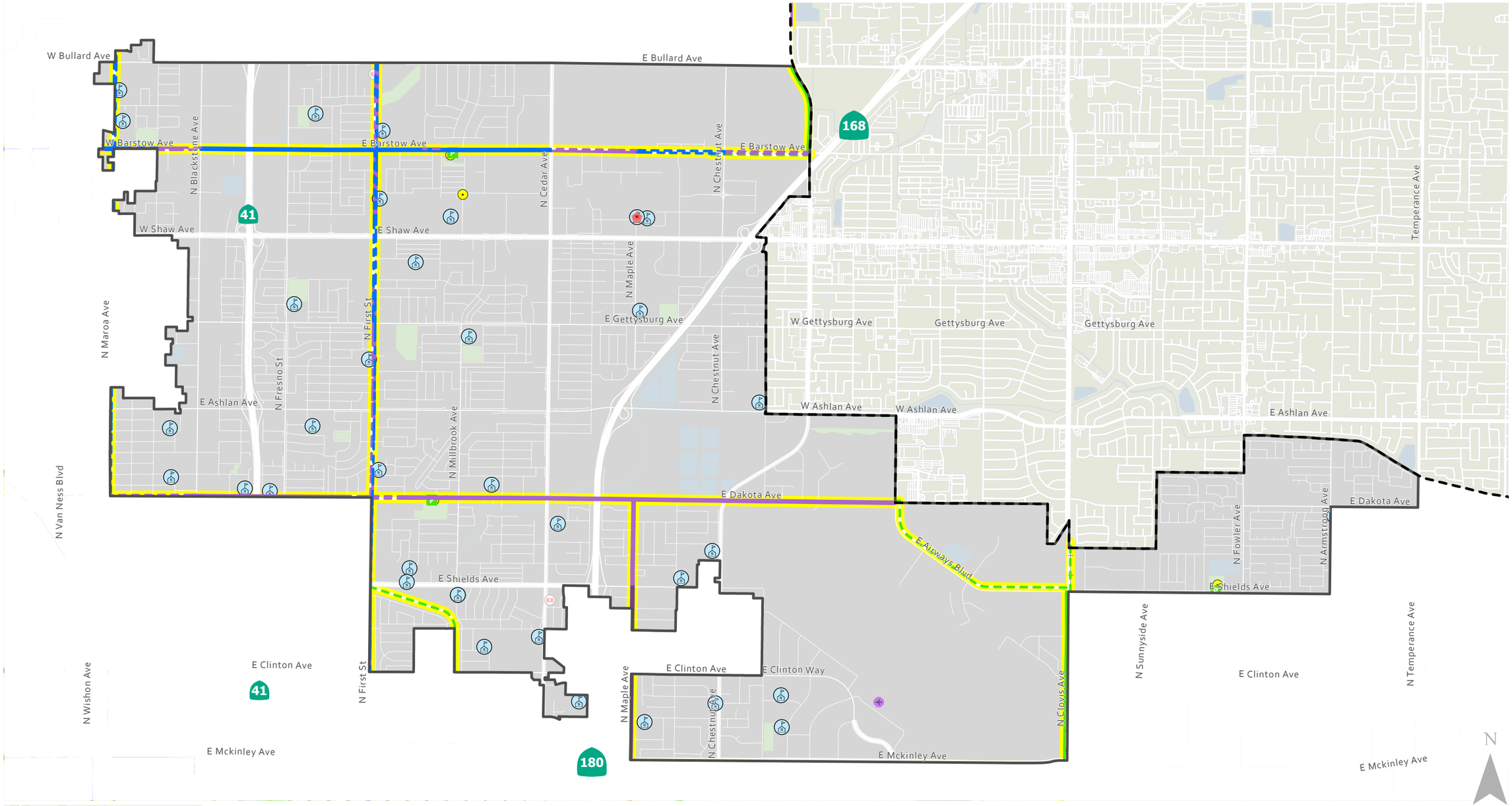
Key Destinations
- Amtrak Station
- Hospital
- Higher Education
- School

- Airport
- City hall
- Park- and- Ride
- Libraries
- Community Centers
- Manchester Transit Center

- Downtown Transit Center
- Rails to Trails
- High Speed Rail Alignment
- Rail
- Canal
- Water

- Parks
- City Limits
- City Council District - 3
- City Sphere of Influence

FIGURE 41D: PRIORITY BICYCLE NETWORK - CITY COUNCIL DISTRICT 4



High Priority Bikeway

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

Existing Bicycle Facilities
- Class I Bike Trails
- Class II Bike Lane
- Class II Bike Lane - Buffered
- Class III Bike Route

Class IV Separated Bikeways

Class IV Separated Bikeways

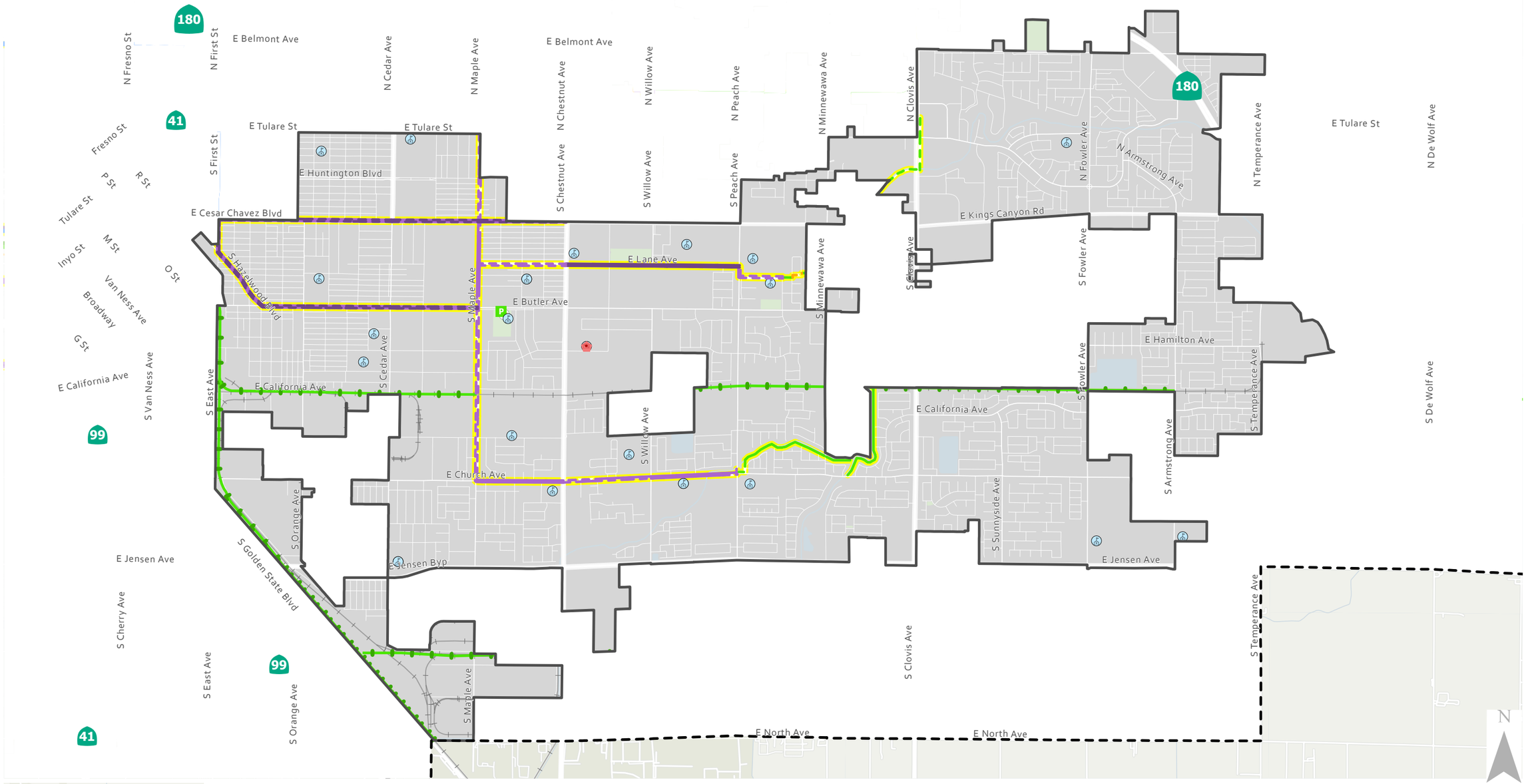
Key Destinations
- Amtrak Station
- Hospital
- Higher Education
- School

- Airport
- City hall
- Park- and- Ride
- Libraries
- Community Centers
- Manchester Transit Center

- Downtown Transit Center
- Rails to Trails
- High Speed Rail Alignment
- Rail
- Canal
- Water

- Parks
- City Limits
- City Council District - 4
- City Sphere of Influence

FIGURE 41E: PRIORITY BICYCLE NETWORK - CITY COUNCIL DISTRICT 5



High
Existing Bicycle Facilities
Class I Bike Trails
Class II Bike Lane
Class II Bike Lane - Buffered
Class III Bike Route

Class IV Separated Bikeways
Proposed Bicycle Facilities
Class I Bike Trails
Class II Bike Lane
Class II Bike Lane - Buffered
Class III Bike Route

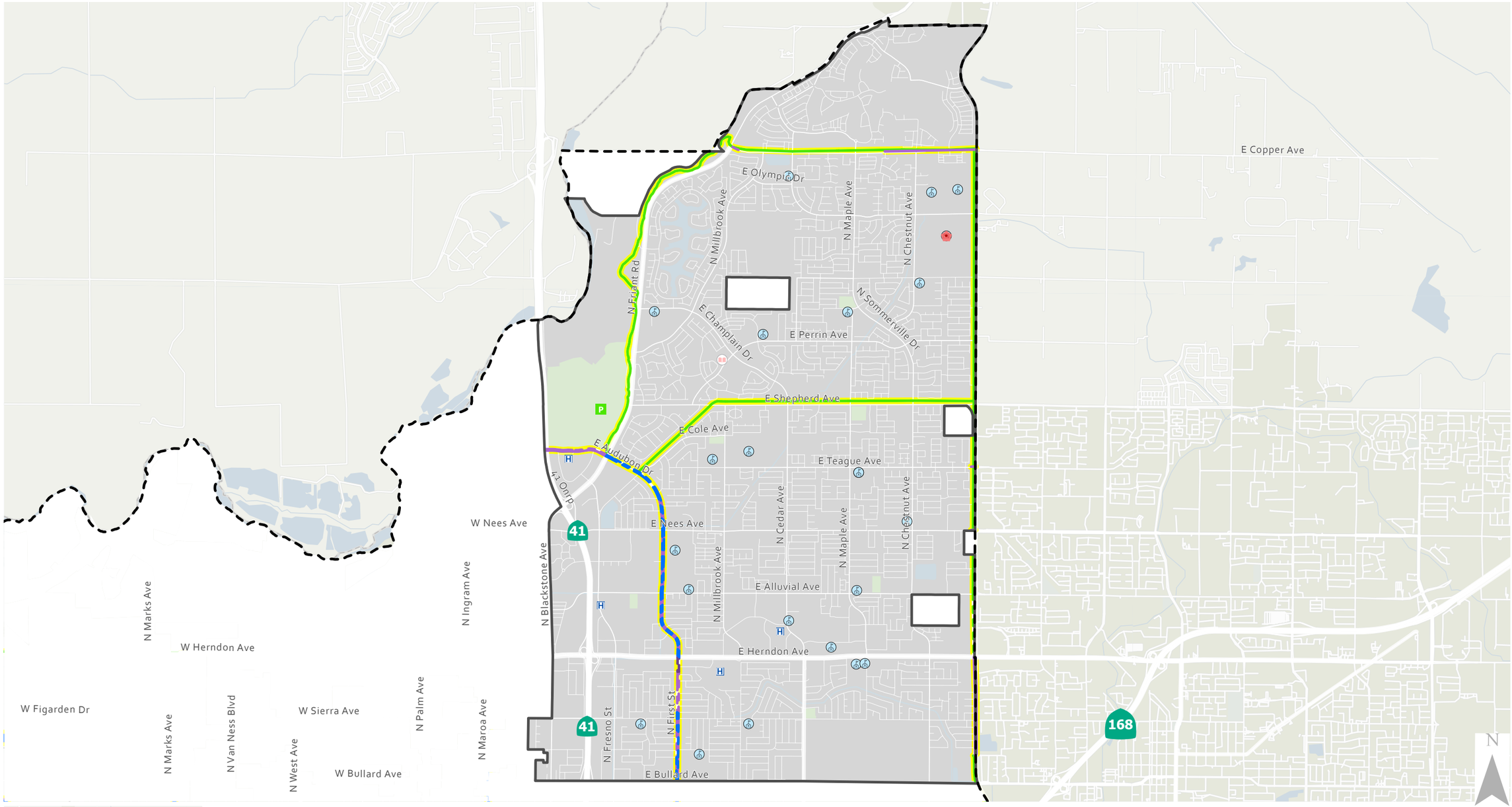
Class IV Separated Bikeways
Key Destinations
Amtrak Station
Hospital
Higher Education
School

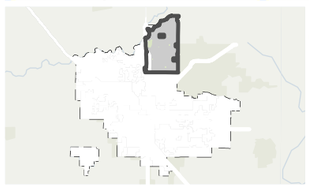
Airport
City hall
Park- and- Ride
Libraries
Community Centers
Manchester Transit Center

Downtown Transit Center
Rails to Trails
High Speed Rail Alignment
Rail
Canal
Water

Parks
City Limits
City Council District - 5
City Sphere of Influence

FIGURE 41F: PRIORITY BICYCLE NETWORK - CITY COUNCIL DISTRICT 6





High Priority Bikeway

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

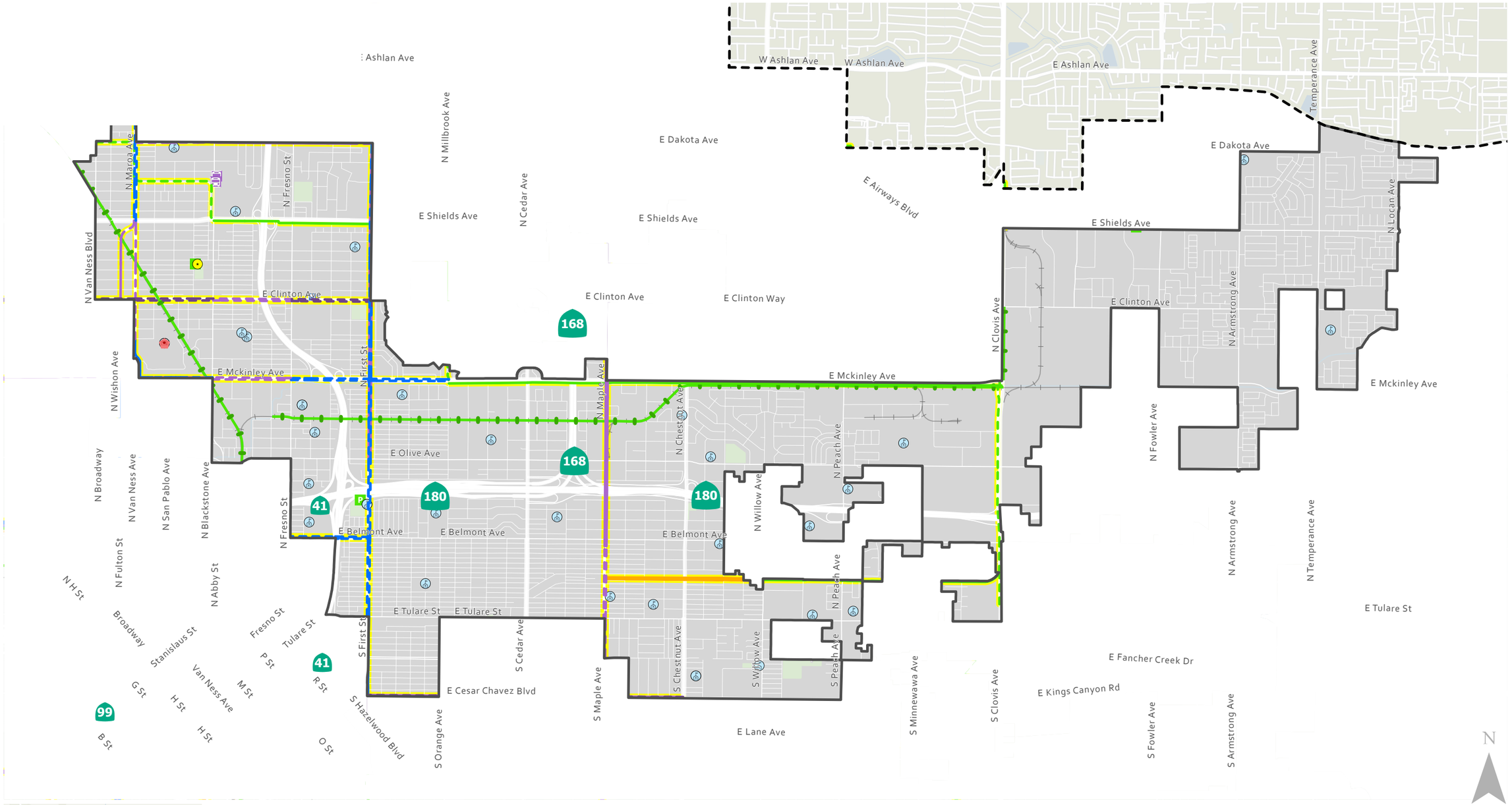
Class IV Separated Bikeways

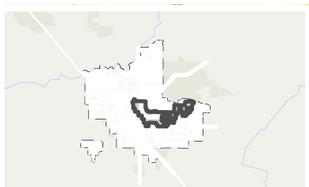
Existing Bicycle Facilities
- Class I Bike Trails
- Class II Bike Lane
- Class II Bike Lane - Buffered
- Class III Bike Route

Class IV Separated Bikeways

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

FIGURE 41G: PRIORITY BICYCLE NETWORK - CITY COUNCIL DISTRICT 7





- High Priority Bikeway

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

Existing Bicycle Facilities
- Class IV Separated Bikeways
- Class I Bike Trails
- Class II Bike Lane
- Class II Bike Lane - Buffered
- Class III Bike Route

Key Destinations
- Class IV Separated Bikeways
- Amtrak Station
- Hospital
- Higher Education
- School
- Airport
- City hall
- Park- and- Ride
- Libraries
- Community Centers
- Manchester Transit Center
- Downtown Transit Center
- Rails to Trails
- High Speed Rail Alignment
- Rail
- Canal
- Water
- Parks
- City Limits
- City Council District - 7
- City Sphere of Influence

IMPLEMENTATION PHASING AND PRIORITY LEVELS

The comprehensive planned bicycle network implementation strategy employs a systematic prioritization framework based primarily on three key criteria that guide resource allocation and project sequencing. The prioritization methodology focuses on land use patterns that generate bicycle transportation demand, with emphasis on connecting residential areas to employment centers, schools, commercial districts, and recreational facilities. Priority consideration is given to disadvantaged communities that may have limited transportation options and would benefit most from improved bicycle infrastructure. Additionally, locations with documented high bicycle collision rates receive priority attention to address safety concerns through targeted infrastructure improvements. This prioritization approach is supported by extensive community feedback gathered through public workshops and surveys, as well as input from City staff and key stakeholders who provided local knowledge and implementation expertise. **Figure 42** illustrates planned bicycle facilities by their priority levels.

High Priority Implementation encompasses the 130 miles of planned bicycle facilities (including existing facility upgrades) comprising the Priority Bicycle Network described earlier in this chapter (Table 7 and Figures 40 and 41A–41G). These represent the most critical connections that can be implemented in the near term to provide immediate benefits to bicycle transportation and safety. High priority projects typically involve routes that serve disadvantaged communities, connect to schools and employment centers, and address documented safety concerns through improved infrastructure design. Implementation of these facilities builds the core network structure that supports both transportation and recreational bicycle use while demonstrating the City's commitment to active transportation investments.

Medium Priority Implementation includes 245 miles of various class of bicycle facilities (including existing facility upgrades) that expand upon the foundational network established through high priority improvements. Medium priority projects may involve major arterial and collector corridors that require significant right-of-way modifications to accommodate bicycle facilities. These improvements extend network reach to additional neighborhoods and destinations while building upon the connectivity established through the priority network implementation.

Low Priority Implementation consists of 533 miles of bicycle facilities (including existing facility upgrades) that complete the comprehensive network vision but may require significant capital investment or depend on broader changes in land use patterns. These projects represent important long-term network components that ensure complete geographic coverage and connectivity to all areas of the City. Low priority projects may await the completion of other transportation infrastructure, changes in development patterns, or the availability of substantial funding resources. While these projects may not be immediately feasible, they remain important components of the long-term network vision and may advance in priority as conditions change.

The prioritization framework maintains flexibility in implementation sequencing based on changing circumstances including funding opportunities, development activities, and evolving community priorities. Regular updates to the priority ranking ensure that implementation efforts remain aligned with current needs and opportunities while maintaining progress toward the comprehensive network vision.

PRIORITY CORRIDOR DEVELOPMENT

The transition from network planning to project implementation requires focused development of specific corridors that can demonstrate the benefits of bicycle infrastructure while serving critical transportation connections. Priority corridor development represents the advancement of selected routes from conceptual planning through preliminary design phases, enabling detailed analysis of implementation requirements and establishing a foundation for construction-ready projects.

Based on comprehensive public input, stakeholder feedback, City staff recommendations, and City Council approval, three priority corridors development projects have been selected for 30% design development to add or improve bicycle facilities:

1. First Street Corridor Bicycle Improvements
2. Clinton Avenue Corridor Bicycle Improvements
3. Downtown Bicycle Loop

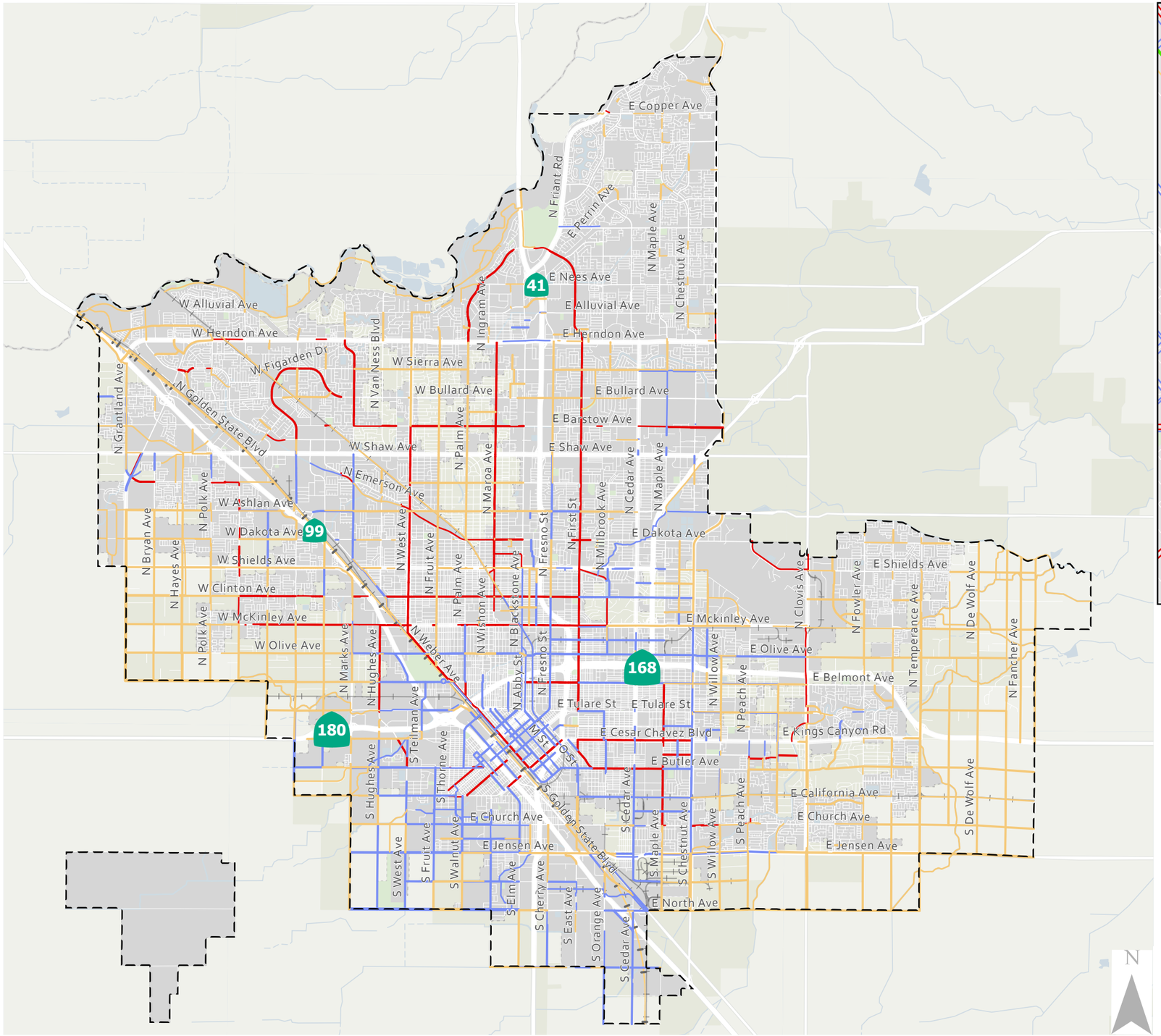
First Street provides critical north-south connectivity extending from Friant Road in north Fresno through Cesar Chavez Boulevard near the Downtown, serving as a primary corridor linking residential neighborhoods to employment centers, educational facilities, and civic destinations. This corridor addresses a fundamental gap in the bicycle network by providing a lower-stress alternative to major arterial routes while connecting key destinations along its length.

Clinton Avenue establishes essential east-west connectivity across the City, from Weber Avenue to First Street, providing bicycle access between diverse neighborhoods and connecting to employment and activity centers.

A Downtown bicycle loop has also been included in the priority corridor development process to enhance bicycle connectivity around the central business district. This loop consists of coordinated improvements along portions of Belmont Avenue, First Street, Cesar Chavez Boulevard, and H Street, creating a connected circuit that serves both commuter and recreational cycling needs while supporting Downtown economic development through improved bicycle access.

The 30% design development process provides detailed analysis of roadway conditions, right-of-way constraints, intersection treatments, and implementation costs for each priority corridor. This level of design development enables accurate project cost estimation, identifies potential implementation challenges, and establishes technical specifications necessary for construction project development. **Appendix E** includes the comprehensive bikeway improvement plans for each of these priority corridors, detailing proposed facilities, design considerations, and implementation recommendations, and cost estimates that will guide future project delivery and funding applications.

FIGURE 42: PLANNED BICYCLE FACILITIES BY IMPLEMENTATION PRIORITY



DOWNTOWN VIEW

Implementation Priority
- High
- Medium
- Low
- High Speed Rail Alignment
- Rail
- Canal
- Parks
- Water
- City Limits
- City Sphere of Influence

7.E COMMUNITY-IDENTIFIED BICYCLE IMPROVEMENTS AND SUPPORTING INFRASTRUCTURE

Community engagement during the ATP update process revealed comprehensive infrastructure needs extending beyond basic facility construction. Through an interactive mapping portal and public workshops, residents provided location-specific feedback identifying safety concerns, infrastructure gaps, and support facility requirements throughout Fresno. This extensive community input directly informs the implementation of supporting infrastructure that addresses practical barriers to cycling.

SECURE BICYCLE PARKING AND STORAGE

Community input overwhelmingly emphasized the need for secure bicycle parking throughout Fresno, representing about eight percent of all community feedback. Community members identified priority locations including major transit hubs, public facilities, recreational destinations, educational institutions, and commercial centers throughout the City.

The City requires bicycle parking in new developments according to municipal code standards that establish minimum ratios based on land use type and building size. Short-term parking typically consists of racks positioned in well-lit areas near building entrances, while long-term parking accommodates extended secure storage through bike lockers, cages, and indoor rooms. Based on community input, the City should implement a comprehensive program including secure bike lockers at major public destinations, covered bicycle parking at transit stations, and systematic integration of bicycle parking requirements into new development standards.

TRAFFIC SIGNAL DETECTION AND INTERSECTION IMPROVEMENTS

Community feedback revealed significant concerns about bicycle connectivity at traffic signals and trail interfaces, with residents specifically identifying detection problems where trails connect to street networks. The Eaton Trail connection to Fresno Street exemplifies this concern, where traffic signals do not detect cyclists, creating challenging crossing conditions.

The City has implemented video detection systems at key intersections and continues upgrading older loop systems to accommodate bicycle traffic. Enhanced signal timing includes extended clearance intervals and protected phases where warranted. Intersection treatments include through bike lanes that continue bicycle facilities past turn lanes and bicycle boxes that provide dedicated waiting space ahead of vehicle traffic. The City should implement comprehensive signal improvements including bicycle detection at all signalized intersections along major bikeways as well as within bike priority network, priority timing for trail-to-street connections, audible signals serving vision-impaired cyclists, and clear signage guiding cyclists through complex intersections.

TRAIL SUPPORT FACILITIES AND WAYFINDING

Community feedback emphasized comprehensive support facilities at trail access points, with residents requesting bike repair stations, restroom facilities, water fountains, shade structures, and adequate lighting. Community members also identified connectivity gaps requiring better integration between trail systems and street networks, plus clearer wayfinding to key destinations.

The City has implemented standardized bicycle wayfinding signage including directional information, distance estimates, and route identification markers. Destination signs identify major activity centers while confirmation signs provide route reassurance. Rest areas and amenities along longer routes enhance bicycle transportation attractiveness through benches, water fountains, maintenance equipment, and weather protection.

The City should develop comprehensive trail support including adequate lighting for safety, rest areas with shade and seating, water fountains and restrooms at trail destinations, and destination signage directing cyclists to major attractions and employment centers throughout the network.

MAINTENANCE AND OPERATIONS

Community feedback emphasized ongoing maintenance importance, with residents noting that existing facilities would benefit significantly from better surface repairs, debris removal, and vegetation management. Bicycle facilities require more frequent attention than general traffic lanes due to cyclists' inability to easily navigate around obstacles or poor pavement conditions. The City should establish comprehensive maintenance protocols including regular surface maintenance and debris removal, vegetation management maintaining clear sight lines, prompt repair of damaged signage and markings, and coordination with utility providers to minimize disruption during maintenance activities.

Implementation of these community-identified improvements should coordinate with the priority bicycle network to create a comprehensive, user-friendly cycling system serving residents throughout Fresno. These supporting facilities address practical concerns preventing many residents from choosing cycling as a transportation option, ultimately supporting the City's active transportation objectives.

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8 PEDESTRIAN FACILITIES AND NETWORKS

8.A Pedestrian Treatments and Support Facilities
8.B Existing Conditions and Networks
8.C Proposed Pedestrian Network
8.D Pedestrian Priority Network
8.E Community-Identified Pedestrian Improvements

This chapter presents a comprehensive approach to completing Fresno's pedestrian network through strategic improvements that prioritize safety, equity, and connectivity, building upon collision data, community input, and demographic analysis to identify priority areas for sidewalk construction and pedestrian enhancements that will support the City's goals of reducing traffic collisions and creating complete, walkable neighborhoods.

8.A PEDESTRIAN TREATMENTS AND SUPPORT FACILITIES

The existing pedestrian network in Fresno consists of various infrastructure elements designed to facilitate safe and comfortable walking. These facilities range from basic sidewalks to enhanced crossing treatments and support amenities that make walking more accessible and appealing for all users.

SIDEWALKS

Sidewalks serve as the fundamental component of the pedestrian network, providing dedicated space for pedestrian travel immediately adjacent to the vehicular right-of-way. In Fresno's hot and arid climate, shade is particularly important to encourage walking, making street trees and other shade elements valuable additions to sidewalk corridors (see **Figure 43**).

FIGURE 43: SIDEWALK ON FANCHER CREEK DRIVE

CROSSWALKS

Marked crosswalks use striping and other enhancements to designate street crossing locations for pedestrians. Fresno utilizes two types of marked crosswalks:

- Controlled crosswalks at intersections with stop signs or traffic signals, could include high-visibility markings
- Uncontrolled crosswalks, which require careful study and at times, high-visibility markings before implementation

FIGURE 44: CONTROLLED CROSSWALK WITH HIGH VIVIBILITY MARKINGS ON VAN NESS AVENUE

Curb ramps provide access to the sidewalk for pedestrians, including people who use wheelchairs or other mobility devices as shown in **Figure 44**. The truncated domes (tactile paving) alert blind and visually impaired pedestrians that they are approaching a vehicular way.

MEDIAN REFUGE ISLANDS

These facilities provide waiting areas within longer crosswalks, particularly benefiting persons with young children, older adults, and people with disabilities who may need to pause while crossing, as demonstrated in **Figure 45**. Design of specific median refuge islands, as well as other features, should consider local context.

FIGURE 45: UNCONTROLLED CROSSWALK WITH HIGH VIBILITY MARKINGS & MEDIAN REFUGE ISLANDS ON WISHON AVENUE

BULB-OUTS

By extending the sidewalk at intersections, bulb-outs reduce crossing distances for pedestrians, as illustrated in **Figure 46**. This not only decreases exposure to vehicle traffic but also improves visibility between pedestrians and drivers. Bulb-outs can also provide space for street furniture, landscaping, and other amenities that enhance the pedestrian experience.

FIGURE 46: BULB-OUTS AT THE INTERSECTION OF BROADWAY & AMADOR STREETS

IN-STREET AND OVERHEAD PEDESTRIAN CROSSING SIGNS

In-street pedestrian crossing signs enhance crossway visibility and increase driver yielding behavior, as shown in **Figure 47**. These signs are most effective on two-lane streets with lower vehicle speeds. They can be permanently installed or deployed during peak hours, such as school pick-up and drop-off times. Overhead signs provide better visibility on wider, busier streets and are typically installed at mid-block crossings or intersections. Additional signage in school zones help alert drivers to the potential presence of children, who may make unpredictable movements.

FIGURE 47: IN-STREET PEDESTRIAN CROSSING SIGN ON PEACH AVENUE

RECTANGULAR RAPID FLASHING BEACONS

Rectangular Rapid Flashing Beacons (RRFBs) provide pedestrian-activated warning lights to indicate crossing pedestrians. As demonstrated in **Figure 48**, these devices offer a cost-effective alternative to full traffic signals. Their effectiveness increases when combined with other pedestrian treatments such as median refuge islands or advance yield markings. RRFBs typically utilize solar power, though they can also connect to traditional power sources.

FIGURE 48: RECTANGULAR RAPID FLASHING BEACONS NEAR BAIRD MIDDLE SCHOOL

PEDESTRIAN HYBRID BEACONS

Pedestrian Hybrid Beacons (PHBs), also known as High-intensity Activated crossWalKs or HAWK signals, require vehicles to stop at a red light for pedestrian crossings. These devices, illustrated in **Figure 49**, are appropriate for roadways with speeds and volumes too high for RRFBs but where a full pedestrian signal may not be warranted. PHBs must be installed with marked crosswalks and follow a specific sequence of light phases defined by the California Manual on Uniform Traffic Control Devices:

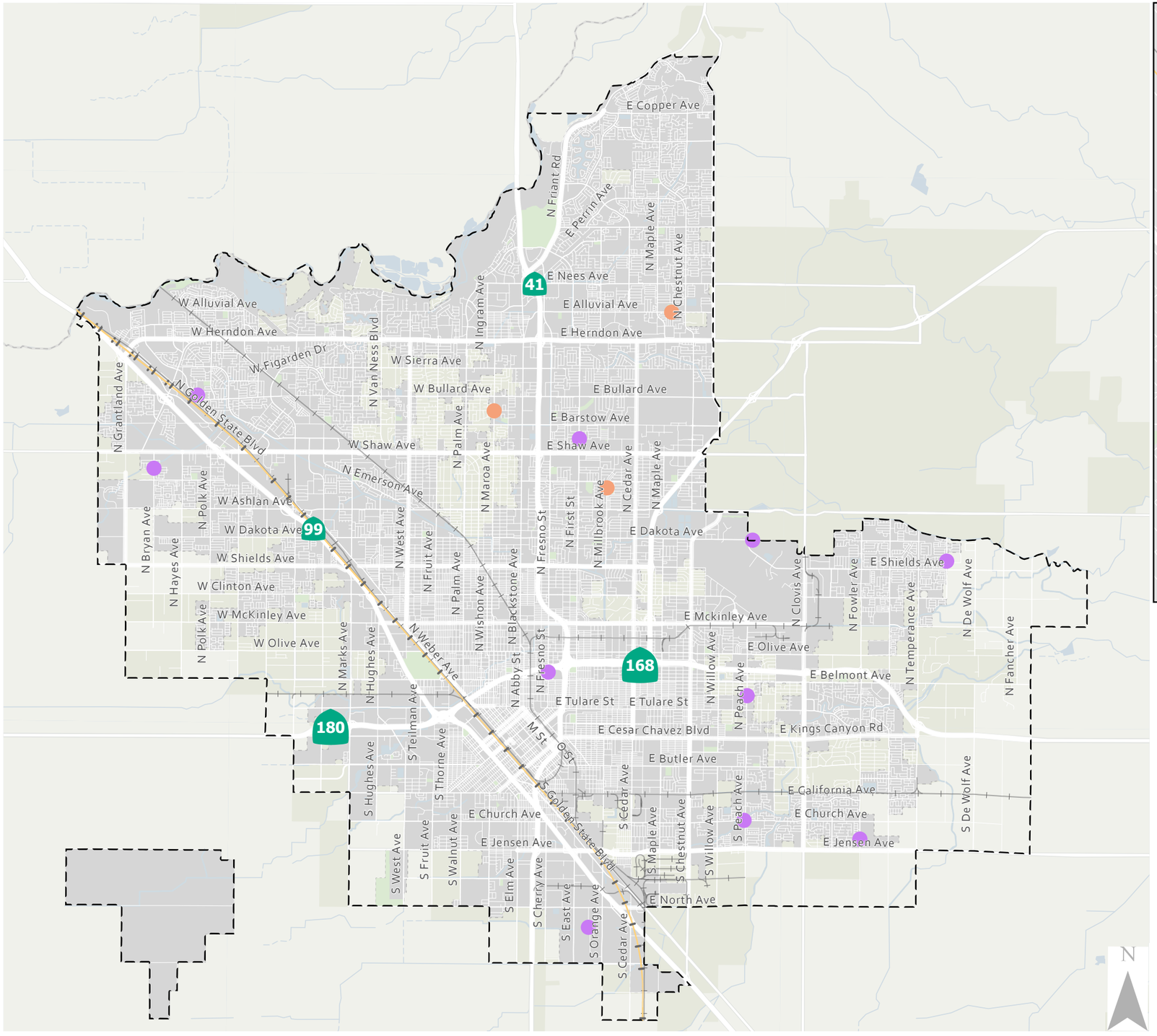
FIGURE 49: PEDESTRIAN HYBRID BEACON ON PEACH AVENUE

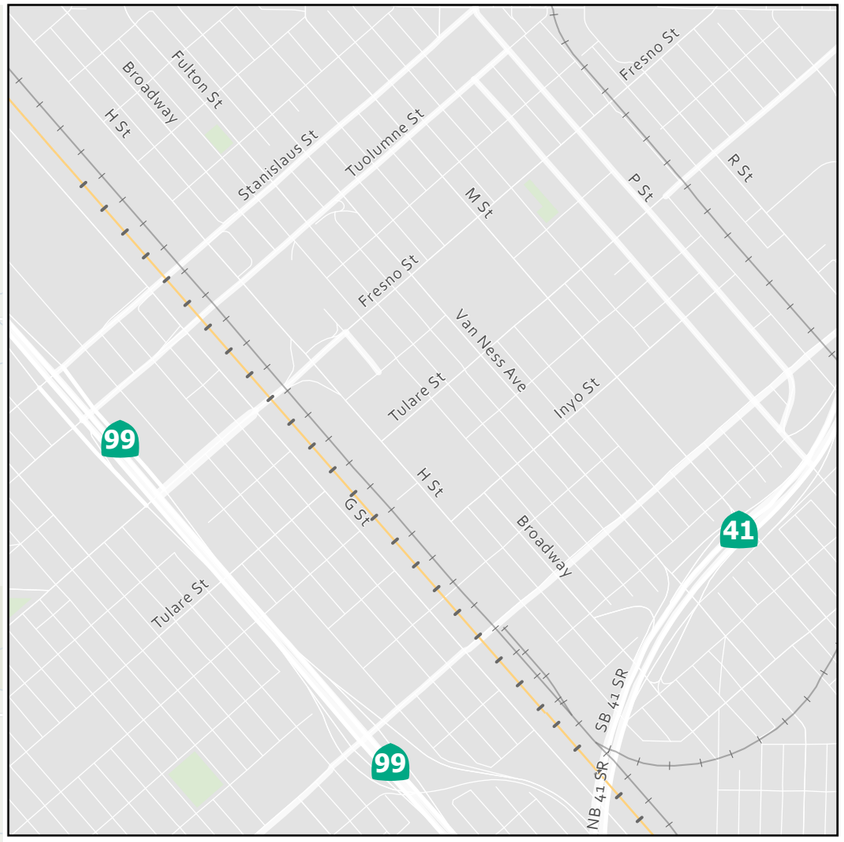
The treatments operate with the following phases:

- Flashing Yellow – Upon actuation, beacon flashes yellow
- Solid Yellow – Alerts drivers pedestrians will soon cross
- Solid Red – Drivers must stop and remain stopped
- Flashing Red – Drivers stop and proceed when clear, as they would with a stop sign
- No Indication – When not actuated, signal is dark, unlike standard signals and therefore vehicles may continue as usual

Current locations of both RRFBs and PHBs throughout Fresno are mapped in **Figure 50,** illustrating the City's existing investment in enhanced pedestrian crossing treatments.

FIGURE 50: CURRENT LOCATIONS OF RRFBs AND PHBs





DOWNTOWN VIEW

Pedestrian Crossing Device System Type

- HAWK (High-Intensity Activated Crosswalk)
- RRFB (Rectangular Rapid Flashing Beacon)

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

TIGHTER CURB-RETURN RADII

Wide corner radii enable higher-speed vehicle turns, which can potentially endanger pedestrians. Tightening the curb-return radius forces vehicles to reduce speed, substantially improving pedestrian safety. Design standards recommend limiting turning speeds to 15 mph or less through reduced effective radius width. While industrial areas require larger radii to accommodate truck traffic, tighter radii are particularly beneficial in suburban settings where historically wider turns may conflict with increased pedestrian activity. Design must also consider emergency vehicle turning requirements to ensure adequate access for fire apparatus and ambulances.

PEDESTRIAN SCRAMBLE

Pedestrian scrambles incorporate an exclusive pedestrian phase in the traffic signal cycle where all vehicles must stop while pedestrians can cross in any direction, including diagonally through the intersection (see **Figure 51**). This treatment works best at intersections with high pedestrian volumes, reducing potential conflicts between pedestrians and turning vehicles. Scrambles should include Accessible Pedestrian Signals (APS) to assist navigation by visually impaired users. Fresno has successfully implemented this treatment throughout the city including at the intersection of Cedar Avenue and Bulldog Lane, and two additional scrambles are installed on Fulton Street at the intersections with Fresno Street and with Tulare Street in Downtown Fresno.

FIGURE 51: PEDESTRIAN SCRAMBLE AT L STREET AND FRESNO STREET

All these enhanced treatments complement the basic sidewalk network to create a more comprehensive, accessible, and safe pedestrian environment and experience throughout Fresno. Their strategic implementation, particularly in areas with high pedestrian activity or safety concerns, supports the ATP's goals of improving safety and increasing walking trips.

8.B EXISTING CONDITIONS & NETWORKS

PEDESTRIAN TRIPS

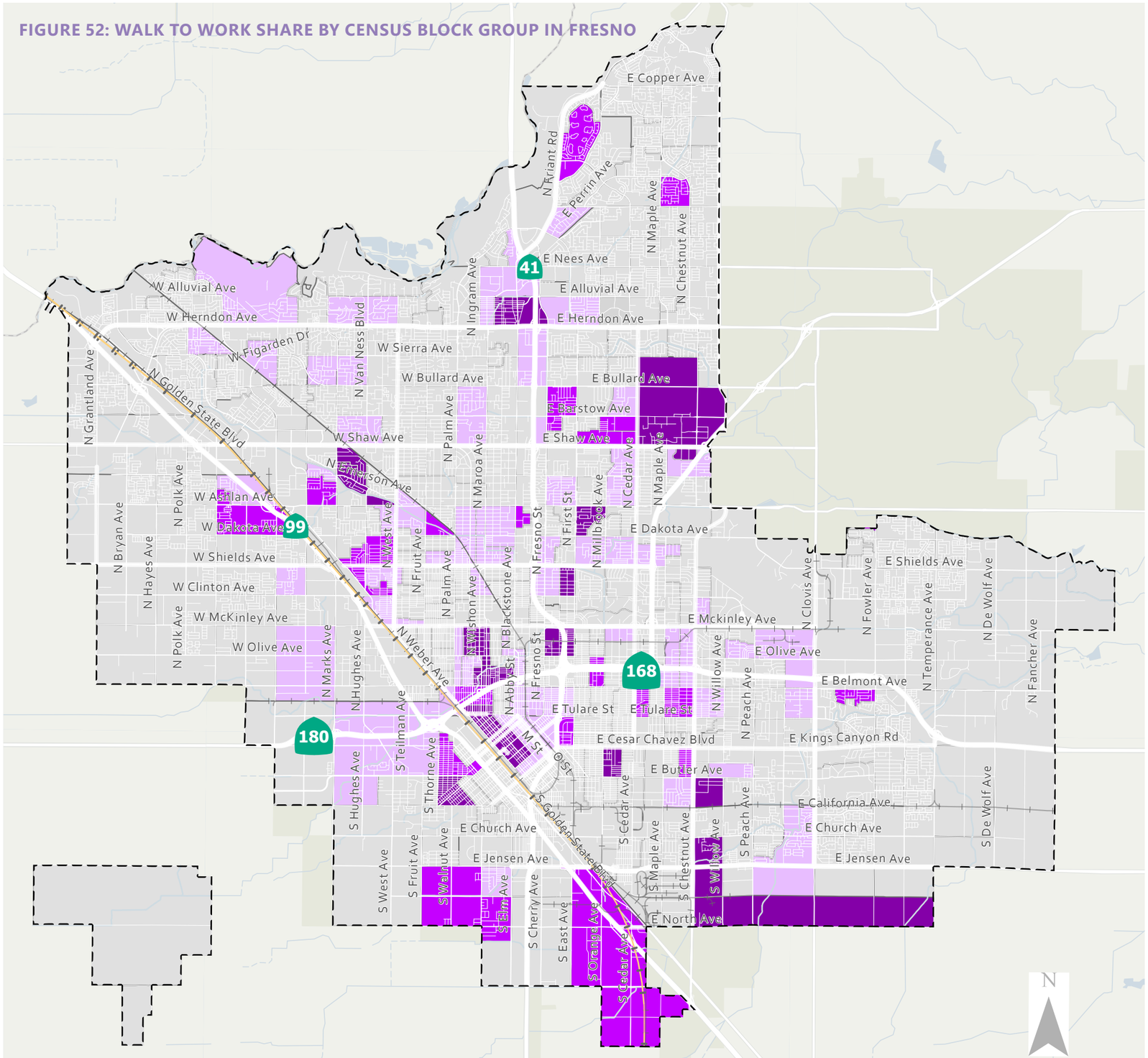
The 2025 ATP provides an opportunity to assess how walking patterns in Fresno have evolved since the adoption of the 2017 ATP. According to the US Census 2022 American Community Survey, approximately 3,470 or 1.6 percent of Fresno workers aged 16 years and older commuted to work daily by walking. This represents a notable decrease from the 2.3 percent walking mode share reported in the 2017 ATP and currently falls below the 2022 statewide average of 2.4 percent.

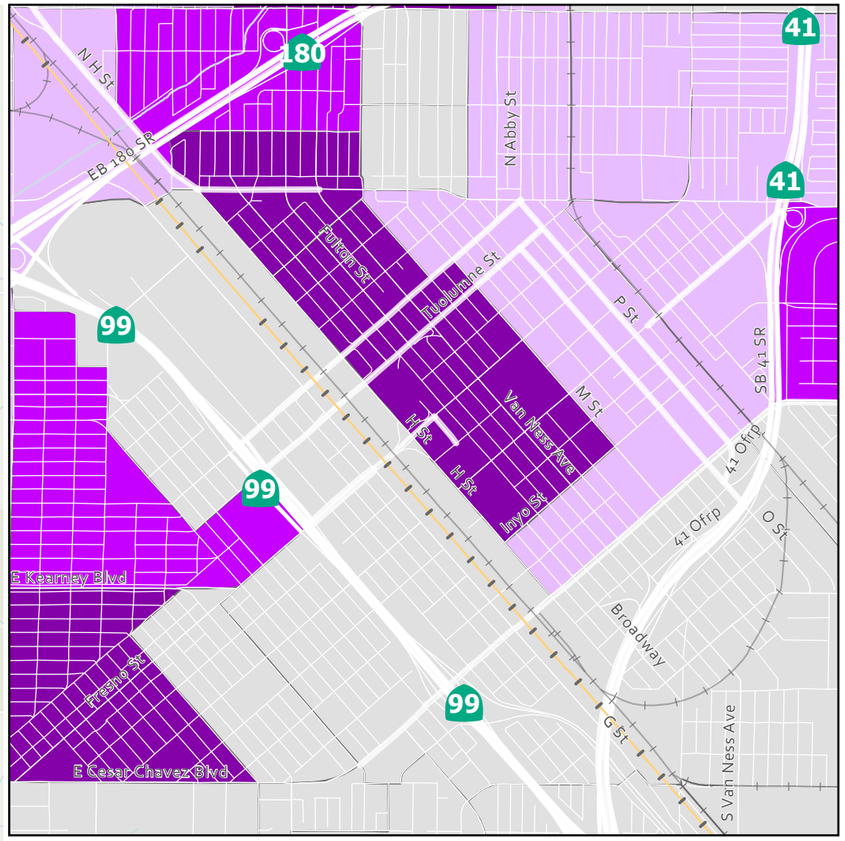
This decline in walking commute trips can be partially attributed to the significant shifts in work patterns due to the COVID-19 pandemic. The rise of remote and hybrid work arrangements, particularly among office workers who previously walked to Downtown employment centers, has fundamentally altered commute patterns. While some workers have returned to in-person work, the lasting adoption of flexible work arrangements continues to influence commute mode choices.

However, it is important to note that commute data captures only a portion of overall pedestrian activity in Fresno. The census data does not account for workers who walk to work occasionally or the substantial number of non-commute trips, such as those to stores, schools, or for recreation. Furthermore, walking segments of longer trips, such as walking to and from transit stops, are not reflected in these statistics. The actual number of pedestrian trips is likely significantly higher than what commute data alone suggests. The California Statewide Travel Survey provides additional context, finding that 16 percent of all household trips in California are made via walking, which demonstrates that journey-to-work data significantly under-represents actual pedestrian activity levels.

The spatial distribution of pedestrian commuters across Fresno reveals how walking patterns have evolved since the 2017 ATP. **Figure 52** illustrates the percentage of commuters who commute to work by walking, displayed by census block throughout Fresno, based on data from the US Census 2022 American Community Survey. While Downtown Fresno maintains relatively high rates of walking commuters, new patterns have emerged in mixed-use developments and near major institutions. Areas near Fresno State University and major medical centers continue to demonstrate higher walking rates, reflecting the stability of these major employment and activity centers through the pandemic period.

FIGURE 52: WALK TO WORK SHARE BY CENSUS BLOCK GROUP IN FRESNO





DOWNTOWN VIEW

Percent Pedestrian by Block Group

- Less than 1%
- 1% - 5%
- 5% - 10%
- Greater than 10%

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

SCHOOL TRIPS

Walking to school represents a significant and distinct component of pedestrian activity in Fresno. Through partnerships with local school districts and Safe Routes to School programs, the City has gathered detailed data about school-related walking patterns and barriers. This information helps guide infrastructure improvements and programming to support safe walking to school and increased physical activity opportunities thus improving their overall health.

Analysis of school walking patterns reveals that walking rates vary significantly by neighborhood and school. Schools in older neighborhoods with complete sidewalk networks and shorter blocks typically see higher walking rates. Elementary schools, in particular, draw many walkers from their immediate neighborhoods, with walking rates decreasing for middle and high schools as attendance boundaries expand.

Weather conditions continue to significantly influence school walking patterns in Fresno, as noted in the 2017 ATP. The mild climate during much of the school year supports walking, but extreme heat during the early fall and late spring months remains a deterrent. This persistent challenge has reinforced the importance of shade infrastructure along school walking routes.

The City's coordination with school districts has evolved to address both traditional barriers to walking and new challenges that have emerged since 2017. Infrastructure improvements near schools continue to focus on creating continuous sidewalk networks, providing enhanced crossings at key intersections, and implementing traffic calming measures.

PEDESTRIAN COLLISION ANALYSIS

According to the Crossroads data provided by the City from January 1st, 2018 to December 31st, 2023, there were 935 pedestrian-related collisions in Fresno, representing approximately 14 percent of all injury collisions. Of these pedestrian collisions, 344 were killed or severe injury (KSI) collisions. Transportation Injury Mapping System (TIMS) categorizes injury collisions into four severity levels based on the extent of injuries sustained:

- Fatal: Collisions resulting in death.
- Severe Injury: Collisions causing incapacitating injuries that prevent the victim from walking, driving, or performing normal activities.
- Visible Injury: Collisions resulting in obvious but non-incapacitating injuries such as bruises, abrasions, swelling, or minor bleeding.
- Complain of Pain: Collisions where victims report pain or discomfort but have no visible signs of injury.

Analysis of these collisions reveals several key patterns. The primary collision factors include:

- Pedestrian violations (such as jaywalking, crossing outside of marked crosswalk or crossing against traffic signals) were the leading cause, contributing to 50 percent of KSI collisions and 41 percent of injury collisions.
- Pedestrian right of way violations, where drivers failed to yield to pedestrians in crosswalks or other areas where pedestrians had the right of way, contributed to 13 percent of KSI collisions and 20 percent of injury collisions.
- Unsafe speed was responsible for 13 percent of KSI collisions and 11 percent of injury collisions.

Location and timing patterns show that:

- Approximately 82 percent of KSI collisions and 86 percent of injury collisions occurred at intersections.
- Most pedestrian-related collisions occurred when pedestrians crossed outside of crosswalks, accounting for 45 percent of KSI collisions and 37 percent of injury collisions.
- Crossing in crosswalks at intersections, while safer, still represented 24 percent of KSI and 32 percent of injury collisions.
- The majority of KSI collisions (79 percent) and more than half (58 percent) of all injury collisions occurred in dark conditions or during dawn/dusk.
- Peak period for pedestrian collisions was from 5 p.m. to 9 p.m. in the evening.

Figure 53 through 58 and Table 8 illustrates important graphs and a table showing pedestrian collision trends in Fresno from 2018-2023. **Figure 59** shows the spatial distribution of pedestrian collisions across Fresno, highlighting areas with higher collision densities that may require targeted safety improvements. Areas with notably high pedestrian collision concentrations include:

- Downtown Fresno
- Top pedestrian collision corridors:
  - » Blackstone Avenue
  - » Shaw Avenue
  - » Olive Avenue
  - » Fresno Street
  - » Belmont Avenue
- Top pedestrian collision intersections:
  - » Blackstone Avenue & Ashlan Avenue
  - » Blackstone Avenue & Dakota Avenue
  - » Belmont Avenue & Palm Avenue
  - » Tulare Street & First Street
  - » Cesar Chavez Boulevard & F Street

This collision analysis provides critical information for developing targeted safety countermeasures in Fresno. The analysis also guides the prioritization of locations for pedestrian infrastructure improvements detailed in the proposed networks section of this chapter.

TABLE 8: COLLISIONS BY SEVERITY AND YEAR

Year	Fatal	Severe Injury	Other Visible Injury	Complaint of Pain	KSI Collisions	Total Collisions
2018	22	28	52	38	50	140
2019	19	17	38	45	36	119
2020	28	29	48	25	57	130
2021	17	43	55	37	60	152
2022	21	39	60	52	60	172
2023	21	60	91	50	81	222
Grand Total	**128**	**216**	**344**	**247**	**344**	**935**

Source: Crossroads

FIGURE 53: PEDESTRIAN COLLISIONS V/S TOTAL COLLISIONS BY SEVERITY

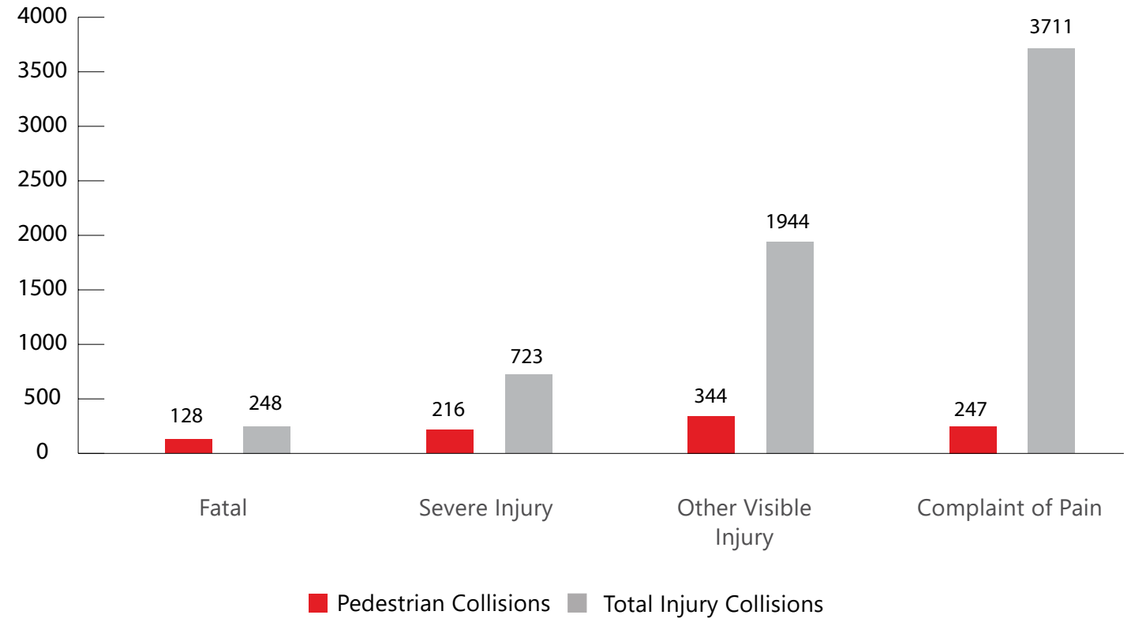


FIGURE 54: LIGHTING CONDITIONS DURING COLLISION

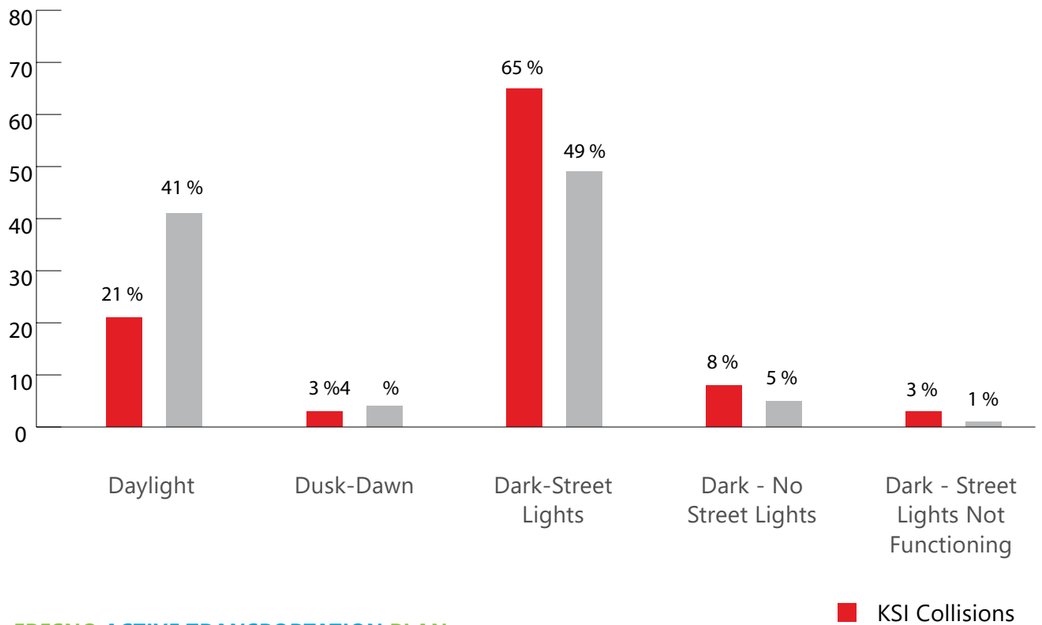


FIGURE 55: PEDESTRIAN ACTION DURING COLLISION

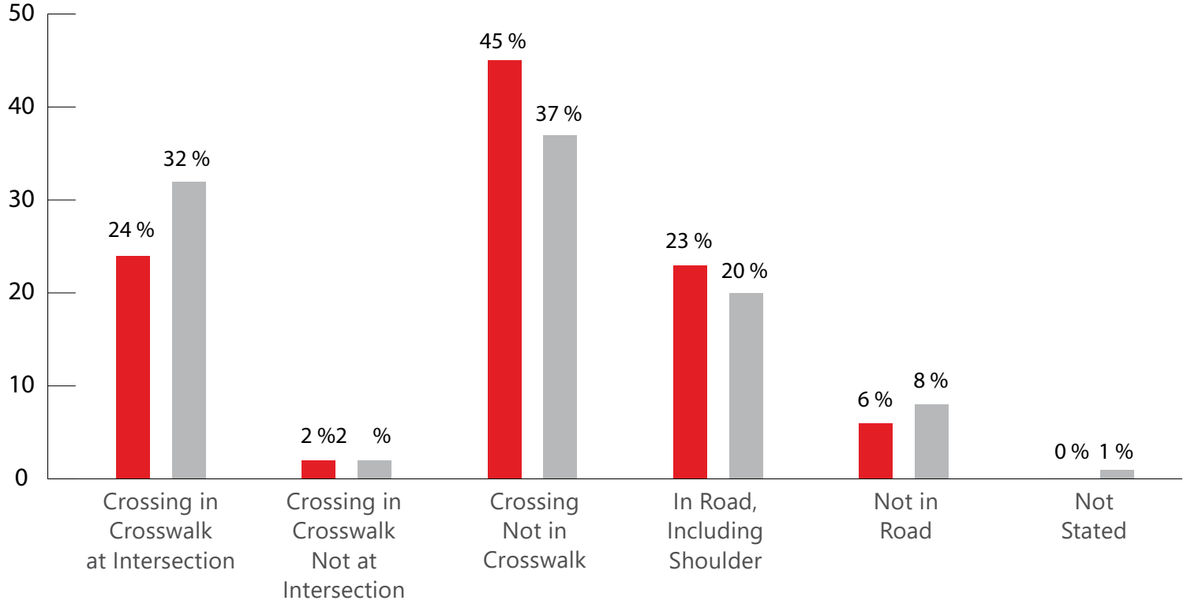


FIGURE 56: PEDESTRIAN COLLISIONS BASED ON LOCATION

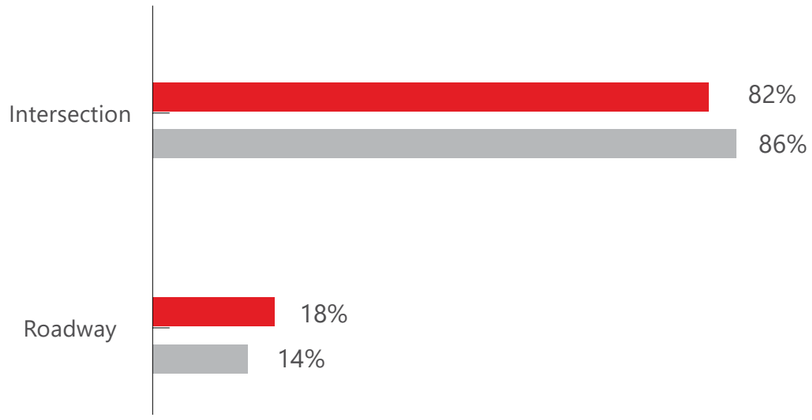


FIGURE 57: TOP 5 VIOLATION CATEGORIES BASED ON PEDESTRIAN INJURY COLLISIONS

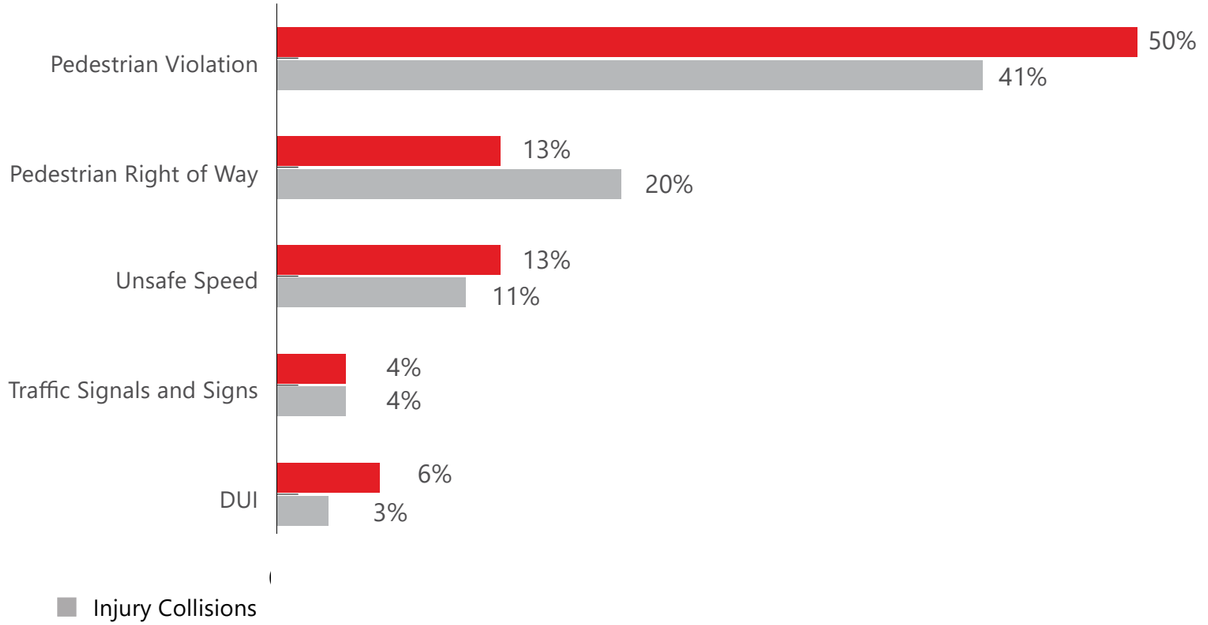


FIGURE 58: PEDESTRIAN COLLISIONS BY TIME OF DAY

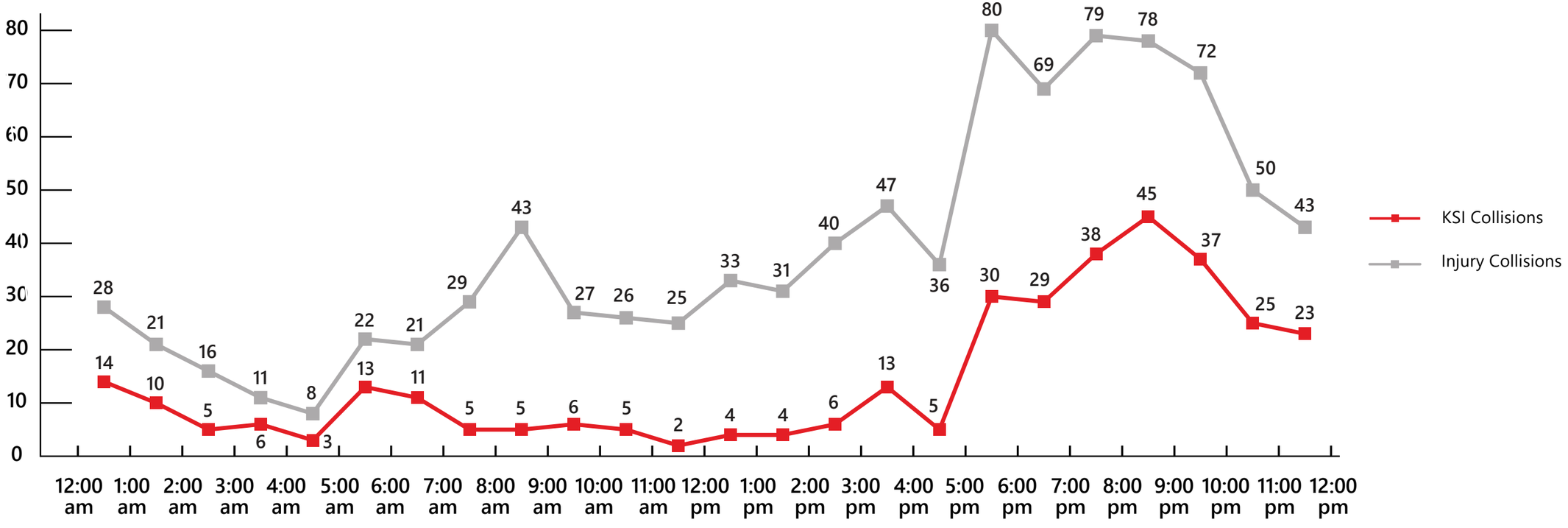
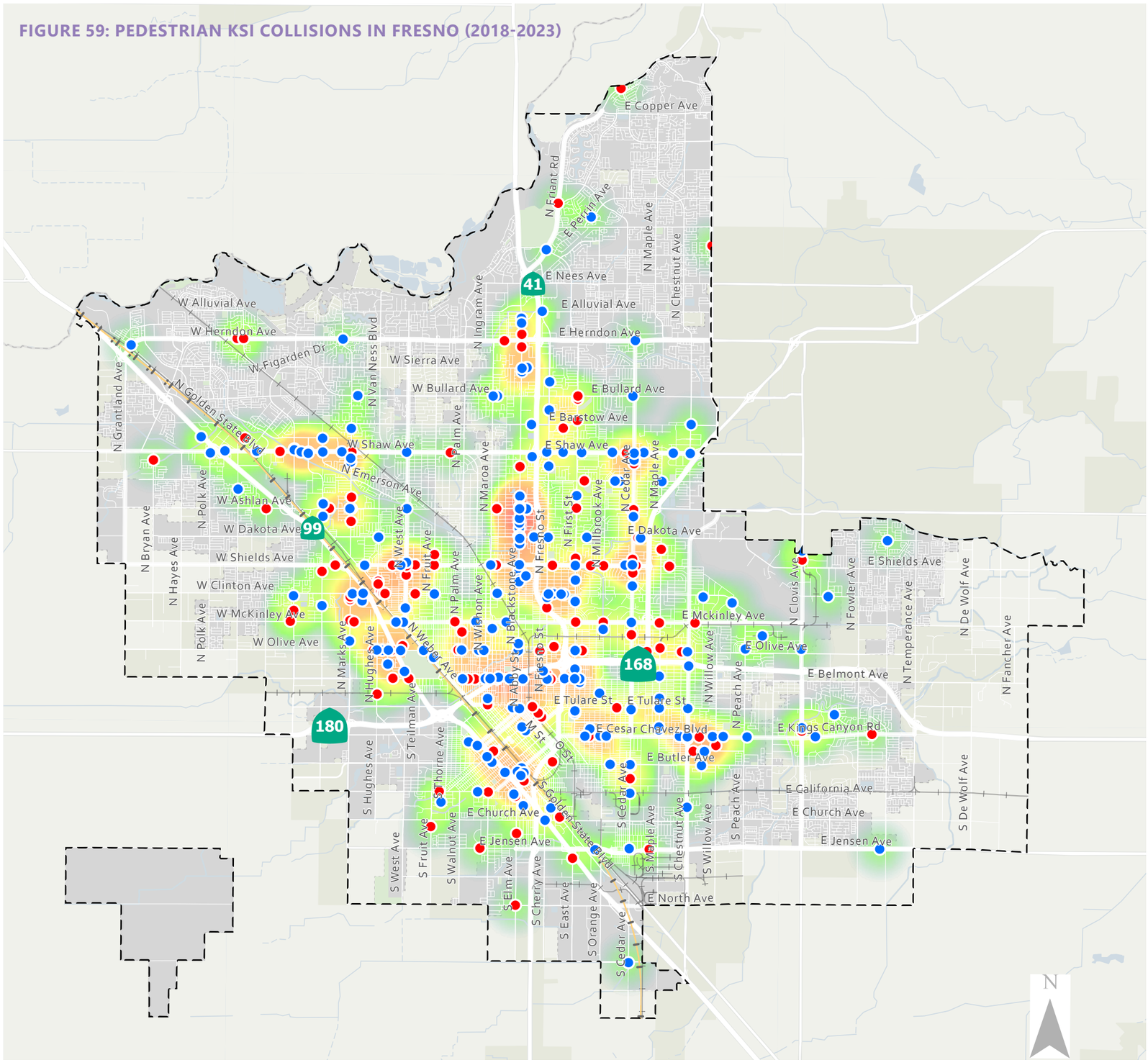
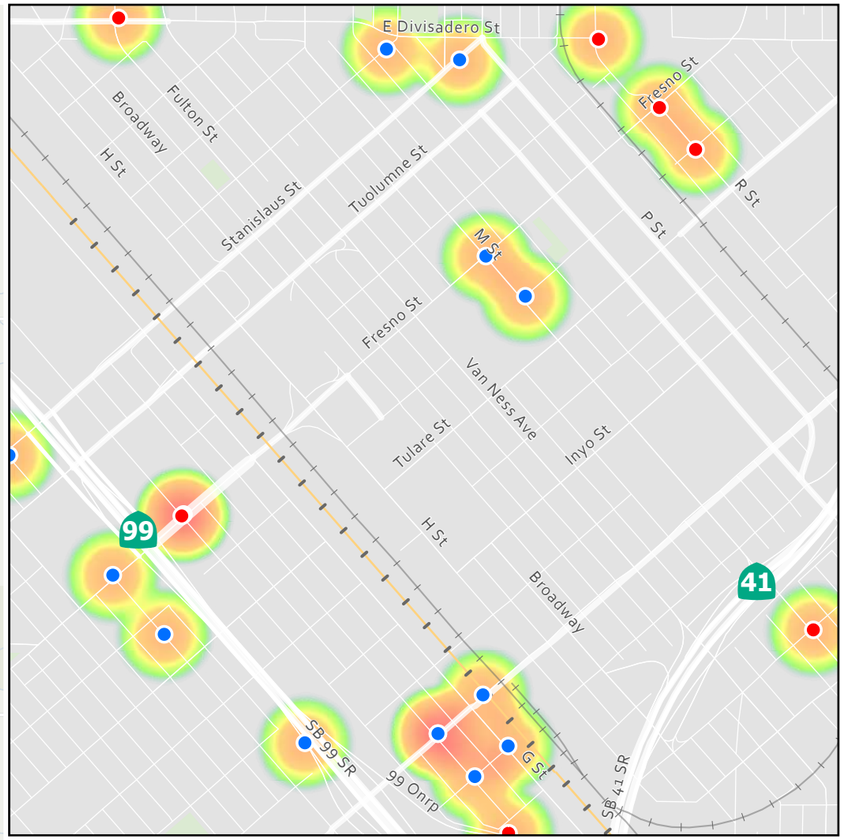


FIGURE 59: PEDESTRIAN KSI COLLISIONS IN FRESNO (2018-2023)





DOWNTOWN VIEW

Collisions By Severity
- Fatal
- Severe Injury

Pedestrian Collisions Density
- Sparse
- Dense
- High Speed Rail Alignment
- Rail
- Canal
- Parks
- Water
- City Limits
- City Sphere of Influence

8.C PLANNED PEDESTRIAN NETWORKS

The City of Fresno's planned pedestrian network creates a comprehensive, connected system of sidewalks, paths and enhanced crossings that enables safe and comfortable walking throughout the city. The network focuses on creating continuous walking routes that connect residential neighborhoods to key destinations, transit stops, and other community amenities. This section outlines the methodology for selecting and prioritizing pedestrian improvements, along with implementation strategies and funding considerations.

SELECTION AND PRIORITIZATION

The planned pedestrian network builds upon the foundation established in the 2017 ATP while incorporating updated data and refined methodologies. While Class I bike paths serve as important dual purpose, multi-use trails within the pedestrian network, sidewalks remain the predominant infrastructure component utilized throughout the city.

The development of the planned pedestrian network began with a comprehensive analysis of the city's current sidewalk inventory data to identify street segments lacking pedestrian facilities. This process excluded freeways, freeway ramps, and most unincorporated areas to focus resources on viable pedestrian corridors within the city's jurisdiction. The resulting network of planned sidewalks was then identified based on multiple criteria, including:

- Proximity to key destinations such as schools, parks, transit stops, and activity centers
- Pedestrian injury collision density based on updated collision data from 2018 to 2023
- Population density using the latest demographic information
- Household income levels with emphasis on disadvantaged communities
- Vehicle ownership rates to identify transit-dependent populations
- CalEnviroScreen scores using the most recent version to identify disadvantaged communities
- Public input gathered during the 2025 ATP development process
- Proximity to arterials and collectors where pedestrian infrastructure is crucial for safety enhancing

To develop the priority pedestrian network, the City identified focus areas with the greatest need for infrastructure improvements. Recognizing that pedestrians typically travel shorter distances than cyclists, the priority network concentrates on specific areas rather than citywide corridors. This area-based approach considered three primary factors:

- Disadvantaged and historically underserved neighborhoods with significant gaps in sidewalk infrastructure
- Areas with high levels of pedestrian activity, including commercial districts, educational institutions, healthcare facilities, and entertainment venues
- Corridors and intersections with documented pedestrian concerns based on collision analysis

The prioritization process incorporated an extensive review of current City planning efforts, stakeholder and community workshop feedback, and the sidewalk priorities established through the data analysis. The approach also maintained consistency with the City's ADA Transition Plan for the Public Right of Way, which established important considerations for addressing gaps in the pedestrian network.

As outlined in the ADA Transition Plan, the City primarily addresses sidewalk gaps through development requirements, but recognizes that some areas have limited development potential. In these cases, the Public Works Department evaluates the following factors to prioritize sidewalk construction:

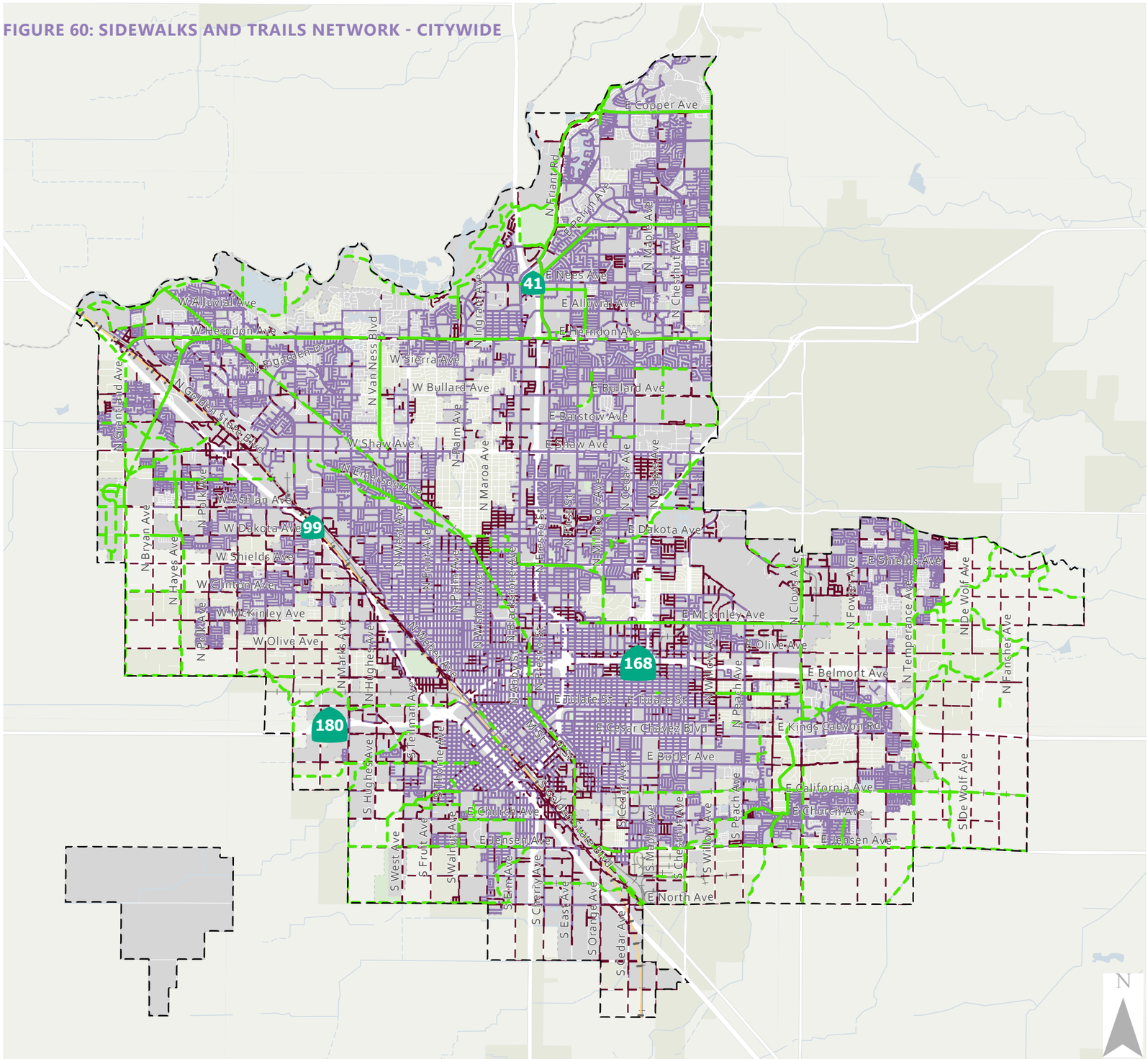
- Public complaints identifying gaps in the existing circulation system
- Limited likelihood of future development of adjacent properties
- Absence of alternative accessible paths
- Community impact based on proximity to government facilities, transportation hubs, and employment centers
- Availability of right-of-way for improvements

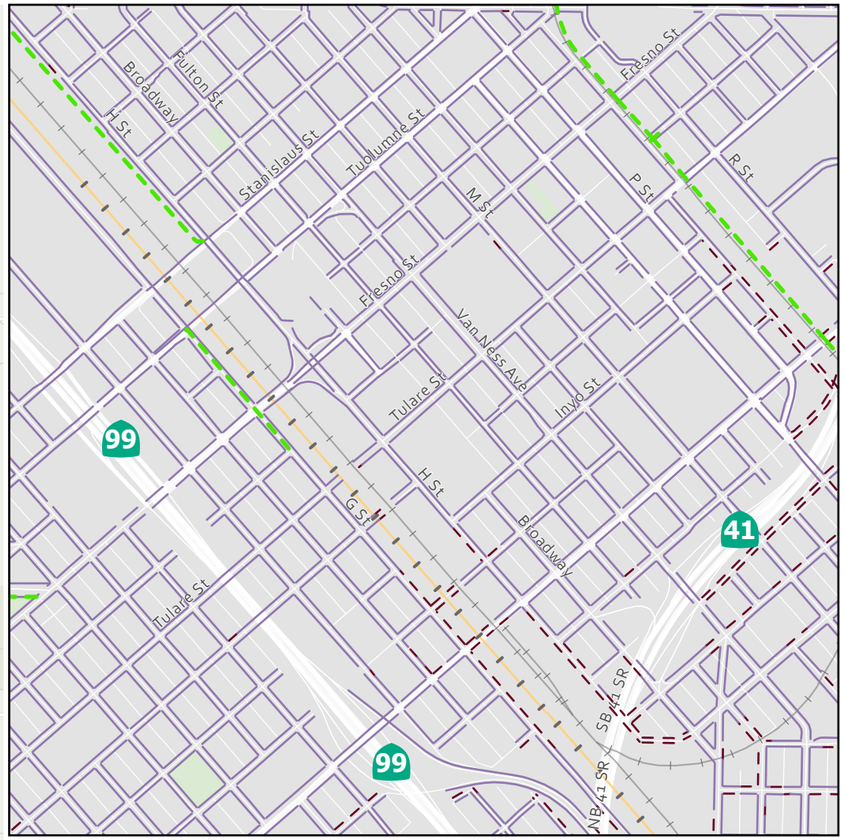
This comprehensive approach ensures that pedestrian network improvements address both the highest-need areas and fulfill the City's ADA compliance objectives. The resulting pedestrian network **(Figure 60, Figure 61A through Figure 61G and Table 9)** reflects both quantitative analysis and qualitative community input, creating a balanced implementation strategy that will guide the City's pedestrian infrastructure investments over the next five years. The pedestrian network is illustrated through detailed maps organized by Council District (Figures 57A through 57G).

TABLE 9: PEDESTRIAN NETWORK FACILITIES

Facility Type	Existing (miles)	Planned (miles)	Total (miles)
Class I Bikeway Bike Path (Shared-Use Path)	58	150	208
Sidewalks	2,087	580	2,667

FIGURE 60: SIDEWALKS AND TRAILS NETWORK - CITYWIDE

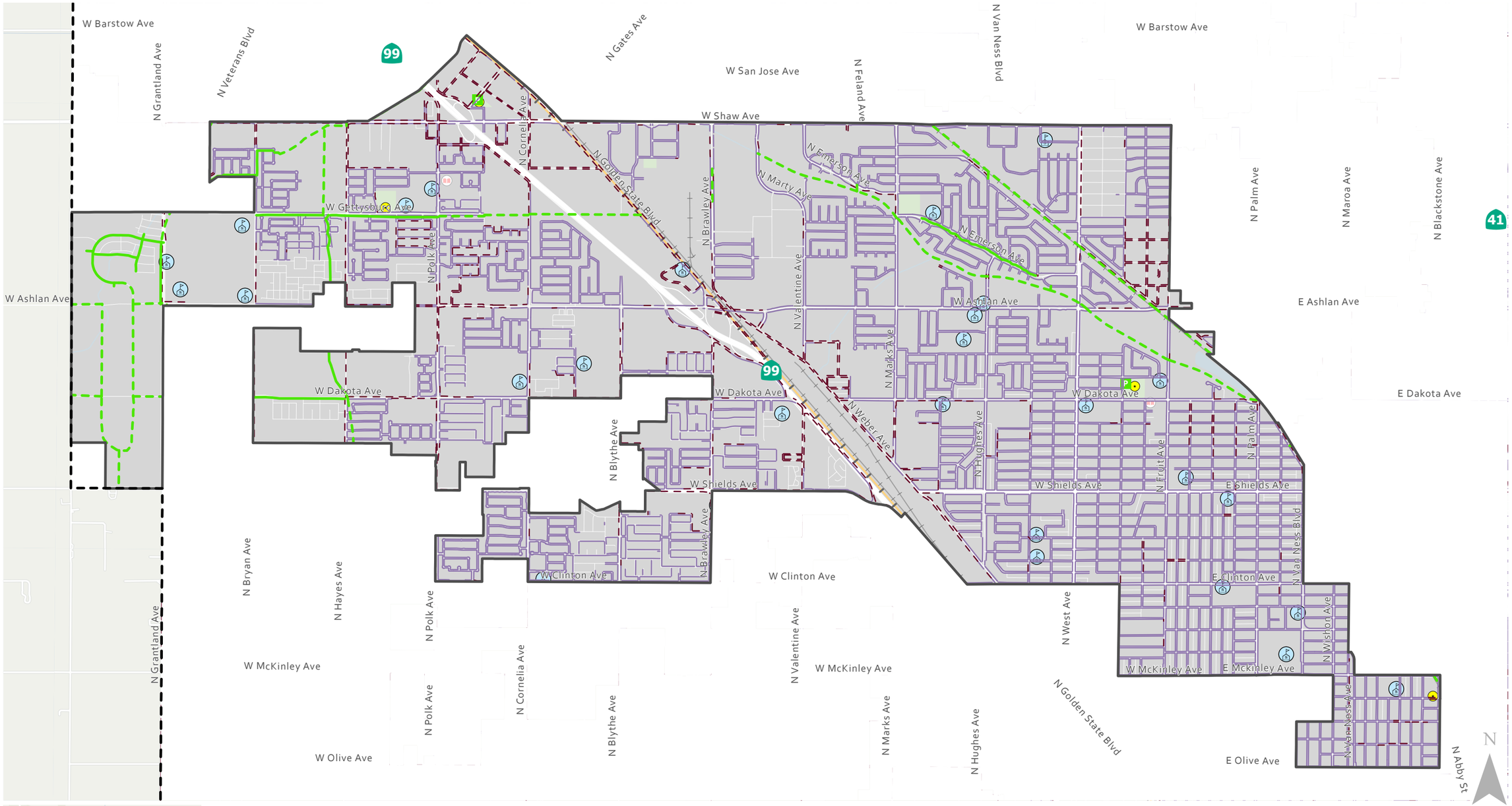




DOWNTOWN VIEW

- Planned Class I Bike Trails
- Existing Class I Bike Trails
- Planned Sidewalk
- Existing Sidewalks
- High Speed Rail Alignment
- Rail
- Canal
- Water
- Parks
- City Limits
- City Sphere of Influence

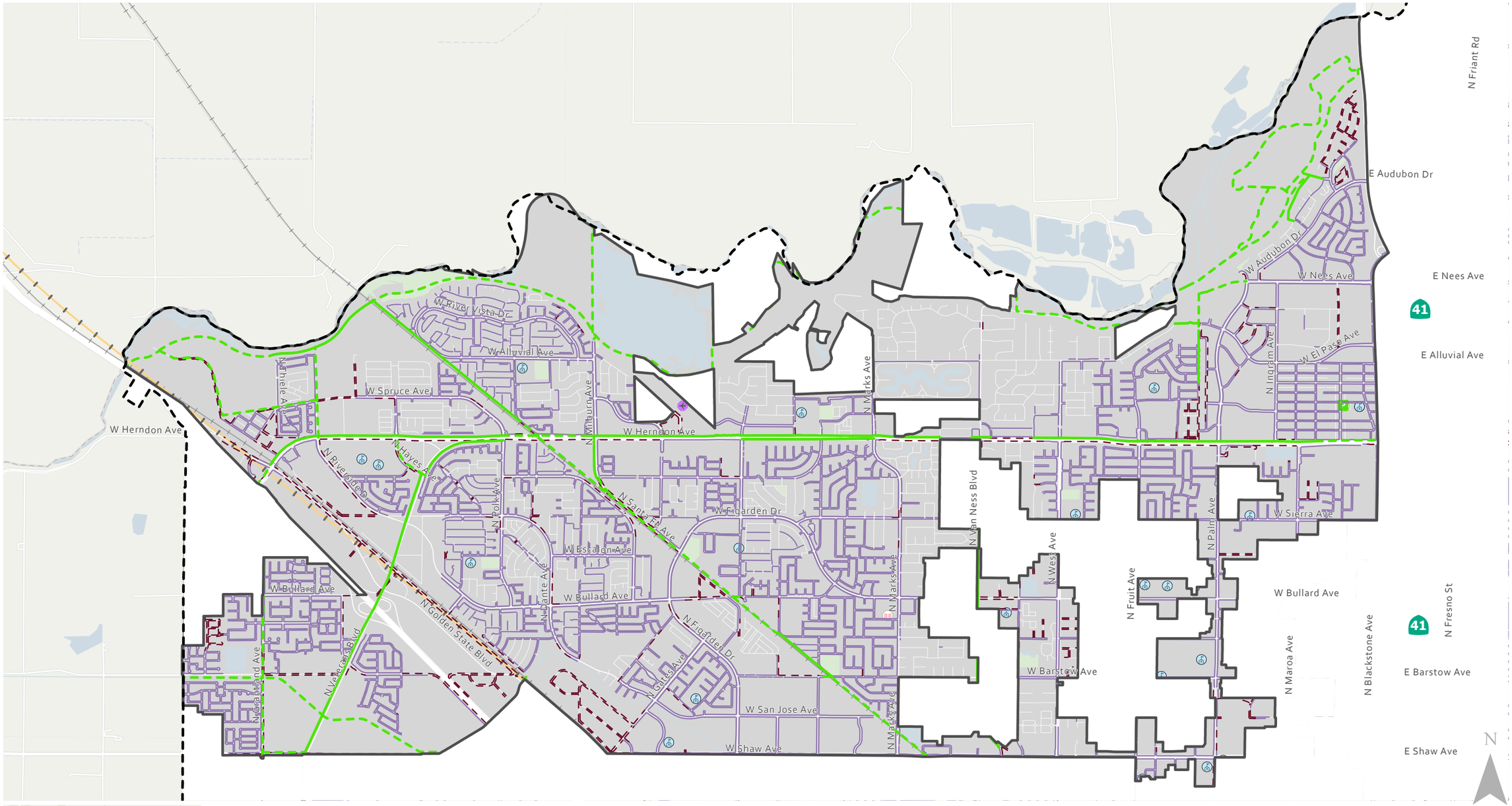
FIGURE 61A: SIDEWALKS AND TRAILS NETWORK - CITY COUNCIL DISTRICT 1



Planned Class I Bike Trails
Existing Class I Bike Trails
Planned Sidewalk
Existing Sidewalks

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

FIGURE 61B: SIDEWALKS AND TRAILS NETWORK - CITY COUNCIL DISTRICT 2



Planned Class I Bike Trails
Existing Class I Bike Trails
Planned Sidewalk
Existing Sidewalks

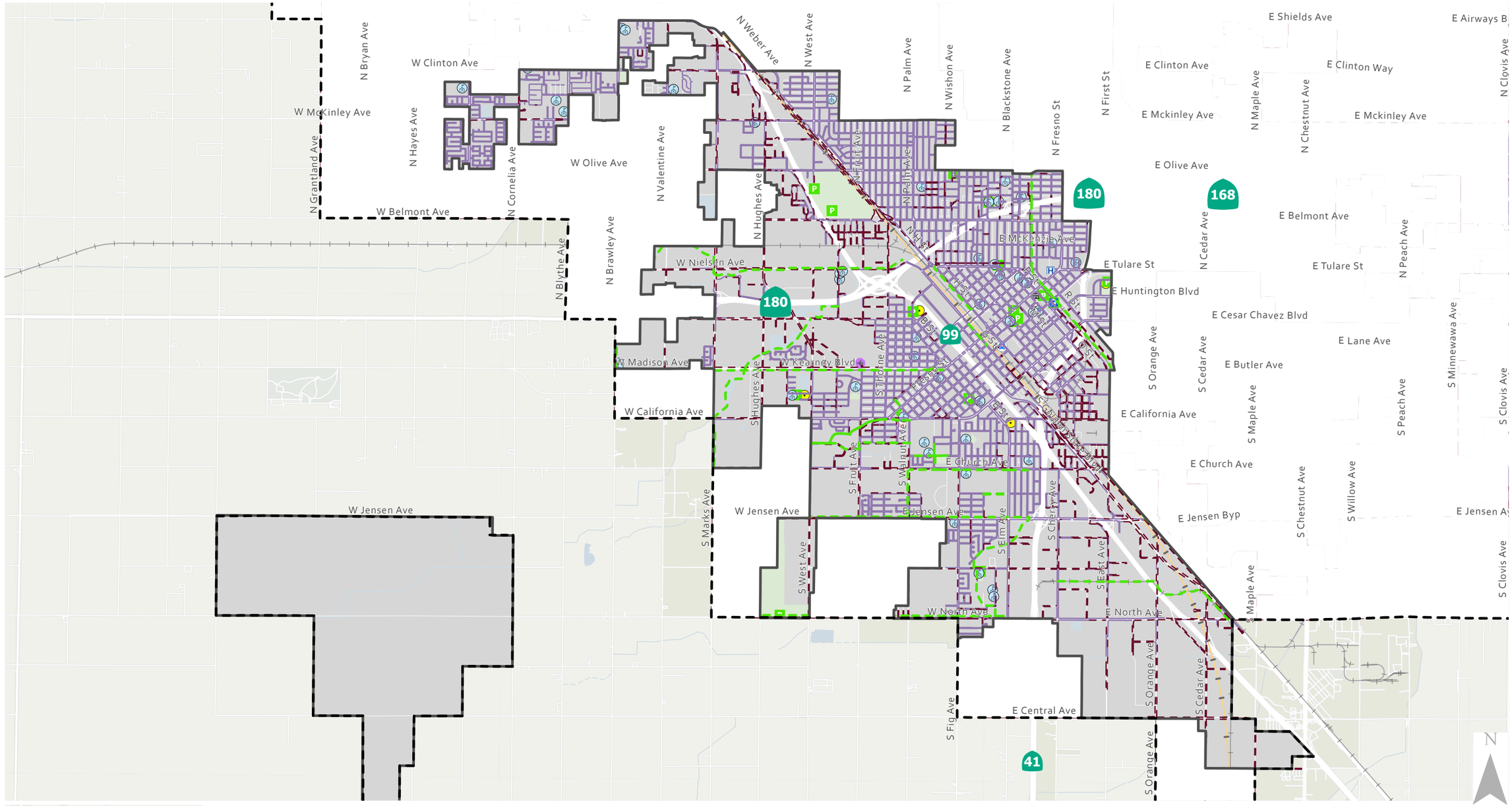
Key Destinations
Amtrak Station
Hospital
Higher Education
School

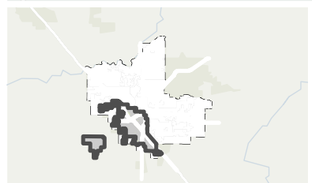
Airport
City hall
Park- and- Ride
Libraries
Community Centers

Manchester Transit Center
Downtown Transit Center
High Speed Rail Alignment
Rail
Canal

Water
Parks
City Council District - 2
City Limits
City Sphere of Influence

FIGURE 61C: SIDEWALKS AND TRAILS NETWORK - CITY COUNCIL DISTRICT 3



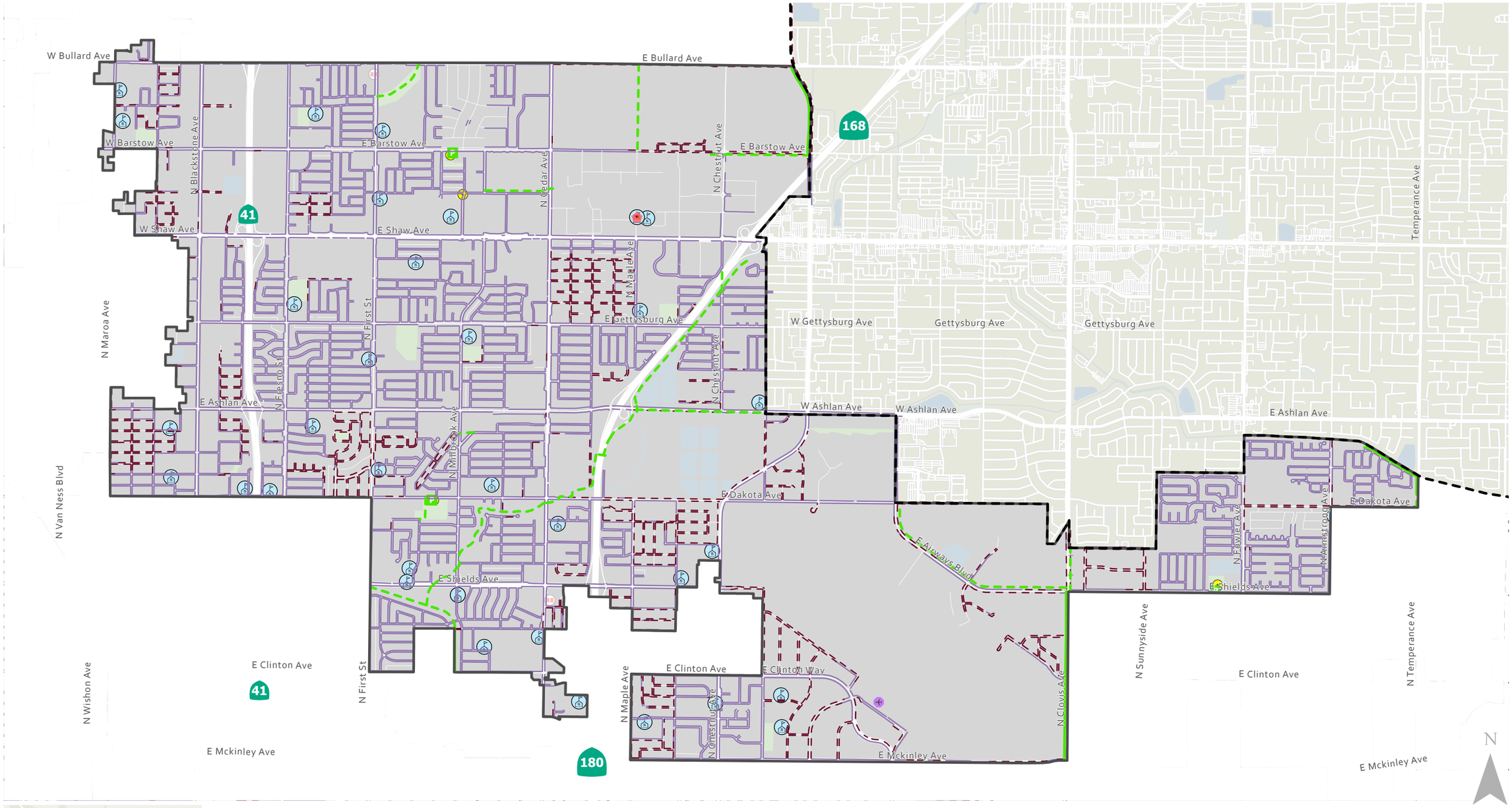


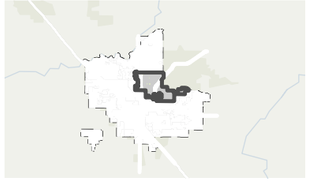
- Planned Class I Bike Trails
- Existing Class I Bike Trails
- Planned Sidewalk
- Existing Sidewalks

Key Destinations

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

FIGURE 61D: SIDEWALKS AND TRAILS NETWORK - CITY COUNCIL DISTRICT 4





- Planned Class I Bike Trails
- Existing Class I Bike Trails
- Planned Sidewalk
- Existing Sidewalks

Key Destinations

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

FIGURE 61E: SIDEWALKS AND TRAILS NETWORK - CITY COUNCIL DISTRICT 5

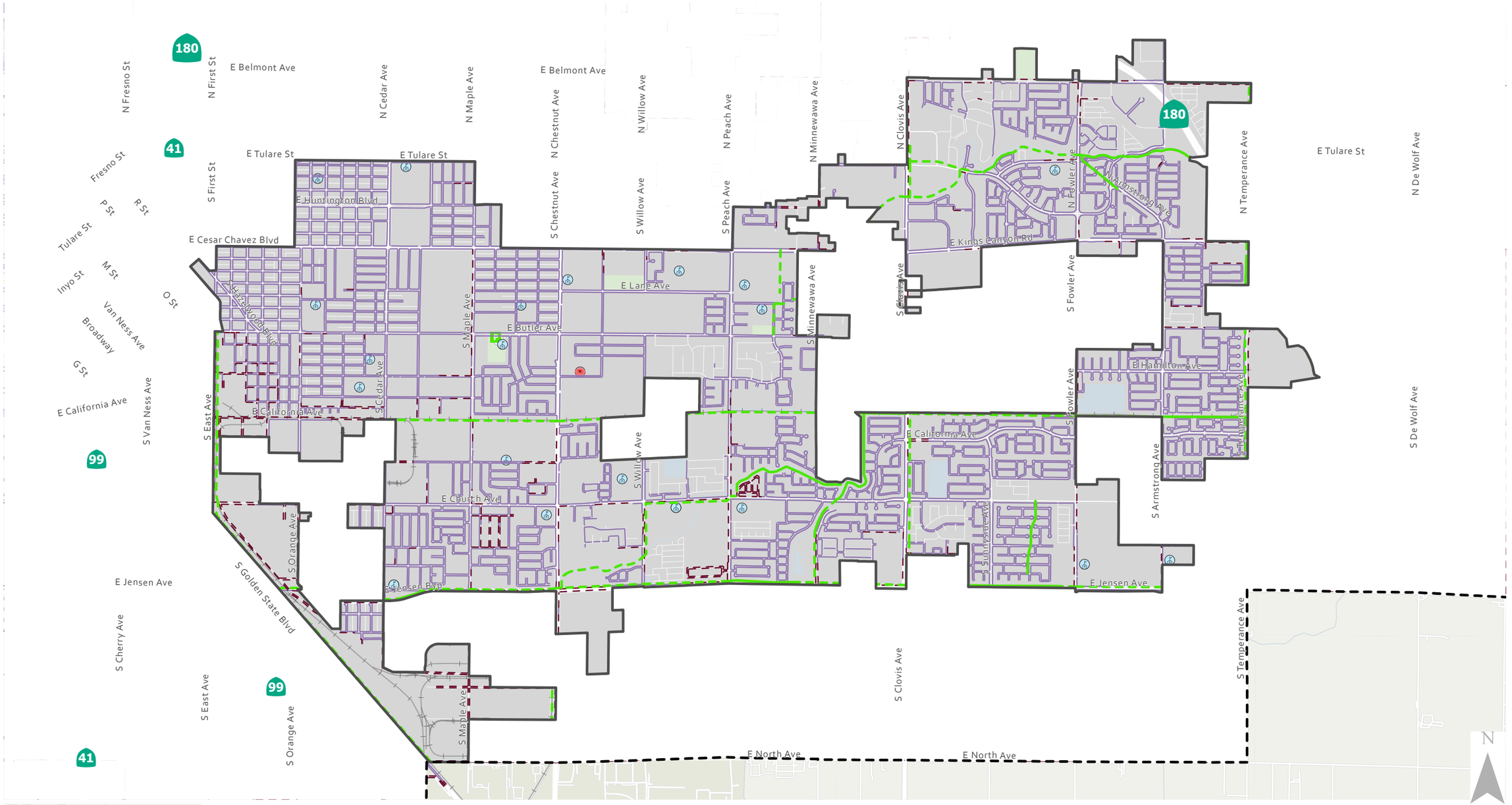
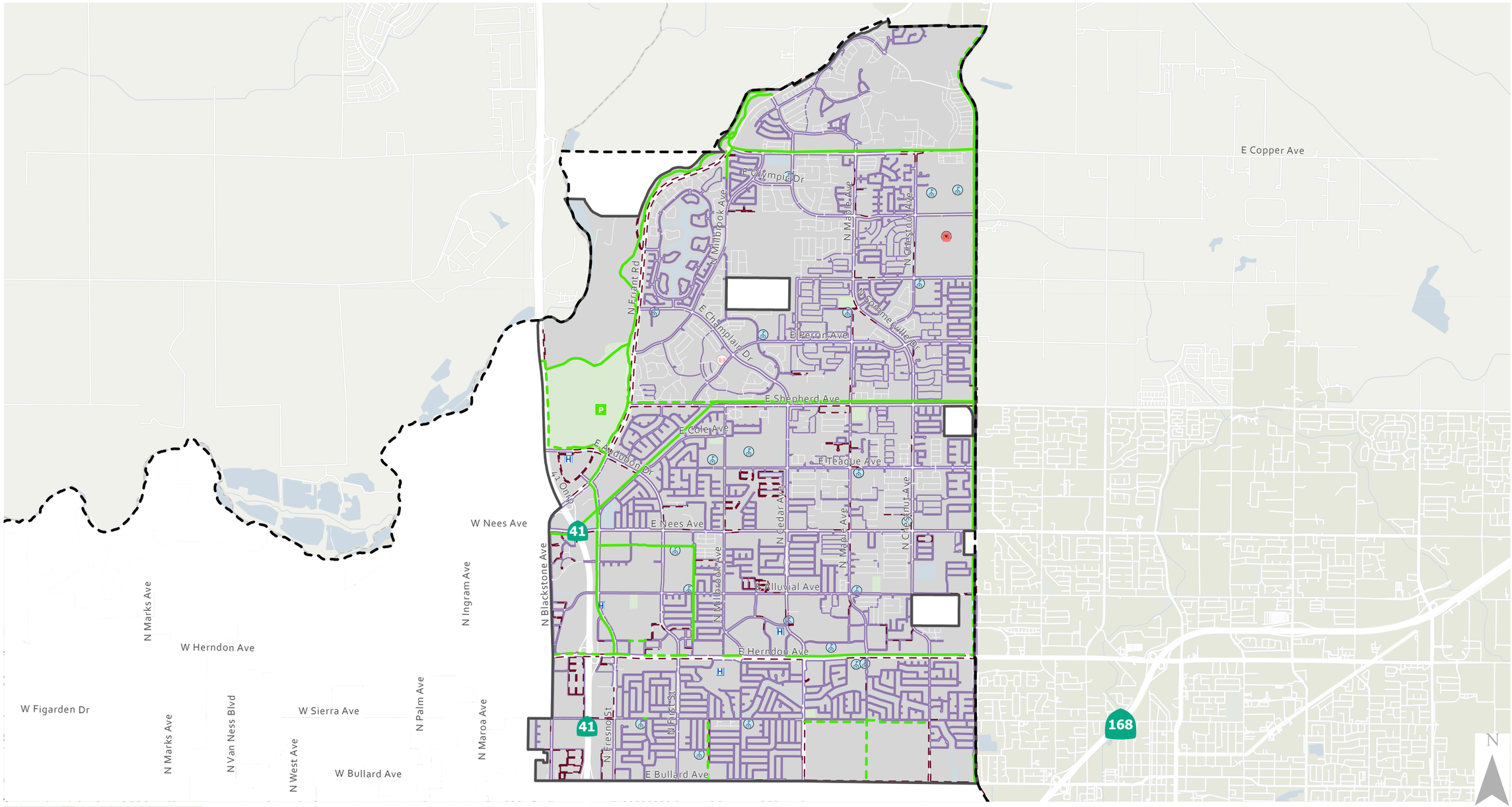
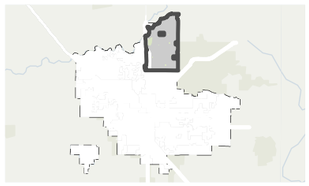


FIGURE 61F: SIDEWALKS AND TRAILS NETWORK - CITY COUNCIL DISTRICT 6



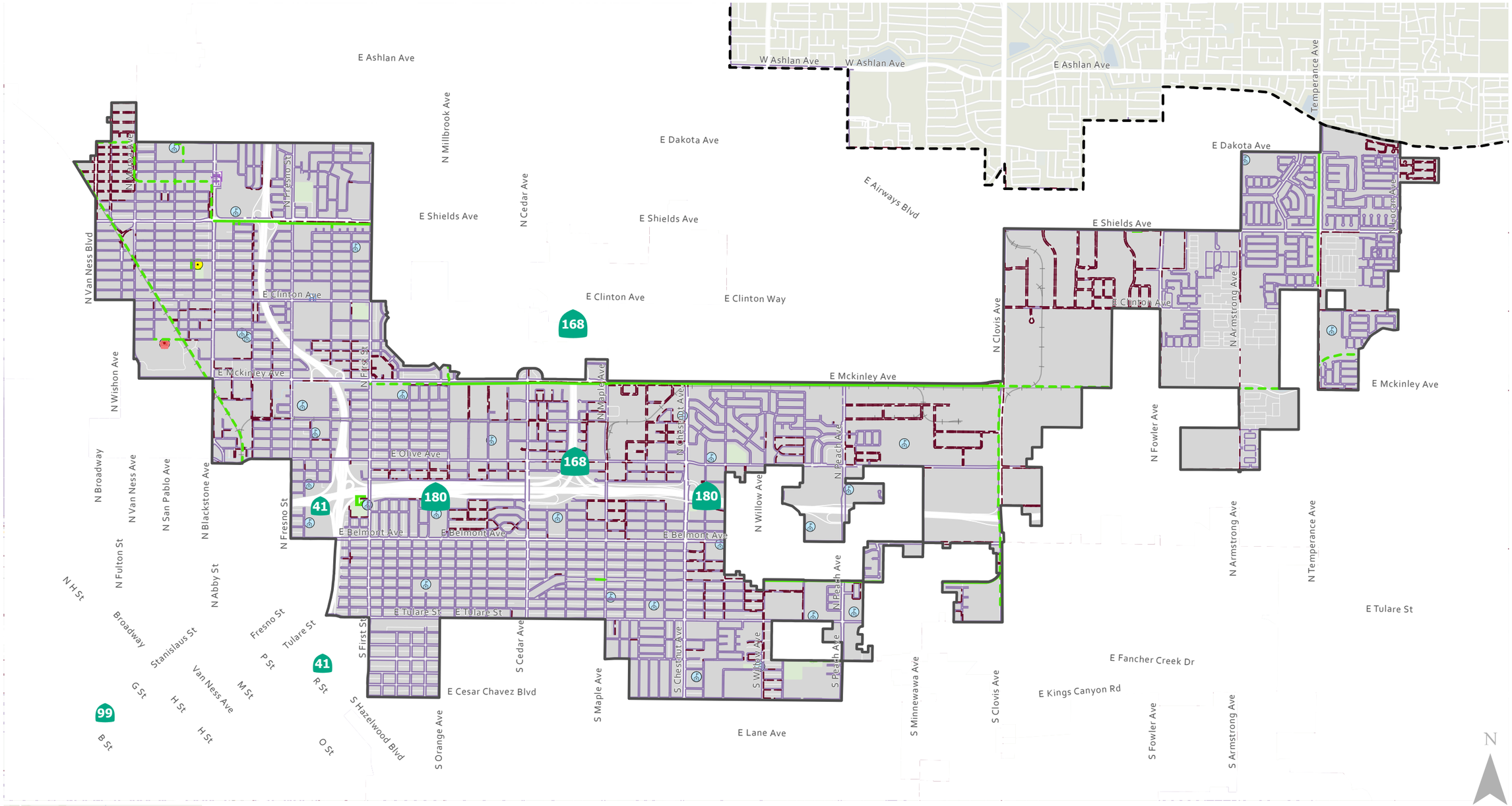


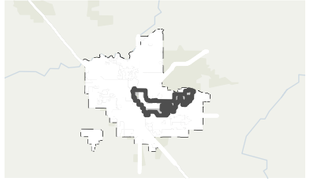
- Planned Class I Bike Trails
- Existing Class I Bike Trails
- Planned Sidewalk
- Existing Sidewalks

Key Destinations

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

FIGURE 61G: SIDEWALKS AND TRAILS NETWORK - CITY COUNCIL DISTRICT 7





- Planned Class I Bike Trails
- Existing Class I Bike Trails
- Planned Sidewalk
- Existing Sidewalks

Key Destinations

- Amtrak Station
- Hospital
- Higher Education
- School
- Airport
- City hall
- Park- and- Ride
- Libraries
- Community Centers
- Manchester Transit Center
- Downtown Transit Center
- High Speed Rail Alignment
- Rail
- Canal
- Water
- Parks
- City Council District - 7
- City Limits
- City Sphere of Influence

8.D PEDESTRIAN PRIORITY NETWORK

The priority pedestrian network represents a strategic approach to pedestrian network implementation that builds upon the framework established in the 2017 ATP while incorporating updated data and a refined scoring methodology. The priority network is illustrated in **Figure 62** and detailed methodology of assigning priority to sidewalk network is explained in **Appendix F.**

An updated comprehensive scoring system that evaluates each planned sidewalk segment is based on three key criteria: underserved neighborhoods and areas, pedestrian activity levels, and pedestrian safety concerns. This methodology ensures that improvements are directed toward locations with the greatest need and potential impact. The resulting prioritization identifies 62 miles of high-priority pedestrian network improvements, 268 miles of medium-priority improvements, and 250 miles of lower-priority improvements throughout the city.

HIGH-PRIORITY SIDEWALK SEGMENTS

The high-priority pedestrian network segments primarily concentrate in areas that score highest across multiple evaluation criteria. These locations typically include disadvantaged communities with significant infrastructure gaps, areas with high pedestrian-generating land uses such as schools and commercial centers, and corridors with documented pedestrian safety concerns based on collision analysis.

High-priority segments are concentrated in several key areas of the city, including

- Downtown Fresno
- Hidalgo Elementary School and surrounding neighborhood
- Pyle Elementary School and surrounding neighborhood
- Del Mar Elementary School and surrounding neighborhood
- Fresno State University
- Residential neighborhoods along Hughes Avenue, west of State Route 99
- Southwest Fresno neighborhoods south of Hwy 180 and southwest of State Route 99

The geographic distribution of these high-priority segments reflects the City's commitment to addressing equity concerns while focusing resources on locations where pedestrian network improvements will have the greatest benefit for pedestrian safety and mobility.

MEDIUM-PRIORITY SIDEWALK SEGMENTS

Medium-priority segments represent areas that demonstrate moderate need across the evaluation criteria. These locations may include neighborhoods with some infrastructure gaps, areas near community facilities that generate pedestrian activity, or corridors with occasional pedestrian safety incidents. Medium-priority areas are distributed throughout the City, notably

- Neighborhoods southeast of Downtown Fresno
- Golden State Boulevard
- Weber Avenue and surrounding neighborhoods
- Southwest Fresno
- Neighborhoods west (State Route 168 and Chestnut Avenue) and south of Fresno airport (south of McKinley Avenue)

While important for completing the overall pedestrian network, these segments can be implemented as resources become available or as part of other infrastructure projects.

LOWER-PRIORITY SIDEWALK SEGMENTS

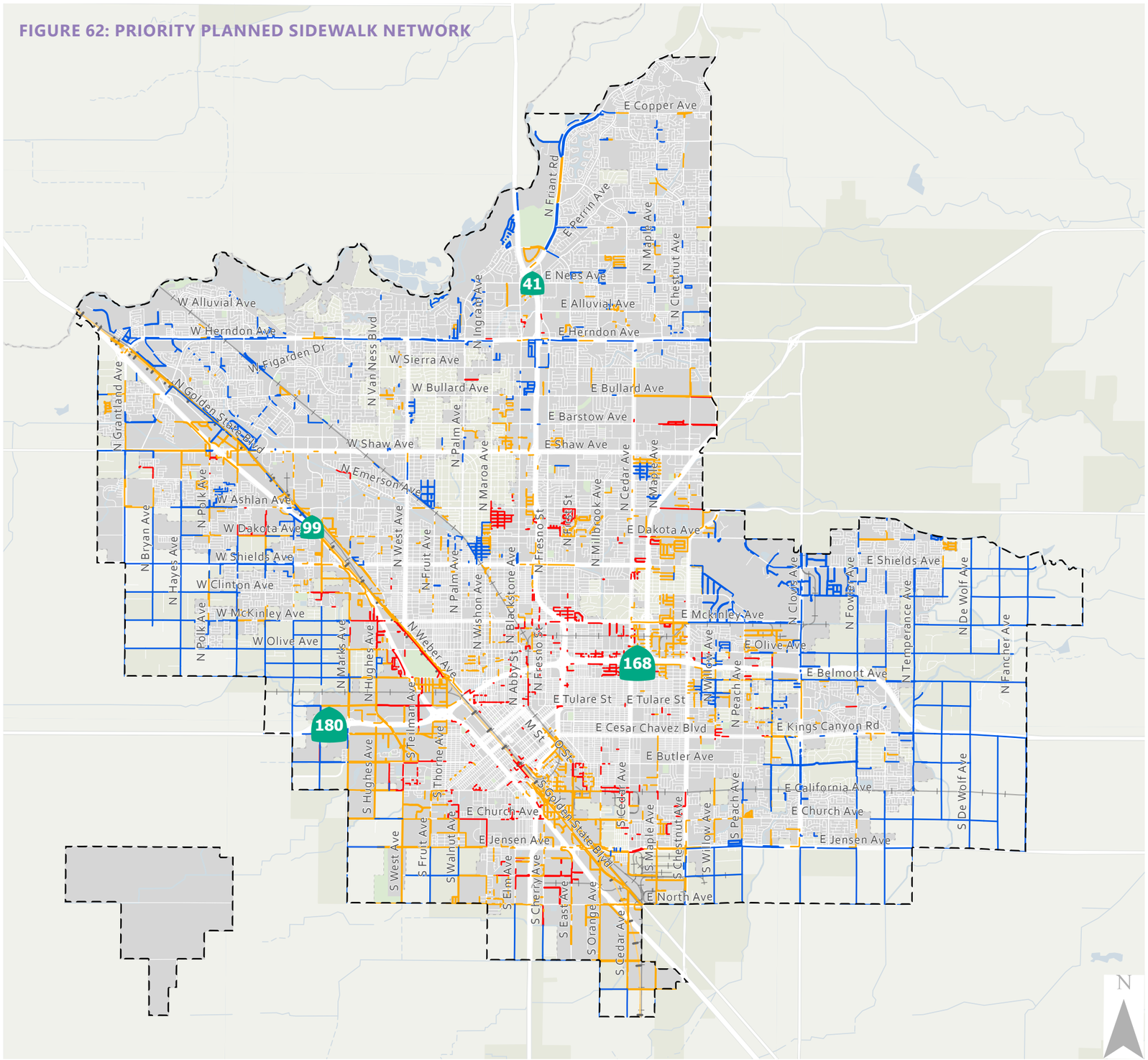
The lower-priority segments complete the comprehensive pedestrian network and ensure connectivity throughout the city. These areas typically score lower on the evaluation criteria but remain important for providing complete pedestrian access and supporting the overall goals of the ATP. Lower-priority areas are primarily located in northern Fresno, including

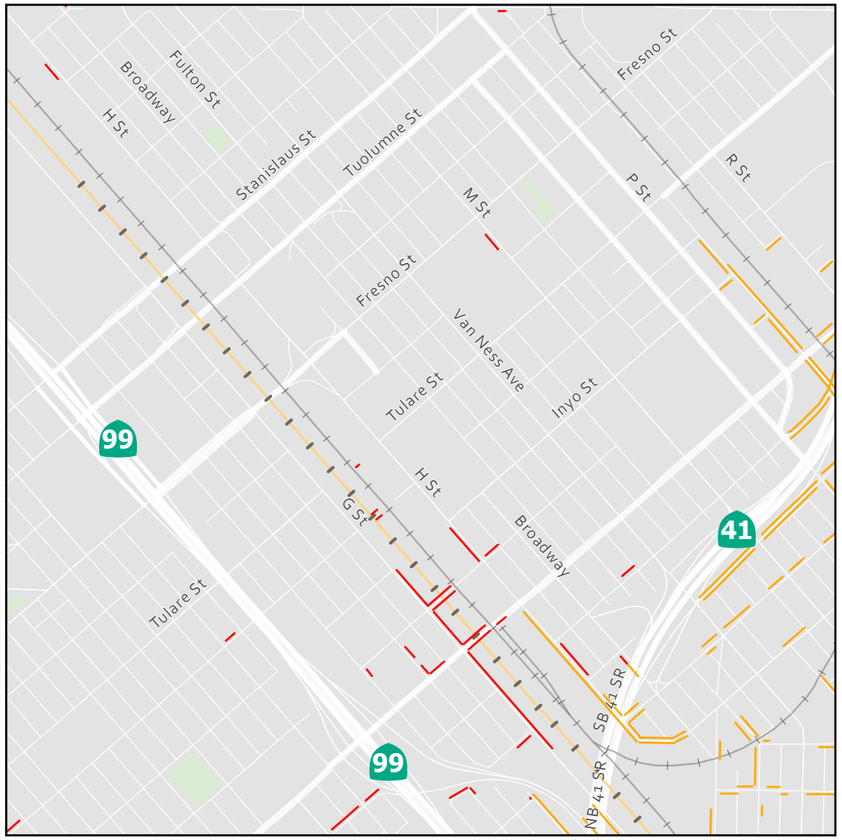
- Herndon Avenue
- Friant Road
- Neighborhoods in the immediate vicinity of Fresno airport
- Residential area surrounding Figarden Loop
- City-influenced areas outside of Fresno City limit

Implementation of these segments will likely occur over the longer term as development projects provide opportunities or as part of broader neighborhood improvement initiatives.

The prioritization methodology directly supports the City's goals of improving pedestrian safety, providing equitable access to transportation options, and creating a connected pedestrian network. By focusing initial investments on high-priority segments, the City can achieve maximum impact with available resources while establishing a foundation for comprehensive pedestrian infrastructure throughout Fresno.

FIGURE 62: PRIORITY PLANNED SIDEWALK NETWORK





DOWNTOWN VIEW

Proposed Sidewalk

Priority Class

- High
- Mid
- Low

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

ADDITIONAL FACTORS FOR PRIORITIZATION

In addition to the comprehensive scoring methodology presented earlier in this section and in **Appendix F**, prioritization of pedestrian network implementation incorporates the priorities and considerations identified in Fresno's ADA Transition Plan for the Public Right of Way. As established in the ADA Transition Plan, the City evaluates several key factors when prioritizing sidewalk construction needs:

- Public complaints identifying gaps in the existing circulation system that create barriers to pedestrian mobility and accessibility. The City maintains records of these complaints and incorporates them into prioritization decisions to address community-identified needs.
- Assessment of the likelihood of future development of adjacent properties, recognizing that areas with limited development potential may require direct public investment rather than relying on development-driven improvements.
- Evaluation of alternative accessible paths to determine whether viable pedestrian routes exist or if proposed improvements are essential for maintaining accessibility standards.
- Analysis of community impact based on proximity to critical destinations including government offices and facilities, transportation hubs and transit stops, and public accommodations and employers that generate significant pedestrian activity.
- Assessment of right-of-way availability to ensure that proposed improvements can be feasibly implemented within existing infrastructure constraints.

The ADA Transition Plan specifically focuses on gaps in the pedestrian network, defined as areas or neighborhoods where incomplete or missing segments of sidewalk exist adjacent to existing sidewalks. The ADA Transition Plan distinguishes these gaps from areas where no sidewalks exist throughout entire neighborhoods or where sidewalks are present on only one side of the street, which are not classified as gaps in the existing pedestrian network.

8.E COMMUNITY-IDENTIFIED PEDESTRIAN IMPROVEMENTS

Community engagement during the ATP process revealed specific pedestrian infrastructure needs beyond basic sidewalk construction. Through an interactive mapping portal and public workshops, residents provided location-specific comments identifying safety concerns, infrastructure gaps, and accessibility barriers throughout Fresno. The following improvements directly address these community-identified priorities and stakeholder input.

SIDEWALK NETWORK COMPLETION

Community input consistently identified critical sidewalk gaps that force pedestrians into unsafe conditions, particularly when accessing public transit. County jurisdictional boundaries emerged as a significant concern, with residents noting that unincorporated areas create gaps in the sidewalk network that force residents to walk substantial distances to access transit services. School access also generated multiple comments, with parents requesting improved pedestrian infrastructure to provide safe routes to elementary schools throughout the City.

These location-specific gaps have been incorporated into the priority sidewalk network to address the most critical connectivity needs identified by residents. The City should prioritize completing these gaps through coordinated efforts with adjacent jurisdictions and targeted infrastructure investments.

ENHANCED CROSSING TREATMENTS

Community feedback consistently emphasized the need for safer pedestrian crossings throughout Fresno. Residents reported numerous locations with inadequate crossing infrastructure, including areas near bus stops, commercial centers, and schools where pedestrians lack crossing opportunities.

Based on both community input and stakeholder consensus, the City should implement enhanced crossing treatments citywide, including additional signage and infrastructure to improve visibility between pedestrians and vehicles, pedestrian signal and timing improvements to provide adequate crossing time for all users, and accessible pedestrian signals (APS) to serve vision-impaired residents.

Where feasible, additional mid-block crossings using either pedestrian hybrid beacons or RRFB (Rapid Rectangular Flashing Beacons) should be implemented to discourage pedestrians from crossing between controlled crosswalks. This recommendation addresses community concerns about unsafe crossing behaviors and provides legitimate crossing opportunities at locations with high pedestrian demand but insufficient crossing infrastructure.

LIGHTING AND VISIBILITY IMPROVEMENTS

Inadequate lighting emerged as a significant safety concern during community engagement. Residents identified multiple locations where poor lighting contributes to safety conflicts between vehicles, pedestrians and cyclists, particularly along trail systems.

The City should implement systematic lighting improvements throughout the pedestrian network, including enhanced street lighting at bus stops and transit access routes, improved lighting at major intersections and crossing locations, adequate lighting for pedestrian visibility along major corridors, and consideration of solar lighting solutions where grid connections are not feasible.

TRAFFIC CALMING AND SPEED MANAGEMENT

Community input revealed significant concerns about vehicle speeds in pedestrian areas. Residents reported excessive vehicle speeds near schools despite posted speed limit signs and identified multiple locations where high vehicle speeds create unsafe conditions for pedestrians.

Roadway design is a factor influencing vehicle speed. For instance, factors such as overly wide travel lanes can implicitly encourage higher speeds, regardless of the posted limit, by creating a more forgiving driving environment. By implementing traffic calming measures that modify the physical roadway, vehicle speeds could be reduced and enhance pedestrian safety. Recommended measures include physical changes such as bulb-outs to reduce crossing distances, narrower travel lanes to encourage slower speeds, raised crosswalks at high-priority locations, speed humps and speed cushions to physically control vehicle speeds on residential streets and near schools, and radar speed feedback signs to increase driver awareness. These engineering solutions should be paired with enhanced enforcement in school zones and other high-pedestrian areas.

When implementing traffic calming measures, consideration should be given to first responder vehicle operations to maintain emergency response times while achieving traffic safety objectives.

The City should prioritize speed cushions over full-width speed humps on streets with emergency response routes or transit service, as speed cushions allow these vehicles to maintain reasonable speeds while still calming passenger vehicle traffic.

ACCESSIBILITY AND ADA COMPLIANCE

The City should ensure that all new pedestrian infrastructure includes ADA-accessible curb ramps at all crossing locations, adequate sidewalk widths to accommodate mobility devices, tactile indicators where appropriate, and maintenance to clear pedestrian paths free from obstructions.

WAYFINDING AND USER EDUCATION

Community feedback emphasized the need for better pedestrian wayfinding and user education throughout the City. The City should implement pedestrian wayfinding signage connecting key destinations including schools, parks, transit stops, shopping districts, and community facilities, helping orient pedestrians and make walking routes more intuitive and accessible.

The City should also develop targeted safety education campaigns addressing both pedestrian and driver behavior through multiple communication channels. Educational efforts should include printed materials, utilizing CLAS, such as brochures, flyers, and handouts distributed through schools, libraries, community centers, and City facilities that explain topics such as safe crossing procedures and encourage use of controlled crosswalks rather than mid-block crossing. Digital outreach including social media campaigns, website educational resources, email newsletters, and public service announcements can reach broader audiences with messages about pedestrian safety laws and best practices. Community workshops and presentations at neighborhood meetings provide interactive forums for discussing pedestrian rights, responsibilities, and safe behaviors. All educational materials, digital content, and outreach programming should be developed, utilizing CLAS and in multiple languages reflecting Fresno's diverse population to ensure critical safety information effectively reaches all community members.

CITY OF FRESNO
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9 DESIGN GUIDELINES

9.A Design Principles

9.B Bicycle Facility Design

9.C Pedestrian Facility Design

9.D Transit Integration

9.E Implementation Guidance

This chapter provides comprehensive design guidelines for implementing safe, equitable, and context-sensitive bicycle and pedestrian infrastructure throughout Fresno, offering practical standards and cross-section alternatives that balance safety, functionality, and community needs. The guidelines establish a flexible framework for City staff, developers, and design professionals to create active transportation facilities that serve all users while preserving essential functions such as on-street parking where feasible.

9.A DESIGN PRINCIPLES

The guidelines presented here reflect current best practices while maintaining flexibility to address Fresno's diverse contexts, from Downtown commercial districts to residential neighborhoods and industrial areas. Rather than prescriptive mandates, these standards offer a framework for thoughtful decision-making that responds to specific site conditions and community needs. The design approach emphasizes context-sensitive solutions that create low-stress facilities welcoming to users of all ages and abilities.

CONTEXT-SENSITIVE DESIGN

Active transportation facilities in Fresno must respond thoughtfully to their surrounding environment. Fresno's diverse land use patterns, from established Downtown neighborhoods to newer suburban developments, require design solutions that emerge from careful analysis rather than automatic application of standard templates. Context considerations include adjacent land uses, demographic characteristics, existing and projected travel patterns, available right-of-way, and community values expressed through public engagement.

Design decisions should balance multiple objectives including safety, accessibility, network connectivity, and the preservation of neighborhood-serving functions such as on-street parking. This balanced approach ensures that improvements serve all community members while maintaining the functionality of the overall transportation system.

EQUITY AND ACCESSIBILITY

Priority consideration shall be given to improving active transportation infrastructure in historically underserved communities that have been identified as disadvantaged in Chapter 5. Design processes should include robust community engagement with translation services and culturally appropriate outreach methods to ensure that improvements reflect community needs and priorities.

All facilities must meet or exceed Americans with Disabilities Act (ADA) requirements while striving for universal design that serves users of all abilities comfortably. This commitment extends beyond minimum compliance to creating infrastructure that is intuitive, comfortable, and dignified for all users, including those using mobility devices, parents with strollers, and older adults who may require additional time or space to navigate the transportation system.

COMPLETE STREETS INTEGRATION

Fresno's Complete Streets Policy 240.3 establishes the regulatory framework for integrating active transportation within the City's multimodal system. The policy requires all transportation projects to "balance safety, access, and mobility for users of all abilities and ages," ensuring that every street improvement advances active transportation goals while maintaining essential functions such as emergency vehicle access, goods movement, and transit operations. This framework prioritizes vulnerable users and mandates context-sensitive design that addresses both corridor travel and crossing movements.

The policy's performance measures align directly with ATP monitoring requirements, including collisions by mode, bicycle facility construction, sidewalk improvements, and modal share tracking. All street projects must accommodate existing and future demand for walking, bicycling, and transit facilities, with mandatory accessible connections to transit stops supporting the ATP's first-last mile connectivity objectives.

The Public Works Department leads implementation with interdepartmental coordination responsibilities and annual progress reporting to City Council. The ATP serves as the primary implementation tool for achieving Complete Streets objectives related to pedestrian and bicycle infrastructure, with all planned networks and priority projects required to comply with Complete Streets design requirements while advancing ATP safety, connectivity, and equity goals.

HOW TO USE THESE GUIDELINES

City staff, consultants, and developers should reference these guidelines when planning, designing, or reviewing active transportation facilities. The guidelines complement existing City standards and provide additional context-sensitive guidance for developing solutions that meet community needs and site-specific conditions.

These guidelines work in conjunction with several key documents that together form the comprehensive framework for active transportation planning and design in Fresno:

- City of Fresno Standard Specifications (2024, Addendum 9)
- City of Fresno Standard Drawings (2025, Addendum 10)
- Fresno General Plan Mobility and Transportation Element
- Americans with Disabilities Act (ADA) Transition Plan for the Public Right of Way (2016)
- California Manual on Uniform Traffic Control Devices (CA MUTCD)
- National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide and Urban Street Design Guide Bicycle Facility Design
- City of Fresno Complete Streets Policy 240.3 (2019)
- The Caltrans Highway Design Manual, Chapter 1000

9.B BICYCLE FACILITY DESIGN

FACILITY TYPE SELECTION

The selection of appropriate bicycle facility types depends on multiple factors that should be evaluated holistically rather than through rigid thresholds. These design decisions should comply with the City's Complete Streets Policy 240.3, which requires accommodation of all users including pedestrians, bicyclists, transit riders, and motorists while prioritizing vulnerable user safety. Key considerations include motor vehicle volumes and speeds, available right-of-way width, surrounding land use context, network connectivity needs, and community input. The fundamental goal is to create facilities that provide a low-stress experience encouraging bicycle use by interested but concerned riders, not just those already comfortable cycling in traffic.

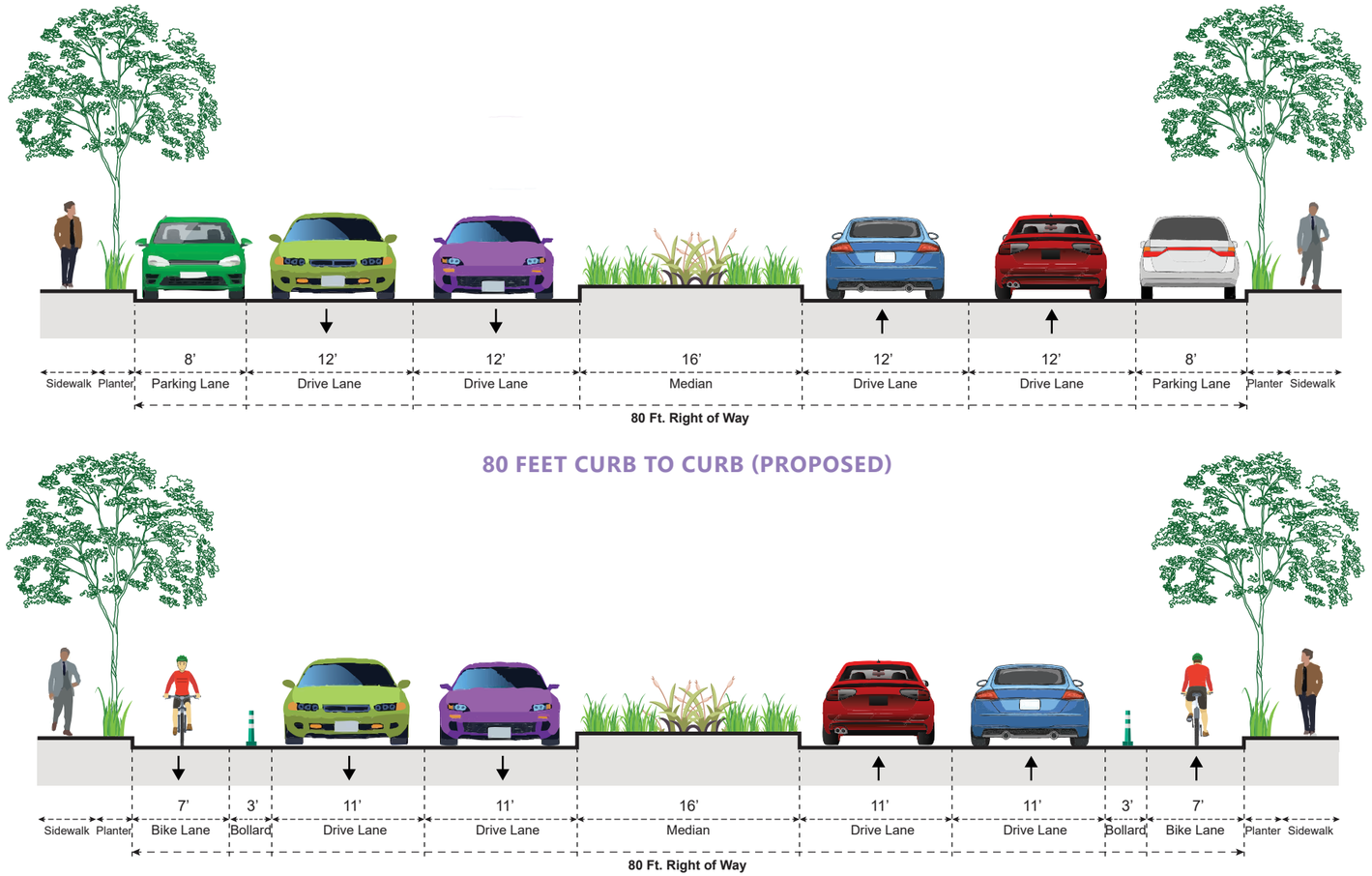
Bicycle facility selection should be based on roadway characteristics and Complete Streets Policy requirements for multimodal accommodation. Input from roadway designers and planners should use professional judgment to select facilities that best serve the specific context while ensuring compliance with Policy 240.3 mandates for safe, accessible, and convenient travel for all users. Where higher-stress conditions exist, such as arterials with speeds above 35 mph or volumes exceeding 10,000 vehicles per day, enhanced treatments such as buffered or separated bikeways should be prioritized.

STANDARD BICYCLE LANE CONFIGURATIONS

The City of Fresno has developed standard cross-sections that demonstrate how bicycle facilities can be integrated into existing streets through strategic reallocation of available street space. These configurations reflect the City's commitment to creating comprehensive bicycle networks within existing right-of-way constraints by optimizing the use of available space, which may include removing on-street parking, narrowing travel lanes, or reconfiguring medians where necessary to accommodate safe and protected bicycle infrastructure. The approach prioritizes the creation of connected, comfortable bicycle facilities that serve users of all ages and abilities while maintaining essential transportation functions.

Figure 63 shows an 80-Foot arterial existing configuration and proposed reconfiguration to accommodate a Class IV separated bikeways.

FIGURE 63: 80-FEET ARTERIAL EXISTING AND PROPOSED RECONFIGURATION



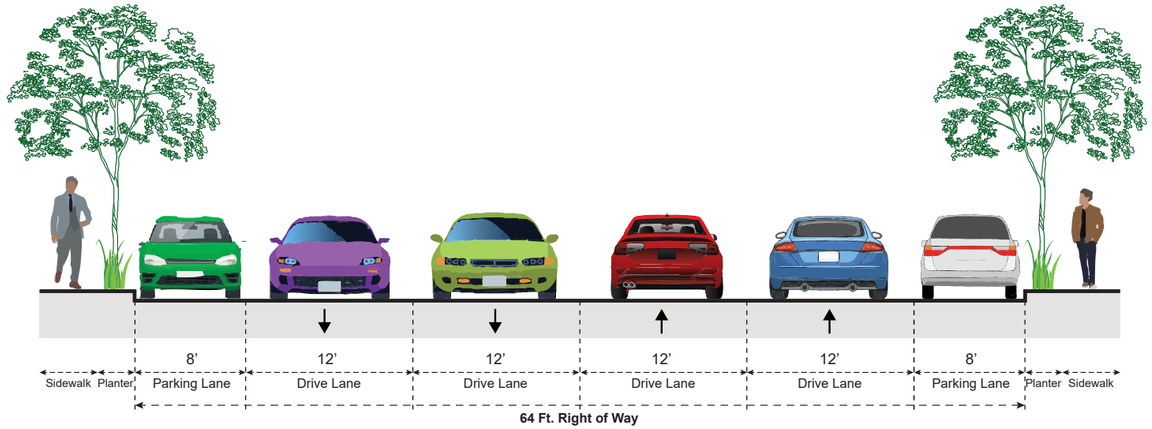
The 80-foot arterial reconfiguration demonstrates how strategic reallocation of street space can create dedicated bicycle facilities while maintaining vehicular capacity. By removing on-street parking lanes and reducing travel lane widths from 12 feet to 11 feet, the design accommodates 7-foot bike lanes with 3-foot buffers on both sides while preserving the existing four-lane configuration with a 16-foot median. This transformation improves safety for all users by providing dedicated space for bicyclists separated from both moving traffic and creating buffer zones that enhance comfort and protection. The narrower travel lanes also contribute to reduced vehicle speeds while the elimination of parking removes potential conflicts between bicyclists and opening car doors, creating a safer environment for active transportation users.

Vertical separation elements for separated bikeways can include flexible bollards, planters, curbs, concrete barriers, or other fixed physical elements that provide varying levels of protection and aesthetic integration with the surrounding streetscape.

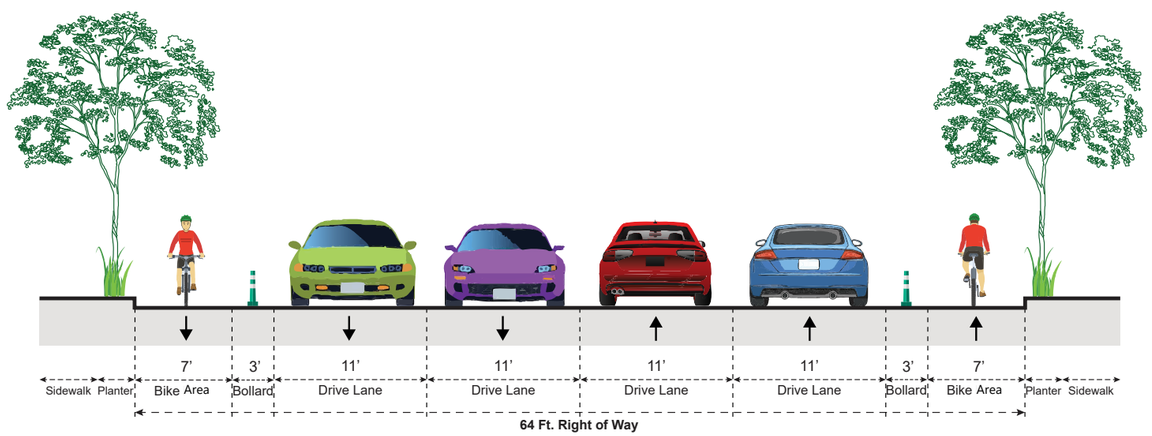
Figure 64 illustrates the existing 64-foot street configuration and multiple cross-section alternatives showing Class II buffered bike lanes and Class IV separated bikeways options.

FIGURE 64: 64-FEET STREET EXISTING AND ALTERNATIVE CONFIGURATIONS

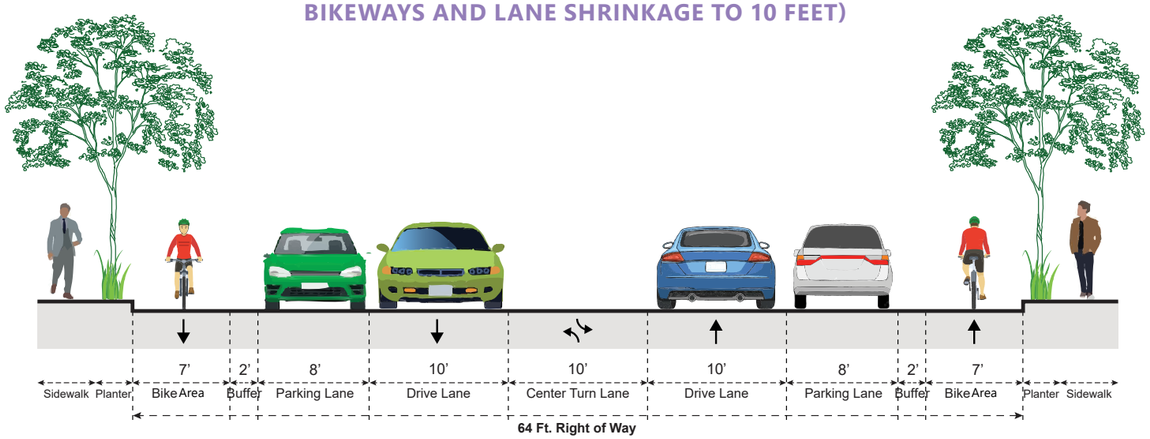
64 FEET CURB TO CURB (EXISTING)



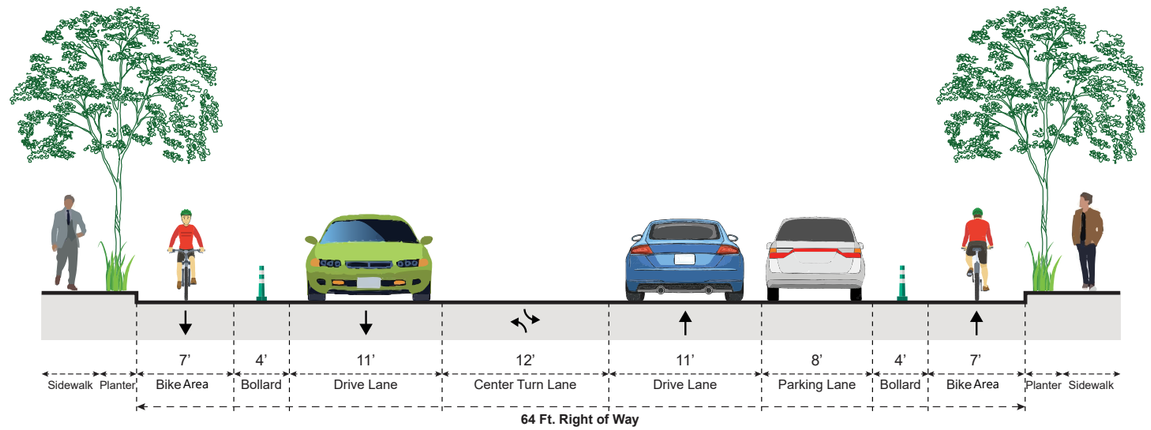
PROPOSED ALTERNATIVE 1: CLASS- IV (PARKING REMOVAL)



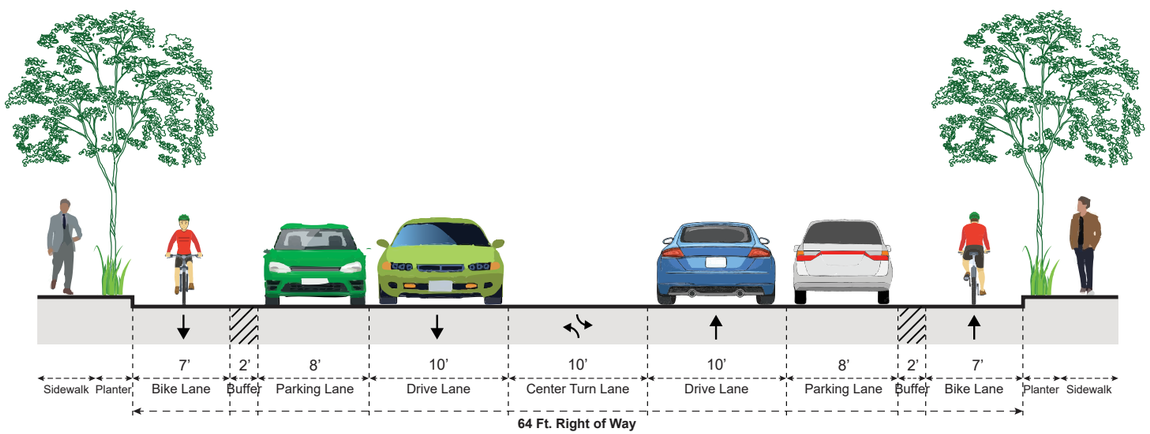
PROPOSED ALTERNATIVE 2: CLASS- IV (ROAD DIET, PARKING SEPARATED BIKEWAYS AND LANE SHRINKAGE TO 10 FEET)



PROPOSED ALTERNATIVE 3: CLASS- IV (ROAD DIET, PARKING SEPARATED BIKE LANES ON ONE SIDE AND PARKING REMOVAL ON OTHER SIDE WITH INCREASED BUFFER)



PROPOSED ALTERNATIVE 4: CLASS- II BUFFERED (ROAD DIET AND LANE SHRINKAGE TO 10 FEET)



The 64-foot street configurations illustrate the flexibility available to designers when implementing bicycle facilities. Proposed Alternative 1 demonstrates Class IV separated bikeways achieved through parking removal, providing maximum protection for bicyclists where parking demand is low or alternative parking is available. Proposed Alternative 2 shows how parking-protected bike lanes can be implemented through road diets, maintaining parking on both sides while creating protected bicycle facilities. Proposed Alternative 3 presents an asymmetric approach with parking-protected lanes on one side and enhanced buffers on the both sides, suitable for streets with parking demand on only one side. Proposed Alternative 4 demonstrates Class II buffered bike lanes implemented through road diet combined with lane width reduction to 10 feet, maintaining on-street parking while creating dedicated bicycle space with buffers.

These alternatives demonstrate that no single solution fits all contexts. The selection among alternatives should be based on parking utilization studies, adjacent land uses, network connectivity goals, and community input. The City's standard dimensions (per City Standard Drawings, P-51 to P-55) of 8-foot minimum parking lanes and 6-foot minimum bike lanes (7 feet when adjacent to gutter pan) with 3-foot buffers provide the foundation for all configurations, ensuring consistency while allowing contextual flexibility.

INTERSECTION TREATMENTS

Intersections represent critical points in the bicycle network where clear design is essential for safety and comfort. Standard treatments include maintaining bikeway markings through intersections using dashed lines, providing clear transition zones where bikeways shift to accommodate turn lanes, and utilizing green pavement markings made with methyl methacrylate (MMA) paint in conflict areas to increase visibility. Bicycle symbols should be painted at 25 feet from intersection returns and every 800 feet (maximum) of continuous bike lane (per City Standard Specifications Section 18-1(i)).

At signalized intersections, both vehicle and bicycle detection should be provided through properly positioned loop detectors per Standard Drawings E-13 and E-14, ensuring that bicyclists can trigger signal changes without dismounting. Video detection systems offer an alternative or supplementary detection method that can accommodate varying bicycle sizes and positioning, providing more flexible detection zones that adapt to different rider behaviors and bicycle types. These camera-based systems can be particularly effective at intersections with high bicycle volumes or where traditional loop detectors may not reliably detect smaller wheels or non-metallic bicycle components. Conflict-zone striping is required per Standard Drawing P-81A to delineate areas of potential vehicle-bicycle interaction. Two-stage turn queue boxes provide an alternative for left turns at multi-lane intersections, allowing less confident riders to avoid merging across traffic (Per NACTO Urban Bikeway Design Guide).

SEPARATED BIKEWAYS

Separated Bikeways or Cycle Tracks are designated as Class IV facilities in California. They are often called protected bike lanes. Separation can range from simple flexible posts to concrete curbs or planters that incorporate green infrastructure, with the level of separation based on available width, maintenance capabilities and context. They represent the highest level of on-street comfort and should be prioritized on major corridors where feasible.

Parking-separated configurations offer particular advantages by utilizing parked cars as a buffer between bicyclists and moving traffic. Per City Standard Drawing P-79, bike lanes adjacent to parking must be minimum 6 feet wide. These designs require careful attention to sight lines at intersections and driveways, clear pavement markings using thermoplastic paint to guide all users, and adequate space for passenger loading.

BIKE BOULEVARD TREATMENTS

Bike boulevards represent an enhanced approach to Class III bicycle facilities that transform local residential streets into comfortable low-stress bicycle routes through strategic application of traffic calming and bicycle priority treatments. Unlike conventional Class III bike routes that provide only wayfinding signage on shared roadways, bike boulevards employ design interventions to reduce motor vehicle volumes below 3,000 vehicles per day and speeds to 25 miles per hour or less, creating environments where bicyclists of all ages and abilities feel comfortable sharing the roadway. These facilities serve as critical connectors in the bicycle network, providing comfortable alternatives to higher-traffic arterial streets while maintaining local vehicular access.

The City should implement bike boulevard treatments as coordinated systems along entire corridors rather than isolated interventions. Key treatments include traffic calming elements such as slotted speed cushions to manage vehicle speeds while accommodating emergency vehicles, traffic diverters at strategic intersections to reduce through motor vehicle traffic while maintaining bicycle connectivity, enhanced crossing treatments at collector and arterial intersections using median refuge islands or rectangular rapid flashing beacons to provide priority and protection for bicyclists crossing busier streets, comprehensive wayfinding signage with directional information and distances to key destinations at decision points and route confirmation signs at regular intervals. The selection and spacing of treatments should be based on existing traffic volumes, speeds, and crossing conditions, with professional judgment applied to create cohesive low-stress routes that comply with Complete Streets Policy 240.3 requirements for multimodal accommodation.

Bike boulevard treatments prove most effective on local streets with lower baseline traffic volumes where traffic calming, and diversion strategies can create substantially improved bicycling conditions without eliminating essential motor vehicle access for residents and services.

9.C PEDESTRIAN FACILITY DESIGN

SIDEWALK STANDARDS

Complete sidewalk networks form the foundation of Fresno's pedestrian transportation system and are required under the City's Complete Streets Policy 240.3 to ensure safe mobility for users of all abilities and ages. Per City Standard Drawings P-51 to P-55, the City requires minimum 6-foot clear widths in residential areas and 8 feet in industrial areas, with additional widths required near schools, parks, and other pedestrian generators ranging from 10 feet to 12 feet. These dimensions provide space for two people to walk side by side or pass comfortably while accommodating mobility devices.

Beyond minimum widths, quality pedestrian environments require thoughtful design of the entire public right-of-way. Landscape buffers between sidewalks and travel lanes improve comfort and safety while providing space for street trees that offer essential shade in Fresno's climate. Street furniture zones should be clearly delineated to maintain accessible paths of travel while providing amenities such as benches, transit stops, and bicycle parking.

CROSSING TREATMENTS

Safe, convenient crossings are essential for pedestrian network connectivity. Controlled intersections (locations with traffic signals, stop signs, or other traffic control devices that regulate vehicle movement) should include high-visibility crosswalk markings using continental or ladder patterns (Per City Standard Drawing P-82) that provide optimal visibility to approaching drivers. The City implements high-visibility crosswalk markings at specific priority locations based on pedestrian volumes, collision history, and available maintenance resources. Crosswalk markings shall be installed using thermoplastic paint conforming to City Standard Specifications Section 28-4 and maintained every five to seven years or as needed. Crossing distances should be minimized through curb extensions where parking is present, reducing pedestrian exposure time while improving sight lines between pedestrians and drivers.

Median refuge islands are encouraged be provided on multi-lane streets where crossing distances exceed 60 feet, offering protected space for pedestrians who may need additional time to cross. These refuges must be at least 6 feet wide, preferably 10 feet, to accommodate wheelchairs and bicycles comfortably. Cut-through designs at grade level are preferred over ramped designs to minimize cross-slopes and simplify maintenance operations.

Signal timing at all intersections must comply with the California Manual on Uniform Traffic Control Devices (CA MUTCD) and provide adequate crossing time based on a walking speed of 3.5 feet per second, with longer times considered near senior centers, schools, and healthcare facilities. Leading pedestrian intervals, which give pedestrians a head start before vehicles receive a green light, reduce conflicts with turning vehicles and should be implemented at high-pedestrian-volume locations. At select high-pedestrian-volume intersections, particularly near educational institutions, scramble crosswalks (diagonal crossing phases) can be considered where engineering analysis demonstrates clear safety benefits and pedestrian desire lines support diagonal movement patterns.

ACCESSIBILITY REQUIREMENTS

Universal accessibility extends beyond ADA compliance to creating infrastructure that serves all users with dignity and independence. Curb ramps must be directional, aligning with crosswalks rather than diagonal configurations that direct users into intersection centers. Detectable warning surfaces alert vision-impaired

pedestrians to the transition between sidewalk and street, while accessible pedestrian signals provide audible and vibrotactile crossing information.

9.D TRANSIT INTEGRATION

BUS STOP DESIGN

Active transportation networks should seamlessly connect with Fresno Area Express (FAX) services to create a multimodal system. Bus stops require ADA-compliant boarding areas with firm, stable surfaces connecting to the pedestrian network. The City's standard bus stop designs, detailed in drawings FAX-1 through FAX-4, establish consistent treatments that balance operational needs with active transportation continuity.

Where bikeways are present, maintaining continuity past bus stops requires careful design to manage conflicts between bicyclists and boarding passengers. Floating bus stops, which route the bike lane behind the passenger waiting area, provide the highest level of comfort by reducing vehicle-bicycle conflicts. Where space constraints preclude floating stops, shared transition zones with appropriate pavement markings guide bicyclists to yield to boarding passengers while maintaining network continuity.

FIRST AND LAST MILE CONNECTIONS

Transit effectiveness depends on safe, comfortable access to stops from surrounding origins and destinations. Priority pedestrian improvements should focus on direct routes to bus stops, including sidewalk completion, crossing improvements, and lighting. Bicycle parking at major stops and transit centers enables multimodal trips, with covered parking preferred at high-use locations.

The quarter-mile walking distance and two-mile bicycling distance from transit stops can be defined as priority areas for active transportation improvements. Within these areas, network completeness takes precedence over isolated facility upgrades, ensuring that users can safely access transit from the surrounding neighborhood.

9.E IMPLEMENTATION GUIDANCE

PUBLIC PROJECT REQUIREMENTS

City-funded projects shall demonstrate compliance with these guidelines and Complete Streets Policy 240.3 through the design review process. The Complete Streets Policy requires that all transportation projects accommodate pedestrians, bicyclists, transit users, and motorists, with particular attention to vulnerable user safety. Project submissions must include existing conditions analysis documenting traffic volumes, speeds, collision history, and land use context. Design alternatives should be developed and evaluated based on their ability to meet safety, connectivity, and community goals within available constraints.

Variations from standard designs may be necessary due to site-specific constraints or community priorities. Such variations require clear documentation of the constraint, alternatives considered, and rationale for the selected design. This flexible approach ensures that guidelines support rather than hinder context-appropriate solutions while maintaining consistency in overall quality and safety.

PRIVATE DEVELOPMENT INTEGRATION

New development and significant redevelopment projects shall provide active transportation facilities consistent with these guidelines and Complete Streets Policy 240.3 requirements and the planned networks identified in previous chapters. The Complete Streets Policy mandates that development projects accommodate all modes of transportation users to move safely, comfortably, conveniently, and independently. The City will work collaboratively with developers to identify context-appropriate solutions that serve project needs while advancing ATP goals.

Development review should occur early in the design process, allowing integration of active transportation facilities with site planning rather than retroactive accommodation. Standard conditions of approval should include sidewalk completion, bicycle parking provision, and contributions to nearby network improvements where nexus findings support such requirements.

MAINTENANCE CONSIDERATIONS

Long-term facility success depends on sustainable maintenance practices. Design decisions must consider maintenance requirements and costs, specifying durable materials and establishing clear maintenance responsibilities. Separated bikeways require specialized equipment for sweeping and debris removal, while green infrastructure elements need regular vegetation management.

Maintenance agreements should be established during project development, clearly defining responsibilities between City departments, adjacent property owners, and other stakeholders. Regular inspection programs ensure that facilities remain safe and functional, with prompt repairs maintaining user confidence in the active transportation network.

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10

SAFE ROUTE TO SCHOOL TOOLKIT

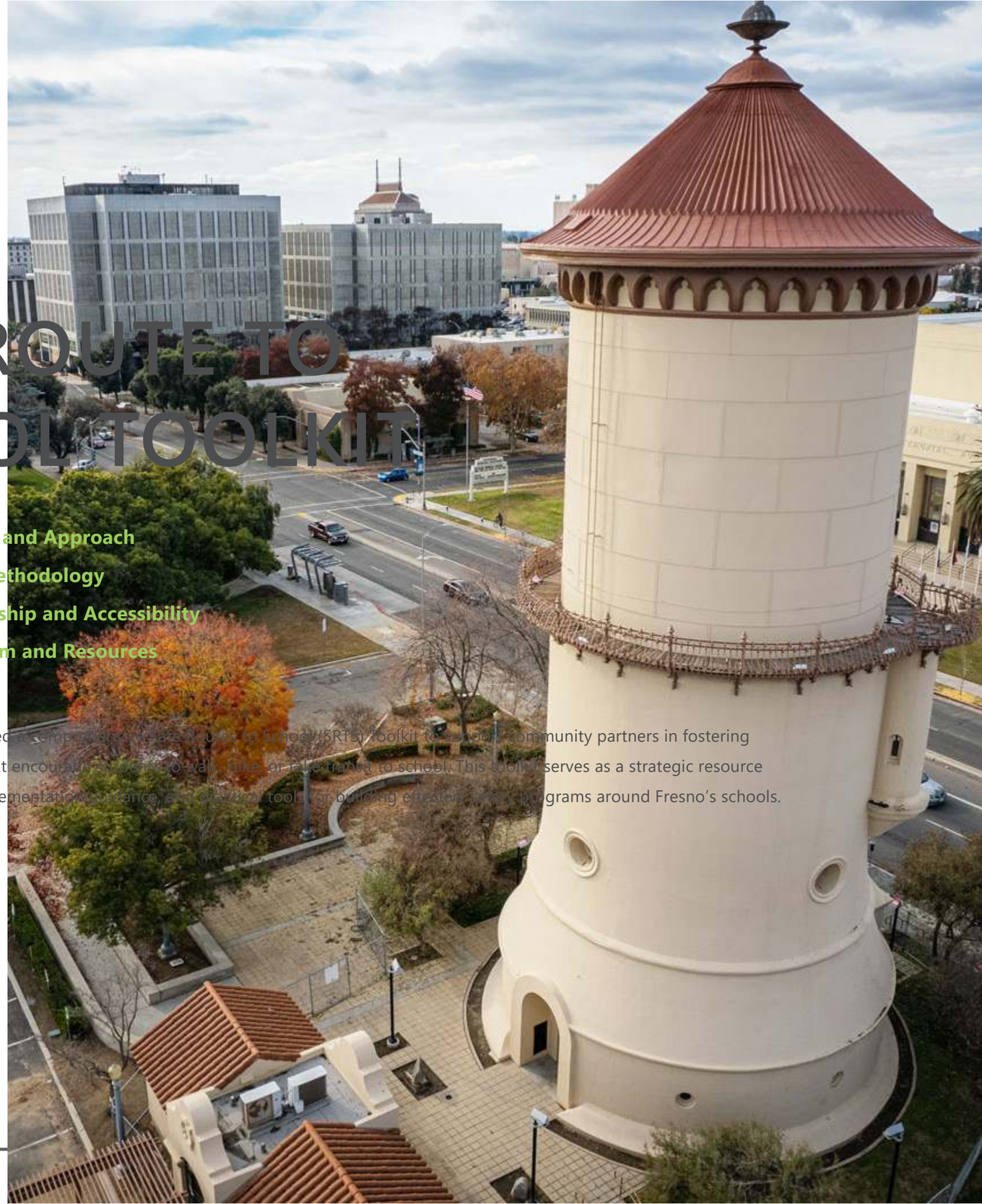
10.A Toolkit Framework and Approach

10.B Implementation Methodology

10.C Community Leadership and Accessibility

10.D Web-Based Platform and Resources

The City of Fresno has developed a comprehensive Safe Routes to School (SRTS) toolkit to support community partners in fostering safe, inclusive environments that encourage students to walk, bike, or take transit to school. This toolkit serves as a strategic resource offering proven strategies, implementation guidance, and practical tools for building effective SRTS programs around Fresno's schools.



10.A TOOLKIT FRAMEWORK & APPROACH

The toolkit directly responds to safety challenges identified in the Fresno Unified School District's Safe Routes Site Assessment Report and aligns with broader City planning initiatives, including the General Plan and Active Transportation Plan.

The Fresno SRTS Toolkit is structured around the established "Six E's" framework, which provides a comprehensive approach to school transportation safety:

- **Education -** Strategies to create awareness about safe walking, biking, and transit use
- **Encouragement -** Programs to promote active transportation through incentives and support
- **Enforcement -** Equity-driven strategies to address traffic violations and improve compliance
- **Engagement -** Methods to involve the broader community in safety improvements
- **Engineering -** Infrastructure modifications to enhance safety through design
- **Evaluation -** Techniques for assessing safety conditions and measuring program effectiveness

This framework is grounded in the Federal Highway Safety Authority's Safe System Approach, which emphasizes that humans make mistakes, are vulnerable, and that responsibility for safety must be shared across all system components. The approach maintains that no loss of life is acceptable and requires proactive, redundant safety measures.

10.B IMPLEMENTATION STRATEGY

The toolkit guides communities, schools, and stakeholders through a systematic four-step process for developing and implementing comprehensive safety programs:

Understanding Existing Safety Conditions involves assessing current student travel patterns through input from parents, school staff, and safety partners, while using data and observations to identify key issues and opportunities for improvement.

Identifying Relevant Countermeasures requires exploring the toolkit's extensive list of strategies, which are ranked by safety impact, cost, and implementation complexity, allowing communities to select approaches that best suit their school's specific needs and travel patterns.

Creating an SRTS Plan encompasses defining specific projects and priorities, identifying implementation partners, and establishing clear evaluation criteria and realistic timelines for achieving safety goals.

Implementation and Evaluation focuses on working with stakeholders to execute the plan, tracking progress through systematic data collection, making necessary adjustments based on performance, and sharing evaluation results to maintain community engagement and support.

10.C COMMUNITY LEADERSHIP & ACCESSIBILITY

A distinguishing feature of the Fresno SRTS Toolkit is its recognition that effective Safe Routes to School programs require diverse leadership and can be initiated by any interested community stakeholder. The toolkit accommodates leadership from neighborhood associations, faith-based organizations, community-based organizations, parents groups, student leaders, local businesses, or City departments working in partnership with school districts.

The toolkit includes 41 distinct tools and strategies, ranging from educational programs and community engagement activities to sophisticated engineering solutions and evaluation methodologies. Each tool includes detailed implementation guidance, resource requirements, complexity assessments, and expected outcomes to support informed decision-making by program implementers.

10.D WEB-BASED PLATFORM & RESOURCES

The City of Fresno has made the SRTS Toolkit accessible through a dedicated web-based platform, providing an interactive resource for community members, school administrators, and safety advocates. The online toolkit can be accessed through official city of Fresno website, offering user-friendly navigation through the various tools and implementation resources. The web platform presents compelling data about the need for improved school transportation safety in Fresno.

Appendix G comprehensive information about each safety tool, including specific implementation steps, resource requirements, partner organizations, expected outcomes, technical specifications and practical guidance necessary for successful program implementation across Fresno's diverse school communities.

The toolkit represents a significant investment in student safety and community health, providing Fresno with the resources and guidance necessary to create comprehensive, sustainable Safe Routes to School programs that serve students, families, and neighborhoods throughout the city.

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CITY OF FRESNO
Active Transportation Plan 2025

11 SAFETY EDUCATION TOOLKIT

11.A Program Components

11.B Implementation Strategy

11.C Program Applications and Benifits

Education represents a fundamental pillar in creating safer streets for all users and achieving the City of Fresno's Active Transportation Plan vision of a complete, safe, and comfortable network that serves all residents. As part of the 2025 ATP, a comprehensive Safety Education Program has been developed that directly supports the ATP's primary goal to significantly improve the safety and perceived safety of walking and bicycling in Fresno.

11.A PROGRAM COMPONENTS

The Safety Education Program embraces the nationally recognized "E's" approach to active transportation planning, with education serving as a critical complement to engineering improvements, enforcement initiatives, encouragement programs, and ongoing evaluation efforts. This multi-faceted educational strategy recognizes that infrastructure alone cannot achieve road safety goals. A community-wide understanding of safe travel behaviors is essential for reducing conflicts between all road users.

The City's Safety Education Program incorporates both educational materials and experiential learning programs to address diverse learning styles and reach residents through multiple engagement channels. This comprehensive approach ensures that safety information is accessible, memorable, and actionable for all community members.

EDUCATIONAL MATERIALS

The City has developed comprehensive educational flyers covering critical safety topics for pedestrians, cyclists, and drivers. These materials address the most common causes of collisions and conflicts in Fresno's transportation network, providing clear, actionable guidance for safe travel behaviors. Each flyer is designed with visual clarity and multilingual accessibility, featuring intuitive graphics and straightforward messaging that resonates across diverse community demographics.

The educational materials cover the following key topic areas:

Pedestrian Safety: Six crosswalk types and proper usage, rectangular rapid flashing beacon (RRFB) operation, pedestrian hybrid beacons (PHBs), and visibility enhancement strategies for low-light conditions provide foundational knowledge for safe walking throughout the city's network.

Bicycle Safety: Comprehensive coverage of the four classes of bike facilities, proper positioning of bicycle at intersections and within bike boxes, hand signals, visibility and lighting requirements, trail etiquette, and road-sharing protocols ensure cyclists understand both their rights and responsibilities within the transportation system.

Motorist Education: Focused materials on right-of-way rules, school bus stopping requirements, sharing roadways safely with three-foot passing clearance, safe driving in low visibility conditions, and recognizing vulnerable road users help drivers navigate Fresno's increasingly multimodal street environment.

Infrastructure Navigation: Specialized guidance for roundabouts, traffic signals including bike signals and left-turn arrows, RRFBs and PHBs, bike boxes, and stop controlled intersection configurations prepares all users for successful interaction with both existing and planned infrastructure improvements.

A complete set of safety educational materials referenced in this section are provided in **Appendix H**, including all safety education flyers in both English and Spanish versions.

EDUCATIONAL PROGRAMS AND EVENTS

Beyond static educational materials, the city recognizes the value of experiential learning programs that allow community members to practice safe behaviors in controlled, supportive environments. These hands-on programs complement traditional educational materials by creating memorable learning experiences that help participants internalize safety concepts through active engagement.

Traffic Garden Program

Traffic gardens provide an innovative, experiential approach to teaching safe walking and biking behaviors to children through interactive play. These installations create miniature streetscapes that simulate real-world roadway conditions in a car-free, controlled environment where children can practice navigation skills, learn traffic rules, and build confidence as pedestrians and bicyclists. By transforming safety education into an engaging, hands-on activity, traffic gardens help young community members internalize safe behaviors in a memorable and effective way.

In September 2025, the City of Fresno hosted a pilot pop-up traffic garden event at the Pinedale Community Center as part of the Active Transportation Plan effort. The event welcomed dozens of children ranging from ages three to 13, along with their families, to practice safe biking and walking behaviors through play. The temporary installation was constructed using tape to define lanes and roadway structures, chalk to create pavement markings, and miniature traffic signs to replicate real-life street features. The design incorporated a variety of traffic control elements including stop-controlled and signal-controlled intersections, a roundabout, and both two-way and one-way street configurations. These diverse conditions allowed children to practice fundamental skills such as stopping at stop bars, yielding to pedestrians and traffic, and using crosswalks correctly. Project and city staff members were stationed at intersections throughout the event to guide participants, reinforce safe behaviors, and ensure safe navigation through the course. Further details on the pilot traffic garden event, including photographs and participant observations, are provided in **Appendix I.**

The success of this pilot program suggests that traffic garden programming could be expanded as part of the city's comprehensive safety education efforts. The temporary nature and relatively low cost of pop-up installations make them accessible

and scalable across multiple locations and communities. Potential implementation strategies include hosting periodic pop-up events at community centers, parks, and schools throughout Fresno, particularly in neighborhoods identified as high-priority areas for safety improvements. The city could also explore partnerships with schools to integrate traffic garden activities into physical education curricula, supporting daily physical activity requirements, or special safety-focused events.

11.B IMPLEMENTATION STRATEGY

DISTRIBUTION CHANNELS

The City will deploy educational materials through multiple complementary channels to maximize community reach and engagement. Primary distribution mechanisms include:

Public Events and Outreach: City staff will actively distribute materials at community festivals, farmers markets, neighborhood meetings, and other public gatherings where residents naturally congregate. This face-to-face engagement allows for immediate questions and clarification while building personal connections between the City and community members. These events also provide opportunities to conduct experiential learning programs such as traffic gardens, creating synergies between different educational approaches.

Digital and Social Media Platforms: Materials will be optimized for distribution through the city's website, social media channels, and email newsletters. Digital formats enable rapid sharing, translation capabilities, and integration with broader public awareness campaigns during events such as National Bike Month or Pedestrian Safety Month.

Institutional Partnerships: The city will provide materials to key community stakeholders including schools, healthcare facilities, public health, employer groups, and community organizations. These partnerships leverage existing trusted relationships and communication channels to reach residents who may not typically engage with city services directly.

Educational Institution Integration: Collaboration with School District, community colleges, and universities ensures that safety education reaches students, families, and educational staff. Materials will be particularly valuable for Safe Routes to School programs and driver education curricula. Educational institutions also serve as ideal partners for hosting experiential programs such as traffic gardens that can be integrated into physical education classes and school safety events.

TARGET AUDIENCE ENGAGEMENT

The program recognizes that effective safety education must be tailored to specific user groups and demographic needs. The city will implement targeted engagement strategies for:

New Residents and Drivers: Recent arrivals to Fresno may be unfamiliar with local traffic safety culture or regional travel behaviors. Educational materials will be integrated into new resident orientation programs and made available through City facilities, public libraries, community centers, and partnerships with organizations serving new residents.

Youth and Student Populations: Age-appropriate safety messaging will be delivered through school partnerships, youth programs, and family-oriented community events. The program recognizes that establishing safe travel habits early creates lifelong benefits for individual and community safety. Experiential learning programs such as traffic gardens are particularly effective for this audience, providing hands-on opportunities to practice safe behaviors in supportive environments.

Vulnerable Road Users: Specialized outreach to seniors, individuals with disabilities, and non-English speaking communities ensures that safety information reaches those who may face additional challenges navigating the transportation system.

Commercial and Fleet Operators: Professional drivers, delivery services, and commercial vehicle operators receive targeted materials addressing their unique interactions with pedestrians and cyclists in urban environments.

INTEGRATION WITH INFRASTRUCTURE DEVELOPMENT

The Safety Education Program is strategically coordinated with the city's capital improvement schedule to maximize effectiveness. When new infrastructure such as Separated bikeways, roundabouts, or enhanced crosswalks is installed, accompanying educational campaigns prepare the community for successful utilization of these facilities. This coordinated approach ensures that engineering

11.C PROGRAM APPLICATION AND BENEFITS

investments achieve their full safety potential through informed user behavior.

COLLISION REDUCTION AND SAFETY ENHANCEMENT

The educational materials and programs directly address the primary causes of pedestrian and bicycle collisions identified in the city's collision analysis. By providing clear guidance on crosswalk navigation, visibility requirements, and proper lane positioning, the program targets the behavioral factors that contribute to serious injury collisions throughout Fresno's network. Experiential learning programs reinforce these concepts through practice and repetition, helping participants develop muscle memory and instinctive safe behaviors.

COMMUNITY EMPOWERMENT AND ENGAGEMENT

Beyond immediate safety benefits, the program empowers residents to become active advocates for transportation safety within their neighborhoods. Educated community members are better equipped to identify safety concerns, participate meaningfully in planning processes, and encourage safe behaviors among family and peers. Events such as traffic gardens create visible demonstrations of the city's commitment to safety education while fostering community connections and shared learning experiences.

EQUITY AND ACCESSIBILITY

The program's multilingual approach and diverse distribution strategy specifically addresses transportation equity concerns by ensuring that safety information reaches historically underserved communities. Visual design elements and clear messaging make materials accessible regardless of literacy level or language proficiency. Experiential programs provide hands-on learning opportunities that transcend language barriers and accommodate different learning styles, ensuring that all community members can access and benefit from safety education.

ECONOMIC AND HEALTH CO-BENEFITS

Improved safety knowledge supports the city's broader goals of increasing active transportation mode share and improving public health outcomes. As residents gain confidence in their ability to walk and bike safely, in the long term the community benefits from reduced healthcare costs, improved air quality, decreased chronic disease rates, improved overall health of the community, and enhanced economic vitality through increased foot traffic and local business support.

COORDINATION WITH REGIONAL PARTNERS

The city recognizes that transportation safety extends beyond municipal boundaries and requires coordination with regional partners including Fresno County, Caltrans, and neighboring jurisdictions. Educational materials are designed to be consistent with state and federal safety messaging while addressing local conditions and infrastructure characteristics specific to Fresno. Collaboration with the Fresno Council of Governments ensures that safety education efforts complement regional transportation planning initiatives and leverage available funding opportunities for enhanced outreach and program expansion.

PROGRAM EVALUATION AND CONTINUOUS IMPROVEMENT

The Safety Education Program includes mechanisms for ongoing evaluation and refinement based on community feedback, collision data analysis, and emerging best practices. The city will track distribution metrics, community engagement levels, and safety outcome indicators to assess program effectiveness and identify opportunities for enhancement. Regular surveys and focus groups with community members will provide qualitative feedback on material effectiveness, comprehension, and suggested improvements. For experiential programs such as traffic gardens, evaluation will include participant counts, observed behavior changes, and feedback from both participants and supervising staff. This iterative approach ensures that educational content and programming remain relevant, accurate, and responsive to evolving community needs.

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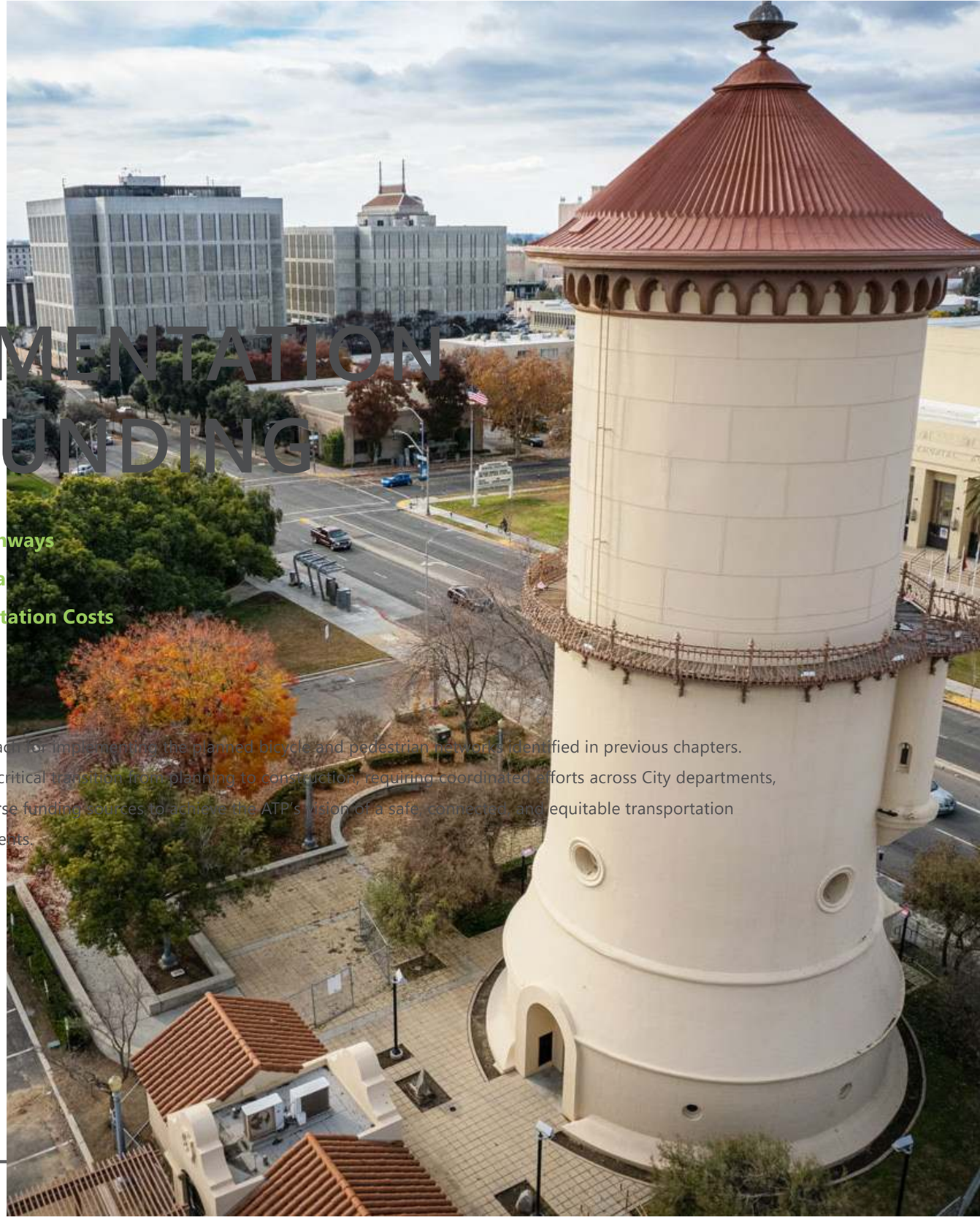
12

IMPLEMENTATION AND FUNDING

12.A Implementation Pathways
12.B Prioritization Criteria
12.C Estimated Implementation Costs
12.D Funding
12.E ATP Update

This chapter outlines the approach for implementing the planned bicycle and pedestrian networks identified in previous chapters. Implementation represents the critical transition from planning to construction, requiring coordinated efforts across City departments, strategic partnerships, and diverse funding sources to achieve the ATP's vision of a safe, connected, and equitable transportation network serving all Fresno residents.



12.A IMPLEMENTATION PATHWAYS

Implementation of the planned bicycle and pedestrian network will occur through multiple pathways that maximize efficiency and leverage available opportunities. The City will pursue a strategic approach that prioritizes safety improvements, network connectivity, and equitable distribution of active transportation investments.

Active transportation projects represent dedicated efforts to implement priority network elements through competitive grant funding and local investment. These projects specifically target critical gaps, safety improvements, and connectivity enhancements identified in the network analysis.

Development integration leverages private development and redevelopment projects to construct active transportation facilities as required frontage improvements. The City will coordinate with developers to ensure new facilities align with planned network designs and contribute to overall connectivity. This pathway provides opportunities to implement network elements at reduced cost to the City while ensuring consistency with long-term transportation goals.

Maintenance and reconstruction integration capitalizes on planned roadway maintenance, reconstruction, and capacity enhancement projects to incorporate active transportation improvements. Projects such as pavement overlays, utility improvements, and roadway reconstructions present cost-effective opportunities to add bicycle lanes, improve pedestrian crossings, and enhance accessibility features with minimal additional expenditure.

Partnership coordination leverages opportunities with regional partners, utility providers, and other agencies to implement network elements in conjunction with their capital improvement projects. This includes coordination with Fresno County Transportation Authority projects, utility corridor improvements, and regional trail development initiatives.

12.B PRIORITIZATION CRITERIA

Active transportation projects will be prioritized based on the framework established in Chapter 7 and 8, with emphasis on projects that address multiple planning objectives. The prioritization considers safety impact, network connectivity, equity and access, implementation readiness, and community benefit. The priority bicycle network identified in Chapter 7 provides the foundation for near-term implementation efforts, focusing City resources on projects that deliver the greatest impact for safety, connectivity, and equity. These priority investments ensure that active transportation improvements serve all areas of the City while addressing the most critical transportation needs.

12.C ESTIMATED IMPLEMENTATION COSTS

Implementation cost estimates have been developed using current industry standards, recent local construction data, and detailed analysis of facility requirements. Cost estimates include construction, design, environmental review, construction management, and contingency allowances to provide comprehensive project budgeting guidance.

COST ESCALATION IMPACT

The active transportation construction market has experienced unprecedented cost increases over the past five years. The City has observed construction cost escalation rates of 35 to 50 percent across most project categories compared to 2017 ATP, driven by material cost increases of 40 to 60 percent, labor shortages creating wage increases of 20 to 30 percent, and supply chain disruptions. For instance, projects estimated at $2 million in 2017 now require $3 million or more for equivalent scope, necessitating reduced project scope, additional funding sources, or deferred implementation timelines.

CLASS I FACILITY IMPLEMENTATION CHALLENGES

Class I bike paths present unique challenges in Fresno due to coordination requirements with the Fresno Irrigation District (FID). The majority of potential Class I corridors follow irrigation canals and drainage channels managed by FID, requiring complex agreements that extend project timelines and increase costs by 25 to 40 percent.

Construction costs for FID-adjacent Class I facilities range from $200 to $250 per linear foot compared to $170 to $200 per linear foot for standard paths. Annual maintenance costs average $2,500 to $4,000 per mile. Despite these challenges, FID corridors provide exceptional connectivity spanning the entire City with grade-separated connections unavailable through other alignments.

COST ESTIMATION METHODOLOGY

Given market volatility and local implementation challenges, the ATP employs conservative cost estimation including 10 percent contingencies above base construction costs. Project estimates are updated annually using local bid data and regional cost indices. The cost estimates presented in this ATP are based on 2026 dollar amount. The City prioritizes cost-effective strategies including project bundling, coordination with planned street maintenance, and leveraging developer contributions to offset rising construction costs while maintaining network implementation progress.

BICYCLE NETWORK IMPLEMENTATION COSTS

Table 10 summarizes the estimated implementation costs for the planned bicycle network by facility type and priority level. **Figure 42** illustrates the geographic distribution of these planned bicycle facilities organized by their priority levels throughout the City. These estimates reflect comprehensive facility improvements including pavement preparation, striping, signage, intersection modifications, and supporting infrastructure.

The bicycle network cost estimates reflect most recent design standards and current construction costs. **Appendix J** includes detailed cost estimates and assumptions for each class facility.

Table 11 presents project details for high-priority bicycle network improvements, including project locations, proposed facility types, current completion status, estimated implementation costs, and the City Council districts through which each project passes.

PEDESTRIAN NETWORK IMPLEMENTATION COSTS

Table 12 presents the estimated implementation costs for the planned pedestrian network improvements by priority level. **Figure 62** illustrates the geographic distribution of these planned pedestrian improvements organized by their priority levels throughout the City. These estimates focus on sidewalk construction and enhancement projects that address critical gaps in pedestrian connectivity.

Pedestrian network costs include site preparation, six-inch concrete sidewalk construction, and drainage control measures. A detailed cost estimates and assumptions are included in **Appendix J.**

TOTAL NETWORK IMPLEMENTATION INVESTMENT

The complete active transportation network represents a total investment of approximately $900 million over the planning period. The priority network, comprising high-priority bicycle and pedestrian improvements, requires an estimated $103 million for implementation. This priority investment will establish the backbone of the active transportation system and provide immediate benefits for safety, connectivity, and mobility throughout the City.

TABLE 10: PLANNED BICYCLE NETWORK IMPLEMENTATION COST

Facility Type	High Priority		Medium Priority		Low Priority		Total
	Length (Miles)	Cost	Length (Miles)	Cost	Length (Miles)	Cost	Cost
Class-I	11.00	$12,807,300.00	35.00	$40,750,500.00	104.00	$121,087,200.00	$174,645,000.00
Class-II	33.00	$7,774,800.00	154.00	$36,282,400.00	350.00	$82,460,000.00	$126,517,200.00
Upgrade Existing Class-II to Class-II Buffered	17.00	$3,665,200.00	11.00	$2,371,600.00	12.00	$2,587,200.00	$8,624,000.00
Upgrade Existing Class-II to Class-IV	27.00	$7,144,200.00	10.00	$2,646,000.00	16.00	$4,233,600.00	$14,023,800.00
Class-II Buffered	12.00	$3,207,600.00	2.00	$534,600.00	10.00	$2,673,000.00	$6,415,200.00
Upgrade Existing Class-II Buffered to Class-IV	0.00	$0.00	1.00	$49,100.00	2.00	$98,200.00	$147,300.00
Class-III	2.00	$30,300.00	21.00	$318,150.00	18.00	$272,700.00	$621,200.00
Class-IV	28.00	$8,859,200.00	11.00	$3,480,400.00	21.00	$6,644,400.00	$18,984,000.00
Total	**130.00**	**$43,488,600.00**	**245.00**	**$86,432,800.00**	**533.00**	**$220,056,300.00**	**$349,977,700.00**

Source: TJKM, 2026

TABLE 11: HIGH PRIORITY BICYCLE NETWORK PROJECT DETAILS

Project Street(s) or Canals	Project Limits	City Council District	Proposed Bike Lane Class Type(s)	Total (Miles)	Exisiting Bike Lane (%)	Total Project Cost
Airways Blvd	E Dakota Ave to N Clovis Ave	4	I	1.28	0%	$1,490,400.00
Audubon Dr to Nees Ave to N Palm Ave	N First St to W Herndon Ave	2,6	II,II-B, IV	4.59	35%	$996,500.00
Barstow Ave	N Valentine Ave to Willow Ave	2,4	I,II, IV	14.6	67%	$2,700,100.00
Belmont Ave	N Weber Ave to N First St	3,7	IV	8.66	57%	$1,186,500.00
Brawley Ave to Figarden Dr to W Bullard Ave	W San Jose Ave to N Marks Ave	2	IV	5.86	100%	$1,434,200.00
Bullard Ave to Sierra Ave to Dante Ave to San Jose Ave	Veterans Blvd to N Valentine Ave	2	II	6.77	84%	$254,500.00
Cesar Chavez Blvd	S Walnut Ave to S Chestnut Ave	3,5	II, II-B, III, IV	8.91	76%	$1,305,200.00
Church Ave	S Maple Ave to S Peach Ave	5	II	3.02	75%	$179,100.00
Clinton Ave	N Cornelia Ave to N First St	1,3,7	II, IV	10.58	19%	$2,640,000.00
Clovis Ave	Fancher Creek Canal to Clovis City South Limit	4,5,7	I	2.97	34%	$2,293,700.00
Cornelia Ave	W Gettysburg Ave to W McKinley Ave	1,3	II	4.43	56%	$457,100.00
Dakota Ave	N Maroa Ave to E Airways Blvd	4	II	8.99	82%	$381,700.00
First St	E Cole Ave to S Hazelwood Blvd	4,5,6,7	II-B, IV	19.74	64%	$4,906,900.00
Gettysburg Ave	N Veterans Blvd to N Cornelia Ave	1	I, II	3.85	64%	$780,200.00
H St	Divisadero St to Cesar Chavez Blvd	3	II, II-B, IV	2.76	53%	$680,700.00
Hazelwood Blvd and Butler Ave	S First St to S Maple Ave	5	II-B	3.3	100%	$711,500.00
Herndon Ave Trail & Frontage Roads	N Maroa Ave to Hayes Ave	2	I,III	6.62	89%	$631,500.00
Hughes Ave to Roeding Dr/West Ave	W McKinley Ave to W Kearney Blvd	3	II	5.33	22%	$975,400.00

Project Street(s) or Canals	Project Limits	City Council District	Planned Class Type(s)	Total Length (Miles, All Classes)	Percentage Complete (All Classes)	Project Cost
Kearney Blvd	S West Ave to Fresno St	3	II	2.68	85%	$91,900.00
Lane Ave to Peach Ave to Lowe Ave to Lane Ave	S Maple Ave to Fancher No 6 Canal (DeWitt)	5	II, III	4.63	46%	$536,000.00
Maple Ave	E Dakota Ave to E Church Ave	4,5,7	II	10.03	57%	$1,008,400.00
Marks Ave	W Herndon Ave to W Barstow Ave	2	IV	3.15	77%	$870,800.00
Maroa Ave/Van Ness Ave and Wishon Ave/Fulton St	E Belmont Ave to W Herndon Ave	1,2,3,7	II, IV	11.99	27%	$2,710,900.00
McKinley Ave	N Cornelia Ave to N Clovis Ave	1,3,7	I, II, IV	16.44	44%	$2,561,100.00
Merced St and Thorne Ave	E Cesar Chavez to E Kearney Blvd	3	II, III	1.38	14%	$17,900.00
Palm Ave	Herndon Ave to Nees Ave	2	IV	4.29	0%	$1,357,400.00
Palm Ave	Belmont Ave to H St	3	IV	0.5	100%	$132,300.00
Trail along Canal	W Swift Ave to E Shield Ave	1,7	I	2.77	0%	$3,225,200.00
Trail along Canal	N First St to E McKinley Ave	4,7	I	1.33	22%	$1,210,900.00
Trail along Canal	S Peach Ave to S Clovis Ave	5	I	3.02	81%	$663,700.00
Trail along Fanning Ditch	S West Ave to S Walnut Ave	3	I	1.11	77%	$302,800.00
Tulare St	Cesar Chavez Blvd to H St	3	II,IV	2.28	74%	$525,900.00
Valentine Ave to Herndon Canal to Emerson Ave	W Barstow Ave to W Swift Ave	1,2	I,II	4.05	93%	$349,300.00
Veterans Blvd	W Herndon Ave to W Gettysburg Ave	2	I	2.36	81%	$524,000.00
Weber Ave and West Ave	E Belmont Ave to W Barstow Ave	1,2,3	II-B, IV	9.51	91%	$2,155,500.00
Willow Ave	E Barstow Ave to E Copper Ave	4,6	I	6.33	93%	$547,300.00

TABLE 12: PEDESTRIAN NETWORK IMPLEMENTATION COSTS

Priority Level	Improvements	Length (miles)	Total Cost
High Priority	Site Preparation and Sidewalk Construction	62	$59,394,200
Medium Priority	Site Preparation and Sidewalk Construction	268	$254,681,900
Low Priority	Site Preparation and Sidewalk Construction	250	$238,526,700
Total		**580**	**$552,602,800**

Source: TJKM, 2026

12.D FUNDING

Federal, state, regional, and local funding sources provide opportunities for active transportation project implementation. The funding landscape has evolved significantly since the 2017 Active Transportation Plan, with enhanced federal investment through the Infrastructure Investment and Jobs Act and continued state commitment through California's climate investment programs.

Table 13 presents the applicability of various funding sources to different types of active transportation projects. This matrix guides funding strategy development and grant application prioritization to maximize implementation success.will be required to implement the planned bicycle and pedestrian networks and supporting facilities. As development and land use evolve within Fresno, this plan should evolve as well. The City should update the existing network maps as new facilities are added and publish them on the City website.

TABLE 13: FUNDING SOURCE APPLICABILITY MATRIX

Funding Source	Class I Paths	Class II Lanes	Class III Routes	Class IV Bikeways	Pedestrian Projects	Planning/ Programs
Federal Sources						
Transportation Alternatives Set-Aside	●	●	●	●	●	○
Congestion Mitigation and Air Quality (CMAQ) Program	●	●	●	●	●	●
Highway Safety Improvement Program (HSIP)	●	●	○	●	●	○
State Sources						
California Transportation Commission (CTC) Funds	●	●	●	●	●	●
Solutions for Congested Corridors	●	●	○	●	●	○
Local Partnership Program	●	●	●	●	●	●
Affordable Housing and Sustainable Communities (AHSC) Program	●	●	○	●	●	○
Clean Mobility Options (CMO)	○	○	○	○	○	●
OTS Safety Grants	○	○	○	○	●	●
Sustainable Transportation Planning Grants	○	○	○	○	○	●
SB-1 Local Streets and Roads	○	●	●	●	●	○
Regional and Local Sources						
Measure C (Fresno County)	●	●	●	●	●	●
Fresno COG Transportation Development Act (TDA) Funds	●	○	○	○	●	●
Development Impact Fees	●	●	●	●	●	○
Private Foundation Grants	○	○	○	○	●	●

● - Highly Applicable ○ - Applicable with restrictions

12.E ATP UPDATE

Many years will be required to implement the planned bicycle and pedestrian networks and supporting facilities. As development and land use evolve within Fresno, this plan should evolve as well. The City should update the existing network maps as new facilities are added and publish them on the City website.

The City should also update this plan approximately every five years to reflect changing conditions and needs. These updates should incorporate new data on network completion rates, facility usage levels, and safety outcomes collected through automated counting systems and periodic surveys. Updates should maintain consistency with General Plan updates and coordinate with regional transportation planning efforts to ensure that active transportation investments remain aligned with broader City goals and contribute effectively to climate objectives.

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A

APPENDIX A:
EQUITY PRIORITY AREAS OF FRESNO - DISTRICT WISE MAPS

B APPENDIX B: CITY OF FRESNO ELECTRIC MICROMOBILITY ASSESSMENT

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APPENDIX C:
PUBLIC OUTREACH SURVEYS AND FLYERS

D APPENDIX D: PLANNED BICYCLE NETWORK MODIFICATIONS FROM 2017 ATP

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E

APPENDIX E: PRIORITY BIKEWAY CORRIDOR IMPROVEMENT PLANS & COST ESTIMATES (30% DESIGN)

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APPENDIX F: PLANNED SIDEWALK NETWORK PRIORITIZATION METHODOLOGY

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G APPENDIX G: SAFE ROUTES TO SCHOOL TOOLKIT

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APPENDIX H:
SAEFTY EDUCATION PROGRAM FLYERS AND BROCHURES

APPENDIX I: TRAFFIC GARDEN EVENT SUMMARY

J

APPENDIX J: PEDESTRIAN AND BIKE FACILITIES COST ESTIMATES