

# NEGATIVE DECLARATION

## Fresno County Regional Active Transportation Plan

April 2024

### PREPARED FOR:

Fresno Council of Governments  
2035 Tulare Street #201  
Fresno, CA 93721

### PREPARED BY:



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Initial Study/ Negative Declaration

## Fresno County Regional Active Transportation Plan

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# Chapter 1

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## INTRODUCTION

# INTRODUCTION

## 1.1 Project Summary

This document is the Initial Study / Negative Declaration (IS/ND) on the potential environmental effects of the adoption of the Fresno County Regional Active Transportation Plan (ATP or Project). The proposed 2024 ATP is an update of the 2019 plan. It reflects projects that have been newly identified, modified, or completed since the release of the first plan; updated information on disadvantaged communities and safety data; current land use and plans in each city and the county; and updates to reflect best active transportation planning practices. The proposed Project is more fully described in Chapter Two – Project Description.

Fresno Council of Governments (FCOG or Fresno COG) will act as the Lead Agency for this project pursuant to the *California Environmental Quality Act (CEQA)* and the *CEQA Guidelines*.

## 1.2 Document Format

This IS/ND contains four chapters, and Appendices. Section 1, Introduction, provides an overview of the project and the CEQA environmental documentation process. Chapter 2, Project Description, provides a detailed description of project objectives and components. Chapter 3, Initial Study Checklist, presents the CEQA checklist and environmental analysis for all impact areas, mandatory findings of significance, and feasible mitigation measures. If the proposed Project does not have the potential to significantly impact a given issue area, the relevant section provides a brief discussion of the reasons why no impacts are expected. If the Project could have a potentially significant impact on a resource, the issue area discussion provides a description of potential impacts, and appropriate mitigation measures and/or permit requirements that would reduce those impacts to a less than significant level. Chapter 4, List of Preparers, provides a list of key personnel involved in the preparation of the IS/ND.

Environmental impacts are separated into the following categories:

**Potentially Significant Impact.** This category is applicable if there is substantial evidence that an effect may be significant, and no feasible mitigation measures can be identified to reduce impacts to a less than significant level. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.

**Less Than Significant After Mitigation Incorporated.** This category applies where the incorporation of mitigation measures would reduce an effect from a “Potentially Significant Impact” to a “Less Than Significant Impact”. The lead agency must describe the mitigation measure(s), and briefly explain how they would reduce the effect to a less than significant level (mitigation measures from earlier analyses may be cross-referenced).

**Less Than Significant Impact.** This category is identified when the project would result in impacts below the threshold of significance, and no mitigation measures are required.

**No Impact.** This category applies when a project would not create an impact in the specific environmental issue area. “No Impact” answers do not require a detailed explanation if they are adequately supported by the information sources cited by the lead agency, which show that the impact does not apply to the specific project (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis.)

Regardless of the type of CEQA document that must be prepared, the basic purpose of the CEQA process as set forth in the CEQA Guidelines Section 15002(a) is to:

- (1) Inform governmental decision makers and the public about the potential, significant environmental effects of proposed activities.
- (2) Identify ways that environmental damage can be avoided or significantly reduced.
- (3) Prevent significant, avoidable damage to the environment by requiring changes in projects through the use of alternatives or mitigation measures when the governmental agency finds the changes to be feasible.
- (4) Disclose to the public the reasons why a governmental agency approved the project in the manner the agency chose if significant environmental effects are involved.

According to Section 15070(b), a Negative Declaration is appropriate if it is determined that:

- (1) Revisions in the project plans or proposals made by or agreed to by the applicant before a proposed negative declaration and initial study are released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur, and

- (2) There is no substantial evidence, in light of the whole record before the agency, that the project as revised may have a significant effect on the environment.

The Initial Study contained in Section Three of this document contains the analysis to support the determination that the environmental impacts of the proposed Project are less than significant and therefore a Negative Declaration will be adopted.

## Chapter 2

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# PROJECT DESCRIPTION

# Project Description

## 2.1 Project Background

The Fresno Council of Governments (FCOG or Fresno COG) has developed an Active Transportation Plan (ATP or Plan) with the intent of providing a comprehensive document outlining the future of walking and bicycling in Fresno County. The purpose of the ATP is to equip Fresno COG's member agencies (County of Fresno and the fifteen incorporated cities of Clovis, Coalinga, Firebaugh, Fowler, Fresno, Huron, Kerman, Kingsburg, Mendota, Orange Cove, Parlier, Reedley, San Joaquin, Sanger, and Selma) with the tools to better compete for funding sources that support ATPs and related projects. The ATP is a planning tool and thus, no development will occur with its adoption. Future development under the ATP will be subject to site-specific CEQA and environmental review. The proposed Project area is Fresno County, and no land designation changes are proposed at this time. The ATP is included in this document as Appendix A.

Four cities in Fresno County (Clovis, Fresno, Reedley, and Selma) have recently updated or are currently updating their own active transportation plans. This plan supports connectivity to those cities as part of regional walking and biking networks.

Fresno COG created the ATP in coordination with its member agencies, the general public, and stakeholder groups such as local community group leaders, social media posts, and online surveys. Fresno COG encouraged public participation through open-house format workshops, as well as an online crowdsourced interactive map. The public was also invited to comment on the draft ATP projects during a public review and comment period.

As discussed in greater detail in Section 2.6 (Program vs Project Level CEQA Analysis), specific development is not being proposed under this ATP, and adoption of this CEQA document would not authorize any development. Fresno COG's ATP is a programmatic document that proposes goals and policies pertaining to the future of walking and bicycling in Fresno County. It is intended as a guidance document with the ultimate vision of a network of safe, comfortable, and attractive sidewalks, shared-use paths, and bikeways that connect Fresno County residents to key destinations, especially local schools, parks, and transit.

## 2.2 Goals, Policies & Vision

The ATP is guided by the following vision: A complete, safe, and comfortable network of paths, sidewalks, and bikeways that serves all residents of Fresno County. Specifically, this plan has been developed to:

- create a network of safe and attractive, sidewalks, shared-use paths, and bikeways that connect Fresno County residents to key destinations, especially local schools, parks, and transit;
- create a network of regional bikeways that allows bicyclists to safely ride between cities and other regional destinations;
- create better connections to transit, especially for communities with limited access to other transportation options;

Through implementation of the ATP, Fresno COG seeks to achieve the following goals:

- increase walking and bicycling trips and thus reduce vehicle miles traveled and improve air quality in the region by creating user-friendly facilities; and
- increase safety by improving crosswalks and sidewalks and expanding the bikeway network.

Many local, regional, state, and federal plans and other documents were reviewed in development of the ATP. These plans and documents contain goals and policies as well as specific requirements related to active transportation in Fresno County.

### *Local Jurisdictions*

Each jurisdiction has its own policies and requirements related to bicycling and walking. The documents containing these policies and requirements generally include:

- Existing bicycle and pedestrian plans
- General plans
- Standard drawings
- Municipal codes
- Specific plans and other plans

Specific local plans and documents are discussed in the Appendix C of the ATP.

### *Regional Plans*

The following regional plans were also important in the development of the ATP:



- Fresno Council of Governments Regional Transportation Plan and Sustainable Communities Strategy
- Fresno County Transportation Authority Measure C
- Fresno Council of Governments Transportation Needs Assessment » Fresno Council of Governments Regional Safety Plan
- Golden State Corridor Design Plans
- Caltrans Bicycle Guide for District 6
- Caltrans District 6 Active Transportation Plan

### *State and Federal Plans and Policies*

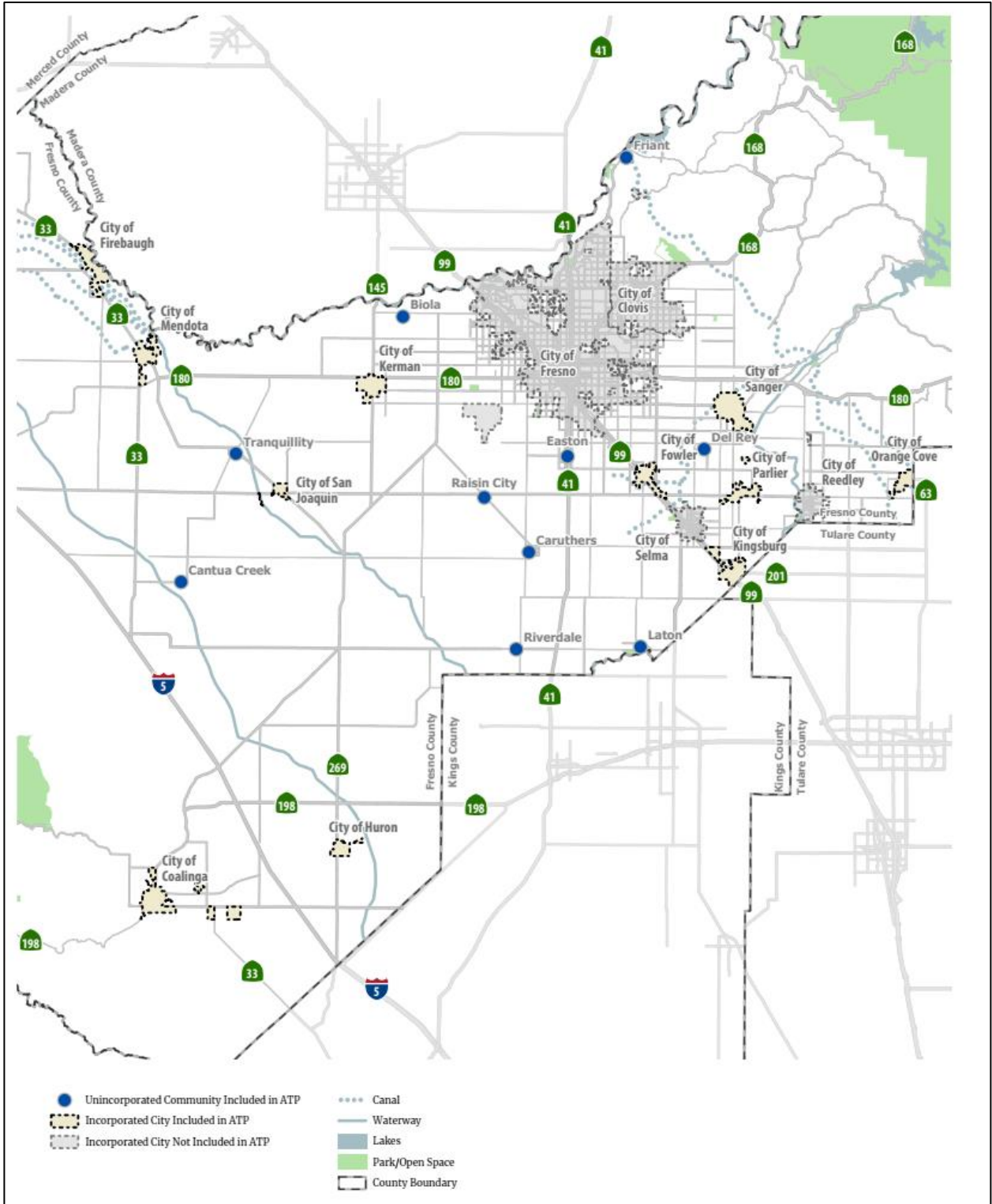
Several state and federal plans and other documents contain goals, policies, and requirements relevant to the ATP.

- California State Bicycle and Pedestrian Plan
- California Green Building Code
- California Assembly Bill 32
- California Senate Bill 375
- California Assembly Bill 1358
- California Assembly Bill 743
- US DOT Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations
- US Americans with Disabilities Act

## 2.3 Project Location

The various components/improvements recommended by the ATP are located throughout Fresno County. These recommendations cover incorporated cities, unincorporated communities, and County islands. Four cities in Fresno County (Clovis, Fresno, Reedley, and Selma) have recently updated or are currently updating their own active transportation plans. This plan supports connectivity to those cities as part of regional walking and biking networks. Figure 1 is a map showing the location of Fresno County and incorporated cities and unincorporated communities covered by this ATP, including cities that have their own ATPs.

**Figure 1  
ATP Regional Location**



## 2.4 Setting and Existing Facilities

### *Environmental Setting*

Fresno County is located near the center of the San Joaquin Valley, stretching approximately 100 miles (east to west) from the eastern slope of the Sierra Nevada Mountains to the Coast Range Foothills. The County is bordered by the counties of San Benito, Merced, Madera, Mono, Inyo, Tulare, Kings, and Monterey.

There are 15 incorporated cities in Fresno County and several unincorporated communities within an area of approximately 6,000 square miles. Fresno County's population as of January 1, 2023 was estimated to be 1,011,499. There are approximately 346,456 housing units in the County.<sup>1</sup> Approximately 66% of the County's population resides in the cities of Fresno and Clovis. Outside of the cities, communities, and mountainous areas, most of the land in the County is flat and is used for agricultural production.

### *Existing Bicycle / Pedestrian Conditions*

The existing bicycle and pedestrian facilities provide access to destinations throughout the County and serve as recreational assets themselves. These existing networks include shared-use paths, bike lanes and routes, sidewalks and crosswalk improvements. Table 1 shows current bicycle and pedestrian facilities by type (excluding the jurisdictions that have individual ATPs).

The ATP provides a summary of existing bicycle and pedestrian trips within the County. According to the ATP, the mode share of pedestrians for the journey to work in the County is approximately 1.5%, up from 0.9% at the time of the 2019 ATP, and for bicycles is approximately 0.4%, down from 1.9% at the time of the 2019 ATP.<sup>2</sup>

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<sup>1</sup> Population and Housing Estimates for Cities, Counties, and the State, 2020-2023, California Department of Finance. <https://dof.ca.gov/forecasting/demographics/estimates/e-5-population-and-housing-estimates-for-cities-counties-and-the-state-2020-2023/>. Accessed March 2024.

<sup>2</sup> Table 3-1: Trips to Work by Walking and Bicycling, Fresno COG 2024 Draft ATP, February 2024.

**Table 1**  
**Summary of Existing Walking and Bicycling Facilities (in miles)**

Jurisdiction	Shared Use Path (Class I)	Bike Lane (Class II)	Bike Route (Class III)	Separated Bikeway (Class IV)	Sidewalks
Coalinga	2.0	4.7	0.0	0.2	83.5
Firebaugh	1.8	0.0	0.0	0.0	33.6
Fowler	0.7	3.6	0.0	0.0	49.2
Huron	0.0	0.2	0.0	0.0	19.6
Kerman	0.9	6.5	2.4	0.0	85.0
Kingsburg	2.5	4.0	0.0	0.0	79.1
Mendota	0.0	2.4	0.0	0.0	47.1
Orange Cove	1.2	1.1	0.0	0.0	33.7
Parlier	1.1	6.0	0.0	0.0	57.7
San Joaquin	0.9	1.1	0.0	0.0	14.7
Sanger	2.1	11.6	0.0	0.0	135.2
Unincorporated Fresno County	3.7	88.3	0.0	0.0	133.1
<b>Total:</b>	<b>16.9</b>	<b>129.5</b>	<b>2.4</b>	<b>0.2</b>	<b>771.5</b>

Source: Fresno COG Draft ATP, February 2024

## 2.5 Project Description

The proposed project under CEQA is the adoption of the Fresno County Regional Active Transportation Plan. The 2024 plan is an update of the 2019 plan. It reflects projects that have been newly identified, modified, or completed since the release of the first plan; updated information on disadvantaged communities and safety data; current land use and plans in each city and the county; and updates to reflect best active transportation planning practices.

The ATP itself contains various programs, policies, and recommendations pertaining to the development of pedestrian and bicycle facilities. The ATP provides a full description of

conceptual and proposed improvements throughout the County (See Appendix A), which are summarized herein.

### *Bicycle and Pedestrian Networks*

The proposed pedestrian and bicycle networks are designed to fulfill the vision for walking, bicycling, and supporting facilities and programs for the Fresno County region. The build-out of pedestrian and bicycle networks are the long-term vision of the active transportation facilities for the region. The networks include shared-use paths, bike lanes and routes, sidewalks, and crosswalk improvements. The proposed networks are designed to connect to neighborhoods in each community, to provide access to key destinations, and to serve as recreational assets. Details of each jurisdiction's networks are presented in Chapters 5 to 17 of the ATP and are summarized in Table 2.

The networks were developed with the following primary considerations:

- Connectivity to key destinations, especially schools, parks, and civic buildings
- Collision history
- Previous plans
- Connections to adjacent jurisdictions' networks
- Discussions with jurisdiction staff, school district staff, and law enforcement
- Public comment

Table 2 summarizes the proposed network recommendations of the ATP.

**Table 2**  
**Summary of Planned Walking and Bicycling Facilities (In Miles)**

Jurisdiction	Shared Use Path (Class I)	Bike Lane (Class II)	Bike Route (Class III)	Separated Bikeway (Class IV)	Sidewalks
Coalinga	7.6	4.5	5.7	0.0	3.0
Firebaugh	5.7	8.1	2.7	4.8	2.3
Fowler	8.1	5.0	2.5	1.2	2.6
Huron	3.1	3.6	0.3	0.8	2.6
Kerman	1.6	16.2	6.9	0.0	1.0
Kingsburg	2.0	11.8	0.5	0.0	5.1
Mendota	5.5	9.7	0.7	0.0	1.7
Orange Cove	3.4	14.1	0.0	0.0	3.6
Parlier	1.8	3.9	1.4	4.3	1.8
San Joaquin	2.9	1.2	0.8	1.0	1.9
Sanger	14.7	25.6	1.0	0.0	7.5
<b>Unincorporated Fresno County</b>	218.5	346.6	266.9	19.0	44.8
<b>Total:</b>	<b>274.9</b>	<b>450.3</b>	<b>289.4</b>	<b>31.1</b>	<b>77.9</b>

Source: Fresno COG Draft ATP, February 2024

***Crossing and Intersection Improvements***

Several crossing improvement projects are also proposed in Chapters 5 to 17 of the ATP to improve pedestrian comfort and safety. The decision to install a marked crosswalk or other crosswalk enhancement should take into account good engineering judgement, engineering study, and/or other necessary considerations as appropriate for each individual location.

Some of these considerations include:

- Pedestrian travel demand. Demand should include both existing demand and latent demand, the increase in pedestrians that would result from the improvement.

- Service of a facility or use that generates higher pedestrian travel or serves a vulnerable population (for example, children, elderly, persons with disabilities). This may include schools, hospitals, senior centers, recreation/community centers, libraries, parks, or trails. Service of such facilities can justify pedestrian improvements to areas of demand less than 20 pedestrians/ hour.
- Sight distance requirements, using appropriate stopping sight distance guidance from AASHTO's A Policy on Geometric Design for Highways and Streets or the Caltrans Highway Design Manual.
- Delay to pedestrian movements.
- Distance to nearest crossing.
- Guidance of the California Manual on Uniform Traffic Control Devices (MUTCD) and FHWA's Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations

### ***High Volume Regional Connecting Roads***

The region is connected by many roads that serve large volumes of traffic, often at high speeds. Where these roads pass through cities, speeds are generally slower, but traffic volumes are frequently still high, and the roads must serve pedestrians, bicyclists, and local vehicle traffic as well as traffic moving between communities. Careful design is required to ensure that these roads serve all users, are safe for all users, and do not serve as a barrier to bicyclists and pedestrians.

To serve the needs of all of these different users, Caltrans developed *Main Street, California: A Guide for Improving Community and Transportation Vitality*, most recently updated in 2013. This document provides guidance to create streets that are multimodal, livable, and sustainable. It provided good guidance for use when regional roads pass through cities. The ATP contains policies and strategies to allow for components of the ATP to occur on high volume roads. In rural areas outside of cities and unincorporated communities, bike lanes, separated bikeways, or shared-used paths should be used to support walking and biking.

### ***Bicycle Parking***

Current bicycle parking and recommended additions to bicycle parking are presented for each jurisdiction in Chapters 5 to 17 of the ATP.

### ***Supporting Programs: Wayfinding***

Wayfinding signage can be used on both bicycle and pedestrian facilities to direct users to connecting facilities and key destinations. Good wayfinding signs can also encourage pedestrians

and bicyclists to visit local business. These signs provide the most value at path junctions and at intersections of key bicycling and walking routes. Chapter 9B of the California MUTCD provides guidance on sign design and installation. These standard signs may also be augmented by signs depicting distances in miles to encourage walking and bicycling. Cities such as Kingsburg and neighborhoods or regions with distinctive branding can also include this branding in these signs.

Most jurisdictions do not have wayfinding signage. Good wayfinding signs can direct users to connecting facilities and key destinations also encourage pedestrians and bicyclists to visit local business. These signs are recommended at trail junctions and at intersections of key bicycling and walking routes.

### *Supporting Programs*

Chapter 3 of the ATP recommends several other programs intended to maximize the success of the ATP, including educational programs, personal safety and lighting resources, and maintenance programs, pedestrian and bicyclist counts, and expenditure tracking.

### *Implementation*

Implementation of the planned bikeway and pedestrian network is anticipated to occur in multiple ways:

- Active transportation projects pursued to implement the plan
- In conjunction with adjacent land development projects as each jurisdiction requires those projects to construct roadway and sidewalk frontage improvements in accordance with jurisdiction standards and the planned facilities identified in this plan
- In conjunction with maintenance and capacity enhancement projects, such as slurry seals, pavement reconstruction, roadway widening, or sidewalk rehabilitation projects

Implementation will require many years to complete; implementation of priority projects will be targeted for completion in the next five to ten years. Implementation of each project is dependent upon availability and acquisition of funding. Projects requiring land acquisition or utility relocation will require extra time to implement. Improvements associated with work on adjacent roadways or development of adjacent land uses will provide opportunities for implementation relatively easily or at lower cost than if implemented separately. In these cases, lower priority improvements may be implemented before higher-priority improvements, depending on the location of these land development and roadway projects. Implementation of each project is also dependent on detailed feasibility and design studies based on local conditions.



Completion of projects in this plan should be reported by jurisdiction staff to the city councils and board of supervisors and on each city's website. Fresno COG will update this plan periodically to reflect changing conditions and needs and progress toward completion.

### ***Prioritization***

The elements of these networks were prioritized as “High Priority” or “Other” (not high priority) for all jurisdictions based on several criteria:

- Proximity to key destinations, including schools, parks, bus stops, and activity centers
- Collision locations
- Disadvantaged community indicators
- Senior and youth populations
- Public comment
- Judgement of local jurisdiction staff

Lists of projects with priorities are provided in Appendix D (Project Priorities and Cost Estimates) of the ATP.

### ***Costs***

The estimated costs to implement each type of facility are provided in Appendix D of the ATP and summarized in Table 3 below. Summarized costs for each jurisdiction are provided in Chapters 5 to 17. On-street bike routes and bike lanes are the least expensive to construct per mile, while separated bikeways, sidewalks, and shared-use paths are most expensive to construct. If roads must be widened, utilities relocated, or land acquired to implement any of these facilities, costs will increase. However, many of these facilities may be implemented during development of adjacent land uses or in conjunction with other projects. Therefore, some of these costs will not be directly borne by the jurisdiction.

Project cost estimates are based on local unit cost estimates. These estimates were developed based on relevant project experience in the area. Assumptions for each bikeway type and details of these estimates are described in Appendix D. Note that these are high-level cost estimates, therefore more detailed study and design of individual project will be required to refine them.

**Table 3  
Project Cost Estimates**

Facility Type	Cost Per Mile	High Priority	Total
Sidewalk	\$369,600	\$10,733,800	\$28,709,100
Shared-Use Path (Class I)	\$955,700	\$74,745,297	\$262,569,018
Bike Lane (Class II)*	\$401,400	\$58,500,036	\$180,674,154
Bike Route (Class III)*	\$16,000	\$947,040	\$4,628,000
Separated Bikeway (Class IV)*	\$633,600	\$13,185,216	\$19,698,624
Intersection improvements		\$5,566,900	\$10,761,500
Overcrossing		\$630,000	\$630,000
<b>Total</b>		<b>\$164,308,289</b>	<b>\$507,103,396</b>

\* Distance measured by centerline

Source: Fehr & Peers, 2023, Mark Thomas & Company, 2023

Unit costs for other equipment, including installation, are presented in Table 4 below.

**Table 4  
Unit Costs for Other Equipment**

Equipment Type	Cost
Bike Rack (each)	\$2,900
Wayfinding Signage (each)	\$790
Lighting (single street light)	\$15,000

**Funding**

Regional, state, and federal funding is available for walking and biking projects and programs. Appendix E of the ATP, Funding Sources, summarizes these funding sources including their applicability to projects, planning efforts, and programs proposed in this plan.

The following funding sources are recommended as the most applicable for the projects in this plan:

### Regional

- Fresno County Transportation Authority Measure C » SJVAPCD Bikeway Incentive Program

### State

- Active Transportation Program » Highway Safety Improvement Program
- California Department of Parks & Recreation Recreational Trails Program

### Federal

- Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program » Congestion Mitigation and Air Quality (CMAQ) Improvement Program
- Surface Transportation Block Grant (STBG) Program » Rural Surface Transportation Grant Program » Reconnecting Communities: Highways to Boulevards
- Strengthening Mobility and Revolutionizing Transportation (SMART) Grant Programs » Safe Streets and Roads for All (SS4A) Grant Program
- Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Grant Program

In addition to these funding programs, two other funding sources may be considered:

- Local Developer Fees: Local fees from land development projects can provide match funding or full implementation of projects where there is a nexus to the project.
- Federal and State Earmarks: Opportunities to secure funding through federal and state legislation via earmarks has occurred at both the federal and state levels. There may be an opportunity to highlight the need for a project with Congressional Representatives and State Assembly members and Senators. Given the often short time frames for consideration, consider proactively developing a fact sheet with funding needs and benefits for potential projects in advance of a request.

## 2.6 Program vs Project Level CEQA Analysis

As discussed previously, the Project (under CEQA), is the adoption of the proposed ATP. The ATP is a program/policy-level document, which means it does not provide project-specific

construction details that would allow for project-level CEQA analysis. Furthermore, specific development is not being proposed under this ATP and adoption of this CEQA document would not authorize any development. Information such as precise project locations, project timing, funding mechanisms, material types, types of equipment and ultimately construction drawings will be required in order for future “project-level” CEQA analysis to occur. Therefore, this CEQA document has been prepared at a “program-level”. Under CEQA, a programmatic document is prepared on a series of actions that can be characterized as one large project and/or for a project that will be implemented over a long period of time. This CEQA document, prepared at a program level, is therefore adequate for adoption of the ATP by Fresno COG.

As Lead Agency, Fresno COG is responsible for adoption of this CEQA document. In addition, if a Responsible Agency (see list of responsible agencies on page 3-2) decides to approve the ATP, it should file a Notice of Determination with the County Clerk. (CEQA Guidelines Section 15096).

Implementation of the physical components of the ATP will occur over years to decades as funding and/or approval occur. Many of the individual projects contained in the ATP will be subject to various CEQA Exemptions, while others may likely be analyzed using a Mitigated Negative Declaration, or additional National Environmental Policy Act (NEPA) documentation depending on funding source. The level of documentation will be decided by the implementing agency. Table 5 below provides typical examples of the type of CEQA documentation that may be required for certain types of projects.

**Table 5  
Typical Environmental Requirements**

<b>Project Type</b>	<b>CEQA Exemption</b>	<b>Initial Study / Mitigated Negative Declaration</b>	<b>NEPA / other technical studies</b>
Signage, bicycle parking, minor striping, sidewalk improvements, some lighting	X		
Class III Bike Routes	X		
Class II Bike Lanes	X	X	X
Class I Bikeways (trails, paseos, paths); bicycle/pedestrian bridges		X	X

***CEQA Exemptions***

A typical exemption for bicycle/pedestrian projects is:

- Section 15301 (c) – Existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities.

***Initial Study / Mitigated Negative Declarations***

An Initial Study and Negative – or Mitigated Negative Declaration may be required when a project *may* have a significant impact on the environment. Examples include projects that involve construction in a potentially biological / culturally sensitive area, have potential impacts to existing traffic, have negative aesthetic impacts, or other reasons. Although it is not anticipated that future projects would require full-scale environmental impact reports (EIR), if significant and unavoidable impacts were to occur as a result of a project, an EIR may be required.

***NEPA and other technical studies***

When a project will be constructed using federal aid transportation funds, it may trigger NEPA requirements. Federal aid transportation funding in particular requires coordination through Caltrans, which can result in the preparation of a Preliminary Environmental Screening (PES) Form, and Environmental Assessment (EA), and/or the preparation of other technical studies (biological, cultural, traffic, etc.).

## 2.7 Other Required Approvals

This ATP meets all the current requirements of the statewide Active Transportation Program guidelines (as described in Appendix A of the ATP)

The proposed project would include, but not be limited to, the following regulatory requirements:

- The adoption of this Negative Declaration by Fresno COG.
- Adoption by the Responsible Agencies (CEQA Guidelines Section 15096).
- Compliance with other federal, state and local requirements.
- The ATP is also intended to be used by the Fresno Council of Governments to identify projects for the Fresno County Regional Transportation Plan and support the use of funds provided through the Fresno County Measure C program

## Chapter 3

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# IMPACT ANALYSIS

# Initial Study Checklist

## 3.1 Environmental Checklist Form

**Project title:**

Adoption of the 2024 Fresno County Regional Active Transportation Plan

**Lead agency name and address:**

Fresno Council of Governments  
2035 Tulare Street, #201  
Fresno, CA 93721

**Contact person and phone number:**

Simran Jhutti, Senior Regional Planner  
[jhutti@fresnocog.org](mailto:jhutti@fresnocog.org)  
Fresno Council of Governments  
(559) 233-4148 (ext. 241)

**Project location:**

The various component/improvements recommended by the ATP are located throughout Fresno County. Figure 1 shows the approximate boundaries of the ATP. The ATP (Appendix A) provides location maps of potential project components.

**Project sponsor's name/address:**

Fresno Council of Governments  
2035 Tulare Street, #201  
Fresno, CA 93721

**General plan designation:**

Various – located throughout the County

**Zoning:**

Various – located throughout the County

**Description of project:**

The proposed project is the adoption of the Fresno County Regional Active Transportation Plan. The ATP itself contains various programs, policies, and recommendations pertaining to the development of pedestrian, bicycle, and rolling (by wheelchair or scooter) facilities.

The 2024 plan is an update of the 2019 ATP plan. It reflects projects that have been newly identified, modified, or completed since the release of the first plan; updated information on disadvantaged communities and safety data; current land use and plans in each city and the county; and updates to reflect best active transportation planning practices.

The proposed networks are designed to build upon existing shared-use paths; to connect regional routes and paths; to provide access to key destinations; and to serve as recreational assets. See Section Two – Project Description.

**Surrounding land uses/setting:**

Various – located throughout the County

**Other public agencies whose approval or consultation is required (e.g., permits, financing approval, participation agreements):**

- Fresno Council of Governments (Lead Agency - CEQA adoption)
- California State Clearinghouse
- Responsible Agencies:
  - County of Fresno
  - City of Coalinga
  - City of Firebaugh
  - City of Fowler
  - City of Huron
  - City of Kerman
  - City of Kingsburg
  - City of Mendota
  - City of Orange Cove
  - City of Parlier
  - City of San Joaquin
  - City of Sanger



### 3.2 Environmental Factors Potentially Affected

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a “Potentially Significant Impact” as indicated by the checklist on the following pages.

- |  |   |   |
|--|---|---|
| <input type="checkbox"/> Aesthetics                  | <input type="checkbox"/> Agriculture Resources and Forest Resources | <input type="checkbox"/> Air Quality                        |
| <input type="checkbox"/> Biological Resources        | <input type="checkbox"/> Cultural Resources                         | <input type="checkbox"/> Energy                             |
| <input type="checkbox"/> Geology / Soils             | <input type="checkbox"/> Greenhouse Gas Emissions                   | <input type="checkbox"/> Hazards & Hazardous Materials      |
| <input type="checkbox"/> Hydrology / Water Quality   | <input type="checkbox"/> Land Use / Planning                        | <input type="checkbox"/> Mineral Resources                  |
| <input type="checkbox"/> Noise                       | <input type="checkbox"/> Population / Housing                       | <input type="checkbox"/> Public Services                    |
| <input type="checkbox"/> Recreation                  | <input type="checkbox"/> Transportation                             | <input type="checkbox"/> Tribal Cultural Resources          |
| <input type="checkbox"/> Utilities / Service Systems | <input type="checkbox"/> Wildfire                                   | <input type="checkbox"/> Mandatory Findings of Significance |

### 3.3 Determination

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the

environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

I find that the proposed project MAY have a “potentially significant impact” or “potentially significant unless mitigated” impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

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Simran Jhutti, Senior Regional Planner

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Date

Fresno Council of Governments

# I. AESTHETICS

## Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## AFFECTED ENVIRONMENT

Fresno County has a diverse visual landscape that gradually changes from east to west. Starting from the east are the Sierra Nevada Mountains which are rich in coniferous forests and provide scenic views of the varied topography. There are several large reservoirs scattered throughout the Sierra which provide recreational as well as scenic opportunities. The San Joaquin and Kings Rivers, which originate high in the Sierra Mountains, are the County’s two major rivers. Two scenic highways, Highway 168 and Highway 180, extend down from the Sierras and terminate in the Eastside Valley area. In addition, there are several scenic drives that wind their way through the Sierra and Sierra Foothill areas. The County’s built environment is located throughout the valley and much of it located along the Highway 99 corridor. Agricultural lands consisting of orchards, vineyards, ranches, and various row crops start on the fringe of these communities and extend to cover much of the valley floor. These large farms provide a sense of open space, emphasize the county’s rural and farming heritage, and allow motorists opportunities for unrestricted panoramic views. The Coastal Foothills, containing gentle rolling hills with scattered

oak trees, extend westward past Interstate 5. Due to the continuous unrestrictive views of adjacent coastal foothills, Interstate 5 (I-5) is an officially designated scenic highway.<sup>1</sup>

## RESPONSES

- a. Have a substantial adverse effect on a scenic vista?
- b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?
- c. Substantially degrade the existing visual character or quality of the site and its surroundings?
- d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

**No Impact.** Construction and operation of project components contained in the ATP could potentially impact scenic resources and vistas; degrade the existing visual character of the area; and/or create a new source of light or glare. Although most of the project components are at ground level and would not impose a significant visual impact, there are components such as signage, trail lighting, bicycle racks, pedestrian bridges etc. that could potentially impact visual resources. Individual projects would be subject to site-specific environmental review, at which time the implementing agency would identify the potential impacts to aesthetic resources.

Fresno COG's ATP is a programmatic document that proposes goals and policies pertaining to the future of walking and bicycling in Fresno County. It is intended as a guidance document with the ultimate vision of a network of safe, comfortable, and attractive sidewalks, shared-use paths, and bikeways that connect Fresno County residents to key destinations, especially local schools, parks, and transit. Individual project details such as precise project locations, project timing, funding mechanisms, material types, types of equipment and ultimately construction drawings are currently not available. At such time that specific individual projects are implemented, the implementing agency will conduct site-specific CEQA analysis as necessary. Furthermore, implementation of the ATP would be required to comply with the goals and policies under the County's General Plan, County Community Plans, and other relevant regulatory documents.

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<sup>1</sup> Fresno County General Plan EIR, Page 4.16-1.

Adoption of the ATP alone would not create any aesthetic impacts because specific development is not being proposed under this ATP and it would not authorize any development. Therefore, there is *no impact*.

**Mitigation Measures:** None are required.

## II. AGRICULTURE AND FOREST RESOURCES

**Would the project:**

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## AFFECTED ENVIRONMENT

Fresno County is differentiated into five geographical regions including: the Coast Range; Westside Valley; Eastside Valley; Sierra foothills; and Sierra Mountains. Most of the high-quality farmland areas are located in the Eastside Valley. Land west of I-5 (the Coast Range foothills area) is generally used for cattle grazing and mineral extraction, although there is also a small amount of irrigated fruit and nut tree crops, row crops, and dry crop farming in that area. The Westside Valley is typically used for row and field crop production, with some fruit and nut tree crops. The Sierra Foothill area supports cattle grazing and citrus production at the lower elevations. Land in the Sierra Nevada area is not typically farmed; however, it is used for cattle grazing. Along the west side of the City of Fresno, Clovis, Sanger, and Reedley, and elsewhere in the Eastside Valley, farms generally grow tree fruits, almonds, and raisin grapes. On the west side of SR 99, farms mostly grow grapes, almonds, apples, and alfalfa. Near the Fresno Slough area of the Eastside Valley, row crops are predominant. Near I-5, as well as on the North and South Valley area, almonds, row crops, field crops, apples, and some grapes are grown.

Farming and agricultural related businesses comprise a significant component of the local economy. Several factors contribute to the success of agricultural operations in Fresno County, not the least of which are excellent soil and climatic growing conditions. Workforce and transportation availability are also key factors.<sup>2</sup>

## RESPONSES

- a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?
- b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?
- c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?
- d. Result in the loss of forest land or conversion of forest land to non-forest use?

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<sup>2</sup> Fresno County General Plan EIR, Page 4.3-2.

- e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

**No Impact.** Construction and operation of project components contained in the ATP could potentially impact agricultural resources; conflict with Williamson Act parcels; and/or impact forest land resources. Although most of the project components would occur within existing right of way and outside of agricultural or forest land, it is conceivable that a new trail or path could be placed on or near such lands. Individual projects would be subject to site-specific environmental review, at which time the implementing agency would identify the potential impacts to agricultural and forest resources.

Fresno COG's ATP is a programmatic document that proposes goals and policies pertaining to the future of walking and bicycling in Fresno County. It is intended as a guidance document with the ultimate vision of a network of safe, comfortable, and attractive sidewalks, shared-use paths, and bikeways that connect Fresno County residents to key destinations, especially local schools, parks, and transit. Individual project details such as precise project locations, project timing, funding mechanisms, material types, types of equipment and ultimately construction drawings are currently not available. At such time that specific individual projects are implemented, the implementing agency will conduct site-specific CEQA analysis as necessary. Furthermore, implementation of the ATP would be required to comply with the goals and policies under the County's General Plan, County Community Plans, and other relevant regulatory documents.

Adoption of the ATP alone would not create any agricultural impacts because specific development is not being proposed under this ATP and it would not authorize any development. Therefore, there is *no impact*.

**Mitigation Measures:** None are required.



### III. AIR QUALITY

**Would the project:**

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Result in other emissions (such as those leading to odors or adversely affecting a substantial number of people)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### AFFECTED ENVIRONMENT

Fresno County lies within the San Joaquin Valley Air Basin, which is managed by the San Joaquin Valley Air Pollution Control District (SJVAPCD or Air District). National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) have been established for the following criteria pollutants: carbon monoxide (CO), ozone (O<sub>3</sub>), sulfur dioxide (SO<sub>2</sub>), nitrogen dioxide (NO<sub>2</sub>), particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>), and lead (Pb). The CAAQS also set standards for sulfates, hydrogen sulfide, and visibility.

Air quality plans or attainment plans are used to bring the applicable air basin into attainment with all state and federal ambient air quality standards designed to protect the health and safety of residents within that air basin. Areas are classified under the Federal Clean Air Act as either “attainment”, “non-attainment”, or “extreme non-attainment” areas for each criteria pollutant based on whether the NAAQS have been achieved or not. Attainment relative to the State standards is determined by the California Air Resources Board (CARB). The San Joaquin Valley is designated as a State non-attainment area and Federal extreme non-attainment area for O<sub>3</sub>, a State and Federal non-attainment area for

PM<sub>2.5</sub>, a State non-attainment area for PM<sub>10</sub>, and Federal and State attainment area for CO, SO<sub>2</sub>, NO<sub>2</sub>, and Pb.

Standards and attainment status for listed pollutants in the Air District can be found in Table 1.<sup>3</sup> Note that both state and federal standards are presented.

**Table 1  
Standards and Attainment Status for Listed Pollutants in the Air District**

	<b>Federal Standard</b>	<b>California Standard</b>
<b>Ozone</b>	0.07 ppm (8-hr avg, 2015)	0.07 ppm (8-hr avg) 0.09 ppm (1-hr avg)
<b>Carbon Monoxide</b>	9.0 ppm (8-hr avg) 35.0 ppm (1-hr avg)	9.0 ppm (8-hr avg) 20.0 ppm (1-hr avg)
<b>Nitrogen Dioxide</b>	0.053 ppm (annual avg) 100 ppb (1-hr avg)	0.30 ppm (annual avg) 0.18 ppm (1-hr avg)
<b>Sulfur Dioxide</b>	0.5 ppm (3-hr avg) 0.075 ppm (1-hr avg)	0.04 ppm (24-hr avg) 0.25 ppm (1hr avg)
<b>Lead</b>	0.15 µg/m <sup>3</sup> (rolling 3-month avg)	1.5 µg/m <sup>3</sup> (30-day avg)
<b>Particulate Matter (PM10)</b>	150 µg/m <sup>3</sup> (24-hr avg) Revoked (annual)	20 µg/m <sup>3</sup> (annual avg) 50 µg/m <sup>3</sup> (24-hr avg)
<b>Particulate Matter (PM2.5)</b>	<u>(2012 standard)</u> 12 µg/m <sup>3</sup> (annual avg) 35 µg/m <sup>3</sup> (24-hr avg)	12 µg/m <sup>3</sup> (annual avg)

µg/m<sup>3</sup> = micrograms per cubic meter

Additional State regulations include:

CARB Portable Equipment Registration Program – This program was designed to allow owners and operators of portable engines and other common construction or farming equipment to register their equipment under a statewide program so they may operate it statewide without the need to obtain a permit from the local air district.

U.S. EPA/CARB Off-Road Mobile Sources Emission Reduction Program – The California Clean Air Act (CCAA) requires CARB to achieve a maximum degree of emissions reductions from off-

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<sup>3</sup> Ambient Air Quality Standards & Attainment Status, San Joaquin Valley Air Pollution Control District. <https://ww2.valleyair.org/air-quality-information/ambient-air-quality-standards-valley-attainmnet-status/>. Accessed March 2024.

road mobile sources to attain State Ambient Air Quality Standards (SAAQS); off-road mobile sources include most construction equipment. Tier 1 standards for large compression-ignition engines used in off-road mobile sources went into effect in California in 1996. These standards, along with ongoing rulemaking, address emissions of nitrogen oxides (NOX) and toxic particulate matter from diesel engines. CARB is currently developing a control measure to reduce diesel PM and NOX emissions from existing off-road diesel equipment throughout the state.

California Global Warming Solutions Act – Established in 2006, Assembly Bill 32 (AB 32) required that California’s GHG emissions be reduced to 1990 levels by the year 2020. The State’s regulatory program implementing the 2008 Scoping Plan is now fully mature. All regulations envisioned in the Scoping Plan have been adopted by the responsible agencies and the effectiveness of those regulations have been estimated by the agencies during the adoption process and then are tracked to verify their effectiveness after implementation. The Governor Brown, in the introduction to Executive Order B-30-15, states “California is on track to meet or exceed the current target of reducing greenhouse gas emissions to 1990 levels by 2020, as established in the California Global Warming Solutions Act of 2006 (AB 32).” The progress was evident in emission inventories prepared by CARB, which showed that the State inventory dropped below 1990 levels for the first time in 2016.<sup>4</sup> The State projects that it will meet the 2020 target and achieve continued progress towards meeting the 2017 Scoping Plan target for 2030.<sup>5</sup> CARB adopted the 2022 Scoping Plan on December 16, 2022 that addresses long-term GHG goals set forth by AB 1279. The 2022 Scoping Plan outlines the State’s pathway to achieve carbon neutrality and an 85 percent reduction in 1990 emissions goal by 2045. In the 2022 Scoping Plan, CARB advocates for compliance with a local GHG reduction strategy consistent with CEQA Guidelines section 15183.5.

## RESPONSES

- a. Conflict with or obstruct implementation of the applicable air quality plan?

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<sup>4</sup> California Air Resources Board (CARB). 2018. Climate Pollutants Fall Below 1990 Levels for the First Time. Website: <https://ww2.arb.ca.gov/news/climate-pollutants-fall-below-1990-levels-first-time>. Accessed March, 2024.

<sup>5</sup> California Air Resources Board (CARB). 2017. The 2017 Climate Change Scoping Plan Update, the Proposed Strategy for Achieving California’s 2030 Greenhouse Gas Target. January 17, 2017. Website: [https://www.arb.ca.gov/cc/scopingplan/2030sp\\_pp\\_final.pdf](https://www.arb.ca.gov/cc/scopingplan/2030sp_pp_final.pdf). Accessed March 2024.

- b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?
- c. Expose sensitive receptors to substantial pollutant concentrations?
- d. Result in other emissions (such as those leading to odors adversely affecting a substantial number of people?)

**No Impact.** The State Legislature and Senate Bill (SB) 99 specified that one of the main goals of the Active Transportation Program is to:

“Advance the active transportation efforts of regional agencies to achieve greenhouse gas reduction goals as established pursuant to Senate Bill 375 (Chapter 728, Statutes of 2008) and Senate Bill 391 (Chapter 585, Statutes of 2009).”

By definition, Fresno COG’s ATP would potentially reduce vehicle trips and therefore have a beneficial impact by helping to reduce emissions of greenhouse gas, particulate matter, and other pollutants. In addition, adoption of the ATP would not affect population or employment growth and as a result would not result in growth that exceeds growth estimates of the County’s General Plan or local Community Plans, nor would it generate emissions beyond what have been accounted for in regional air quality plans.

Construction of some components of the ATP, however, has the potential to produce short-term emissions and odors through the use of construction equipment, movement of dirt, etc. Individual projects would be subject to site-specific environmental review, at which time the implementing agency would identify the potential air quality impacts.

As previously discussed, Fresno COG’s ATP is a programmatic document that proposes goals and policies pertaining to the future of walking and bicycling in the County. It is intended as a guidance document with the ultimate vision of a network of safe, comfortable, and attractive sidewalks, shared-use paths, and bikeways that connect Fresno County residents to key destinations, especially local schools, parks, and transit. Individual project details such as precise project locations, project timing, funding mechanisms, material types, types of equipment and ultimately construction drawings are currently not available. At such time that specific individual projects are implemented, the implementing agency will conduct site-specific CEQA analysis as necessary. Furthermore, implementation of the ATP would be required to comply with the goals and policies under the County’s General Plan, County Community Plans, and other relevant regulatory documents.

Adoption of the ATP alone would not create any air quality impacts because specific development is not being proposed under this ATP and it would not authorize any development. In addition, one of the goals of the ATP is to reduce vehicle miles traveled. Therefore, there is *no impact*.

**Mitigation Measures:** None are required.

# IV. BIOLOGICAL RESOURCES

## Would the project:

- a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?
  
- b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?
  
- c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?
  
- d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
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<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## IV. BIOLOGICAL RESOURCES

### Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## AFFECTED ENVIRONMENT

Fresno County supports a rich variety of habitat types as defined by the Wildlife Habitat Relationship (WHR) which include the following 28 habitats: annual/ruderal grassland, valley oak woodland, pasture, cropland, valley-foothill riparian, fresh emergent wetland, lacustrine, blue oak woodland, blue oakfoothill pine woodland, mixed chaparral, chamise-redshank chaparral, vernal pool, alkali scrub, orchard, vineyard, montaine chaparral, montaine hardwood-conifer, montaine riparian, sierran mixed conifer, ponderosa pine, Jeffery pine, white fir, lodgepole pine, subalpine, conifer, alpine dwarf scrub, wet meadow, bitterbush, and juniper.

### Special-Status Species

Over 164 special-status plant and wildlife species are known to occur in Fresno County. Special-status plants and wildlife have been designated as “rare,” “threatened,” “endangered,” or “species of concern,” under federal or state endangered species legislation, by state resource agencies, or by groups such as the California Native Plant Society (CNPS). The special-status species with potential to occur in Fresno County were determined by review of the California Natural Diversity Data Base (CNDDB) and CNPS electronic inventory of vascular plants. In general, special-status species are associated with a specific habitat such as vernal pools,

chaparral, oak woodland, or riparian corridors, however some species can utilize common habitat such as cropland.<sup>6</sup>

## RESPONSES

- a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?
- b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?
- c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?
- d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?
- e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?
- f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

**No Impact.** The proposed adoption of the ATP would not result in direct physical changes, but future development of project components contained in the ATP could potentially affect protected biological species and/or habitats. Construction and operation of trails, paths, signage, etc. may occur in biologically sensitive areas. Individual projects would be subject to site-specific environmental review, at which time the implementing agency would identify the potential

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<sup>6</sup> Fresno County General Plan EIR, Page 4.9-1.



presence of endangered or listed species and mitigation measures that would reduce any impacts to a less than significant level.

As previously discussed, Fresno COG's ATP is a programmatic document that proposes goals and policies pertaining to the future of walking and bicycling in Fresno County. It is intended as a guidance document with the ultimate vision of a network of safe, comfortable, and attractive sidewalks, shared-use paths, and bikeways that connect Fresno County residents to key destinations, especially local schools, parks, and transit. Individual project details such as precise project locations, project timing, funding mechanisms, material types, types of equipment and ultimately construction drawings are currently not available. At such time that specific individual projects are implemented, the implementing agency will conduct site-specific CEQA analysis as necessary. Furthermore, implementation of the ATP would be required to comply with the goals and policies under the County's General Plan, County Community Plans, and other relevant regulatory documents.

Adoption of the ATP alone would not create any biological impacts because specific development is not being proposed under this ATP and it would not authorize any development. Therefore, there is *no impact*.

**Mitigation Measures:** None are required.

## V. CULTURAL RESOURCES

### Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## AFFECTED ENVIRONMENT

Cultural resources in Fresno County reflect the area’s history of settlement by Native Americans, Europeans, Mexicans and others, as well as periods of economic and social change such as those associated with the Gold Rush and development of agriculture and rail transportation. This region of the San Joaquin Valley, which extends from the forested Sierra Nevada to the Coastal Range, has supported an abundance of wildlife, riparian habitats and marshes. Records indicate that at least five Native American tribes resided in the area. The presence of archaeological and historic resources would generally be most likely along rivers and streams and in other areas with ground cover or other features which could have invited and sustained habitation. Fresno County’s rich history has produced a large stock of historically significant homes, public buildings, and landmarks including important ethnic historical sites. The physical environment of Fresno County has been greatly altered by human modification over the past 150 years, including archaeological resources which may have been buried or displaced. The California Department of Parks and Recreation records indicate that at least five Native American tribes resided in the area.<sup>7</sup>

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<sup>7</sup> Fresno County General Plan EIR, Pages 4.7-1 and 4.7-2.

## RESPONSES

- a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?
- b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?
- c) Disturb any human remains, including those interred outside of formal cemeteries?

**No Impact.** The proposed adoption of the ATP would not result in direct physical changes, but future development of project components contained in the ATP could potentially affect protected cultural resources. Construction and operation of trails, paths, signage, etc. may occur in culturally sensitive areas. Individual projects would be subject to site-specific environmental review, at which time the implementing agency would identify the potential presence of cultural or historical resources.

As previously discussed, Fresno COG's ATP is a programmatic document that proposes goals and policies pertaining to the future of walking and bicycling in Fresno County. It is intended as a guidance document with the ultimate vision of a network of safe, comfortable, and attractive sidewalks, shared-use paths, and bikeways that connect Fresno County residents to key destinations, especially local schools, parks, and transit. Individual project details such as precise project locations, project timing, funding mechanisms, material types, types of equipment and ultimately construction drawings are currently not available. At such time that specific individual projects are implemented, the implementing agency will conduct site-specific CEQA analysis as necessary. Furthermore, implementation of the ATP would be required to comply with the goals and policies under the County's General Plan, County Community Plans, and other relevant regulatory documents.

Adoption of the ATP alone would not create any cultural or historical impacts because specific development is not being proposed under this ATP and it would not authorize any development. Therefore, there is *no impact*.

**Mitigation Measures:** None are required.

VI. ENERGY

**Would the project:**

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
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- a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?
- b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

**AFFECTED ENVIRONMENT**

California’s total energy consumption was the second-highest in the nation in 2020, but its per capita energy consumption was less than in all but three other states. In 2022, California was the fourth-largest electricity producer in the nation. The state was also the nation’s third-largest electricity consumer. In 2022, renewable resources including hydroelectric power and small-scale, customer-sited solar power, accounted for 49% of California's in-state electricity generation, while natural gas fueled another 42%, and nuclear power supplied almost all the rest.<sup>8</sup>

Energy usage is typically quantified using the British Thermal Unit (BTU). As a point of reference, the approximately amounts of energy contained in common energy sources are as follows<sup>9</sup>:

Energy Source/Fuel	BTUs
Motor Gasoline	120,214 per gallon
Natural Gas	1,036 per cubic foot
Electricity	3,412 per kilowatt-hour

<sup>8</sup> California Profile Overview, U.S. Energy Information Administration. <https://www.eia.gov/state/?sid=CA>. Accessed March 2024.

<sup>9</sup> U.S. Energy Information Administration. Energy Units and Calculators Explained. <https://www.eia.gov/energyexplained/units-and-calculators/british-thermal-units.php>. Accessed March 2024.

California energy consumption in 2021 was approximately 6,784.8 trillion BTU, as provided in Table 4.<sup>10</sup> This represents an approximately 2.4% decrease from energy consumption in 2020.

**Table 4  
2021 California Energy Consumption**

End User	BTU of energy consumed (in trillions)	Percentage of total consumption
Residential	1,228.5	18.2
Commercial	1,156.8	17.1
Industrial	1,597.5	23.6
Transportation	2,802	41.2
<b>Total</b>	<b>6,784.8</b>	--

Total electrical consumption by Fresno County in 2022 was 8,384.41 GWh<sup>11</sup>, while total Gas consumption was 319.44 million Therms.<sup>12</sup>

## RESPONSES

- a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?
- b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

**No Impact.** The proposed adoption of the ATP would not result in direct physical changes, but future development of project components contained in the ATP could potentially affect energy consumption. Construction and operation of trails, paths, signage, street lighting etc. may require additional energy. Individual projects would be subject to site-specific environmental review, at

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<sup>10</sup> California Profile Overview, U.S. Energy Information Administration. <https://www.eia.gov/state/?sid=CA#tabs-2>. Accessed March 2024.

<sup>11</sup> California Energy Commission. Electricity Consumption by County. <http://ecdms.energy.ca.gov/elecbycounty.aspx>. Accessed March 2024.

<sup>12</sup> California Energy Commission. Gas Consumption by County. <http://ecdms.energy.ca.gov/gasbycounty.aspx>. Accessed March 2024.

which time the implementing agency would identify the potential presence of cultural or historical resources.

As previously discussed, Fresno COG's ATP is a programmatic document that proposes goals and policies pertaining to the future of walking and bicycling in Fresno County. It is intended as a guidance document with the ultimate vision of a network of safe, comfortable, and attractive sidewalks, shared-use paths, and bikeways that connect Fresno County residents to key destinations, especially local schools, parks, and transit. Individual project details such as precise project locations, project timing, funding mechanisms, material types, types of equipment and ultimately construction drawings are currently not available. At such time that specific individual projects are implemented, the implementing agency will conduct site-specific CEQA analysis as necessary. Furthermore, implementation of the ATP would be required to comply with the goals and policies under the County's General Plan, County Community Plans, and other relevant regulatory documents.

Adoption of the ATP alone would not result in increased demand for energy because specific development is not being proposed under this ATP and it would not authorize any development. Therefore, there is *no impact*.

**Mitigation Measures:** None are required.

## VII. GEOLOGY AND SOILS

### Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii. Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Be located on expansive soil, as defined in Table 18-1-B of the most recently adopted Uniform Building Code	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

creating substantial risks to life or property?

- e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?
- f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

## AFFECTED ENVIRONMENT

There are a number of active and potentially active faults within and adjacent to Fresno County. Faults within Fresno County and major active and potentially active faults in the region are described below. Two of the active faults, which are located near Coalinga and Panoche in the West Valley, have been designated Alquist-Priolo Earthquake Fault Zones (EFZ). Most of Fresno County, from approximately Interstate 5 (I-5) east, is located in Seismic Zone 3, as defined by the most recent California Uniform Building Code. Areas in the Coast Range and foothills and a small area along the Fresno County-Inyo County boundary are located in Seismic Zone 4.<sup>13</sup> Groundshaking is the primary seismic hazard in Fresno County, because of the County's seismic setting and record of historical activity. Most of the already urbanized locations in the East and West Valleys and Sierra Nevada Foothills areas are subject to less intense seismic effects than locations in the Coast Range Foothills and Sierra Nevada Mountain areas.<sup>14</sup>

## RESPONSES

- a-i. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

<sup>13</sup> Fresno County General Plan EIR Background Report.

<sup>14</sup> Fresno County General Plan EIR, Page 4.13-1.



- a-ii. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking?
- a-iii. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction?
- a-iv. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving landslides?
- b. Result in substantial soil erosion or the loss of topsoil?
- c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?
- d. Be located on expansive soil, as defined in Table 18-1-B of the most recently adopted Uniform Building Code creating substantial risks to life or property?
- e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?
- f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

**No Impact.** The proposed adoption of the ATP would not result in direct physical changes, however future development of project components contained in the ATP (trails, bridges, small structures, etc.) would be subject to existing building codes, the Alquist-Priolo Earthquake Zoning Act, and other state and federal regulations related to seismic and geological hazards. Implementation of General Plan policies, Community Plan Policies, and Best Management Practices (BMPs) would further minimize such potential impacts. Examples of BMPs include hydroseeding, erosion control blankets, installing silt fences, etc.

As previously discussed, Fresno COG's ATP is a programmatic document that proposes goals and policies pertaining to the future of walking and bicycling in Fresno County. It is intended as a guidance document with the ultimate vision of a network of safe, comfortable, and attractive sidewalks, shared-use paths, and bikeways that connect Fresno County residents to key destinations, especially local schools, parks, and transit. Individual project details such as precise project locations, project timing, funding mechanisms, material types, types of equipment and ultimately construction drawings are currently not available. At such time that specific individual projects are implemented, the implementing agency will conduct site-specific CEQA analysis as

necessary. Furthermore, implementation of the ATP would be required to comply with the goals and policies under the County's General Plan, County Community Plans, and other relevant regulatory documents.

Adoption of the ATP alone would not create any geological or seismic hazards because specific development is not being proposed under this ATP and it would not authorize any development. Therefore, there is *no impact*.

**Mitigation Measures:** None are required.

## VIII. GREENHOUSE GAS EMISSIONS

### Would the project:

a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
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b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

### AFFECTED ENVIRONMENT

Various gases in the earth’s atmosphere play an important role in moderating the earth’s surface temperature. Solar radiation enters earth’s atmosphere from space and a portion of the radiation is absorbed by the earth’s surface. The earth emits this radiation back toward space, but the properties of the radiation change from high-frequency solar radiation to lower-frequency infrared radiation. GHGs are transparent to solar radiation, but are effective in absorbing infrared radiation. Consequently, radiation that would otherwise escape back into space is retained, resulting in a warming of the earth’s atmosphere. This phenomenon is known as the greenhouse effect. Scientific research to date indicates that some of the observed climate change is a result of increased GHG emissions associated with human activity. Among the GHGs contributing to the greenhouse effect are water vapor, carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), ozone, Nitrous Oxide (NO<sub>x</sub>), and chlorofluorocarbons. Human-caused emissions of these GHGs in excess of natural ambient concentrations are considered responsible for enhancing the greenhouse effect. GHG emissions contributing to global climate change are attributable, in large part, to human activities associated with the industrial/manufacturing, utility, transportation, residential, and agricultural sectors.

In California, the transportation sector is the largest emitter of GHGs, followed by electricity generation. Global climate change is, indeed, a global issue. GHGs are global pollutants, unlike criteria pollutants and TACs (which are pollutants of regional and/or local concern). Global climate change, if it occurs, could potentially affect water resources in California. Rising temperatures could be anticipated to result in sea-level rise (as polar ice caps melt) and possibly

change the timing and amount of precipitation, which could alter water quality. According to some, climate change could result in more extreme weather patterns; both heavier precipitation that could lead to flooding, as well as more extended drought periods. There is uncertainty regarding the timing, magnitude, and nature of the potential changes to water resources as a result of climate change; however, several trends are evident.

Snowpack and snowmelt may also be affected by climate change. Much of California's precipitation falls as snow in the Sierra Nevada and southern Cascades, and snowpack represents approximately 35 percent of the state's useable annual water supply. The snowmelt typically occurs from April through July; it provides natural water flow to streams and reservoirs after the annual rainy season has ended. As air temperatures increase due to climate change, the water stored in California's snowpack could be affected by increasing temperatures resulting in: (1) decreased snowfall, and (2) earlier snowmelt.

## RESPONSES

- a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?
- b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

**No Impact.** The State Legislature and SB 99 specified that one of the main goals of the Active Transportation Program is to:

“Advance the active transportation efforts of regional agencies to achieve greenhouse gas reduction goals as established pursuant to Senate Bill 375 (Chapter 728, Statutes of 2008) and Senate Bill 391 (Chapter 585, Statutes of 2009).”

By definition, Fresno COG's ATP would potentially reduce vehicle trips and therefore have a beneficial impact by helping to reduce emissions of greenhouse gas, particulate matter, and other pollutants. In addition, adoption of the ATP would not affect population or employment growth and as a result would not result in growth that exceeds growth estimates of the County's General Plan or local Community Plans, nor would it generate emissions beyond what have been accounted for in regional air quality plans.

Construction of some components of the ATP, however, has the potential to produce short-term emissions and odors through the use of construction equipment, movement of dirt, etc.

Individual projects would be subject to site-specific environmental review, at which time the implementing agency would identify the potential GHG impacts.

As previously discussed, Fresno COG's ATP is a programmatic document that proposes goals and policies pertaining to the future of walking and bicycling in Fresno County. It is intended as a guidance document with the ultimate vision of a connected and complete network of trails, walkways and bikeways that provides safe convenient and enjoyable connections to key destinations around the County. Individual project details such as precise project locations, project timing, funding mechanisms, material types, types of equipment and ultimately construction drawings are currently not available. At such time that specific individual projects are implemented, the implementing agency will conduct site-specific CEQA analysis as necessary. Furthermore, implementation of the ATP would be required to comply with the goals and policies under the County's General Plan, County Community Plans, and other relevant regulatory documents.

Adoption of the ATP alone would not create any greenhouse gas impacts because specific development is not being proposed under this ATP and it would not authorize any development. In addition, one of the goals of the ATP is to reduce greenhouse gases. Therefore, there is *no impact*.

**Mitigation Measures:** None are required.

## IX. HAZARDS AND HAZARDOUS MATERIALS

### Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?
  
- g. Expose people or structures either directly or indirectly to a significant risk of loss, injury or death involving wildland fires?

## AFFECTED ENVIRONMENT

Hazardous materials refer generally to hazardous substances that exhibit corrosive, poisonous, flammable, and/or reactive properties and have the potential to harm human health and/or the environment. Accidental releases of hazardous materials can occur from a variety of causes including roadway accidents, fires, train derailments, shipping accidents and industrial accidents.

Various industrial and commercial facilities within the County use and store hazardous materials and generate hazardous waste. Underground storage tanks (USTs) are primarily used to contain gasoline and other petroleum products such as diesel and waste oil. A variety of other hazardous materials and wastes, such as solvents, are also stored in underground storage tanks. Facilities that use and store hazardous materials and wastes must comply with federal, State, and local laws governing hazardous materials/waste handling, storage, transportation, and disposal.<sup>15</sup>

The various project components contained in the ATP are proposed to be located throughout the County and are likely to be near places such as schools, residential neighborhoods and commercial areas.

## RESPONSES

- a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

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<sup>15</sup> Fresno County General Plan EIR, Page 4.14-1.

- b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?
- c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?
- d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?
- e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?
- f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?
- g) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

**No Impact.** The proposed adoption of the ATP would not result in direct physical changes, however future development of project components contained in the ATP (trails, bridges, small structures, etc.) could potentially involve the use and/or transport of hazardous materials that could be located near sensitive areas such as schools, residential or commercial areas. This could occur during the construction stage and may include items such as petroleum, natural gas, cleaners, solvents, paint, pesticides, etc. No on-going use or transport of hazardous materials is anticipated once construction is complete. Use and transport of such materials would be subject to existing state and federal regulations related to hazards and hazardous materials. Implementation of General Plan policies, Community Plan policies and Best Management Practices (BMPs) would further minimize such potential impacts. Individual projects would be subject to site-specific environmental review, at which time the implementing agency would identify the potential hazard-related impacts.

As previously discussed, Fresno COG's ATP is a programmatic document that proposes goals and policies pertaining to the future of walking and bicycling in Fresno County. It is intended as a guidance document with the ultimate vision of a network of safe, comfortable, and attractive sidewalks, shared-use paths, and bikeways that connect Fresno County residents to key destinations, especially local schools, parks, and transit. Individual project details such as precise



project locations, project timing, funding mechanisms, material types, types of equipment and ultimately construction drawings are currently not available. At such time that specific individual projects are implemented, the implementing agency will conduct site-specific CEQA analysis as necessary. Furthermore, implementation of the ATP would be required to comply with the goals and policies under the County's General Plan, County Community Plans, and other relevant regulatory documents.

Adoption of the ATP alone would not create any hazard-related impacts because specific development is not being proposed under this ATP and it would not authorize any development. Therefore, there is *no impact*.

**Mitigation Measures:** None are required.

## X. HYDROLOGY AND WATER QUALITY

### Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
i. Result in substantial erosion or siltation on- or off- site;	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii. substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii. create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv. impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## X. HYDROLOGY AND WATER QUALITY

### Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## AFFECTED ENVIRONMENT

Water resources in Fresno County include a number of rivers and streams, artificial waterways, and groundwater.

### Surface Water Resources

The San Joaquin River originates in the Sierra Nevada and flows westerly forming the border between Fresno and Madeira Counties downstream from Mammoth Pool Reservoir. The North and Middle Forks originate in Madeira County near Devils Postpile National Monument. The South Fork begins at Martha Lake in northern Kings Canyon National Park within Fresno County. Average annual precipitation in the upper reaches of the river falls mainly in the form of snow and is as high as 70 inches. By comparison, the arid San Joaquin Valley to the west, average annual rainfall is as low as six inches near Mendota. Friant Dam is the most significant of the several dams on the San Joaquin River. It was completed in 1942 by the U.S. Bureau of Reclamation (USBR) for the purposes of agricultural irrigation and is part of the Central Valley Project (CVP). There are several dams upstream of Friant owned and operated by Southern California Edison (SCE) and Pacific Gas & Electric Company (PG&E) for power generation. The combined storage capacity of the dams upstream of Friant is 609,530 acre-feet and the storage capacity of Millerton Lake (formed by Friant Dam) is 520,500 acre-feet.

The Kings River originates high in the Sierra Nevada Mountains near the Inyo County line. It has a large drainage basin including most of Kings Canyon National Park and most of the area between Shaver and Florence Lakes in the north to the Fresno/Tulare County border in the south.

The average annual precipitation for the mountain region has not been consistently recorded but, it is probably greater than the 43 inches that falls in Grant Grove on the southern reaches of the Kings River watershed. Downstream average precipitation is approximately 7 to 10 inches per year. The major portions of the upper reaches feed into Pine Flat Lake, a 1,000,000 acre-feet reservoir constructed by the U. S. Army Corps of Engineers (Corps) in 1944 for flood control purposes. There are additional reservoirs upstream of Pine Flat that are owned and operated by PG&E for the purpose of hydroelectric power generation. These facilities have a combined storage capacity of about 252,000 acre-feet.

There are many creeks and lakes in the high Sierra Nevada within Fresno County, all of which eventually feed into either the Kings River or the San Joaquin River. In addition, several creeks drain the foothill areas and flow into developed areas in central Fresno County. Most of these streams (i.e., Redbank, Fancher, Dry and Dog Creeks) have been controlled by efforts of the Corps and the Fresno Metropolitan Flood Control District (FMFCD).

### **Groundwater Resources**

Groundwater conditions vary considerably from eastern to western Fresno County. Aquifers east of the valley trough are generally semi-confined to unconfined, while aquifers west of the valley trough are generally semi-confined to confined. Most pumping occurs below a naturally occurring subterranean clay, although considerable pumping also occurs above the layer, depending upon location and water quality issues. This layer is several hundred feet below the ground surface, and pumping costs are high.<sup>16</sup>

## **RESPONSES**

- a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?
- b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

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<sup>16</sup> Fresno County General Plan EIR, Page 4.8-1 thru 4.8-3.

- c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:
  - i. result in substantial erosion or siltation on- or offsite;
  - ii. substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;
  - iii. create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff;  
or
  - iv. impede or redirect flood flows?
- d) In flood hazard, tsunami or seiche zones, risk release of pollutants due to project inundation?
- e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

**No Impact.** The proposed adoption of the ATP would not result in direct physical changes, however future development of project components contained in the ATP (trails, bridges, small structures, etc.) could potentially increase the impervious surface areas and utilize water supply during construction and for potential landscaping. Individual future projects would be required (depending on size and location) to comply with the National Pollutant Discharge Elimination System (NPDES) Permit and implementation of the construction Storm Water Pollution Prevention Plan (SWPPP) that require the incorporation of BMPS. In addition, construction water usage will be minimal and temporary; and any proposed landscaping will be installed pursuant to Fresno COG's guidance and regulations, the County General Plan, and/or local Community Plans, thereby minimizing water use. Individual projects would be subject to site-specific environmental review, at which time the implementing agency would identify the potential hydrological impacts.

As previously discussed, Fresno COG's ATP is a programmatic document that proposes goals and policies pertaining to the future of walking and bicycling in Fresno County. It is intended as a guidance document with the ultimate vision of a network of safe, comfortable, and attractive sidewalks, shared-use paths, and bikeways that connect Fresno County residents to key destinations, especially local schools, parks, and transit. Individual project details such as precise project locations, project timing, funding mechanisms, material types, types of equipment and ultimately construction drawings are currently not available. At such time that specific individual

projects are implemented, the implementing agency will conduct site-specific CEQA analysis as necessary. Furthermore, implementation of the ATP would be required to comply with the goals and policies under the County's General Plan, County Community Plans, and other relevant regulatory documents.

Adoption of the ATP alone would not create any hydrology-related impacts because specific development is not being proposed under this ATP and it would not authorize any development. Therefore, there is *no impact*.

**Mitigation Measures:** None are required.

## XI. LAND USE AND PLANNING

### Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## AFFECTED ENVIRONMENT

Fresno County encompasses roughly 6,000 square miles, making it California’s sixth largest county by land size. Agriculture, with 2,911 square miles, and resource conservation (includes national forests and parks and timber reserves), with 2,691 square miles, are overwhelmingly the predominate land use in the county -- occupying over 90 percent of county land. The 15 incorporated cities occupy the next largest amount of land with 154 square miles. Closely behind the cities is unincorporated residential land with 152 square miles. The last three categories include commercial (seven square miles), industrial (11 square miles), and unclassified lands such as highways, streets, and rivers (11 square miles).<sup>17</sup>

## RESPONSES

- a) Physically divide an established community?
- b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the General Plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

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<sup>17</sup> Fresno County General Plan EIR, Page 4.2-1.

**No Impact.** The proposed adoption of the ATP would not result in direct physical changes, however future development of project components contained in the ATP (trails, bridges, small structures, etc.) could occur at various places throughout the County. None of the proposed projects would physically divide an established community, nor would they conflict with any applicable land use plans or habitat conservation plans.

As previously discussed, Fresno COG's ATP is a programmatic document that proposes goals and policies pertaining to the future of walking and bicycling in Fresno County. It is intended as a guidance document with the ultimate vision of a network of safe, comfortable, and attractive sidewalks, shared-use paths, and bikeways that connect Fresno County residents to key destinations, especially local schools, parks, and transit. Individual project details such as precise project locations, project timing, funding mechanisms, material types, types of equipment and ultimately construction drawings are currently not available. At such time that specific individual projects are implemented, the implementing agency will conduct site-specific CEQA analysis as necessary. Furthermore, implementation of the ATP would be required to comply with the goals and policies under the County's General Plan, County Community Plans, and other relevant regulatory documents.

Adoption of the ATP alone would not create any land use impacts because specific development is not being proposed under this ATP and it would not authorize any development. In addition, all of the proposed development is consistent with approved land use documents. Therefore, there is *no impact*.

**Mitigation Measures:** None are required.



## XII. MINERAL RESOURCES

### Would the project:

- a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?
- b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
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<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## AFFECTED ENVIRONMENT

Fresno County has been a leading producer of minerals because of the abundance and wide variety of mineral resources that are present in the County. Extracted resources include aggregate products (sand and gravel), fossil fuels (oil and coal), metals (chromite, copper, gold, mercury, and tungsten), and other minerals used in construction or industrial applications (asbestos, high-grade clay, diatomite, granite, gypsum, and limestone).

Oil production has long been a major industry in western Fresno County, particularly in the Coalinga area. Extensive oil recovery operations are located mostly to the north of the city of Coalinga. Oil companies such as Chevron USA, Union Oil Company, Shell Production, and Santa Fe Energy have substantial land holdings in the area. Natural gas and natural gas liquids occur in oil sands or with oil in an overlying gas cap or as dry gas in separate zones in oilfields and in separate gas fields.<sup>18</sup>

## RESPONSES

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<sup>18</sup> Fresno County General Plan EIR, Page 4.11-1.

- a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?
- b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

**No Impact.** The proposed adoption of the ATP would not result in direct physical changes, however future development of project components contained in the ATP (trails, bridges, small structures, etc.) could occur at various places throughout the County. However, it is unlikely that any of the projects listed in the ATP will impact mineral resources.

As previously discussed, Fresno COG's ATP is a programmatic document that proposes goals and policies pertaining to the future of walking and bicycling in Fresno County. It is intended as a guidance document with the ultimate vision of a network of safe, comfortable, and attractive sidewalks, shared-use paths, and bikeways that connect Fresno County residents to key destinations, especially local schools, parks, and transit. Individual project details such as precise project locations, project timing, funding mechanisms, material types, types of equipment and ultimately construction drawings are currently not available. At such time that specific individual projects are implemented, the implementing agency will conduct site-specific CEQA analysis as necessary. Furthermore, implementation of the ATP would be required to comply with the goals and policies under the County's General Plan, County Community Plans, and other relevant regulatory documents.

Adoption of the ATP alone would not create any mineral resource impacts because specific development is not being proposed under this ATP and it would not authorize any development. Therefore, there is *no impact*.

**Mitigation Measures:** None are required.

### XIII. NOISE

**Would the project:**

Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
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- a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?
  
- b. Generation of excessive groundborne vibration or groundborne noise levels?
  
- c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

### AFFECTED ENVIRONMENT

Noise is most often described as unwanted sound. Although sound can be easily measured, the perception of noise and the physical response to sound complicate the analysis of its impact on people. The County is impacted by a multitude of noise sources. Mobile sources of noise, especially cars and trucks, are the most common and significant sources of noise in most communities, and they are predominant sources of noise in the County. In addition, commercial, industrial, and institutional land uses throughout the County (i.e., schools, fire stations, utilities) generate stationary-source noise.

### RESPONSES

- a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?
- b) Generation of excessive groundborne vibration or groundborne noise levels?
- c) For a project located within the vicinity of a private airstrip or an airport land use plan, or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

**No Impact.** The proposed adoption of the ATP would not result in direct physical changes, however future development of project components contained in the ATP (trails, bridges, small structures, etc.) could potentially increase noise due to construction (temporary impact) and possibly operation (due to increased use or establishment of a new trail). Noise from these sources is not expected to be substantial, particularly with regard to on-going use, because there is little noise generated from walking and bicycling. Individual projects would be subject to site-specific environmental review, at which time the implementing agency would identify the potential noise-related impacts.

As previously discussed, Fresno COG's ATP is a programmatic document that proposes goals and policies pertaining to the future of walking and bicycling in Fresno County. It is intended as a guidance document with the ultimate vision of a network of safe, comfortable, and attractive sidewalks, shared-use paths, and bikeways that connect Fresno County residents to key destinations, especially local schools, parks, and transit. Individual project details such as precise project locations, project timing, funding mechanisms, material types, types of equipment and ultimately construction drawings are currently not available. At such time that specific individual projects are implemented, the implementing agency will conduct site-specific CEQA analysis as necessary. Furthermore, implementation of the ATP would be required to comply with the goals and policies under the County's General Plan, County Community Plans, and other relevant regulatory documents.

Adoption of the ATP alone would not create any noise-related impacts because specific development is not being proposed under this ATP and it would not authorize any development. Therefore, there is *no impact*.

**Mitigation Measures:** None are required.

## XIV. POPULATION AND HOUSING

### Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## AFFECTED ENVIRONMENT

Fresno County’s population as of January 1, 2023 was estimated to be 1,011,499. There are approximately 346,456 housing units in the County.<sup>19</sup>

## RESPONSES

- a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?
- b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

**No Impact.** Adoption of the ATP would not affect population or employment growth and as a result would not result in growth that exceeds growth estimates of the County’s General Plan or

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<sup>19</sup> Population and Housing Estimates for Cities, Counties, and the State, 2020-2023, California Department of Finance. <https://dof.ca.gov/forecasting/demographics/estimates/e-5-population-and-housing-estimates-for-cities-counties-and-the-state-2020-2023/>. Accessed March 2024.

local Community Plans, nor would it result in the displacement or relocation of people or housing.

As previously discussed, Fresno COG's ATP is a programmatic document that proposes goals and policies pertaining to the future of walking and bicycling in Fresno County. It is intended as a guidance document with the ultimate vision of a network of safe, comfortable, and attractive sidewalks, shared-use paths, and bikeways that connect Fresno County residents to key destinations, especially local schools, parks, and transit. Individual project details such as precise project locations, project timing, funding mechanisms, material types, types of equipment and ultimately construction drawings are currently not available. At such time that specific individual projects are implemented, the implementing agency will conduct site-specific CEQA analysis as necessary. Furthermore, implementation of the ATP would be required to comply with the goals and policies under the County's General Plan, County Community Plans, and other relevant regulatory documents.

Adoption of the ATP alone would not create any population or housing impacts because specific development is not being proposed under this ATP and it would not authorize any development. Therefore, there is *no impact*.

**Mitigation Measures:** None are required.

## XV. PUBLIC SERVICES

### Would the project:

Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
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- a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## AFFECTED ENVIRONMENT

Fresno County provides full service sheriff and fire protection services. There are numerous schools, parks, libraries and other public facilities located throughout the County.

## RESPONSES

- a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to

maintain acceptable service ratios, response times or other performance objectives for any of the public services:

Fire protection?

Police Protection?

Schools?

Parks?

Other public facilities?

**No Impact.** Adoption of the ATP would not affect population or employment growth and as a result would not result in growth that would require the assemblage of additional fire or police resources, or the expansion of any schools or other public facilities. The proposed adoption of the ATP would not result in direct physical changes, however future development of project components contained in the ATP (trails, bridges, small structures, etc.) could potentially increase the need for security for pedestrians and bicyclists utilizing these facilities. Individual projects would be subject to site-specific environmental review, at which time the implementing agency would identify the potential public service related impacts.

As previously discussed, Fresno COG's ATP is a programmatic document that proposes goals and policies pertaining to the future of walking and bicycling in Fresno County. It is intended as a guidance document with the ultimate vision of a network of safe, comfortable, and attractive sidewalks, shared-use paths, and bikeways that connect Fresno County residents to key destinations, especially local schools, parks, and transit. Individual project details such as precise project locations, project timing, funding mechanisms, material types, types of equipment and ultimately construction drawings are currently not available. At such time that specific individual projects are implemented, the implementing agency will conduct site-specific CEQA analysis as necessary. Furthermore, implementation of the ATP would be required to comply with the goals and policies under the County's General Plan, County Community Plans, and other relevant regulatory documents.

Adoption of the ATP alone would not create any public service impacts because specific development is not being proposed under this ATP and it would not authorize any development. Therefore, there is *no impact*.

**Mitigation Measures:** None are required.



## XVI. RECREATION

### Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## AFFECTED ENVIRONMENT

Fresno County has a variety of regional parks and landscaped areas. Regional recreational facilities include 12 parks, two fishing access areas and a boat-launch/parking facility at Shaver Lake. These areas are used for picnicking, fishing, hiking, jogging, bird watching, nature study, non-organized sports, barbecues, softball, soccer, volleyball, overnight camping, passive recreation and more.<sup>20</sup>

## RESPONSES

- a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

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<sup>20</sup> Resources and Parks Division, Public Works and Planning, County of Fresno. <https://www.fresnocountyca.gov/Departments/Public-Works-and-Planning/divisions-of-public-works-and-planning/resources-and-parks-division/parks>. Accessed March 2024.

b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

**No Impact.** Adoption of the ATP would not affect population or employment growth and as a result would not result in growth that would require expansion of existing recreational facilities. More so, the ATP is intended to increase the pedestrian and bicycle recreational opportunities for the residents of the County and thus will have a beneficial impact on recreational facilities and opportunities.

As previously discussed, Fresno COG's ATP is a programmatic document that proposes goals and policies pertaining to the future of walking and bicycling in Fresno County. It is intended as a guidance document with the ultimate vision of a network of safe, comfortable, and attractive sidewalks, shared-use paths, and bikeways that connect Fresno County residents to key destinations, especially local schools, parks, and transit. Individual project details such as precise project locations, project timing, funding mechanisms, material types, types of equipment and ultimately construction drawings are currently not available. At such time that specific individual projects are implemented, the implementing agency will conduct site-specific CEQA analysis as necessary. Furthermore, implementation of the ATP would be required to comply with the goals and policies under the County's General Plan, County Community Plans, and other relevant regulatory documents.

Adoption of the ATP alone would not create any recreational impacts because specific development is not being proposed under this ATP and it would not authorize any development. Therefore, there is *no impact*.

**Mitigation Measures:** None are required.

**XVII. TRANSPORTATION/TRAFFIC**

**Would the project:**

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**AFFECTED ENVIRONMENT**

The existing transportation system and services in Fresno County includes airports, highways, local roadways, transit systems, railroads, and bicycle paths. Two major functions of roadways are to provide mobility for through-traffic and provide direct access to adjacent properties. Roadways also provide bicycle and pedestrian access and allow for the circulation of non-vehicular traffic.

In 2017, the Legislature passed and the Governor signed SB 1, also known as the Road Repair and Accountability Act. SB 1 directs \$100 million annually from the Road Maintenance and Rehabilitation Account to the ATP, significantly augmenting the available funding for this popular program.<sup>21</sup>

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<sup>21</sup> Active Transportation Program, California Transportation Commission. <https://catc.ca.gov/programs/active-transportation-program>. Accessed March 2024.

## RESPONSES

- a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?
- b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?
- c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?
- d) Result in inadequate emergency access?

**No Impact.** The proposed adoption of the ATP would not result in direct physical changes, however future development of project components contained in the ATP (trails, bridges, small structures, etc.) could potentially impact existing roadways and intersections. For instance, if new crosswalks or bicycle lanes are proposed, these projects could require additional analysis to determine their impacts to (and safety from) roadway and vehicular activity. Additionally, construction activities will require various vehicular trips to and from the various project sites. However, these will be minimal and temporary. In the event that partial or full road closure is necessary during project construction, the contractor will be required to adhere to any and all regulations from the local jurisdiction, Caltrans and/or other regulatory agency. Individual projects would be subject to site-specific environmental review, at which time the implementing agency would identify the potential transportation-related impacts.

As previously discussed, Fresno COG's ATP is a programmatic document that proposes goals and policies pertaining to the future of walking and bicycling in Fresno County. It is intended as a guidance document with the ultimate vision of a network of safe, comfortable, and attractive sidewalks, shared-use paths, and bikeways that connect Fresno County residents to key destinations, especially local schools, parks, and transit. Individual project details such as precise project locations, project timing, funding mechanisms, material types, types of equipment and ultimately construction drawings are currently not available. At such time that specific individual projects are implemented, the implementing agency will conduct site-specific CEQA analysis as necessary. Furthermore, implementation of the ATP would be required to comply with the goals and policies under the County's General Plan, County Community Plans, and other relevant regulatory documents.

Adoption of the ATP alone would not create any transportation-related impacts because specific development is not being proposed under this ATP and it would not authorize any development. Therefore, there is *no impact*.

**Mitigation Measures:** None are required.

XVIII. TRIBAL CULTURAL RESOURCES

**Would the project:**

Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
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a. Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code section 5024.1. In applying the criteria set forth in subdivision (c) of the Public Resources Code section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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**RESPONSES**

a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural

landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

- i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or
- ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

**No Impact.** In accordance with Assembly Bill (AB) 52, potentially affected Tribes were formally notified of this Project and were given the opportunity to request consultation on the Project. The City contacted the Native American Heritage Commission, requesting a contact list of applicable Native American Tribes, which was provided to the City. The City provided letters to the listed Tribes on February 13, 2024, notifying them of the Project and requesting consultation, if desired. The City did not receive any responses from the tribes contacted.

The proposed adoption of the ATP would not result in direct physical changes, however future development of project components contained in the ATP (trails, bridges, small structures, etc.) could potentially impact Tribal Cultural Resources. Individual projects would be subject to site-specific environmental review, at which time the implementing agency would identify the potential Tribal Cultural Resource impacts and would need to comply with AB 52 and/or SB 18, as necessary.

As previously discussed, Fresno COG's ATP is a programmatic document that proposes goals and policies pertaining to the future of walking and bicycling in Fresno County. 'It is intended as a guidance document with the ultimate vision of a network of safe, comfortable, and attractive sidewalks, shared-use paths, and bikeways that connect Fresno County residents to key destinations, especially local schools, parks, and transit. Individual project details such as precise project locations, project timing, funding mechanisms, material types, types of equipment and ultimately construction drawings are currently not available. At such time that specific individual projects are implemented, the implementing agency will conduct site-specific CEQA analysis as necessary. Furthermore, implementation of the ATP would be required to comply with the goals and policies under the County's General Plan, County Community Plans, and other relevant regulatory documents.

Adoption of the ATP alone would not create any Tribal Cultural Resource impacts because specific development is not being proposed under this ATP and it would not authorize any development. Therefore, there is *no impact*.

**Mitigation Measures:** None are required.



**XIX. UTILITIES AND SERVICE SYSTEMS**

**Would the project:**

Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
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- |  |                          |                          |                          |                                     |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project’s projected demand in addition to the provider’s existing commitments?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

**AFFECTED ENVIRONMENT**

Many unincorporated communities have elected to form special districts to provide services to rural clients. Cities and special districts own and operate numerous water, wastewater, and stormwater systems throughout Fresno County.

## RESPONSES

- a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?
- b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?
- c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?
- d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?
- e) Comply with federal, state, and local statutes and regulations related to solid waste?

**No Impact.** The proposed adoption of the ATP would not result in direct physical changes, however future development of project components contained in the ATP (trails, bridges, small structures, etc.) could potentially utilize water supply during construction and for potential landscaping. Once the various project components are in operation, no wastewater generation is expected and solid waste generation will be limited mostly to construction activity. Individual projects would be subject to site-specific environmental review, at which time the implementing agency would identify the potential utility-related impacts.

As previously discussed, Fresno COG's ATP is a programmatic document that proposes goals and policies pertaining to the future of walking and bicycling in Fresno County. It is intended as a guidance document with the ultimate vision of a connected and complete network of trails, walkways and bikeways that provides safe convenient and enjoyable connections to key destinations around the County. Individual project details such as precise project locations, project timing, funding mechanisms, material types, types of equipment and ultimately construction drawings are currently not available. At such time that specific individual projects

are implemented, the implementing agency will conduct site-specific CEQA analysis as necessary. Furthermore, implementation of the ATP would be required to comply with the goals and policies under the County's General Plan, County Community Plans, and other relevant regulatory documents.

Adoption of the ATP alone would not create any utility-related impacts because specific development is not being proposed under this ATP and it would not authorize any development. Therefore, there is *no impact*.

**Mitigation Measures:** None are required.

XX. WILDFIRE

**If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:**

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**AFFECTED ENVIRONMENT**

Fresno County is located approximately in the center of the San Joaquin Valley, stretching approximately 100 miles from the Coast Range foothills to the eastern slope of the Sierra Nevada.

The State Fire Marshal is mandated to classify lands within State Responsibility Areas into Fire Hazard Severity Zones (FHSZ). Fire Hazard Severity Zones fall into one of the following classifications:

- Moderate

- High
- Very High

According to the latest State Responsibility Area-Fire Hazard Severity Zones map of the Fresno County, the central portion of the County falls under Local Responsibility Area, with the foothills to the east and region west of Interstate-5 consisting of a mix of Moderate to Very High severity zones. The region of Sierra-Nevada mountains falls under the Federal Responsibility Area.<sup>22</sup>

## RESPONSES

- Substantially impair an adopted emergency response plan or emergency evacuation plan?
- Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?
- Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?
- Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

**No Impact.** The proposed adoption of the ATP would not result in direct physical changes, however future development of project components contained in the ATP (trails, bridges, small structures, etc.) could potentially exacerbate wildfire risks or expose people or structures to increased risks during construction. Once the various project components are in operation, no wildfire risks or exposure to pollutants is expected, with improved active transportation network potentially improving emergency response and evacuation plans. Individual projects would be subject to site-specific environmental review, at which time the implementing agency would identify the potential wildfire-related impacts.

As previously discussed, Fresno COG's ATP is a programmatic document that proposes goals and policies pertaining to the future of walking and bicycling in Fresno County. It is intended as

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<sup>22</sup> Fire Hazard Severity Zones Map, CalFire. <https://osfm.fire.ca.gov/what-we-do/community-wildfire-preparedness-and-mitigation/fire-hazard-severity-zones/fire-hazard-severity-zones-maps-2022>. Accessed March 2024.

a guidance document with the ultimate vision of a connected and complete network of trails, walkways and bikeways that provides safe convenient and enjoyable connections to key destinations around the County. Individual project details such as precise project locations, project timing, funding mechanisms, material types, types of equipment and ultimately construction drawings are currently not available. At such time that specific individual projects are implemented, the implementing agency will conduct site-specific CEQA analysis as necessary. Furthermore, implementation of the ATP would be required to comply with the goals and policies under the County's General Plan, County Community Plans, and other relevant regulatory documents.

Adoption of the ATP alone would not create any wildfire-related impacts because specific development is not being proposed under this ATP and it would not authorize any development. Therefore, there is *no impact*.

**Mitigation Measures:** None are required.

## XXI. MANDATORY FINDINGS OF SIGNIFICANCE

### Would the project:

Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
--------------------------------	---	------------------------------	-----------

a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

b. Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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## RESPONSES

a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the

number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

- b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?
- c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

**No Impact.** Fresno COG’s ATP is a programmatic document that proposes goals and policies pertaining to the future of walking and bicycling in Fresno County. It is intended as a guidance document with the ultimate vision of a network of safe, comfortable, and attractive sidewalks, shared-use paths, and bikeways that connect Fresno County residents to key destinations, especially local schools, parks, and transit. Individual project details such as precise project locations, project timing, funding mechanisms, material types, types of equipment and ultimately construction drawings are currently not available. At such time that specific individual projects are implemented, the implementing agency will conduct site-specific CEQA analysis as necessary. Furthermore, implementation of the ATP would be required to comply with the goals and policies under the County’s General Plan, County Community Plans, and other relevant regulatory documents.

Adoption of the ATP alone would not create any impacts because specific development is not being proposed under this ATP and it would not authorize any development. Therefore, there is *no impact*.



# Chapter 4

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## List of Preparers

# LIST OF PREPARERS AND CONSULTATIONS

## List of Preparers

### **Crawford & Bowen Planning, Inc.**

- Travis Crawford, AICP, Principal Environmental Planner
- Deepesh Tourani, Associate Environmental Planner

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### **Fresno Council of Governments**

- Simran Jhutti, Senior Regional Planner

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- Rod Brown

# Appendices

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Appendix A

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Active Transportation Plan



# Fresno County Regional Active Transportation Plan



**Draft February 2024**





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### **Acknowledgments:**

The Fresno Council of Governments thanks the city and county staff members and community members who contributed to the creation of this plan.



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### **Statement of Protection of Data from Discovery and Admissions**

Under 23 U.S. Code § 409 and 23 U.S. Code § 148, safety data, reports, surveys, schedules, lists compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings are not subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.

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*Front Cover: Palm-tree lined walkway in Kerman*

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Biola Congregational Church



Riverdale High School





## Chapter 1

# INTRODUCTION

Walking, biking, and rolling (by wheelchair or scooter) are all components of active transportation. Because these modes of travel are primarily human-powered, they

- » help families get to schools, parks, work, shopping, restaurants, bus stops, and other destinations without need for a car;
- » improve physical and mental health;
- » reduce air pollution and greenhouse gas emissions; and
- » provide economical ways to travel.

However, many parts of the Fresno County region lack sidewalks, shared-use paths, and bike lanes that make walking and biking safe and comfortable for everyone. Without these facilities, Fresno County region residents are frequently cut off from the destinations they need to get to everyday, unless they have close access to frequent transit or access to a motor vehicle. This is especially true for those in disadvantaged communities, which often did not receive the historic investments made for walking and bicycling in other areas.

This active transportation plan is an important step towards fulfilling these needs. In 2019, the Fresno Council of Governments, in cooperation with its city and county members, created the first Fresno County Regional Active Transportation Plan. That plan was developed to create a comprehensive countywide vision for active transportation and to support applications for new funding to create sidewalks, shared use paths, bike lanes, better street crossings, and other improvements for walking and bicycling. The 2024 plan is an update of the 2019 plan. It reflects projects that have been newly identified, modified, or completed since the release of the first plan; updated information on disadvantaged communities and safety data; current land use and plans in each city and the county; and updates to reflect best active transportation planning practices.

This plan meets all the current requirements of the statewide Active Transportation Program guidelines (as described in Appendix A), and it will also be used by the Fresno Council of Governments to identify projects for the Fresno County Regional Transportation Plan and support the use of funds provided through the Fresno County Measure C program.

## VISION AND GOALS

The Fresno County Regional Active Transportation Plan envisions a complete, safe, and comfortable network of paths, sidewalks, and bikeways that serves all residents of Fresno County. Specifically, this plan has been developed to:

- » create a network of safe and attractive, sidewalks, shared-use paths, and bikeways that connect Fresno County residents to key destinations, especially local schools, parks, and transit;
- » create a network of regional bikeways that allows bicyclists to safely ride between cities and other regional destinations;
- » create better connections to transit, especially for communities with limited access to other transportation options;
- » increase walking and bicycling trips and thus reduce vehicle miles traveled and improve air quality in the region by creating user-friendly facilities; and
- » increase safety by improving crosswalks and sidewalks and expanding the bikeway network.

## STRUCTURE OF THE ACTIVE TRANSPORTATION PLAN

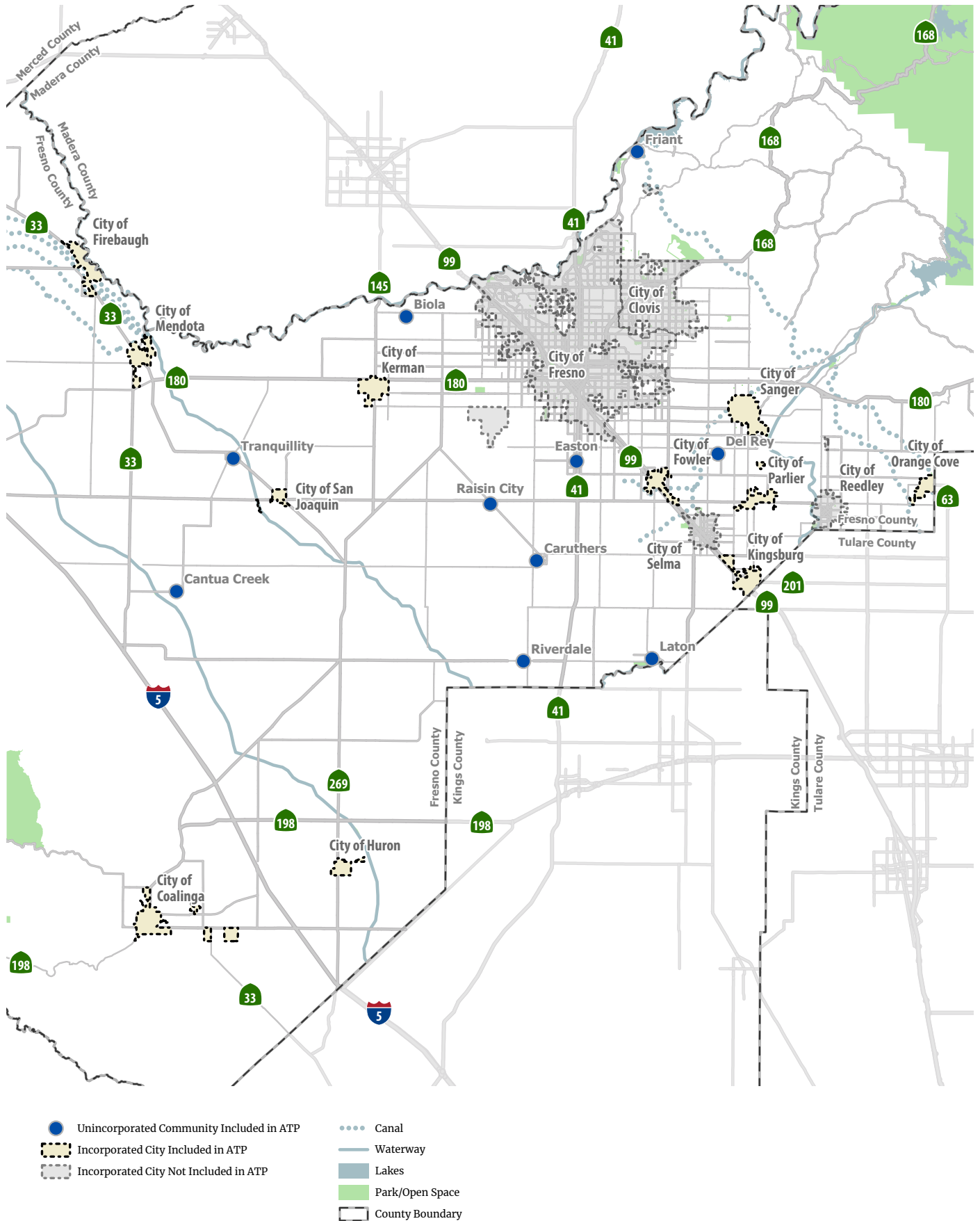
This Active Transportation Plan is a regional document covering Fresno County and incorporated cities within the county (Figure 1-1). Walking and biking recommendations are made for the jurisdictions in the region:

- » The cities of:
  - Coalinga
  - Firebaugh
  - Fowler
  - Huron
  - Kerman
  - Kingsburg
  - Mendota
  - Orange Cove
  - Parlier
  - San Joaquin
  - Sanger
- » Larger unincorporated communities within unincorporated Fresno County:
  - Biola
  - Cantua Creek
  - Caruthers
  - Del Rey
  - Easton
  - Friant
  - Laton
  - Raisin City
  - Riverdale
  - Tranquillity
  - Unincorporated county islands within the cities of Clovis and Fresno

- » Bikeways and paths connecting communities within the county and other regional destinations

Four cities in Fresno County (Clovis, Fresno, Reedley, and Selma) have recently updated or are currently updating their own active transportation plans. This plan supports connectivity to those cities as part of regional walking and biking networks.

**Figure 1-1: Fresno County Communities**





## PUBLIC PARTICIPATION

Input from the residents of the Fresno region on issues and needs for walking and biking was an important part of the plan development process. Comments were requested and received in English and Spanish through:

- » a website with information about the plan development process, outreach events and opportunities, and project documents;
- » social media posts
- » pop-up booths at street fairs and farmers markets in each city and the county;
- » an online crowdsourced interactive map;
- » an online survey about walking and biking needs;
- » meetings with local community group leaders;
- » two online workshops to share and receive feedback on recommended walking and biking networks
- » a second online interactive map to share and receive feedback on recommended networks.

Comments were received from the public through all of these methods and opportunities. Appendix B, Public Participation, provides additional details on the public input received.



Outreach at the Parlier Round Up



## WALKING AND BICYCLING FACILITIES

Active transportation networks include several types of infrastructure. Walking facilities include sidewalks, crosswalks, and shared-use paths. Bicycling facilities, in order from lowest stress and most comfortable to highest stress and least comfortable, include shared-use paths, separated bikeways, bike lanes, and bike routes. Bike parking also supports bicycling networks.

### Sidewalks

Sidewalks are paved areas immediately adjacent to the vehicular right-of-way for the use of pedestrians. Unlike shared-use paths, they are directly adjacent to the main right-of-way. Sidewalks may be used by people riding bicycles unless prohibited.

### Crosswalks

Marked crosswalks feature striping and other enhancements to delineate a street crossing for pedestrians. There are two types of marked crosswalks:

- » **Controlled crosswalks** are located with stop signs or traffic signals.
- » **Uncontrolled crosswalks** are located without stop signs or traffic signals. Under California law, drivers are legally required to yield to pedestrians at uncontrolled crosswalks.







Additional features can be added to crosswalks to increase visibility on busy streets:

- » **High-visibility crosswalk markings** add additional striping to the pavement.
- » **Warning signage** improves visibility of crosswalks and increase the likelihood that a driver will yield or stop to pedestrians.
- » **Curb extensions** decrease the pedestrian crossing distance at intersections and improve the visibility of pedestrians waiting to cross the street.
- » **Median refuge islands** allow pedestrians to cross one direction of traffic then wait in the center of the street to cross the other direction of traffic.
- » **Raised crosswalks** allow pedestrians to cross at sidewalk level or just below and act as traffic calming devices.
- » **Rectangular rapid flashing beacons (RRFBs)** allow the pedestrian to activate a flashing light when crossing.
- » **Pedestrian hybrid beacons (PHBs)** require traffic to stop for pedestrians when activated, but allow vehicles to proceed with caution after the pedestrian crossing has been completed.



The FHWA Guide for Improving Pedestrian Safety and Uncontrolled Crossing Locations contains detailed guidance for selecting appropriate treatments.

**Traffic signals** allow pedestrians to utilize a marked crosswalk safely and may be appropriate when warranted based on the applicable signal warrants in the California MUTCD. **Leading pedestrian intervals (LPIs)** allow pedestrians to begin crossing a signalized intersection before vehicles begin moving by providing a walk signal three to seven seconds before the corresponding vehicle signal turns green.





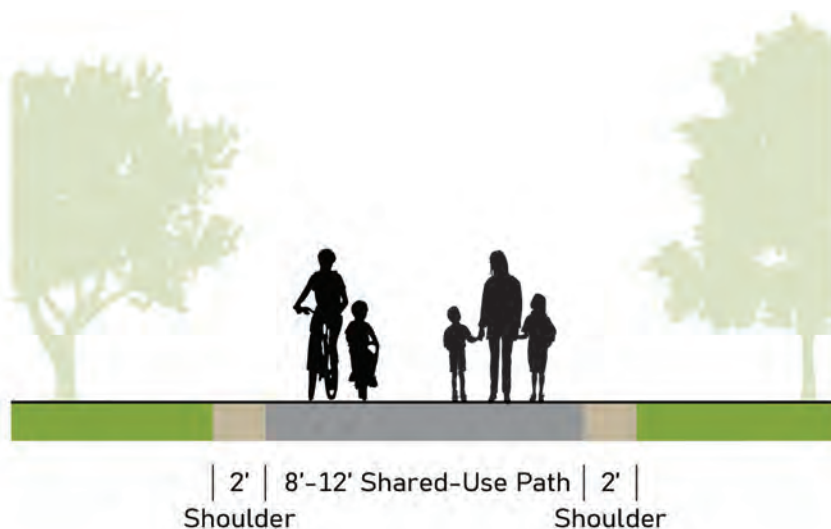
## Shared Use Paths

Shared-use paths, often referred to as Class I bike paths (as classified in Chapter 1000 of the Caltrans Highway Design Manual) or paved trails, are off-street facilities that provide exclusive use for non-motorized travel by bicyclists and pedestrians (Figure 1-2). Shared-use paths have minimal cross flow with motorists and are typically located along landscaped corridors. Shared-use paths can be utilized for both recreational and commute trips. These paths provide an important recreational amenity for bicyclists, pedestrians, dog walkers, runners, skaters, and those using other non-motorized forms of travel. They are frequently designed to offer a specific benefit to users, such as a connection not previously included in the bicycle or pedestrian network or traversing a barrier such as a freeway or river.



Shared-use path in Coalinga

**Figure 1-2: Shared Use Path (Class I)**





## Separated Bikeways

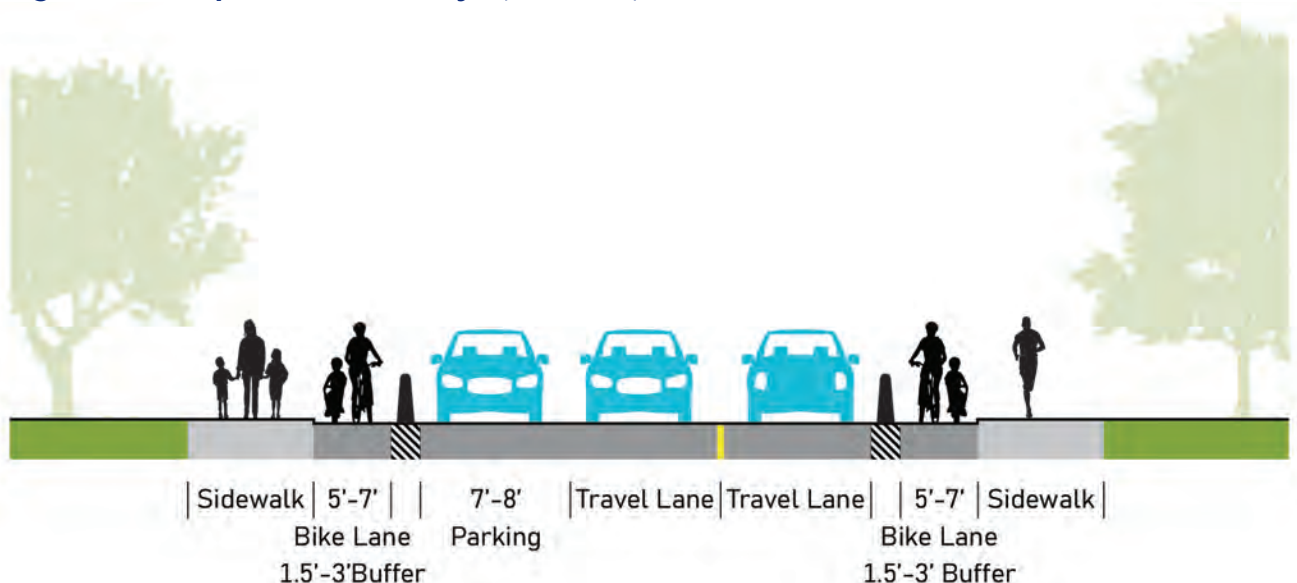
Class IV separated bikeways, also known as cycle tracks, are physically separated bicycle facilities that are distinct from the sidewalk and designed for exclusive use by bicyclists. They are located within the street right-of-way but provide bicyclists comfort similar to shared-use paths. The key feature of a separated bikeway is a vertical element that provides physical separation from motor vehicle traffic. Common vertical elements used for separation include vertical curbs, painted buffers with flexible posts, parked cars, landscaped area, large planters, or other fixed barriers. Separated bikeways may also be constructed by creating a bikeway at a height above the vehicular lanes. Separated bikeways can be either one-way or two-way, accommodating a single direction of travel or both (Figure 1-3).



*Separated bikeway in Coalinga*

Streets with high vehicular volumes and speeds are appropriate candidates for separated bikeways, which increase the comfort of bicyclists on these higher-stress roads. Separated bikeways require wider right-of-way than bike lanes or bike routes, and, to minimize conflicts with motor vehicles, are best placed in areas with fewer driveways. Two-way separated bikeways also require careful design at intersections. Because of these factors, separated bikeways require careful planning.

**Figure 1-3: Separated Bikeways (Class IV)**



## Bike Lanes (Buffered and Unbuffered)

Class II bike lanes are on-street facilities that use striping, stencils, and signage to denote preferential or exclusive use by bicyclists. Bike lanes are contiguous with motor vehicle travel lanes (Figure 1-4). Bike lanes provide adequate space for comfortable riding and alert drivers about the predictable movements of bicyclists.

**Buffered bike lanes** are similar to bike lanes, with the addition of a painted section of pavement that provides spacing between bike and motor vehicle travel lanes.

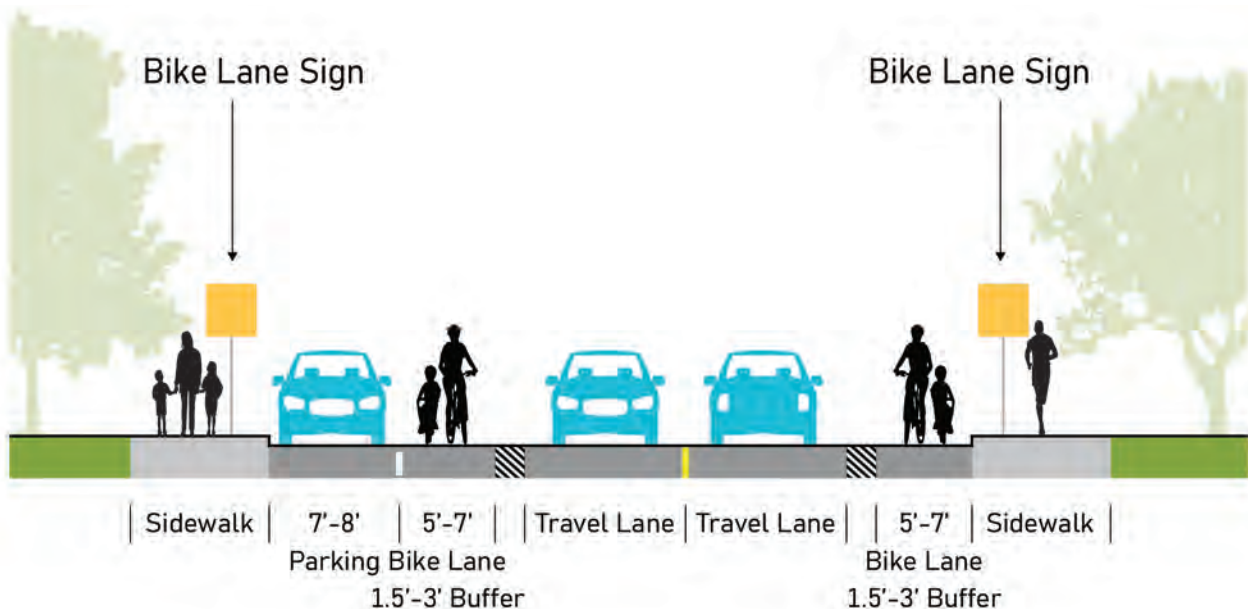
This plan does not specify locations for buffered bike lanes. As available roadway width for the bike lane increases beyond five feet, designers should consider use of painted buffers:

- » Left-side painted buffers on bike lanes improve separation between bicycles and vehicles. They are especially useful in cases with vehicle speeds that are greater than 25 miles per hour.
- » Right-side painted buffers can be added between parallel parked cars and the bike lane to create separation from the door zone, the space in which a driver may open their car door and hit a bicyclist.

**Through bike lanes at intersection** reduce conflicts by allowing bicyclists to follow the preferred travel path, ideally a straight connection from the preceding bike lane. Traveling at intersections can be particularly challenging if the bike lane ends prior to the intersection forcing a merge with vehicle traffic. Continuing the bicycle lane to the intersection approach provides bicyclists the opportunity to avoid conflicts with turning vehicles. 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.

**Green-colored pavement** can be used to enhance bike lanes in high volume intersections and busy driveway locations. Skipped green marking should be used in weaving areas or conflict zones. Green color may be installed with either paint or thermoplastic. Although not yet incorporated into the California MUTCD, the FHWA MUTCD provides guidance on its use.

**Figure 1-4: Bike Lanes (Class II)**







*Bike Lane in Fowler*



## Bike Routes

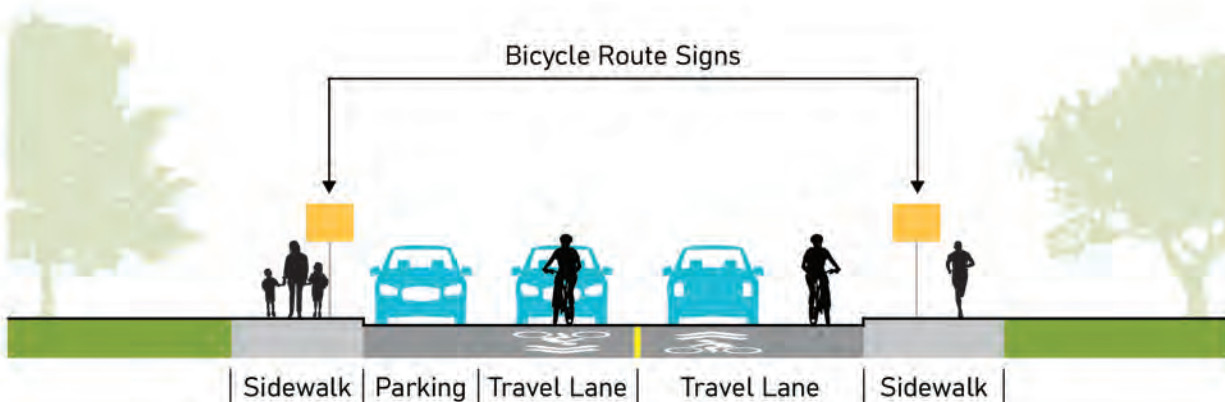
Class III bike routes are streets with signage and optional pavement markings where bicyclists travel on the shoulder or share a lane with motor vehicles (Figure 1-5). Bike routes are utilized on low-speed and low-volume streets to connect bike lanes or paths along corridors that do not provide enough space for dedicated lanes. Shoulders are preferable but not required on streets with bike routes. In addition to alerting motorists to the presence of bicyclists, bike routes help bike riders find their way to other bikeways or regional destinations like schools and parks.

**Shared-lane markings, or sharrows**, are a common bike route pavement marking that alerts drivers that bicyclists are sharing the road and facilitate wayfinding through neighborhoods. They are best used on streets with less than a 3,000 average daily traffic (ADT) count. The chevrons in sharrow markings should be painted near the center of the travel lane, out of the parked vehicle door zone.

**Bicycle boulevards** are enhanced bike routes that are intentionally located on low-volume, low-speed local streets and include other features designed to make a low-stress, comfortable, attractive bikeway that prioritizes bicycle travel. These features include shared lane markings, wayfinding signs, and traffic calming features, including at crossings with higher volume arterials. Physical and non-physical measures such as signs, pavement markings, speed lumps, and low or reduced vehicle speeds are utilized to discourage through trips by motor vehicles and create safe, convenient bicycle access.



**Figure 1-5: Bike Route (Class III)**



## Bike Routes with Multi-Use Shoulders

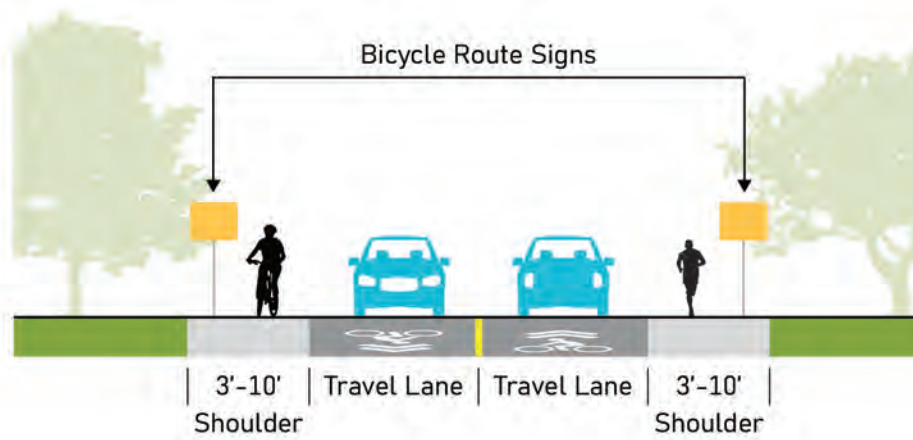
Class III bike routes with multi-use shoulders include the features of Class III bike routes with the addition of a striped shoulder of variable width (Figure 1-6). This facility is used most frequently in rural areas when jurisdictions wish to maximize road space for bicycles but lack sufficient right-of-way to meet minimum requirements for bike lanes. This facility also accommodates pedestrians, but at a much lower level of comfort than a shared-use path or sidewalk.

Shoulder widths should be

- » At least 3 feet on open-section roadways with no vertical obstructions immediately adjacent to the roadway and no rumble strips.
- » At least 5 feet is recommended from the face of a guardrail, curb, or other roadside barrier to provide additional operating width, as bicyclists generally shy away from a vertical face.

The FHWA Small and Rural Multi-Modal Networks Guide provides application guidance, including options for use of rumble strips and painted shoulders. Benchmarking Bike Networks (League of American Bicyclists) provides guidance for preferred shoulder width when retrofitting shoulders. For new construction, follow recommended shoulder widths in the AASHTO Green Book.

**Figure 1-6: Bike Route (Class III) with Multi-Use Shoulder**



## Yield Roadways

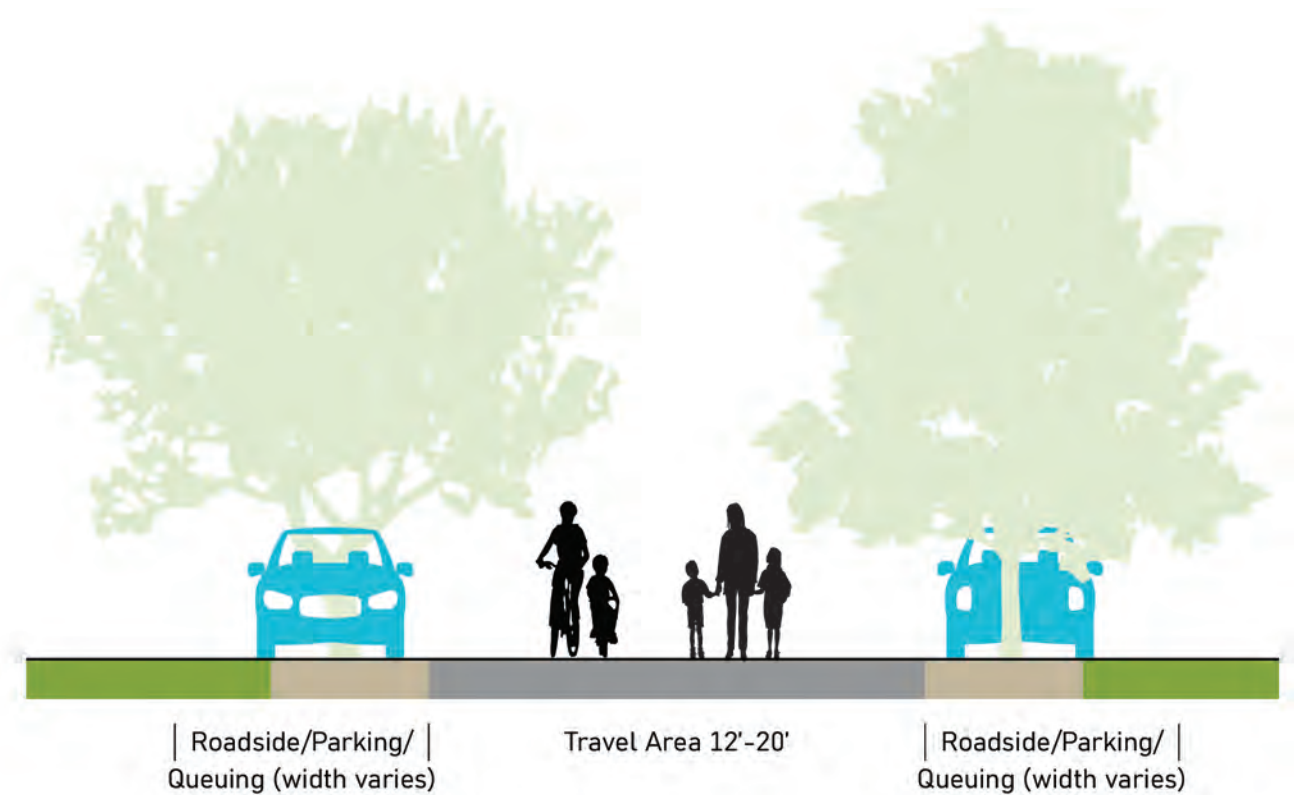
A yield roadway is designed to serve pedestrians, bicyclists, and slow-speed low-volume motor vehicle traffic in the same travel area. Yield roadways serve bidirectional motor vehicle traffic without lane markings (Figure 1-7).

Yield roadways are appropriate on narrow roads with very low volumes and low vehicle speeds within built-up areas, particularly near residential land uses where most traffic is familiar with prevailing road conditions. They are useful on roads that do not have curb and gutter.

The paved two-way travel lane should be narrow (12–20 feet) to encourage slow travel speeds and require courtesy yielding when vehicles traveling in opposite directions meet. If desired, parking may be located on the paved roadway surface or on gravel or soil shoulders outside of the paved roadway. The parking lane may also serve as a pull-out area while yielding. When possible, the parking lane should be constructed with a contrasting material (such as bituminous, crushed stone, or turf) to differentiate the lane from the travel area.

The US DOT Small Town and Rural Multimodal Networks report and AASHTO Guidelines for Geometric Design of Low-Volume Roads (2nd edition, 2019) provide extensive guidance on these facilities.

**Figure 1-7: Yield Roadway**





## Bicycle Parking

Bicycle parking encourages ridership by supporting the final stage of a bicycle trip. Locations with high ridership, including civic, residential, commercial, and office spaces, are excellent candidates for bicycle parking. At these locations, both short-term and long-term parking should be accommodated.

**Short-term bicycle parking** is temporary bicycle parking intended for visitors. Bicycle racks are a common form of short-term parking. Installing bicycle racks near main entrances also helps bicyclists feel welcome and encourages them to ride their bicycle again on a return trip. Bike parking should be located in well-lit areas to discourage theft. Bicycle racks that allow at least two points of contact, such as the wheel and frame, provide the most protection against theft and accidental damage.



*Bike parking in Firebaugh*

**Long-term bicycle parking** is intended for employees, students, commuters, and residents to protect bicycles for extended periods. Long-term facilities are more secure than short-term bicycle parking and should fully protect bicycles from theft and weather. Long-term bicycle parking includes bike lockers, bike cages, and bike rooms:

- » Bike lockers are outdoor enclosures that accommodate one or two bicycles and are usually leased on a monthly basis or paid short-term use.
- » Bike cages are fully enclosed, roofed shelters that house racks of bicycle parking, typically found at schools.
- » Bicycle rooms are commonly found inside office or residential buildings, and provide secure indoor parking. Bicycle rooms may feature amenities such as bike pumps and quick-fix tools for employees and residents.

The Association of Pedestrian and Bicycle Professionals (APBP) Essentials of Bicycle Parking: Selecting and Installing Bicycle Parking That Work guide is a comprehensive resource for bicycle parking.

## Additional Resources

The following documents are general resources for designing and implementing walking and biking facilities:

- » NACTO Urban Bikeway Guide, 2nd Edition (2014)
- » NACTO Urban Streets Design Guide (2013)
- » NACTO Transit Street Design Guide (2016)
- » FHWA Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations (2018)
- » FHWA Small and Rural Multi-Modal Networks Guide (2016)
- » FHWA Separated Bicycle Lane Planning and Design Guide (2015)
- » FHWA Bikeway Selection Guide (2019)
- » AASHTO Guide for the Development of Bicycle Facilities, 4th Edition (2012)
- » Caltrans Highway Design Manual (2020)
- » Caltrans Design Information Bulletin (DIB) 94 Complete Streets: Contextual Design Guidance (2024)
- » Caltrans Class IV Bikeway Guidance (DIB 89-02) (2022)
- » League of American Bicyclists Benchmarking Bike Networks (2022)
- » Design Manual for Bicycle Traffic (CROW Manual) (2017)
- » ITE Recommended Practices on Accommodating Pedestrian and Bicyclists at Interchanges (2016)
- » APBP Essentials of Bicycle Parking: Selecting and Installing Bicycle Parking That Works (2015)





## Non-Infrastructure and Supporting Programs

Beyond improving physical infrastructure for biking and walking supporting programs can expand the comfort, safety, and use of active transportation.

### Education and Encouragement

Bicycle educational programs help both children and adults learn to ride bicycles safely. These programs can be made a regular part of the curriculum at the elementary school and middle school level and offered to adults through community education programs. Safe walking programs can also be included at the elementary level.

Schools, recreation programs, and community groups can encourage biking and walking through bike rodeos, helmet giveaways, fun runs, walkathons, and walk to school events. Programs such as walking school buses and biking school buses (also known as bike trains), programs in which kids and families walk or bike to school in groups, are other good opportunities for neighborhood schools to encourage walking. Local running, walking, hiking, and biking events encourage active engagement for adults. Bike-to-work events can be used as a way to increase bicycle commuting.

### Enforcement

In many areas, local law enforcement partners with local schools to step up enforcement of good driver behaviors around pedestrians and bicyclists at the beginning of the school year. Similar enforcement efforts at other locations frequented by pedestrians and bicyclists can further help pedestrians and bicyclists. Periodic enforcement actions along shared-use paths can also help alleviate concerns about personal safety along them.

### Evaluation

Counters, both automated and manual, can be used to count bicyclists and pedestrians using on-street facilities as well as shared-use paths. This data to track walking and biking in the community, support future grant applications and direct future improvement efforts. Bicycle and pedestrian counts, frequently included as part of traffic counts that are often performed when developing roadway improvements, can be collected centrally.





## Maintenance

Many areas have informal maintenance policies for walking and biking facilities and often rely on citizen reports for issues. While this is acceptable for some maintenance issues, such as pedestrian signals and other facilities that need infrequent maintenance, more formal policies help assure that regular maintenance is used to keep facilities accessible and safe. Formal maintenance policy that addresses both incidental and periodic maintenance for bicycle and pedestrian facilities systematize good practices, ensuring that they carry forward, and address other ongoing or periodic maintenance issues.

Maintenance should include regular shoulder or bike lane sweeping on corridors frequently used by bicyclists or other users, especially where there are no sidewalks, and incidental sweeping policies to address debris that may accumulate. A regular program of vegetation maintenance reduces incidences of overgrown vegetation restricting or obstructing bikeways, sidewalks, and shared-use paths.

Sidewalk maintenance is frequently the responsibility of the property owner. Adding or increasing financial assistance or advisory programs for sidewalk and vegetation maintenance can help improve pedestrian conditions.



*Bench and bus shelter in Huron*

## Traffic Calming

Traffic calming devices include a wide range of design treatments capable of reducing vehicle speeds and thus improving the safety and comfort of the transportation network for all users. Reducing vehicle speeds makes travel safer for both bicycles and pedestrians.

**Vertical deflection devices** cause drivers to experience a physical response that is aggravated when traveling at high speeds. Many existing streets can be retrofitted with vertical measures.

**Horizontal deflection devices** are used to deflect vehicles from traveling at high speeds. Horizontal deflection measures require drivers to navigate laterally and consequentially reduce speed.

Narrowing traffic calming devices are a sub-category of horizontal deflection traffic calming devices. Wider roads are associated with greater crash rates and higher impact speeds. Narrowing roadways often leads to decreased vehicle speeds and improves safety.

Restriping narrower travel lanes for vehicle traffic via centerline and edgeline striping can reduce motor vehicle speed. Cross-hatch pavement marking applied to outer edge of a roadway to create a shoulder and reduce lane widths if the space is not used for a bike lane or parking. In many locations, interior traffic lanes can be narrowed to 10 feet or less to encourage lower speeds. Narrow lanes can make room in the roadway right of way for painted medians, center turn lanes, bicycle lanes, or parking.

## Road Diets

Road diets reduce the number of travel lanes. This is typically done by converting a four lane road into a three lane road with a two-way-left-turn lane and bike lanes. The space created by removing lanes can also be used for painted medians or parking.

## Wayfinding

Wayfinding signage can be used on both bicycle and pedestrian facilities to direct users to connecting facilities and key destinations. Good wayfinding signs can also encourage pedestrians and bicyclists to visit local business. These signs provide the most value at path junctions and at intersections of key bicycling and walking routes. Chapter 9B of the California MUTCD provides guidance on sign design and installation. These standard signs may also be augmented by signs depicting distances in miles to encourage walking and bicycling. Cities such as Kingsburg and neighborhoods or regions with distinctive branding can also include this branding in these signs.

As noted previously, bike route designations and signage can also be used to assist with wayfinding on roadways without other marked bike facilities.

## Lighting

Good lighting in areas with walking and biking deters crime, increases safety and perceptions of safety for all users and thus can also increase walking and biking outside of daylight hours.





## Crime Prevention Through Environmental Design

Crime prevention through environmental design (CPTED) can also be used to reduce the fear and incidence of crime and improve the quality of life by creating attractive, livable, and safe places. CPTED relies on four main strategies that can be employed in the development of active transportation facilities:

- » **Natural surveillance:** The placement of physical features (windows, lighting, landscaping), activities (waiting for transit, sitting on a bench, walking), and people in a way that maximizes visibility of buildings, people, parking areas, and entrances. Natural surveillance can increase the number of eyes on the street and create visual connections between the street, sidewalk, and nearby land uses.
- » **Natural access control:** Directing the flow of people by controlling access to and through a site to decrease the opportunity for crime by design elements (walkways, lighting, signage, landscaping, and physical barriers) can direct users to public routes and areas and discourage access to private areas.
- » **Territorial reinforcement:** Use of physical attributes (fences, landscaping, sidewalks, and signage) to express ownership, distinguish between private and public space and define property lines.
- » **Maintenance:** Continued use of a space for its intended purpose. Proper maintenance can serve as an additional expression of ownership and can help maximize public safety and visibility of a space, while deterioration and debris can indicate lack of concern and control and encourage unintended uses.



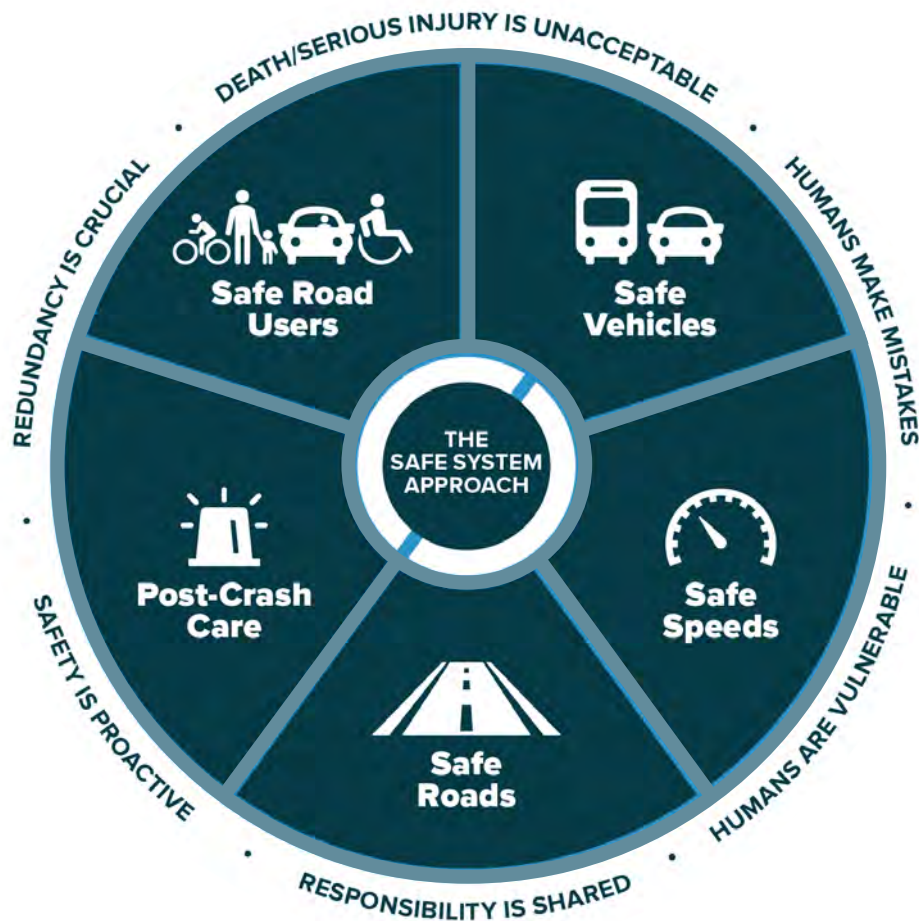
## Safety

The overall goals and strategies for this plan are based upon the Safe System approach. The Safe System approach acknowledges that humans make mistakes but seeks to ensure that those mistakes do not result in serious injuries for any road user. Knowing that the human body is vulnerable, it seeks to limit the kinetic energy transferred in a crash to a level a body can withstand when designing and operating a transportation network.

The Safe System approach incorporates five elements of a safe transportation system – safe road users, safe vehicles, safe speeds, safe roads, and post-crash care. This approach means that responsibility for road safety is not born solely by road users. While road users are responsible for their own behavior and abiding by laws and regulations and exhibiting due care and proper behavior on the transportation system, safety is a shared responsibility with those who design, operate, and maintain the transportation network, including the automotive industry, law enforcement, elected officials, and government bodies.

In a Safe System, roadway system designers provide safe roadways by using engineering standards, guidance from organizations such as Caltrans and the American Association of State Highway and Transportation Officials (AASHTO), and engineering judgment to create context-sensitive safety solutions.

To evaluate walking and biking safety, injury collisions from 2016 to 2021 involving people walking or biking were reviewed. Further details of this analysis is provided for each city and the unincorporated county in Chapter 5 to 16.



## Electric Mobility Devices

Electric bicycles (e-bikes) and other electric mobility devices such as electric scooters are a rapidly growing new transportation alternative in cities and other areas in California. These devices provide a potential option to cover longer travel distances and steeper grades. Bike share companies that include electric bikes and electric scooter rentals are common in many cities. By improving personal mobility without requiring use of a car, these devices may also be an appealing option to aging but active populations.

### E-Bikes

California designates three classes of e-bikes (CVC Section 312.5):

- » **Class 1** – low-speed pedal-assisted electric bicycle: Bicycle equipped with a motor that provides assistance only when the rider is pedaling and that ceases to provide assistance when the e-bike reaches 20 mph.
- » **Class 2** – low-speed throttle-assisted electric bicycle: Bicycle equipped with a throttle-actuated motor that ceases to provide assistance when the e-bike reaches 20 mph.
- » **Class 3** – speed pedal-assisted electric bicycle: Bicycle equipped with a motor that provides assistance only when the rider is pedaling, and that ceases to provide assistance when the e-bike reaches 28 mph.

Class 1 and 2 e-bikes are generally treated similarly to regular bicycles:

- » There is no minimum age to ride.
- » Helmets are required for ages 17 and under.
- » Allowed on all classes of bikeways, unless prohibited by the local jurisdiction (CVC Section 21207.5).

Class 3 e-bikes have more limitations on their use:

- » Riders must be 16 years of age or older.
- » A helmet is required for all riders.
- » They are allowed on Class II bike lanes or Class III bike routes, but not allowed on Class I shared-use paths or Class IV protected bikeways (CVC Section 21207.5).

## Electric Scooters

California Vehicle Code defines an electric scooter as a “motorized scooter”: any two-wheeled device that has handlebars, has a floorboard that is designed to be stood upon when riding, and is powered by an electric motor. This device may also have a driver seat that does not interfere with the ability of the rider to stand and ride and may also be designed to be powered by human propulsion (California Vehicle Code Section 407.5). Limitations on their use include:

- » Riders must use Class II bike lanes when they are present (CVC Section 21229).
- » Motorized scooters are not allowed on roads with a speed limit in excess of 35 miles per hour, unless in a Class II bike lane or Class IV separated bikeway (CVC section 21235). This prohibition includes street designated as Class III bicycle routes. A local authority may, by ordinance or resolution, authorize the operation of a motorized scooter outside of a Class II or Class IV bikeway on a highway with a speed limit of up to 35 miles per hour.
- » Motorized scooters are allowed on all other classes of bikeways unless prohibited by the local jurisdiction (CVC Section 21230).
- » Riders are prohibited from using sidewalks, except when entering or leaving adjacent property.
- » A helmet is required for all riders under 18 years of age.
- » A valid driver’s license or instruction permit is required.
- » Speeds are limited to 15 miles per hour,
- » Leaving a scooter on its side on a sidewalk, or otherwise parking one so that there was not an adequate path for pedestrians, is prohibited.

## Electrically Motorized Boards

According to California Vehicle Code, the term “electrically motorized board” is any wheeled device that has a floorboard designed to be stood upon when riding with a maximum speed of 20 miles per hour. The device may be designed to also be powered by human propulsion (CVC Section 313.5).

- » Use is restricted to roads with speed limits of 35 miles per hour or less, unless operated in a Class II or Class IV bikeway. On other bikeways, speed is limited to 15 miles per hour (CVC Section 21294).
- » Riders must be 16 years of age or older.
- » A helmet is required for all riders.

## Electric Personal Assistive Mobility Devices

According to California Vehicle Code, the term “electric personal assistive mobility device” (EPAMD) means a self-balancing, non-tandem two-wheeled device that can turn in place, with a maximum speed of 12.5 miles per hour (CVC Section 313). The most common example is the Segway. “Pedestrian” includes use of EPAMDs (CVC Section 467). EPAMDs can operate on bikeways and sidewalks unless prohibited by the local jurisdiction, but must yield to pedestrians (CVC Sections 21281.5 and 21282).



## Access

Laws for each electric device are different. E-bikes generally have more options for locations to ride, as summarized in Table 1-1. When determining access for electric bicycles and other electric devices, the following issues should be considered:

- » Electric mobility devices provide increased mobility for users who are less able to use regular bicycles due to age or disability.
- » Terrain with frequent elevation changes may discourage some people from walking or bicycling as transportation. Electric mobility devices may encourage more people to reduce use of motor vehicles.
- » Higher-speed electric mobility devices may generally be faster than most bicycles and pedestrians.
- » Some non-electric bike users and pedestrians may consider e-bikes and other powered to detract from their experience on bikeways and trails.
- » Consideration should be given to regulating parking and storage of devices so that they do not impede pedestrian or other traffic, in particular through the use of corrals.
- » The data that bike and scooter share companies collect can be valuable to a jurisdiction seeking to understand the movement of people and planning for them.

**Table 1-1: Permitted Access of Electric Mobility Devices on Bikeways in California Vehicle Code**

Device*	Class I Shared-Use Path	Class II Bike Lane	Class III Bike Route	Class IV Separated Bikeway
Class 1 E-Bike	Allowed	Allowed	Allowed	Allowed
Class 2 E-Bike	Allowed	Allowed	Allowed	Allowed
Class 3 E-Bike	Prohibited	Allowed	Allowed	Prohibited
Motorized Scooter**	Allowed	Allowed	Allowed (speed limit ≤ 35 mph)	Allowed
Electrically Motorized Board	Allowed	Allowed	Allowed	Allowed
Electric Personal Assistive Mobility Device	Allowed	Allowed	Allowed	Allowed

Notes: \*Local jurisdictions may enact further restrictions.

\*\*Outside of bikeways, not allowed on roads with speed limits in excess of 25 or 35 miles per hour (see discussion)

Source: California Vehicle Code 2023, Fehr & Peers, 2023



## Policy Options

Electric scooters have spread rapidly into different cities, but some concerns have attended their spread. A large concern with scooters has been their mixing with much slower pedestrian traffic. Some cities have responded by prohibiting sidewalk use, but on streets with fast vehicles and heavy traffic without bike lanes, they may be forced to mix with vehicular traffic, which may be less comfortable or safe and reduce overall use. Speed limits for scooters are another option, but enforcement may be challenging.

Jurisdictions have several policy options for e-bikes and other electric mobility devices. Different policies may be enacted for each device. Access options include:

- » Continue with existing access as allowed by state law.
  - This option provides the most mobility and accessibility for those who use these transportation options.
- » Prohibit access to sidewalks and Class I shared-use paths, where pedestrians are also present, but continue access to other bikeways.
  - This option separates the slowest and some of the fastest users of the path, but will not eliminate all fast riders, as regular bicycles may travel as fast as or faster than e-devices.
  - This option would result in more e-devices mixing with motor vehicle traffic.
  - In some locations, there may be no access for electric scooters, which are prohibited from roads with speed limits greater than 35 mph unless a bike lane or separated bikeway is available.
- » For Class 3 e-bikes, prohibit access to all bikeways except Class III bike routes.
  - This option provides the greatest restriction and separation.
  - This option would force e-devices to mix with vehicular traffic, which may be less comfortable or safe and reduce overall use of e-devices, and under some conditions may be prohibited by state law.

Jurisdictions may also develop policies concerning parking and storage of these devices, especially sharing systems, to minimize impacts on flows of pedestrians and other vehicles. These policies may require use of corrals, prohibit blocking of entrances, or other aspects.

## RELATIONSHIP TO OTHER PLANS AND POLICIES

Many local, regional, state, and federal plans and other documents were reviewed in development of this ATP. These plans and documents contain goals and policies and specific programs and requirements related to active transportation. Each of these documents is summarized in Appendix C.

### LOCAL JURISDICTIONS

Each jurisdiction has its own policies and requirements related to bicycling and walking. The documents containing these policies and requirements include

- » existing bicycle and pedestrian plans,
- » general plans,
- » standard drawings,
- » municipal codes, and
- » specific plans and other plans.

Specific local plans and documents for each jurisdiction are discussed in Appendix C .

### REGIONAL

The following regional plans were reviewed in the development of the ATP:

- » Fresno Council of Governments Regional Transportation Plan and Sustainable Communities Strategy
- » Fresno County Transportation Authority Measure C
- » Fresno Council of Governments Transportation Needs Assessment
- » Fresno Council of Governments Regional Safety Plan
- » Golden State Corridor Design Plans
- » Caltrans Bicycle Guide for District 6
- » Caltrans District 6 Active Transportation Plan

### STATE AND FEDERAL

Several state and federal plans and other documents contain goals, policies, and requirements relevant to the ATP.

- » California State Bicycle and Pedestrian Plan
- » California Green Building Code
- » California Assembly Bill 32
- » California Senate Bill 375
- » California Assembly Bill 1358
- » California Assembly Bill 743
- » US DOT Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations
- » US Americans with Disabilities Act

## Chapter 2

# EXISTING CONDITIONS

This chapter describes current conditions for walking and biking in the Fresno County region. The existing networks are presented along with a description of the socioeconomic and land use context of walking and biking. Specific maps and descriptions for each city and the county are presented in Chapters 5 to 17.

### CLIMATE

Although much of Fresno County is flat and the relatively dry climate is conducive to bicycling and walking, other local environmental conditions make active transportation more challenging. The land is more hilly toward the eastern side of the county. Summers are hot, with average high temperatures exceeding 95 degrees Fahrenheit and daily high temperatures frequently exceeding 100 degrees Fahrenheit. Air quality in the region frequently reaches the unhealthy range or higher due to both ground-level ozone and particulate matter.

### RAILROADS AND HISTORICAL DEVELOPMENT PATTERNS

Much of the Fresno region was originally settled adjacent to railroads. Railroads historically served the packing industry and continue to serve businesses in the region today. Amtrak also serves passengers in the region with a station in the city of Fresno. Many communities were developed with streets parallel and perpendicular to the railroads. Because the railroads generally traverse the Central Valley in a northwest/southeast orientation, the first streets in these communities were developed at a similar orientation. Later street development in these cities often occurred in a north/south or east/west orientation. Intersections formed where these developments meet are often at angles which make crossing more difficult for pedestrians and bicyclists.

In cities where the railroad still exists, railroad crossings also frequently create barriers due to poor pavement or sidewalk gaps.



## HIGH VOLUME REGIONAL ROADS

Communities in Fresno County are connected by many roads that serve large volumes of traffic, often at high speeds. Some of these roads are state routes controlled by Caltrans, while other roads are controlled by Fresno County. Limited access freeways often have few points at which pedestrians and bicyclist can cross. Other regional roads often have motor vehicles traveling at high speeds, making travel uncomfortable and stressful for pedestrians and bicyclist. Speeds may be lower when these roads pass through cities and unincorporated communities, but may still be higher than on local roads. Motor vehicle volumes are frequently still high, especially compared to local roads, making them more stressful for pedestrians and bicyclists.

In addition to serving as connectors across the county, these roads sometimes serve as main streets in cities and unincorporated communities. There these roads serve pedestrians, bicyclists, and local vehicle traffic as well as traffic moving between communities. Careful design is especially important in these locations to ensure that these roads serve all users, are safe for all users, and do not serve as a barrier to pedestrians and bicyclists.

Manning Avenue is an example of one of these high volume regional connecting roads. Manning Avenue is an east-west road spanning Fresno County, passing through the cities of San Joaquin, Parlier, and Reedley and the unincorporated community of Raisin City. In Parlier, the road is the location of many local businesses and local apartments and is the expected location of much future development. Similar conditions exist in the other communities along Manning Avenue and other regional high volume roads.

## OTHER FACTORS

Several other local conditions affect walking and bicycling in the Fresno County region:

- » **Gaps in active transportation networks:** Walking and bicycling networks have developed unevenly resulting in gaps. A sidewalk may serve one block or a few houses along a block but then be interrupted by another block or stretch of houses without sidewalks. Such conditions force pedestrians to walk along the road shoulder or in the street. Marked, improved crossings may not exist at busy intersections even if sidewalks are present. Similarly, gaps in bicycling networks may force bicyclists to mix with motor vehicles on busy, fast roads.
- » **Lack of related infrastructure:** Some neighborhoods lack curb and gutter and storm drainage. Sidewalks and paths can be difficult to construct and maintain if this infrastructure is not present. Adding this infrastructure dramatically increases the cost of developing active transportation facilities.
- » **Lighting:** Some streets, especially in unincorporated communities, do not have streetlights or have streetlights that are widely spaced. Several public comments requested improved lighting to increase safety and perceptions of safety, which will increase walking and bicycling.
- » **Loose dogs:** Several public comments also noted that loose dogs are a deterrent to walking and bicycling in several cities and unincorporated communities.

## DISADVANTAGED COMMUNITIES

Service to disadvantaged communities is a key metric in applications to many grant funding programs including California's Active Transportation Program. This plan presents seven different indicators of disadvantaged communities, sometimes referred to as environmental justice communities:

- » **Household median income** – census tracts with median households under 80% of the statewide median.
- » **CalEnviroScreen 4.0 score percentile** – a measure of environmental health by census tract. Inputs include socioeconomic factors, population characteristics, pollution factors, and environmental factors. Tracts with higher percentiles are more disadvantaged. The worst scoring 25% are identified.
- » **Free or reduced price meal eligibility** – the share of students at a school who are eligible for subsidized meals. Schools with more than 75% eligible are most disadvantaged.
- » **California Healthy Places Index** – A measure of the community conditions shaping health outcomes. Factors include economics, education, transportation, social, neighborhood, housing, clean environment, and healthcare access. Census tracts in the worst scoring 25% are considered disadvantaged by the ATP guidelines.
- » **Federal Climate and Economic Justice Screening Tool (CEJST)** – Launched by the White House Council on Environmental Quality. Federal agencies are implementing the Justice40 Initiative, which seeks to deliver 40 percent of the overall benefits of Federal climate, clean energy, affordable and sustainable housing, clean water, and other investments to disadvantaged communities that are marginalized, underserved, and overburdened by pollution. Communities are considered disadvantaged if they are in a census tract that meets the threshold for at least one of the tool's eight categories of burden and corresponding economic indicator.
- » **US DOT Equitable Transportation Community (ETC) Explorer Tool** – A measure of the cumulative burden communities experience, as a result of underinvestment in transportation, in the following five components: Transportation Insecurity, Climate and Disaster Risk Burden, Environmental Burden, Health Vulnerability, and Social Vulnerability. It is designed to complement the CEJST by providing users deeper insight into the transportation disadvantage component of CEJST. Census tracts scoring in the worst 25 percent are considered to be disadvantaged by the Active Transportation Program.
- » **FCOG Environmental Justice Areas** – The FCOG Environmental Justice Subcommittee defined the environmental justice area as the travel demand model travel analysis zones (TAZs) within Fresno County with a concentration of minority and/or low-income population equal to or greater than the Fresno County average. This methodology has been implemented by several other major metropolitan planning organizations in California in assessing equity in their regions.

Specific descriptions for each jurisdiction are presented in Chapters 5 to 17. Many areas covered by this plan have one or more indicators of disadvantaged community status.



## CONNECTIONS WITH TRANSIT

The primary transit provider in the jurisdictions covered by this plan is the Fresno County Rural Transit Agency, which has extensive routes across Fresno County. Other transit providers serving Fresno County destinations include

- » **Fresno Area Express**, serving the City of Fresno and adjacent communities;
- » **Clovis Transit**, serving Clovis and adjacent communities;
- » **Kings Area Rural Transit**, connecting Hanford to the Fresno–Clovis Metropolitan Area with stops in Laton and Selma; and
- » **The Dinuba Connection**, with service to Reedley.

These agencies provide fixed route and demand-responsive transit service. Buses are provided with bike racks by each of these agencies. Transit stops are shown on the key destinations maps for each jurisdiction presented in Chapters 5 to 17.



*This Rural Transit bus serves the City of Huron and nearby communities..*

## Chapter 3

# PLANNED NETWORKS AND PROGRAMS

This chapter discusses the planned walking networks, biking networks, and supporting facilities and programs for the Fresno County region.

### Walking and Biking Networks

The build-out pedestrian and bicycle networks are the long-term vision of the active transportation facilities for the region. The networks include shared-use paths, bike lanes and routes, sidewalks, and crosswalk improvements. The proposed networks are designed to connect to neighborhoods in each community, to provide access to key destinations, and to serve as recreational assets. Details of each jurisdiction's networks are presented in Chapters 5 to 17.

The networks were developed with the following primary considerations:

- » connectivity to key destinations, especially schools, parks, and civic buildings;
- » collision history;
- » previous plans;
- » connections to adjacent jurisdictions' networks;
- » discussions with jurisdiction staff, school district staff, and law enforcement; and
- » public comment.



## CROSSING AND INTERSECTION IMPROVEMENTS

Several crossing improvement projects are also proposed in Chapters 5 to 17 to improve pedestrian comfort and safety. The decision to install a marked crosswalk or other crosswalk enhancement should take into account good engineering judgment, engineering study, and/or other necessary considerations as appropriate for each individual location. Some of these considerations include

- » Pedestrian travel demand. Demand should include both existing demand and latent demand, the increase in pedestrians that would result from the improvement.
- » Service of a facility or use that generates higher pedestrian travel or serves a vulnerable population (for example, children, elderly, persons with disabilities). This may include schools, hospitals, senior centers, recreation/community centers, libraries, parks, or trails. Service of such facilities can justify pedestrian improvements to areas of demand less than 20 pedestrians/hour.
- » Sight distance requirements, using appropriate stopping sight distance guidance from AASHTO’s A Policy on Geometric Design for Highways and Streets or the Caltrans Highway Design Manual.
- » Delay to pedestrian movements.
- » Distance to nearest crossing.
- » Guidance of the California Manual on Uniform Traffic Control Devices (MUTCD) and FHWA’s Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations

Depending on the characteristics of a specific location, a marked crosswalk alone may not be sufficient to ensure efficient function for all users and maintain pedestrian safety. FHWA’s Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations provides information on how to select the most appropriate treatment for a specific location. That guide and other resources should be used as appropriate by the designer when the recommendations of this plan are implemented. With consideration of this guide, this plan uses three levels of crosswalk treatments for its planning purpose as shown in Table 3-1.

**Table 3-1: Recommended Crosswalk Treatments and Enhancements**

Level	Recommended Treatment Or Enhancement
Low	<p><b>All of the following:</b></p> <ul style="list-style-type: none"> <li>» High visibility crosswalk</li> <li>» Signs</li> <li>» Pavement word markings</li> </ul>
Medium	<p><b>All of the following:</b></p> <ul style="list-style-type: none"> <li>» Rectangular Rapid Flashing Beacons</li> <li>» High visibility crosswalk</li> <li>» Signs</li> <li>» Pavement word markings</li> </ul>
High	<p><b>All of the following:</b></p> <ul style="list-style-type: none"> <li>» Pedestrian Hybrid Beacon or Pedestrian Signal</li> <li>» High visibility crosswalk</li> <li>» Signs</li> <li>» Pavement word markings</li> </ul>

Source: Fehr & Peers, 2023





## HIGH VOLUME REGIONAL CONNECTING ROADS

As discussed in Chapter 2, Existing Conditions, the region is connected by many roads that serve large volumes of traffic, often at high speeds. Where these roads pass through cities or unincorporated communities, speeds are generally slower, but traffic volumes are frequently still high, and the roads must serve pedestrians, bicyclists, and local vehicle traffic as well as traffic moving between communities. Careful design is required to ensure that these roads are safe for all users, and do not serve as a barrier to bicyclists and pedestrians.

To serve the needs of all of these different users, Caltrans developed *Main Street, California: A Guide for Improving Community and Transportation Vitality*, most recently updated in 2013. This document provides guidance to create streets that are multimodal, livable, and sustainable. It provided good guidance for use when regional roads pass through cities. Principles described in this document include

- » flexibility in design, taking the context of the project location into consideration;
- » partnerships between agencies, communities, and stakeholders to develop collaborative options for funding, maintaining, and operating these streets;
- » developing main streets for all, providing people the freedom to choose their preferred modes of travel;
- » creating livable main streets, which improve a community's quality of life and unique sense of place; and
- » creating sustainable main streets, supporting stewardship of natural resources, economic resources, and social resources.

Many strategies are available to fulfill these principles on streets in cities and communities in Fresno County. These strategies include

- » addition of traffic calming features to reduce vehicle speeds;
- » reducing vehicle lane widths;
- » using road diets to allocate space to bicyclists and other uses;
- » pedestrian refuge islands and curb extensions or bulb-outs; and
- » modifying intersections to better serve pedestrians and bicyclists, including use of
  - pedestrian countdown timers,
  - leading pedestrian intervals, and
  - bicycle detection.

In rural areas outside of cities and unincorporated communities, bike lanes, separated bikeways, or shared-used paths should be used to support walking and biking.

## **BICYCLE PARKING**

Current bicycle parking and recommended additions to bicycle parking are presented for each jurisdiction in Chapters 5 to 17. However, data was not available from all jurisdictions to determine where bicycle parking exists and where it should be added. To support these recommendations, this plan recommends developing a countywide project to survey schools, parks, and public buildings to identify places where bicycle parking should be installed or improved. The project should then implement new bicycle parking meeting the standards discussed in Chapter 1, Introduction, at the recommended locations. Business owners should be encouraged to work with local jurisdictions to provide bicycle parking in visible areas in commercial districts to entice riders to stop and frequent local businesses.

## **SUPPORTING PROGRAMS**

Several improvements to other supporting programs are also recommended for the jurisdictions covered by this plan. General information about these programs is provided in Chapter 1. Specific recommendations are provided here.

### **Education and Encouragement**

Many of the jurisdictions within the region have few education and encouragement programs. Collaborating with other organizations provides a good opportunity to engage the community. In the region, groups such as Cultiva La Salud and Leadership Counsel for Justice and Accountability have hosted successful events that encourage active transportation and other healthy activities in disadvantaged communities. Hosting events with these organizations will allow jurisdiction staff to reach local children and other residents more effectively.

The California Office of Traffic Safety also provides grants for education, encouragement, and enforcement efforts aimed at improving pedestrian and bicyclist safety. Appendix E, Funding Sources, provides more details on these programs.

### **Personal Safety and Lighting**

Local jurisdictions should also consider other improvements to the community environment that will enhance residents' safety and perceptions of safety. Adding lighting improvements can deter crime and increase walking and bicycling outside of daylight hours. Enforcing leash laws and otherwise deterring loose dogs will also diminish another deterrent to walking and bicycling frequently noted in Fresno County.



## **Pedestrian and Bicyclist Counts**

Most jurisdictions have not completed bicycle or pedestrian counts to evaluate use of existing facilities. Fresno COG has bicycle and pedestrian counters available that can be used to measure use of facilities. Bicycle and pedestrian counts can also be included as part of traffic counts that are often performed when developing roadway improvements.

## **Wayfinding**

Most jurisdictions do not have wayfinding signage. Good wayfinding signs can direct users to connecting facilities and key destinations also encourage pedestrians and bicyclists to visit local business. These signs are recommended at trail junctions and at intersections of key bicycling and walking routes.

## **Maintenance**

Many jurisdictions do not have maintenance policies for bicycle and pedestrian facilities. Although funds for maintenance are limited in many jurisdictions, clear maintenance policies can make best use of existing funding to make biking and walking safer and encourage more biking and walking.

## **Expenditure Tracking**

Many jurisdictions do not have the ability to summarize historical expenditures on bicycle and pedestrian improvements and maintenance. Adding the ability to summarize such expenditures will allow easier tracking of investments in these facilities and support future grant applications.



## POTENTIAL OUTCOMES

Following implementation of the planned networks and supporting programs, substantial improvements may be achieved in active transportation use and safety of pedestrians and bicyclists.

By increasing the facilities available to users, mode share may increase to levels seen in other comparable cities. As the network continues to expand towards build-out, usage may be expected to be similar to cities with comparable characteristics. Sacramento is a city in the Central Valley with a comparable climate to that of the Fresno County region. Sacramento currently has a 3.0% walking mode share and a 1.5% bicycling mode share. Some cities already have mode shares that are close to or exceed those of Sacramento. A good comparison for those cities is Palo Alto, a California city with more developed infrastructure. Palo Alto has a walking mode share of 4.2% and a bicycling mode share of 7.6%. Though no single city is exactly comparable, these comparisons provide reasonable targets to achieve by implementing the ATP. Achieving comparable mode shares in Fresno County jurisdictions would result in large trip increases in most areas, as shown in Table 3-1. As discussed in Chapter 2, Existing Conditions, because these numbers are based on commute trips and do not include shopping, school, or recreational trips, or commuters who only walk or bike to work part time, the actual number of future trips is likely to be higher than these estimates.

By implementing this plan, pedestrian and bicyclist safety will also be improved and the number of collisions involving pedestrians and bicyclists will also be reduced. A 50% or greater reduction in injuries and fatalities is a reasonable expectation if all aspects of this plan, including supporting programs, are implemented. In addition to these direct health improvements due to collision reduction, implementation will also support increased physical activity by region residents, improving community health by reducing incidence of heart disease, high blood pressure, Type 2 diabetes, mental illness, and obesity.

**Table 3-1: Trips to Work by Walking and Bicycling**

Jurisdiction	Walking				Bicycling			
	Current Estimate	Current Share	Future Estimate	Future Share	Current Estimate	Current Share	Future Estimate	Future Share
Coalinga	131	2.4%	229	4.2%	0	0.0%	82	1.5%
Firebaugh	4	0.2%	62	3.0%	0	0.0%	31	1.5%
Fowler	0	0.0%	76	3.0%	8	0.3%	38	1.5%
Huron	0	0.0%	71	3.0%	0	0.0%	35	1.5%
Kerman	117	2.0%	176	3.0%	41	0.7%	88	1.5%
Kingsburg	94	1.9%	149	3.0%	74	1.5%	223	4.5%
Mendota	34	0.9%	115	3.0%	0	0.0%	57	1.5%
Orange Cove	64	2.0%	96	3.0%	0	0.0%	48	1.5%
Parlier	31	0.5%	185	3.0%	0	0.0%	93	1.5%
Sanger	280	2.5%	471	4.2%	0	0.0%	168	1.5%
San Joaquin	9	0.9%	29	3.0%	0	0.0%	14	1.5%
Fresno County	6,173	1.5%	12,345	3.0%	1,646	0.4%	6,173	1.5%

*Note: Workers aged 16 years and older, excludes percentage of employees that work from home.  
Sources: U.S. Census 2017 -2022 American Community Survey, 2023; Fehr & Peers, 2023*

## Chapter 4

# IMPLEMENTATION

Implementation of the planned walking and biking networks is anticipated to occur in multiple ways:

- » through active transportation projects pursued to implement this plan;
- » in conjunction with adjacent land development projects as each jurisdiction requires those projects to construct roadway and sidewalk frontage improvements in accordance with jurisdiction standards and the planned facilities identified in this plan; and
- » in conjunction with maintenance and capacity enhancement projects, such as slurry seals, pavement reconstruction, roadway widening, or sidewalk rehabilitation projects.

Active transportation projects will be implemented based upon the priorities identified in the next section. Implementation will require many years to complete; implementation of priority projects will be targeted for completion in the next five to ten years. Implementation of each project is dependent upon availability and acquisition of funding. Projects requiring land acquisition or utility relocation will require extra time to implement. Improvements associated with work on adjacent roadways or development of adjacent land uses will provide opportunities for implementation relatively easily or at lower cost than if implemented separately. In these cases, lower priority improvements may be implemented before higher-priority improvements, depending on the location of these land development and roadway projects. Implementation of each project is also dependent on detailed feasibility and design studies based on local conditions.

Completion of projects in this plan should be reported by jurisdiction staff to the city councils and board of supervisors and on each city's website. Fresno COG will update this plan periodically to reflect changing conditions and needs and progress toward completion.

## PRIORITIZATION

The elements of these networks were prioritized as “High Priority” or “Other” (not high priority) for all jurisdictions based on several criteria:

- » proximity to key destinations, including schools, parks, bus stops, and activity centers;
- » collision locations;
- » disadvantaged community indicators;
- » senior and youth populations;
- » public comment; and
- » judgment of local jurisdiction staff.

Lists of projects with priorities are provided in Appendix D, Projects, Priorities, and Cost Estimates.

## COSTS

The estimated costs to implement each type of facility are provided in Appendix D and summarized in Table 5-1. Summarized costs for each jurisdiction are provided in Chapters 5 to 17. On-street bike routes and bike lanes are the least expensive to construct per mile, while separated bikeways, sidewalks, and shared-use paths are most expensive to construct. If roads must be widened, utilities relocated, or land acquired to implement any of these facilities, costs will increase. However, many of these facilities may be implemented during development of adjacent land uses or in conjunction with other projects. Therefore, some of these costs will not be directly borne by the jurisdiction.

Project cost estimates are based on local unit cost estimates. These estimates were developed based on relevant project experience in the area. Assumptions for each bikeway type and details of these estimates are described in Appendix D. Note that these are high-level cost estimates, therefore more detailed study and design of individual project will be required to refine them.

**Table 4-1: Project Cost Estimates**

Facility Type	Cost Per Mile	High Priority	Total
Sidewalk	\$369,600	\$10,733,800	\$28,709,100
Shared-Use Path (Class I)	\$955,700	\$74,745,297	\$262,569,018
Bike Lane (Class II)*	\$401,400	\$58,500,036	\$180,674,154
Bike Route (Class III)*	\$16,000	\$947,040	\$4,628,000
Separated Bikeway (Class IV)*	\$633,600	\$13,185,216	\$19,698,624
Intersection Improvements		\$5,566,900	\$10,761,500
Overcrossing		\$630,000	\$630,000
<b>Total</b>		<b>\$164,308,289</b>	<b>\$507,103,396</b>

*\*Distance measured by centerline*

*Source: Fehr & Peers, 2023, Mark Thomas & Company, 2023*

Unit costs for other equipment, including installation are presented in Table 5-2.

**Table 4-2: Unit Costs for Other Equipment**

Equipment Type	Cost
Bike Rack (each)	\$2,900
Wayfinding Signage (each)	\$790
Lighting (single street light)	\$15,000

*Source: Fehr & Peers, 2023, Mark Thomas & Company, 2023*



## FUNDING

Regional, state, and federal funding is available for walking and biking projects and programs. Appendix E, Funding Sources, summarizes these funding sources including their applicability to projects, planning efforts, and programs proposed in this plan.

The following funding sources are recommended as the most applicable for the projects in this plan:

### Regional

- » Fresno County Transportation Authority Measure C
- » SJVAPCD Bikeway Incentive Program

### State

- » Active Transportation Program
- » Highway Safety Improvement Program
- » California Department of Parks & Recreation Recreational Trails Program

### Federal

- » Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program
- » Congestion Mitigation and Air Quality (CMAQ) Improvement Program
- » Surface Transportation Block Grant (STBG) Program
- » Rural Surface Transportation Grant Program
- » Reconnecting Communities: Highways to Boulevards
- » Strengthening Mobility and Revolutionizing Transportation (SMART) Grant Programs
- » Safe Streets and Roads for All (SS4A) Grant Program
- » Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Grant Program

In addition to these funding programs, two other funding sources may be considered:

**Local Developer Fees:** Local fees from land development projects can provide match funding or full implementation of projects where there is a nexus to the project.

**Federal and State Earmarks:** Opportunities to secure funding through federal and state legislation via earmarks has occurred at both the federal and state levels. There may be an opportunity to highlight the need for a project with Congressional Representatives and State Assembly members and Senators. Given the often short time frames for consideration, consider proactively developing a fact sheet with funding needs and benefits for potential projects in advance of a request.





## Chapter 5

# COALINGA

This chapter describes the current conditions and future plans for walking and biking in the City of Coalinga.

### EXISTING CONDITIONS

The City of Coalinga is located in southwest Fresno County approximately 10 miles west of Interstate-5 (see Figure 1-1).

#### Existing Bicycle & Pedestrian Facilities

There are 83.5 miles of sidewalks and 7.2 miles of bikeways within Coalinga. These networks are summarized in Table 5-1 and depicted in Figures 5-1 and 5-2.

**Table 5-1: Summary of Existing Walking & Bicycling Facilities in Coalinga**

Type	Miles
Sidewalk	83.5
Shared Use Path (Class I)	2.0
Bike Lane (Class II)*	4.7
Bike Route (Class III)*	0.0
Separated Bikeway (Class IV)*	0.2

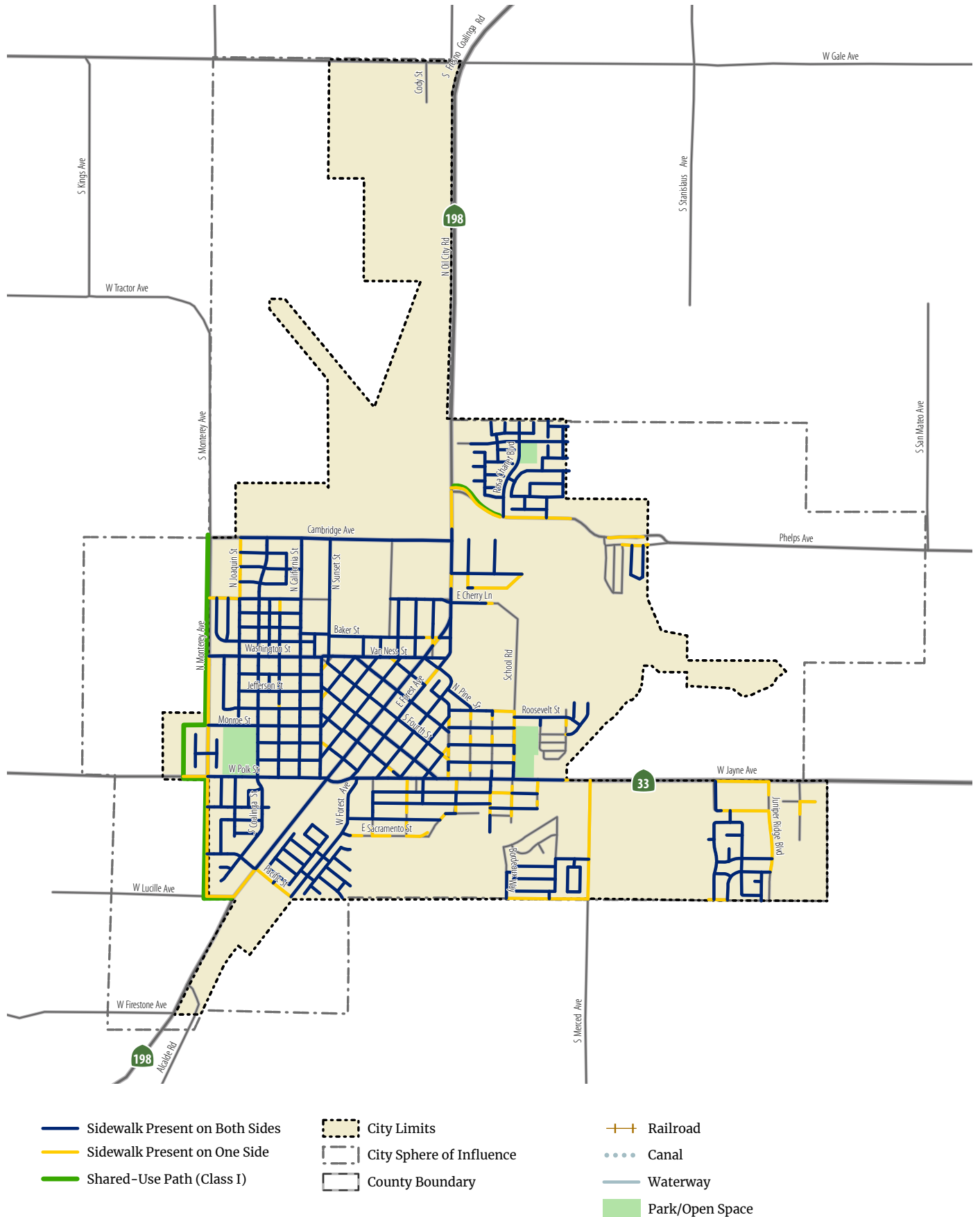
*\*Distance measured by centerline*

The following conditions are noted relevant to the safety and comfort of bicycling and walking in Coalinga:

- » The sidewalk network is built out in most of the city.
- » Pedestrian crossings are sometimes difficult where the angled railroad grid meets the north-south grid.
- » There are shared-use paths along much of the edge of the city.
- » A separated bikeway is present on the west edge of town along Monterey Avenue.
- » There are numerous bicycle parking locations in the central city.

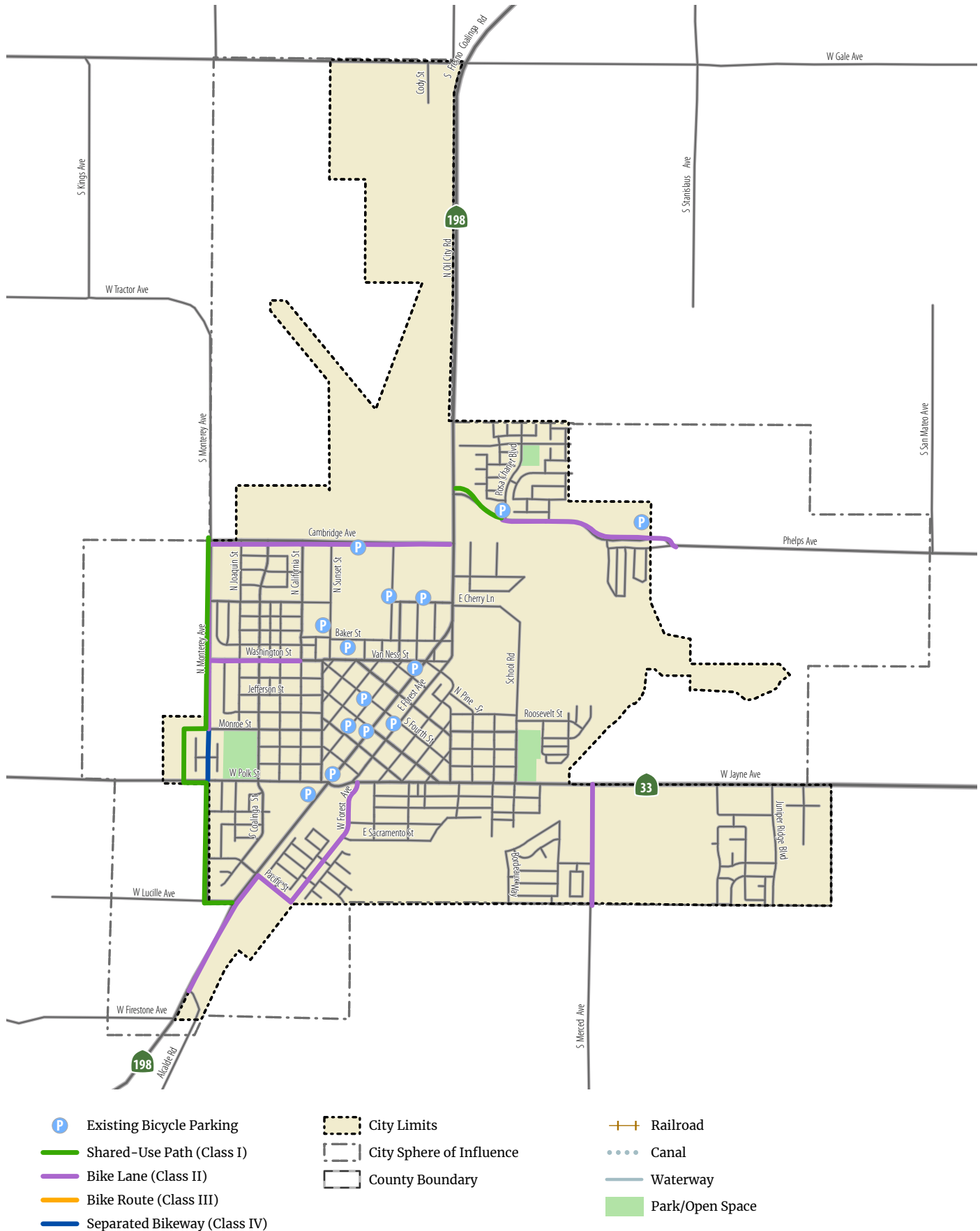


**Figure 5-1: Existing Walking Facilities in Coalinga**



Source: Fehr & Peers, 2023

**Figure 5-2: Existing Bicycling Facilities in Coalinga**



Source: Fehr & Peers, 2023



Cycle track along Monterey Avenue



## Plans and Policies Related to Active Transportation

The following city plans and policies are relevant to biking and walking in Coalinga:

- » City of Coalinga General Plan (2009)
- » City of Coalinga Active Transportation Plan (2017)
- » Municipal Code of Coalinga, California

These plans and policies are discussed in greater detail in Appendix C. Regional, state, and federal plans and policies are also discussed in Appendix C.

## Expenditures on Active Transportation Facilities

Recent expenditures on bicycle and pedestrian facilities are summarized in Table 5-2.

**Table 5-2: Active Transportation Expenditures in Coalinga, 2017-2023**

Project	Project Cost	Funding Source & Year
Trail Segments 3, 4, and 9 – in right-of-way phase	\$159,656.29	ATP Cycle 4
Trail Segments 10,11,12	\$673,870.50	CMAQ 2017 Cycle
Trail segments 1,2,13,14 – in right-of-way phase	\$158,410.38	CMAQ 2019 Cycle
Polk Street improvements	\$4,422.42	ATP Cycle 5
Polk Street: 5th Street to Elm Street	\$601,824.44	CMAQ 2019 Cycle
Polk Street: Elm Street to Monterey Street	\$938,987.42	CMAQ 2019 Cycle
Elm Street near Coalinga Fire Department	\$758,706.24	City Funds
Elm Street and Cambridge Street	\$514,351.78	City Funds
Sunset Street	\$878,986.94	STBG
Sidewalk Improvements	\$226,139.22	TDA
ADA Compliance	\$48,965.28	Measure C

Source: City of Coalinga, 2023

## Maintenance

Coalinga does not have a maintenance policy and procedure for walking and biking infrastructure. However, staff does consider these needs and puts them into work programs during planning for each budget year.

## Education and Encouragement Programs

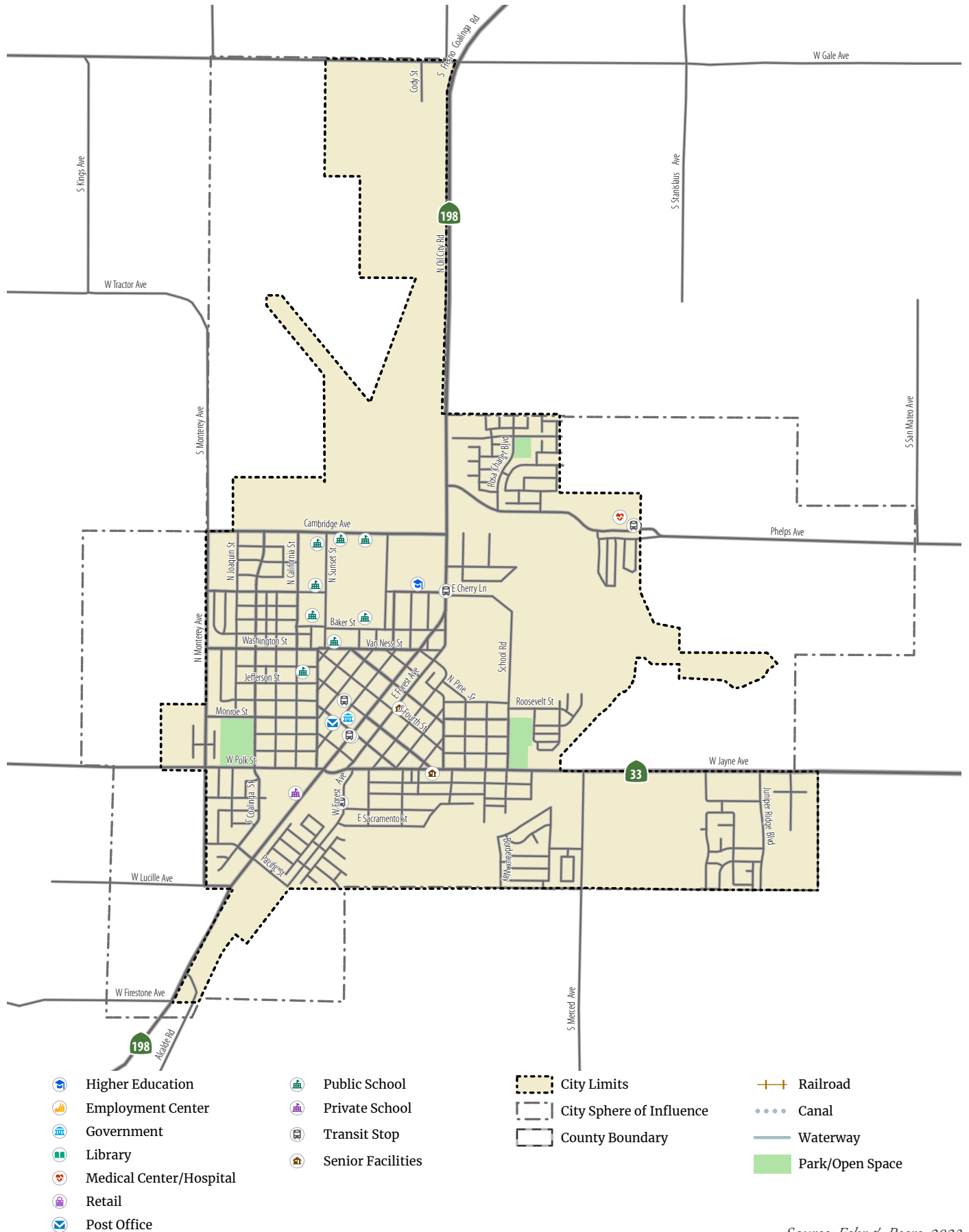
Coalinga uses social media to publicize improvements to walking and biking infrastructure as they are developed and completed.

## Key Destinations

Figure 5-3 shows key destinations for bicyclists and pedestrians in the City of Coalinga. Appendix C also includes a city zoning map. Highlights include

- » West Hills College, Coalinga Campus
- » Cambridge High School, Coalinga High School, Coalinga Middle School, Sunset Elementary School, and Dawson Elementary School
- » Coalinga-Huron District Library
- » Keck Park and Keck Park Community Center, George E Olsen Memorial Park
- » Restaurants and businesses downtown, especially along Elm Avenue

**Figure 5-3: Key Destinations in Coalinga**



Source: Fehr & Peers, 2023

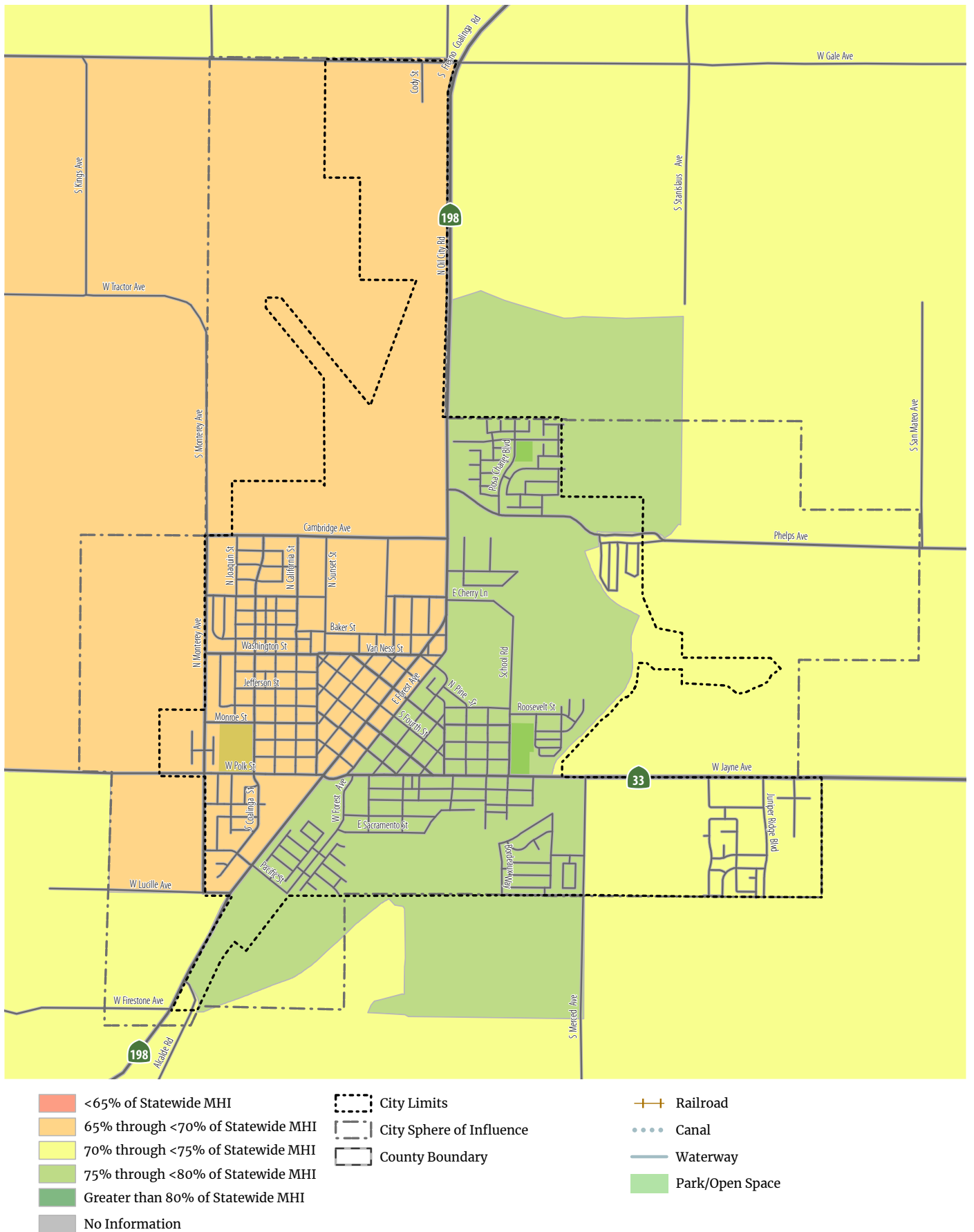
## Disadvantaged Communities

All of Coalinga meets one or more of the Active Transportation Program criteria for disadvantaged communities, described in Chapter 2, Existing Conditions.

- » **Median Household Income:** All of Coalinga meets this criterion; households in the western portion have the lowest median household income, as shown in Figure 5-4.
- » **Free & Reduced Price Meals for Schools:** All schools in Coalinga meet this criterion, as shown in Figure 5-5.
- » **CalEnviroScreen:** Areas east of Elm Avenue are within the the 15 through 25 percent most disadvantaged areas in the State, as shown in Figure 5-6.
- » **Healthy Places Index:** Only the far eastern areas of Coalinga are within the 20 percent most disadvantaged areas in the state and thus meet this criterion, as shown in Figure 5-7.
- » **Federal Climate & Economic Justice Screen:** Only areas east of Elm Avenue meet this criterion in any category as shown in Figure 5-8.
- » **US DOT Equitable Transportation Community Disadvantaged Community Tool:** No areas of Coalinga meet this criterion.
- » **FCOG Environmental Justice Areas:** Some areas of Coalinga are considered FCOG Environmental Justice Areas as shown in Figure 5-9

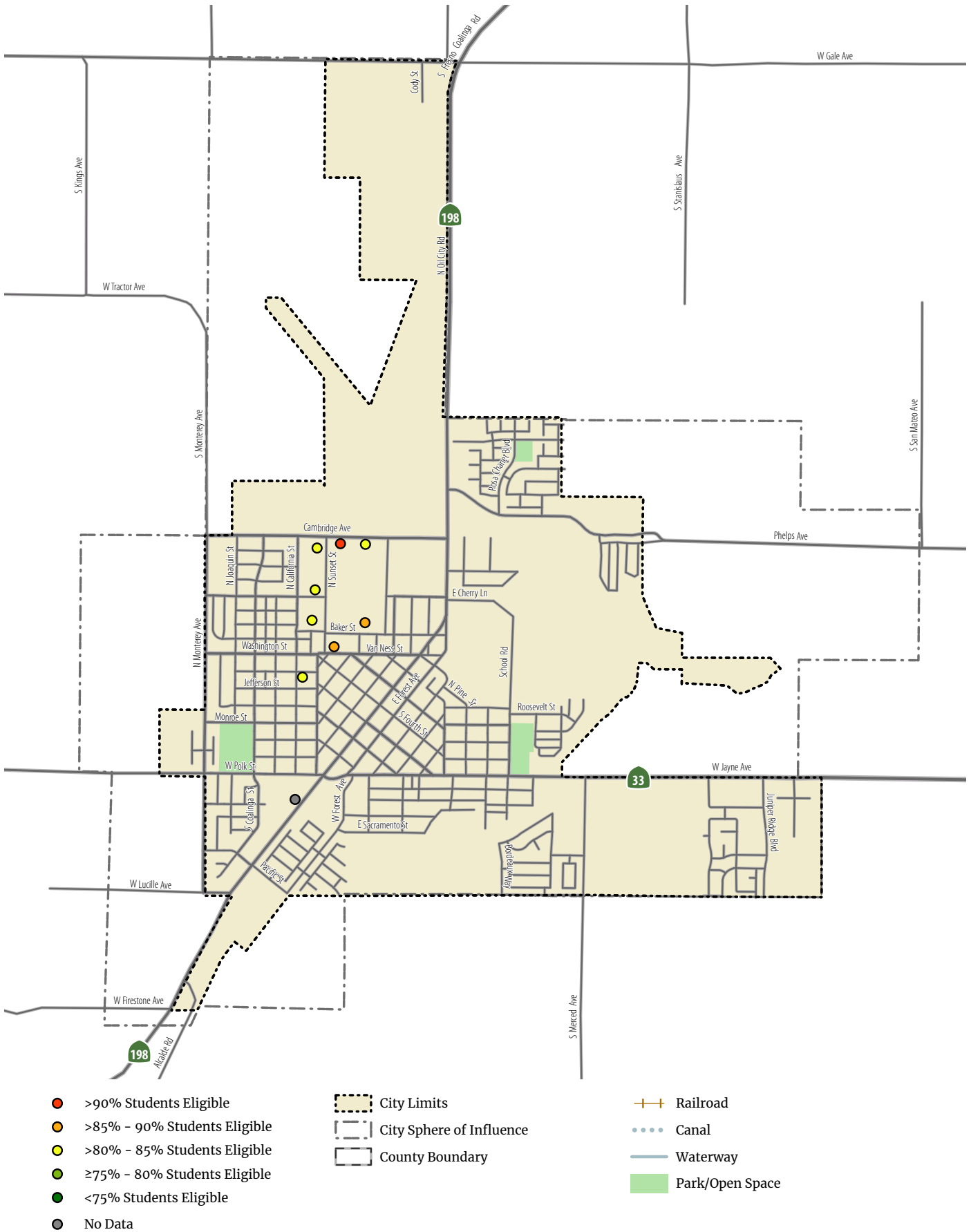


**Figure 5-4: Coalinga Median Household Income**



Sources: US Census 2018-2022 ACS, 2023, Fehr & Peers, 2023

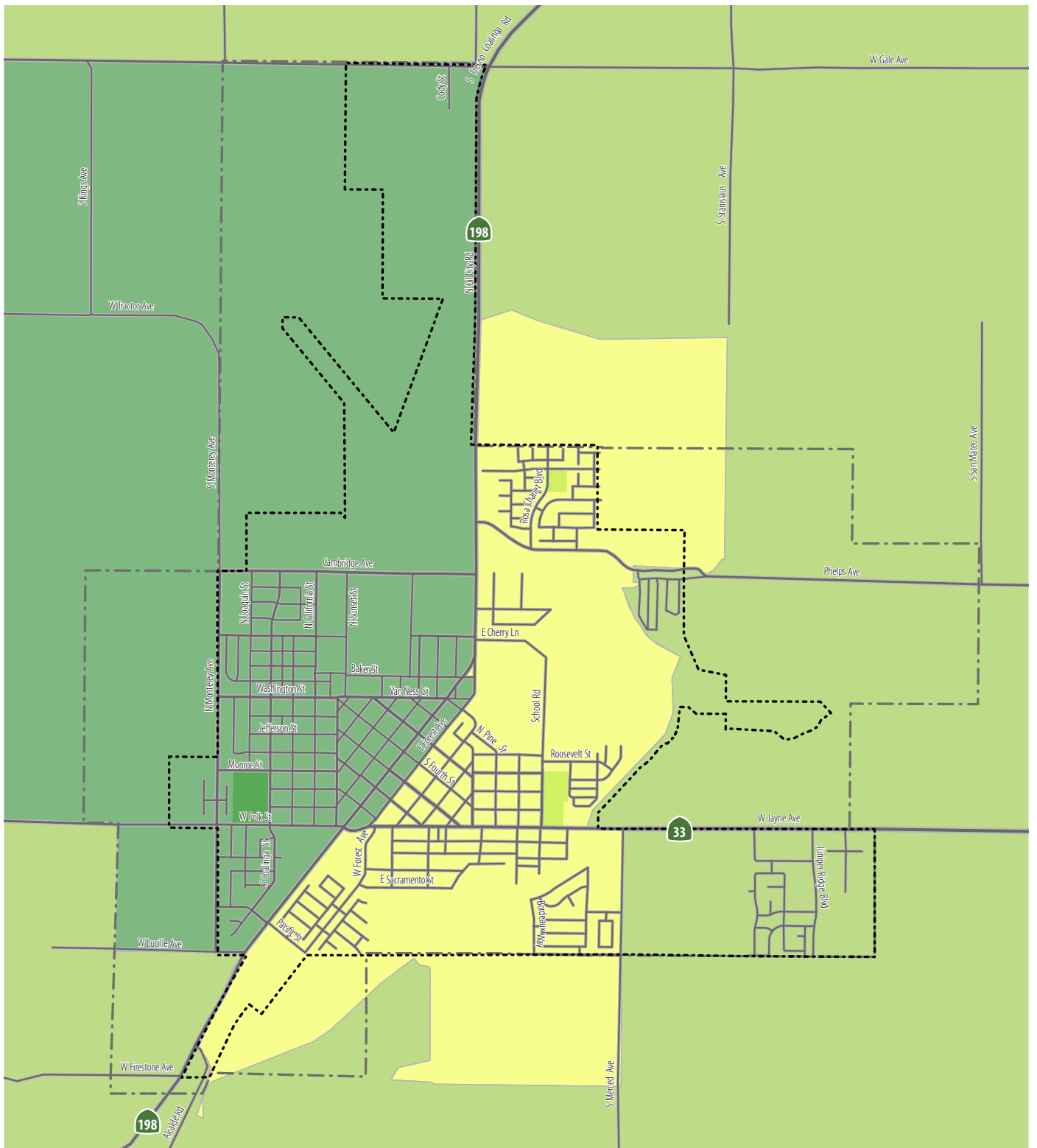
**Figure 5-5: Coalinga Schools Free & Reduced Price Meal Eligibility**



Sources: California Department of Education, 2023; Fehr & Peers, 2023



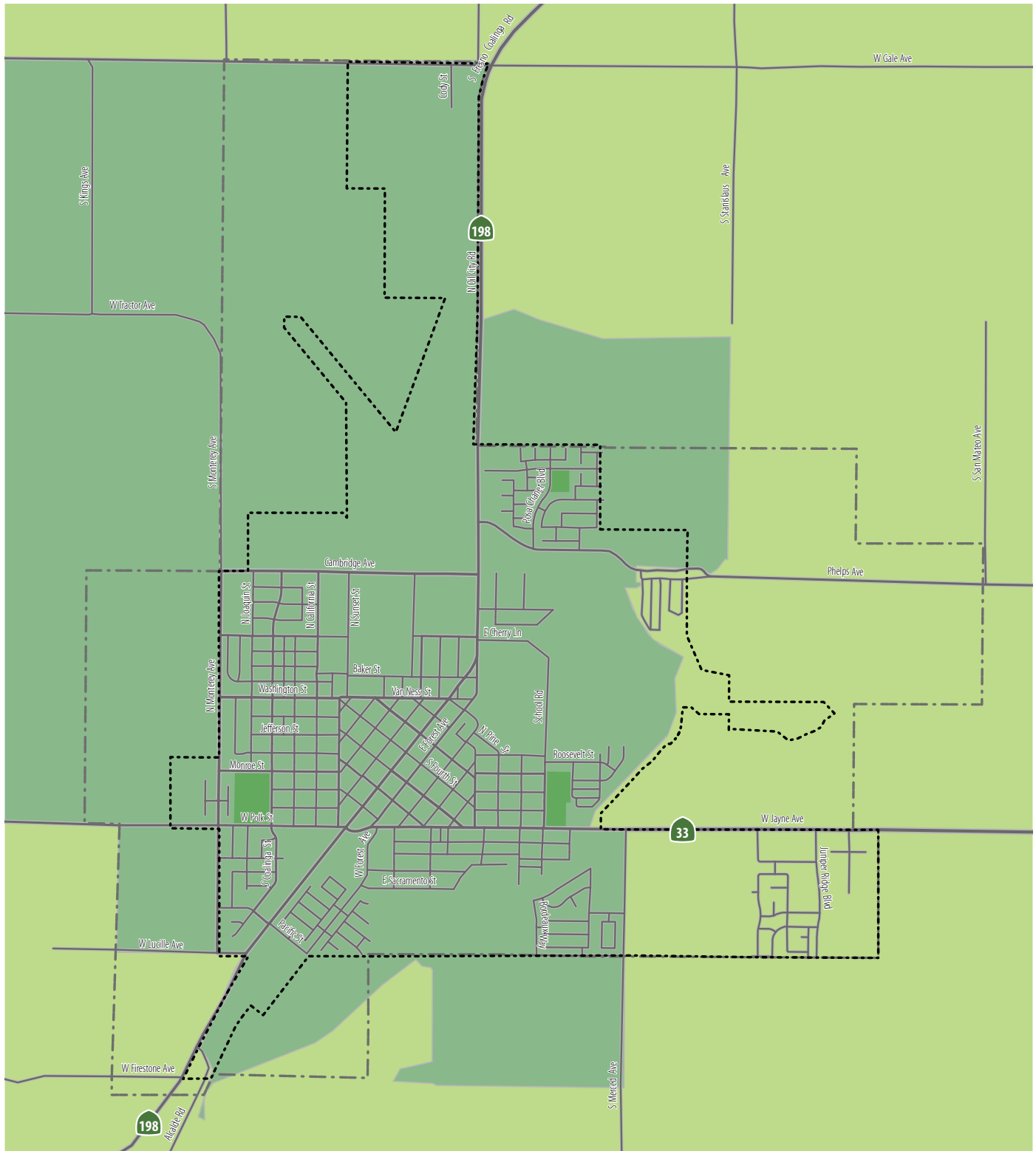
**Figure 5-6: Coalinga CalEnviroScreen Score**



- |   |  |   |
|---|--|---|
| <span style="display: inline-block; width: 15px; height: 10px; background-color: #f46d43; border: 1px solid black;"></span> <10% Most Disadvantaged             | <span style="display: inline-block; border: 1px dashed black; width: 15px; height: 10px;"></span> City Limits              | <span style="display: inline-block; width: 15px; height: 10px; border-top: 1px dashed black; border-bottom: 1px dashed black;"></span> Railroad |
| <span style="display: inline-block; width: 15px; height: 10px; background-color: #fdae61; border: 1px solid black;"></span> 10% through <15% Most Disadvantaged | <span style="display: inline-block; border: 1px dotted black; width: 15px; height: 10px;"></span> City Sphere of Influence | <span style="display: inline-block; width: 15px; height: 10px; border-left: 1px dotted black; border-right: 1px dotted black;"></span> Canal    |
| <span style="display: inline-block; width: 15px; height: 10px; background-color: #ffff99; border: 1px solid black;"></span> 15% through <20% Most Disadvantaged | <span style="display: inline-block; border: 1px solid black; width: 15px; height: 10px;"></span> County Boundary           | <span style="display: inline-block; width: 15px; height: 10px; background-color: #a6c9ec; border: 1px solid black;"></span> Waterway            |
| <span style="display: inline-block; width: 15px; height: 10px; background-color: #99d8c9; border: 1px solid black;"></span> 20% through 25% Most Disadvantaged  |  | <span style="display: inline-block; width: 15px; height: 10px; background-color: #66c2a4; border: 1px solid black;"></span> Park/Open Space     |
| <span style="display: inline-block; width: 15px; height: 10px; background-color: #41ab5d; border: 1px solid black;"></span> Above 25% Most Disadvantaged        |  |   |
| <span style="display: inline-block; width: 15px; height: 10px; background-color: #cccccc; border: 1px solid black;"></span> No Information                      |  |   |

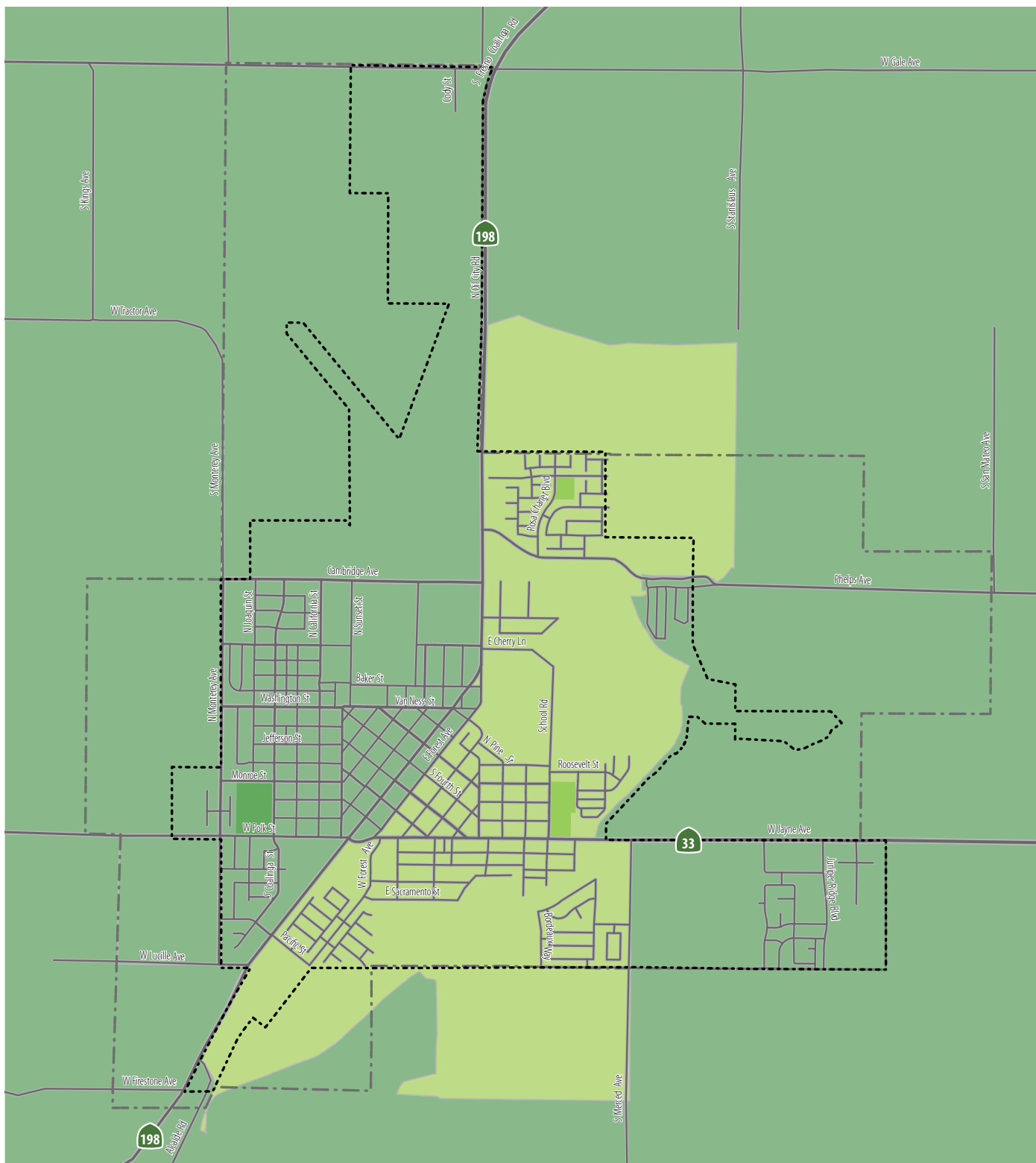
Sources: California Office of Environmental Health Hazard Assessment; 2023, Fehr & Peers, 2023

**Figure 5-7: Coalinga Healthy Places Index Score**



Sources: Public Health Alliance of Southern California, 2023; Fehr & Peers, 2023

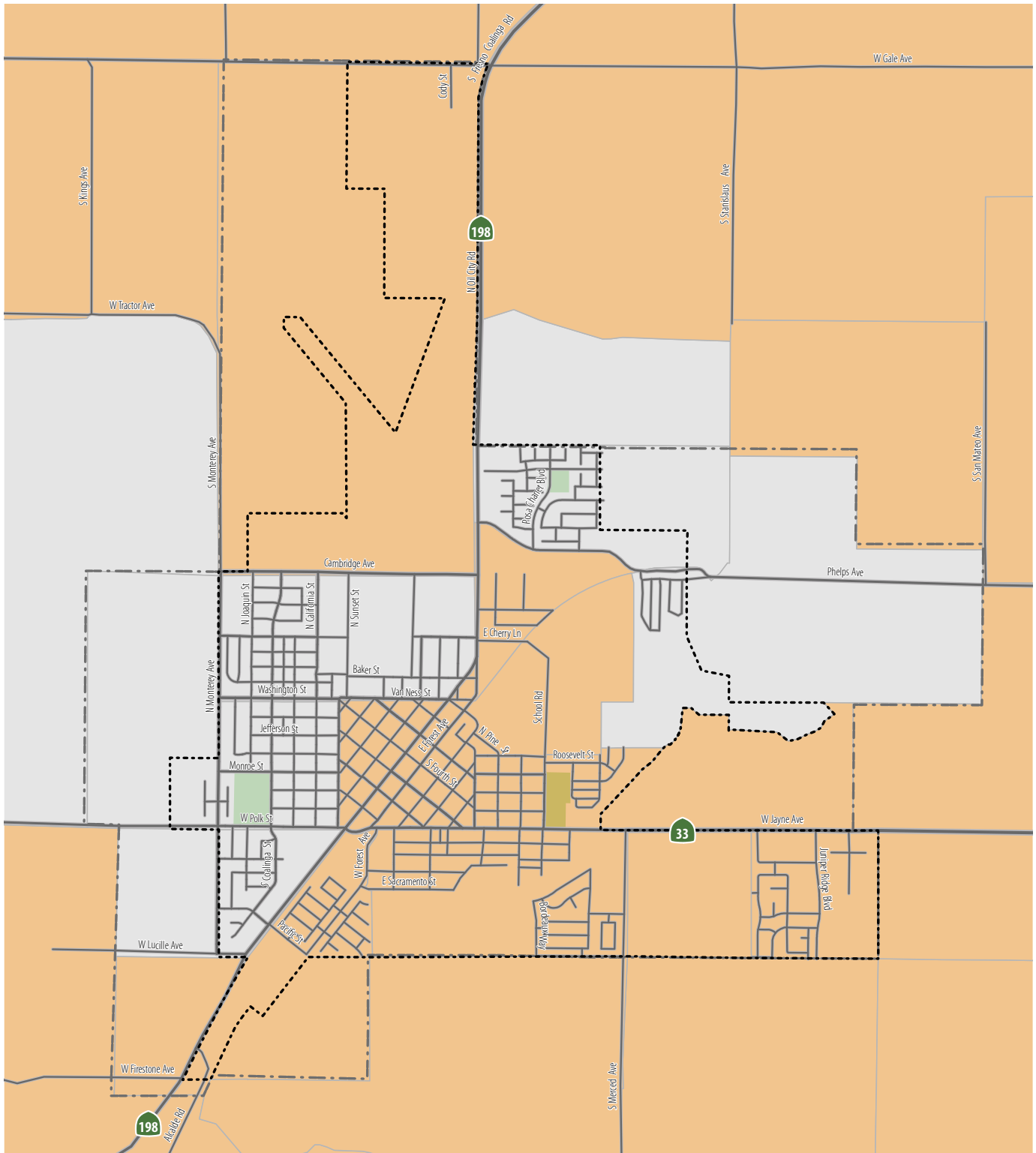
**Figure 5-8: Coalinga Federal Climate & Economic Justice Screening Tool Results**



- |  |   |  |
|--|---|--|
| <span style="display: inline-block; width: 15px; height: 15px; background-color: #f46d43; border: 1px solid black; margin-right: 5px;"></span> 7 Categories Exceeded     | <span style="border: 2px dashed black; width: 15px; height: 15px; display: inline-block; margin-right: 5px;"></span> City Limits              | <span style="display: inline-block; width: 15px; height: 15px; border-top: 1px solid black, border-bottom: 1px solid black, border-left: 1px solid black, border-right: 1px solid black; margin-right: 5px;"></span> Railroad  |
| <span style="display: inline-block; width: 15px; height: 15px; background-color: #f9c77c; border: 1px solid black; margin-right: 5px;"></span> 5 - 6 Categories Exceeded | <span style="border: 1px dashed black; width: 15px; height: 15px; display: inline-block; margin-right: 5px;"></span> City Sphere of Influence | <span style="display: inline-block; width: 15px; height: 15px; border-top: 1px dotted black, border-bottom: 1px dotted black, border-left: 1px dotted black, border-right: 1px dotted black; margin-right: 5px;"></span> Canal |
| <span style="display: inline-block; width: 15px; height: 15px; background-color: #ffff00; border: 1px solid black; margin-right: 5px;"></span> 3 - 4 Categories Exceeded | <span style="border: 1px solid black; width: 15px; height: 15px; display: inline-block; margin-right: 5px;"></span> County Boundary           | <span style="display: inline-block; width: 15px; height: 15px; border-top: 1px solid black, border-bottom: 1px solid black, border-left: 1px solid black, border-right: 1px solid black; margin-right: 5px;"></span> Waterway  |
| <span style="display: inline-block; width: 15px; height: 15px; background-color: #90ee90; border: 1px solid black; margin-right: 5px;"></span> 1 - 2 Categories Exceeded |   | <span style="display: inline-block; width: 15px; height: 15px; background-color: #90ee90; margin-right: 5px;"></span> Park/Open Space  |
| <span style="display: inline-block; width: 15px; height: 15px; background-color: #66c2a1; border: 1px solid black; margin-right: 5px;"></span> 0 Categories Exceeded     |   |  |

Sources: Council on Environmental Quality, 2023; Fehr & Peers, 2023

**Figure 5-9: Coalinga FCOG Environmental Justice Areas**



- Environmental Justice TAZ
- Non-Environmental Justice TAZ
- City Limits
- City Sphere of Influence
- County Boundary
- Railroad
- Canal
- Waterway
- Park/Open Space

Sources: FCOG, 2023; Fehr & Peers, 2023

## Existing Trips

Based on the U.S. Census American Community Survey, approximately 2.4 percent of Coalinga workers commute to work by walking and zero percent commute to work by bicycling. These shares are comparable or less than statewide averages, as shown in Table 5-3. However, these statistics only include workers who walk or ride every day, not those who do so occasionally. Reliable data on non-commute trips, including trips to school, trips for shopping, and recreational trips is not readily available and not included in these estimates. Thus, the total number of biking and walking trips in Coalinga is higher than shown here.

**Table 5-3: Coalinga Trips to Work by Bicycling and Walking**

Jurisdiction	Walk		Bicycle	
	Estimate	Share	Estimate	Share
Coalinga	131	2.4%	0	0.0%
California	440,483	2.4%	128,474	0.7%

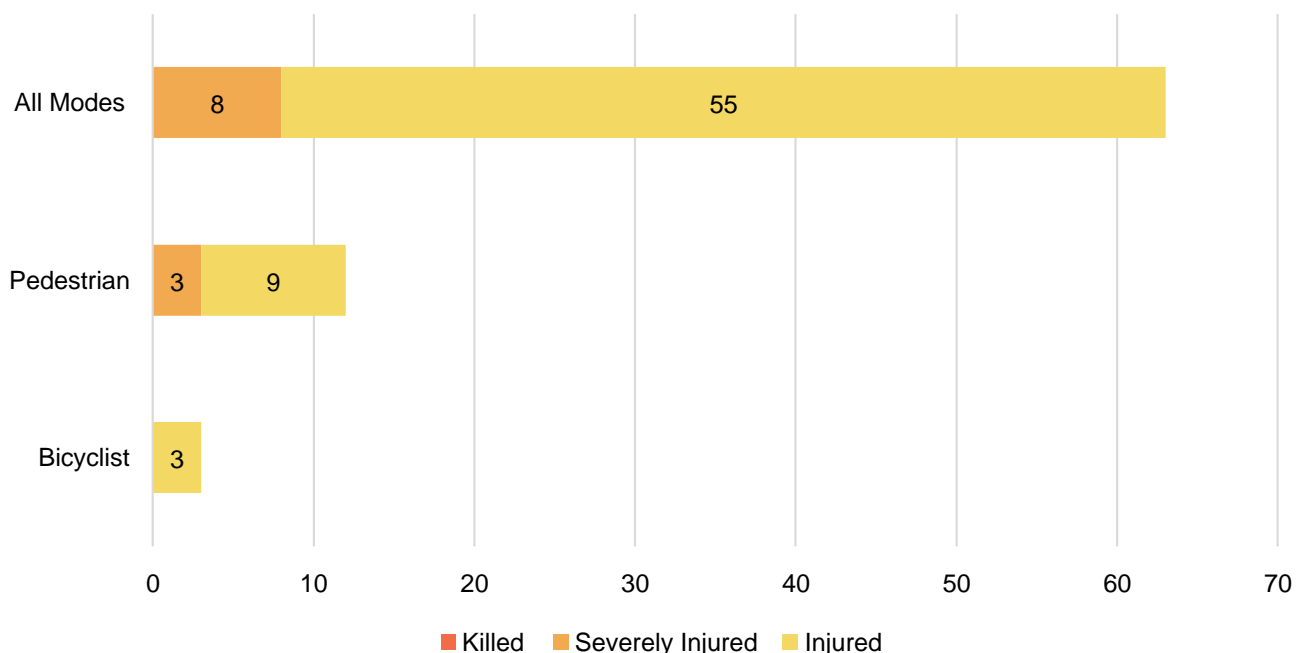
*Note: Workers aged 16 years and older, excludes percentage of employees that work from home.  
Sources: U.S. Census 2017-2022 American Community Survey, 2023; Fehr & Peers, 2023*

## Collisions

There were 12 injury collisions reported between 2016 and 2021 that involved a pedestrian, representing 19 percent of all injury collisions. There were 3 injury collisions reported in the same period that involved a bicyclist, representing 5 percent of all injury collisions. In this period, 38 percent of collisions resulting in severe injury involved a person walking.

Refer to Figures 5-9 and 5-10 for a summary and map of these collisions.

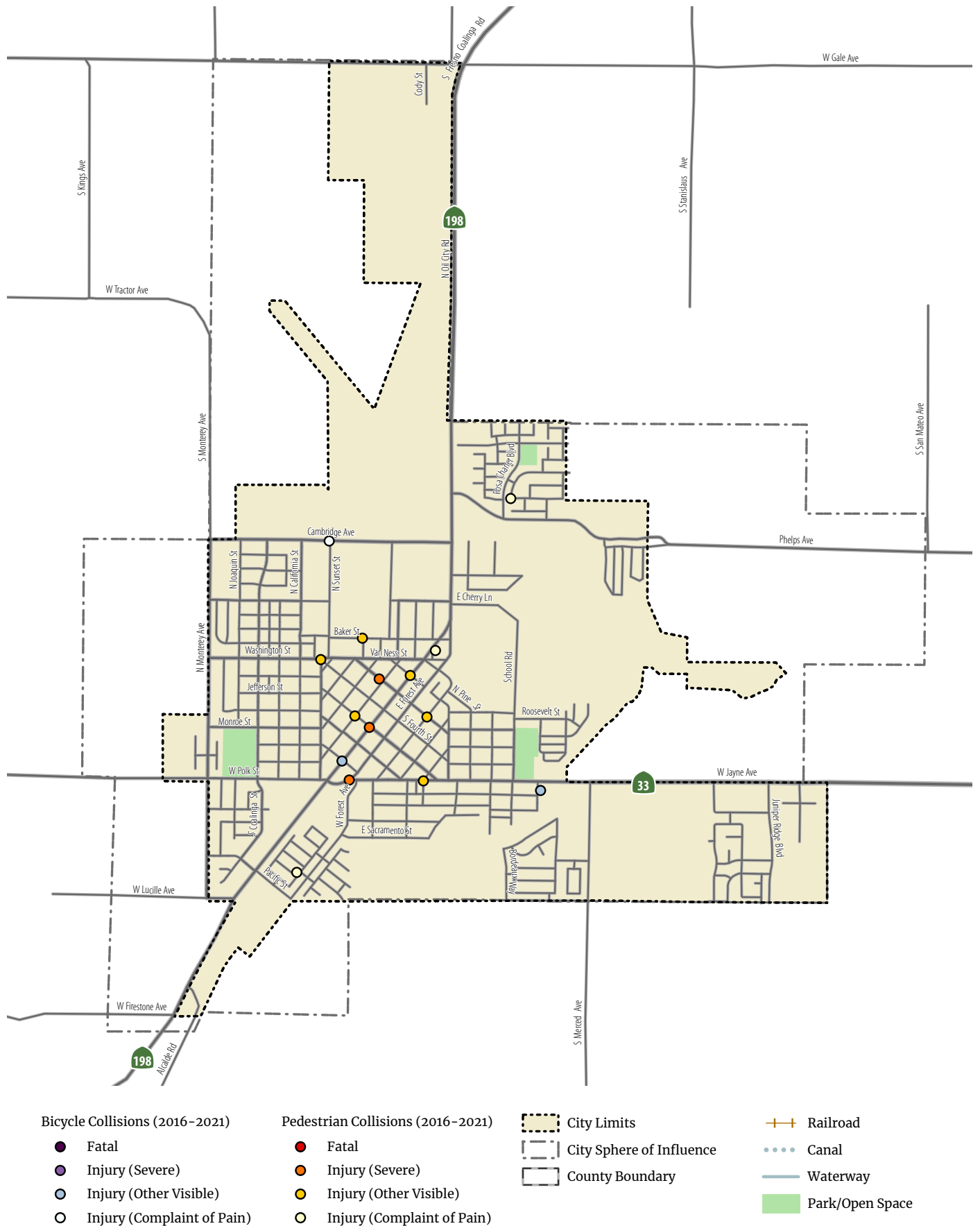
**Figure 5-9: Collisions by Severity in Coalinga, 2016 -2021**



*Sources: Traffic Injury Mapping System, 2023, Fehr & Peers, 2023*



**Figure 5-10: Collisions Involving a Pedestrian or Bicyclist in Coalinga**



Sources: UC Berkeley SafeTREC, 2023; Fehr & Peers, 2023

## PLANNED NETWORKS

The planned walking and biking networks for Coalinga are summarized in Table 5-4 and shown in Figures 5-11 and 5-12. The networks include shared-use paths, bike lanes and routes, sidewalks, and crosswalk improvements. The proposed networks are designed to connect to Coalinga’s shared-use paths, to provide access to key destinations, and to serve as recreational assets. The sidewalk improvements also fill gaps in the sidewalk network and add crossing improvements to enhance safety near schools and across busy roads. Appendix D includes a list of these network improvements including locations and extents, lengths, high-level estimated costs, and priorities. Additionally, several of the high priority projects have been grouped into a single project. Additional information to support a funding application for this project has been combined into a fact sheet, which is included in Appendix F.

Figure 5-12 also presents planned bike parking for Coalinga. These planned bike parking locations supplement existing locations by adding parking at parks and near retail areas.

Based on the indicators of disadvantaged communities discussed earlier in this section, these facilities all support disadvantaged communities.

**Table 5-4: Summary of Planned Walking and Biking Facilities in Coalinga**

Facility Type	Existing (Miles)	Planned (Miles)	Total (Miles)
Sidewalk	83.5	3.0	86.5
Shared Use Path (Class I)	2.0	7.6	9.6
Bike Lane (Class II)*	4.7	4.5	9.2
Bike Route (Class III)*	0.0	5.7	5.7
Separated Bikeway (Class IV)*	0.2	0.0	0.2

*\*Distance measured by centerline*

Sources: Fresno Council of Governments, Fehr & Peers, 2023

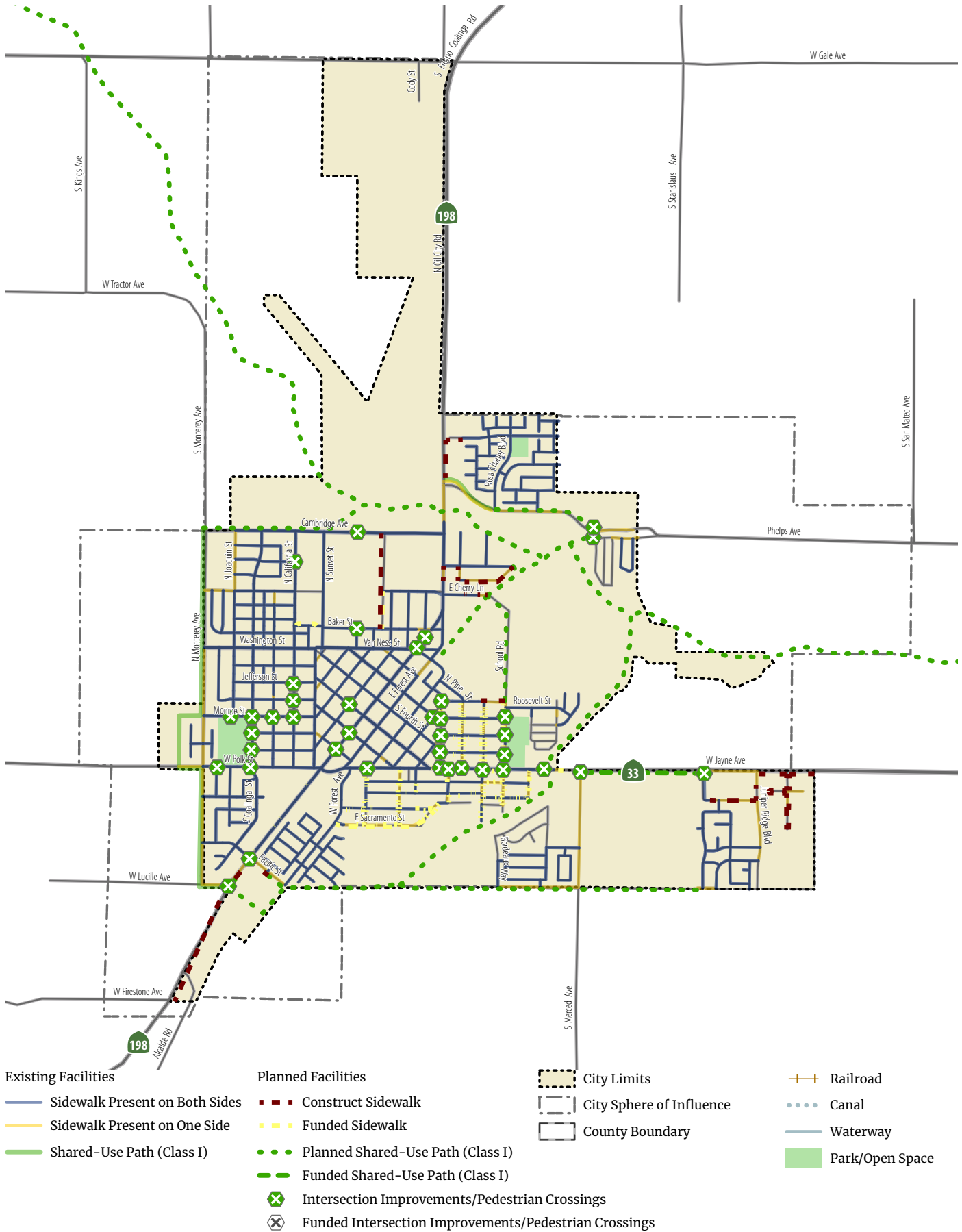
Costs to implement these facilities are summarized in Table 5-5.

**Table 5-5: Cost of Planned Walking and Biking Facilities in Coalinga**

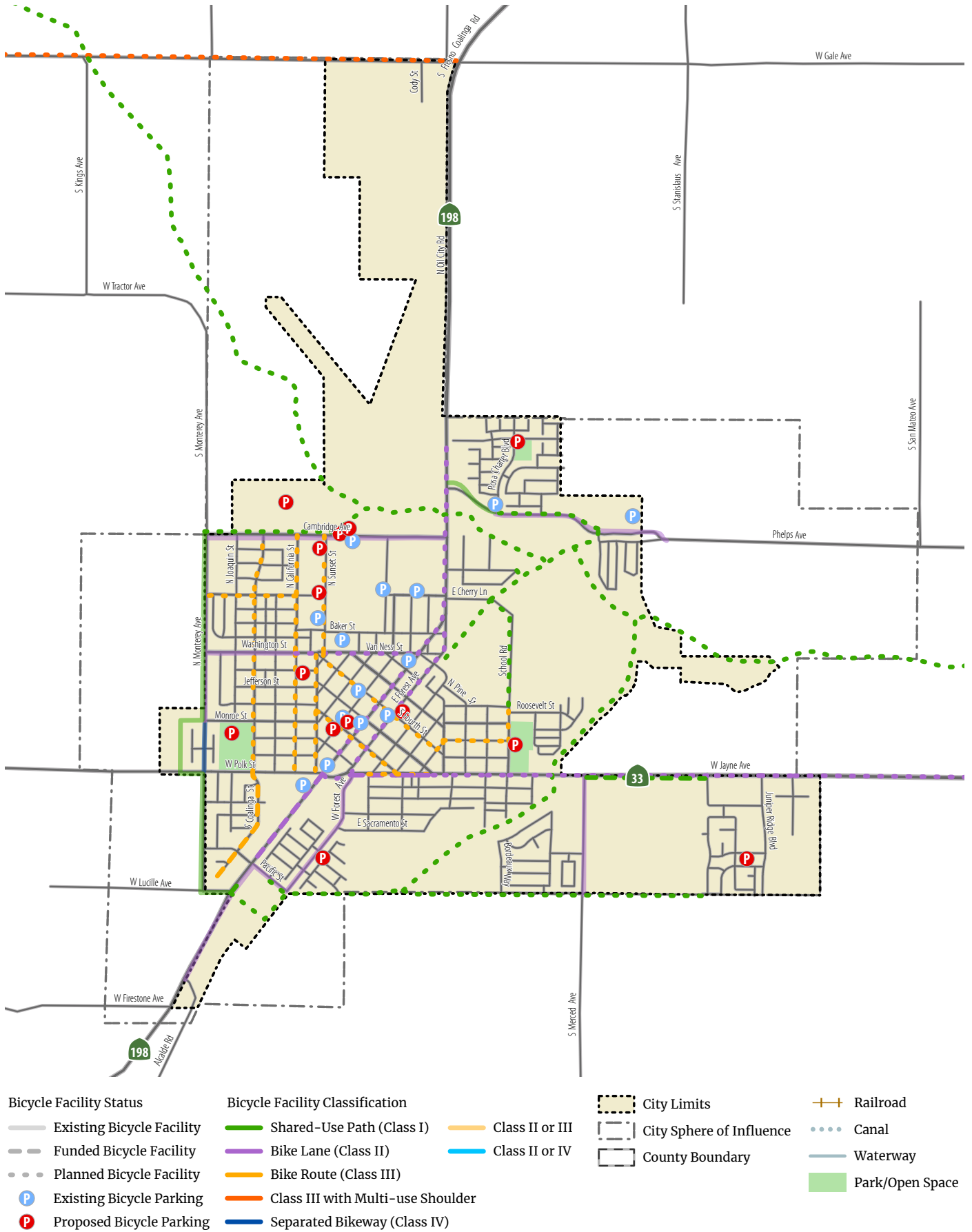
Facility Type	Cost Per Mile	High Priority	Total
Sidewalk	\$369,600	-	\$1,093,400
Shared Use Path (Class I)	\$955,700	-	\$7,263,320
Bike Lane (Class II)	\$401,400	\$634,212	\$1,790,244
Bike Route (Class III)	\$16,000	-	\$90,400
Separated Bikeway (Class IV)	\$633,600	-	-
Crossing Improvements		\$8,700	\$857,300
Total		\$642,912	\$11,094,664

Source: Fehr & Peers, 2023

**Figure 5-11: Coalinga Planned Walking Facilities**



**Figure 5-12: Coalinga Planned Bicycle Facilities**





## Chapter 6

# FIREBAUGH

This chapter describes the current conditions and future plans for walking and biking in the City of Firebaugh.

### EXISTING CONDITIONS

The City of Firebaugh is located in northwestern Fresno County adjacent to the San Joaquin River, which flows along the east side of the City (see Figure 1-1).

#### Existing Bicycle & Pedestrian Facilities

There are 33.6 miles of sidewalks and 1.8 miles of bikeways within Firebaugh. These networks are summarized in Table 6-1 and depicted in Figures 6-1 and 6-2.

**Table 6-1: Summary of Existing Walking & Bicycling Facilities in Firebaugh**

Type	Miles
Sidewalk	33.6
Shared Use Path (Class I)	1.8
Bike Lane (Class II)*	0.0
Bike Route (Class III)*	0.0
Separated Bikeway (Class IV)*	0.0

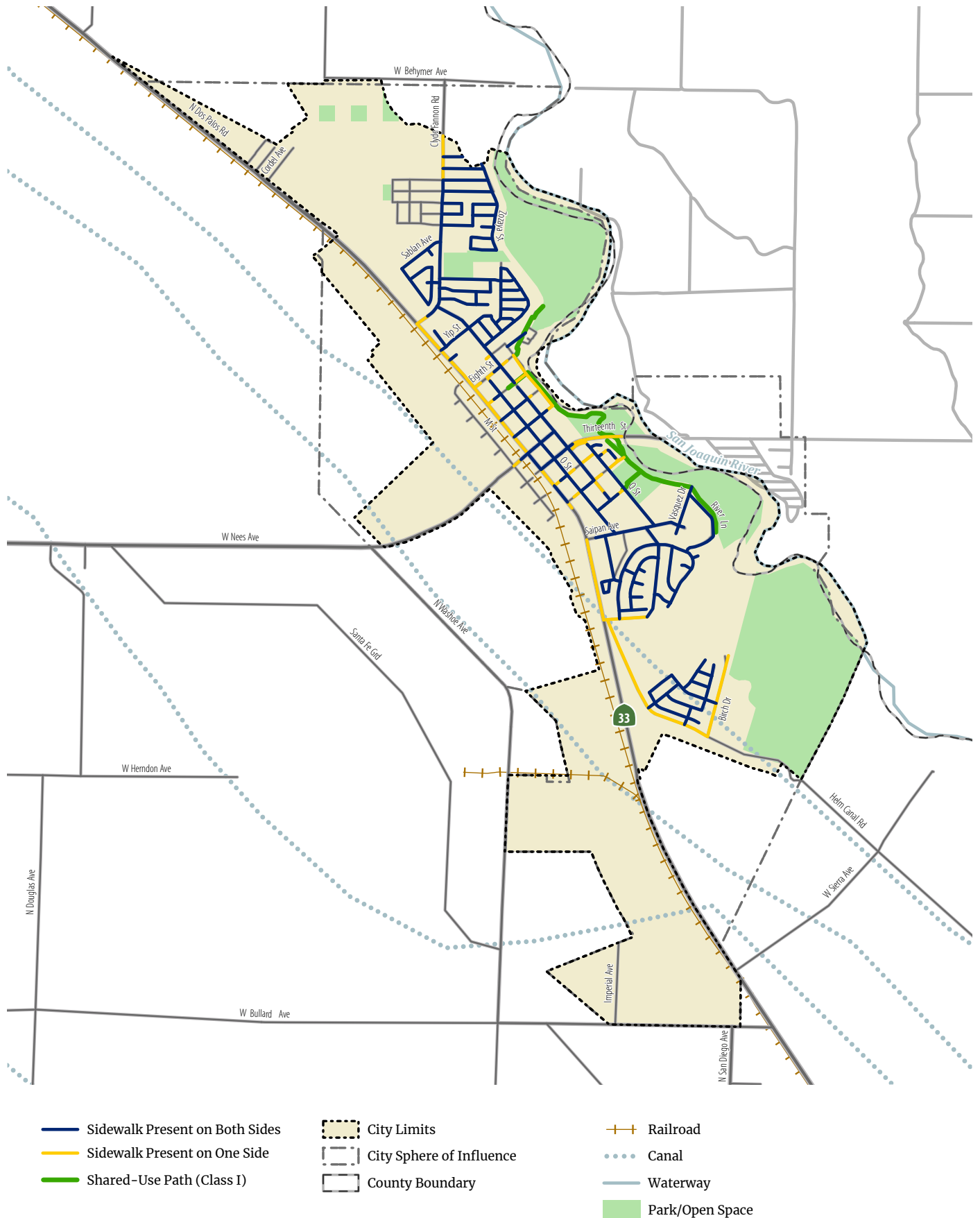
*\*Distance measured by centerline*

The following conditions are noted relevant to the safety and comfort of bicycling and walking in Firebaugh:

- » Gaps exist in the sidewalk network at locations in the downtown grid and throughout the industrial area along the western side of the city.
- » The neighborhood at the northern edge of Firebaugh is only connected to the rest of the city by N Street (SR 33), which lacks pedestrian and bicycle facilities.
- » 12th Street serves as a connection between the industrial area of the city and commercial destinations, but lacks sidewalks on the north side of the street at the railroad crossing.
- » A Class I shared-use path is located on the river levee, with amenities such as directional trailhead signs and covered benches. The path is being developed and will extend from Maldonado Park to the southern city limit.

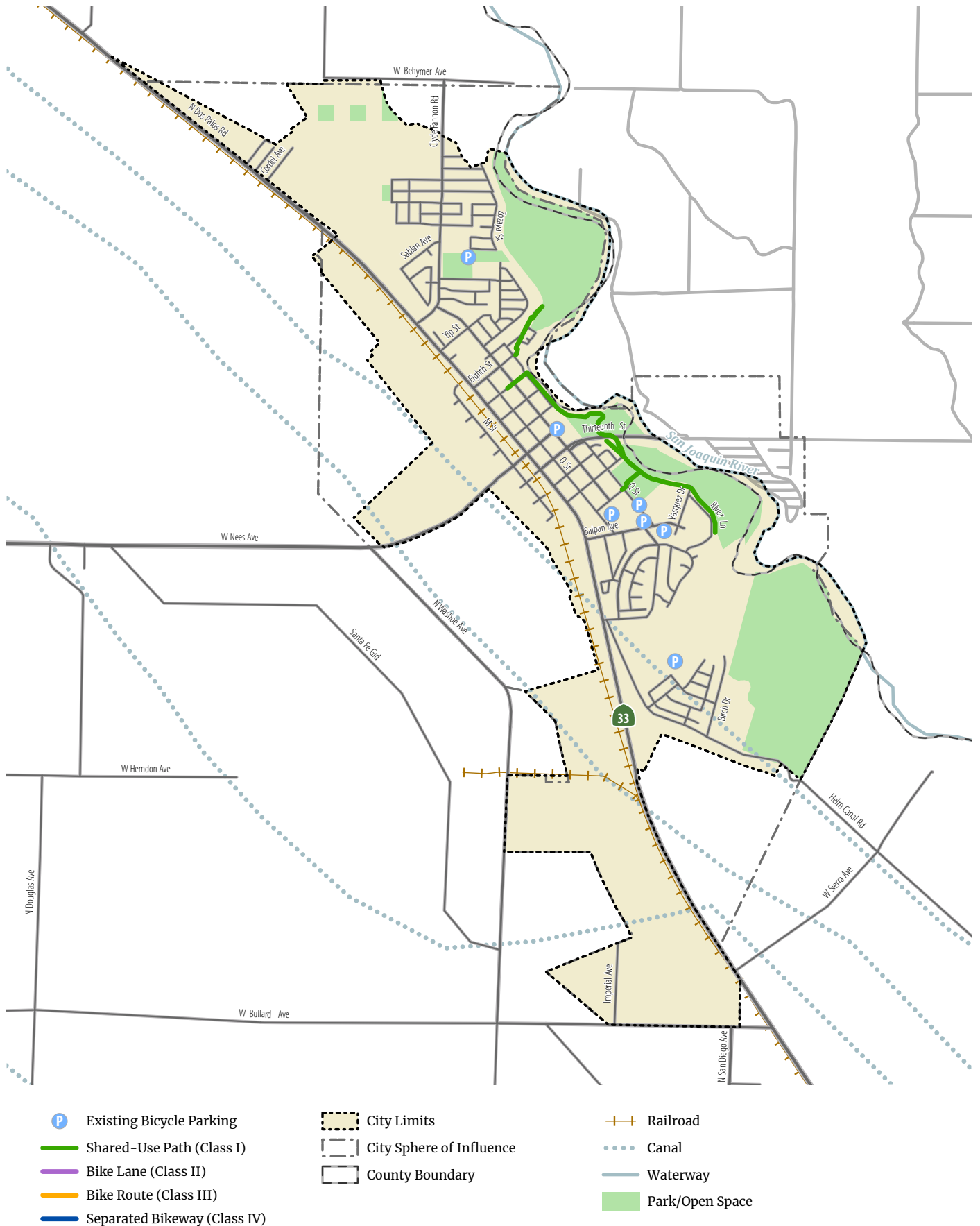


**Figure 6-1: Existing Pedestrian Facilities in Firebaugh**



Source: Fehr & Peers, 2023

**Figure 6-2: Existing Bicycling Facilities in Firebaugh**



Source: Fehr & Peers, 2023



## **Plans and Policies Related to Active Transportation**

The following city plans and policies are relevant to biking and walking in Firebaugh:

- » City of Firebaugh General Plan (2006)
- » City of Firebaugh Bicycle Transportation Plan (2017)
- » Central Firebaugh Revitalization Plan (2007)
- » City of Firebaugh Standard Specifications (2008)
- » City of Firebaugh Standard Drawings (2008)
- » Municipal Code of Firebaugh, California

These plans and policies are discussed in greater detail in Appendix C. Regional, state, and federal plans and policies are also discussed in Appendix C.

## **Expenditures on Active Transportation Facilities**

The City of Firebaugh spent nearly \$280,000 on projects including walking and bicycling improvements from 2018 to 2023:

- » Poso Canal Trail and pedestrian improvements: 6,770 square feet of sidewalk, \$33,850
- » Waterline replacement and River Lane and Cardella Street rehabilitation: 2,389 square feet of sidewalk, \$57,336
- » Q Street roadway improvements: 1,065 square feet of sidewalk, \$44,730
- » 8th Street pedestrian improvements: 2,517 square feet of sidewalk, \$40,272
- » Concrete improvements and street rehabilitation: 4,033 square feet of sidewalk, \$101,391

## **Maintenance**

The city typically restripes sidewalks before school starts. The City also budgets for sign replacement and replaces sign as needed. Other maintenance needs are handled as they are reported or otherwise identified.

## **Education & Encouragement Programs**

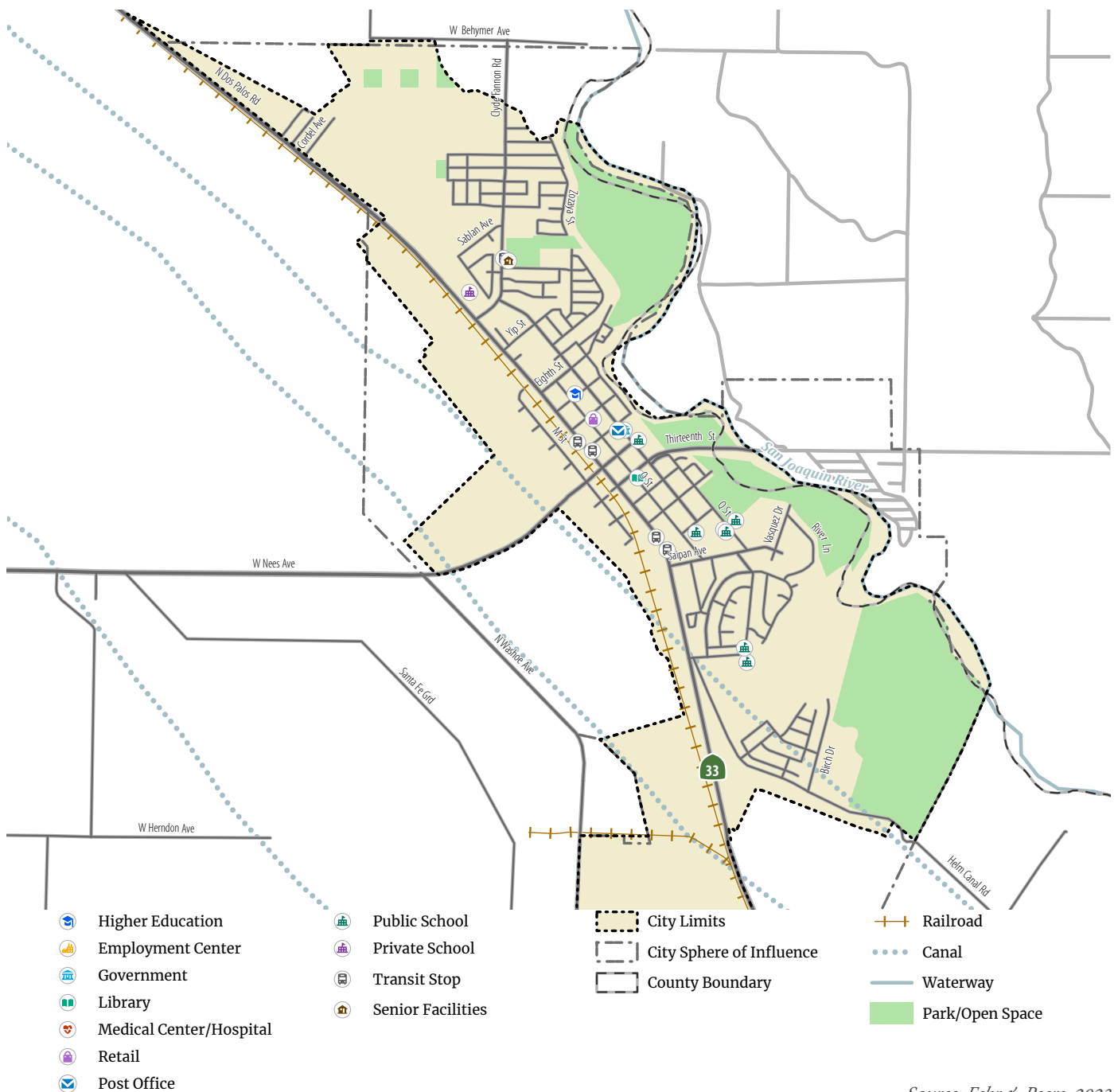
The Firebaugh Police Department conducts checks for yielding to pedestrians in crosswalks and for school bus flashing lights every morning during school commute hours. The police department also has periodically given out bike and skateboard helmets. City staff, school staff, and police personnel are meeting to identify and address ongoing and emerging walking and biking safety issues near schools in the city.

## Key Destinations

Figure 6-3 shows key destinations for bicyclists and pedestrians in the City of Firebaugh. Highlights include

- » Schools in the area, including West Hills College Coalinga, Firebaugh Center;
- » Restaurants and businesses downtown;
- » Parks and open space in town and along the San Joaquin River, and
- » Firebaugh Branch Library.

**Figure 6-3: Key Destinations in Firebaugh**



Source: Fehr & Peers, 2023





*Firebaugh Center, West Hills College*



*Curb Extension in downtown Firebaugh*



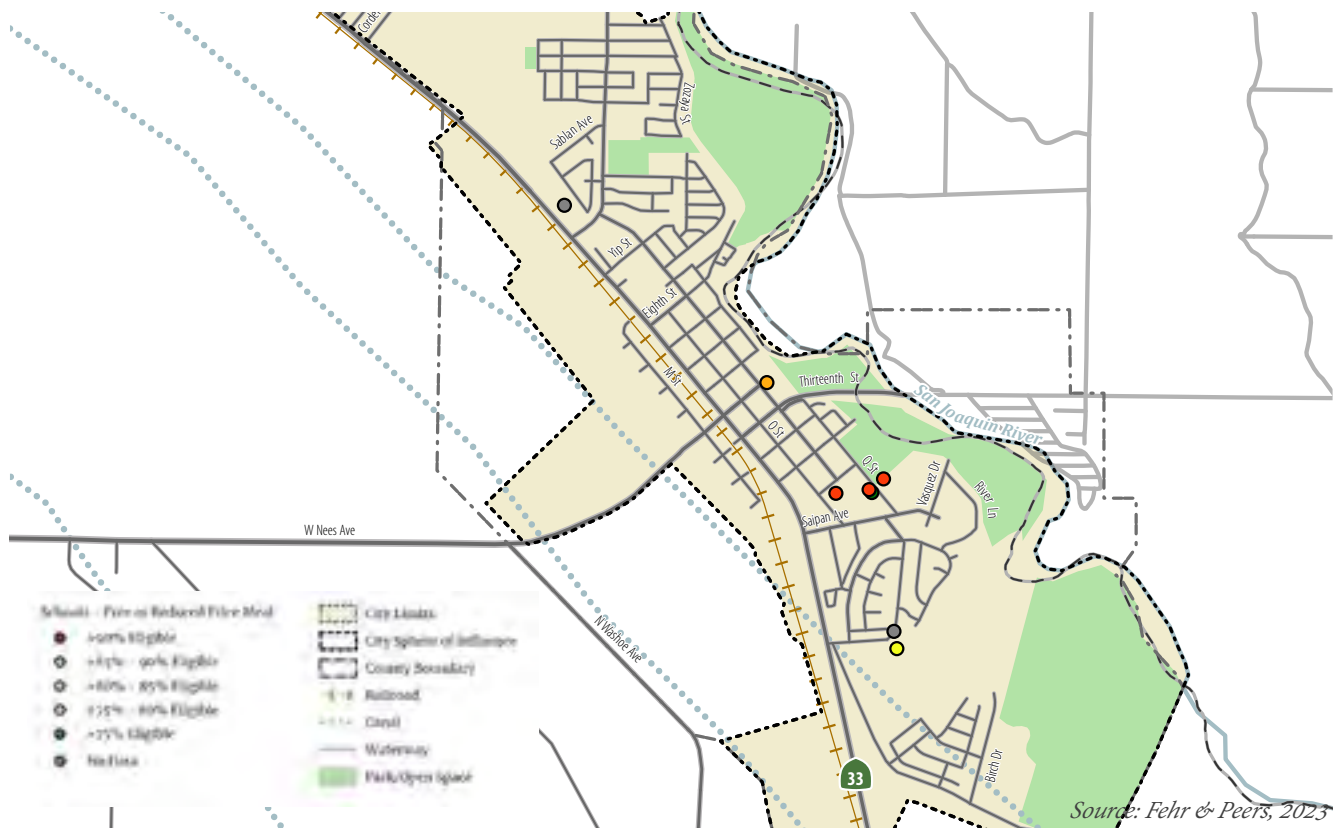
## Disadvantaged Communities

All of Firebaugh meets one or more of the Active Transportation Program criteria for disadvantaged communities, described in Chapter 2, Existing Conditions.

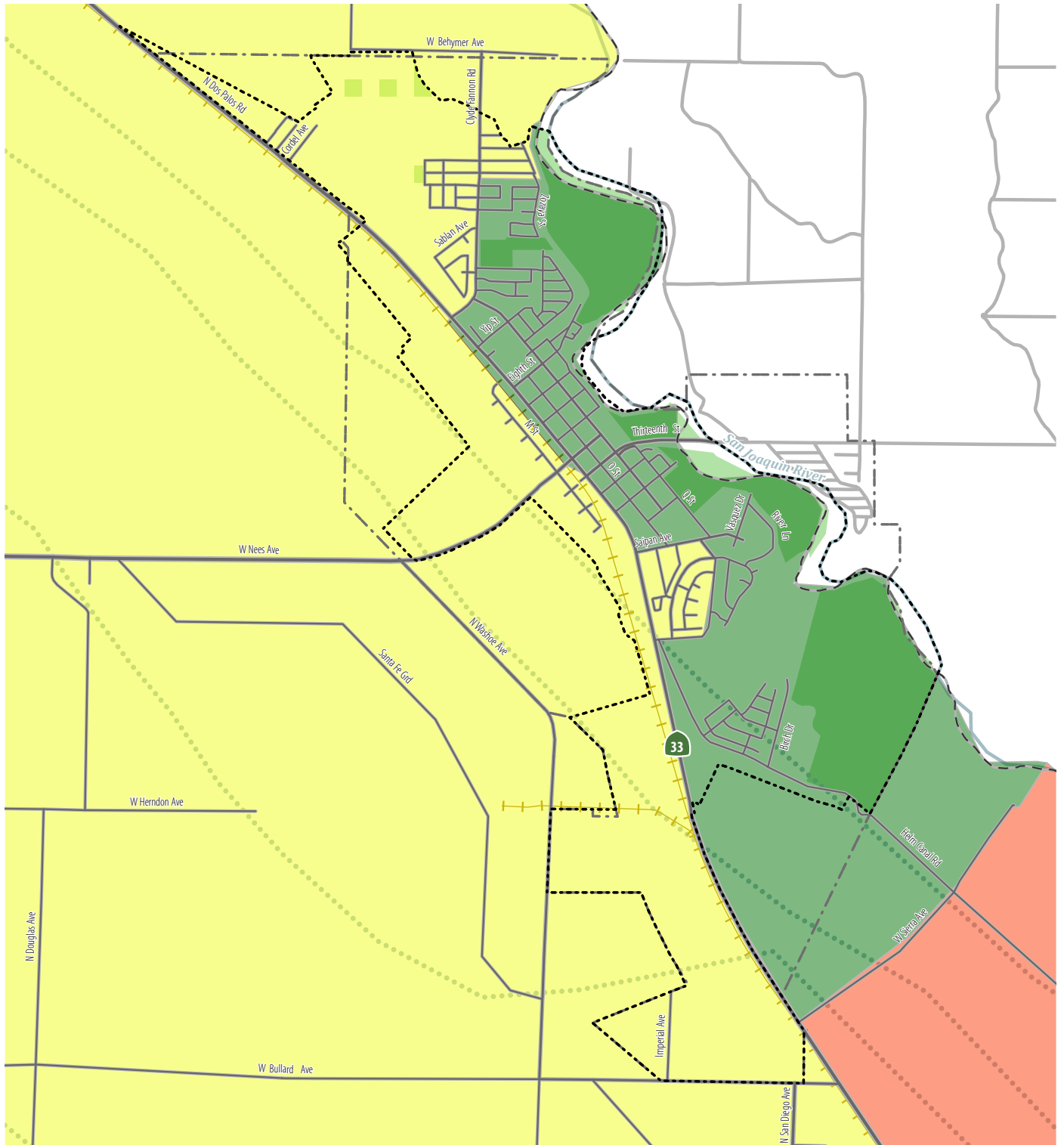
- » **Median Household Income:** All households in Firebaugh make less than 65 percent of the state median.
- » **Free & Reduced Price Meals for Schools:** Half of schools with available data have over 90 percent of students eligible for free or reduced price meals, as shown in Figure 6-4.
- » **CalEnviroScreen:** Firebaugh is within the 10 percent most disadvantaged areas in the state.
- » **Healthy Places Index:** Firebaugh is within the 10 percent most disadvantaged areas in the state.
- » **Federal Climate & Economic Justice Tool:** Firebaugh exceeds five or six categories in the screening tool.
- » **US DOT Equitable Transportation Community Disadvantaged Community Tool:** The periphery of Firebaugh falls within the 15 through 20 percent most disadvantaged areas in the state, as shown in Figure 6-5.
- » **FCOG Environmental Justice Areas:** All of Firebaugh is considered disadvantaged by this definition.

Because all of Firebaugh meets one or more of these criteria for disadvantaged communities, the challenges for walking and biking described at the beginning of this chapter are equity issues.

**Figure 6-4: Firebaugh Schools Free & Reduced Price Meal Eligibility**



**Figure 6-5: Firebaugh US DOT Equitable Transportation Community Screening Results**



- <10% Most Disadvantaged
  - 10% to <15% Most Disadvantaged
  - 15% to <20% Most Disadvantaged
  - 20% to 25% Most Disadvantaged
  - Above 25% Most Disadvantaged
- City Limits
  - City Sphere of Influence
  - County Boundary
- Railroad
  - Canal
  - Waterway
  - Park/Open Space

Source: US DOT, 2023; Fehr & Peers, 2023

## Existing Trips

Based on the U.S. Census American Community Survey, approximately 0.2 percent of Firebaugh workers commute to work by walking and zero percent commute to work by bicycling. These shares are much less than the statewide averages, as shown in Table 6-2. However, these statistics only include workers who walk or ride every day, not those who do so occasionally. Reliable data on non-commute trips, including trips to school, trips for shopping, and recreational trips, is not readily available and not included in these estimates. Thus, the total number of biking and walking trips in Firebaugh is higher than shown here.

**Table 6-2 Firebaugh Trips to Work by Bicycling and Walking**

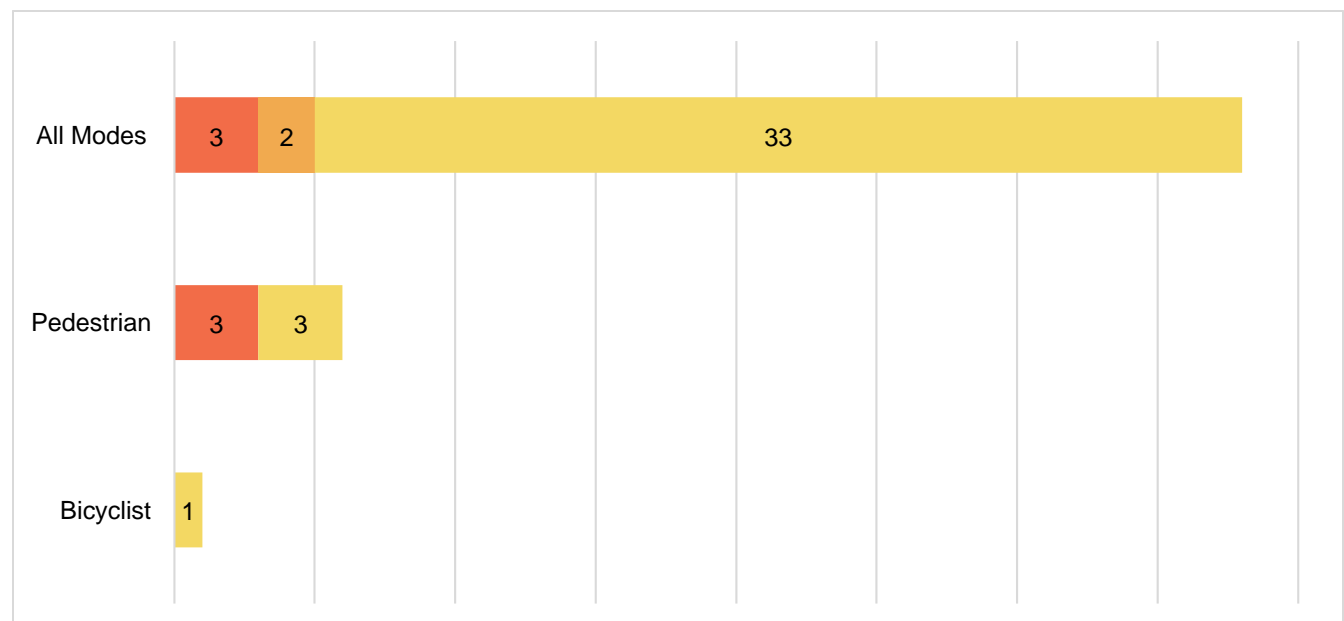
Jurisdiction	Walk		Bicycle	
	Estimate	Share	Estimate	Share
Firebaugh	0	0.0%	4	0.2%
California	440,483	2.4%	128,474	0.7%

*Note: Workers aged 16 years and older, excludes percentage of employees that work from home.  
Source: U.S. Census 2017 -2022 American Community Survey, 2023; Fehr & Peers, 2023*

## Collisions

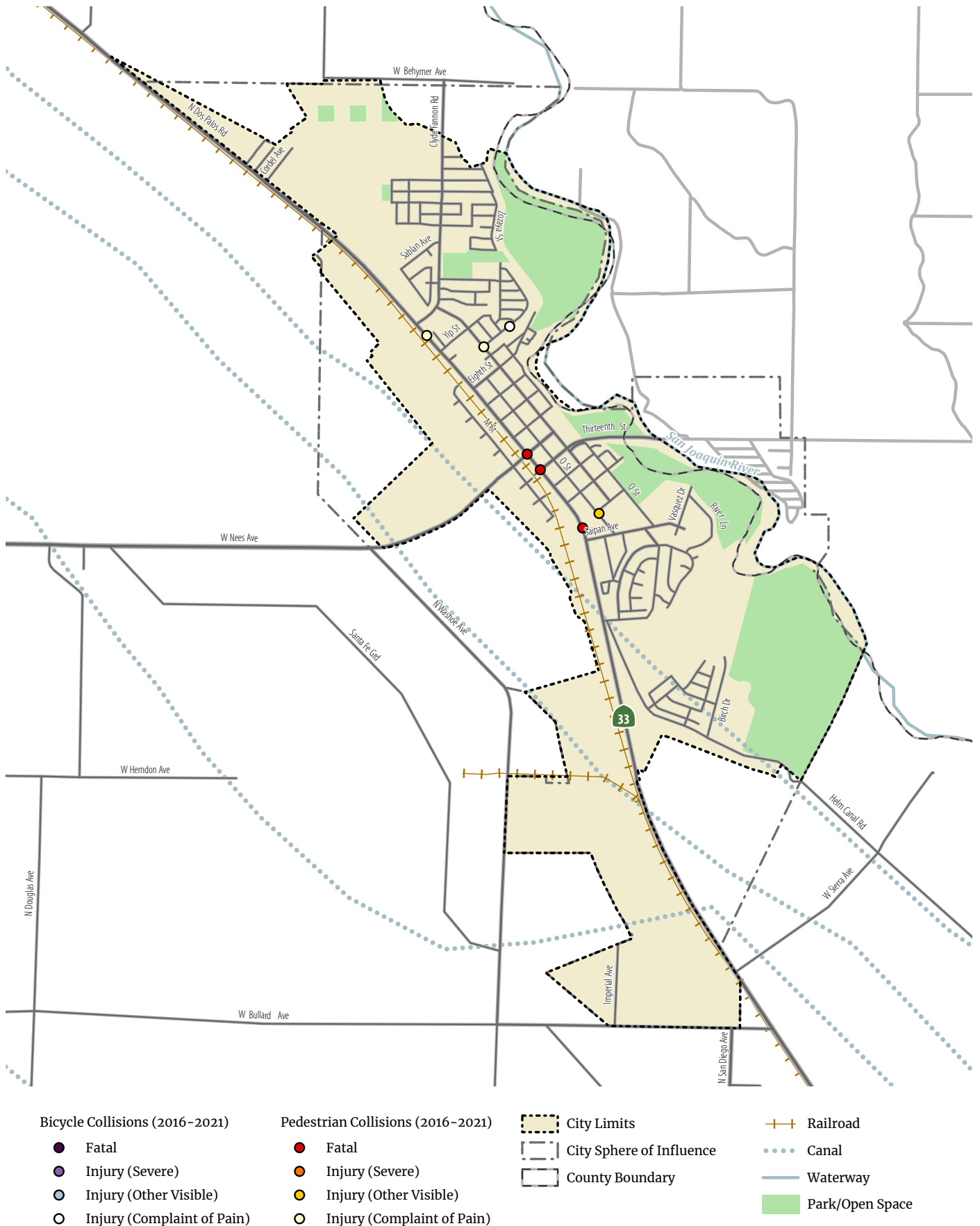
There were six injury collisions reported between 2016 and 2021 that involved a pedestrian and one that involved a bicyclist. In this period, 100 percent of collisions resulting in a fatality involved a person walking and 12 percent of all collisions resulting in injury involved a bicyclist or pedestrian. Figures 6-6 and 6-7, respectively, summarize and map these collisions.

**Figure 6-6: Collisions by Severity in Firebaugh, 2016 -2021**



*Sources: UC Berkeley SafeTREC, 2023, Fehr & Peers, 2023*

**Figure 6-7: Collisions Involving a Pedestrian or Bicyclist in Firebaugh**



Source: UC Berkeley SafeTREC, 2023; Fehr & Peers, 2023

## PLANNED NETWORKS

The planned walking and biking networks for Firebaugh are summarized in Table 6-3 and mapped in Figures 6-8 and 6-9. The networks include shared-use paths, bike lanes and routes, sidewalks, and crosswalk improvements. The proposed networks are designed to connect to Firebaugh’s shared-use paths, to provide access to key destinations, and to serve as recreational assets. The sidewalk improvements also fill gaps in the sidewalk network and add crossing improvements to enhance safety near schools and across busy roads. Appendix D includes a list of these network improvements including locations and extents, lengths, high-level estimated costs, and priorities. Additionally, several of the high priority projects have been grouped into a single project. Additional information to support a funding application for this project has been combined into a fact sheet, which is included in Appendix F.

Figure 6-7 also presents planned bike parking for Firebaugh. These planned bike parking locations supplement existing locations by adding parking at parks and near retail areas and other destinations.

Based on the indicators of disadvantaged communities discussed earlier in this section, these facilities all support disadvantaged communities.

**Table 6-3: Summary of Planned Walking and Biking Facilities in Firebaugh**

Facility Type	Existing (Miles)	Planned (Miles)	Total (Miles)
Sidewalk	33.6	2.3	35.9
Shared Use Path (Class I)	1.8	5.7	7.5
Bike Lane (Class II)*	0.0	8.1	8.1
Bike Route (Class III)*	0.0	2.7	2.7
Separated Bikeway (Class IV)*	0.0	4.8	4.8

*\*Distance measured by centerline*

Sources: Fresno Council of Governments, Fehr & Peers, 2023

Costs to implement these facilities are summarized in Table 6-4.

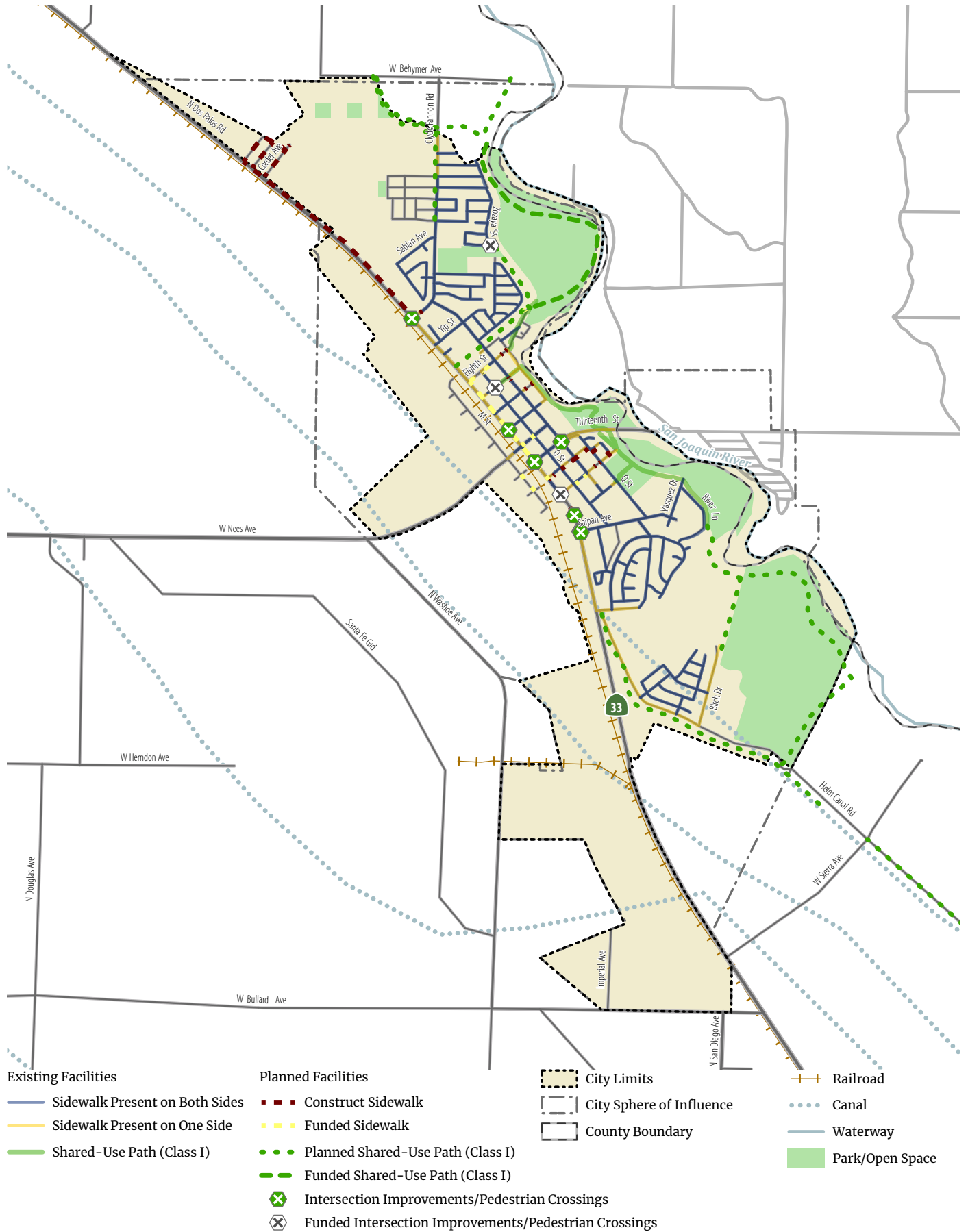
**Table 6-4: Cost of Planned Walking and Biking Facilities in Firebaugh**

Facility Type	Cost Per Mile	High Priority	Total
Sidewalk	\$369,600	\$653,800	\$865,900
Shared Use Path (Class I)	\$955,700	\$2,771,530	\$5,447,490
Bike Lane (Class II)	\$401,400	\$1,994,958	\$3,243,312
Bike Route (Class III)	\$16,000	\$43,840	\$43,840
Separated Bikeway (Class IV)	\$633,600	\$3,060,288	\$3,060,288
Crossing Improvements		\$662,400	\$662,400
Canal bridge		\$630,000	\$630,000
<b>Total</b>		<b>\$9,816,816</b>	<b>\$13,386,230</b>

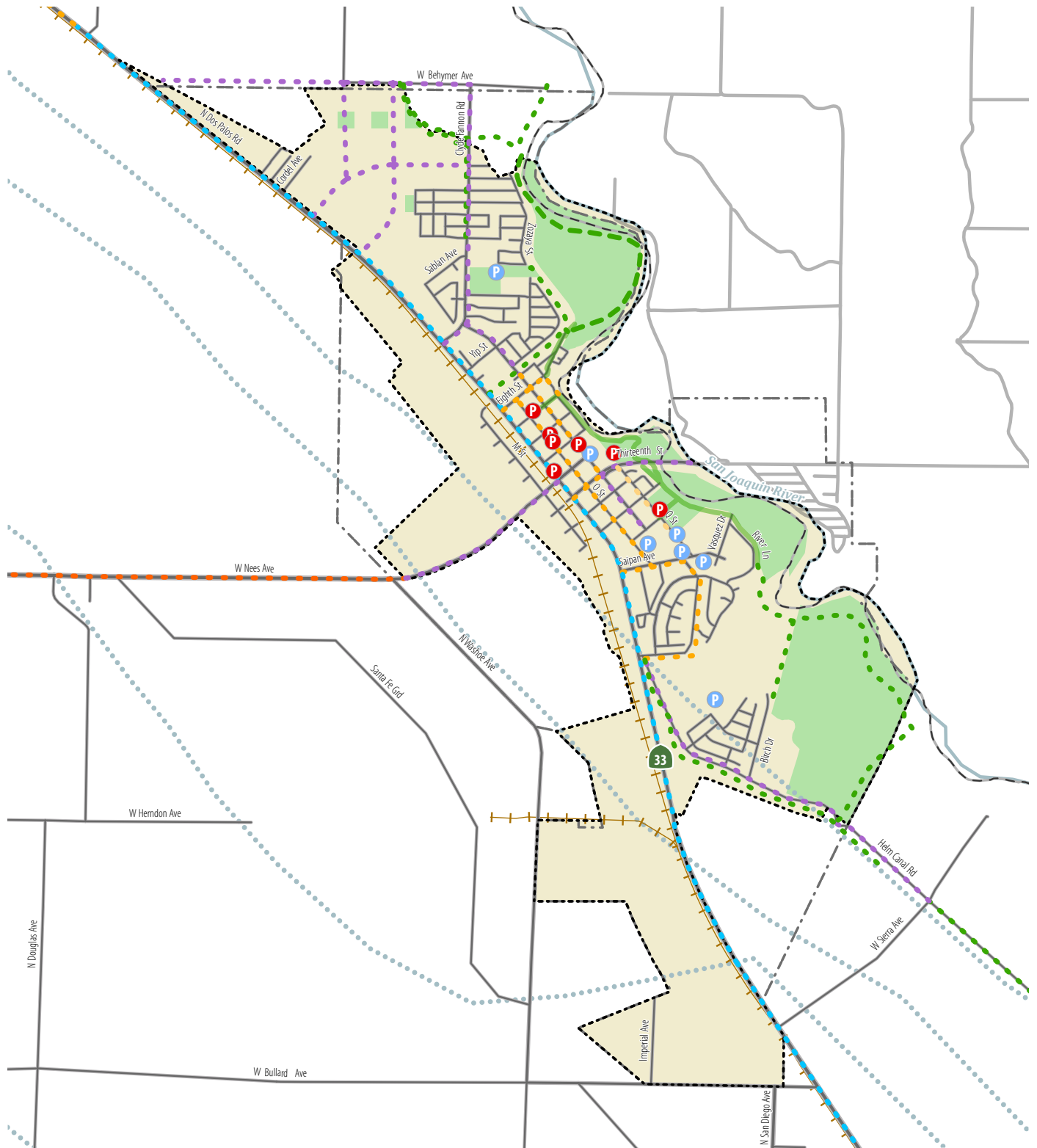
Source: Fehr & Peers, 2023



**Figure 6-8: Firebaugh Planned Walking Facilities**



**Figure 6-9: Firebaugh Planned Bicycle Facilities**



<b>Bicycle Facility Status</b>	<b>Bicycle Facility Classification</b>	<b>City Limits</b>	<b>Railroad</b>
— Existing Bicycle Facility	— Shared-Use Path (Class I)	--- City Sphere of Influence	--- Canal
— Funded Bicycle Facility	— Bike Lane (Class II)	--- County Boundary	— Waterway
— Planned Bicycle Facility	— Bike Route (Class III)		■ Park/Open Space
Ⓟ Existing Bicycle Parking	— Class III with Multi-use Shoulder		
Ⓟ Proposed Bicycle Parking	— Separated Bikeway (Class IV)		
	— Class II or III		
	— Class II or IV		





FIREBAUGH  
CITY HALL





## Chapter 7

# FOWLER

This chapter describes the current conditions and future plans for walking and biking in the City of Fowler.

### EXISTING CONDITIONS

The City of Fowler is located 11 miles southeast of the City of Fresno. The city is located along SR 99 and Golden State Boulevard (see Figure 1-1).

#### Existing Bicycle & Pedestrian Facilities

There are 49.2 miles of sidewalks and 4.3 miles of bikeways within Fowler. These networks are summarized in Table 7-1 and depicted in Figures 7-1 and 7-2.

**Table 7-1: Summary of Existing Walking & Bicycling Facilities in Fowler**

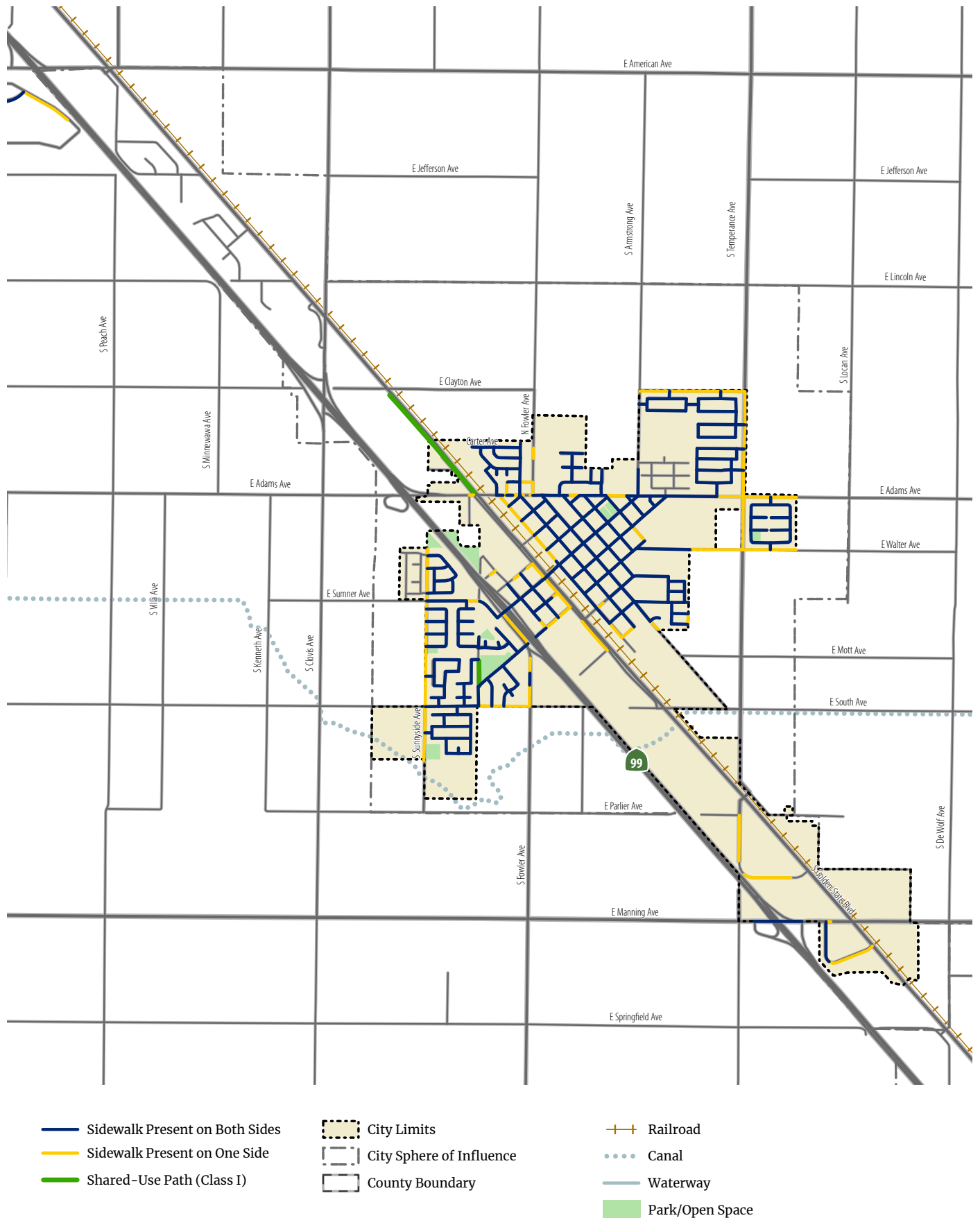
Type	Miles
Sidewalk	49.2
Shared Use Path (Class I)	0.7
Bike Lane (Class II)*	3.6
Bike Route (Class III)*	0.0
Separated Bikeway (Class IV)*	0.0

*\*Distance measured by centerline*

The following conditions are noted relevant to the safety and comfort of bicycling and walking in Fowler:

- » Sidewalks exist throughout most of the city, but there are gaps along Golden State Blvd and the railroad tracks.
- » Irregular intersections where the railroad grid aligns with major intersections create challenges for bicyclists and pedestrians.
- » Challenges walking on Adams Avenue due to sidewalk gaps, high curbs and a lack of curb ramps. (Many of the sidewalk gaps will be closed by a funded Safe Routes to Schools project.) Adams Avenue is also challenging to cross due to the sight distance challenges at the angled intersections.
- » Challenges crossing Merced Street at 10<sup>th</sup> Street due to proximity to SR 99 interchange ramps.
- » Residents reported riding their bicycles on the sidewalk due to a lack of marked bicycle lanes.

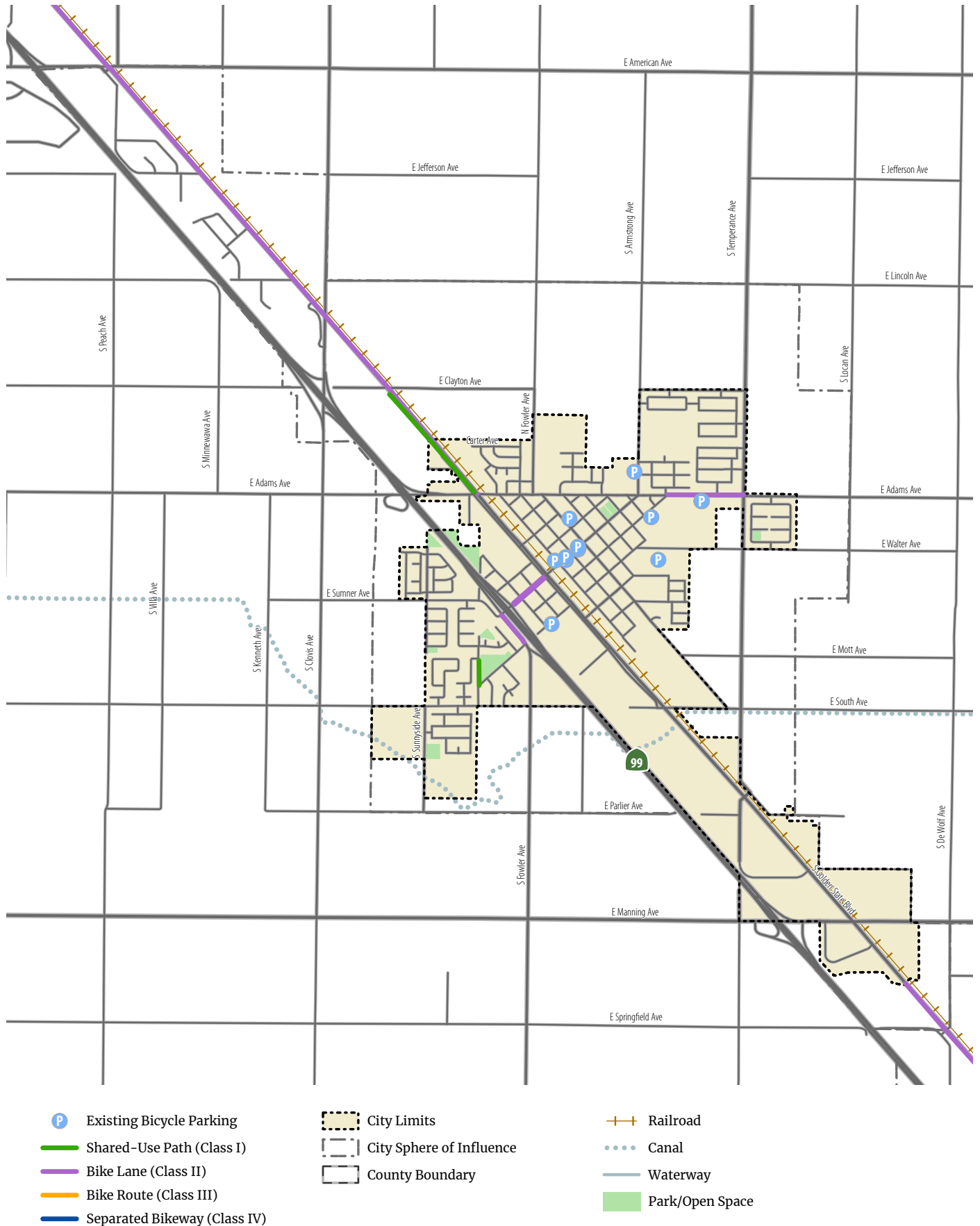
**Figure 7-1: Existing Pedestrian Facilities in Fowler**



Source: Fehr & Peers, 2023



**Figure 7-2: Existing Bicycling Facilities in Fowler**



Source: Fehr & Peers, 2023

## Plans and Policies Related to Active Transportation

The following city plans and policies are relevant to biking and walking in Fowler:

- » City of Fowler General Plan (2023)
- » City of Fowler Bicycle Transportation Plan (2017)
- » Central Fowler Revitalization Plan (2007)
- » City of Fowler Standard Specifications (2008)
- » City of Fowler Standard Drawings (2008)
- » Municipal Code of Fowler, California

These plans and policies are discussed in greater detail in Appendix C. Regional, state, and federal plans and policies are also discussed in Appendix C.

## Expenditures on Active Transportation Facilities

Approximately \$8,000 was spent supporting shared use paths and bike lanes in the last five years.

## Maintenance

The city conducts maintenance on biking and walking facilities as needs are identified.

## Education & Encouragement Programs

In 2020, Fowler conducted local active transportation safety training. The Community Pedestrian and Bicycle Safety Training (CPBST) is a statewide project of California Walks (Cal Walks) and the University of California at Berkeley's Safe Transportation Research and Education Center (SafeTREC). The CPBST engages residents and safety advocates to develop a community-driven action plan to improve walking and biking safety in their communities. In addition to infrastructure recommendations, the report included recommendations and actions for bike safety education, a walking school bus program, bike share programs, and community bike rides.

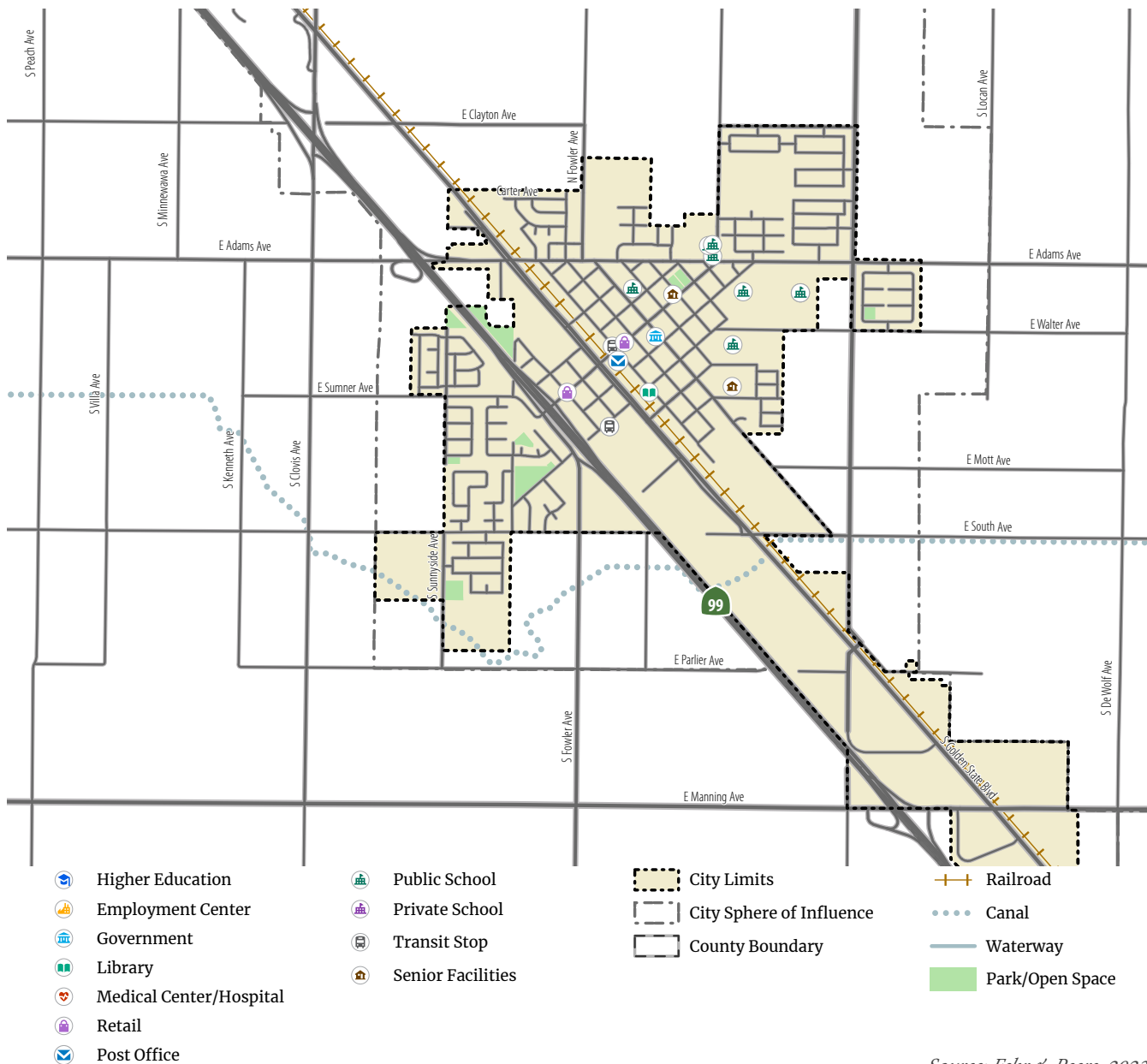


## Key Destinations

Figure 7-3 shows key destinations for bicyclists and pedestrians in the City of Fowler. Highlights include

- » schools in the area, including Marshall Elementary School, John Fremont Elementary School, John Sutter Middle School, and Fowler High School
- » restaurants and businesses downtown along Merced Street, and
- » parks such as Donny Wright Park and Panzak Park.

**Figure 7-3: Key Destinations in Fowler**



Source: Fehr & Peers, 2023





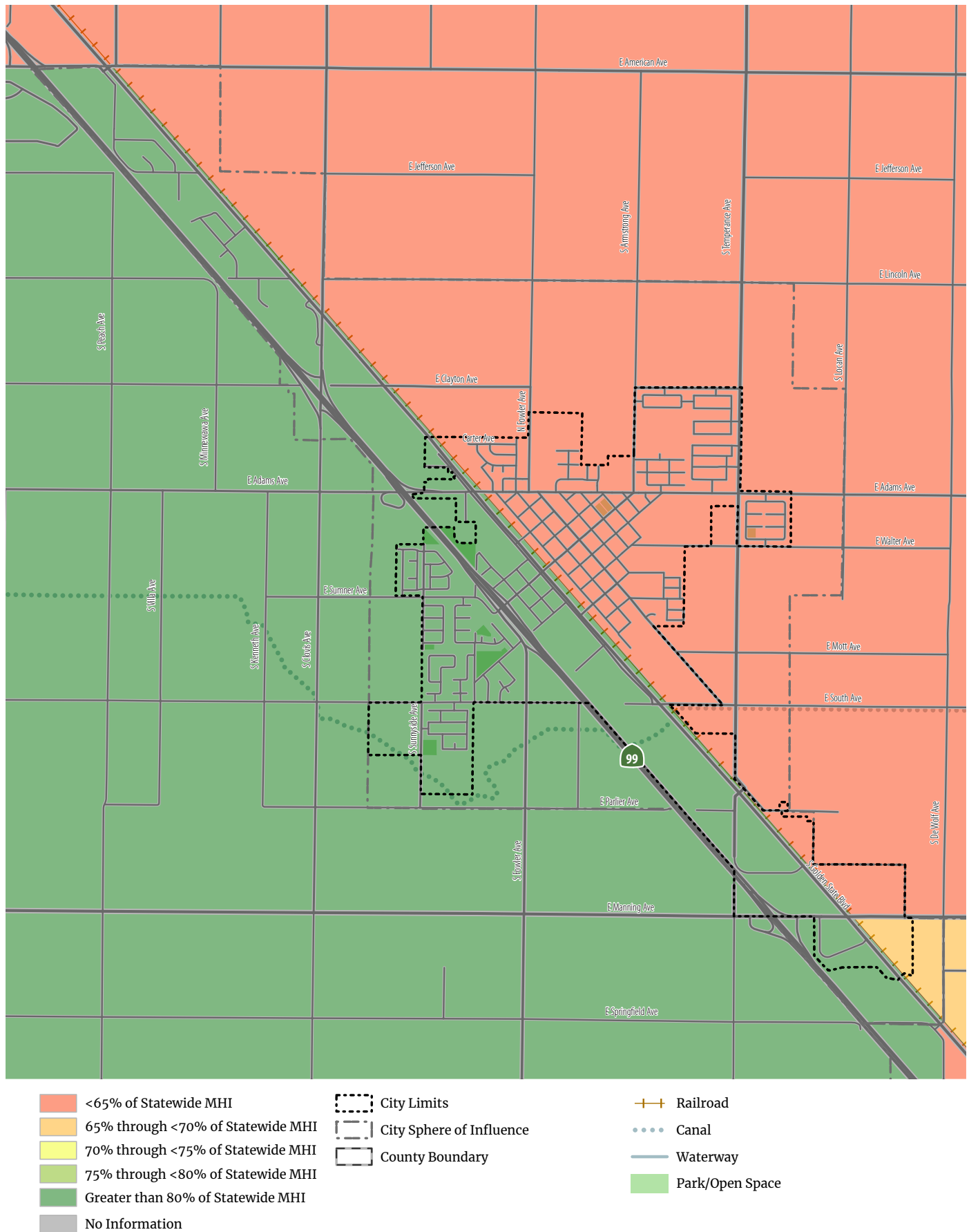
## Disadvantaged Communities

All of Fowler meets one or more of the Active Transportation Program criteria for disadvantaged communities, described in Chapter 2, Existing Conditions.

- » **Median Household Income:** Households in Fowler east of the railroad tracks make less than 65 percent of the state median, as shown in Figure 7-4.
- » **Free & Reduced Price Meals for Schools:** Half of schools with available data have over 80 percent of students eligible for free or reduced price meals, as shown in Figure 7-5.
- » **CalEnviroScreen:** Fowler east of the railroad tracks is within the 10 percent most disadvantaged areas in the state, as shown in Figure 7-6.
- » **Healthy Places Index:** Fowler falls within the 20 through 25 percent most disadvantaged areas in the state.
- » **Federal Climate & Economic Justice Tool:** Fowler exceeds between 0 to 4 categories in the screening tool depending on area of the city, as shown in Figure 7-7.
- » **US DOT Equitable Transportation Community Disadvantaged Community Tool:** The west side of Fowler falls within the 10 through 15 percent most disadvantaged areas in the state, as shown in Figure 7-8.
- » **FCOG Environmental Justice Areas:** Almost all of Fowler, except for a few parcels on the southern edge of the city, is considered disadvantaged by this definitions as shown in Figure 7-9.

Because all of Fowler meets one or more of these criteria for disadvantaged communities, the challenges for walking and biking described at the beginning of this chapter are equity issues.

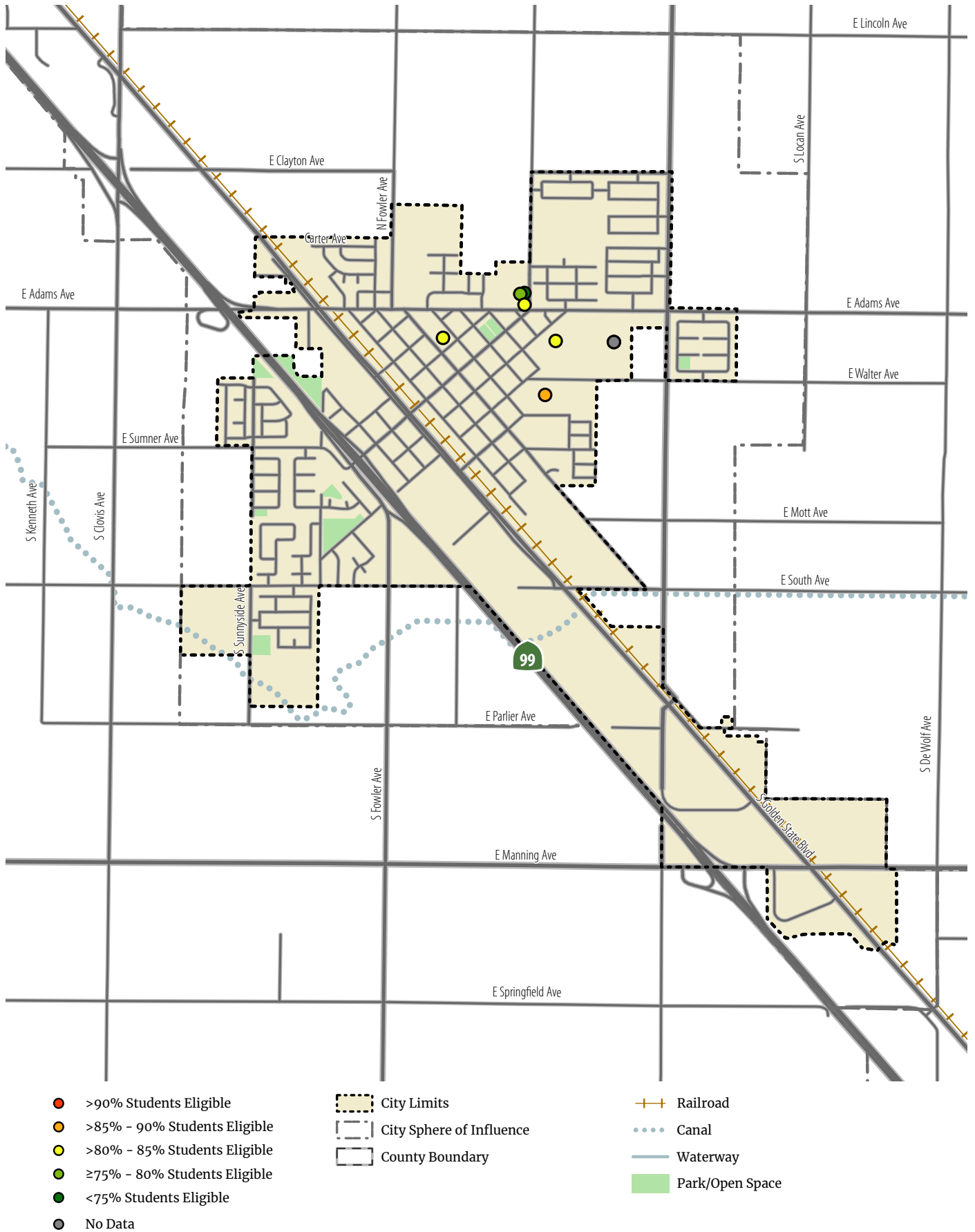
**Figure 7-4: Fowler Median Household Income**



Source: US Census 2018-2022 ACS, 2023; Fehr & Peers, 2023

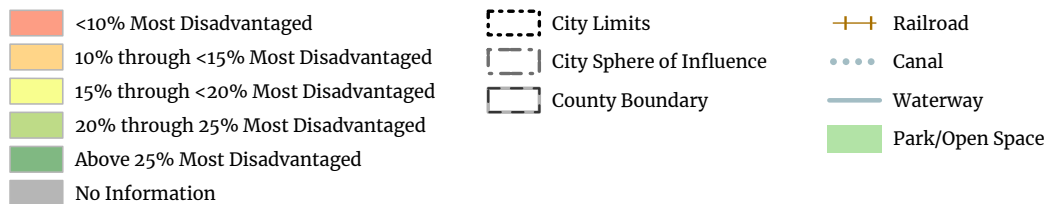
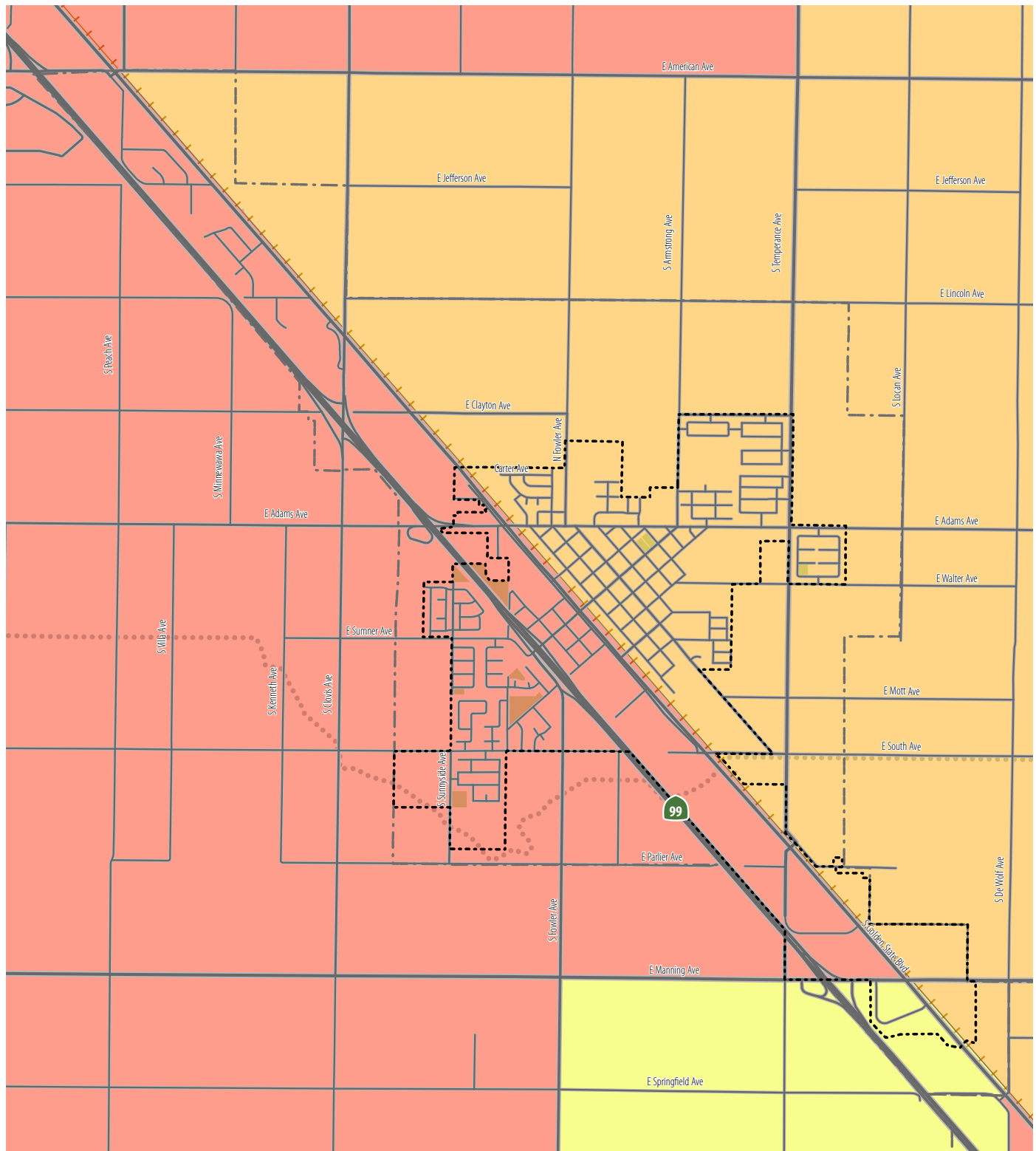


**Figure 7-5: Fowler Schools Free & Reduced Price Meal Eligibility**



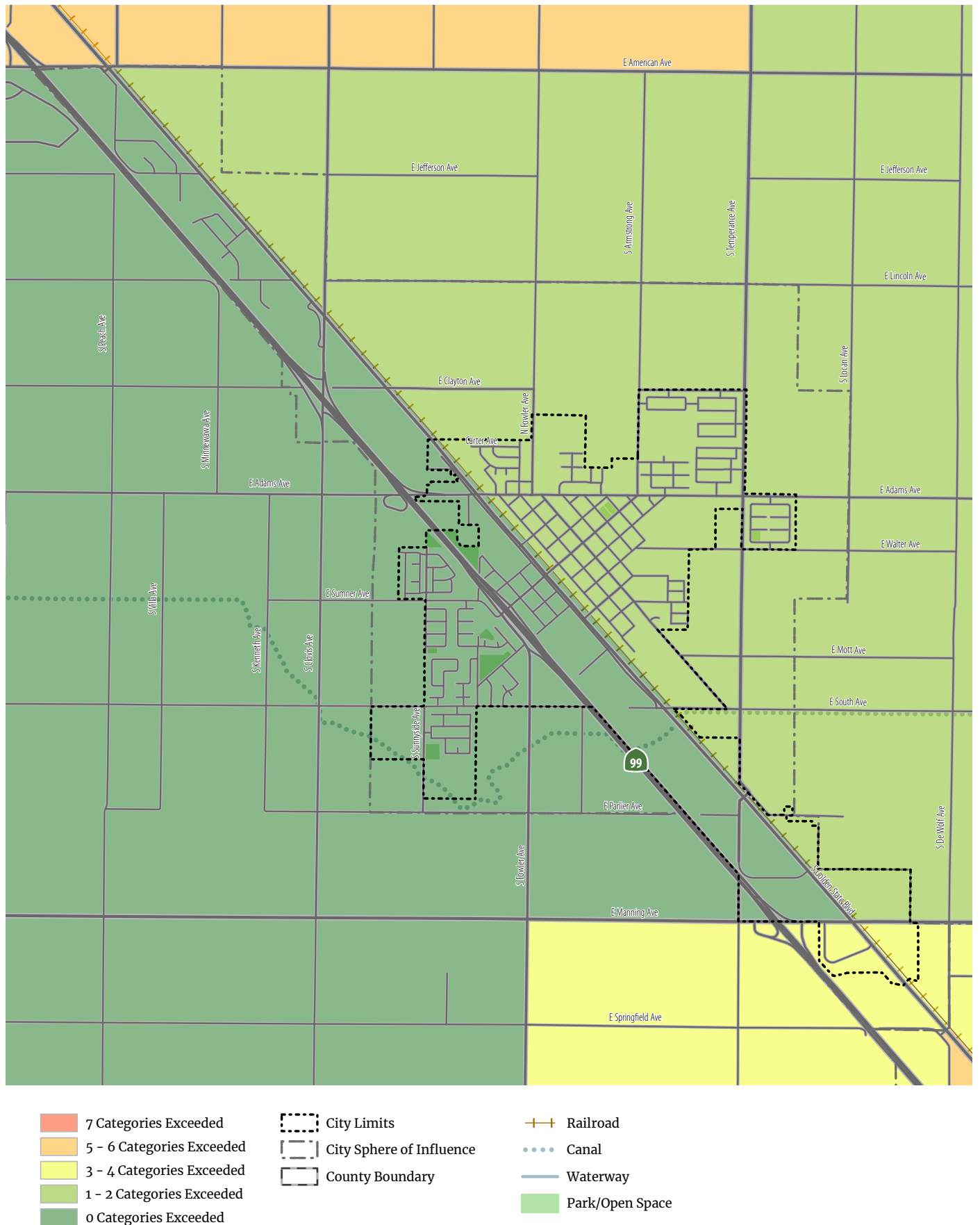
Source: California Department of Education, 2023; Fehr & Peers, 2023

**Figure 7-6: Fowler CalEnviroScreen**



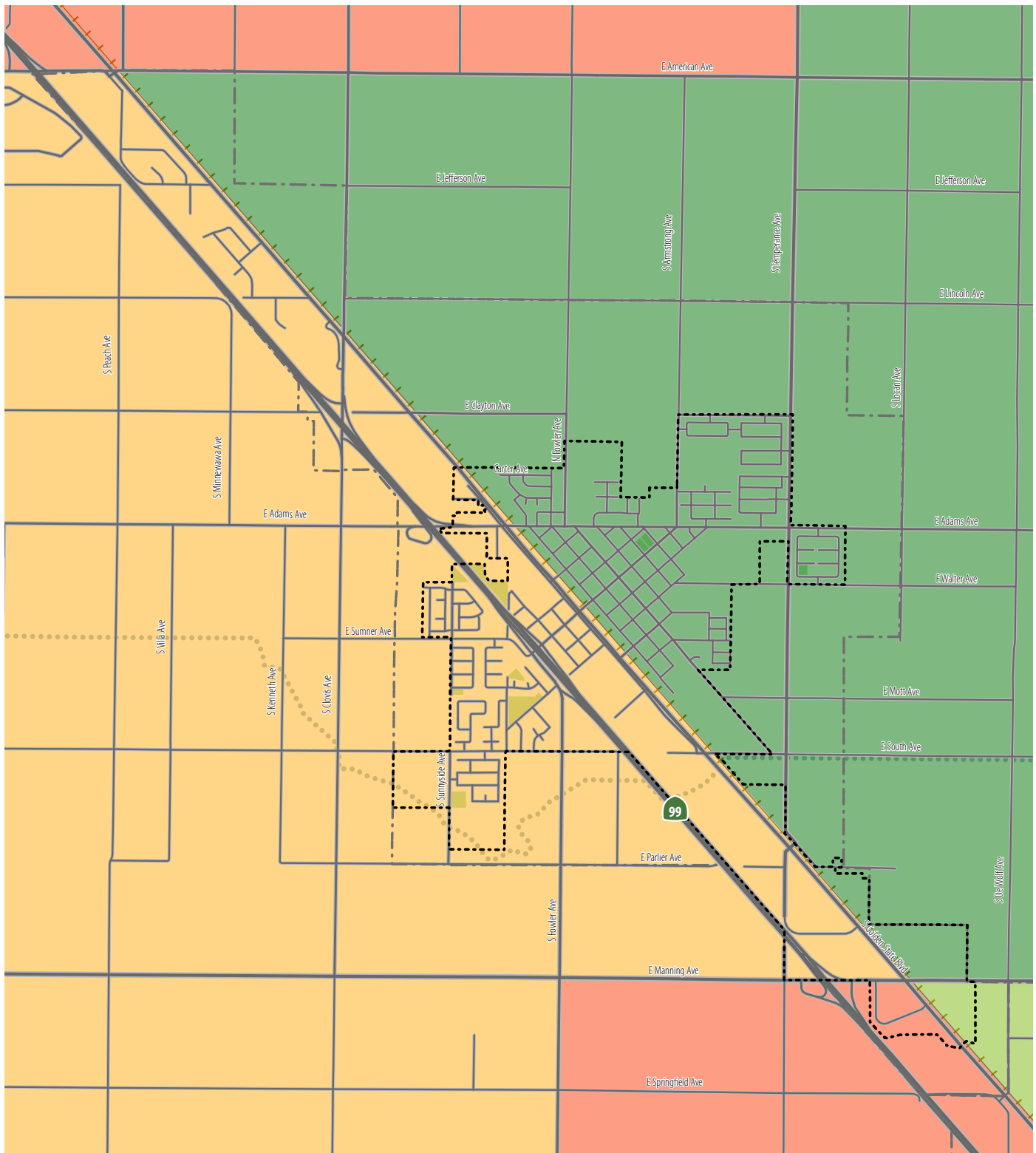
Source: California Office of Environmental Health Hazard Assessment, 2023; Fehr & Peers, 2023

**Figure 7-7: Fowler Federal Climate & Economic Justice Tool Screening Results**



Source: Council on Environmental Quality, 2023; Fehr & Peers, 2023

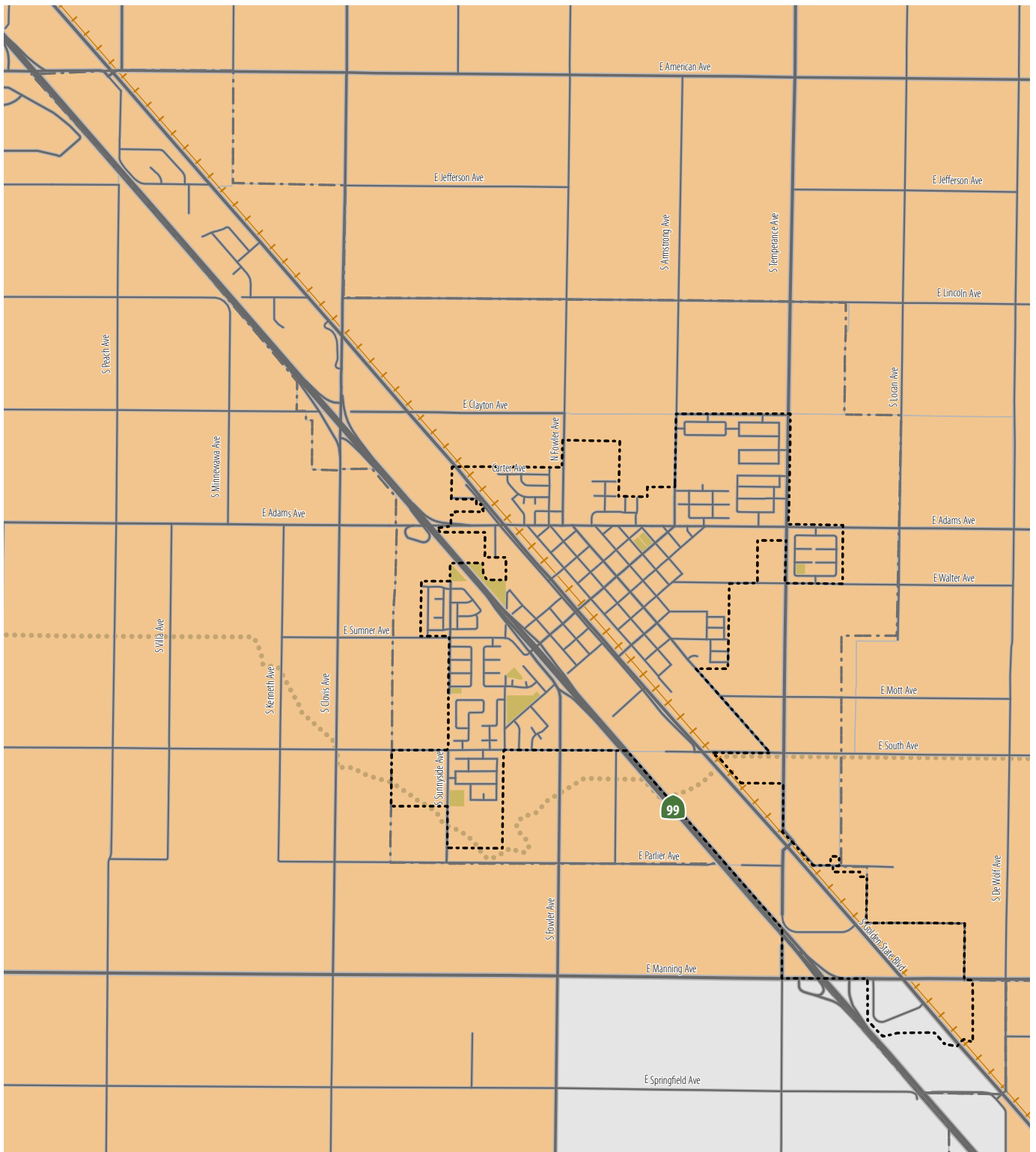
**Figure 7-8: Fowler US DOT Equitable Transportation Community Screening Results**



- |  |  |   |
|--|--|---|
| <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #f08080; border: 1px solid black; margin-right: 5px;"></span> &lt;10% Most Disadvantaged</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #ffcc99; border: 1px solid black; margin-right: 5px;"></span> 10% to &lt;15% Most Disadvantaged</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #ffff99; border: 1px solid black; margin-right: 5px;"></span> 15% to &lt;20% Most Disadvantaged</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #c1e1c1; border: 1px solid black; margin-right: 5px;"></span> 20% to 25% Most Disadvantaged</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #8bc34a; border: 1px solid black; margin-right: 5px;"></span> Above 25% Most Disadvantaged</li> </ul> | <ul style="list-style-type: none"> <li><span style="display: inline-block; border: 2px dashed black; width: 15px; height: 10px; margin-right: 5px;"></span> City Limits</li> <li><span style="display: inline-block; border: 1px dashed black; width: 15px; height: 10px; margin-right: 5px;"></span> City Sphere of Influence</li> <li><span style="display: inline-block; border: 1px solid black; width: 15px; height: 10px; margin-right: 5px;"></span> County Boundary</li> </ul> | <ul style="list-style-type: none"> <li><span style="display: inline-block; border-top: 1px dashed black; width: 15px; margin-right: 5px;"></span> Railroad</li> <li><span style="display: inline-block; border-bottom: 1px dotted black; width: 15px; margin-right: 5px;"></span> Canal</li> <li><span style="display: inline-block; border-bottom: 1px solid blue; width: 15px; margin-right: 5px;"></span> Waterway</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #c1e1c1; margin-right: 5px;"></span> Park/Open Space</li> </ul> |
|--|--|---|

Source: US DOT, 2023; Fehr & Peers, 2023

**Figure 7-9: Fowler FCOG Environmental Justice Areas**



- Environmental Justice TAZ
- Non-Environmental Justice TAZ
- City Limits
- City Sphere of Influence
- County Boundary
- Railroad
- Canal
- Waterway
- Park/Open Space

Source: FCOG, 2023; Fehr & Peers, 2023







## Existing Trips

Based on the U.S. Census American Community Survey, approximately zero percent of Fowler workers commute to work by walking and 0.3 percent commute to work by bicycling. These shares are much less than the statewide averages, as shown in Table 7-2. However, these statistics only include workers who walk or ride every day, not those who do so occasionally. Reliable data on non-commute trips, including trips to school, trips for shopping, and recreational trips, is not readily available and not included in these estimates. Thus, the total number of biking and walking trips in Fowler is higher than shown here.

**Table 7-2 Fowler Trips to Work by Walking and Bicycling**

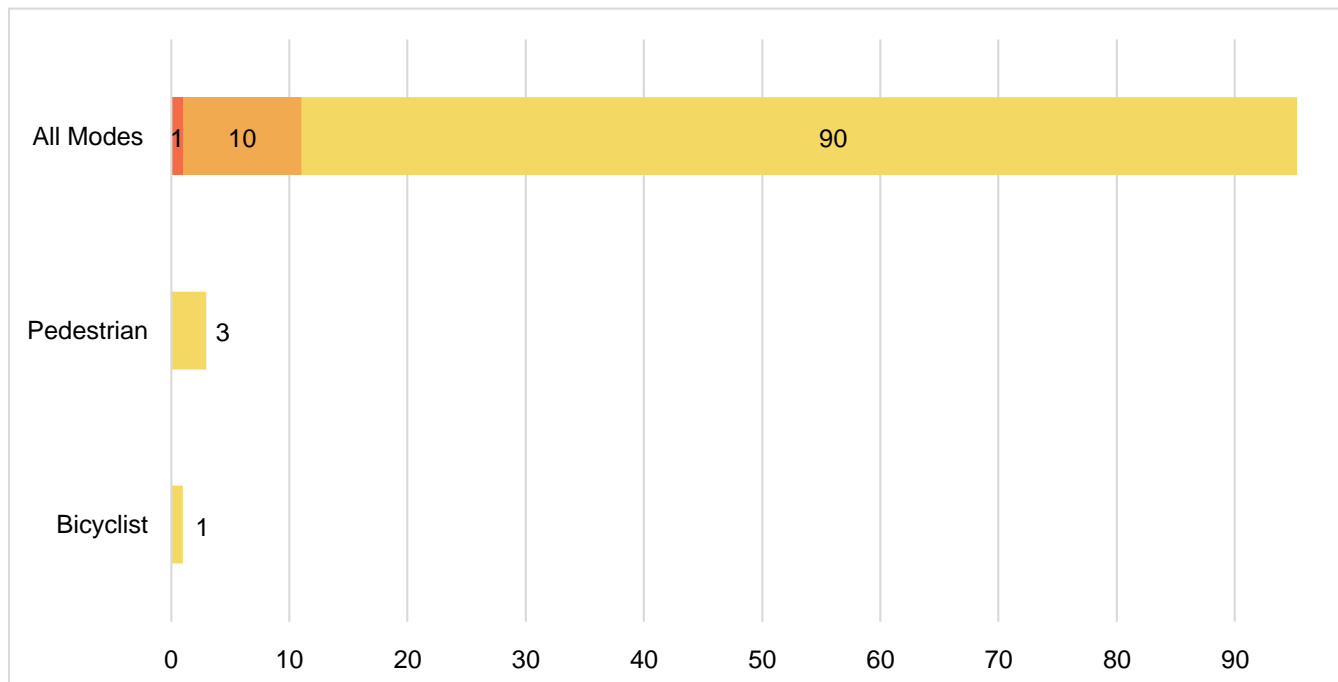
Jurisdiction	Walk		Bicycle	
	Estimate	Share	Estimate	Share
Fowler	0	0.0%	8	0.3%
California	440,483	2.4%	128,474	0.7%

*Note: Workers aged 16 years and older, excludes percentage of employees that work from home.  
Source: U.S. Census 2018-2022 American Community Survey, 2023; Fehr & Peers, 2023*

## Collisions

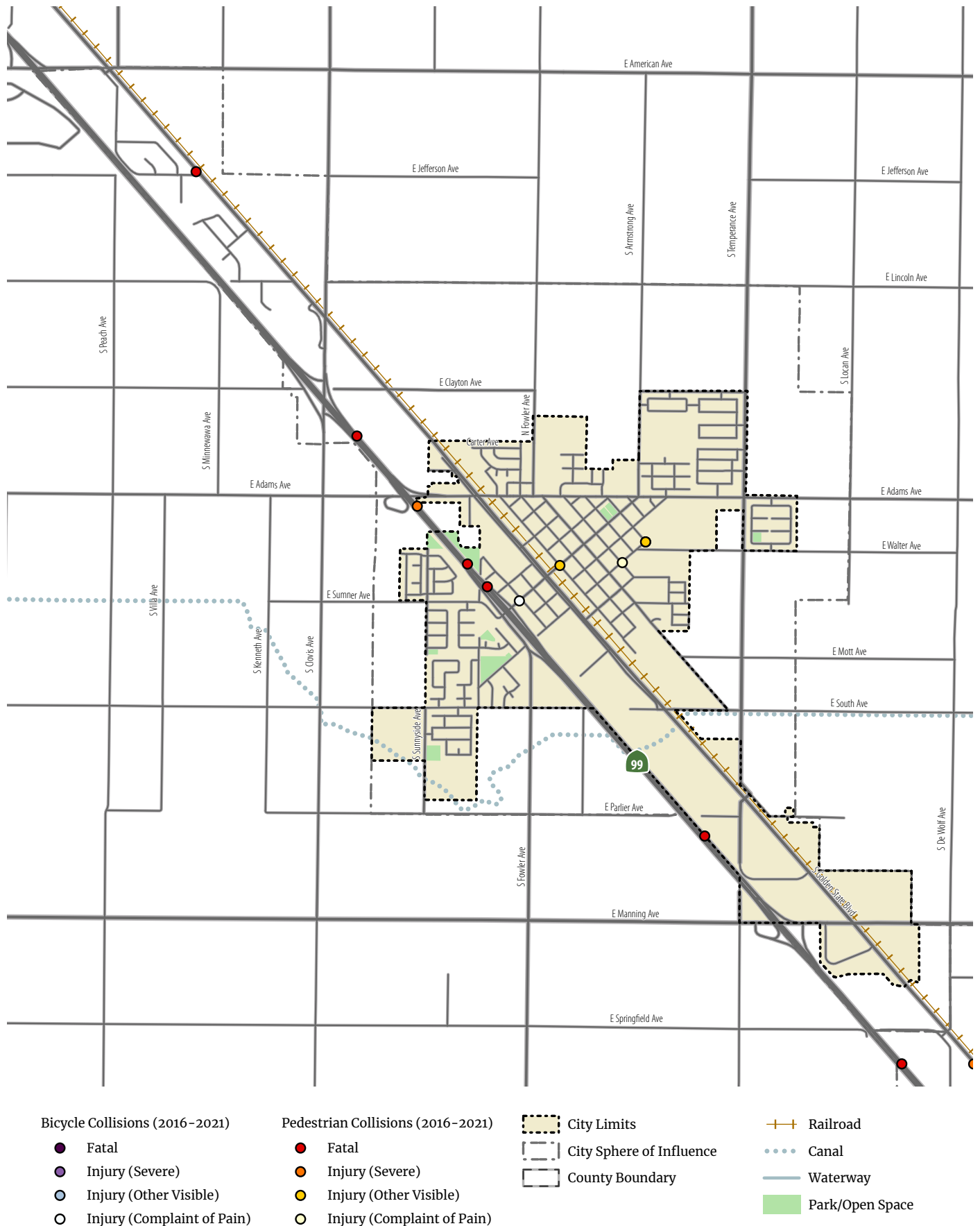
There were three injury collisions reported between 2016 and 2021 that involved a pedestrian and one injury collision that involved a bicyclist in Fowler. In this period, four percent of all collisions resulting in injury involved a bicyclist or pedestrian. Figures 7-10 and 7-11, respectively, summarize and map these collisions. This analysis excludes collisions that occurred on State Route 99.

**Figure 7-10: Collisions by Severity in Fowler, 2016 -2021**



*Source: UC Berkeley SafeTREC, 2023; Fehr & Peers, 2023*

**Figure 7-11: Collisions Involving a Pedestrian or Bicyclist in Fowler**



Source: UC Berkeley SafeTREC, 2023; Fehr & Peers, 2023

## PLANNED NETWORKS

The planned walking and biking networks for Fowler are summarized in Table 7-3 and mapped in Figures 7-12 and 7-13. The networks include shared-use paths, bike lanes and routes, sidewalks, and crosswalk improvements. The proposed networks are designed to connect to Fowler’s shared-use paths, to provide access to key destinations, and to serve as recreational assets. The sidewalk improvements also fill gaps in the sidewalk network and add crossing improvements to enhance safety near schools and across busy roads. Appendix D includes a list of these network improvements including locations and extents, lengths, high-level estimated costs, and priorities. Additionally, several of the high priority projects have been grouped into a single project. Additional information to support a funding application for this project has been combined into a fact sheet, which is included in Appendix F.

Figure 7-13 also presents planned bike parking for Fowler. These planned bike parking locations supplement existing locations by adding parking at parks and near retail areas and other destinations.

Based on the indicators of disadvantaged communities discussed earlier in this section, these facilities all support disadvantaged communities.

**Table 7-3: Summary of Planned Walking and Biking Facilities in Fowler**

Facility Type	Existing (Miles)	Planned (Miles)	Total (Miles)
Sidewalk	49.2	2.6	51.8
Shared Use Path (Class I)	0.7	8.1	8.8
Bike Lane (Class II)*	3.6	5.0	8.6
Bike Route (Class III)*	0.0	2.5	2.5
Separated Bikeway (Class IV)*	0.0	1.2	1.2

*\*Distance measured by centerline*

Sources: Fresno Council of Governments, Fehr & Peers, 2023

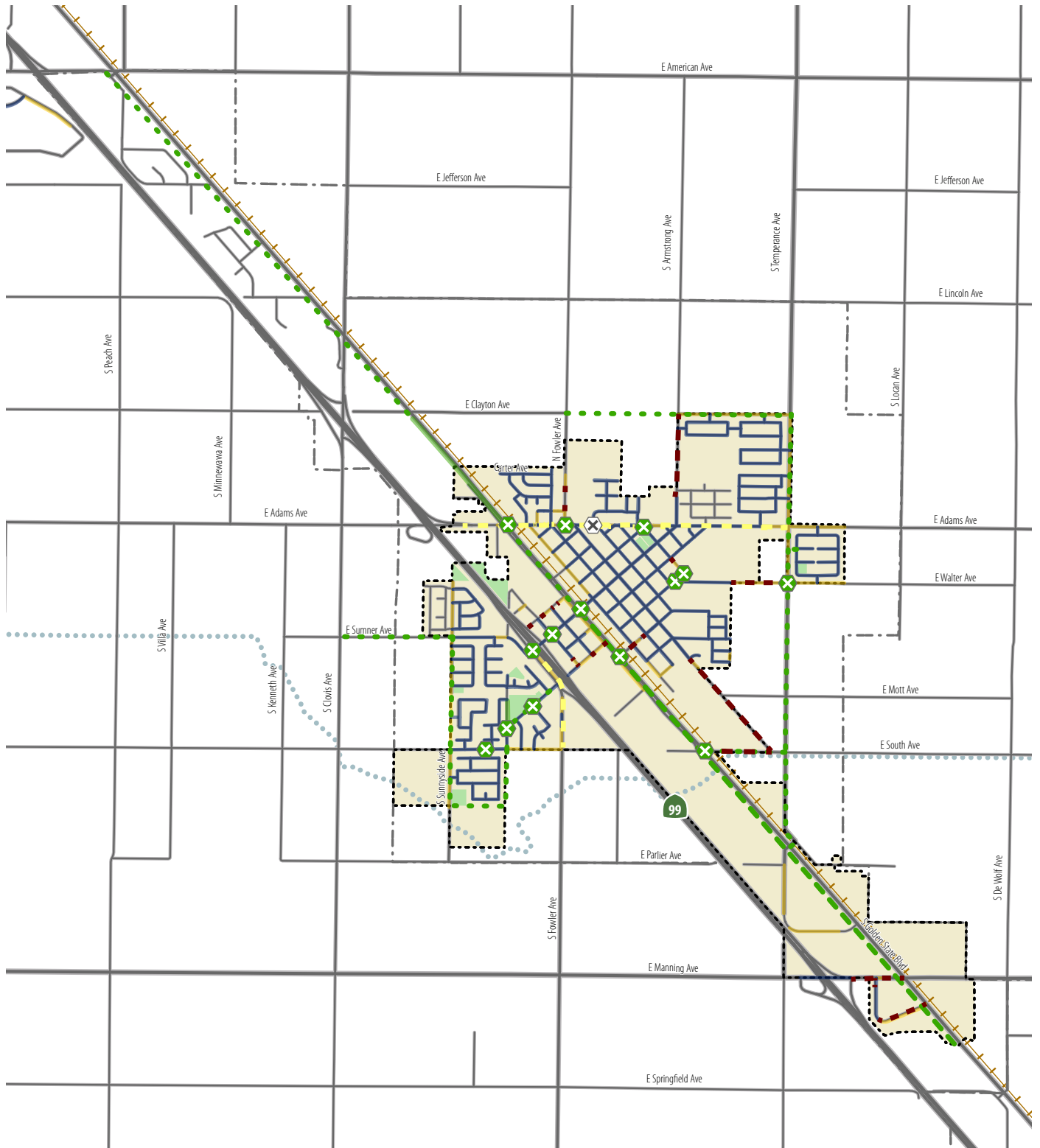
Costs to implement these facilities are summarized in Table 7-4.

**Table 7-4: Cost of Planned Walking and Biking Facilities in Fowler**

Facility Type	Cost Per Mile	High Priority	Total
Sidewalk	\$369,600	\$88,900	\$959,000
Shared Use Path (Class I)	\$955,700	\$477,850	\$7,693,385
Bike Lane (Class II)	\$401,400	\$505,764	\$2,007,000
Bike Route (Class III)	\$16,000	\$29,120	\$39,360
Separated Bikeway (Class IV)	\$633,600	-	\$753,984
Crossing Improvements		\$253,700	\$877,200
<b>Total</b>		<b>\$1,355,334</b>	<b>\$12,329,929</b>

Source: Fehr & Peers, 2023

**Figure 7-11: Fowler Planned Walking Facilities**

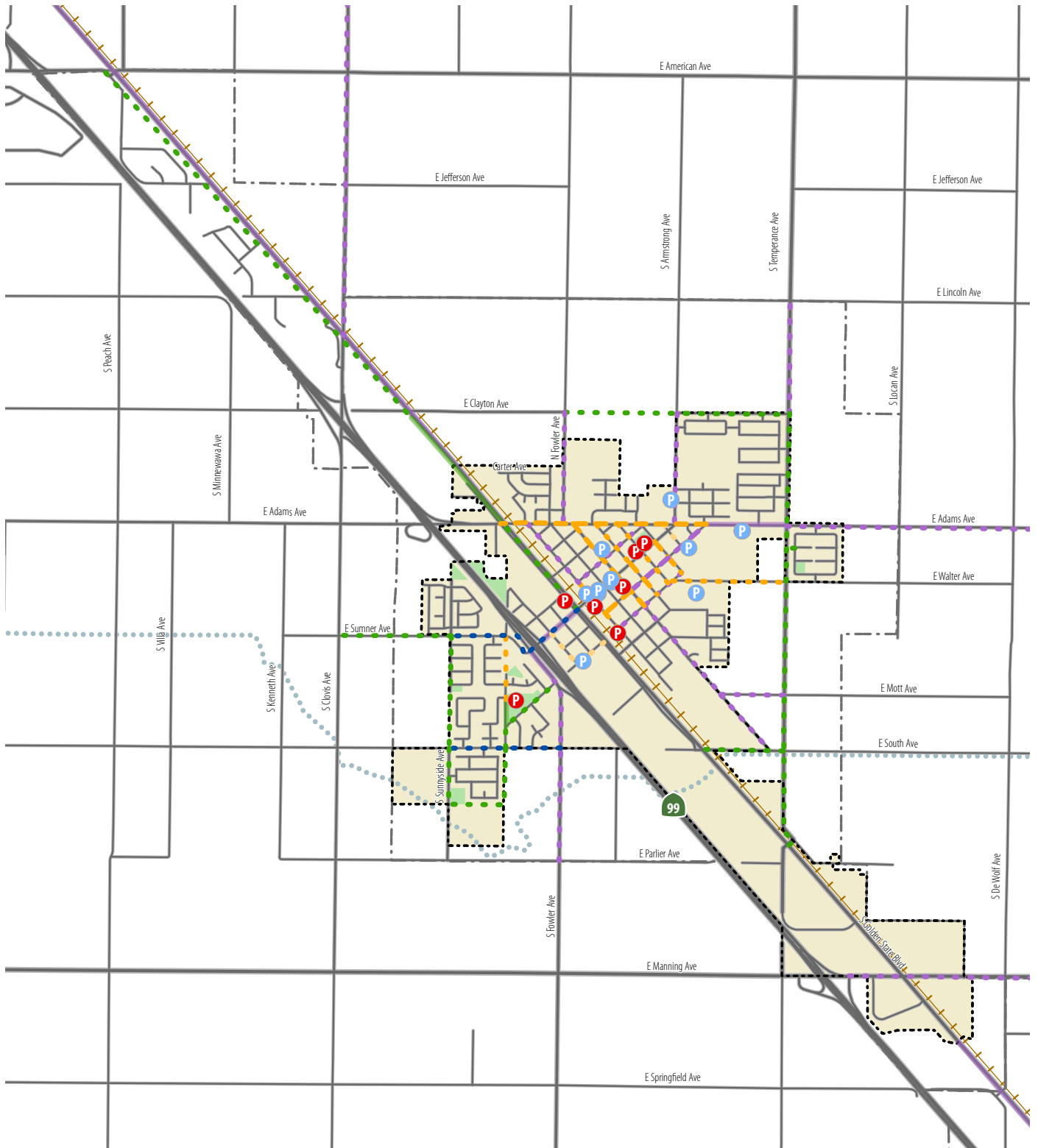


- |                                  |   |                            |                   |
|----------------------------------|---|----------------------------|-------------------|
| <b>Existing Facilities</b>       | <b>Planned Facilities</b>                               | <b>City Limits</b>         | <b>Railroad</b>   |
| — Sidewalk Present on Both Sides | — Construct Sidewalk                                    | — City Sphere of Influence | — Canal           |
| — Sidewalk Present on One Side   | — Funded Sidewalk                                       | — County Boundary          | — Waterway        |
| — Shared-Use Path (Class I)      | — Planned Shared-Use Path (Class I)                     |                            | — Park/Open Space |
|                                  | — Funded Shared-Use Path (Class I)                      |                            |                   |
|                                  | ⊗ Intersection Improvements/Pedestrian Crossings        |                            |                   |
|                                  | ⊗ Funded Intersection Improvements/Pedestrian Crossings |                            |                   |

Source: Fehr & Peers, 2023



**Figure 7-12: Fowler Planned Bicycle Facilities**



- |                                |  |                            |                   |
|--------------------------------|--|----------------------------|-------------------|
| <b>Bicycle Facility Status</b> | <b>Bicycle Facility Classification</b> | <b>City Limits</b>         | <b>Railroad</b>   |
| — Existing Bicycle Facility    | — Shared-Use Path (Class I)            | — City Sphere of Influence | — Canal           |
| — Funded Bicycle Facility      | — Bike Lane (Class II)                 | — County Boundary          | — Waterway        |
| — Planned Bicycle Facility     | — Bike Route (Class III)               |                            | — Park/Open Space |
| Ⓟ Existing Bicycle Parking     | — Class III with Multi-use Shoulder    |                            |                   |
| Ⓟ Proposed Bicycle Parking     | — Separated Bikeway (Class IV)         |                            |                   |
|                                | — Class II or III                      |                            |                   |
|                                | — Class II or IV                       |                            |                   |

Source: Fehr & Peers, 2023



**Chapter 8**

**HURON**

This chapter describes the current conditions and future plans for walking and biking in the City of Huron.

**EXISTING CONDITIONS**

The City of Huron is located in southern Fresno County, along Lassen Avenue (SR 269) (see Figure 1-1). Lassen Avenue serves as a main corridor through the City.

**Existing Bicycle & Pedestrian Facilities**

There are 19.6 miles of sidewalks and 0.3 miles of bikeways within Huron. These networks are summarized in Table 8-1 and depicted in Figures 8-1 and 8-2.

**Table 8-1: Summary of Existing Walking & Bicycling Facilities in Huron**

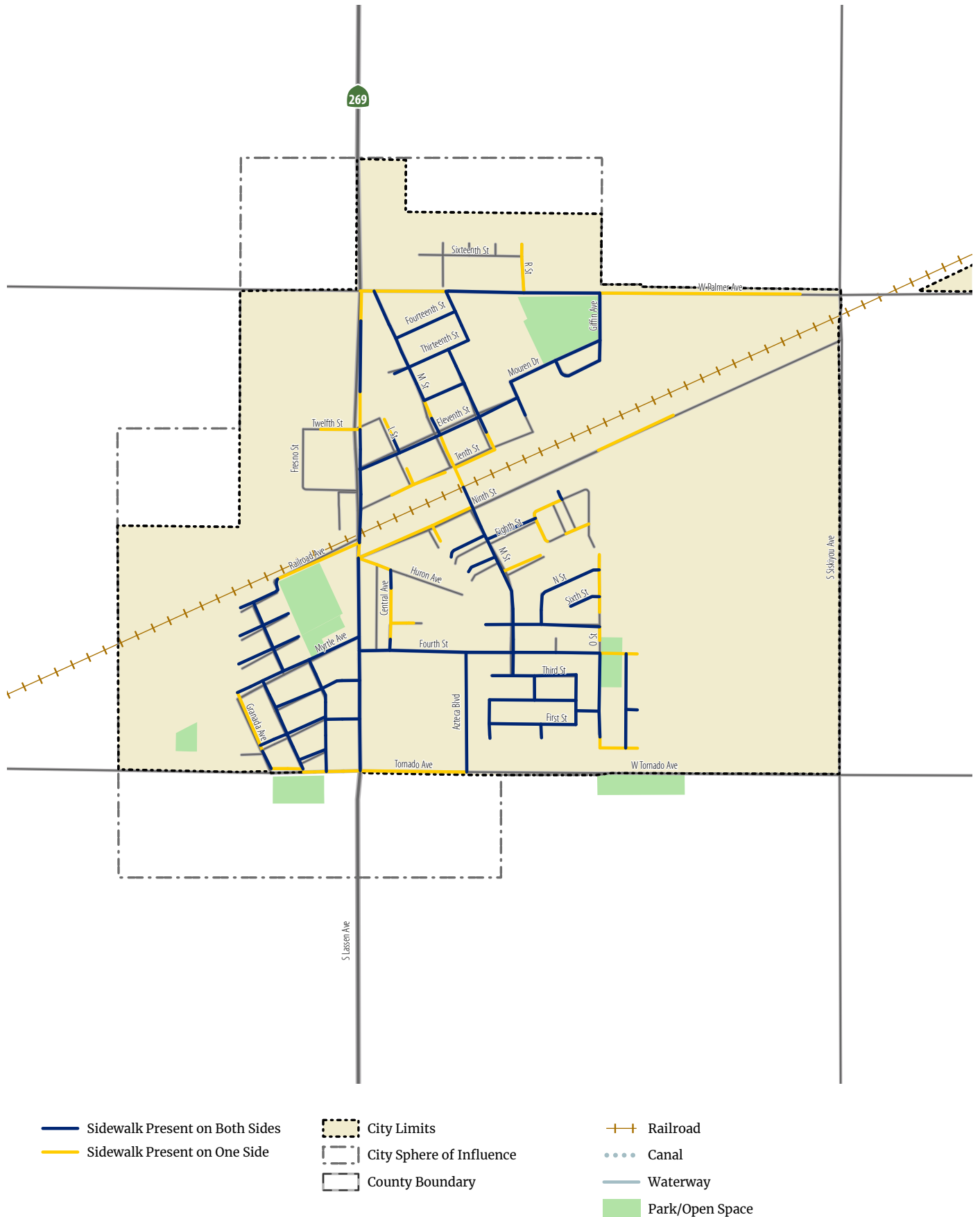
Type	Miles
Sidewalk	19.6
Shared Use Path (Class I)	0.0
Bike Lane (Class II)*	0.2
Bike Route (Class III)*	0.0
Separated Bikeway (Class IV)*	0.0

*\*Distance measured by centerline*

The following conditions are noted relevant to the safety and comfort of bicycling and walking in Huron:

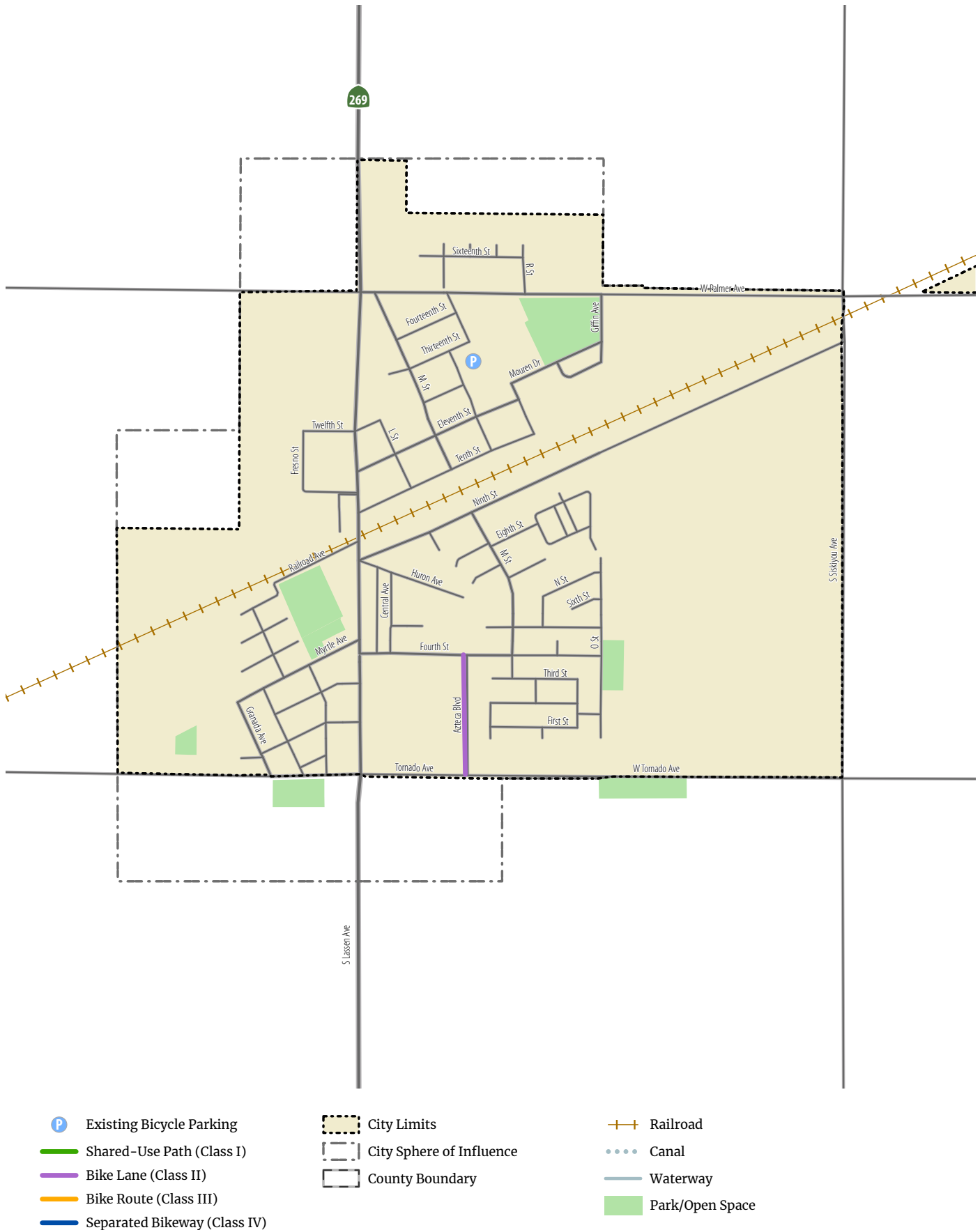
- » There are a lack of pedestrian crossings along Lassen Avenue connecting residences to commercial uses.
- » Railroad tracks bisect the city and there are only two roads connecting one side of town to the other (Lassen Ave and M St.). M St. has sidewalk network gaps near this intersection with the rail tracks.
- » There is only one bike lane in the city, along Azteca Boulevard.

**Figure 8-1: Existing Pedestrian Facilities in Huron**



Source: Fehr & Peers, 2023

**Figure 8-2: Existing Bicycling Facilities in Huron**



Source: Fehr & Peers, 2023



## Plans and Policies Related to Active Transportation

The following City plans and policies are relevant to biking and walking in Huron:

- » City of Huron General Plan (2007)
- » City of Huron Mobility, Access and Safety Project (2014)
- » Municipal Code of Huron, California (2017)

These plans and policies are discussed in greater detail in Appendix C. Regional, state, and federal plans and policies are also discussed in Appendix C.

## Expenditures on Active Transportation Facilities

The City of Huron has not had any expenditures on walking and biking in the last five years to report. However, the Huron Bicyclist and Pedestrian Safety Improvement Project, which will add Class II, III and IV bike facilities and six new crosswalks with safety features (RRFBs, pedestrian refuge island, and bulb-outs), will go out to bid in October 2023. The budget for this project is \$1,969,000. The Lassen Avenue pedestrian hybrid beacon is also in the process of right-of-way acquisition as of October 2023. The budget for this project is \$417,000.

## Maintenance

The City repaints crosswalks and stop bars annually before school starts, with a focus on areas around schools. Due to funding limitations, sidewalks repairs are limited. Vegetation maintenance along walkways is the responsibility of the property owners; the City works with them to enforce this and bill them if it is not performed. Generally, funding is a challenge for maintenance of many public facilities.

## Education & Enforcement Programs

Prior to the Covid-19 pandemic, local schools had a school resource officer from the police department that held bike and walk days. The City would like to reinstate that outreach. The police department has also given out helmets and reflectors.

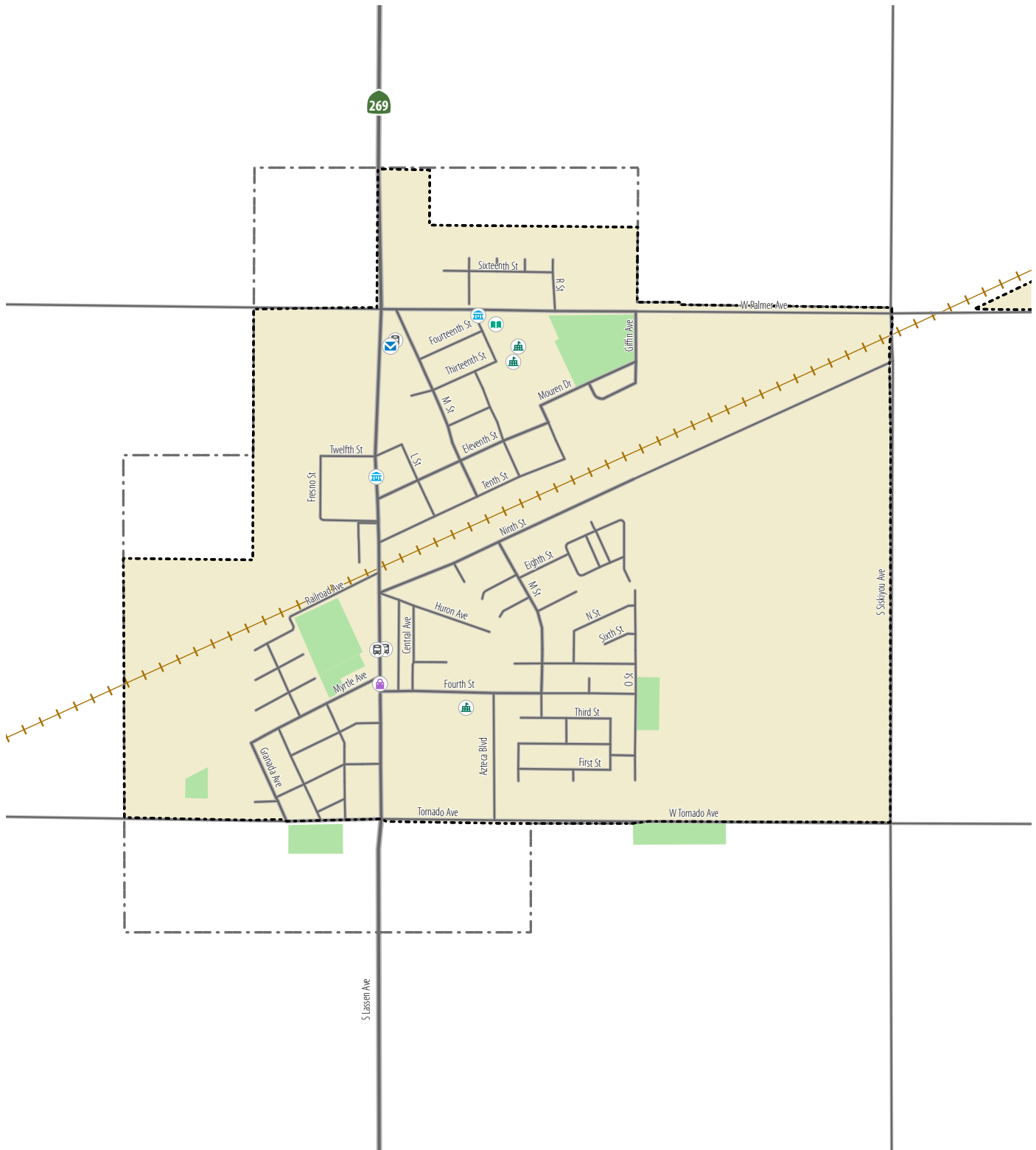
## Key Destinations

Figure 8-3 shows key destinations for bicyclists and pedestrians in the City of Huron. Highlights include

- » Schools in the area, including Huron Elementary School, Chestnut High School;
- » Restaurants and businesses along Lassen Avenue;
- » The post office and Huron Public Library; and
- » Transit stops.



**Figure 8-3: Key Destinations in Huron**



- |                         |                   |                          |                 |
|-------------------------|-------------------|--------------------------|-----------------|
| Higher Education        | Public School     | City Limits              | Railroad        |
| Employment Center       | Private School    | City Sphere of Influence | Canal           |
| Government              | Transit Stop      | County Boundary          | Waterway        |
| Library                 | Senior Facilities |                          | Park/Open Space |
| Medical Center/Hospital |                   |                          |                 |
| Retail                  |                   |                          |                 |
| Post Office             |                   |                          |                 |

Source: Fehr & Peers, 2023



*Bus stop along Lassen Avenue*



*School crossing in Huron*

## Disadvantaged Communities

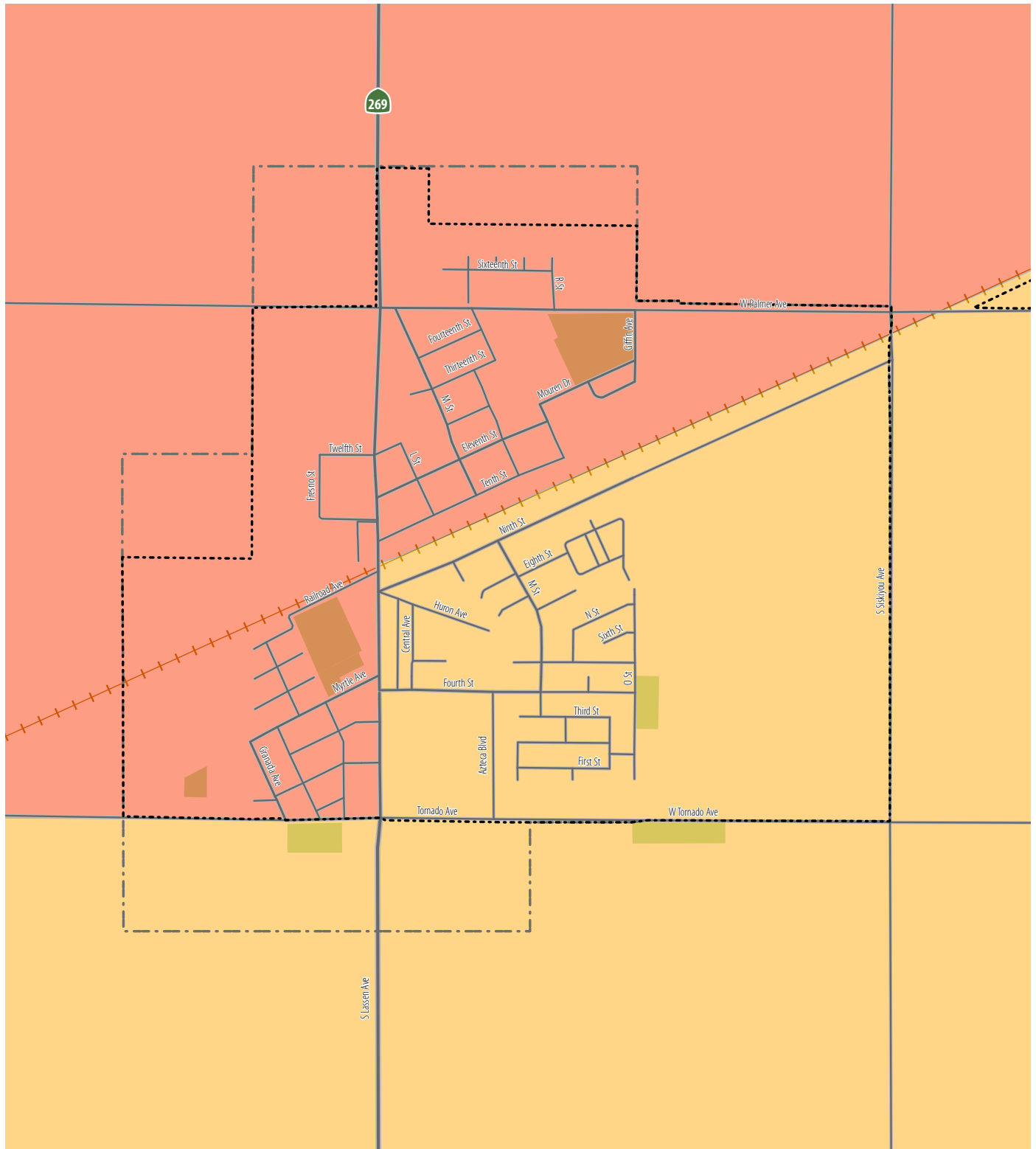
All of Huron meets one or more of the Active Transportation Program criteria for disadvantaged communities, described in Chapter 2, Existing Conditions.

- » **Median Household Income:** Huron residents living south of Railroad Ave and east of Lassen Ave make between 65 and 70 percent of the state median. Residents north Railroad Ave and west of Lassen Ave make less than 65% of the state median, as shown in Figure 8-4.
- » **Free & Reduced Price Meals for Schools:** All schools with available data have over 90 percent of students eligible for free or reduced price meals.
- » **CalEnviroScreen:** Huron residents living north of Railroad Ave and west of Lassen Ave are within 15 to 20 percent of the most disadvantaged areas in the state. Residents living southward are within 20 to 25 percent of the most disadvantaged areas in the state, as shown in Figure 8-5.
- » **Healthy Places Index:** Huron is within the 10 percent most disadvantaged areas in the state.
- » **Federal Climate & Economic Justice Tool:** The Huron community north of Railroad Ave and west of Lassen Ave exceed 7 categories in the screening tool, and the community south of that exceed five or six categories, as shown in Figure 8-6
- » **US DOT Equitable Transportation Community Disadvantaged Community Tool:** The community south of Railroad Ave and east of Lassen Ave is within 10 percent of the most disadvantaged areas in the state, as shown in Figure 8-7.
- » **FCOG Environmental Justice Areas:** All of Huron is considered disadvantaged by this definition.

Because all of Huron meets one or more of these criteria for disadvantaged communities, the challenges for walking and biking described at the beginning of this chapter are equity issues.



**Figure 8-4: Huron Median Household Income**

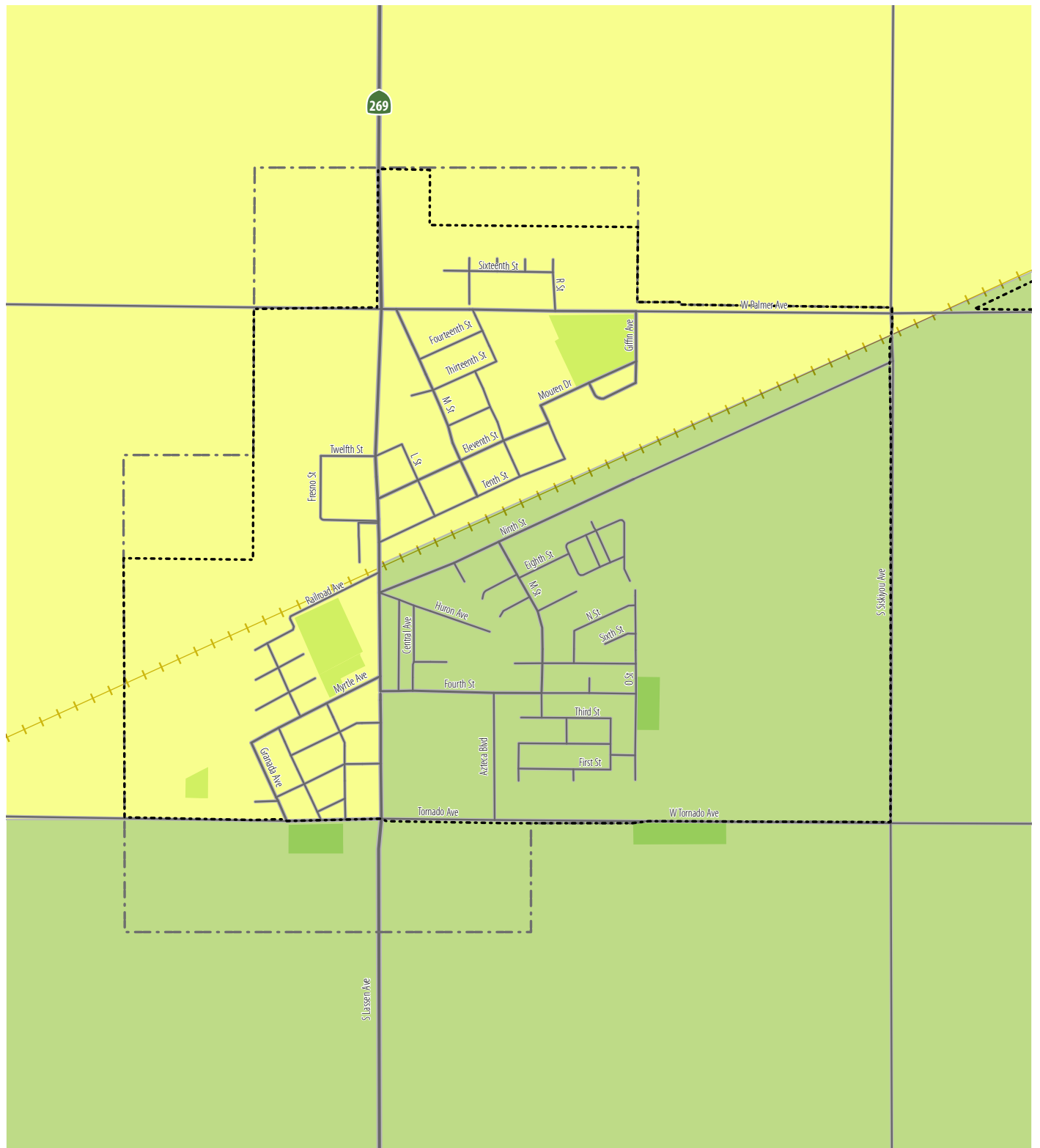


- <65% of Statewide MHI
- 65% through <70% of Statewide MHI
- 70% through <75% of Statewide MHI
- 75% through <80% of Statewide MHI
- Greater than 80% of Statewide MHI
- No Information
- City Limits
- City Sphere of Influence
- County Boundary
- Railroad
- Canal
- Waterway
- Park/Open Space

Source: US Census 2018-2022 ACS, 2023 Fehr & Peers, 2023



**Figure 8-5: Huron CalEnviroScreen Results**

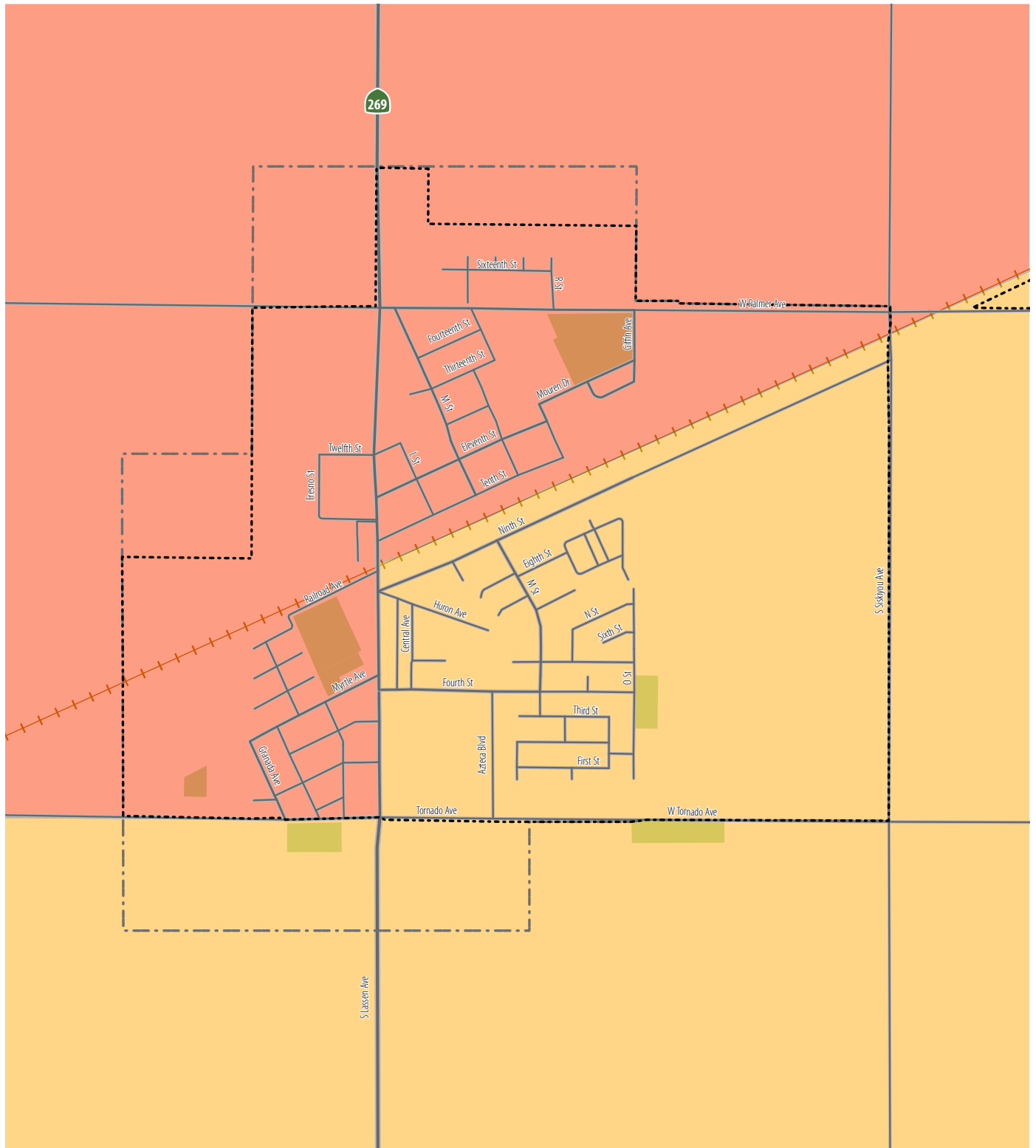


- |  |   |  |
|--|---|--|
| <span style="display:inline-block; width:15px; height:15px; background-color:#f4a460; border:1px solid black;"></span> <10% Most Disadvantaged             | <span style="border:1px dashed black; width:15px; height:15px; display:inline-block;"></span> City Limits             | <span style="border-top:1px dashed black; width:15px; display:inline-block;"></span> Railroad  |
| <span style="display:inline-block; width:15px; height:15px; background-color:#fde08c; border:1px solid black;"></span> 10% through <15% Most Disadvantaged | <span style="border:1px dashed gray; width:15px; height:15px; display:inline-block;"></span> City Sphere of Influence | <span style="color:blue; font-size:1.2em;">...</span> Canal  |
| <span style="display:inline-block; width:15px; height:15px; background-color:#ffff99; border:1px solid black;"></span> 15% through <20% Most Disadvantaged | <span style="border:1px solid black; width:15px; height:15px; display:inline-block;"></span> County Boundary          | <span style="border-bottom:1px solid blue; width:15px; display:inline-block;"></span> Waterway   |
| <span style="display:inline-block; width:15px; height:15px; background-color:#c7e9c0; border:1px solid black;"></span> 20% through 25% Most Disadvantaged  |   | <span style="display:inline-block; width:15px; height:15px; background-color:#a1d99b; border:1px solid black;"></span> Park/Open Space |
| <span style="display:inline-block; width:15px; height:15px; background-color:#41ab5d; border:1px solid black;"></span> Above 25% Most Disadvantaged        |   |  |
| <span style="display:inline-block; width:15px; height:15px; background-color:#808080; border:1px solid black;"></span> No Information                      |   |  |

Source: California Office of Environmental Health Hazard Assessment, 2023; Fehr & Peers, 2023



**Figure 8-6: Huron Federal Climate & Economic Justice Screening Results**



- |  |   |  |
|--|---|--|
| <span style="display:inline-block; width:15px; height:15px; background-color:#e67e22; border:1px solid black;"></span> 7 Categories Exceeded     | <span style="border:1px dashed black; width:15px; height:15px; display:inline-block;"></span> City Limits             | <span style="border-bottom:1px dashed orange; width:15px; display:inline-block;"></span> Railroad                                      |
| <span style="display:inline-block; width:15px; height:15px; background-color:#f1c40f; border:1px solid black;"></span> 5 - 6 Categories Exceeded | <span style="border:1px dashed gray; width:15px; height:15px; display:inline-block;"></span> City Sphere of Influence | <span style="border-bottom:1px dotted blue; width:15px; display:inline-block;"></span> Canal   |
| <span style="display:inline-block; width:15px; height:15px; background-color:#fff9c4; border:1px solid black;"></span> 3 - 4 Categories Exceeded | <span style="border:1px solid black; width:15px; height:15px; display:inline-block;"></span> County Boundary          | <span style="border-bottom:1px solid blue; width:15px; display:inline-block;"></span> Waterway   |
| <span style="display:inline-block; width:15px; height:15px; background-color:#c8e6c9; border:1px solid black;"></span> 1 - 2 Categories Exceeded |   | <span style="display:inline-block; width:15px; height:15px; background-color:#8bc34a; border:1px solid black;"></span> Park/Open Space |
| <span style="display:inline-block; width:15px; height:15px; background-color:#4caf50; border:1px solid black;"></span> 0 Categories Exceeded     |   |  |

Source: Council on Environmental Quality, 2023; Fehr & Peers, 2023

## Existing Trips

Based on the U.S. Census American Community Survey, approximately zero percent of Huron workers commute to work by walking or bicycling. These shares are much smaller than the statewide averages, as shown in Table 8-2. However, these statistics only include workers who walk or ride every day, not those who do so occasionally. Reliable data on non-commute trips, including trips to school, trips for shopping, and recreational trips, is not readily available and not included in these estimates. Thus, the total number of biking and walking trips in Huron is higher than shown here.

**Table 8-2 Huron Trips to Work by Bicycling and Walking**

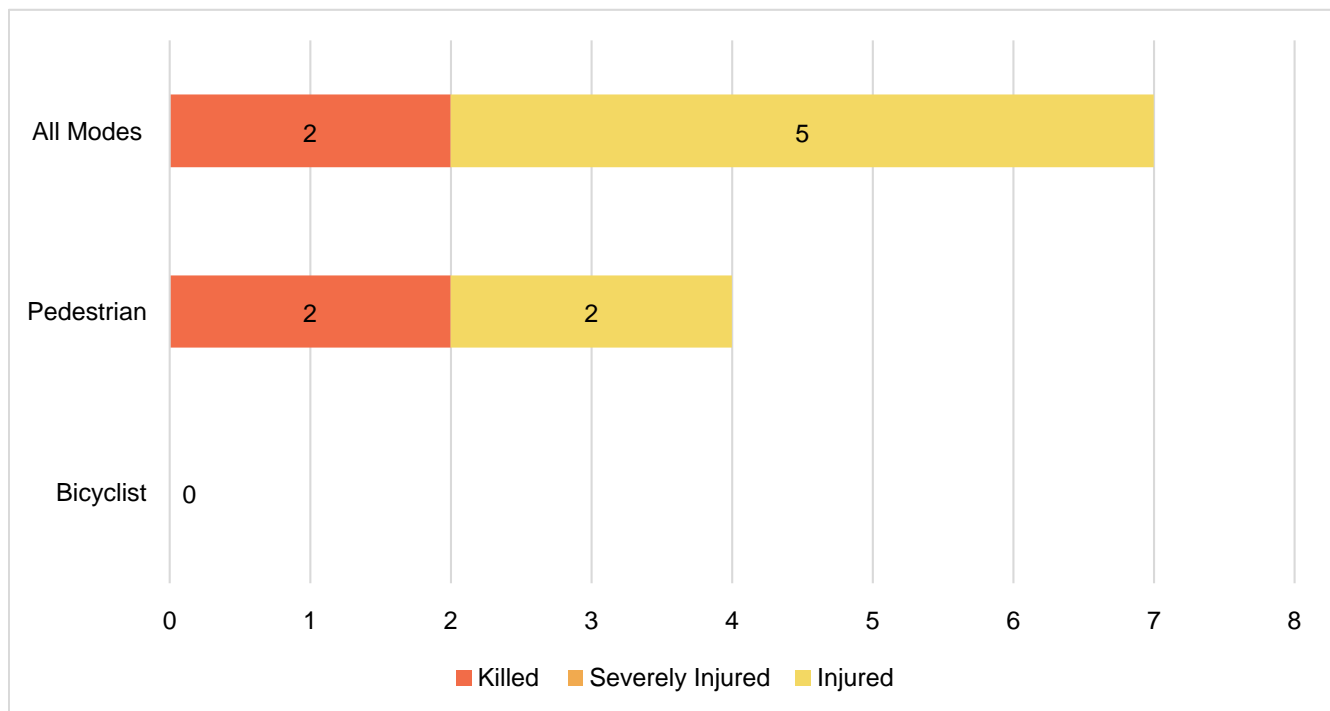
Jurisdiction	Walk		Bicycle	
	Estimate	Share	Estimate	Share
Huron	0	0.0%	0	0.0%
California	440,483	2.4%	128,474	0.7%

*Note: Workers aged 16 years and older, excludes percentage of employees that work from home.  
Source: U.S. Census 2018 -2022 American Community Survey, 2023; Fehr & Peers, 2023*

## Collisions

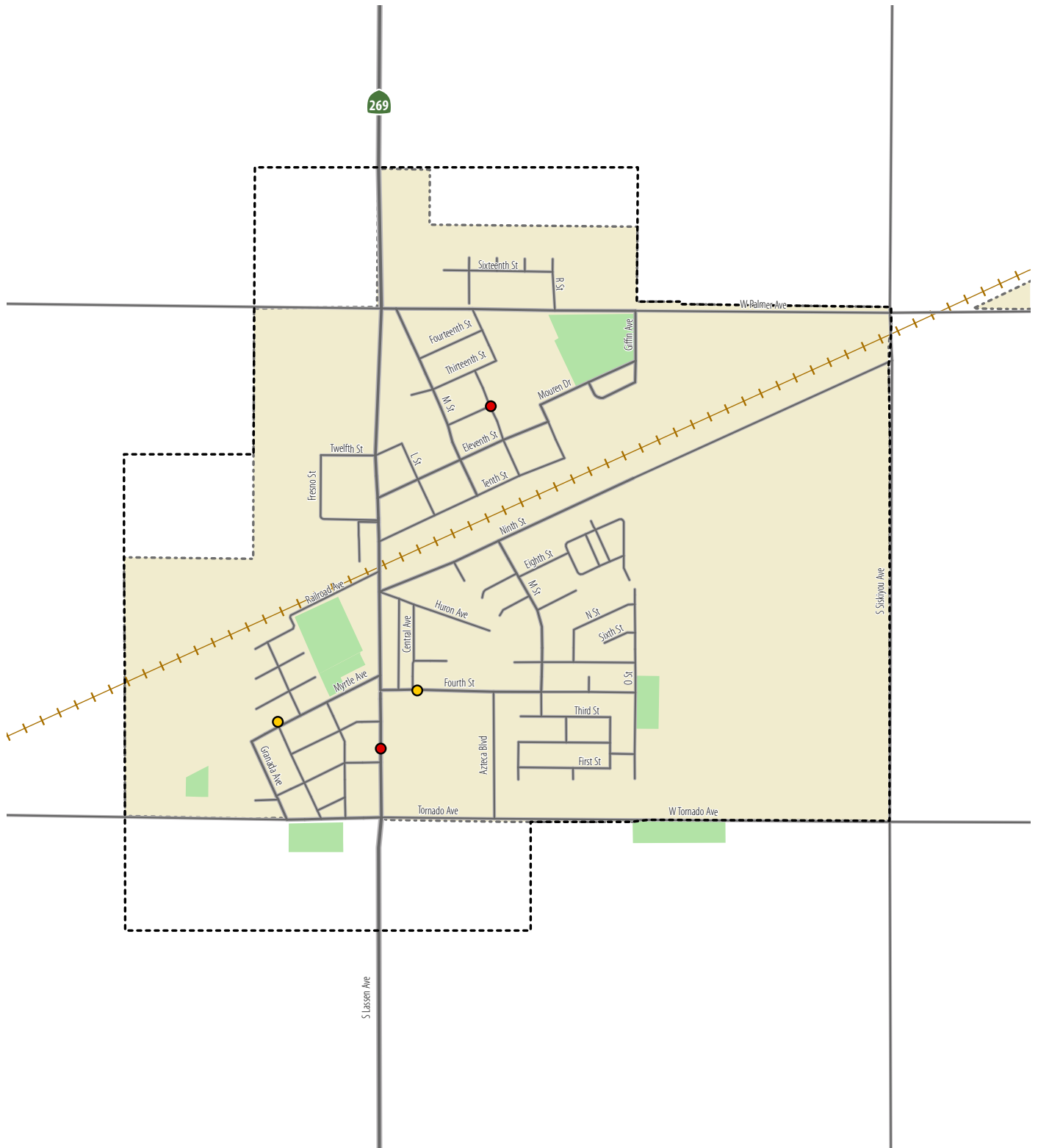
There were four injury collisions reported between 2016 and 2021 that involved a pedestrian. In this period, 100 percent of collisions resulting in a fatality involved a person walking and 40 percent of all collisions resulting in injury involved a pedestrian. Figures 8-7 and 8-8, respectively, summarize and map these collisions.

**Figure 8-7: Collisions by Severity in Huron, 2016 -2021**



*Sources: UC Berkeley SafeTREC, 2023; Fehr & Peers, 2023*

**Figure 8-8: Collisions Involving a Pedestrian in Huron, 2016 - 2021**



**Bicycle Collisions (2016-2021)**

- Fatal
- Injury (Severe)
- Injury (Other Visible)
- Injury (Complaint of Pain)

**Pedestrian Collisions (2016-2021)**

- Fatal
- Injury (Severe)
- Injury (Other Visible)
- Injury (Complaint of Pain)

- City Limits
- ⋯ City Sphere of Influence
- County Boundary

- +— Railroad
- ⋯ Canal
- Waterway
- Park/Open Space

Sources: UC Berkeley SafeTREC, 2023; Fehr & Peers, 2023

## PLANNED NETWORKS

The planned walking and biking networks for Huron are summarized in Table 8-3 and mapped in Figures 8-8 and 8-9. The networks include shared-use paths, bike lanes and routes, sidewalks, and crosswalk improvements. The proposed networks are designed to connect to Huron’s shared-use paths, to provide access to key destinations, and to serve as recreational assets. The sidewalk improvements also fill gaps in the sidewalk network and add crossing improvements to enhance safety near schools and across busy roads. Appendix D includes a list of these network improvements including locations and extents, lengths, high-level estimated costs, and priorities. Additionally, several of the high priority projects have been grouped into a single project. Additional information to support a funding application for this project has been combined into a fact sheet, which is included in Appendix F.

Figure 8-7 also presents planned bike parking for Huron. These planned bike parking locations supplement existing locations by adding parking at parks and near retail areas and other destinations.

Based on the indicators of disadvantaged communities discussed earlier in this section, these facilities all support disadvantaged communities.

**Table 8-3: Summary of Planned Walking and Biking Facilities in Huron**

Facility Type	Existing (Miles)	Planned (Miles)	Total (Miles)
Sidewalk	19.6	2.6	22.2
Shared Use Path (Class I)	0.0	3.1	3.1
Bike Lane (Class II)*	0.2	3.6	3.8
Bike Route (Class III)*	0.0	0.3	0.3
Separated Bikeway (Class IV)*	0.0	0.8	0.8

*\*Distance measured by centerline*

Sources: Fresno Council of Governments, Fehr & Peers, 2023

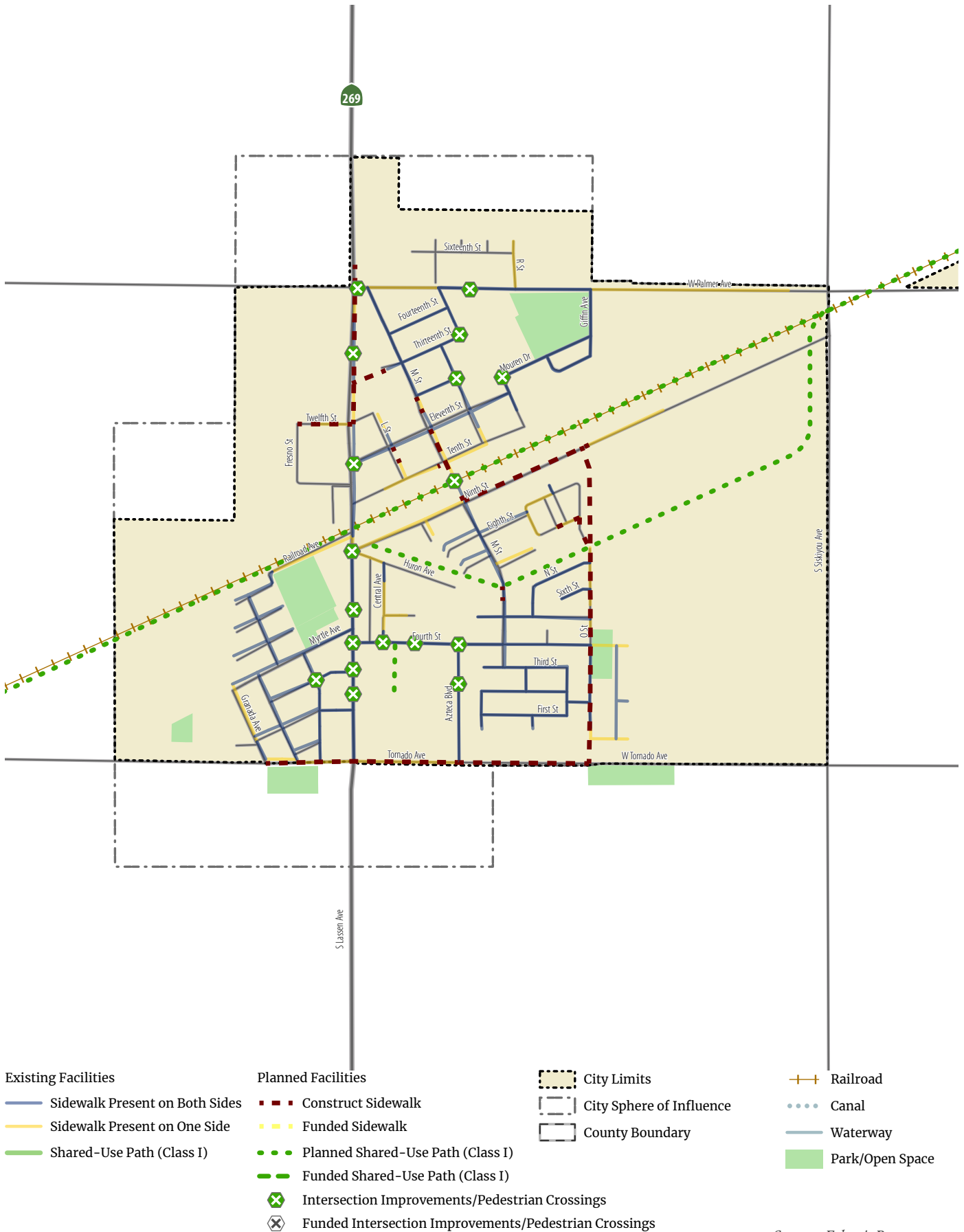
Costs to implement these facilities are summarized in Table 8-4.

**Table 8-4: Cost of Planned Walking and Biking Facilities in Huron**

Facility Type	Cost Per Mile	High Priority	Total
Sidewalk	\$369,600	\$371,700	\$951,300
Shared Use Path (Class I)	\$955,700	\$2,914,885	\$2,914,885
Bike Lane (Class II)	\$401,400	\$1,445,040	\$1,445,040
Bike Route (Class III)	\$16,000	\$4,000	\$4,000
Separated Bikeway (Class IV)	\$633,600	\$513,216	\$513,216
Crossing Improvements		\$948,300	\$948,300
Total		\$6,197,141	\$6,776,741

Source: Fehr & Peers, 2023

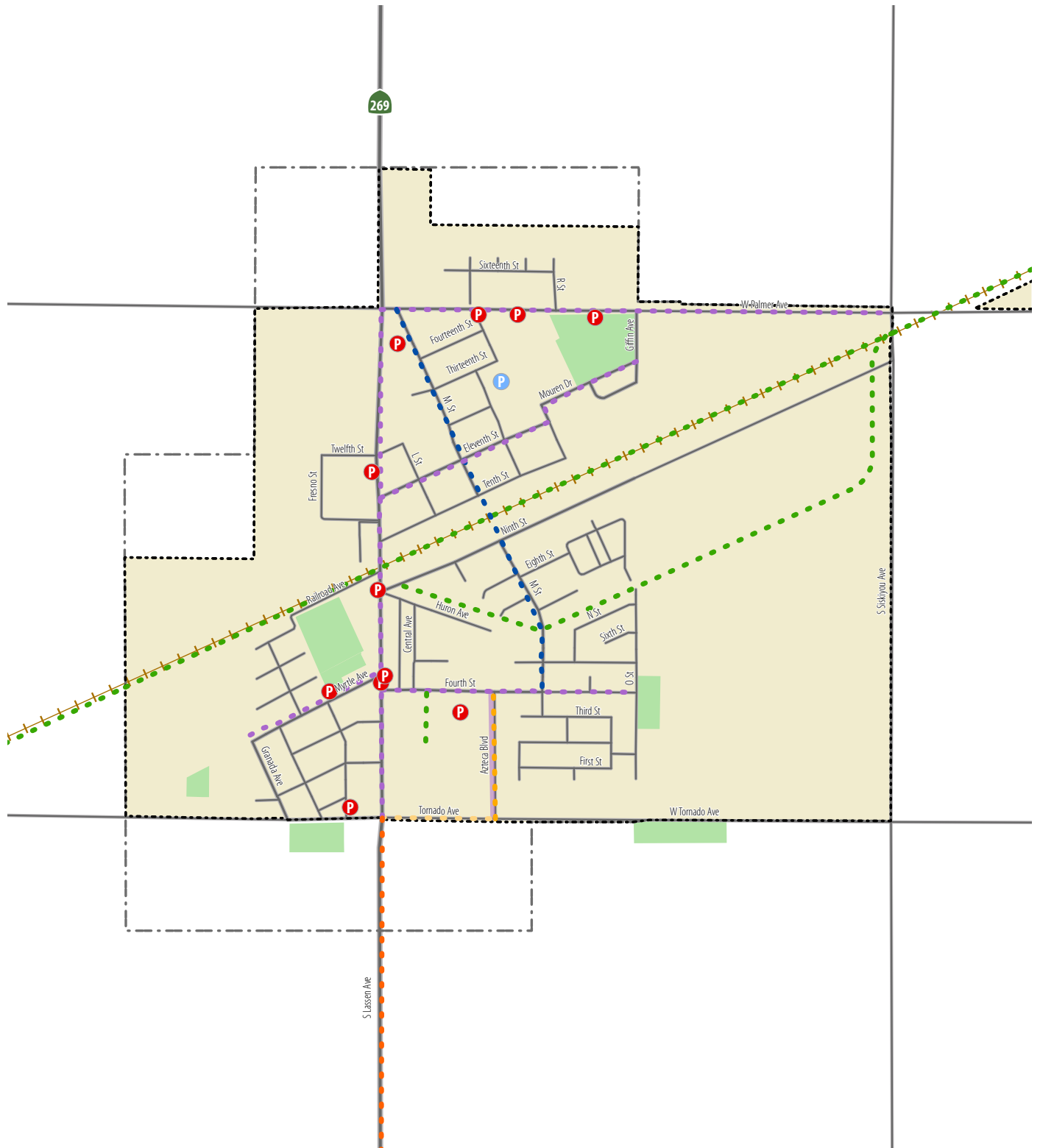
**Figure 8-8: Huron Planned Walking Facilities**



Source: Fehr & Peers, 2023



**Figure 8-9: Huron Planned Bicycle Facilities**



- |                                |  |                              |                   |
|--------------------------------|--|------------------------------|-------------------|
| <b>Bicycle Facility Status</b> | <b>Bicycle Facility Classification</b> | <b>City Limits</b>           | <b>Railroad</b>   |
| — Existing Bicycle Facility    | — Shared-Use Path (Class I)            | --- City Sphere of Influence | --- Canal         |
| — Funded Bicycle Facility      | — Bike Lane (Class II)                 | — County Boundary            | — Waterway        |
| — Planned Bicycle Facility     | — Bike Route (Class III)               |                              | ■ Park/Open Space |
| Ⓟ Existing Bicycle Parking     | — Class III with Multi-use Shoulder    |                              |                   |
| Ⓟ Proposed Bicycle Parking     | — Separated Bikeway (Class IV)         |                              |                   |
|                                | — Class II or III                      |                              |                   |
|                                | — Class II or IV                       |                              |                   |

Source: Fehr & Peers, 2023



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## Chapter 9

# KERMAN

This chapter describes the current conditions and future plans for walking and biking in the City of Kerman.

### EXISTING CONDITIONS

The City of Kerman is situated in the western part of Fresno County at the intersection of SR 180 and SR 145 (see Figure 1-1).

#### Existing Bicycle & Pedestrian Facilities

There are 85.0 miles of sidewalks and 9.8 miles of bikeways within Kerman. These networks are summarized in Table 9-1 and depicted in Figures 9-1 and 9-2.

**Table 9-1: Summary of Existing Walking & Bicycling Facilities in Kerman**

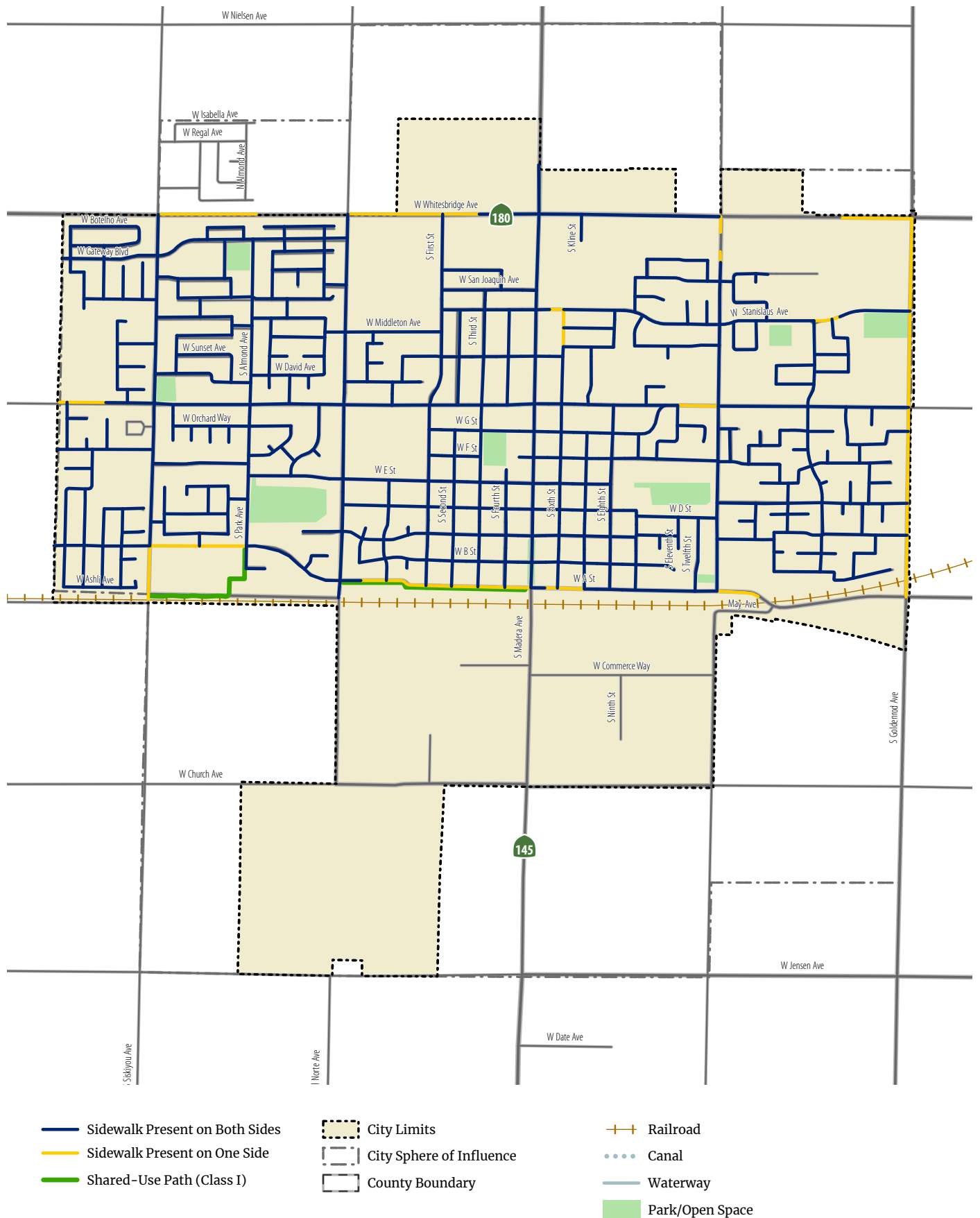
Type	Miles
Sidewalk	85.0
Shared Use Path (Class I)	0.9
Bike Lane (Class II)*	6.5
Bike Route (Class III)*	2.4
Separated Bikeway (Class IV)*	0.0

*\* Distance measured by centerline*

The following conditions are noted relevant to the safety and comfort of bicycling and walking in Kerman:

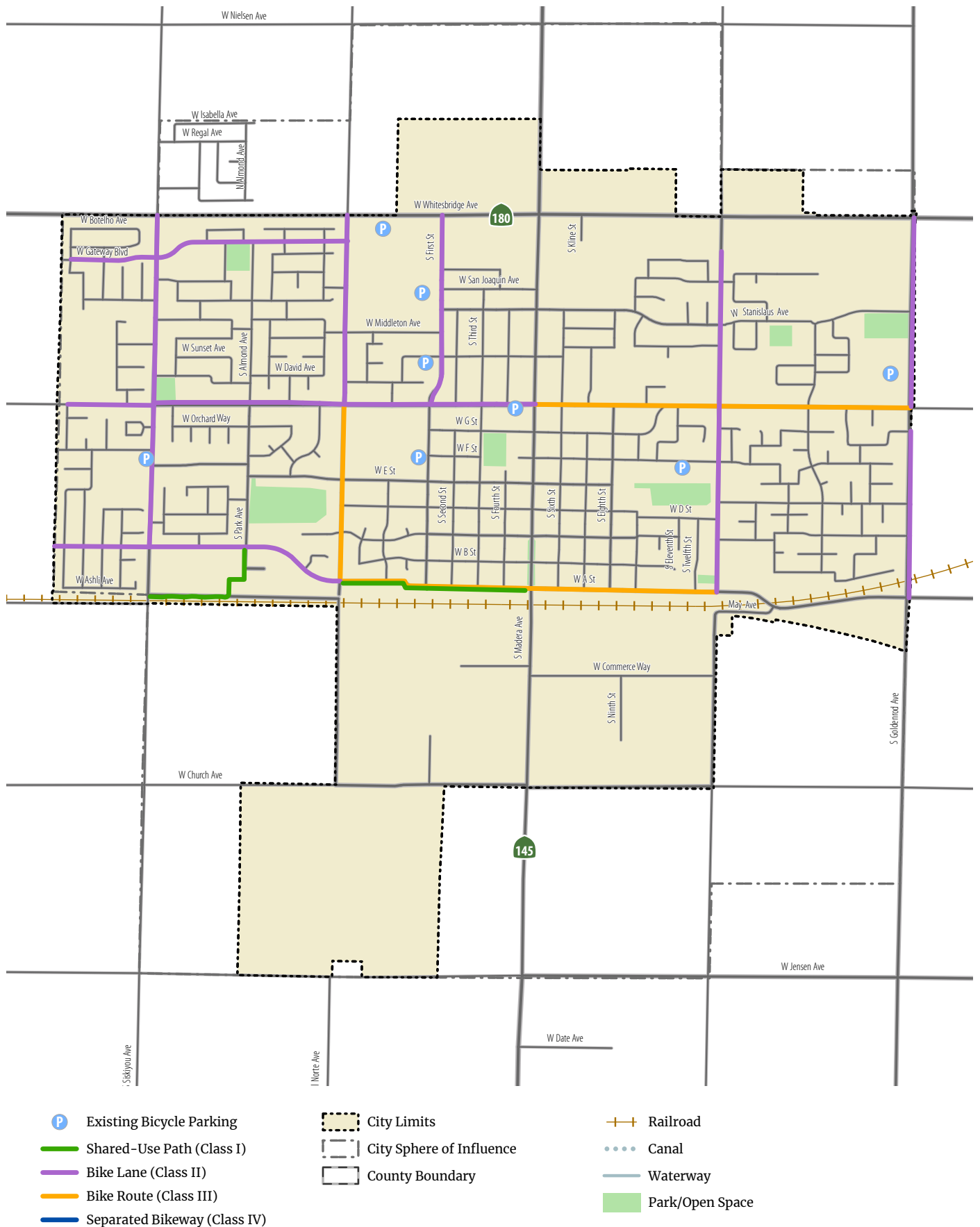
- » Kerman’s sidewalk network is generally comprehensive with only a few gaps along the city’s periphery.
- » Residents have expressed safety concerns when crossing Madera Avenue (SR 145).
- » Bike lanes are present on several major arterial roads in the city and a Class I shared-use path adjacent to A Street runs along the southern perimeter of Kerman. However, several gaps make the network discontinuous.

**Figure 9-1: Existing Walking Facilities in Kerman**



Source: Fehr & Peers, 2023

**Figure 9-2: Existing Bicycling Facilities in Kerman**



Source: Fehr & Peers, 2023





## Plans and Policies Related to Active Transportation

The following city plans and policies are relevant to biking and walking in Kerman:

- » City of Kerman General Plan (2007)
- » City of Kerman Madera Avenue Streetscape Master Plan (2012)
- » City of Kerman Standard Drawings
- » Municipal Code of Kerman, California

These plans and policies are discussed in greater detail in Appendix C. Regional, state, and federal plans and policies are also discussed in Appendix C.

## Expenditures on Active Transportation Facilities

The City of Kerman has spent more than \$700,000 on walking and bicycling improvements over the last five years:

- » 2018 Local Street Project: \$49,160
- » Del Norte Trunk Sewer & Street Reconstruction: \$27,822
- » Kearney Blvd. Rehabilitation – Siskiyou to Park: \$27,822
- » California Avenue Sidewalk – Phase II: \$243,000
- » FY 19–20 Street Overlay Project: \$63,925
- » Kearney Blvd. Rehabilitation – Madera to Vineland: \$191,616
- » Vineland Avenue Rehabilitation – Kearney to California: \$40,929
- » Kearney Blvd. Rehabilitation – Park to Del Norte: \$9,626
- » FY 22/23 Street Rehabilitation Project: \$69,048

## Maintenance

city maintenance practices for active transportation facilities include the following:

- » Restriping of bike lanes, crosswalks, stop and turn bars, occurs annually from April to September.
- » Sidewalk repairs are conducted throughout the year. Most damage is caused by tree roots. Typically, 2,400 square feet of sidewalk are repaired annually.
- » Tree trimming is typically conducted all year long, with a focus on low-hanging branches during the summer. In the past year about 1,000 trees were trimmed.
- » Shared use paths trails are scheduled for cleanup and weed spraying once a month.

## Education & Encouragement Programs

Kerman Police Department school resource officers have conducted classroom visits and presented on pedestrian safety for students walking to and from school. Around Halloween, the police department has also provided information on walking in groups when trick-or-treating and provided information about walking safely at night.

The city has also held walk/bike/roll to school days for local students, and led walk to the farmers' market groups for seniors.



*Kerman Middle School*

## Key Destinations

Figure 9-3 shows key destinations for bicyclists and pedestrians in the City of Kerman. Highlights include

- » Schools in the area, including Kerman High School, Lavina Covenant Church, Goldenrod Elementary School, Kerman Floyd Elementary School, Enterprise High School, Kerman Middle School, and Liberty Elementary School,
- » Kerman City Hall,
- » Kerman Branch Library, and
- » Retail stores and businesses around town.

**Figure 9-3: Key Destinations in Kerman**



Source: Fehr & Peers, 2023





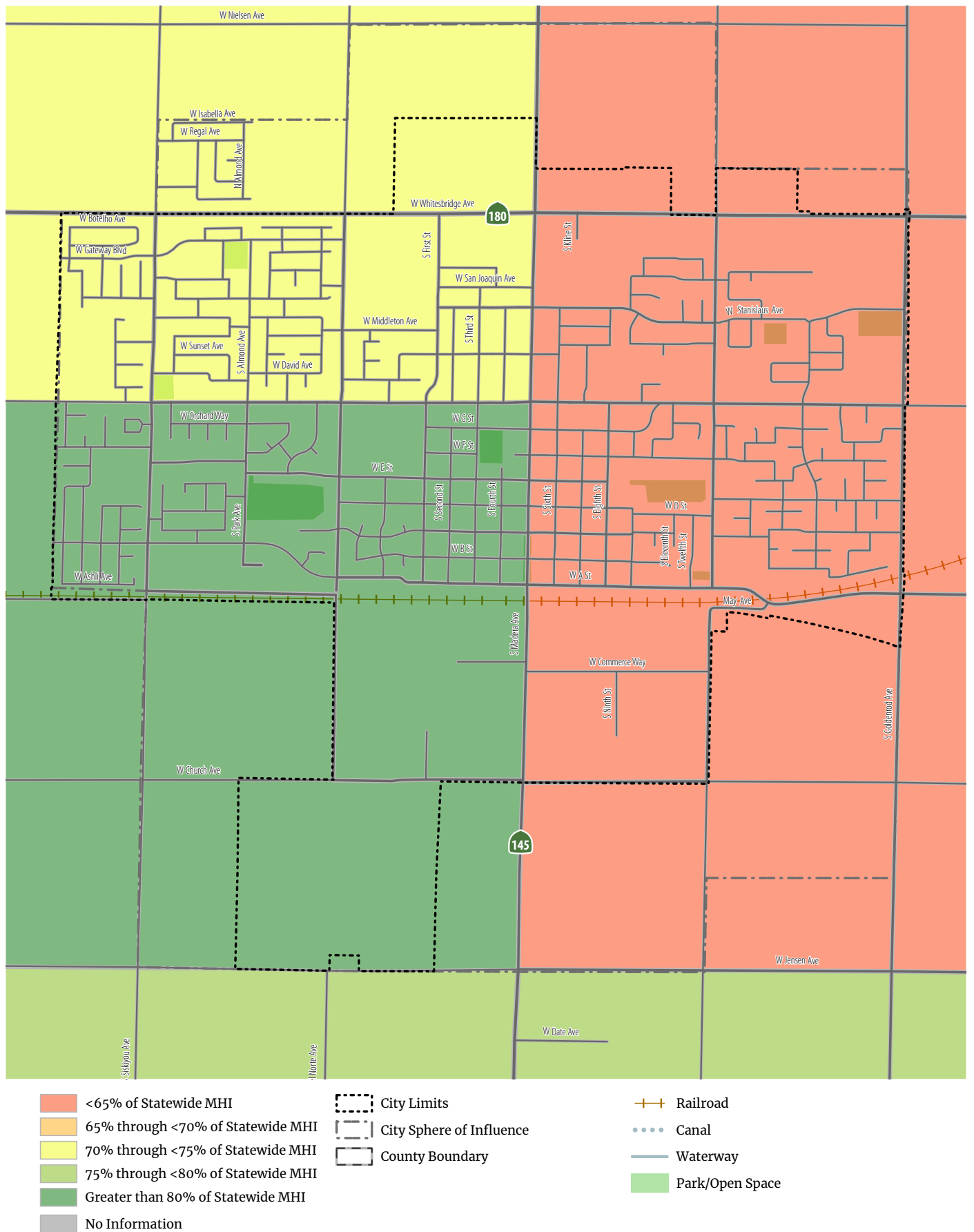
## Disadvantaged Communities

All of Kerman meets one or more of the Active Transportation Program criteria for disadvantaged communities, described in Chapter 2, Existing Conditions.

- » **Median Household Income:** Households in Kerman living east of SR 145 make less than 65 percent of the state median. Households living west of SR 145 and north of W. Kearney Blvd make between 70 and 75 percent of the state median, as shown in Figure 9-4.
- » **Free & Reduced Price Meals for Schools:** Four out of five schools with available data have over 80 percent of students eligible for free or reduced price meals, as shown in Figure 9-5.
- » **CalEnviroScreen:** Kerman east of SR 145 is within 10 to 15 percent of the most disadvantaged areas in the state, as shown in Figure 9-6.
- » **Healthy Places Index:** Kerman east of SR 145 is within 10 to 15 percent of the most disadvantaged areas in the state, as shown in Figure 9-7.
- » **Federal Climate & Economic Justice Tool:** Kerman east of SR 145 exceeds three or four categories in the screening tool, as shown in Figure 9-8.
- » **US DOT Equitable Transportation Community Disadvantaged Community Tool:** None of Kerman falls within the 25 percent most disadvantaged areas in the state.
- » **FCOG Environmental Justice Areas:** All of Kerman is considered disadvantaged by this definition.

Because all of Kerman meets one or more of these criteria for disadvantaged communities, the challenges for walking and biking described at the beginning of this chapter are equity issues.

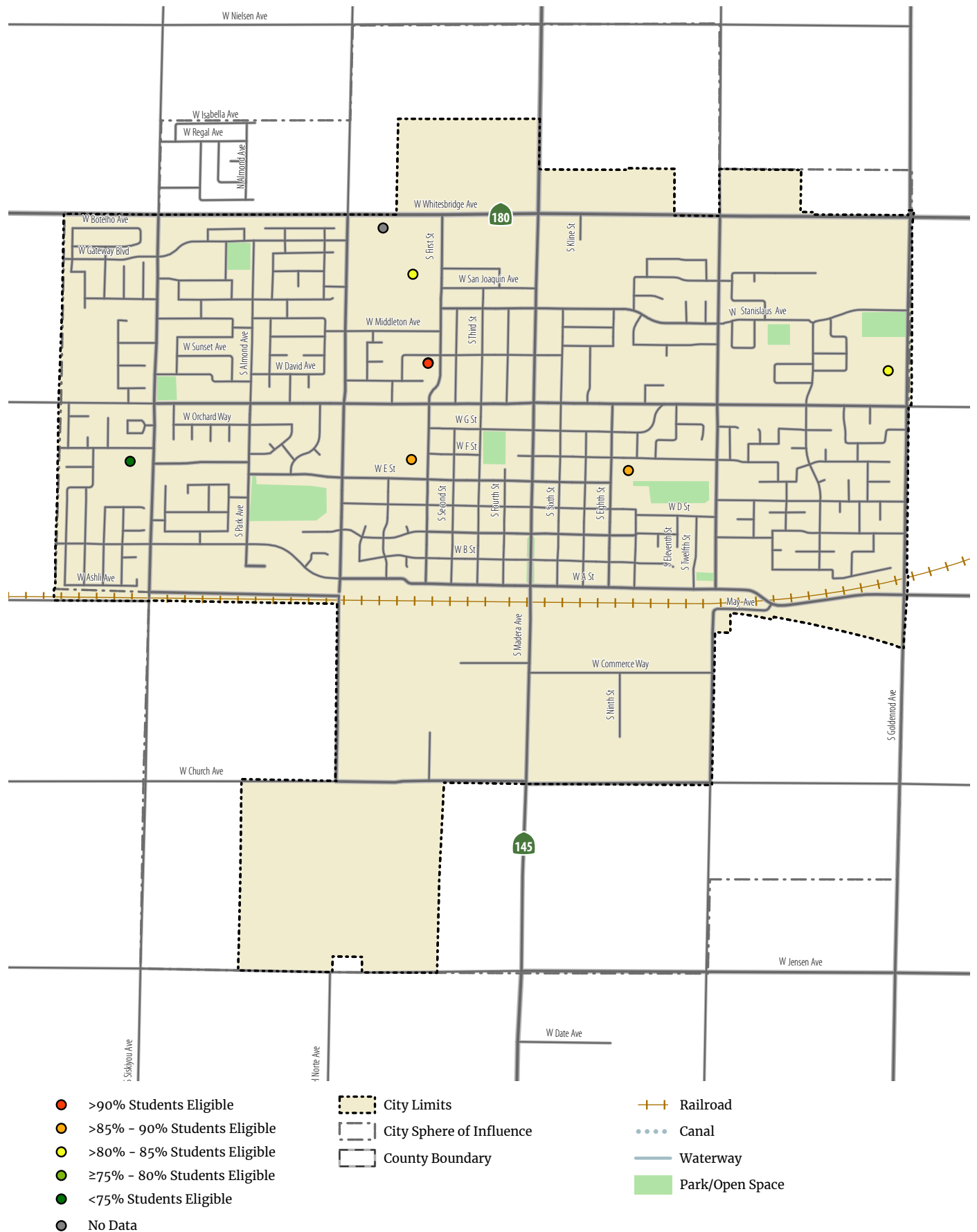
**Figure 9-4: Kerman Median Household Income**



Source: US Census 2018-2022 ACS, 2023; Fehr & Peers, 2023

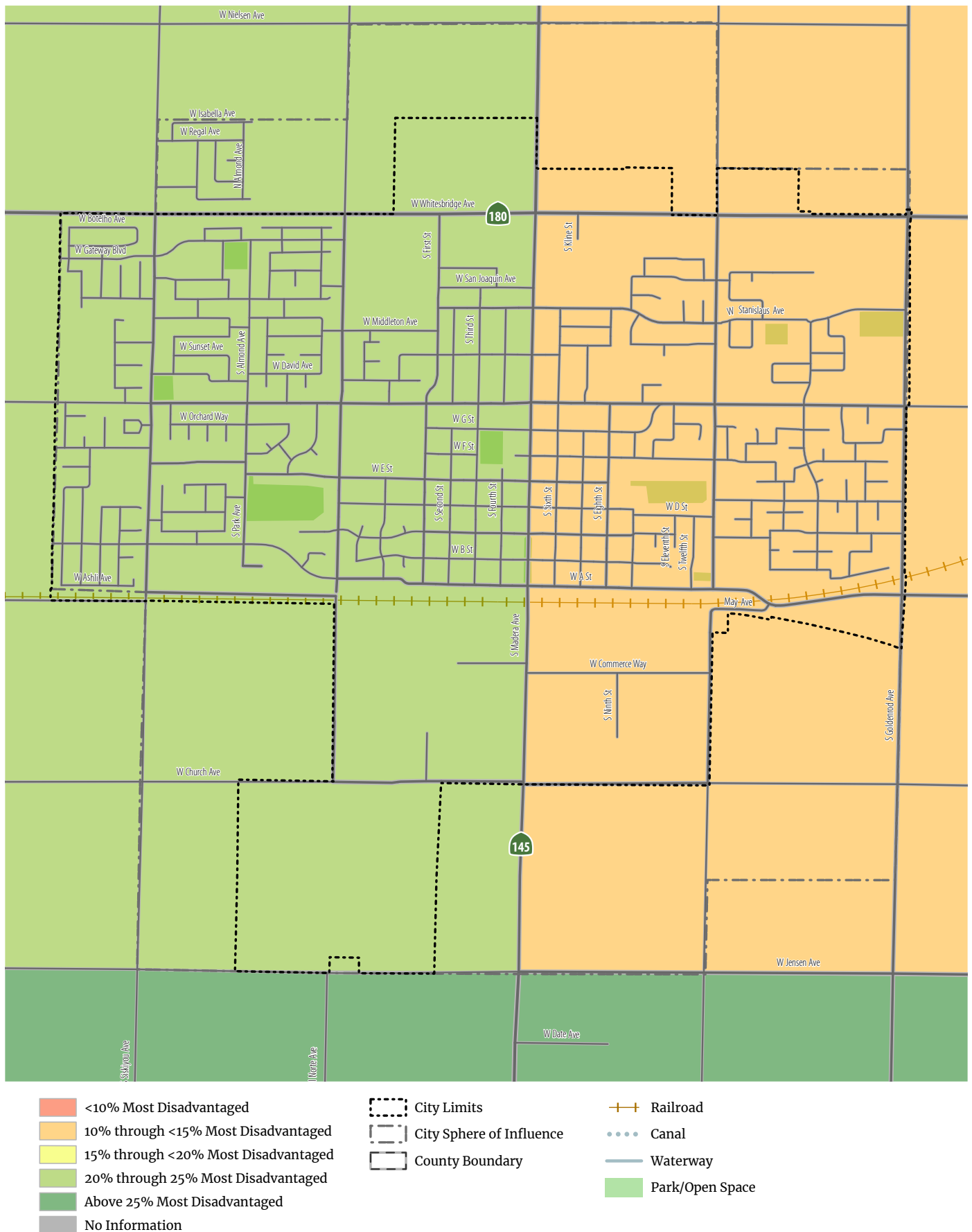


**Figure 9-5: Kerman School Free & Reduced Price Meal Eligibility**



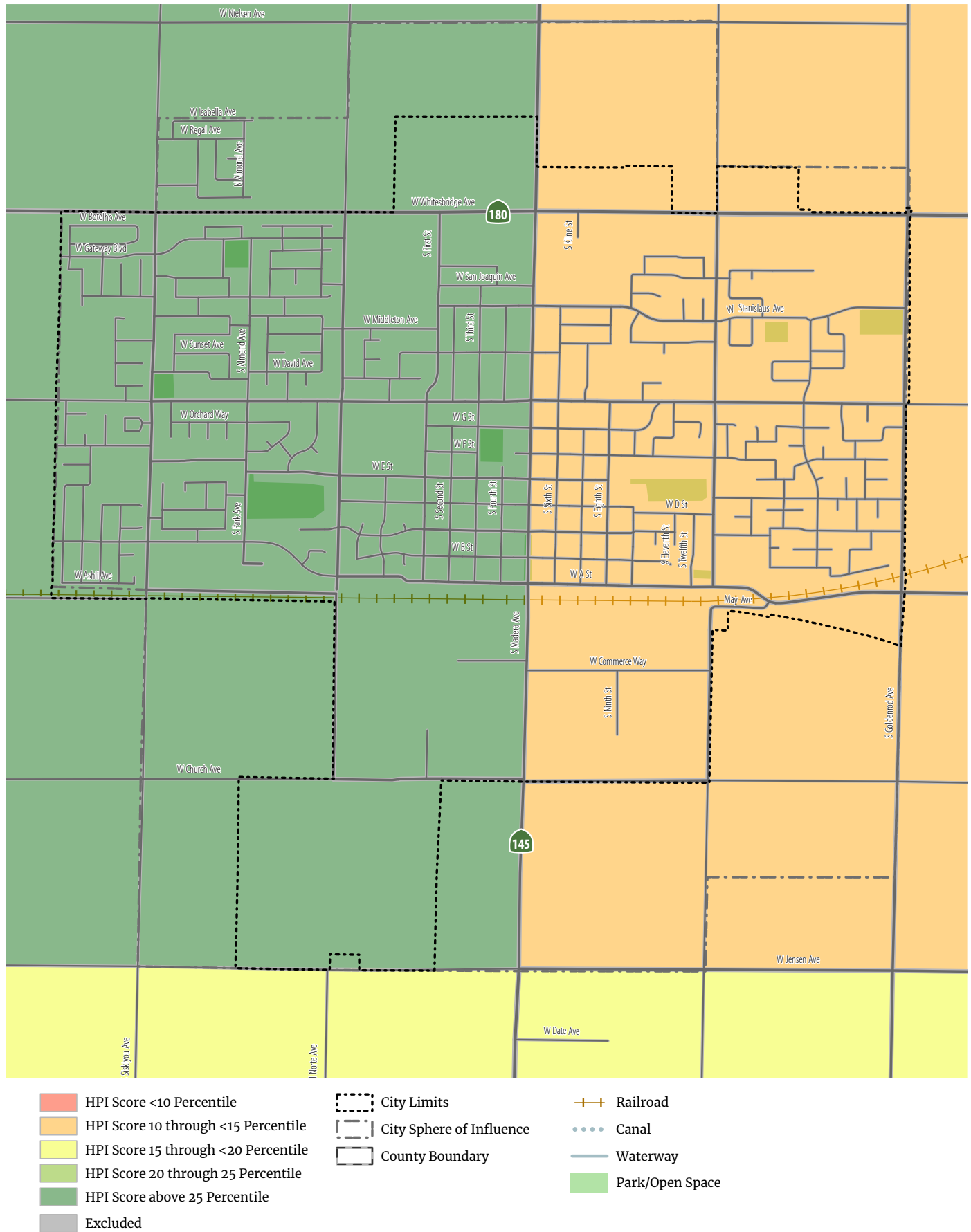
Source: California Department of Education, 2023; Fehr & Peers, 2023

**Figure 9-6: Kerman CalEnviroScreen**



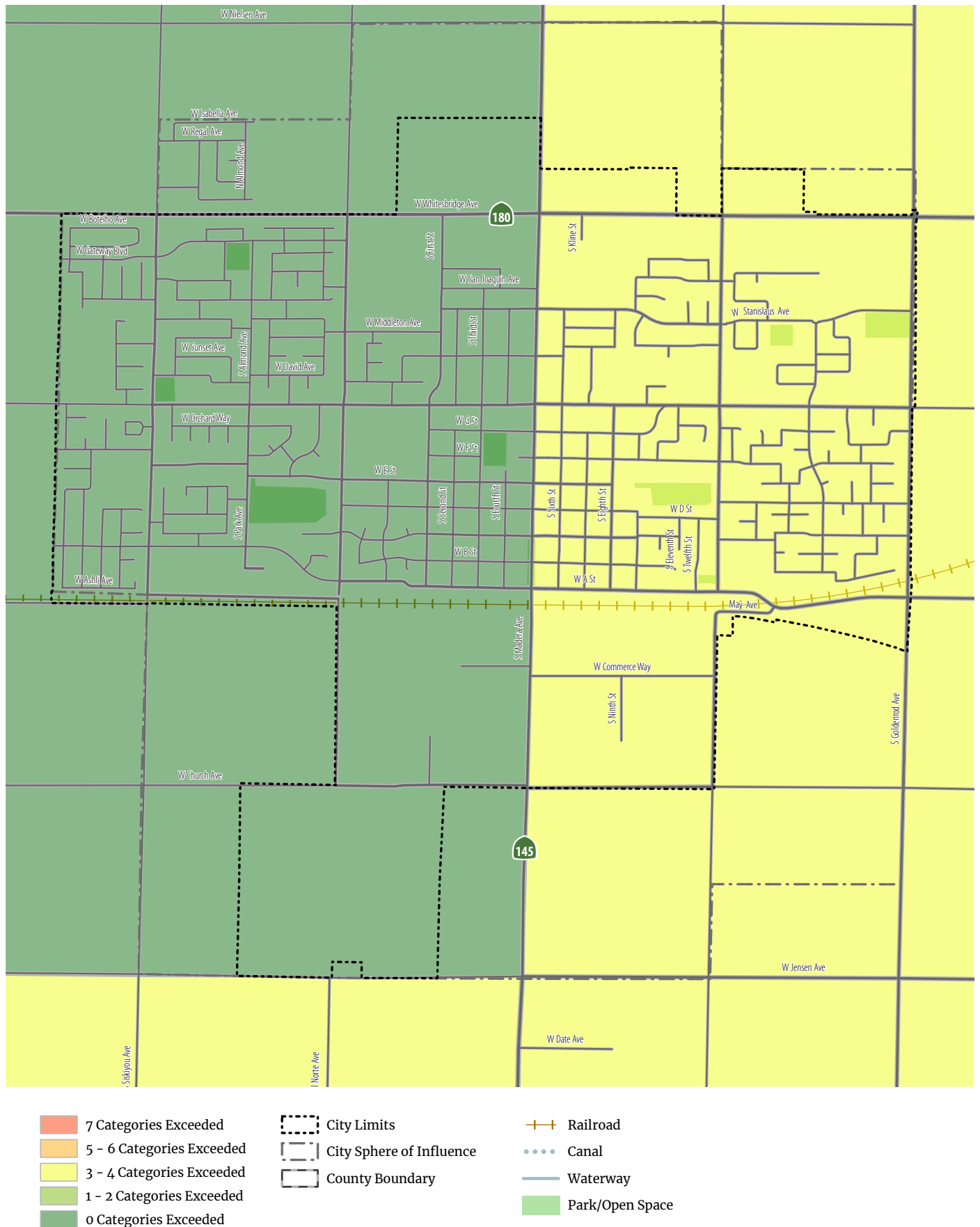
Source: California Office of Environmental Health Hazard Assessment, 2023; Fehr & Peers, 2023

**Figure 9-7: Kerman Healthy Places Index**



Source: Public Health Alliance of Southern California, 2023; Fehr & Peers, 2023

**Figure 9-8: Kerman Federal Climate & Economic Justice Screening Results**



Source: Council on Environmental Quality, 2023; Fehr & Peers, 2023





## Existing Trips

Based on the U.S. Census American Community Survey, approximately 2.0 percent of Kerman workers commute to work by walking and 0.7 percent commute to work by bicycling. These shares are similar to the statewide averages, as shown in Table 9-2. However, these statistics only include workers who walk or ride every day, not those who do so occasionally. Reliable data on non-commute trips, including trips to school, trips for shopping, and recreational trips, is not readily available and not included in these estimates. Thus, the total number of biking and walking trips in Kerman is higher than shown here.

**Table 9-2. Kerman Trips to Work by Bicycling and Walking**

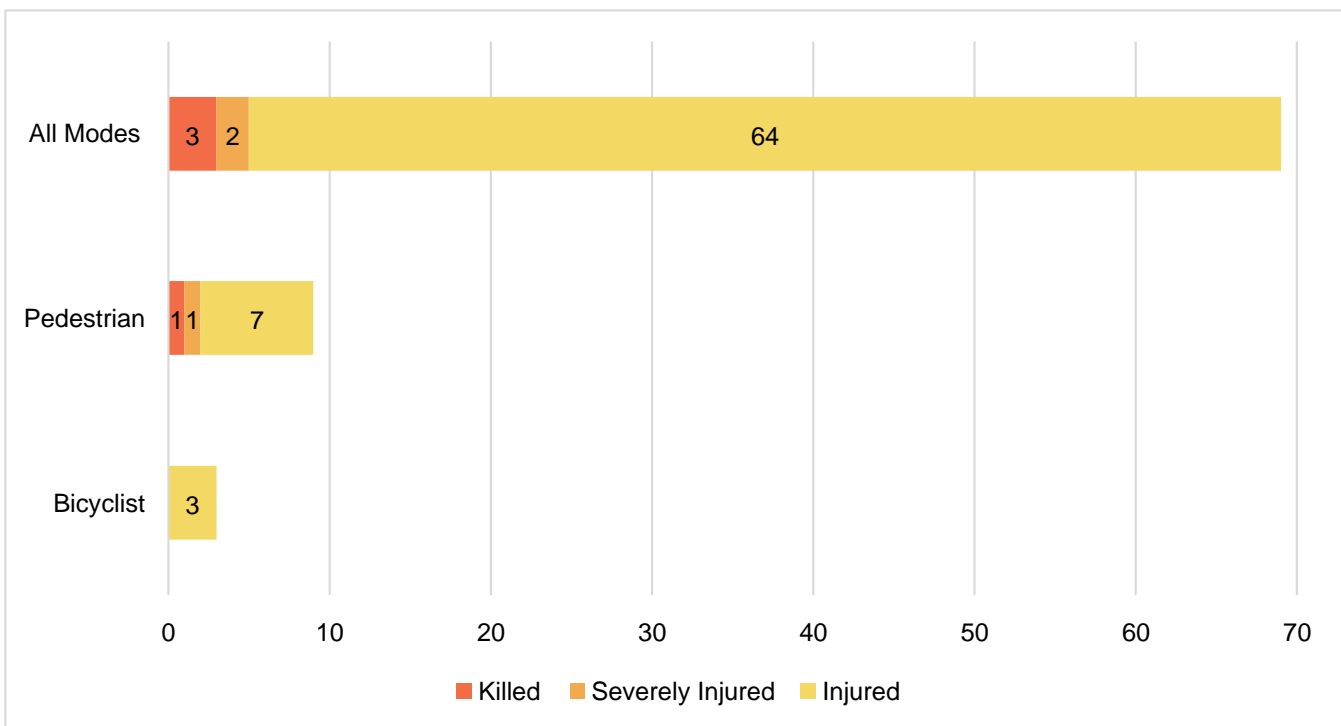
Jurisdiction	Walk		Bicycle	
	Estimate	Share	Estimate	Share
Kerman	117	2.0%	41	0.7%
California	440,483	2.4%	128,474	0.7%

*Note: Workers aged 16 years and older, excludes percentage of employees that work from home.  
Source: U.S. Census 2018 -2022 American Community Survey, 2023; Fehr & Peers, 2023*

## Collisions

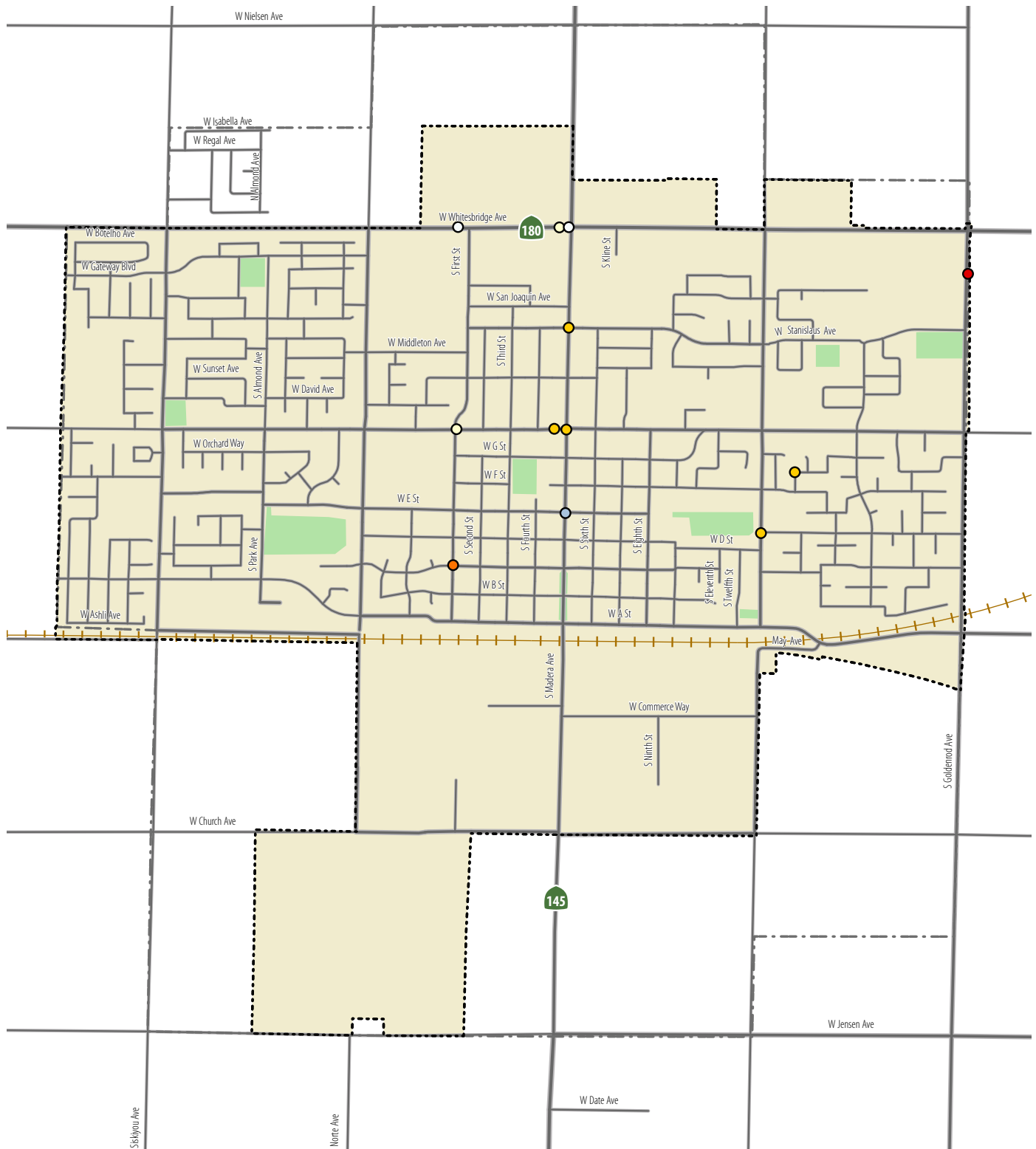
There were 12 injury collisions reported between 2016 and 2021 that involved a pedestrian or bicyclist. In this period, one of three collisions resulting in a fatality involved a person walking and 16 percent of all collisions resulting in injury involved a bicyclist or pedestrian. Figures 9-9 and 9-10, respectively, summarize and map these collisions.

**Figure 9-9: Collisions by Severity in Kerman, 2016 -2021**



*Source: UC Berkeley SafeTREC, 2023, Fehr & Peers, 2023*

**Figure 9-10: Collisions Involving a Pedestrian or Bicyclist in Kerman**



- Bicycle Collisions (2016-2021)**
- Fatal
  - Injury (Severe)
  - Injury (Other Visible)
  - Injury (Complaint of Pain)

- Pedestrian Collisions (2016-2021)**
- Fatal
  - Injury (Severe)
  - Injury (Other Visible)
  - Injury (Complaint of Pain)

- City Limits
- City Sphere of Influence
- County Boundary

- Railroad
- Canal
- Waterway
- Park/Open Space

Source: UC Berkeley SafeTREC, 2023; Fehr & Peers, 2023

## PLANNED NETWORKS

The planned walking and biking networks for Kerman are summarized in Table 9-3 and mapped in Figures 9-11 and 9-12. The networks include shared-use paths, bike lanes and routes, sidewalks, and crosswalk improvements. The proposed networks are designed to connect to Kerman’s shared-use paths, to provide access to key destinations, and to serve as recreational assets. The sidewalk improvements also fill gaps in the sidewalk network and add crossing improvements to enhance safety near schools and across busy roads. Appendix D includes a list of these network improvements including locations and extents, lengths, high-level estimated costs, and priorities. Additionally, several of the high priority projects have been grouped into a single project. Additional information to support a funding application for this project has been combined into a fact sheet, which is included in Appendix F.

Figure 9-12 also presents planned bike parking for Kerman. These planned bike parking locations supplement existing locations by adding parking at parks and near retail areas and other destinations.

Based on the indicators of disadvantaged communities discussed earlier in this section, these facilities all support disadvantaged communities.

**Table 9-3: Summary of Planned Walking and Biking Facilities in Kerman**

Facility Type	Existing (Miles)	Planned (Miles)	Total (Miles)
Sidewalk	85.0	1.0	86.0
Shared Use Path (Class I)	0.9	1.6	2.5
Bike Lane (Class II)*	6.5	16.2	22.7
Bike Route (Class III)*	2.4	6.9	9.3
Separated Bikeway (Class IV)*	0.0	0.0	0.0

\*Distance measured by centerline

Source: Fresno Council of Governments, Fehr & Peers, 2023

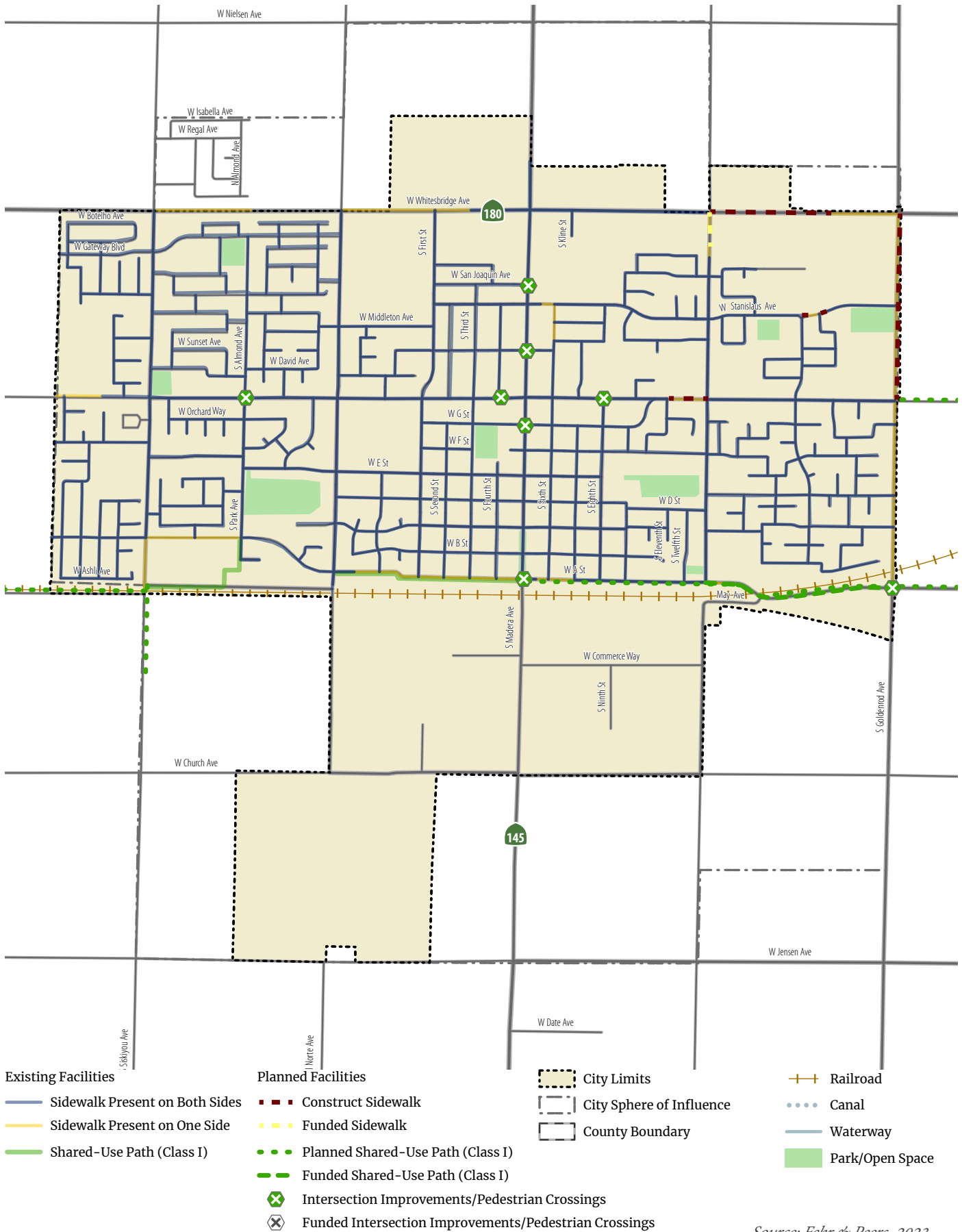
Costs to implement these facilities are summarized in Table 9-4.

**Table 9-4: Cost of Planned Walking and Biking Facilities in Kerman**

Facility Type	Cost Per Mile	High Priority	Total
Sidewalk	\$369,600	\$329,000	\$367,500
Shared Use Path (Class I)	\$955,700	\$1,251,967	\$1,490,892
Bike Lane (Class II)	\$401,400	\$1,497,222	\$6,502,680
Bike Route (Class III)	\$16,000	\$41,920	\$109,600
Separated Bikeway (Class IV)	\$633,600	-	-
Crossing Improvements		\$208,700	\$907,400
<b>Total</b>		<b>\$3,328,809</b>	<b>\$9,378,072</b>

Source: Fehr & Peers, 2023

**Figure 9-11: Kerman Planned Walking Facilities**



Source: Fehr & Peers, 2023





## Chapter 10

# KINGSBURG

This chapter describes the current conditions and future plans for walking and biking in the City of Kingsburg.

### EXISTING CONDITIONS

The City of Kingsburg is located in southern Fresno County, about 24 miles south of the City of Fresno. Kingsburg is situated along SR 99 and Golden State Boulevard

#### Existing Bicycle & Pedestrian Facilities

There are 79.1 miles of sidewalks and 6.5 miles of bikeways within Kingsburg. These networks are summarized in Table 10-1 and depicted in Figures 10-1 and 10-2.

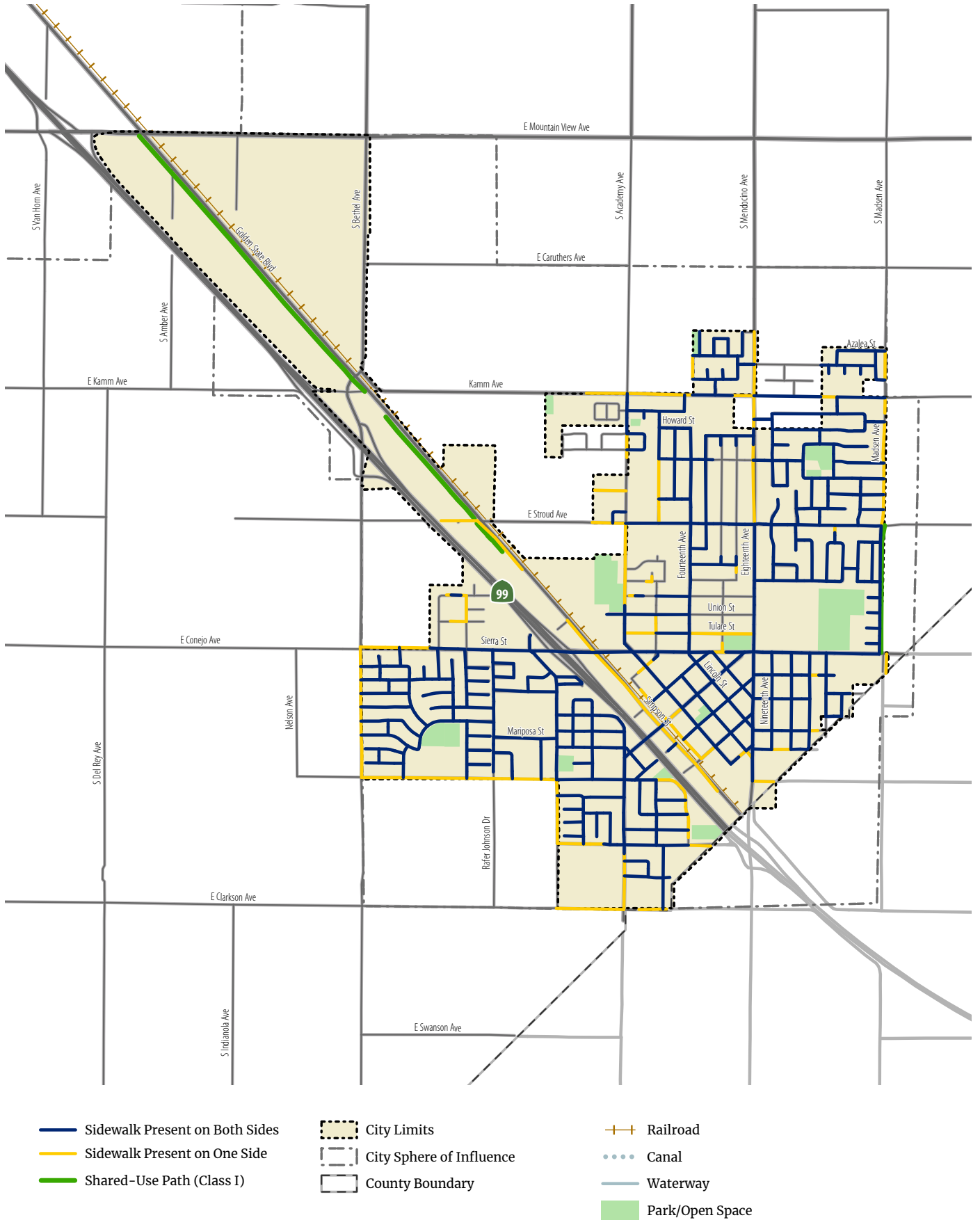
*Table 10-1: Summary of Existing Walking & Bicycling Facilities in Kingsburg*

Type	Miles
Sidewalk	79.1
Shared Use Path (Class I)	2.5
Bike Lane (Class II)	4.0
Bike Route (Class III)	0.0
Separated Bikeway (Class IV)	0.0

The following conditions are noted relevant to the safety and comfort of bicycling and walking in Kingsburg:

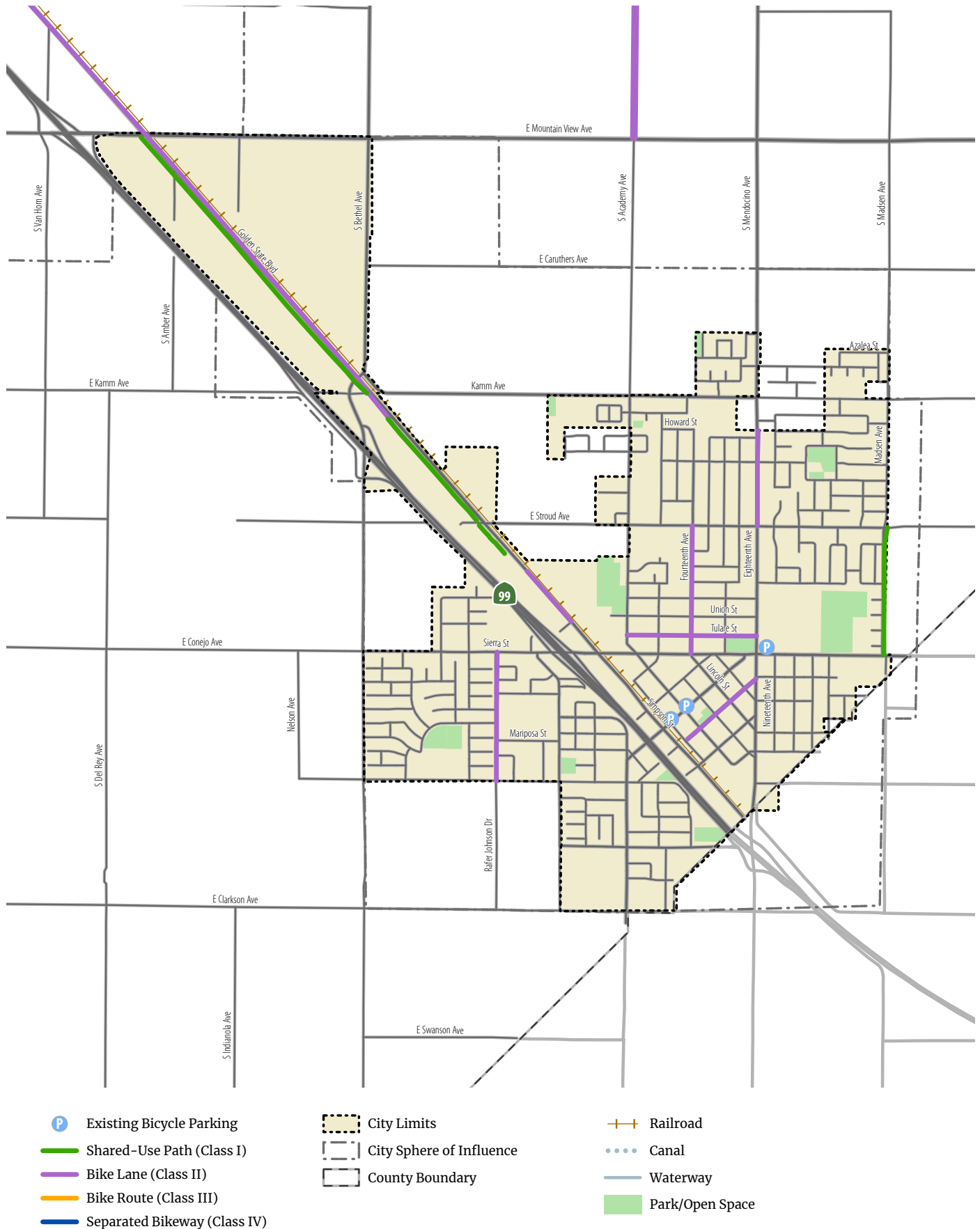
- » The sidewalk network is comprehensive in the western and central parts of Kingsburg. Gaps exist in the northern side of the city. Existing sidewalks need maintenance.
- » Intersections in downtown have bulb-outs and maintained landscaping.
- » Railroad tracks and SR 99 bisect the city. There are no bicycle facilities connecting the two sides of the city.
- » Bicycle facilities are intermittent and lack connections to key destinations.

**Figure 10-1: Existing Walking Facilities in Kingsburg**



Source: Fehr & Peers, 2023

**Figure 10-2: Existing Bicycling Facilities in Kingsburg**



Source: Fehr & Peers, 2023



## Plans and Policies Related to Active Transportation

The following city plans and policies are relevant to biking and walking in Kingsburg:

- » City of Kingsburg General Plan (2007)
- » City of Kingsburg Bicycle Transportation Plan (2017)
- » Central Kingsburg Revitalization Plan (2007)
- » Revitalization Strategy for Downtown Kingsburg (2017)
- » North Kingsburg Specific Plan (2005)
- » City of Kingsburg School Access and Safety Evaluation (2016)
- » City of Kingsburg Standard Specifications (2009)
- » City of Kingsburg Standard Drawings (2009)
- » Municipal Code of Kingsburg, California (2016)

These plans and policies are discussed in greater detail in Appendix C. Regional, state, and federal plans and policies are also discussed in Appendix C.

## Expenditures on Active Transportation Facilities

The City of Kingsburg has spent approximately \$200,000 in general funds over the last five years on walking and bicycling improvements. These funds have been used for:

- » Madsen Avenue Bike/Pedestrian Trail
- » 10th Avenue Bike/Pedestrian Trail
- » Citywide striping project

## Maintenance

The City of Kingsburg has several practices supporting maintenance of facilities for walking and biking:

- » Pavement maintenance plan for identifying streets for needed repairs
- » Bi-annual striping procedure with goals to repaint stripes every two years and apply new thermoplastic every 5 years
- » ADA transition plan, regular maintenance funding for ADA facilities, and specific project funding for ADA upgrades
- » Regular coordination with PG&E on maintenance for lighting
- » Regular maintenance schedule for landscaping and irrigation



## Education & Encouragement Programs

Local schools have discussions with law enforcement, city staff, and the community at the beginning of the school year to support and encourage safe walking and biking to school.

## Key Destinations

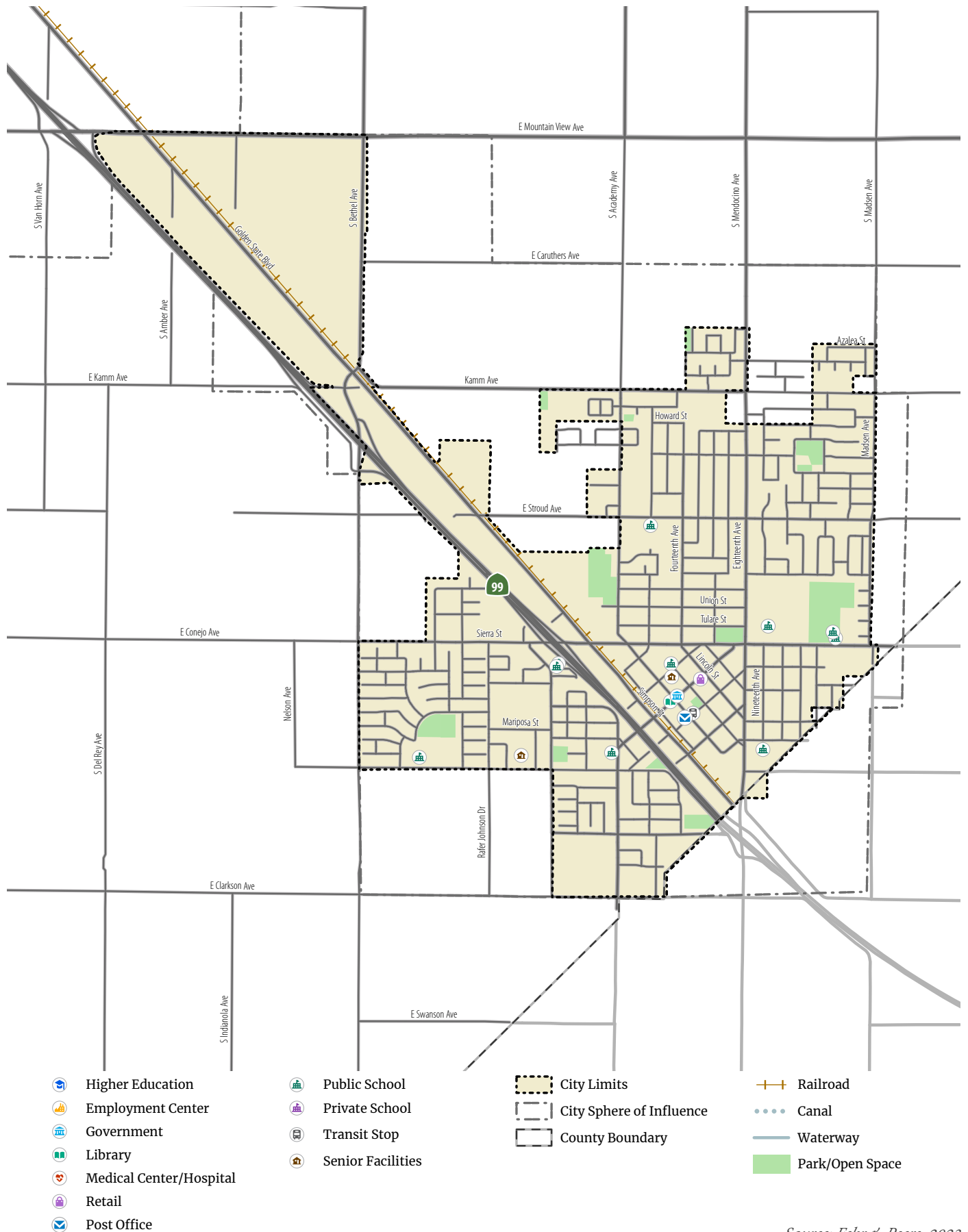
Figure 10-3 shows key destinations for bicyclists and pedestrians in the City of Kingsburg. Highlights include

- » Schools in the area, including Rafer Johnson Jr. High School, Kingsburg High School, Washington Elementary School, Island Community Day, Central Valley Home School, Roosevelt Elementary School, Reagan Elementary School, and Lincoln Elementary School,
- » Businesses in Downtown Kingsburg;
- » Kingsburg City Hall and Branch Library, and
- » Transit stops.





**Figure 10-3: Key Destinations in Kingsburg**



Source: Fehr & Peers, 2023

## Disadvantaged Communities

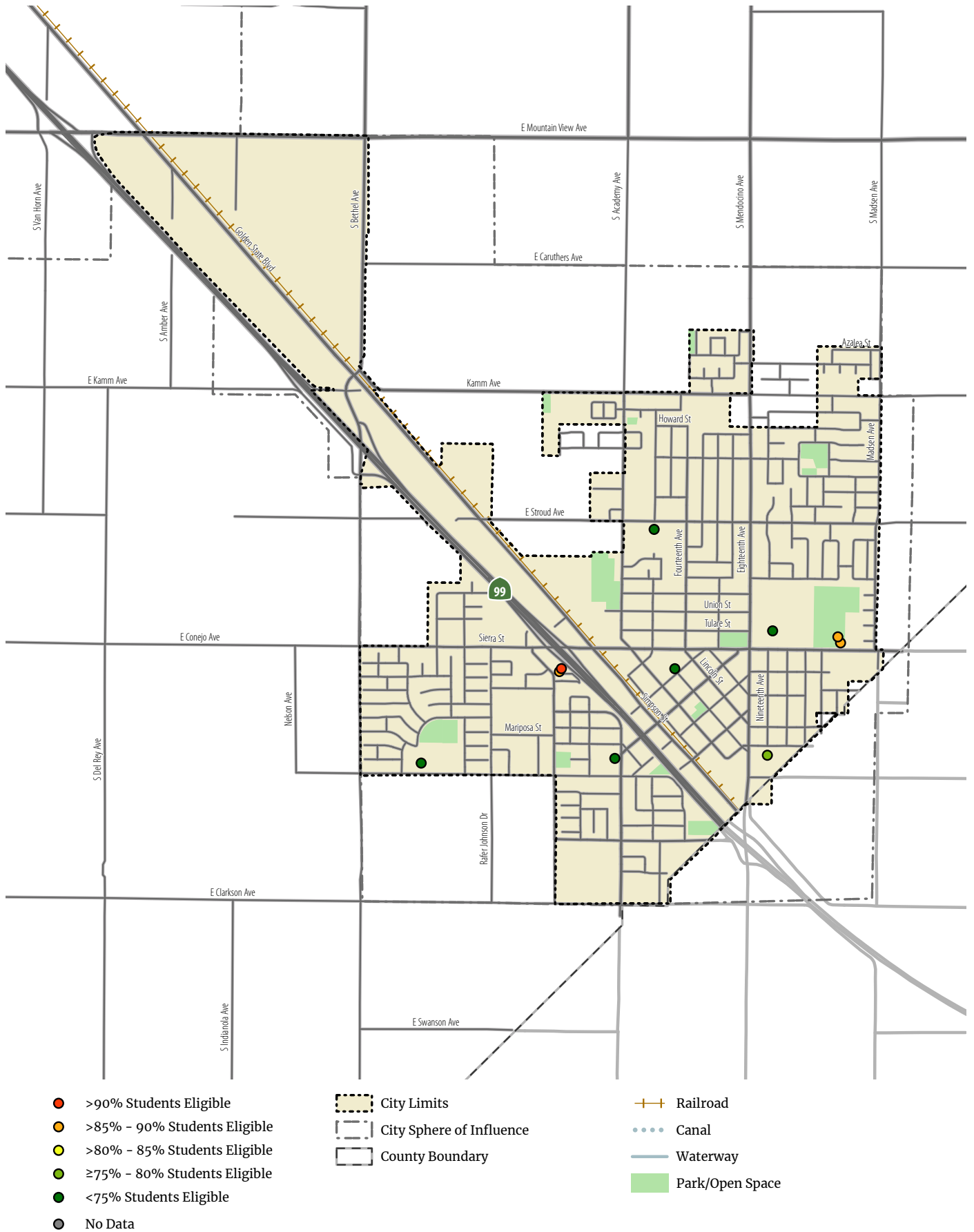
Much of Kingsburg, specifically the area of the city west of SR 99, meets one or more of the Active Transportation Program criteria for disadvantaged communities, described in Chapter 2, Existing Conditions.

- » **Median Household Income:** Households in Kingsburg west of SR 99 make 75 to 80 percent of the state median income, and the community south of E Mountain View Ave and west of S Bethel Ave make 70 to 75 percent of the state median, as shown in Figure 10-4.
- » **Free & Reduced Price Meals for Schools:** 5 out of the 10 schools with available data have over 75 percent of the student body eligible for free or reduced price meals, as shown in Figure 10-5.
- » **CalEnviroScreen:** Kingsburg west of SR 99 and north of Kamm Ave is within 15 to 20 percent of the most disadvantaged areas in the state, as shown in Figure 10-6.
- » **Healthy Places Index:** Almost all of Kingsburg is not within the 25 percent most disadvantaged areas in the state, as shown in Figure 10-7.
- » **Federal Climate & Economic Justice Tool:** Only a small part of Kingsburg exceeds the criteria in any categories in the screening tool; an area north Kingsburg (Wineland) exceeds 3 or 4 categories, as shown in Figure 10-8.
- » **US DOT Equitable Transportation Community Disadvantaged Community Tool:** A sliver of Kingsburg between SR 99 and the railroad in the northern portion of the city falls within the 10 percent most disadvantaged areas in the state. Otherwise, Kingsburg falls outside of the 25 percent most disadvantaged areas in the state, as shown in Figure 10-9.
- » **FCOG Environmental Justice Areas:** Residential areas north of Kamm Avenue are considered disadvantaged by this definition, as shown in Figure 10-10.

Because a large part of Kingsburg meets one or more of these criteria for disadvantaged communities, the challenges for walking and biking described at the beginning of this chapter are equity issues.



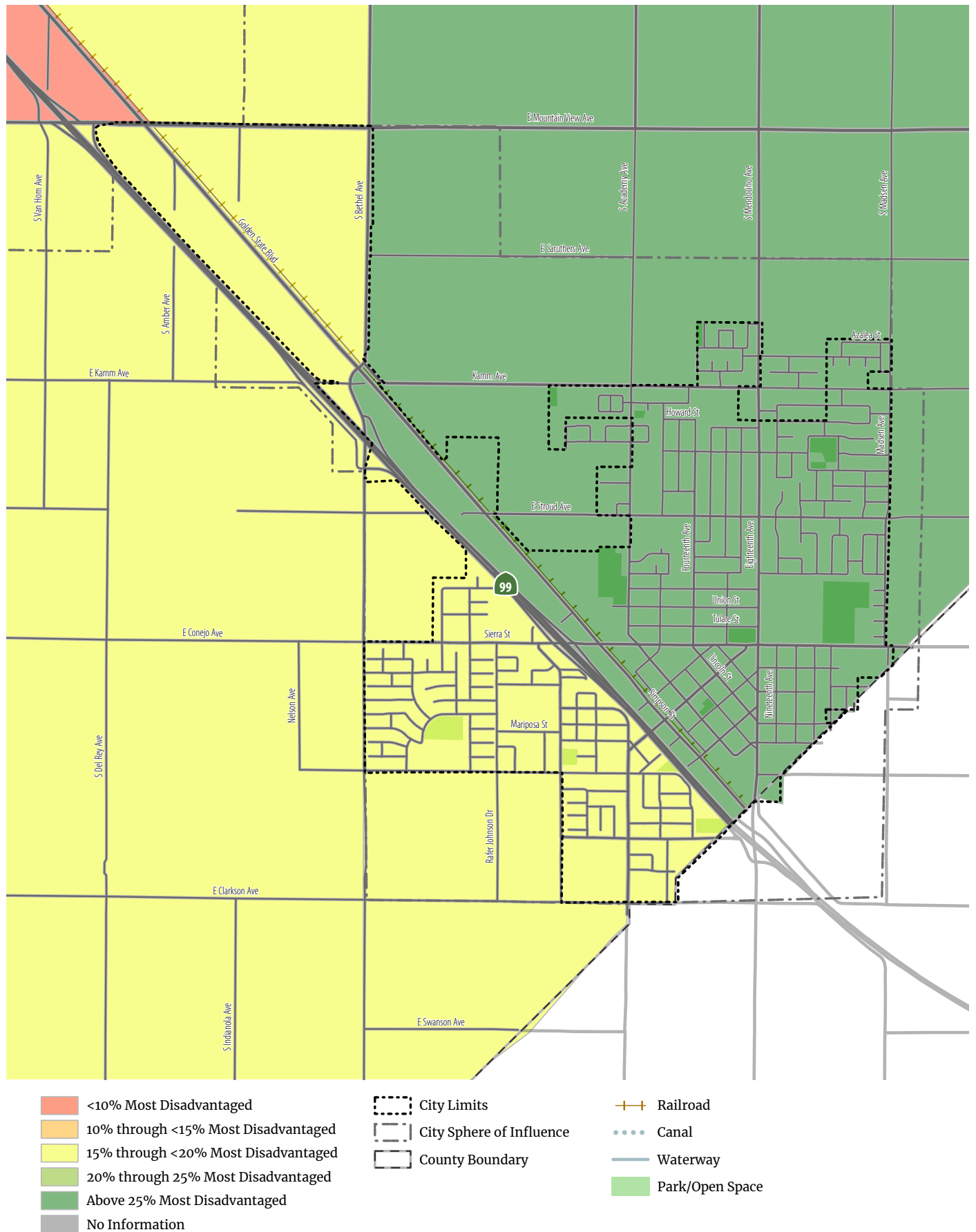
**Figure 10-4: Kingsburg Free and Reduced Price Meals for Schools**



Source: California Department of Education, 2023; Fehr & Peers, 2023



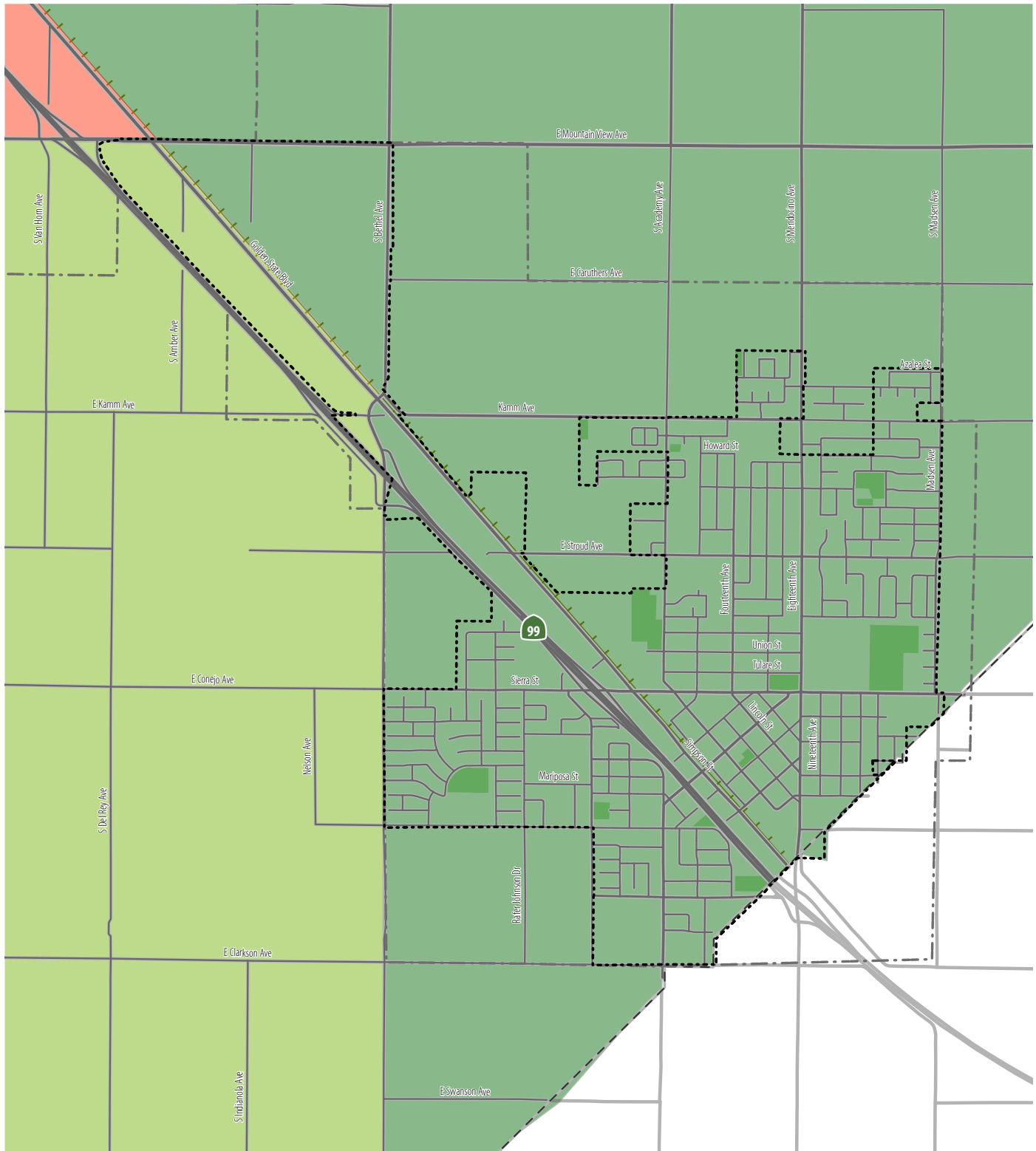
**Figure 10-6: Kingsburg CalEnviroScreen**



Source: California Office of Environmental Health Hazard Assessment, 2023; Fehr & Peers, 2023



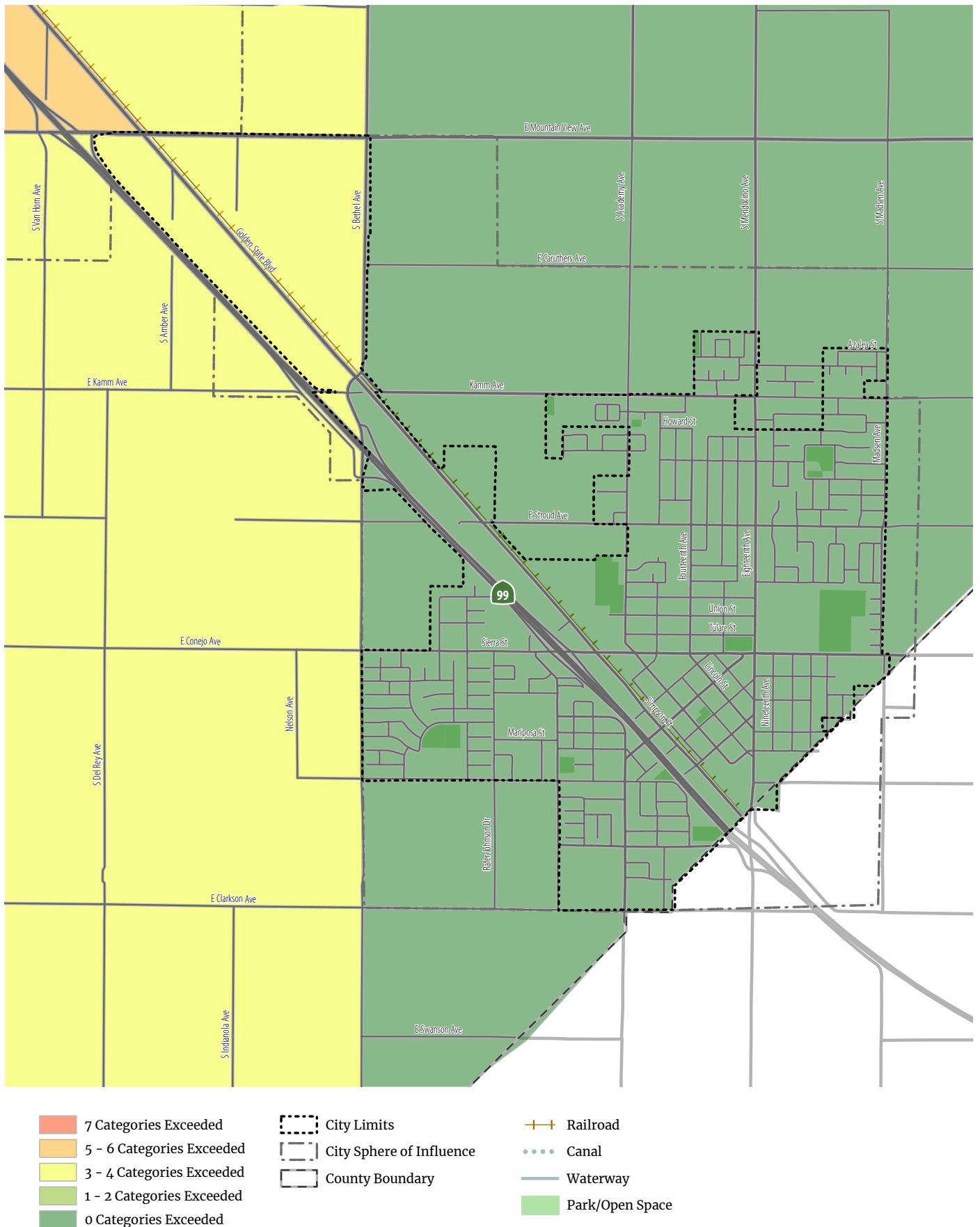
**Figure 10-7: Kingsburg Healthy Places Index**



- HPI Score <10 Percentile
- HPI Score 10 through <15 Percentile
- HPI Score 15 through <20 Percentile
- HPI Score 20 through 25 Percentile
- HPI Score above 25 Percentile
- Excluded
- City Limits
- City Sphere of Influence
- County Boundary
- Railroad
- Canal
- Waterway
- Park/Open Space

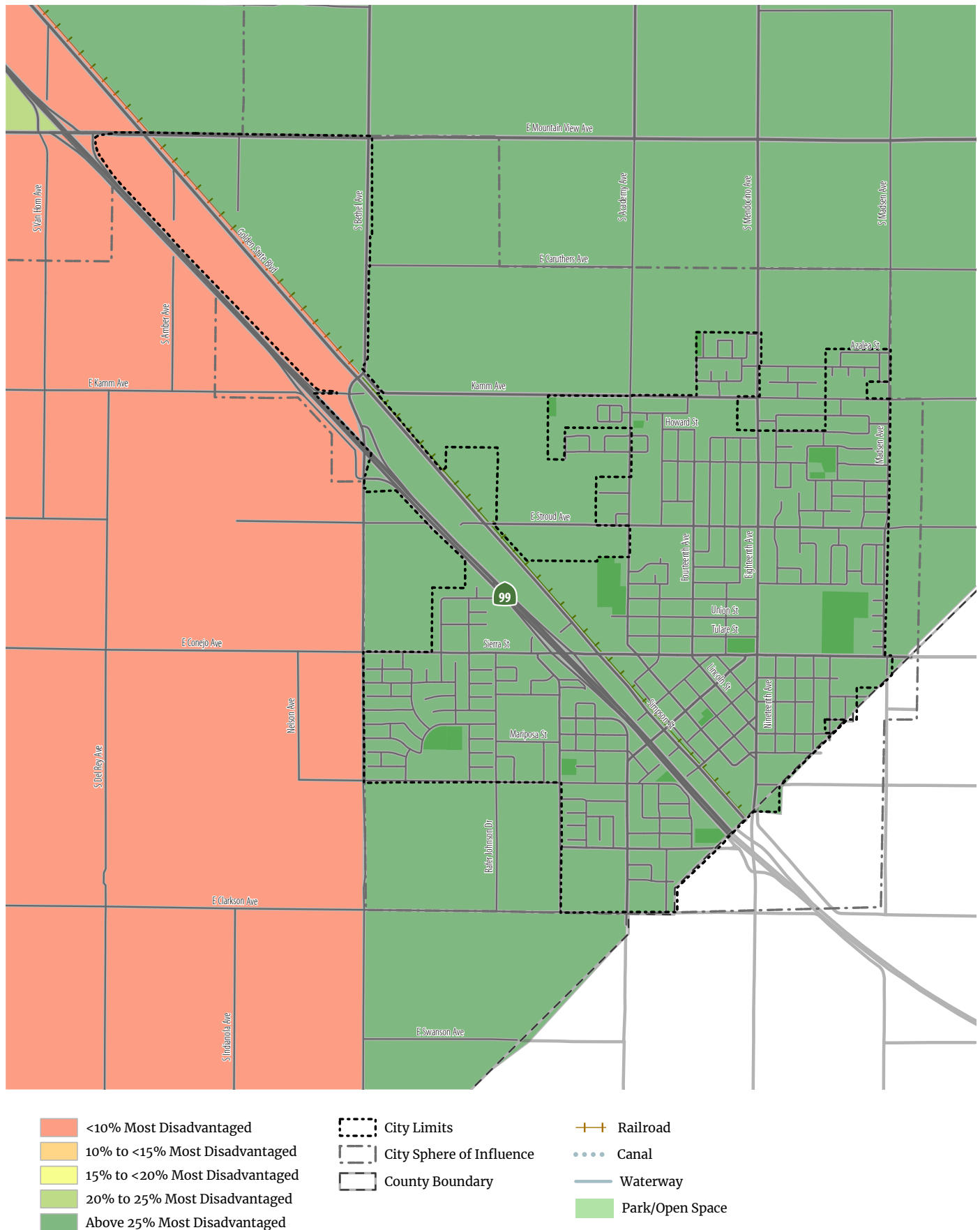
Source: Public Health Alliance of Southern California, 2023; Fehr & Peers, 2023

**Figure 10-8: Kingsburg Federal Climate & Economic Justice Tool Screening Results**



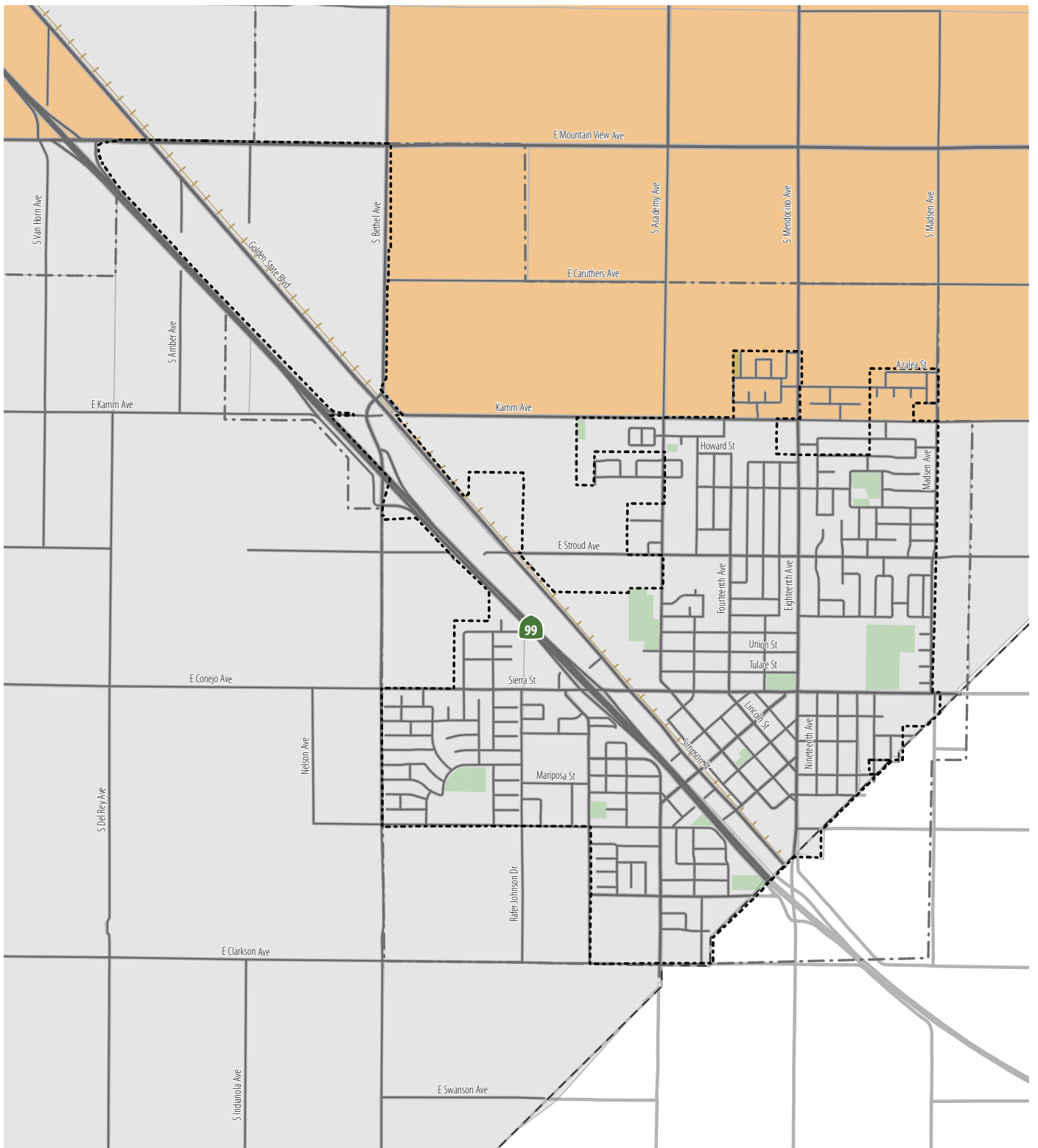
Source: Council on Environmental Quality, 2023; Fehr & Peers, 2023

**Figure 10-9: Kingsburg US DOT Equitable Transportation Community Screening Results**



Source: US DOT 2023; Fehr & Peers, 2023

**Figure 10-10: Kingsburg FCOG Environmental Justice Areas**



- Environmental Justice TAZ
- Non-Environmental Justice TAZ
- City Limits
- City Sphere of Influence
- County Boundary
- Railroad
- Canal
- Waterway
- Park/Open Space

Source: FCOG, 2023; Fehr & Peers, 2023

## Existing Trips

Based on the U.S. Census American Community Survey, approximately 1.9 percent of Kingsburg workers commute to work by walking and 1.5 percent commute to work by bicycling. Kingsburg’s walk commute share is lower than the statewide average, but its bike commute share is twice as high, as shown in Table 10–2. However, these statistics only include workers who walk or ride every day, not those who do so occasionally. Reliable data on non-commute trips, including trips to school, trips for shopping, and recreational trips, is not readily available and not included in these estimates. Thus, the total number of biking and walking trips in Kingsburg is higher than shown here.

**Table 10–2 Kingsburg Trips to Work by Bicycling and Walking**

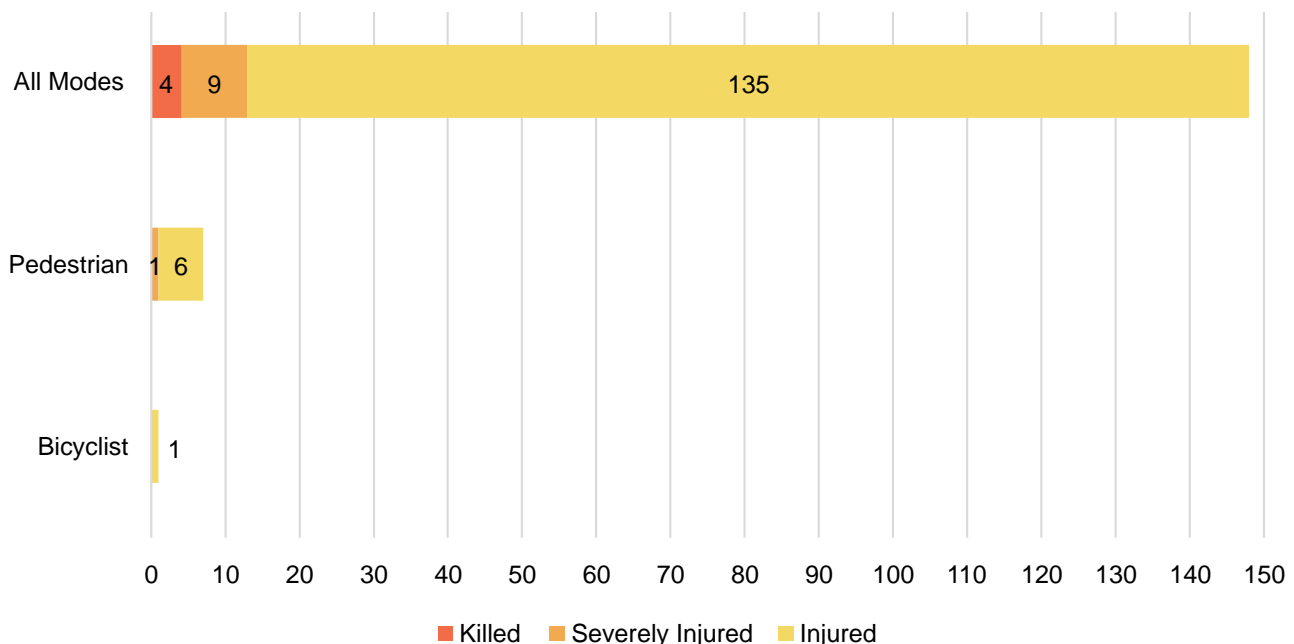
Jurisdiction	Walk		Bicycle	
	Estimate	Share	Estimate	Share
Kingsburg	94	1.9%	74	1.5%
California	440,483	2.4%	128,474	0.7%

*Note: Workers aged 16 years and older, excludes percentage of employees that work from home.  
Source: U.S. Census 2018 –2022 American Community Survey, 2023; Fehr & Peers, 2023*

## Collisions

There were 8 injury collisions reported between 2016 and 2021 that involved a pedestrian or bicyclist. In this period, there was one collision resulting in severe injury to a person walking. Five percent of all collisions resulting in injury involved a pedestrian or bicyclist. Figures 10–11 and 10–12, respectively, summarize and map these collisions. This analysis excludes collisions that occurred on State Route 99.

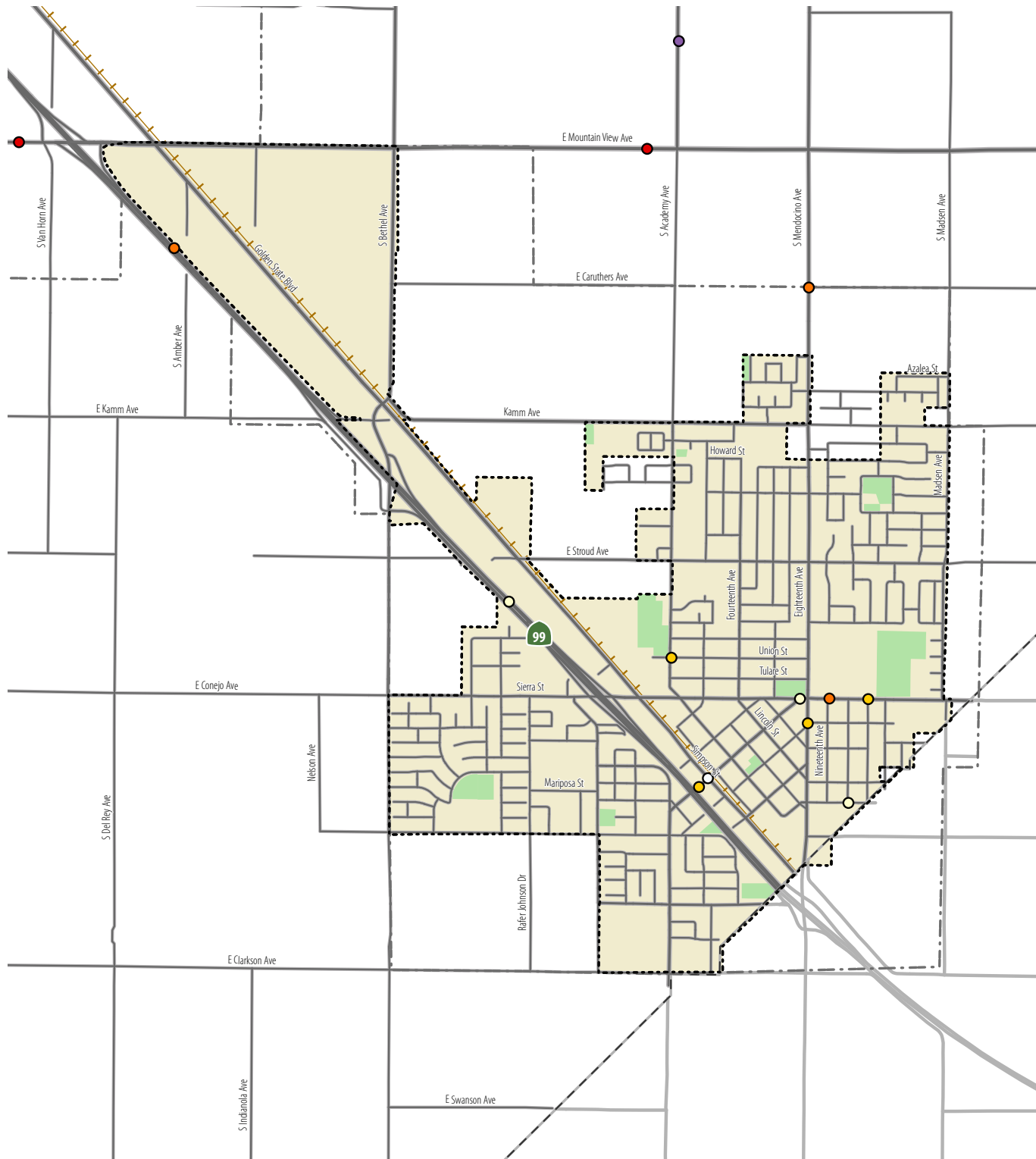
**Figure 10-11: Collisions by Severity in Kingsburg, 2016 -2021**



*Source: UC Berkeley SafeTREC, 2023, Fehr & Peers, 2023*



**Figure 10-12: Collisions Involving a Pedestrian or Bicyclist in Kingsburg**



**Bicycle Collisions (2016–2021)**

- Fatal
- Injury (Severe)
- Injury (Other Visible)
- Injury (Complaint of Pain)

**Pedestrian Collisions (2016–2021)**

- Fatal
- Injury (Severe)
- Injury (Other Visible)
- Injury (Complaint of Pain)

**City Limits**

- City Sphere of Influence
- County Boundary

**Railroad**

- ... Canal
- Waterway
- Park/Open Space

Source: UC Berkeley SafeTREC, 2023; Fehr & Peers, 2023

## PLANNED NETWORKS

The planned walking and biking networks for Kingsburg are summarized in Table 6-3 and mapped in Figures 6-13 and 6-14. The networks include shared-use paths, bike lanes and routes, sidewalks, and crosswalk improvements. The proposed networks are designed to connect to Kingsburg’s shared-use paths, to provide access to key destinations, and to serve as recreational assets. The sidewalk improvements also fill gaps in the sidewalk network and add crossing improvements to enhance safety near schools and across busy roads. Appendix D includes a list of these network improvements including locations and extents, lengths, high-level estimated costs, and priorities. Additionally, several of the high priority projects have been grouped into a single project. Additional information to support a funding application for this project has been collected in a fact sheet, which is included in Appendix F.

Figure 6-14 also presents planned bike parking for Kingsburg. These planned bike parking locations supplement existing locations by adding parking at parks and near retail areas and other destinations.

Based on the indicators of disadvantaged communities discussed earlier in this section, these facilities all support disadvantaged communities.

**Table 10-3: Summary of Planned Walking and Biking Facilities in Kingsburg**

Facility Type	Existing (Miles)	Planned (Miles)	Total (Miles)
Sidewalk	79.1	5.1	84.2
Shared Use Path (Class I)	2.5	2.0	4.5
Bike Lane (Class II)*	4.0	11.8	15.8
Bike Route (Class III)*	0.0	0.5	0.5
Separated Bikeway (Class IV)*	0.0	0.0	0.0

*\*Distance measured by centerline*

Source: Fresno Council of Governments, Fehr & Peers, 2023

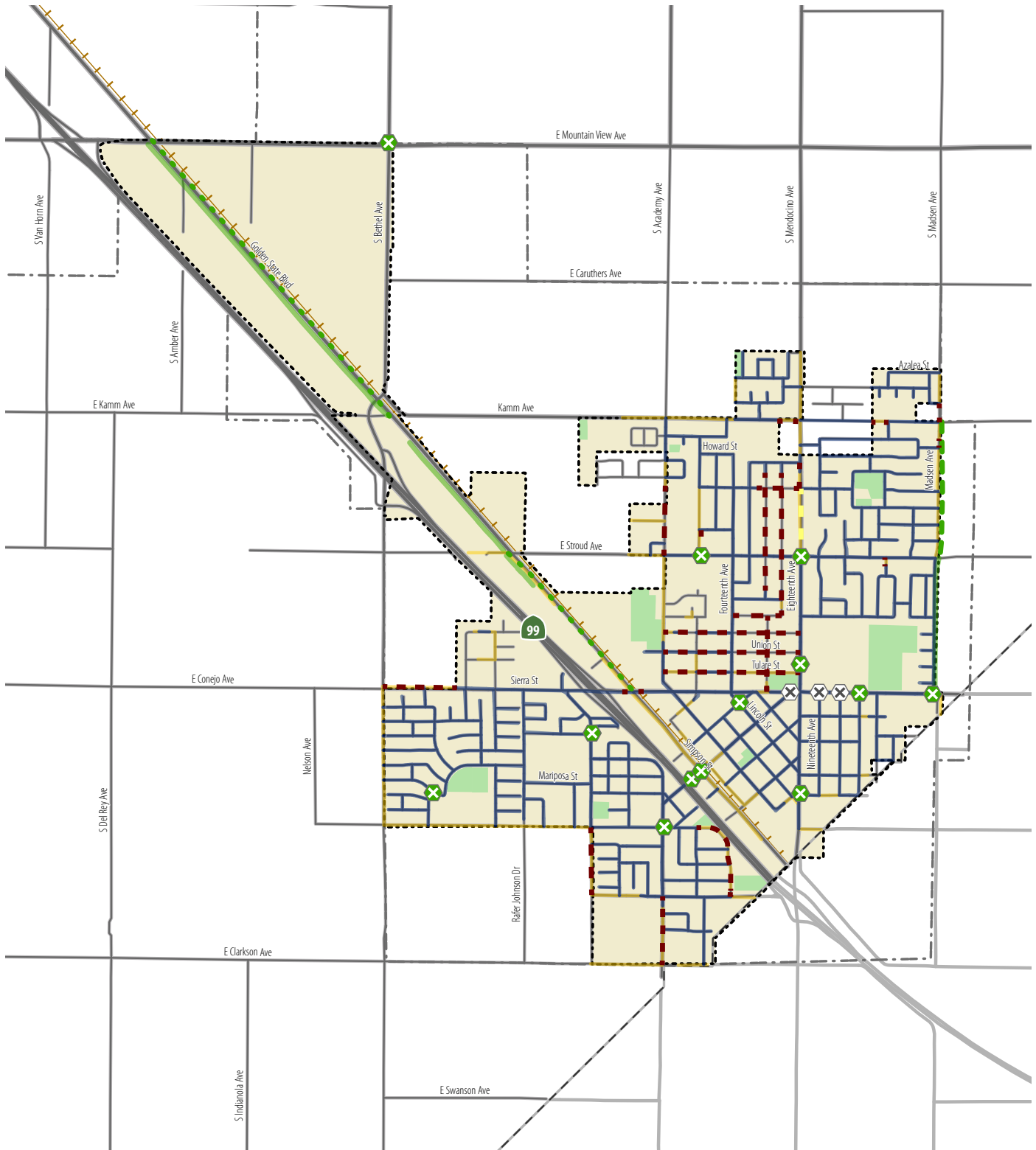
Costs to implement these facilities are summarized in Table 10-4.

**Table 10-4: Cost of Planned Walking and Biking Facilities in Kingsburg**

Facility Type	Cost Per Mile	High Priority	Total
Sidewalk	\$369,600	-	\$1,876,700
Shared Use Path (Class I)	\$955,700	-	\$1,940,071
Bike Lane (Class II)	\$401,400	\$248,868	\$4,724,478
Bike Route (Class III)	\$16,000	-	\$7,520
Separated Bikeway (Class IV)	\$633,600	-	-
Crossing Improvements		-	\$439,800
<b>Total</b>		<b>\$248,868</b>	<b>\$8,988,569</b>

Source: Fehr & Peers, 2023

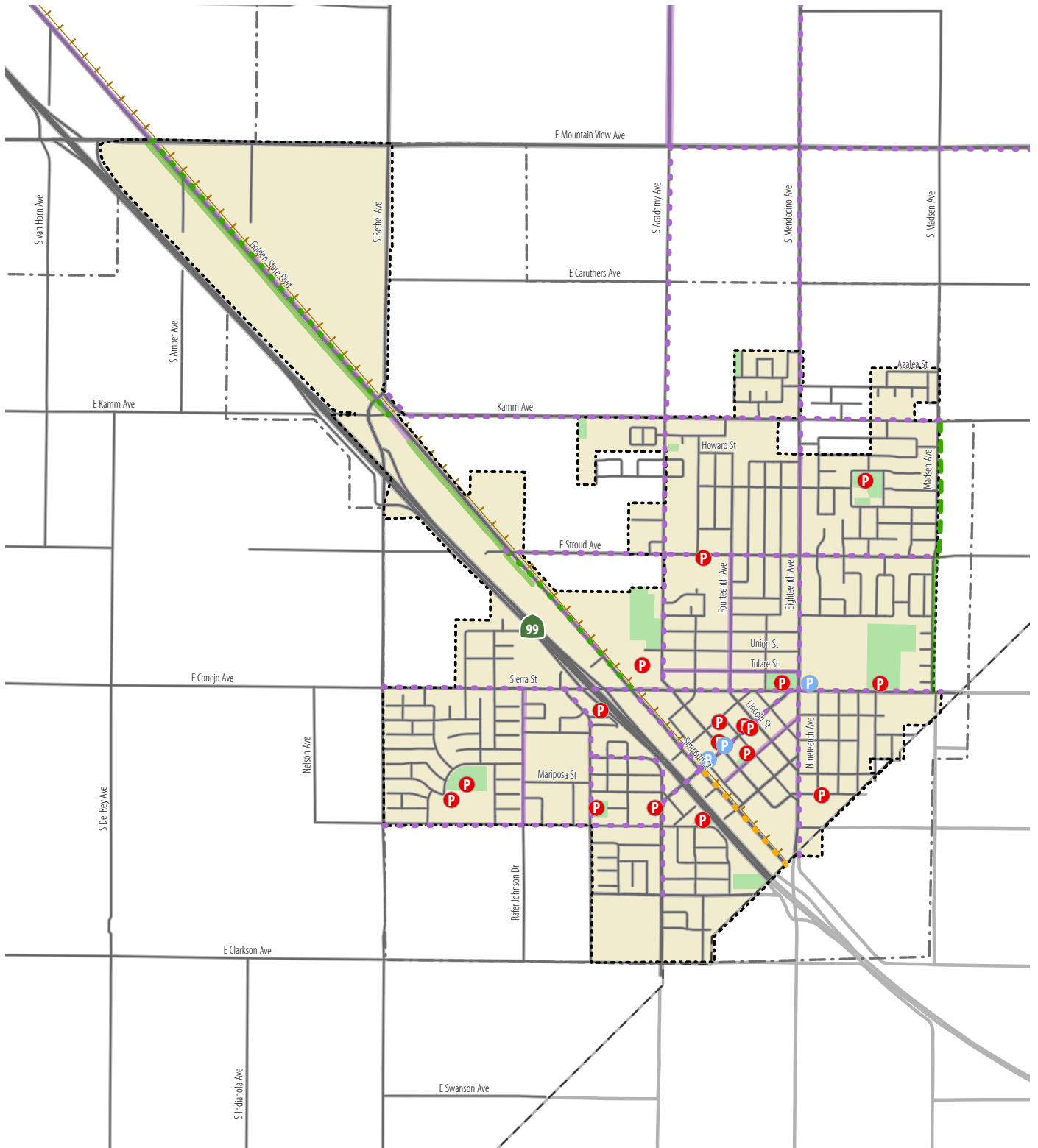
**Figure 6-13: Kingsburg Planned Walking Facilities**



- |                                |   |                          |                 |
|--------------------------------|---|--------------------------|-----------------|
| <b>Existing Facilities</b>     | <b>Planned Facilities</b>                             | <b>City Limits</b>       | <b>Railroad</b> |
| Sidewalk Present on Both Sides | Construct Sidewalk                                    | City Sphere of Influence | Canal           |
| Sidewalk Present on One Side   | Funded Sidewalk                                       | County Boundary          | Waterway        |
| Shared-Use Path (Class I)      | Planned Shared-Use Path (Class I)                     |                          | Park/Open Space |
|                                | Funded Shared-Use Path (Class I)                      |                          |                 |
|                                | Intersection Improvements/Pedestrian Crossings        |                          |                 |
|                                | Funded Intersection Improvements/Pedestrian Crossings |                          |                 |

Source: Fehr & Peers, 2023

**Figure 6-14: Kingsburg Planned Bicycle Facilities**



<b>Bicycle Facility Status</b>	<b>Bicycle Facility Classification</b>	<b>City Limits</b>	<b>Railroad</b>
— Existing Bicycle Facility	— Shared-Use Path (Class I)	— City Sphere of Influence	— Canal
— Funded Bicycle Facility	— Bike Lane (Class II)	— County Boundary	— Waterway
— Planned Bicycle Facility	— Bike Route (Class III)		— Park/Open Space
Ⓟ Existing Bicycle Parking	— Class III with Multi-use Shoulder		
Ⓟ Proposed Bicycle Parking	— Separated Bikeway (Class IV)		
	— Class II or III		
	— Class II or IV		

Source: Fehr & Peers, 2023

## Chapter 7

# MENDOTA

This chapter describes the current conditions and future plans for walking and biking in the City of Mendota.

### EXISTING CONDITIONS

The City of Mendota is located in northwestern Fresno County, a short distance west of the San Joaquin River (see Figure 1-1). Derrick Avenue (SR 33) and Oller Street (SR 180) run through the city.

#### Existing Bicycle & Pedestrian Facilities

There are 47.1 miles of sidewalks and 2.4 miles of bikeways within Mendota. These networks are summarized in Table 11-1 and depicted in Figures 11-1 and 11-2.

**Table 11-1: Summary of Existing Walking & Bicycling Facilities in Mendota**

Facility Type	Miles
Sidewalk	47.1
Shared Use Path (Class I)	0.0
Bike Lane (Class II)*	2.4
Bike Route (Class III)*	0.0
Separated Bikeway (Class IV)*	0.0

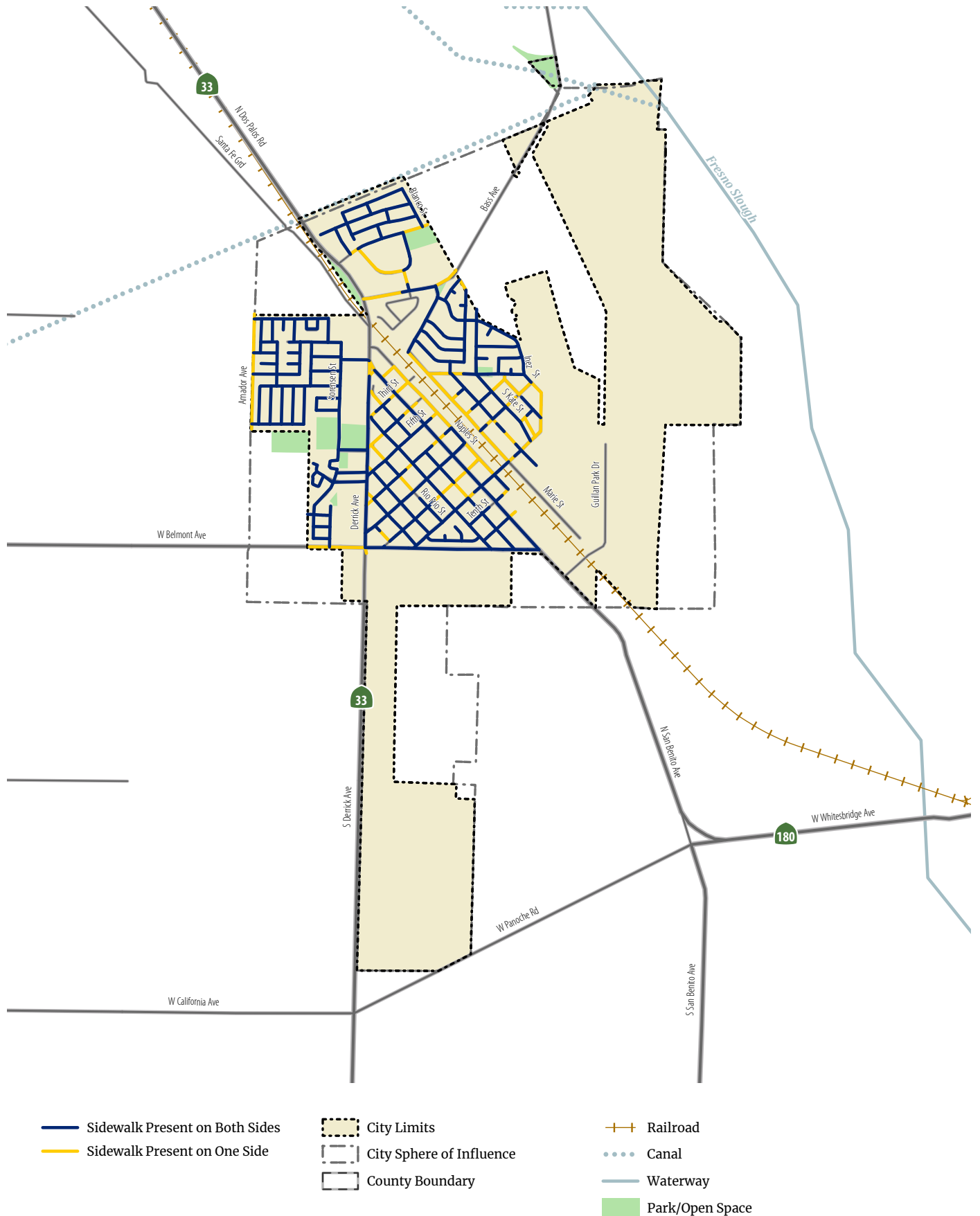
*\*Distance measured by centerline*

The following conditions are noted relevant to the safety and comfort of bicycling and walking in Mendota:

- » Sidewalks are present in the neighborhoods but are lacking along many arterials.
- » Railroad tracks divide the city and are challenging for residents to cross. Existing crossings are at Derrick Avenue, 9th Street, and Belmont Avenue.
- » Intersections along Derrick Avenue (SR 33) are challenging for pedestrians to cross, though many key destinations are present including schools, parks, and retail.
- » Pool Park is separated from the city core by Bass Avenue, which lacks bicycle and pedestrian facilities.

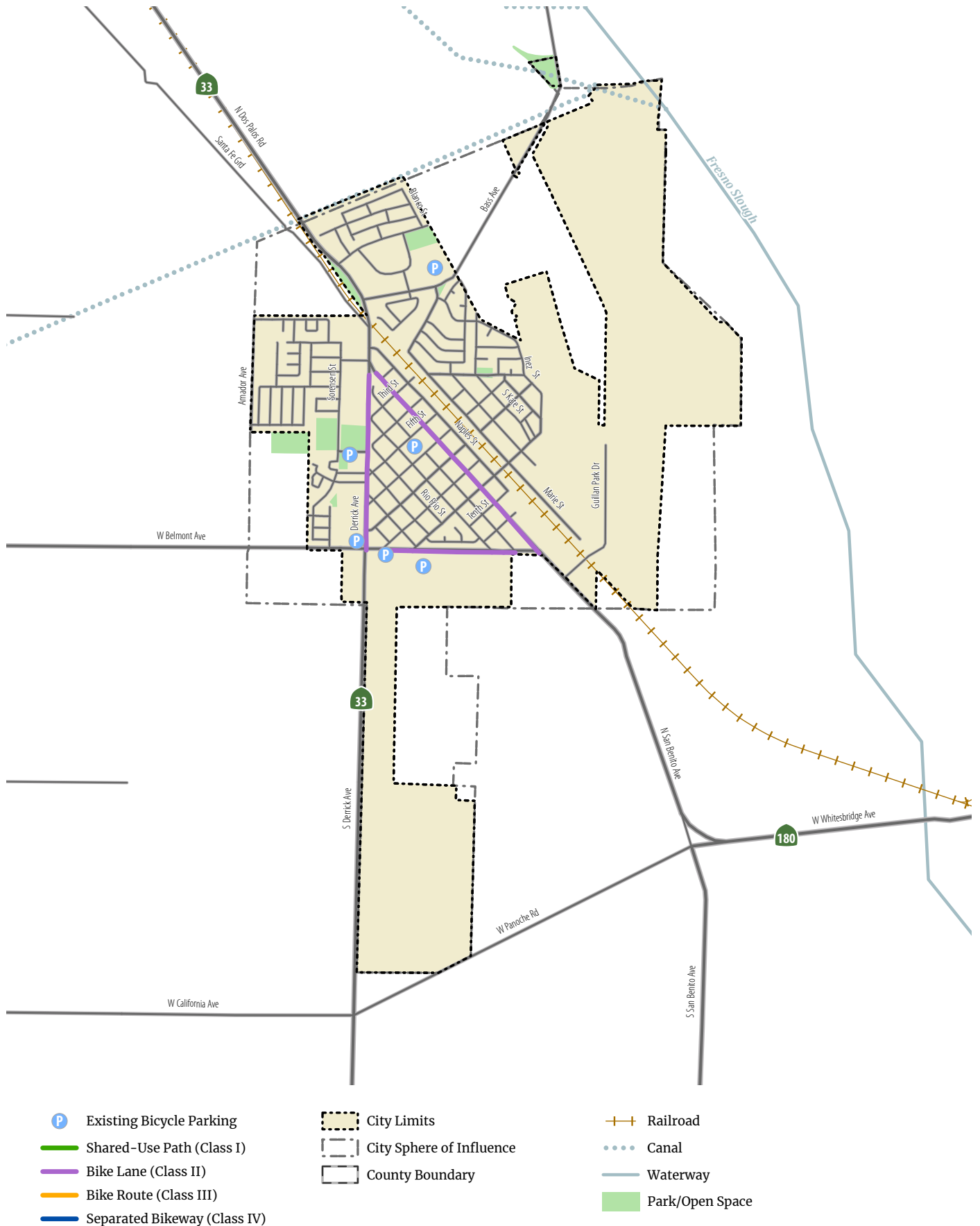


**Figure 11-1: Existing Pedestrian Facilities in Mendota**



Source: Fehr & Peers, 2023

**Figure 11-2: Existing Bicycling Facilities in Mendota**



Source: Fehr & Peers, 2023



## Plans and Policies Related to Active Transportation

The following city plans and policies are relevant to biking and walking in Mendota:

- » City of Mendota General Plan (2009)
- » River Ranch Specific Plan (2013)
- » City of Mendota Safe Routes to School Master Plan (2023)
- » City of Mendota American with Disabilities Act Transition Plan (2011)
- » City of Mendota Standard Specifications (2007)
- » City of Mendota Standard Drawings (2010)
- » Municipal Code of Mendota, California (2017)

These plans and policies are discussed in greater detail in Appendix C. Regional, state, and federal plans and policies are also discussed in Appendix C.

## Expenditures on Active Transportation Facilities

The City of Mendota has spent more than \$360,000 on walking and bicycling projects over the last five years:

- » Prepared City of Mendota's Safe Route to School Master Plan (\$110,000)
- » Improved the intersection of 9th St & Belmont, across from Mendota Junior High with overhead flashing beacons (\$250,000)
- » Built new curb ramps and provided road diets (striping to reduce lane widths and provide a should parking/bike lane) with street reconstruction projects

## Maintenance

City Public Works refreshes stop bars and legends and fills potholes annually. Street lighting, pedestrian signals, and vegetation are maintained as needed. Road reconstruction and rehabilitation results in new and upgraded curb ramps and a road diet on collector streets. Sidewalk repairs and gap closures and street reconstruction are dependent on available funding.

## Education & Encouragement Programs

Schools have dedicated school resource police officers. The police department conducts enforcement of vehicles yielding at crosswalks intermittently and as

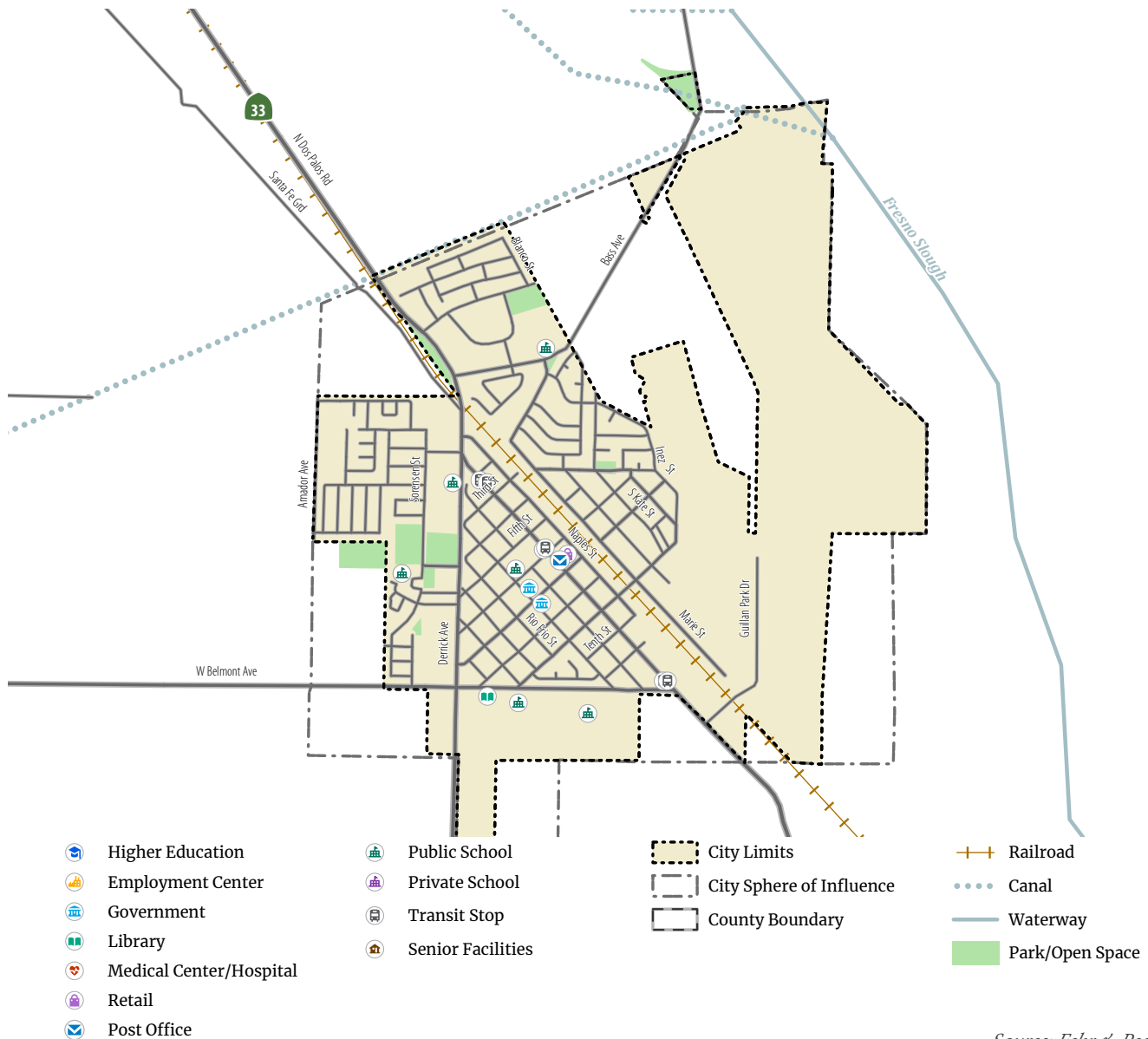
needed. Safe walking and biking education at schools is conducted occasionally. The city also holds an annual driver awareness day.

### Key Destinations

Figure 11-3 shows key destinations for bicyclists and pedestrians in the City of Mendota. Highlights include

- » Local schools including McCabe Elementary School, Mendota Elementary School, Washington Elementary School, Mendota Junior High School, and Mendota High School;
- » Parks including Rojas Pierce Park, Veteran’s Park, Lozano Park, and Pool Park;
- » Restaurants and businesses downtown, especially along Oller Street and at 7th Street and Derrick Avenue, and
- » Mendota Branch Library.

**Figure 11-3: Key Destinations in Mendota**



Source: Fehr & Peers, 2023

## Disadvantaged Communities

All of Mendota meets several of the Active Transportation Program criteria for disadvantaged communities, described in Chapter 2, Existing Conditions.

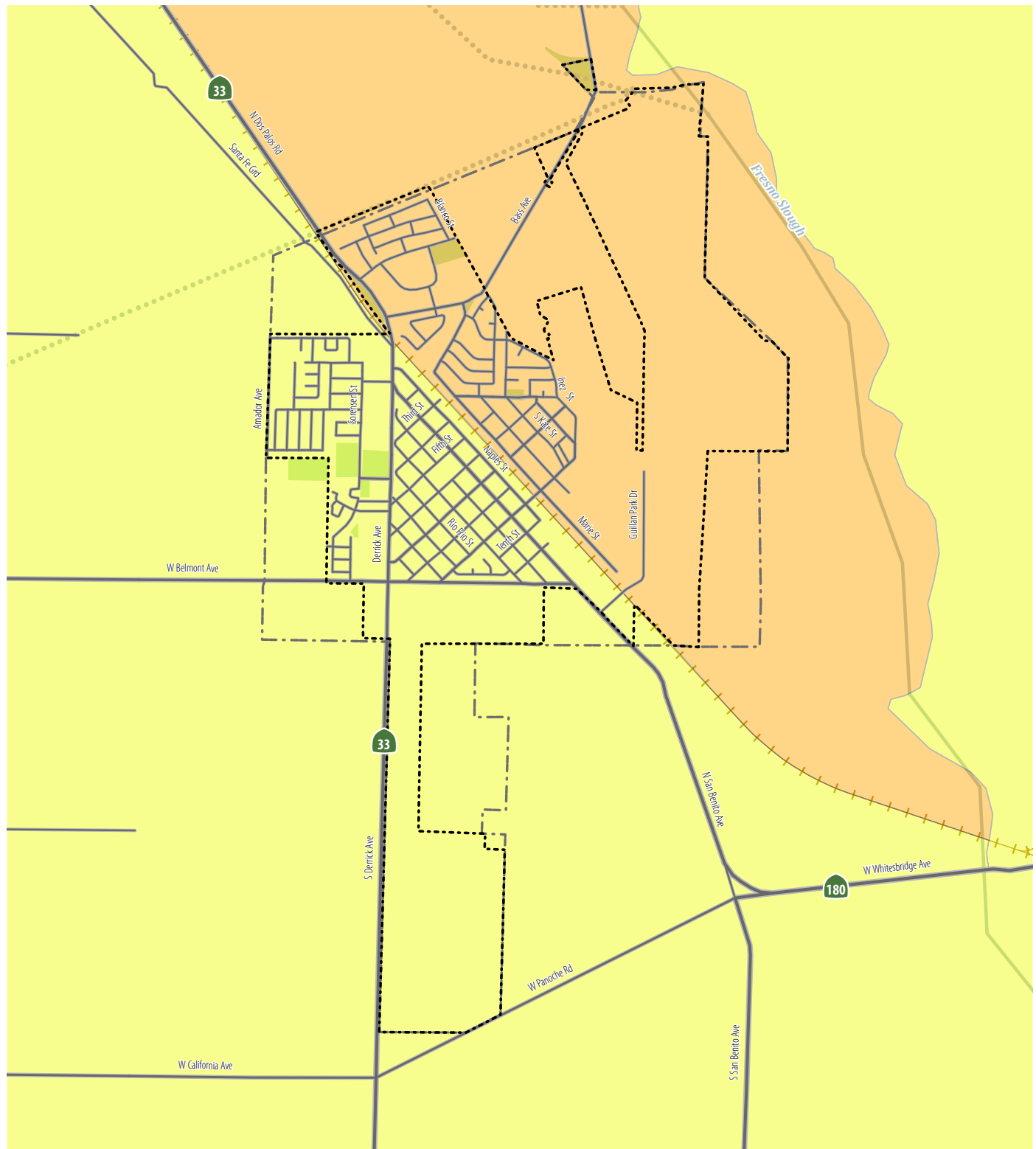
- » **Median Household Income:** All households in Mendota make less than 65 percent of the state median.
- » **Free & Reduced Price Meals for Schools:** All schools have over 90 percent of students eligible for free or reduced price meals.
- » **CalEnviroScreen:** Mendota falls within the 15th through 20th percentile most disadvantaged areas in the state.
- » **Healthy Places Index:** Mendota is within the 10 percent most disadvantaged areas in the state.
- » **Federal Climate & Economic Justice Tool:** Mendota exceeds three to six categories in the screening tool, as shown in Figure 11-4.
- » **US DOT Equitable Transportation Community Disadvantaged Community Tool:** Most of Mendota falls within the 10 percent most disadvantaged areas in the state, as shown in Figure 11-5.
- » **FCOG Environmental Justice Areas:** All of Mendota is considered disadvantaged by this definition.

Because all of Mendota meets one or more of these criteria for disadvantaged communities, the challenges for walking and biking described at the beginning of this chapter are equity issues.





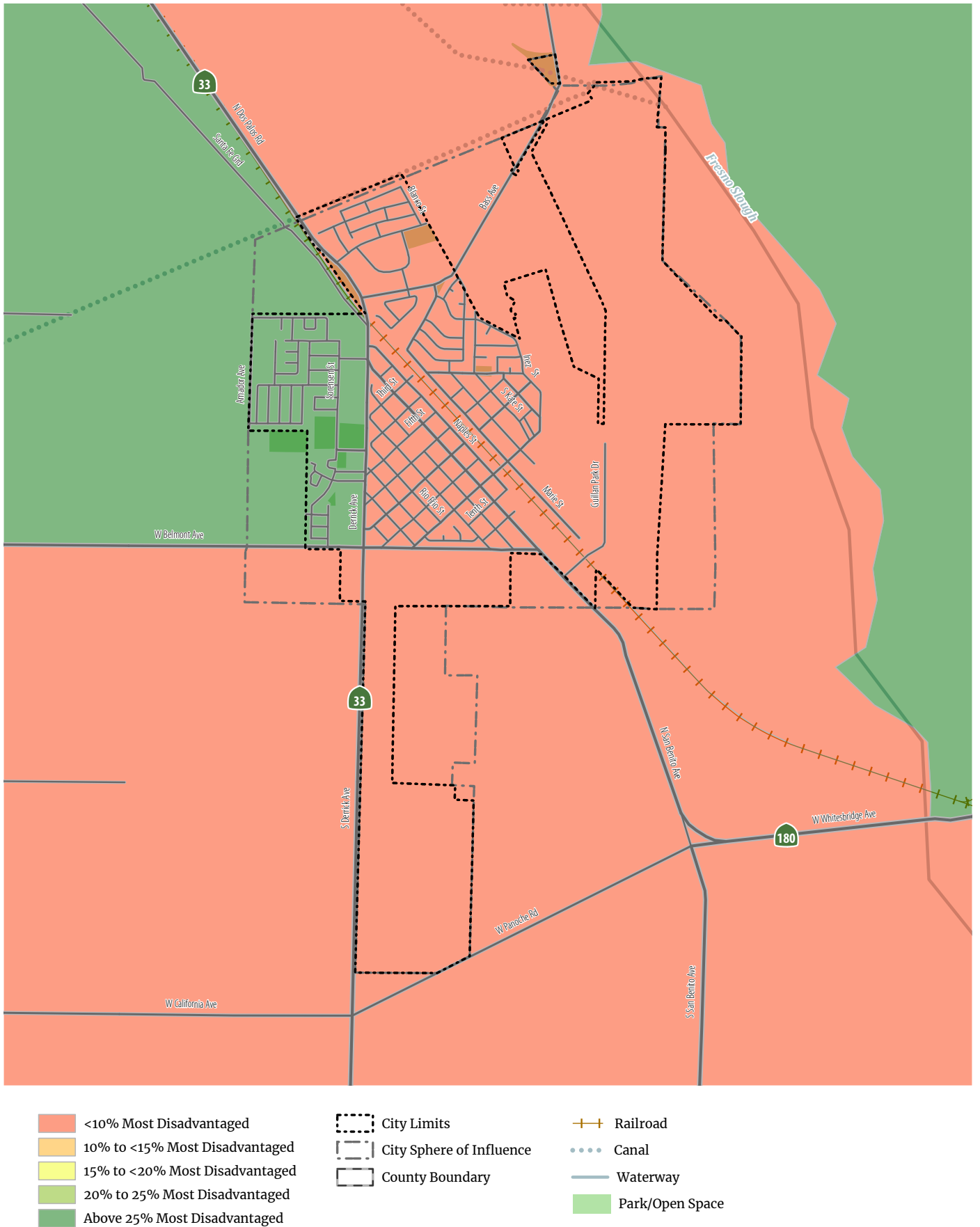
**Figure 11-4: Mendota Federal Climate & Economic Justice Screening Results**



- |  |   |  |
|--|---|--|
| <span style="display: inline-block; width: 15px; height: 15px; background-color: #f08080; border: 1px solid black; margin-right: 5px;"></span> 7 Categories Exceeded     | <span style="display: inline-block; border: 2px dashed black; width: 15px; height: 15px; margin-right: 5px;"></span> City Limits              | <span style="display: inline-block; width: 15px; height: 15px; border-top: 1px dashed black; border-bottom: 1px dashed black; margin-right: 5px;"></span> Railroad |
| <span style="display: inline-block; width: 15px; height: 15px; background-color: #ffcc99; border: 1px solid black; margin-right: 5px;"></span> 5 - 6 Categories Exceeded | <span style="display: inline-block; border: 1px dashed black; width: 15px; height: 15px; margin-right: 5px;"></span> City Sphere of Influence | <span style="display: inline-block; width: 15px; height: 15px; border-left: 1px dotted black; border-right: 1px dotted black; margin-right: 5px;"></span> Canal    |
| <span style="display: inline-block; width: 15px; height: 15px; background-color: #ffff99; border: 1px solid black; margin-right: 5px;"></span> 3 - 4 Categories Exceeded | <span style="display: inline-block; border: 1px solid black; width: 15px; height: 15px; margin-right: 5px;"></span> County Boundary           | <span style="display: inline-block; width: 15px; height: 15px; border-bottom: 1px solid black; margin-right: 5px;"></span> Waterway                                |
| <span style="display: inline-block; width: 15px; height: 15px; background-color: #c1e1c1; border: 1px solid black; margin-right: 5px;"></span> 1 - 2 Categories Exceeded |   | <span style="display: inline-block; width: 15px; height: 15px; background-color: #90ee90; border: 1px solid black; margin-right: 5px;"></span> Park/Open Space     |
| <span style="display: inline-block; width: 15px; height: 15px; background-color: #808080; border: 1px solid black; margin-right: 5px;"></span> 0 Categories Exceeded     |   |  |

Source: Council on Environmental Quality, 2023; Fehr & Peers, 2023

**Figure 11-5: Mendota US DOT Equitable Transportation Community Screening Results**



Source: US DOT, 2023; Fehr & Peers, 2023

## Existing Trips

Based on the U.S. Census American Community Survey, approximately 0.9 percent of Mendota workers commute to work by walking and zero percent commute to work by bicycling. These shares are much less than the statewide averages, as shown in Table 11-2. However, these statistics only include workers who walk or ride every day, not those who do so occasionally. Reliable data on non-commute trips, including trips to school, trips for shopping, and recreational trips, is not readily available and not included in these estimates. Thus, the total number of biking and walking trips in Mendota is higher than shown here.

**Table 11-2 Mendota Trips to Work by Bicycling and Walking**

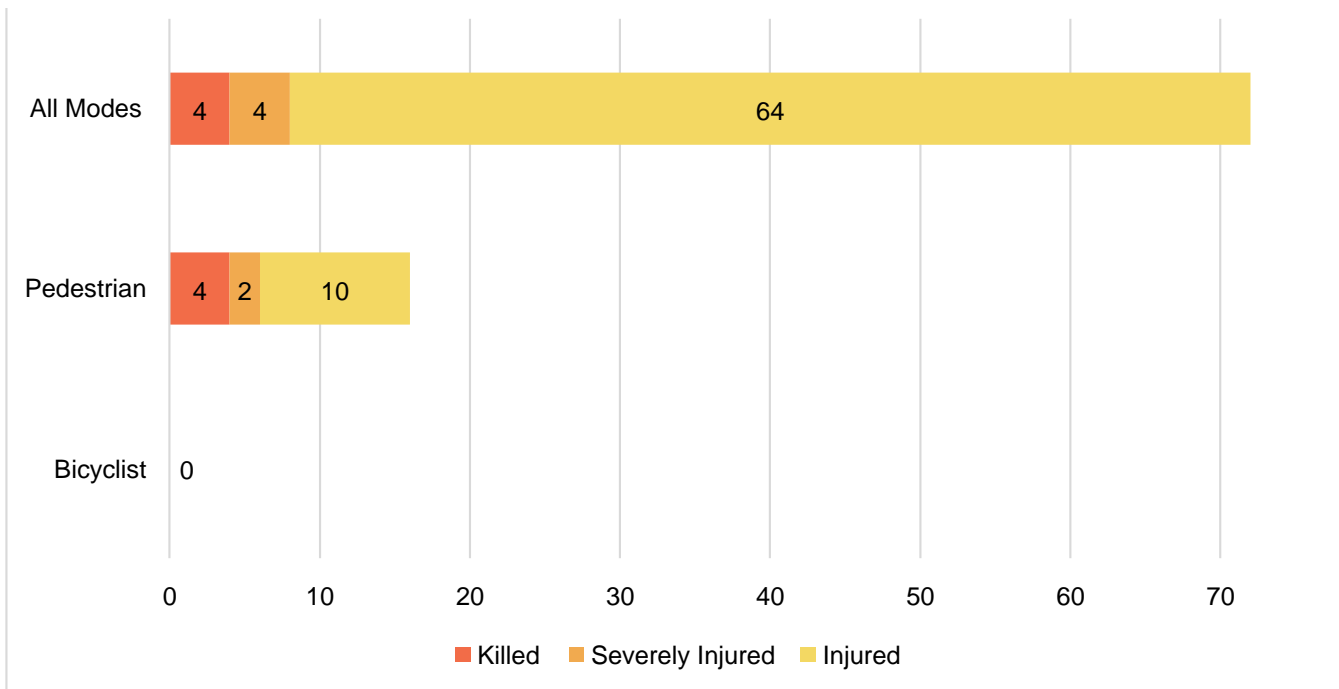
Jurisdiction	Walk		Bicycle	
	Estimate	Share	Estimate	Share
Mendota	35	0.9%	0	0.0%
California	440,483	2.4%	128,474	0.7%

*Note: Workers aged 16 years and older, excludes percentage of employees that work from home.  
Source: U.S. Census 2018 -2022 American Community Survey, 2023; Fehr & Peers, 2023.*

## Collisions

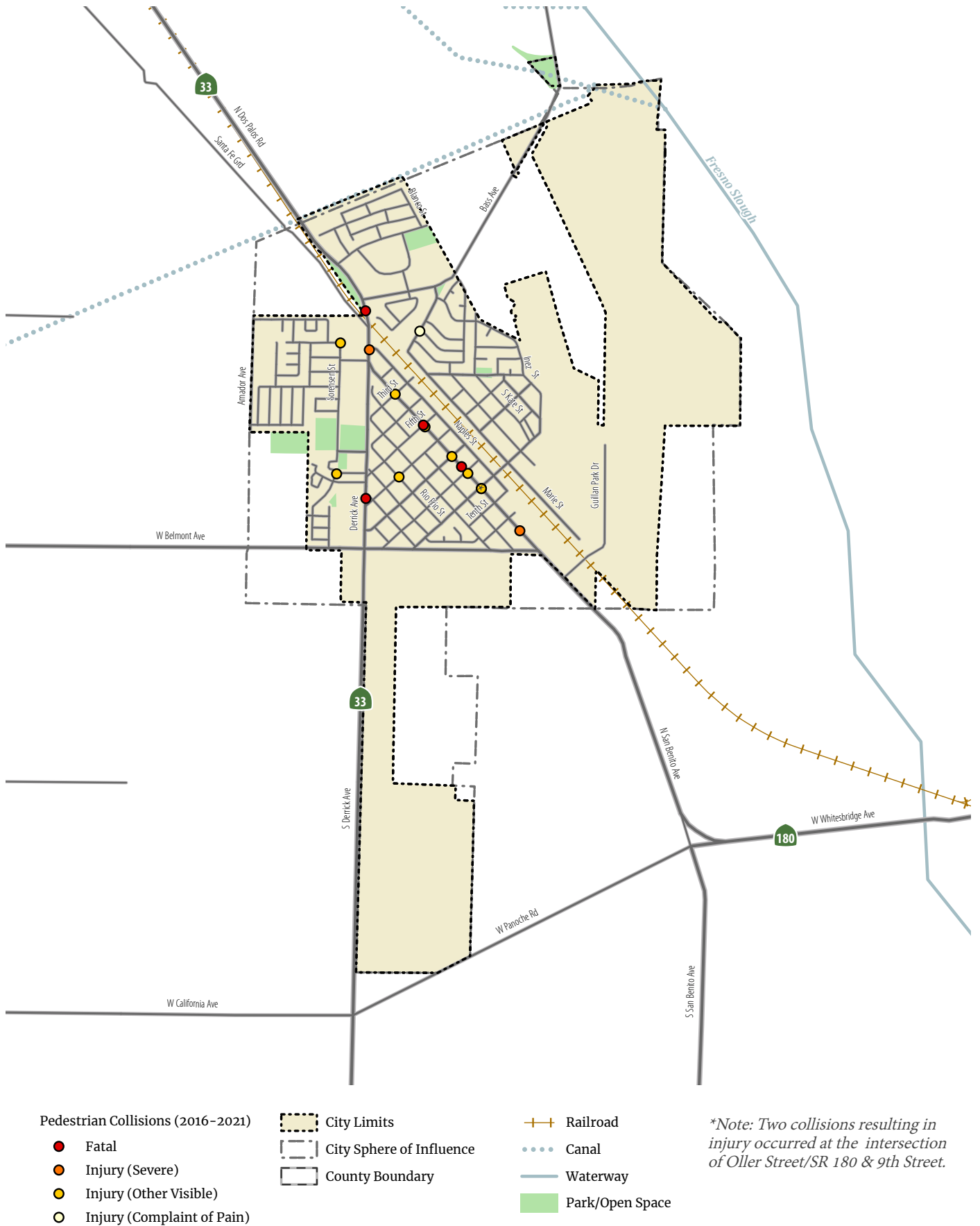
There were 16 injury collisions reported between 2016 and 2021 that involved pedestrians and none involving bicyclists. In this period, 100 percent of fatal collisions and 50 percent of severe injury collisions involved a person walking. 22 percent of all collisions resulting in injury or fatality involved a person walking. Figures 11-6 and 11-7, respectively, summarize and map these collisions.

**Figure 11-6: Collisions by Severity in Mendota, 2016 -2021**



*Sources: UC Berkeley SafeTREC, 2023, Fehr & Peers, 2023.*

**Figure 11-7: Collisions Involving a Pedestrian in Mendota**



Source: UC Berkeley SafeTREC, 2023; Fehr & Peers, 2023

## PLANNED NETWORKS

The planned walking and biking networks for Mendota are summarized in Table 11-3 and mapped in Figures 11-8 and 11-9. The networks include shared-use paths, bike lanes and routes, sidewalks, and crosswalk improvements. The proposed networks are designed to connect to Mendota’s shared-use paths, to provide access to key destinations, and to serve as recreational assets. The sidewalk improvements also fill gaps in the sidewalk network and add crossing improvements to enhance safety near schools and across busy roads. Appendix D includes a list of these network improvements including locations and extents, lengths, high-level estimated costs, and priorities. Additionally, several of the high priority projects have been grouped into a single project. Additional information to support a funding application for this project has been combined into a fact sheet, which is included in Appendix F.

Figure 11-7 also presents planned bike parking for Mendota. These planned bike parking locations supplement existing locations by adding parking at parks and near retail areas and other destinations.

Based on the indicators of disadvantaged communities discussed earlier in this section, these facilities all support disadvantaged communities.

**Table 11-3: Summary of Planned Walking and Biking Facilities in Mendota**

Facility Type	Existing (Miles)	Planned (Miles)	Total (Miles)
Sidewalk	47.1	1.7	48.8
Shared Use Path (Class I)	0.0	5.5	5.5
Bike Lane (Class II)*	2.4	9.7	12.1
Bike Route (Class III)*	0.0	0.7	0.7
Separated Bikeway (Class IV)*	0.0	0.0	0.0

*\*Distance measured by centerline*

Sources: Fresno Council of Governments, Fehr & Peers, 2023

Costs to implement these facilities are summarized in Table 11-4.

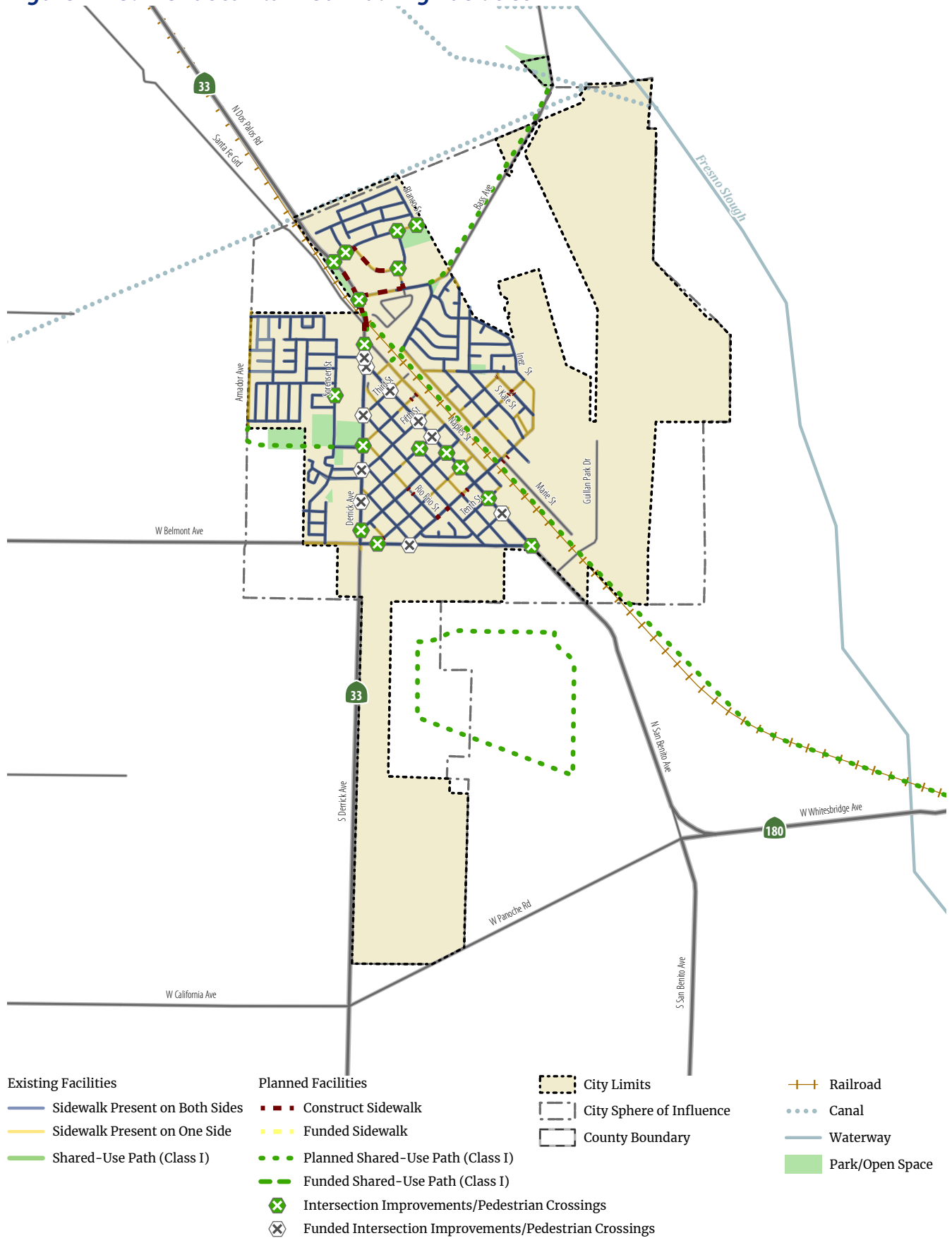
**Table 11-4: Cost of Planned Walking and Biking Facilities in Mendota**

Facility Type	Cost Per Mile	High Priority	Total
Sidewalk	\$369,600	\$548,100	\$625,800
Shared Use Path (Class I)	\$955,700	\$2,580,390	\$5,208,565
Bike Lane (Class II)	\$401,400	\$3,692,880	\$3,893,580
Bike Route (Class III)	\$16,000	\$11,840	\$11,840
Separated Bikeway (Class IV)	\$633,600	-	-
Crossing Improvements		\$894,600	\$894,600
<b>Total</b>		<b>\$7,727,810</b>	<b>\$10,634,385</b>

Source: Fehr & Peers, 2023

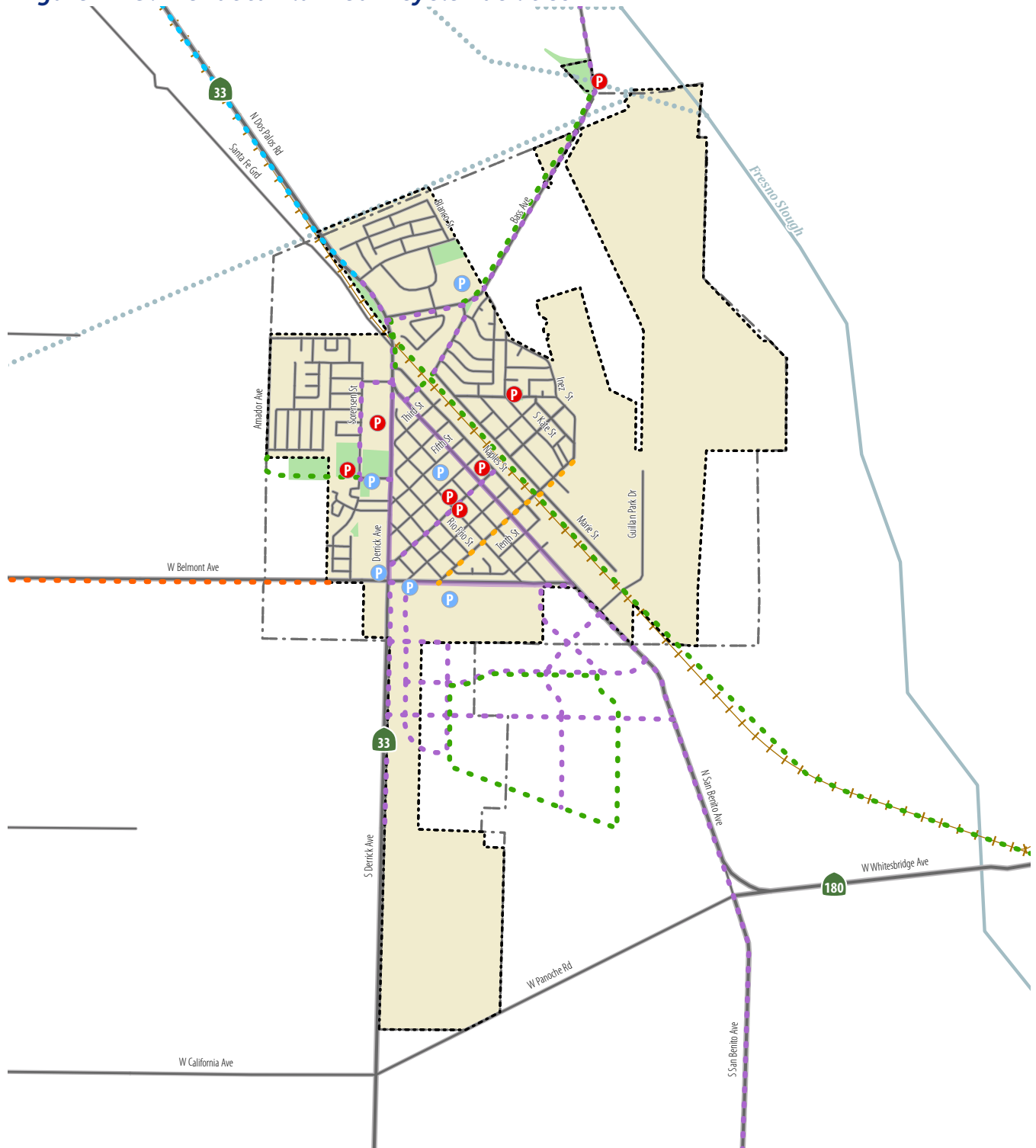


**Figure 11-8: Mendota Planned Walking Facilities**



Source: Fehr & Peers, 2023

**Figure 11-9: Mendota Planned Bicycle Facilities**



<b>Bicycle Facility Status</b>		<b>Bicycle Facility Classification</b>		<b>City Limits</b>	<b>Railroad</b>
— Existing Bicycle Facility	— Funded Bicycle Facility	— Shared-Use Path (Class I)	— Bike Lane (Class II)	--- City Sphere of Influence	--- Canal
--- Planned Bicycle Facility	Ⓟ Existing Bicycle Parking	— Class II or III	— Bike Route (Class III)	▭ County Boundary	— Waterway
Ⓟ Proposed Bicycle Parking		— Class II or IV	— Class III with Multi-use Shoulder		■ Park/Open Space
		— Separated Bikeway (Class IV)			

Source: Fehr & Peers, 2023

**MENDOTA  
JUNIOR HIGH  
SCHOOL**





## Chapter 12

# ORANGE COVE

This chapter describes the current conditions and future plans for walking and biking in the City of Orange Cove.

### EXISTING CONDITIONS

The City of Orange Cove is located in the San Joaquin Valley, 8 miles east-southeast of Reedley. (see Figure 1-1). SR 63 runs north-south along Orange Cove’s eastern boundary, which is also the boundary between Fresno and Tulare Counties. The main east-west roadway is Park Boulevard, which is central to the city’s downtown business district

#### Existing Bicycle & Pedestrian Facilities

There are 33.7 miles of sidewalks and 1.1 miles of bikeways within Orange Cove. These networks are summarized in Table 7-1 and depicted in Figures 7-1 and 7-2.

**Table 12-1: Summary of Existing Walking & Bicycling Facilities in Orange Cove**

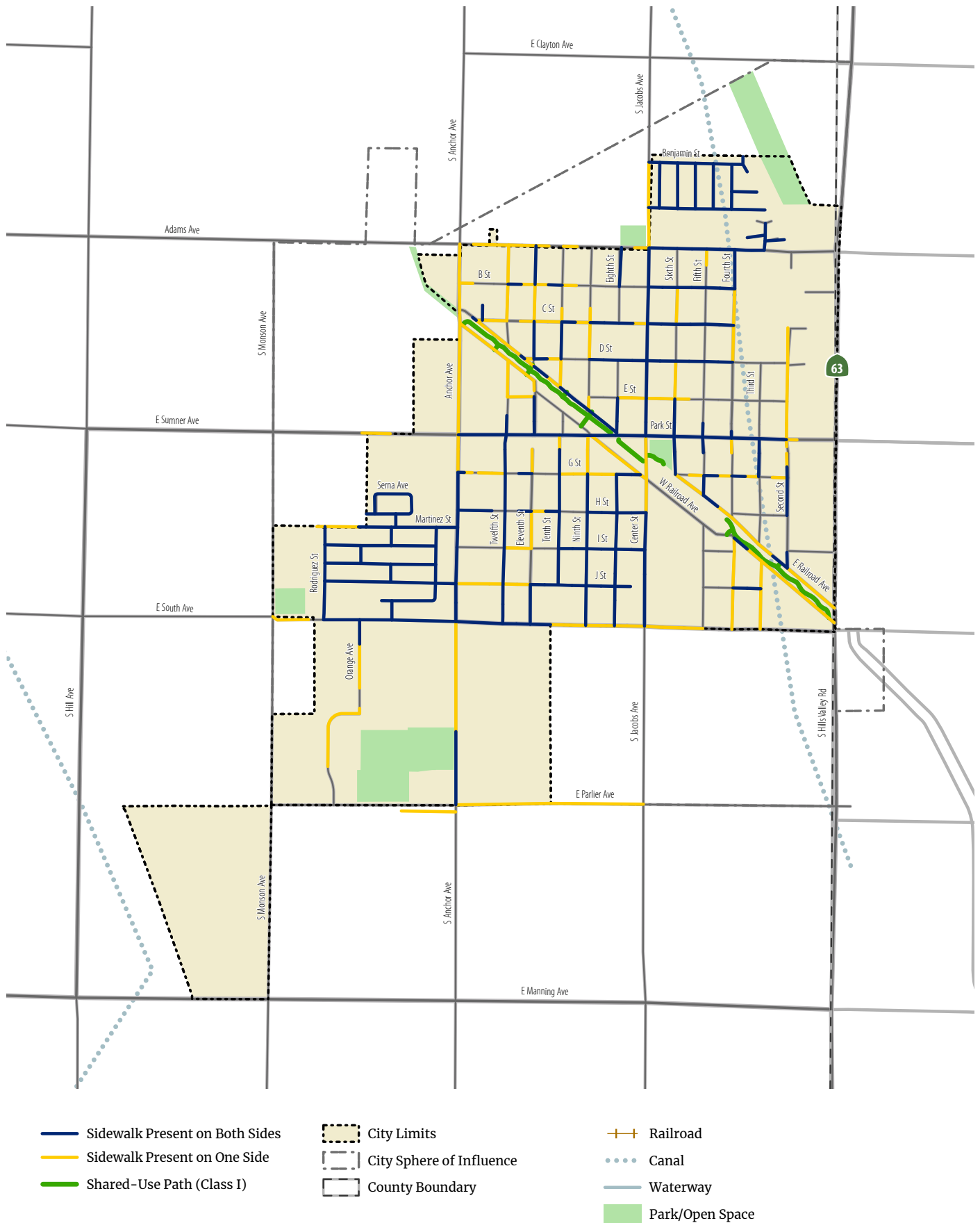
Facility Type	Miles
Sidewalk	33.7
Shared Use Path (Class I)	1.2
Bike Lane (Class II)*	1.1
Bike Route (Class III)*	0.0
Separated Bikeway (Class IV)*	0.0

*\*Distance measured by centerline*

The following conditions are noted relevant to the safety and comfort of bicycling and walking in Orange Cove:

- » Though the city has made much progress in adding sidewalks, many gaps still exist.
- » Residents have expressed a strong desire for improved pedestrian crossings in many locations across the city.
- » A shared-use path runs along the former railroad alignment that bisects the city.

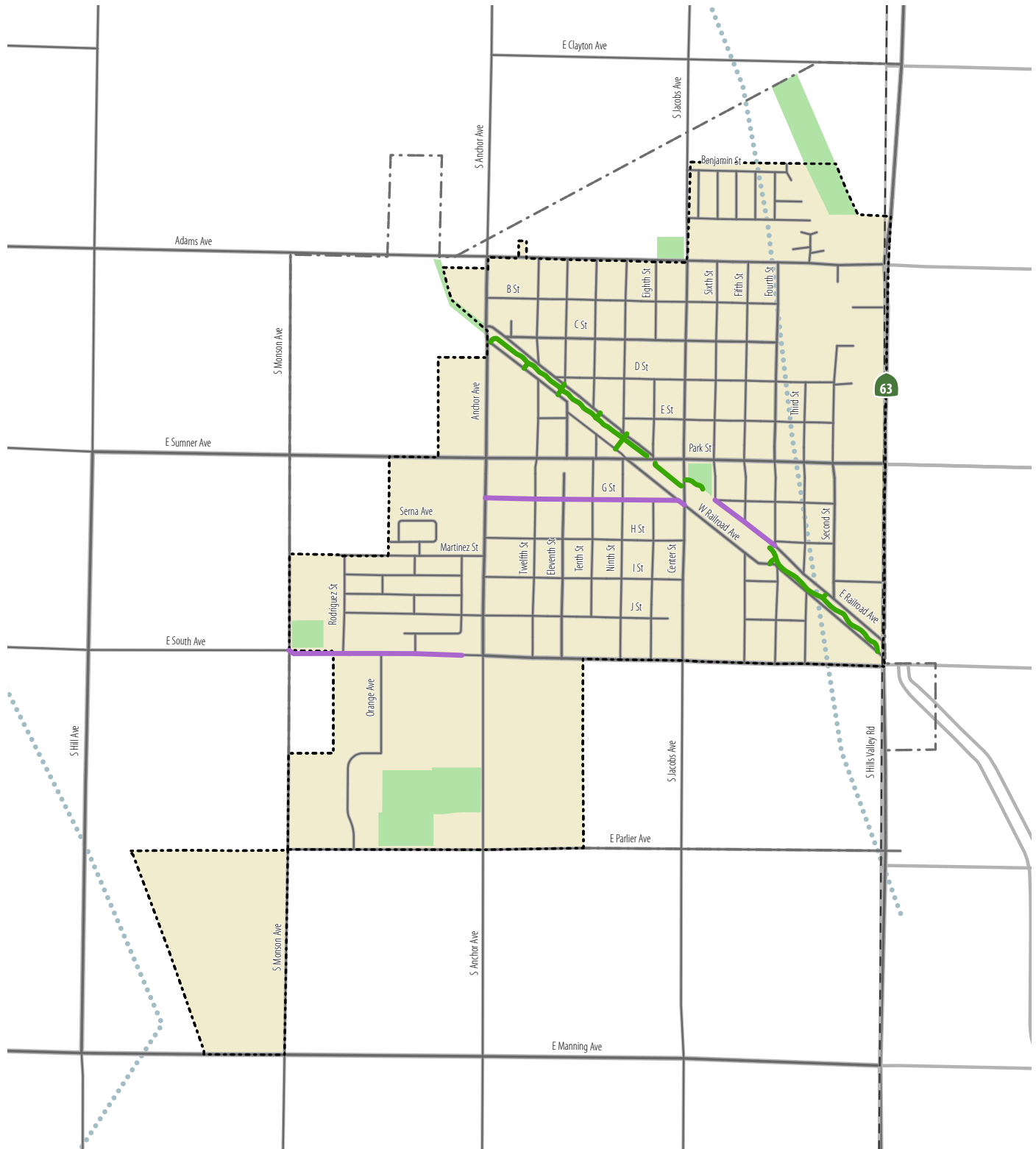
**Figure 12-1: Existing Pedestrian Facilities in Orange Cove**



- Sidewalk Present on Both Sides
- Sidewalk Present on One Side
- Shared-Use Path (Class I)
- City Limits
- City Sphere of Influence
- County Boundary
- Railroad
- Canal
- Waterway
- Park/Open Space



**Figure 12-2: Existing Bicycling Facilities in Orange Cove**



- Shared-Use Path (Class I)
- Bike Lane (Class II)
- Bike Route (Class III)
- Separated Bikeway (Class IV)
- City Limits
- City Sphere of Influence
- County Boundary
- + + Railroad
- Canal
- Waterway
- Park/Open Space

## Plans and Policies Related to Active Transportation

The following city plans and policies are relevant to biking and walking in Orange Cove:

- » City of Orange Cove General Plan (2003)
- » City of Orange Cove Standard Drawings (2013)
- » Municipal Code and Charter of Orange Cove (2016)

These plans and policies are discussed in greater detail in Appendix C. Regional, state, and federal plans and policies are also discussed in Appendix C.

## Maintenance

The city does not have formal policies for maintenance of active transportation facilities. Maintenance is generally performed as needed.

## Education & Encouragement Programs

The city has reported no education or encouragement programs related to active transportation.

## Key Destinations

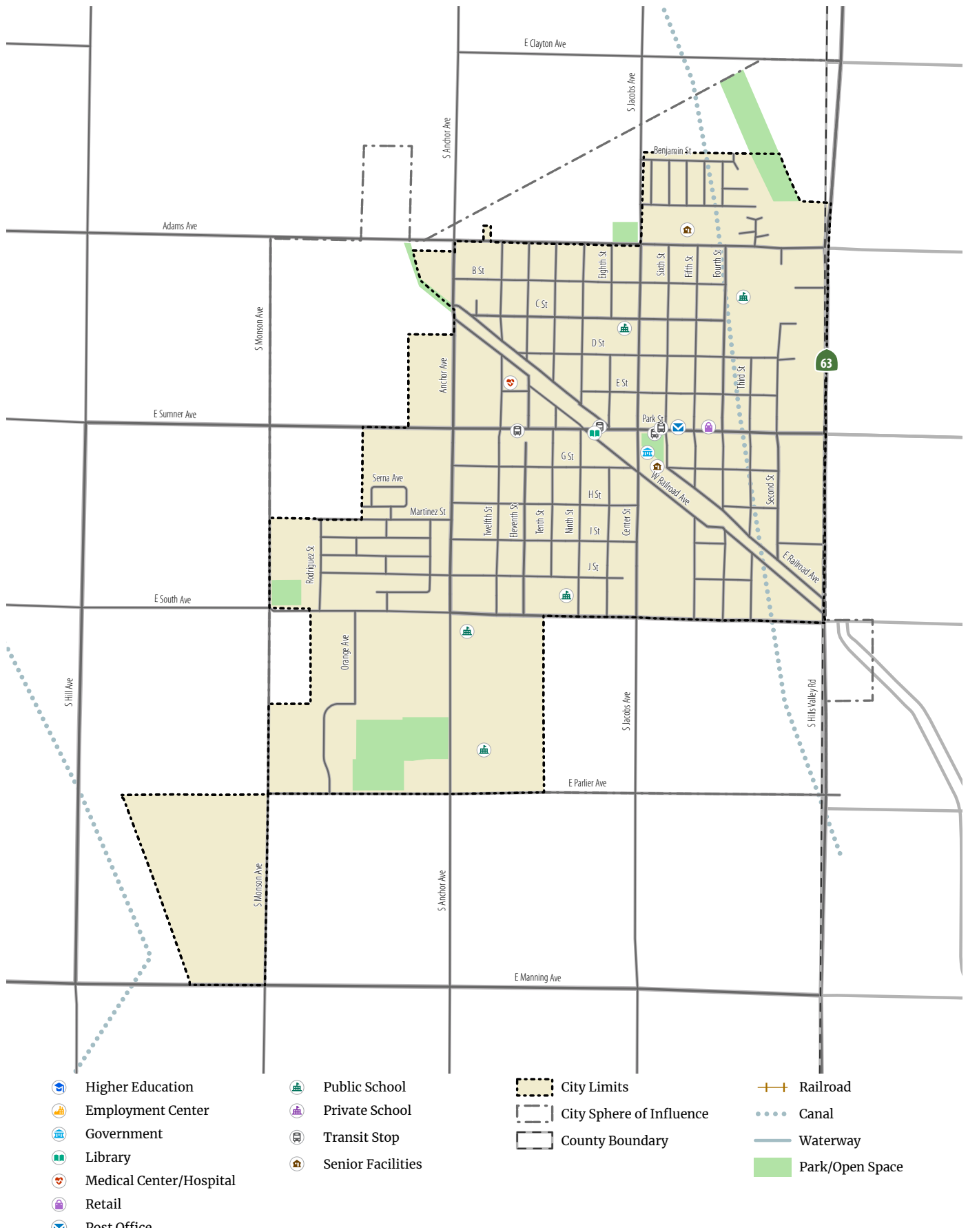
Figure 7-3 shows key destinations for bicyclists and pedestrians in the City of Orange Cove. Highlights include

- » Local schools and parks, including Memorial Park and Feinstein Park
- » Restaurants and businesses downtown along Park Boulevard
- » Lopez Community Center
- » Orange Cove Branch Library.



Lopez Community Center

**Figure 12-3: Key Destinations in Orange Cove**



Source: Fehr & Peers, 2023

## Disadvantaged Communities

All of Orange Cove meets more than one of the Active Transportation Program criteria for disadvantaged communities, described in Chapter 2, Existing Conditions.

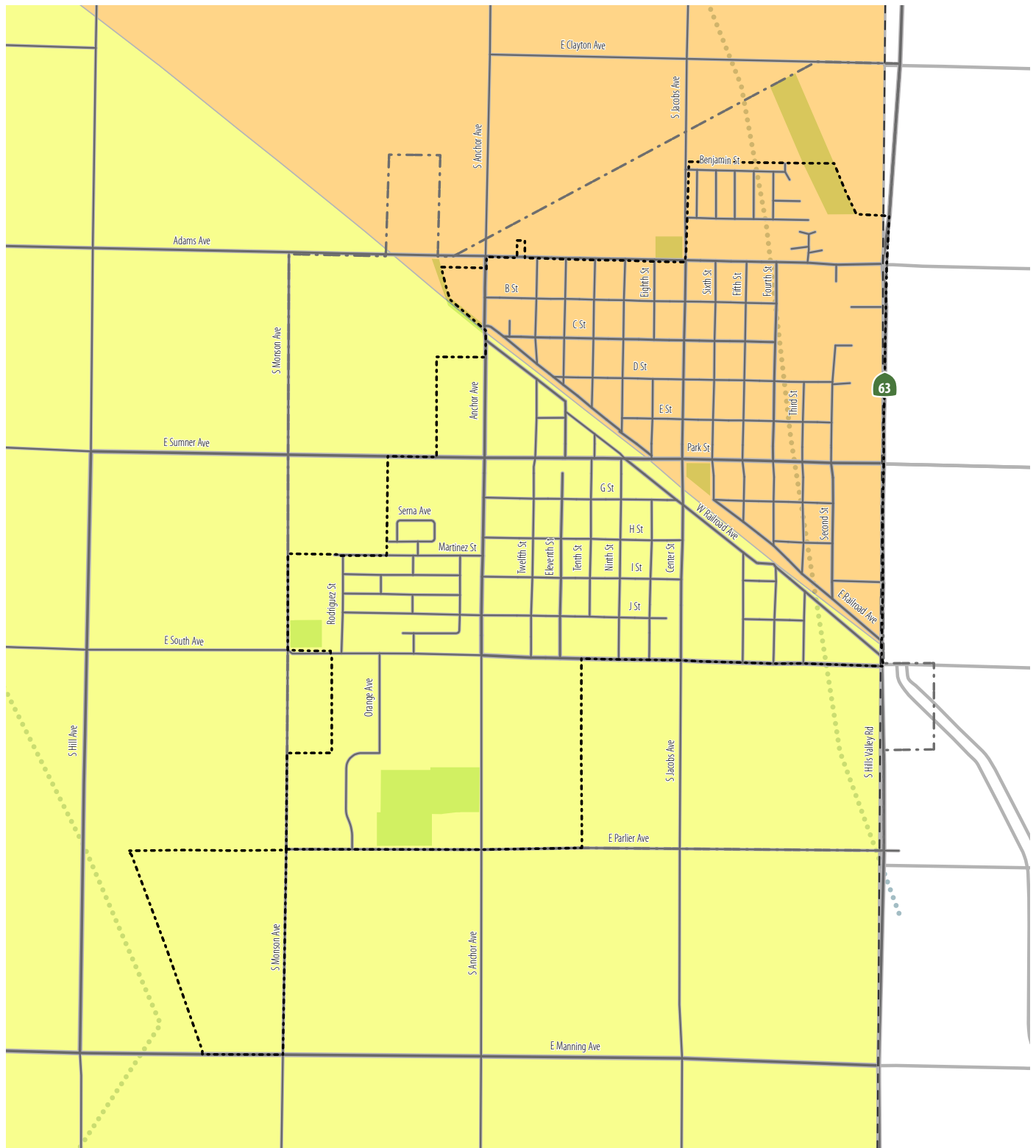
- » **Median Household Income:** All households in Orange Cove make less than 65 percent of the state median.
- » **Free & Reduced Price Meals for Schools:** All schools in Orange Cove have over 90 percent of students eligible for free or reduced price meals.
- » **CalEnviroScreen:** All of Orange Cove is within the 10 percent most disadvantaged areas in the state.
- » **Healthy Places Index:** All of Orange Cove is within the 10 percent most disadvantaged areas in the state.
- » **Federal Climate & Economic Justice Tool:** Orange Cove exceeds three to six categories in the screening tool, as shown in Figure 7-4.
- » **US DOT Equitable Transportation Community Disadvantaged Community Tool:** The southwest side of Orange Cove falls within the 15 through 20 percent most disadvantaged areas in the state, as shown in Figure 7-5.
- » **FCOG Environmental Justice Areas:** All of Orange Cove is considered disadvantaged by this definition.

Because all of Orange Cove meets one or more of these criteria for disadvantaged communities, the challenges for walking and biking described at the beginning of this chapter are equity issues.





**Figure 12-4: Orange Cove Federal Climate & Economic Justice Screen**

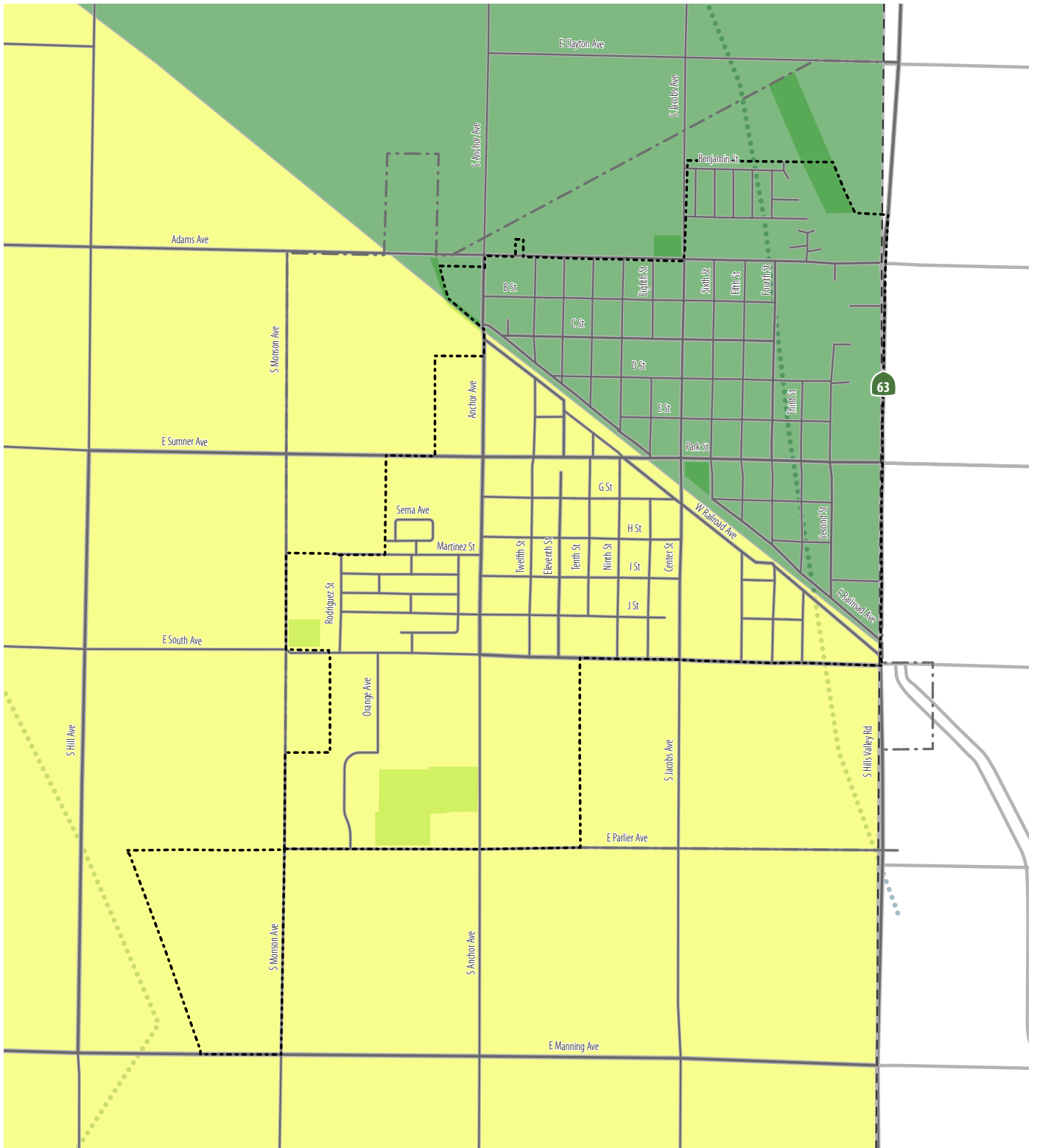


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|--|---|--|
| <span style="display: inline-block; width: 15px; height: 15px; background-color: #f08080; border: 1px solid black; margin-right: 5px;"></span> 7 Categories Exceeded     | <span style="display: inline-block; border: 1px dashed black; width: 15px; height: 15px; margin-right: 5px;"></span> City Limits              | <span style="display: inline-block; width: 15px; height: 15px; border-top: 1px solid black, border-bottom: 1px solid black, border-left: 1px solid black, border-right: 1px solid black; margin-right: 5px;"></span> Railroad  |
| <span style="display: inline-block; width: 15px; height: 15px; background-color: #ffcc99; border: 1px solid black; margin-right: 5px;"></span> 5 - 6 Categories Exceeded | <span style="display: inline-block; border: 1px dashed black; width: 15px; height: 15px; margin-right: 5px;"></span> City Sphere of Influence | <span style="display: inline-block; width: 15px; height: 15px; border-top: 1px dotted black, border-bottom: 1px dotted black, border-left: 1px dotted black, border-right: 1px dotted black; margin-right: 5px;"></span> Canal |
| <span style="display: inline-block; width: 15px; height: 15px; background-color: #ffff99; border: 1px solid black; margin-right: 5px;"></span> 3 - 4 Categories Exceeded | <span style="display: inline-block; border: 1px solid black; width: 15px; height: 15px; margin-right: 5px;"></span> County Boundary           | <span style="display: inline-block; width: 15px; height: 15px; border-top: 1px solid black, border-bottom: 1px solid black, border-left: 1px solid black, border-right: 1px solid black; margin-right: 5px;"></span> Waterway  |
| <span style="display: inline-block; width: 15px; height: 15px; background-color: #c1e1c1; border: 1px solid black; margin-right: 5px;"></span> 1 - 2 Categories Exceeded |   | <span style="display: inline-block; width: 15px; height: 15px; background-color: #90ee90; border: 1px solid black; margin-right: 5px;"></span> Park/Open Space   |
| <span style="display: inline-block; width: 15px; height: 15px; background-color: #6aa84f; border: 1px solid black; margin-right: 5px;"></span> 0 Categories Exceeded     |   |  |

Source: Council on Environmental Quality, 2023; Fehr & Peers, 2023



**Figure 12-5: Orange Cove US DOT Equitable Transportation Community Screening Results**



- |  |  |  |
|--|--|--|
| <span style="display: inline-block; width: 15px; height: 10px; background-color: #f4a460; border: 1px solid black;"></span> <10% Most Disadvantaged        | <span style="border: 2px dashed black; width: 15px; height: 10px; display: inline-block;"></span> City Limits              | <span style="display: inline-block; width: 15px; height: 10px; border-top: 1px solid black, border-bottom: 1px solid black, border-left: 1px solid black, border-right: 1px solid black;"></span> Railroad |
| <span style="display: inline-block; width: 15px; height: 10px; background-color: #f9c997; border: 1px solid black;"></span> 10% to <15% Most Disadvantaged | <span style="border: 1px dashed black; width: 15px; height: 10px; display: inline-block;"></span> City Sphere of Influence | <span style="display: inline-block; width: 15px; height: 10px; border-bottom: 1px dotted black;"></span> Canal   |
| <span style="display: inline-block; width: 15px; height: 10px; background-color: #fff2cc; border: 1px solid black;"></span> 15% to <20% Most Disadvantaged | <span style="border: 1px solid black; width: 15px; height: 10px; display: inline-block;"></span> County Boundary           | <span style="display: inline-block; width: 15px; height: 10px; border-bottom: 1px solid blue;"></span> Waterway  |
| <span style="display: inline-block; width: 15px; height: 10px; background-color: #c6e0b4; border: 1px solid black;"></span> 20% to 25% Most Disadvantaged  |  | <span style="display: inline-block; width: 15px; height: 10px; background-color: #90d1a0; border: 1px solid black;"></span> Park/Open Space  |
| <span style="display: inline-block; width: 15px; height: 10px; background-color: #5499c7; border: 1px solid black;"></span> Above 25% Most Disadvantaged   |  |  |

Source: U.S. DOT, 2023; Fehr & Peers, 2023

## Existing Trips

Based on the U.S. Census American Community Survey, approximately two percent of Orange Cove workers commute to work by walking and zero percent commute to work by bicycling. These shares are lower than the statewide averages, as shown in Table 7-2. However, these statistics only include workers who walk or ride every day, not those who do so occasionally. Reliable data on non-commute trips, including trips to school, trips for shopping, and recreational trips is not readily available and not included in these estimates. Thus, the total number of biking and walking trips in Orange Cove is higher than shown here.

**Table 12-2: Trips to Work by Walking and Bicycling in Orange Cove**

Jurisdiction	Walk		Bicycle	
	Estimate	Share	Estimate	Share
Orange Cove	64	2.0%	0	0.0%
California	440,483	2.4%	128,474	0.7%

*Note: Workers aged 16 years and older, excludes percentage of employees that work from home.  
Source: U.S. Census 2018 -2022 American Community Survey, 2023; Fehr & Peers, 2023*

## Collisions

There were two total injury collisions reported between 2016 and 2021 in Orange Cove. None of the collisions in this time period involved people walking or bicycling.



## PLANNED NETWORKS

The planned walking and biking networks for Orange Cove are summarized in Table 7-3 and shown in Figures 7-6 and 7-7. The networks include shared-use paths, bike lanes and routes, sidewalks, and crosswalk improvements. The proposed networks are designed to connect to Orange Cove’s shared-use paths, to provide access to key destinations, and to serve as recreational assets. The sidewalk improvements also fill gaps in the sidewalk network and add crossing improvements to enhance safety near schools and across busy roads. Appendix D includes a list of these network improvements including locations and extents, lengths, high-level estimated costs, and priorities. Additionally, several of the high priority projects have been grouped into a single project. Additional information to support a funding application for this project has been combined into a fact sheet, which is included in Appendix F.

Figure 7-7 also presents planned bike parking for Orange Cove. These planned bike parking locations supplement existing locations by adding parking at parks and near retail areas.

Based on the indicators of disadvantaged communities discussed earlier in this section, these facilities all support disadvantaged communities.

**Table 12-3: Summary of Planned Walking and Biking Facilities in Orange Cove**

Facility Type	Existing (Miles)	Planned (Miles)	Total (Miles)
Sidewalk	33.7	3.6	37.3
Shared Use Path (Class I)	1.2	3.4	4.6
Bike Lane (Class II)*	1.1	14.1	15.2
Bike Route (Class III)*	0.0	0.0	0.0
Separated Bikeway (Class IV)*	0.0	0.0	0.0

*\*Distance measured by centerline*

Sources: Fresno Council of Governments, Fehr & Peers, 2023

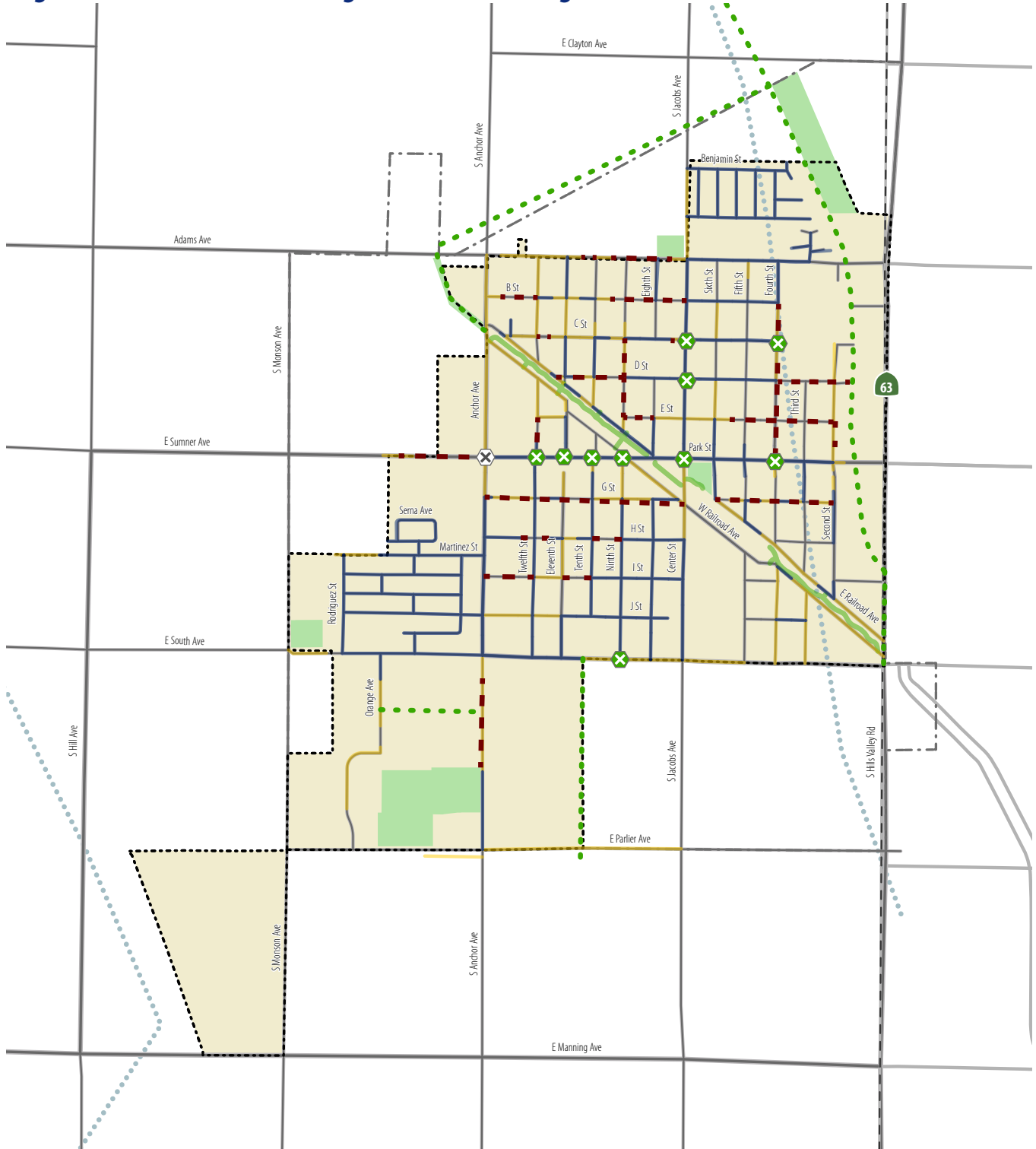
Costs to implement these facilities are summarized in Table 7-4.

**Table 12-4: Cost of Planned Walking and Biking Facilities in Orange Cove**

Facility Type	Cost Per Mile	High Priority	Total
Sidewalk	\$369,600	\$1,171,800	\$1,313,200
Shared Use Path (Class I)	\$955,700	\$3,048,683	\$3,268,494
Bike Lane (Class II)	\$401,400	\$4,491,666	\$5,639,670
Bike Route (Class III)	\$16,000	-	-
Separated Bikeway (Class IV)	\$633,600	-	-
Crossing Improvements		\$304,800	\$304,800
<b>Total</b>		<b>\$9,016,949</b>	<b>\$10,526,164</b>

Source: Fehr & Peers, 2023

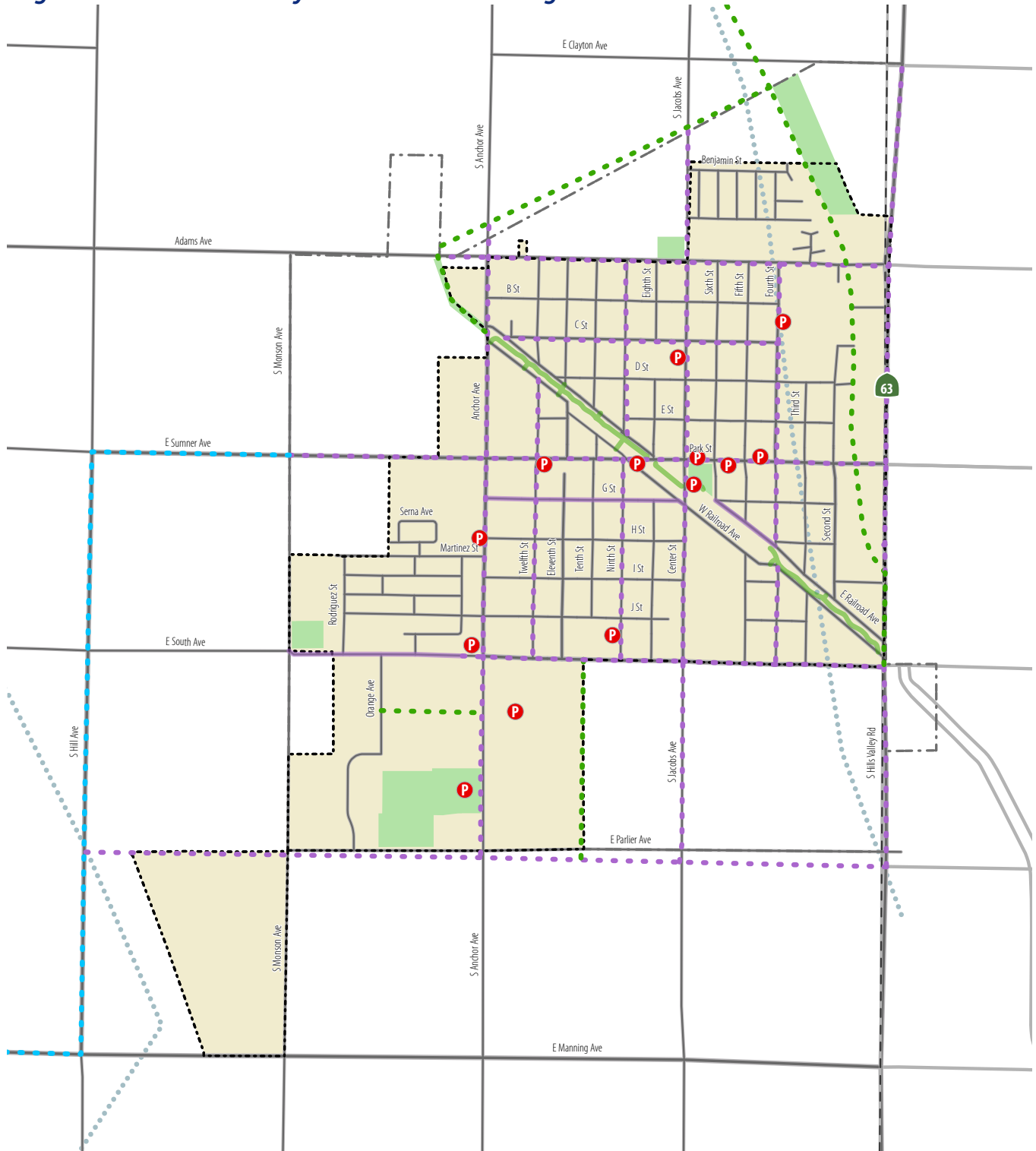
**Figure 12-6: Planned Walking Facilities in Orange Cove**



- |                                  |   |                            |                   |
|----------------------------------|---|----------------------------|-------------------|
| <b>Existing Facilities</b>       | <b>Planned Facilities</b>                               | <b>City Limits</b>         | <b>Railroad</b>   |
| — Sidewalk Present on Both Sides | — Construct Sidewalk                                    | — City Sphere of Influence | — Canal           |
| — Sidewalk Present on One Side   | — Funded Sidewalk                                       | — County Boundary          | — Waterway        |
| — Shared-Use Path (Class I)      | — Planned Shared-Use Path (Class I)                     |                            | — Park/Open Space |
|                                  | — Funded Shared-Use Path (Class I)                      |                            |                   |
|                                  | ⊗ Intersection Improvements/Pedestrian Crossings        |                            |                   |
|                                  | ⊗ Funded Intersection Improvements/Pedestrian Crossings |                            |                   |

Source: Fehr & Peers, 2023

**Figure 12-7: Planned Bicycle Facilities in Orange Cove**



- |                                |  |                            |                   |
|--------------------------------|--|----------------------------|-------------------|
| <b>Bicycle Facility Status</b> | <b>Bicycle Facility Classification</b> | <b>City Limits</b>         | <b>Railroad</b>   |
| — Existing Bicycle Facility    | — Shared-Use Path (Class I)            | — City Sphere of Influence | — Canal           |
| — Funded Bicycle Facility      | — Bike Lane (Class II)                 | — County Boundary          | — Waterway        |
| — Planned Bicycle Facility     | — Class II or III                      |                            | — Park/Open Space |
| Ⓟ Existing Bicycle Parking     | — Bike Route (Class III)               |                            |                   |
| Ⓟ Proposed Bicycle Parking     | — Class III with Multi-use Shoulder    |                            |                   |
|                                | — Separated Bikeway (Class IV)         |                            |                   |

Source: Fehr & Peers, 2023





## Chapter 13

# PARLIER

This chapter describes the current conditions and future plans for walking and biking in the City of Parlier.

### EXISTING CONDITIONS

The City of Parlier is located approximately 10 miles southeast of the City of Fresno; roughly equidistantly between Sanger, Selma, and Reedley (see Figure 1-1).

#### Existing Bicycle & Pedestrian Facilities

There are 57.7 miles of sidewalks and 7.2 miles of bikeways within Parlier. These networks are summarized in Table 13-1 and depicted in Figures 13-1 and 13-2.

**Table 13-1: Summary of Existing Walking & Bicycling Facilities in Parlier**

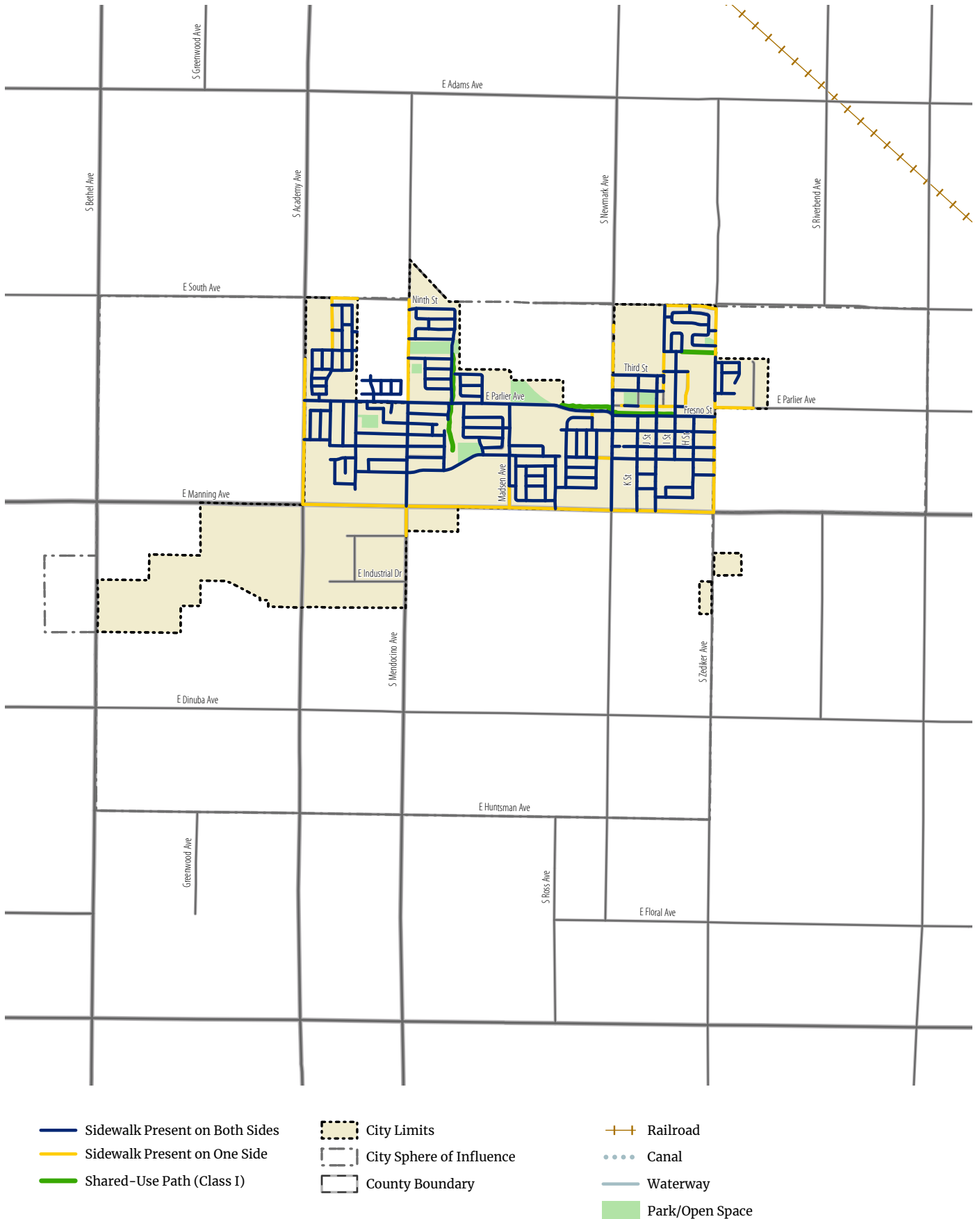
Facility Type	Miles
Sidewalk	57.7
Shared Use Path (Class I)	1.1
Bike Lane (Class II)*	6.0
Bike Route (Class III)*	0.0
Separated Bikeway (Class IV)*	0.0

*\*Distance measured by centerline*

The following conditions are noted relevant to the safety and comfort of bicycling and walking in Parlier:

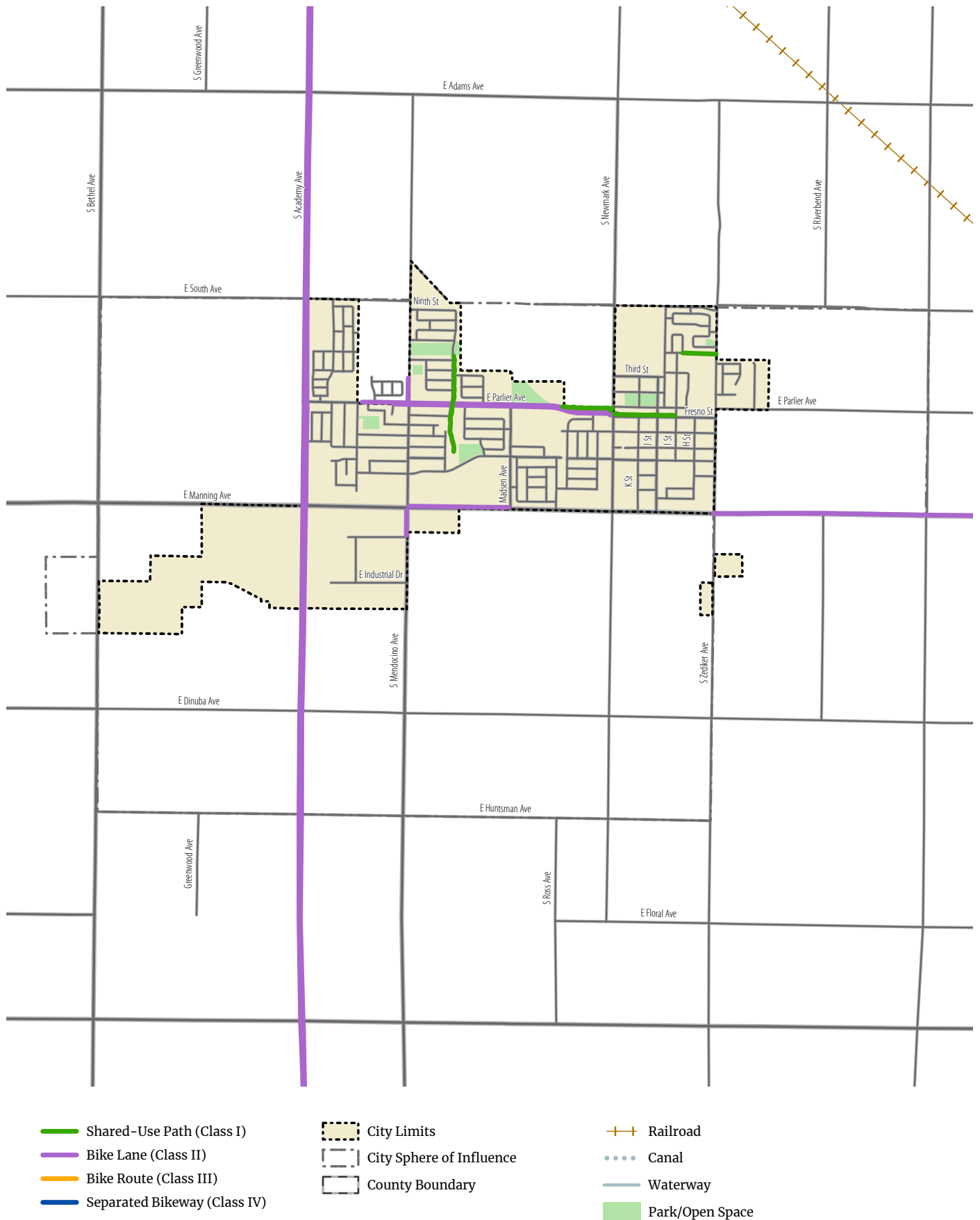
- » There are several shared use paths within the city, but they lack the connections to form a cohesive network.
- » Much of new city development is occurring along Manning Avenue, a busy arterial with few crosswalks that is often difficult for pedestrians to cross.

**Figure 13-1: Existing Walking Facilities in Parlier**



Source: Fehr & Peers, 2023

**Figure 13-2: Existing Bicycling Facilities in Parlier**



Source: Fehr & Peers, 2023

## Plans and Policies Related to Active Transportation

The following city plans and policies are relevant to biking and walking in Parlier:

- » City of Parlier General Plan (2010)
- » Recommendations to Improve Pedestrian Safety in the City of Parlier (2014)
- » Municipal Code of Parlier, California

These plans and policies are discussed in greater detail in Appendix C Regional, state, and federal plans and policies are also discussed in Appendix C.

## Expenditures on Active Transportation Facilities

The City of Parlier has implemented many improvements for walking and bicycling in the last five years, including:

- » Construction of sidewalks and bike lanes on Manning Avenue from Mendocino Avenue to Academy Avenue (\$1,200,000)
- » Active transportation improvements including six pedestrian ramps and pedestrian crossing signage at Cesar Chavez Elementary, Parlier Junior High School, and Parlier High School in 2022 (\$360,000)
- » Crosswalk at Zediker Avenue and Zulma Road in 2023 (\$125,000)
- » Crosswalks with curb extensions at Tuolumne Street and Erica Avenue in 2023 (\$20,000)
- » Shared-use path (700 feet), the Sequoia Walkway, in 2022 (\$600,000)



*Quick-Build Curb Extension at Benavidez Elementary School*

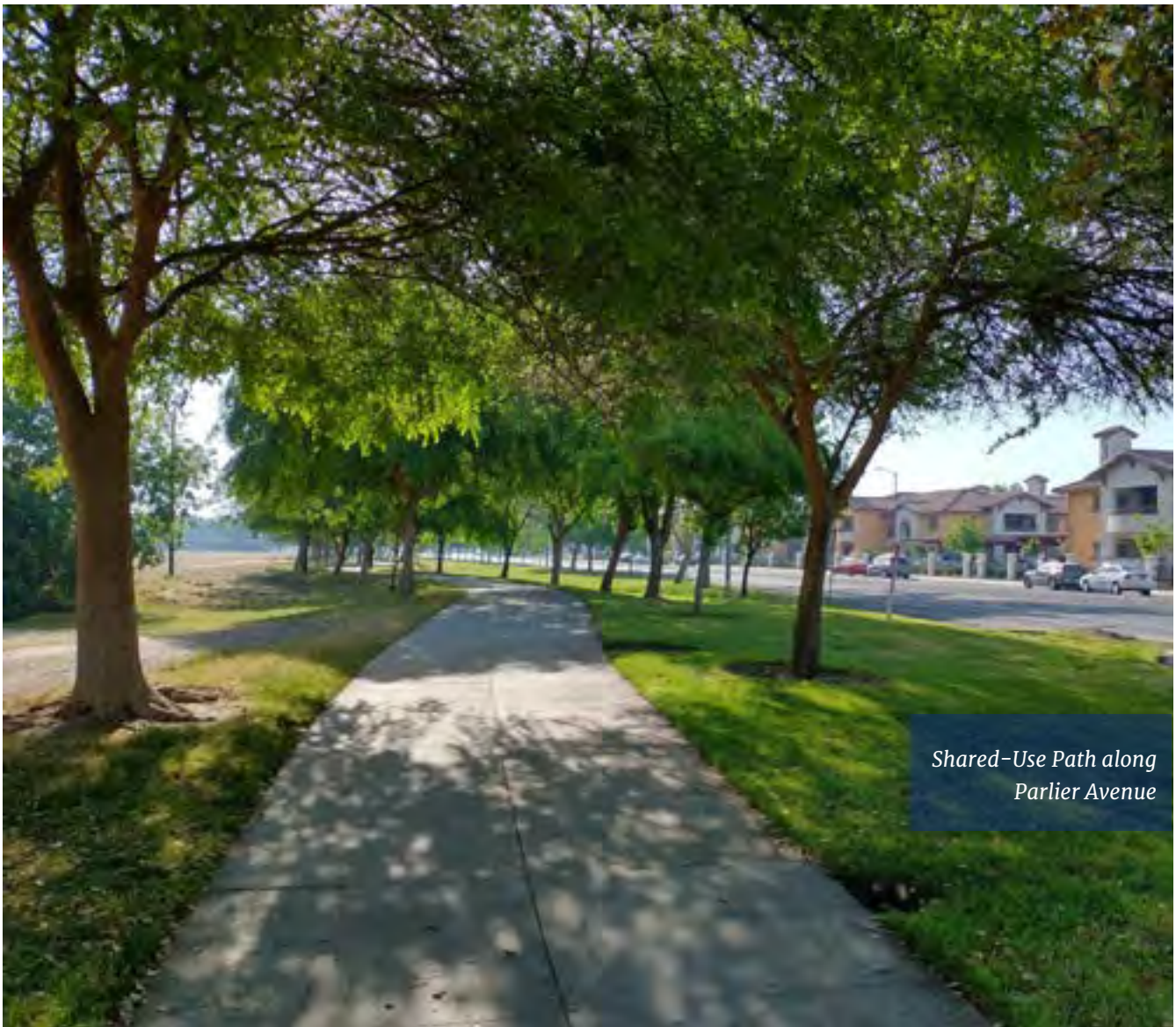


## Maintenance

In the City of Parlier, bike lanes and pedestrian facilities like sidewalks are restriped biennially to ensure visibility of lane markings. Surface inspections are usually conducted annually to identify cracks, wear and tear, and other maintenance needs. Resurfacing and other major repairs are done as needed, based on these inspections, usually every 5 to 10 years, depending on the material used and the climate. Regular clearing of drains and inspection of grates is usually done to prevent water accumulation.

## Education & Encouragement Programs

Although efforts have been reduced since the Covid-19 pandemic, Parlier schools have conducted a safety awareness campaign to keep students safe in crosswalks. Parlier has also recently received grant awards to hold bike rodeos and to educate the community about pedestrian hybrid beacons. The police department's school resource officer has participated in these efforts.



*Shared-Use Path along  
Parlier Avenue*

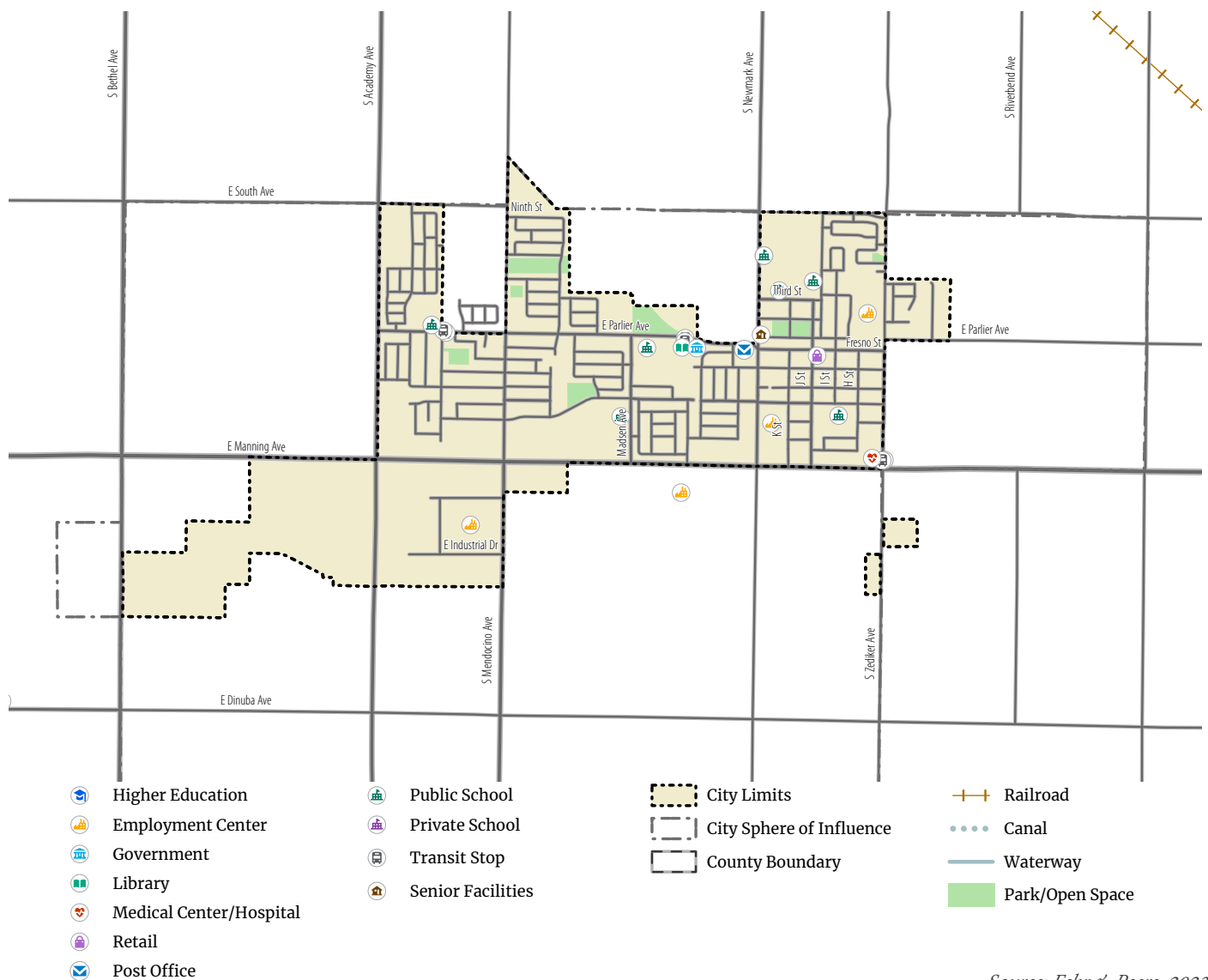


## Key Destinations

Figure 13-3 shows key destinations for bicyclists and pedestrians in the City of Parlier. Highlights include

- » Parlier High School, Parlier Junior High School, and Cesar Chavez, Benavidez, and John C. Martinez Elementary Schools
- » Fresno County Library and Parlier Community Center
- » Restaurants and businesses downtown, especially along J Street

**Figure 13-3: Key Destinations in Parlier**



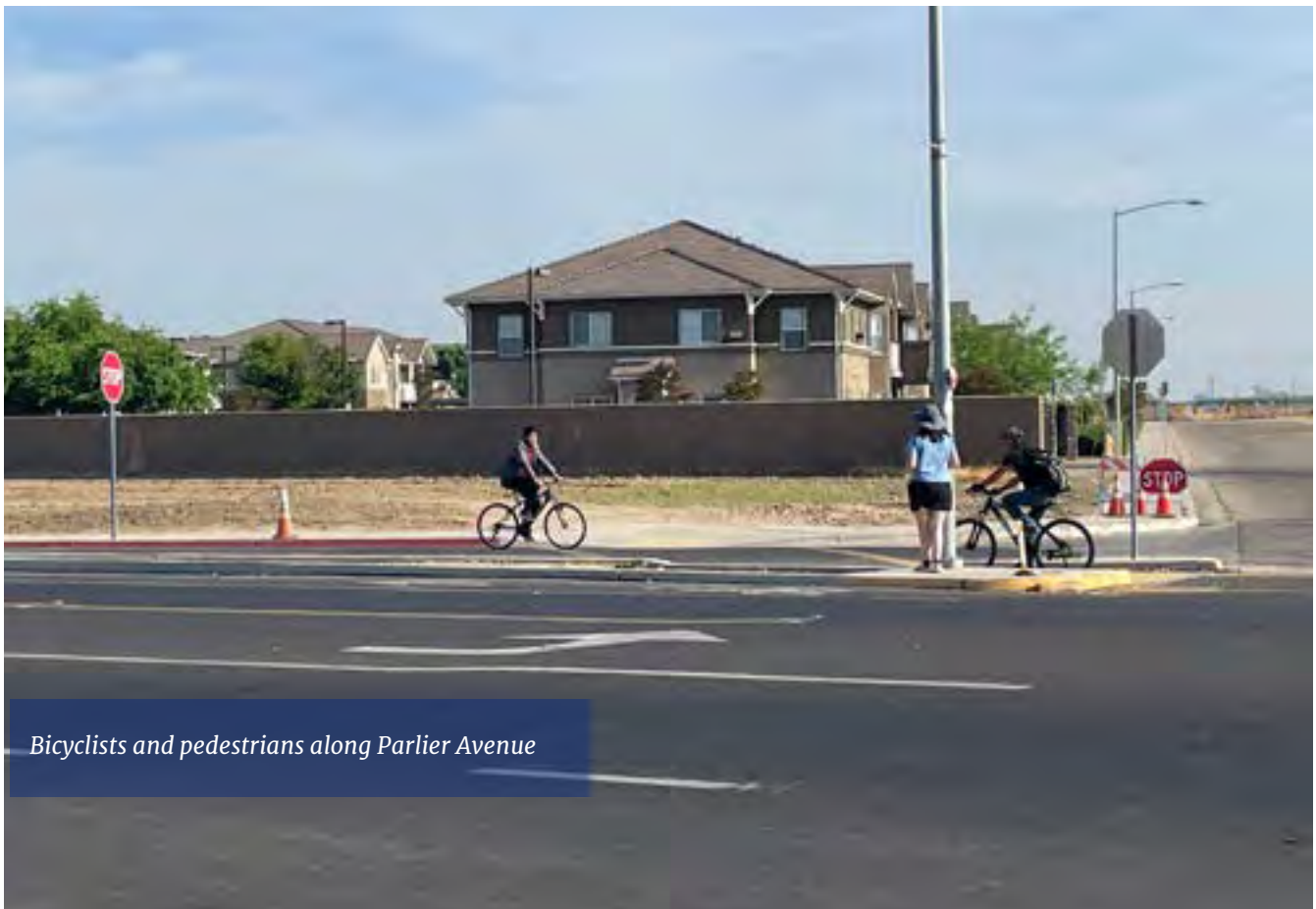
Source: Fehr & Peers, 2023

## Disadvantaged Communities

All of Parlier meets multiple Active Transportation Program criteria for disadvantaged communities, described in Chapter 2, Existing Conditions.

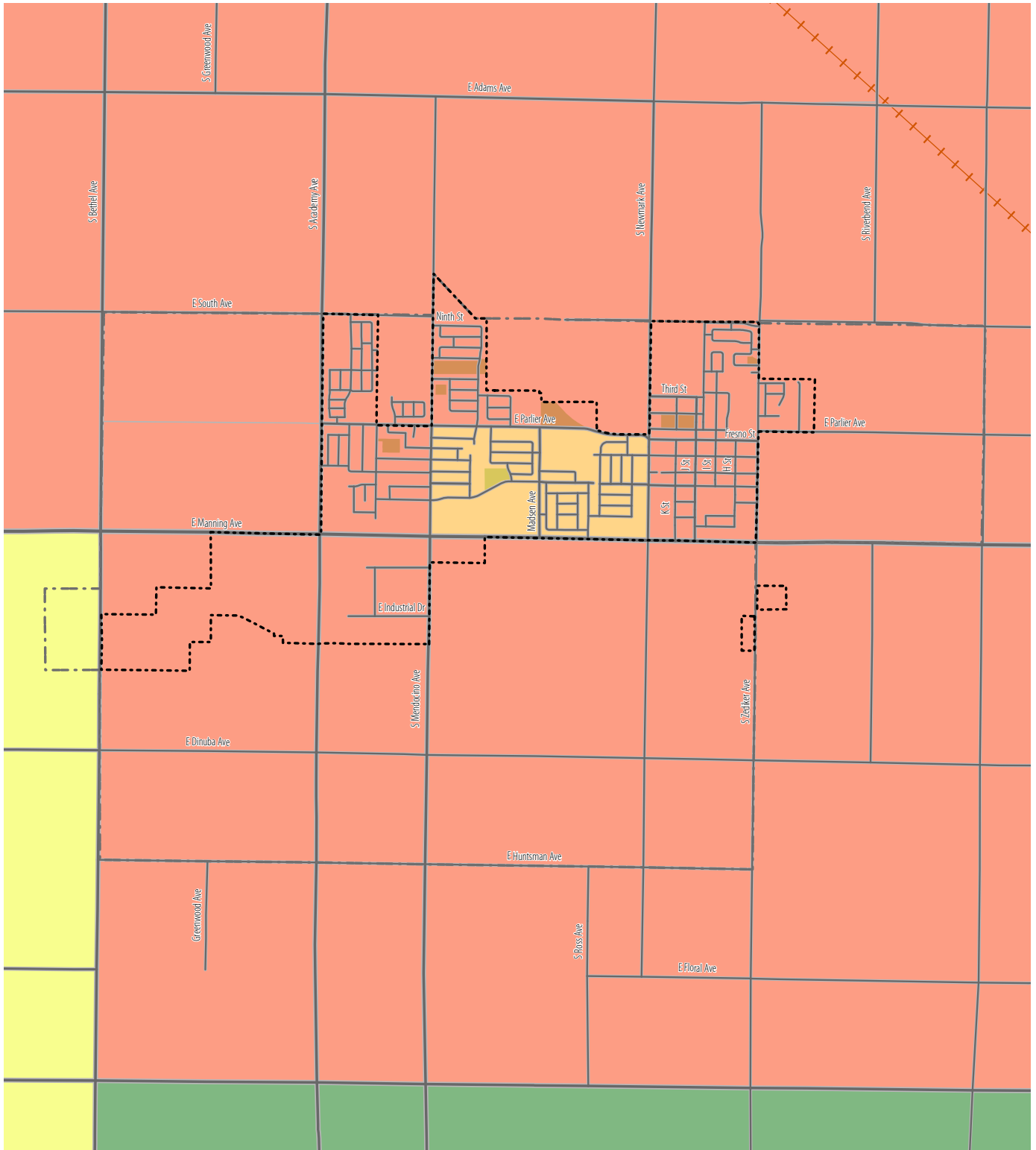
- » **Median Household Income:** All of Parlier meets this criterion. Households in Parlier have incomes less than 70 percent of the statewide median, as shown in Figure 13-4.
- » **Free & Reduced Price Meals for Schools:** All schools in Parlier with available data have over 90 percent of students eligible for free or reduced price meals.
- » **CalEnviroScreen:** Parlier is within the 10 percent most disadvantaged areas in the state.
- » **Healthy Places Index:** Parlier is within the 15 percent most disadvantaged areas of the state, as shown in Figure 13-5.
- » **Federal Climate & Economic Justice Screen:** All of Parlier meets this criterion, and most of exceeds 5 to 6 categories in this tool, as shown in Figure 13-6.
- » **US DOT Equitable Transportation Community Disadvantaged Community Tool:** Some areas of Parlier meet this criteria, but most of the northwestern areas does not, as shown in Figure 13-7.
- » **FCOG Environmental Justice Areas:** All of Parlier is considered disadvantaged by this definition.

Because all of Parlier meets one or more of these criteria for disadvantaged communities, the challenges for walking and biking described at the beginning of this chapter are equity issues.



*Bicyclists and pedestrians along Parlier Avenue*

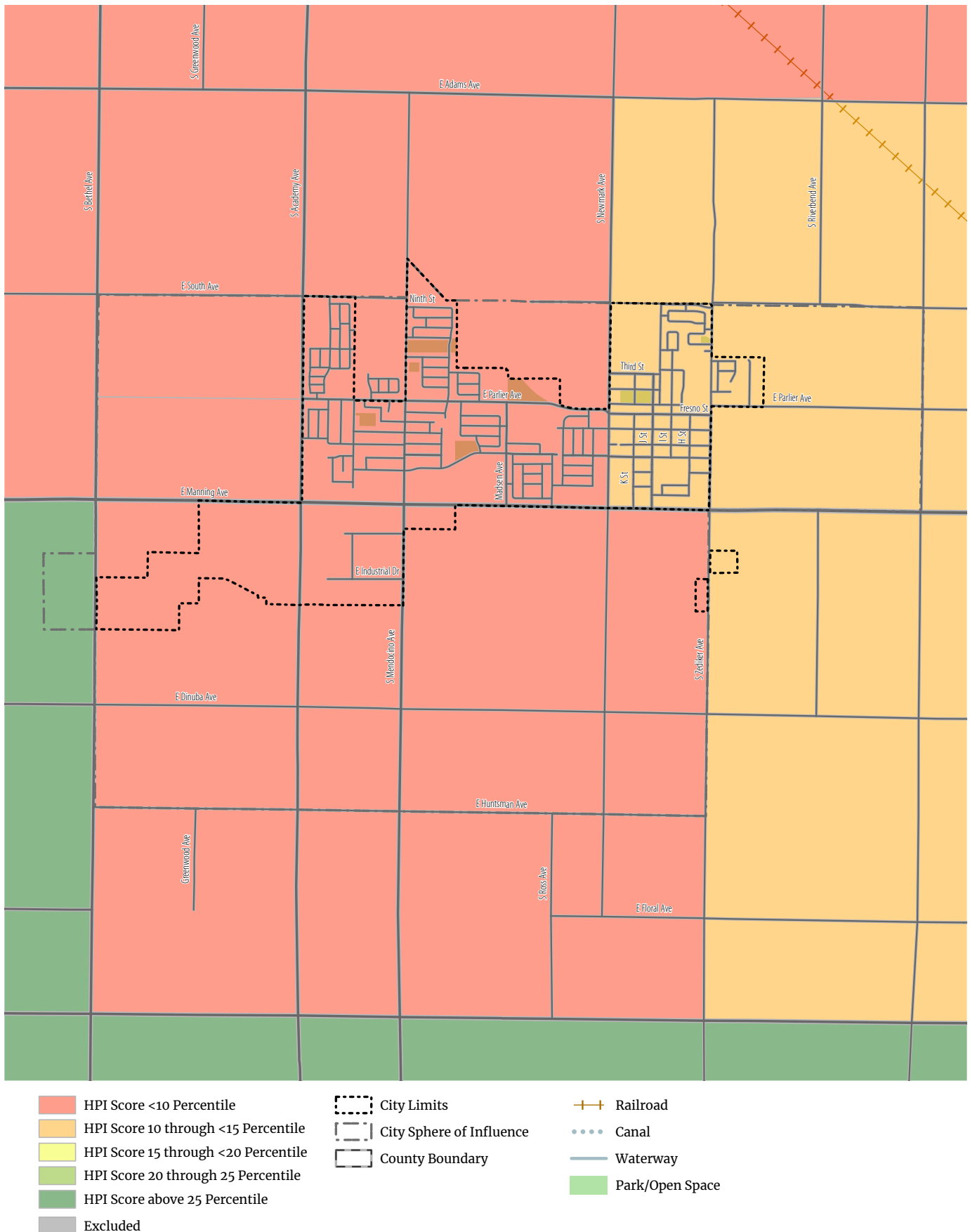
**Figure 13-4: Parlier Median Household Income**



- <65% of Statewide MHI
- 65% through <70% of Statewide MHI
- 70% through <75% of Statewide MHI
- 75% through <80% of Statewide MHI
- Greater than 80% of Statewide MHI
- No Information
- City Limits
- City Sphere of Influence
- County Boundary
- Railroad
- Canal
- Waterway
- Park/Open Space

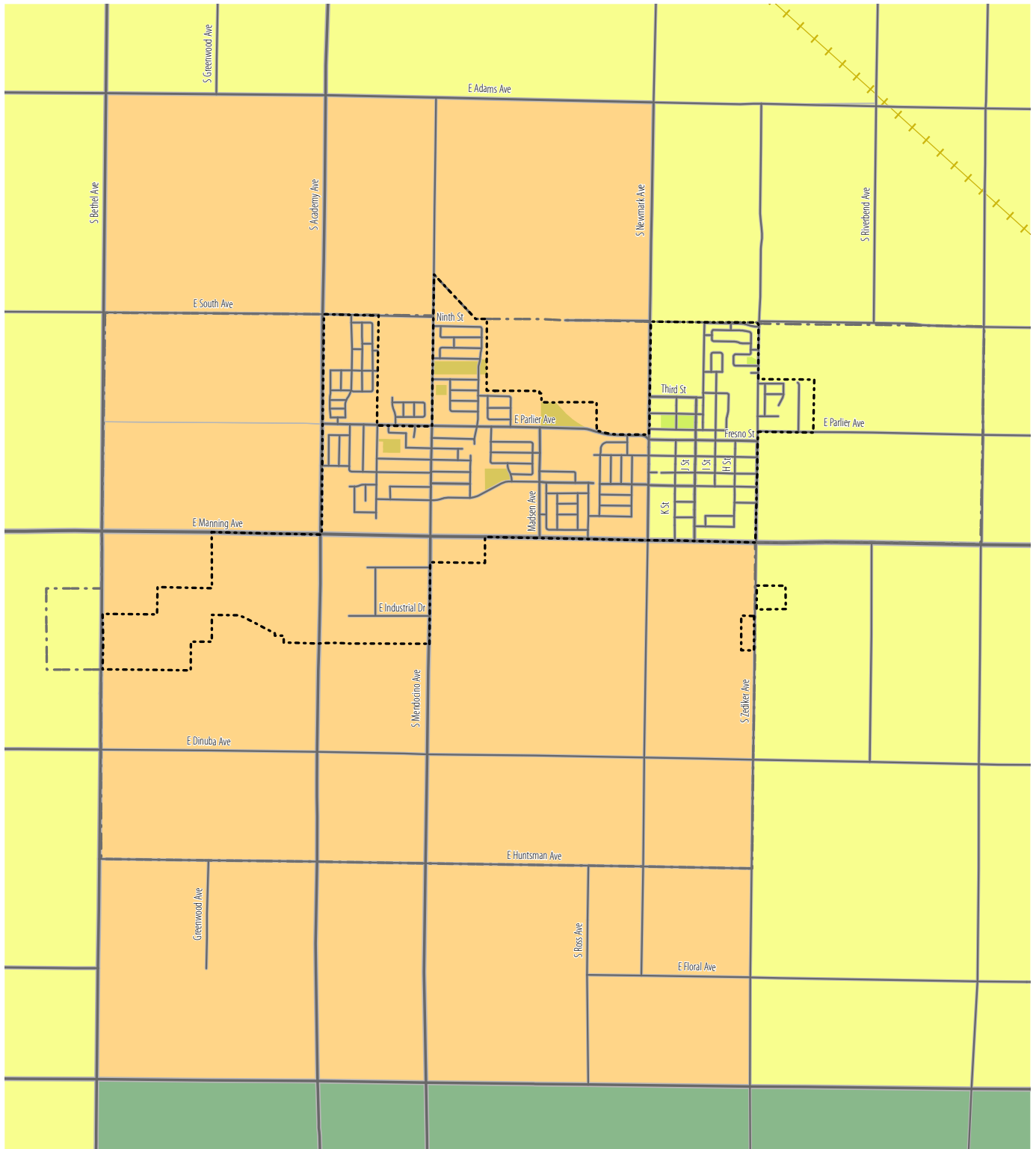
Source: US Census 2018-2022 ACS; Fehr & Peers, 2023

**Figure 13-5: Parlier Healthy Places Index**



Source: Public Health Alliance of Southern California, 2023; Fehr & Peers, 2023

**Figure 13-6: Parlier Federal Climate & Economic Justice Screening Results**

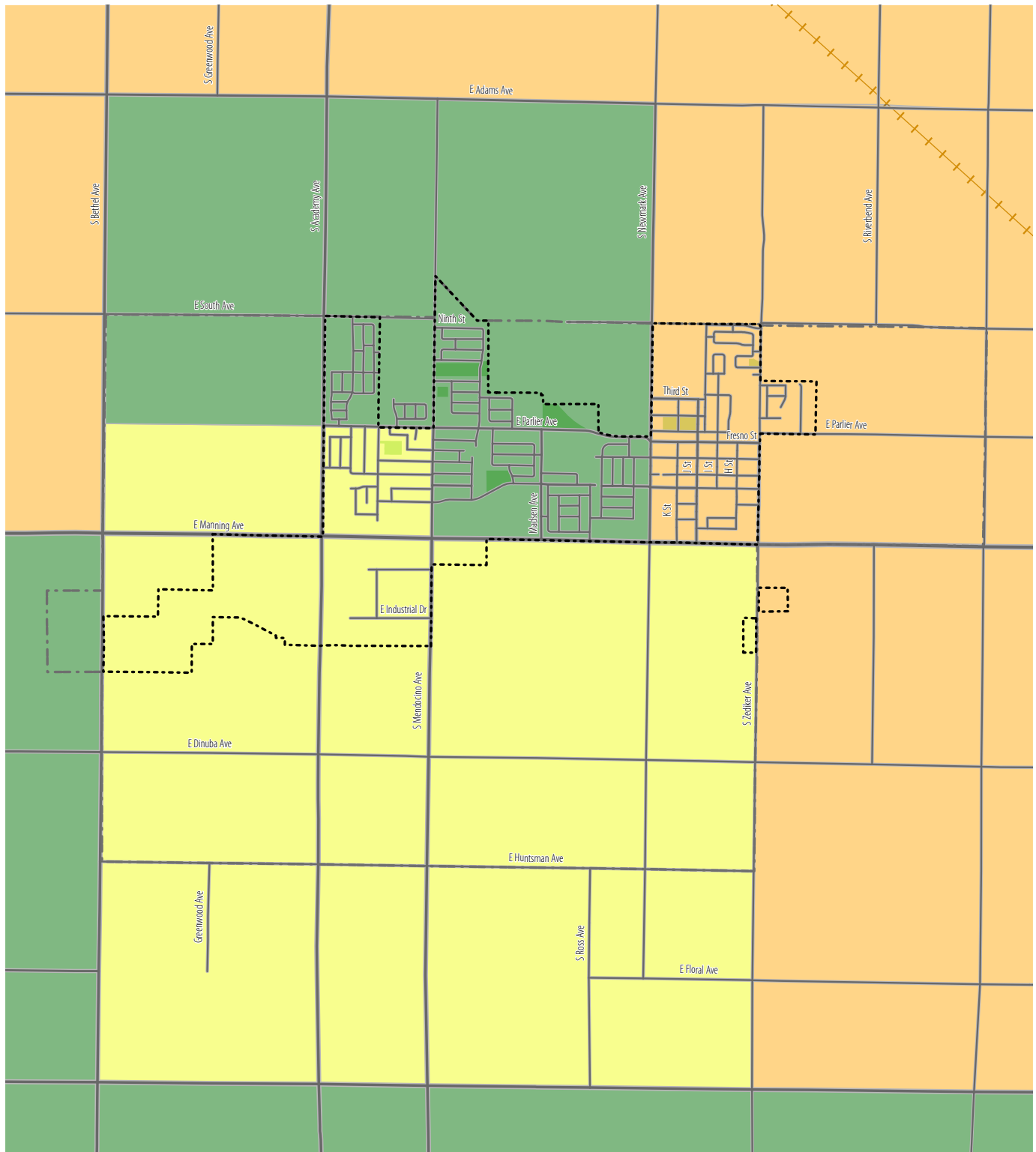


- |   |   |  |
|---|---|--|
| <span style="display: inline-block; width: 15px; height: 15px; background-color: #f08080; border: 1px solid black;"></span> 7 Categories Exceeded     | <span style="display: inline-block; border: 2px dashed black; width: 15px; height: 15px;"></span> City Limits             | <span style="display: inline-block; width: 15px; height: 15px; border-bottom: 1px dashed black;"></span> Railroad  |
| <span style="display: inline-block; width: 15px; height: 15px; background-color: #ffcc99; border: 1px solid black;"></span> 5 - 6 Categories Exceeded | <span style="display: inline-block; border: 1px solid black; width: 15px; height: 15px;"></span> City Sphere of Influence | <span style="display: inline-block; width: 15px; height: 15px; border-bottom: 1px dotted black;"></span> Canal     |
| <span style="display: inline-block; width: 15px; height: 15px; background-color: #ffff99; border: 1px solid black;"></span> 3 - 4 Categories Exceeded | <span style="display: inline-block; border: 3px solid black; width: 15px; height: 15px;"></span> County Boundary          | <span style="display: inline-block; width: 15px; height: 15px; border-bottom: 1px solid black;"></span> Waterway   |
| <span style="display: inline-block; width: 15px; height: 15px; background-color: #c1e1c1; border: 1px solid black;"></span> 1 - 2 Categories Exceeded |   | <span style="display: inline-block; width: 15px; height: 15px; background-color: #90ee90;"></span> Park/Open Space |
| <span style="display: inline-block; width: 15px; height: 15px; background-color: #6aa84f; border: 1px solid black;"></span> 0 Categories Exceeded     |   |  |

Source: Council on Environmental Quality, 2023; Fehr & Peers, 2023



**Figure 13-7: Parlier US DOT Equitable Transportation Community Screening Results**



- <10% Most Disadvantaged
- 10% to <15% Most Disadvantaged
- 15% to <20% Most Disadvantaged
- 20% to 25% Most Disadvantaged
- Above 25% Most Disadvantaged
- City Limits
- City Sphere of Influence
- County Boundary
- Railroad
- Canal
- Waterway
- Park/Open Space

Source: US DOT, 2023; Fehr & Peers, 2023

## Existing Trips

Based on the U.S. Census American Community Survey, approximately 0.5 percent of Parlier workers commute to work by walking and 0 percent commute to work by bicycling. These shares are much less than the statewide averages, as shown in Table 13-2. However, these statistics only include workers who walk or ride every day, not those who do so occasionally. Reliable data on non-commute trips, including trips to school, trips for shopping, and recreational trips is not readily available and not included in these estimates. Thus, the total number of biking and walking trips in the city is higher than shown here.

**Table 13-2: Parlier Trips to Work by Bicycling and Walking**

Jurisdiction	Walk		Bicycle	
	Estimate	Share	Estimate	Share
Parlier	31	0.5%	0	0.0%
California	440,483	2.4%	128,474	0.7%

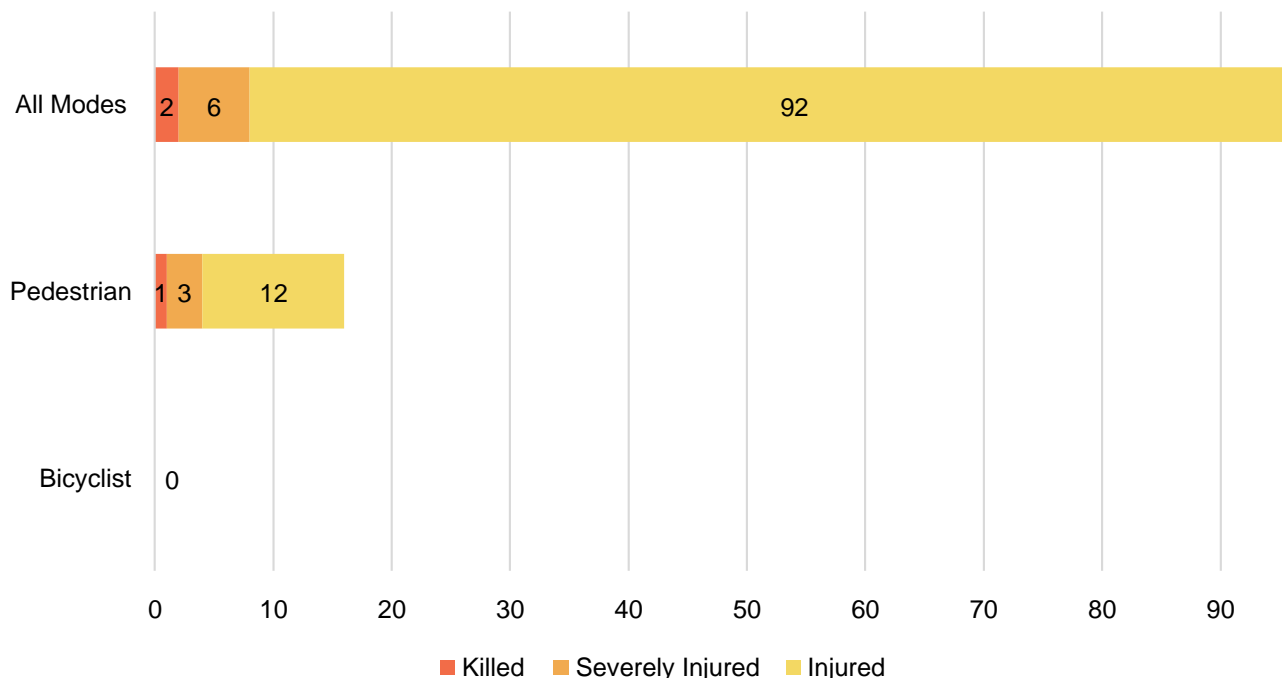
*Note: Workers aged 16 years and older, excludes percentage of employees that work from home.*

*Source: U.S. Census 2018-2022 American Community Survey, 2023; Fehr & Peers, 2023*

## Collisions

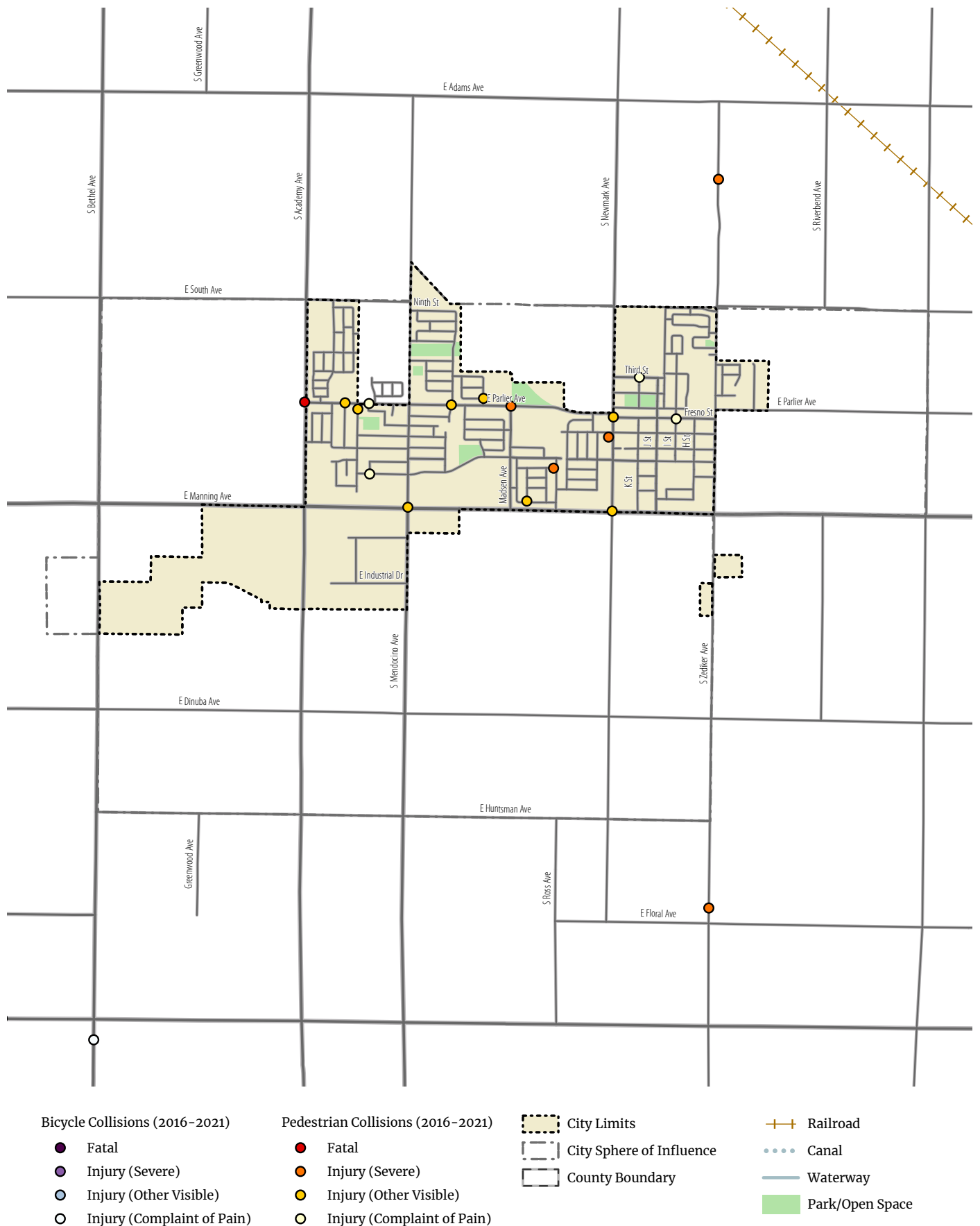
There were 16 injury collisions reported between 2016 and 2021 that involved a pedestrian, representing 16 percent of all injury collisions. There were no injury collisions involving a bicyclist recorded in this time period. In this period, 50 percent of fatal collisions and 50 percent of collisions resulting in severe injury involved a person walking. Refer to Figure 13-8 and Figure 13-9 for a summary and map of these collisions.

**Figure 13-8: Collisions by Severity in Parlier, 2016 -2021**



*Sources: TUC Berkeley SafeTREC, 2023; Fehr & Peers, 2023*

**Figure 13-9: Collisions Involving a Pedestrian or Bicyclist in Parlier**



Source: UC Berkeley SafeTREC, 2023; Fehr & Peers, 2023

## PLANNED NETWORKS

The planned walking and biking networks for Parlier are summarized in Table 13-3 and shown in Figures 13-10 and 13-11. The networks include shared-use paths, bike lanes and routes, sidewalks, and crosswalk improvements. The proposed networks are designed to connect to Parlier’s multi-use paths, to provide access to key destinations, and to serve as recreational assets. The sidewalk improvements also fill gaps in the sidewalk network and add crossing improvements to enhance safety near schools and across busy roads. Appendix D includes a list of these network improvements including locations and extents, lengths, high-level estimated costs, and priorities. Additionally, several of the high priority projects have been grouped into a single project. Additional information to support a funding application for this project has been combined into a fact sheet, which is included in Appendix F.

Figure 13-11 also presents planned bike parking for Parlier. These planned bike parking locations supplement existing locations by adding parking at parks and near retail areas.

Based on the indicators of disadvantaged communities discussed earlier in this section, these planned facilities all support disadvantaged communities.

**Table 13-3: Summary of Planned Walking and Biking Facilities in Parlier**

Facility Type	Existing (Miles)	Planned (Miles)	Total (Miles)
Sidewalk	57.7	1.8	59.5
Shared Use Path (Class I)	1.1	1.8	2.9
Bike Lane (Class II)*	6.0	3.9	9.9
Bike Route (Class III)*	0.0	1.4	1.4
Separated Bikeway (Class IV)*	0.0	4.3	4.3

*\*Distance measured by centerline*

Sources: Fresno Council of Governments, Fehr & Peers, 2023

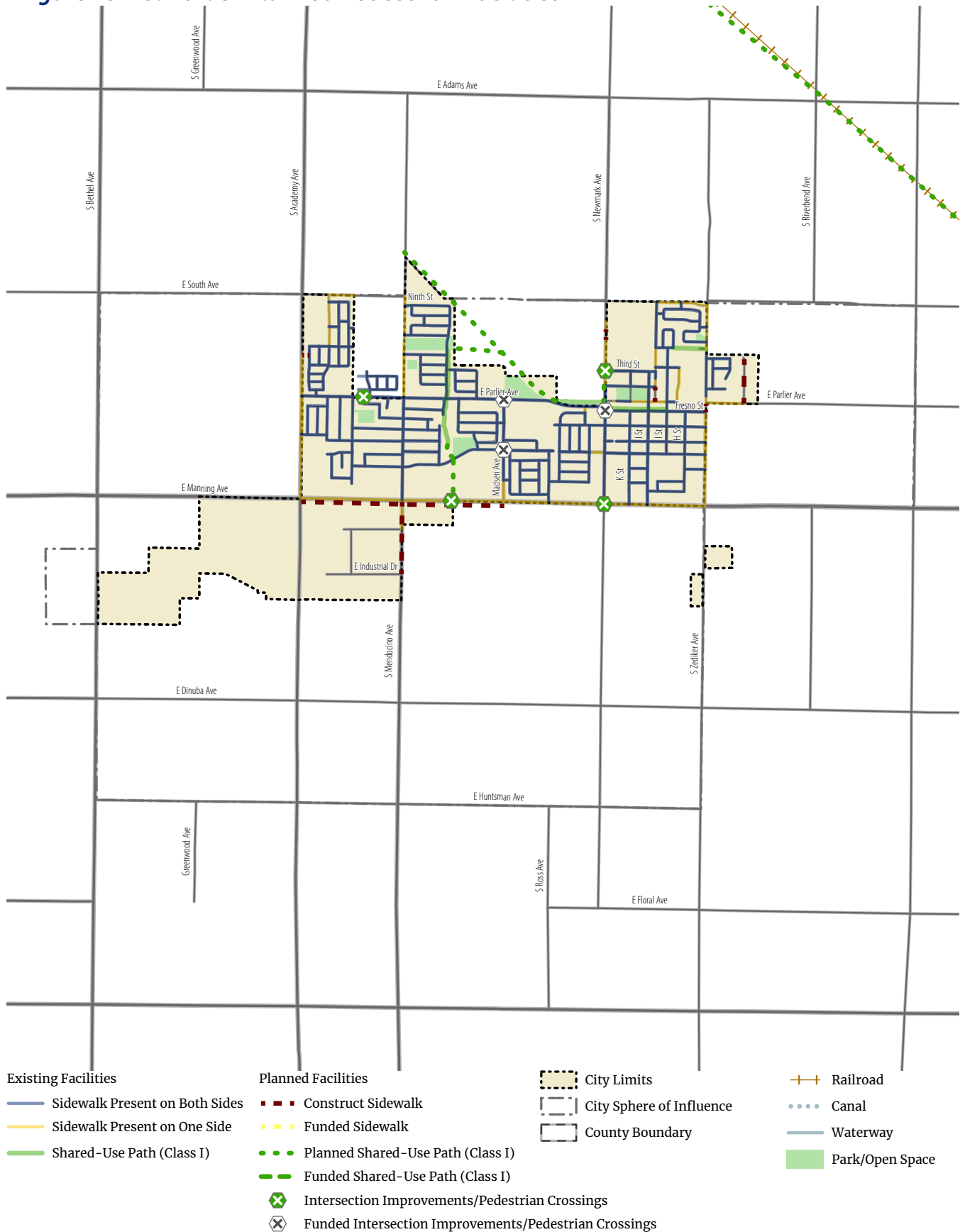
Costs to implement these facilities are summarized in Table 13-6.

**Table 13-4: Cost of Planned Walking and Biking Facilities in Parlier**

Facility Type	Cost Per Mile	High Priority	Total
Sidewalk	\$369,600	\$431,900	\$656,600
Shared Use Path (Class I)	\$955,700	\$1,404,879	\$1,739,374
Bike Lane (Class II)	\$401,400	\$858,996	\$1,549,404
Bike Route (Class III)	\$16,000	\$22,560	\$22,560
Separated Bikeway (Class IV)	\$633,600	\$2,699,136	\$2,699,136
Crossing Improvements		\$262,400	\$262,400
<b>Total</b>		<b>\$5,679,871</b>	<b>\$6,929,474</b>

Source: Fehr & Peers, 2023

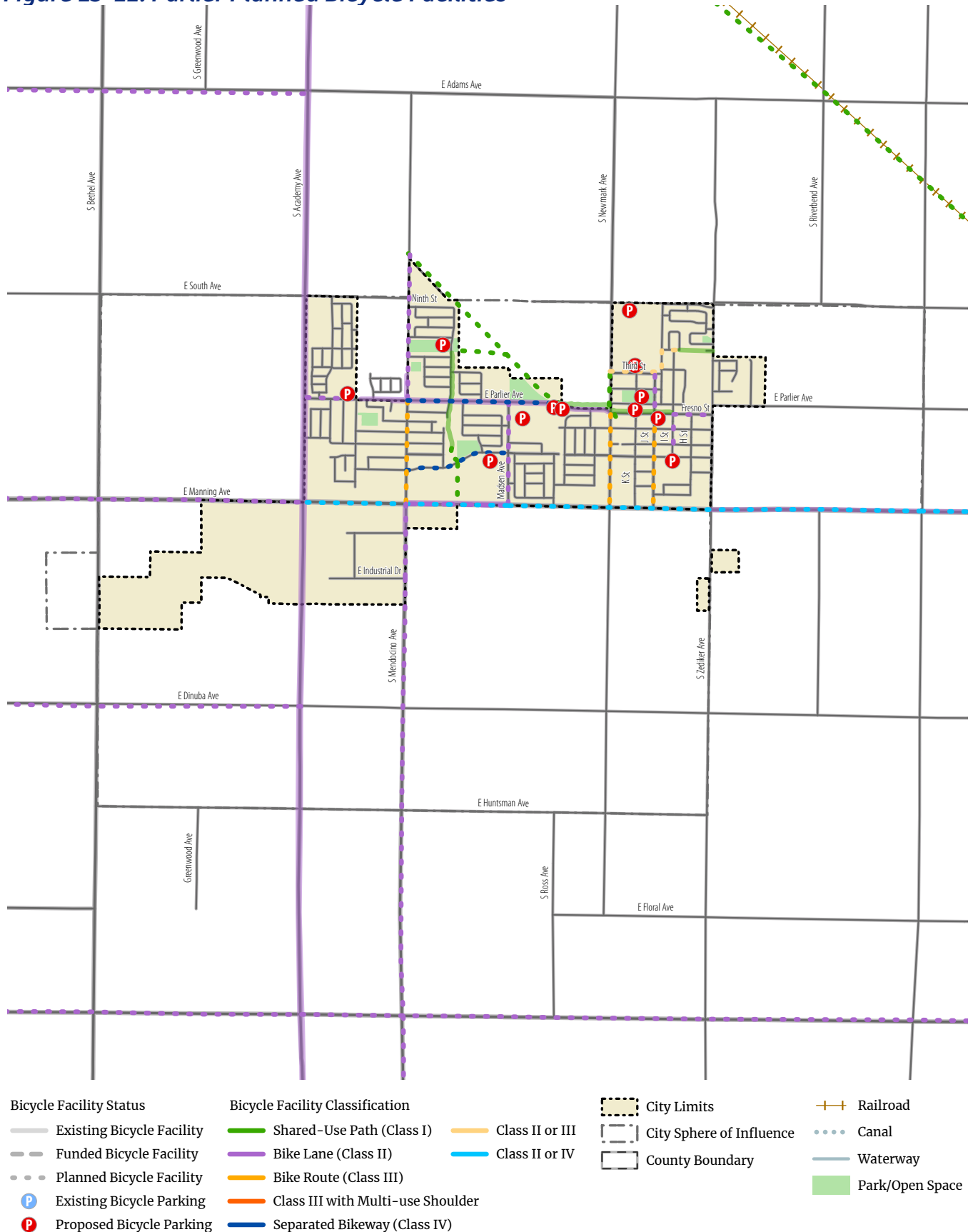
**Figure 13-10: Parlier Planned Pedestrian Facilities**



Source: Fehr & Peers, 2023



**Figure 13-11: Parlier Planned Bicycle Facilities**



Source: Fehr & Peers, 2023

## Chapter 14

# SAN JOAQUIN

This chapter describes the current conditions and future plans for walking and biking in the City of San Joaquin.

### EXISTING CONDITIONS

The City of San Joaquin is located in central Fresno County, roughly 20 miles southwest of the City of Fresno (see Figure 1-1).

#### Existing Bicycle & Pedestrian Facilities

There are 14.7 miles of sidewalks and 2 miles of bikeways within San Joaquin. These networks are summarized in Table 14-1 and depicted in Figures 14-1 and 14-2.

**Table 14-1: Summary of Existing Walking & Bicycling Facilities in San Joaquin**

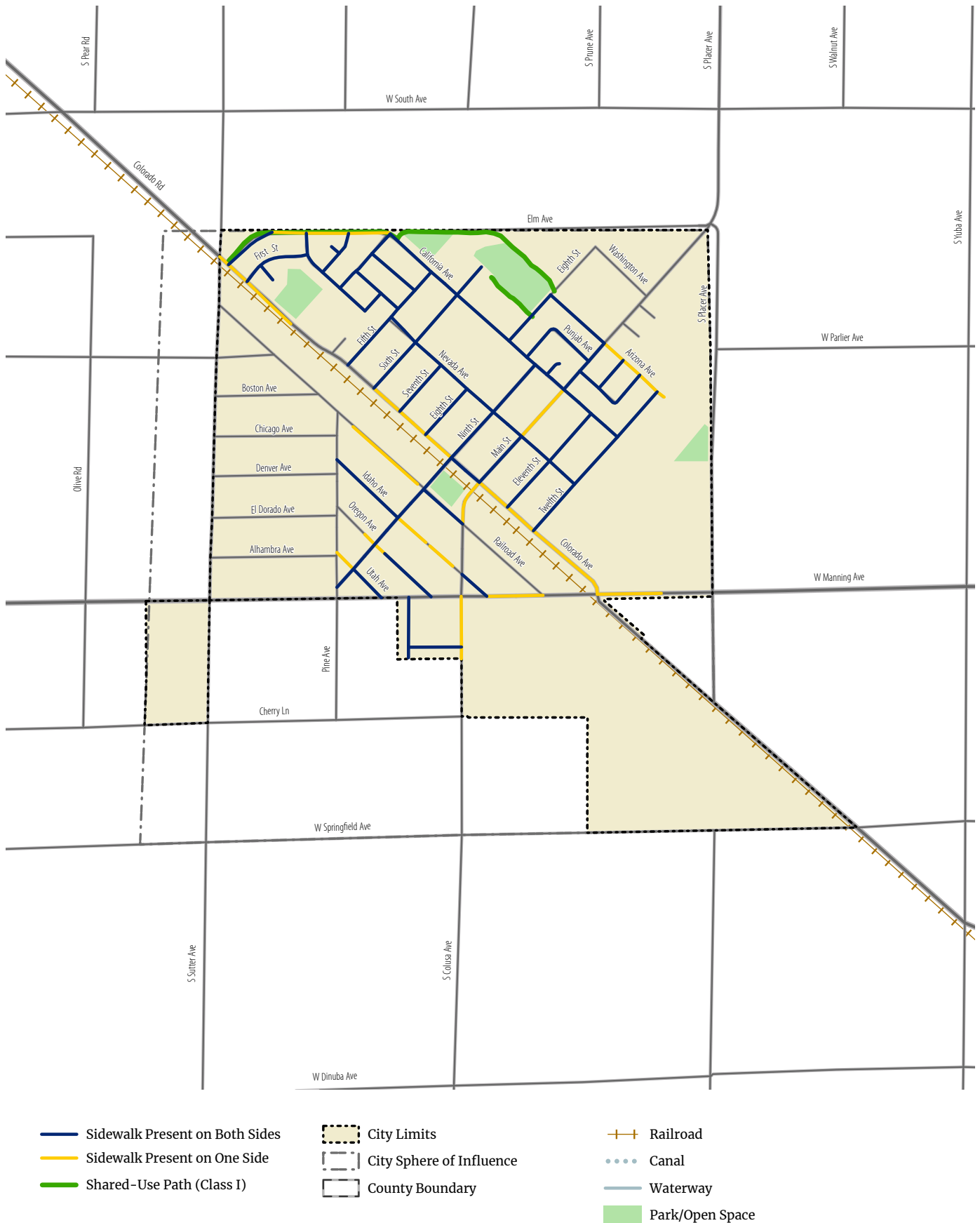
Facility Type	Miles
Sidewalk	14.7
Shared Use Path (Class I)	0.9
Bike Lane (Class II)*	1.1
Bike Route (Class III)*	0.0
Separated Bikeway (Class IV)*	0.0

*\*Distance measured by centerline*

The following conditions are noted relevant to the safety and comfort of bicycling and walking in San Joaquin:

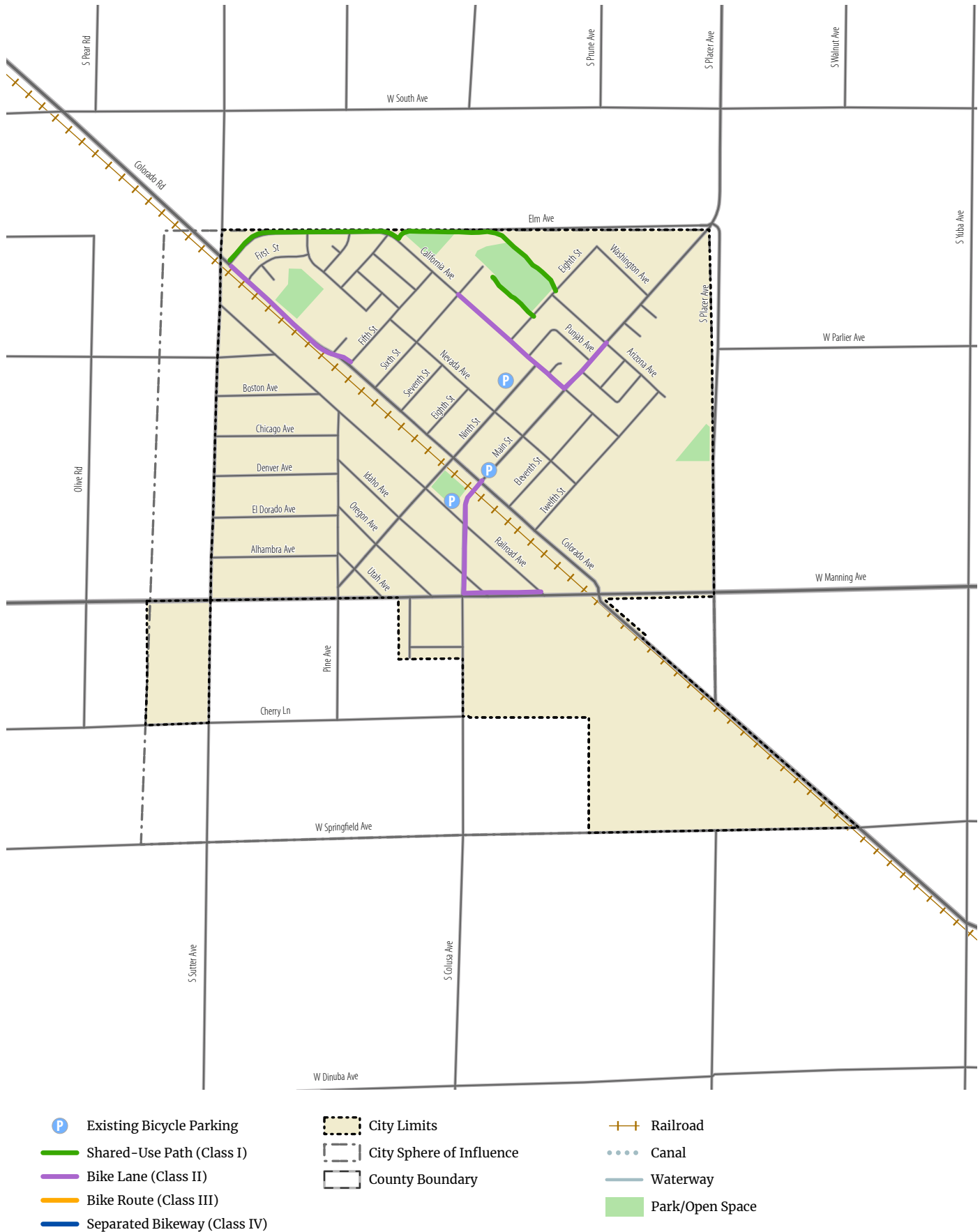
- » At the north edge of the city, paths connect to a park with playground equipment and other amenities.
- » There are several sidewalk gaps along core roadways, especially along Colorado Road and Main Street.
- » Railroad tracks bisect the city and poor pedestrian facilities hinder safe and comfortable crossings.
- » Bicycle facilities are intermittent through the city.

**Figure 14-1: Existing Walking Facilities in San Joaquin**



Source: Fehr & Peers, 2023

**Figure 14-2: Existing Bicycling Facilities in San Joaquin**



Source: Fehr & Peers, 2023

## Plans and Policies Related to Active Transportation

The following city plans and policies are relevant to biking and walking in San Joaquin:

- » City of San Joaquin General Plan (2014)
- » City of San Joaquin 2040 Community Plan (2011)
- » City of San Joaquin Mobility and Revitalization Plan (2013)
- » Municipal Code of San Joaquin

These plans and policies are discussed in greater detail in Appendix C. Regional, state, and federal plans and policies are also discussed in Appendix C.

## Expenditures on Active Transportation Facilities

The City of San Joaquin has spent more than \$700,000 on walking and bicycling improvements over the last five years. Recent expenditures on bicycle and pedestrian facilities are summarized in Table 14-2.

**Table 14-2: Active Transportation Expenditures in San Joaquin, 2018-2023**

Project	Project Cost	Year Completed
Pedestrian and Bicycle Trail - Elm and First	\$461,000	2020
Lighting Project on San Joaquin Sports Park Walking Trail	\$375,000	2021
Main Street Sidewalk and Bicycle Project	\$235,000	2022
Bike lane, crosswalk, other maintenance, and other misc.	\$210,000	2019-2023

Source: City of San Joaquin 2023

## Maintenance

The city conducts maintenance on biking and walking facilities as needs are identified and resources allow.

## Education & Encouragement Programs

Although efforts have been reduced since the Covid-19 pandemic and due to recent concerns about gang violence, San Joaquin conducted a bike rodeo and education campaign when bike racks were installed at San Joaquin Elementary School. A bike repair workshop was also recently held. Helmets and bikes are frequently given away during the end-of-year holiday season.

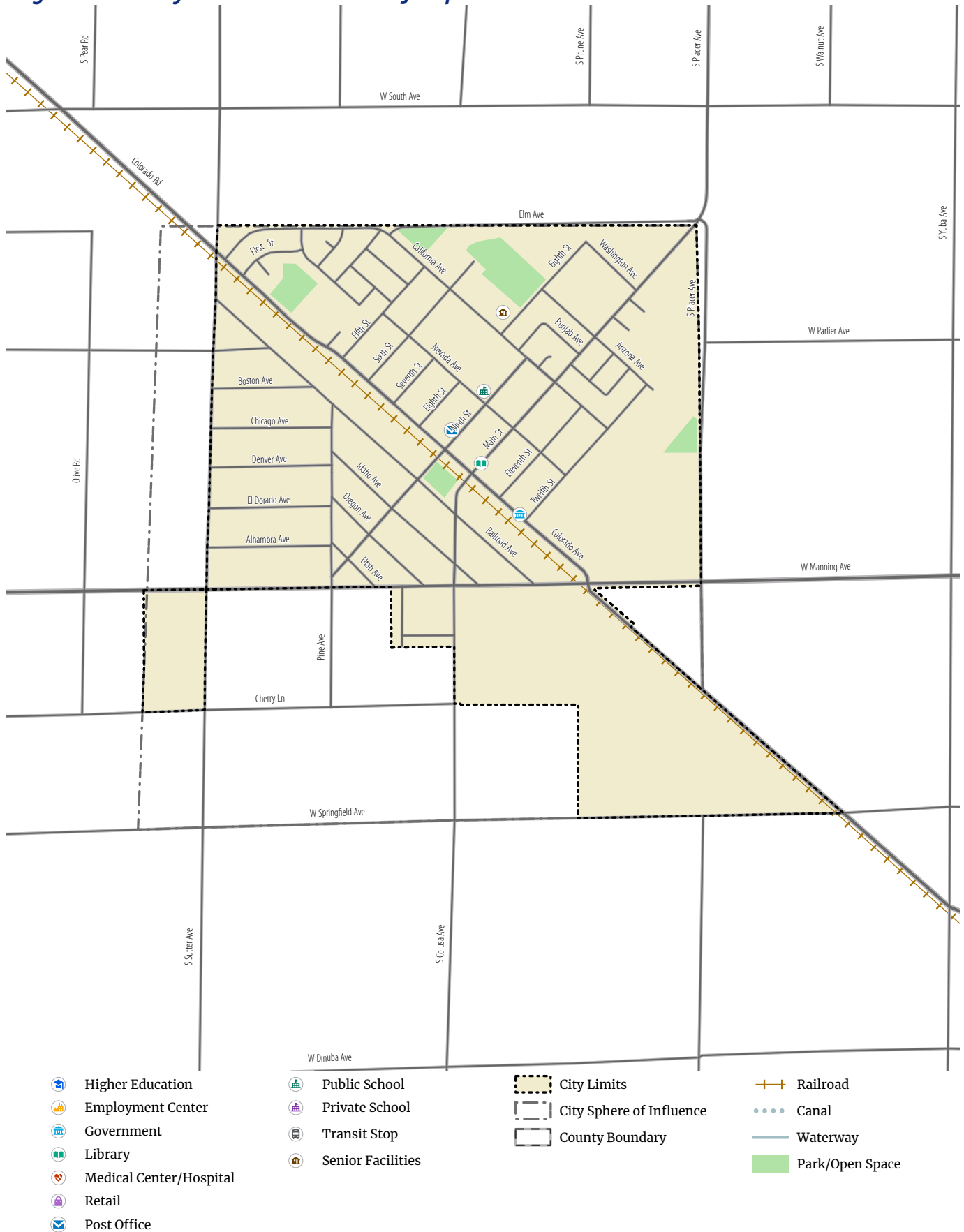
San Joaquin police have also conducted crosswalk yielding and speed enforcement in response to notifications from the school and the public about problem locations.

## Key Destinations

Figure 14-3 shows key destinations for bicyclists and pedestrians in the City of San Joaquin. Highlights include San Joaquin Elementary School, San Joaquin Branch Library, and businesses along Main Street.



**Figure 14-3: Key Destinations in San Joaquin**



Source: Fehr & Peers, 2023

## Disadvantaged Communities

San Joaquin meets all of the Active Transportation Program criteria for disadvantaged communities, described in Chapter 2, Existing Conditions.

- » **Median Household Income:** All households in San Joaquin make less than 65 percent of the state median.
- » **Free & Reduced Price Meals for Schools:** The single school in San Joaquin, San Joaquin Elementary School, has between 85 percent and 90 percent of students eligible for free or reduced price meals.
- » **CalEnviroScreen:** San Joaquin is within the 15 percent to 20 percent most disadvantaged areas in the state.
- » **Healthy Places Index:** San Joaquin is within the 10 percent most disadvantaged areas in the state.
- » **Federal Climate & Economic Justice Tool:** San Joaquin exceeds 3-4 categories in the Climate & Economic Justice Screen.
- » **US DOT Equitable Transportation Community Disadvantaged Community Tool:** San Joaquin is ranked in the 10 percent most disadvantaged areas in the state.
- » **FCOG Environmental Justice Areas:** All of San Joaquin is considered disadvantaged by this definition.

Because all of San Joaquin meets one or more of these criteria for disadvantaged communities, the challenges for walking and biking described at the beginning of this chapter are equity issues.



Peter Rusconi Park

## Existing Trips

Based on the U.S. Census American Community Survey, approximately 2 percent of San Joaquin workers commute to work by walking and 0 percent commute to work by bicycling. These shares are lower than the statewide averages, as shown in Table 14-3. However, these statistics only include workers who walk or ride every day, not those who do so occasionally. Reliable data on non-commute trips, including trips to school, trips for shopping, and recreational trips is not readily available and not included in these estimates. Thus, the total number of biking and walking trips in the city is higher than shown here.

**Table 14-3: Trips to Work by Walking and Bicycling in San Joaquin**

Jurisdiction	Walk		Bicycle	
	Estimate	Share	Estimate	Share
San Joaquin	64	2.0%	0	0.0%
California	440,483	2.4%	128,474	0.7%

*Note: Workers aged 16 years and older, excludes percentage of employees that work from home.  
Source: U.S. Census 2018-2022 American Community Survey, 2023; Fehr & Peers, 2023*

## Collisions

There were two total injury collisions reported between 2016 and 2021 in San Joaquin. None of the collisions in this time period involved people walking or bicycling.





## PLANNED NETWORKS

The planned walking and biking networks for San Joaquin are summarized in Table 14-4 and shown in Figures 14-4 and 14-5. The networks include shared-use paths, bike lanes and routes, sidewalks, and crosswalk improvements. The proposed networks are designed to connect to San Joaquin’s multi-use paths, to provide access to key destinations, and to serve as recreational assets. The sidewalk improvements also fill gaps in the sidewalk network and add crossing improvements to enhance safety near schools and across busy roads. Appendix D includes a list of these network improvements including locations and extents, lengths, high-level estimated cost, and priority. Additionally, several of the high priority projects have been grouped into a single project. Additional information to support a funding application for this project has been combined into a fact sheet, which is included in Appendix F.

Figure 14-5 also presents planned bike parking for San Joaquin. These planned bike parking locations supplement existing locations by adding parking at parks and near retail areas.

Based on the indicators of disadvantaged communities discussed earlier in this section, these facilities all support disadvantaged communities.

**Table 14-4: Summary of Planned Walking and Biking Facilities in San Joaquin**

Facility Type	Existing (Miles)	Planned (Miles)	Total (Miles)
Sidewalk	14.7	1.9	16.6
Shared Use Path (Class I)	0.9	2.9	3.8
Bike Lane (Class II)*	1.1	1.2	2.3
Bike Route (Class III)*	0.0	0.8	0.8
Separated Bikeway (Class IV)*	0.0	1.0	1.0

*\*Distance measured by centerline*

Sources: Fresno Council of Governments, Fehr & Peers, 2023

Costs to implement these facilities are summarized in Table 14-5.

**Table 14-5: Cost of Planned Walking and Biking Facilities in San Joaquin**

Facility Type	Cost Per Mile	High Priority	Total
Sidewalk	\$369,600	\$286,300	\$685,300
Shared Use Path (Class I)	\$955,700	-	\$2,761,973
Bike Lane (Class II)	\$401,400	\$244,854	\$469,638
Bike Route (Class III)	\$16,000	\$12,960	\$12,960
Separated Bikeway (Class IV)	\$633,600	\$443,520	\$652,608
Crossing Improvements		\$724,800	\$924,800
<b>Total</b>		<b>\$1,712,434</b>	<b>\$5,507,279</b>

Source: Fehr & Peers, 2023

**Figure 14-4: Planned Walking Facilities in San Joaquin**



Source: Fehr & Peers, 2023





## Chapter 15

# SANGER

This chapter describes the current conditions and future plans for walking and biking in the City of Sanger.

### EXISTING CONDITIONS

The City of Sanger is located in the eastern portion of Fresno County, about 13 miles southeast of the City of Fresno.

#### Existing Bicycle & Pedestrian Facilities

There are 134.2 miles of sidewalks and 15.1 miles of bikeways within Sanger. These networks are summarized in Table 15-1 and depicted in Figures 15-1 and 15-2.

**Table 15-1: Summary of Existing Walking & Bicycling Facilities in Sanger**

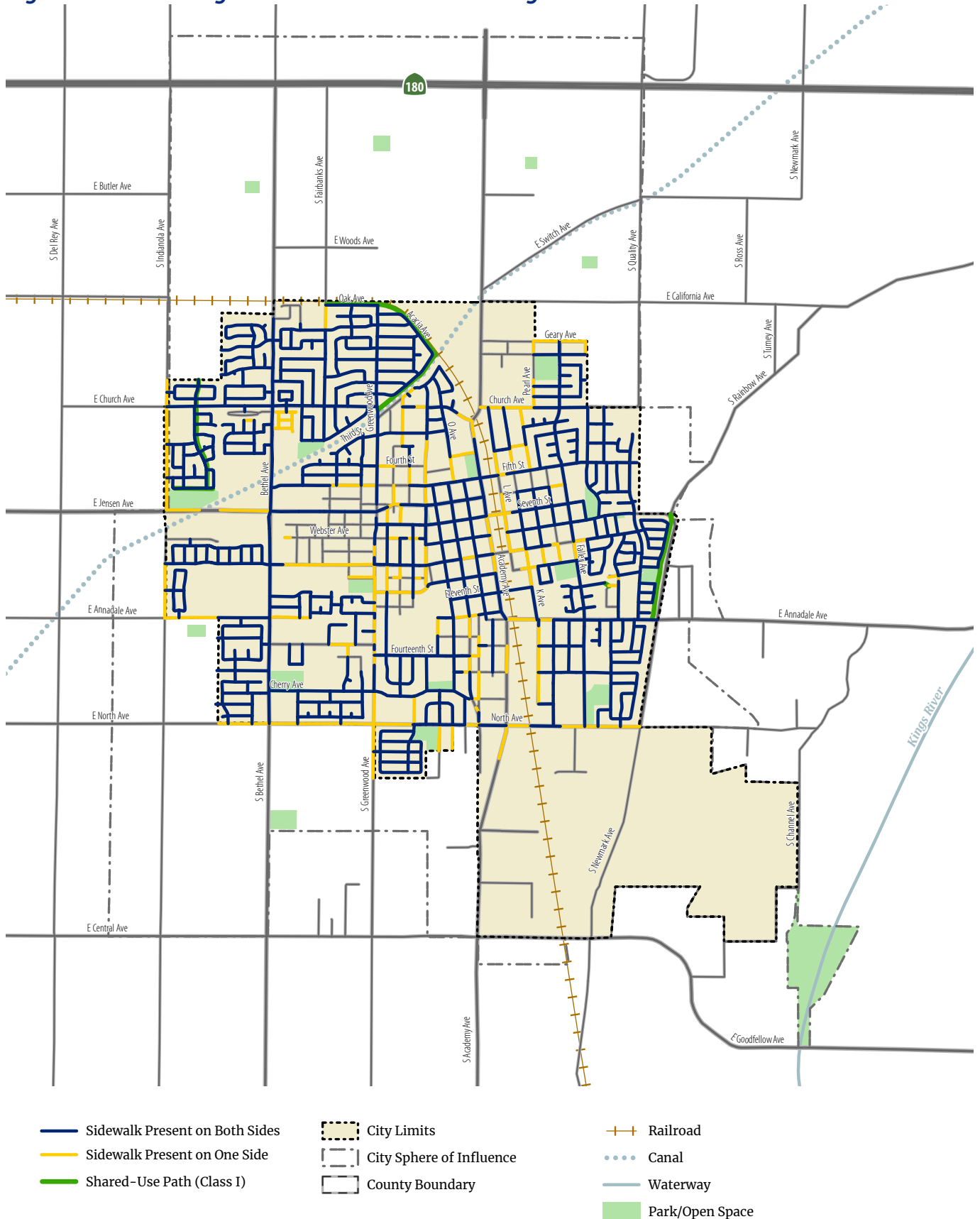
Type	Miles
Sidewalk	135.2
Shared Use Path (Class I)	2.1
Bike Lane (Class II)*	11.6
Bike Route (Class III)*	0.0
Separated Bikeway (Class IV)*	0.0

*\*Distance measured by centerline*

The following conditions are noted relevant to the safety and comfort of bicycling and walking in Sanger:

- » Most of the city have well-connected sidewalk networks, however there are several notable gaps, including the residential area near Jensen Avenue and near the railroad tracks.
- » High vehicle volumes and speeds along Academy Avenue, paired with the railroad tracks to the east, provide challenges for pedestrian and bicyclist crossings.

**Figure 15-1: Existing Pedestrian Facilities in Sanger**



Source: Fehr & Peers, 2023







## **Plans and Policies Related to Active Transportation**

The following city plans and policies are relevant to biking and walking in Sanger:

- » City of Sanger General Plan (2020)
- » Sanger Accessibility Master Plan (2016)
- » City of Sanger Traffic Safety Assessment (2014)
- » City of Sanger Standard Drawings (2008)
- » Municipal Code of Sanger, California

These plans and policies are discussed in greater detail in Appendix C. Regional, state, and federal plans and policies are also discussed in Appendix C.

## **Expenditures on Active Transportation Facilities**

The City of Sanger has spent \$3.25 million for bicycle and pedestrian improvements over the last five years.

## **Maintenance**

The city does not have formal policies or procedures for cleaning active transportation facilities. Street sweeping is conducted twice a month and potholes are fixed as needed. Striping is usually repainted in conjunction with road projects.

## **Education & Encouragement Programs**

Sanger has received grants from the Office of Traffic Safety to conduct bicycle and pedestrian awareness campaigns. Specific problem locations have been targeted for each effort.

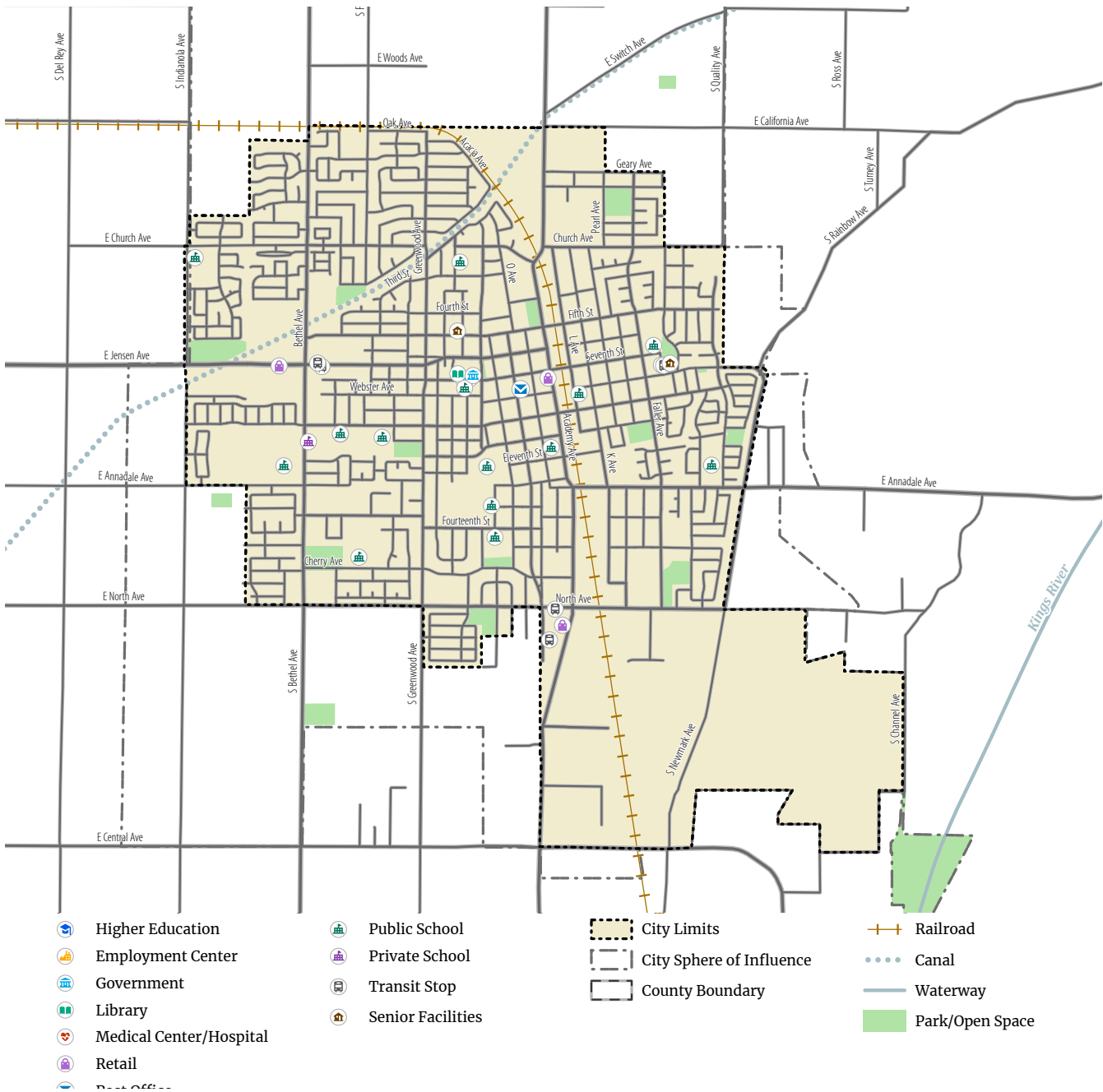


## Key Destinations

Figure 15-3 shows key destinations for bicyclists and pedestrians in the City of Sanger. Highlights include

- » schools in the area, such as Sanger High School and Lincoln Elementary School,
- » downtown businesses and shopping centers,
- » Sanger Branch Library and government offices, and
- » transit stops.

**Figure 15-3: Key Destinations in Sanger**



Source: Fehr & Peers, 2023

## Disadvantaged Communities

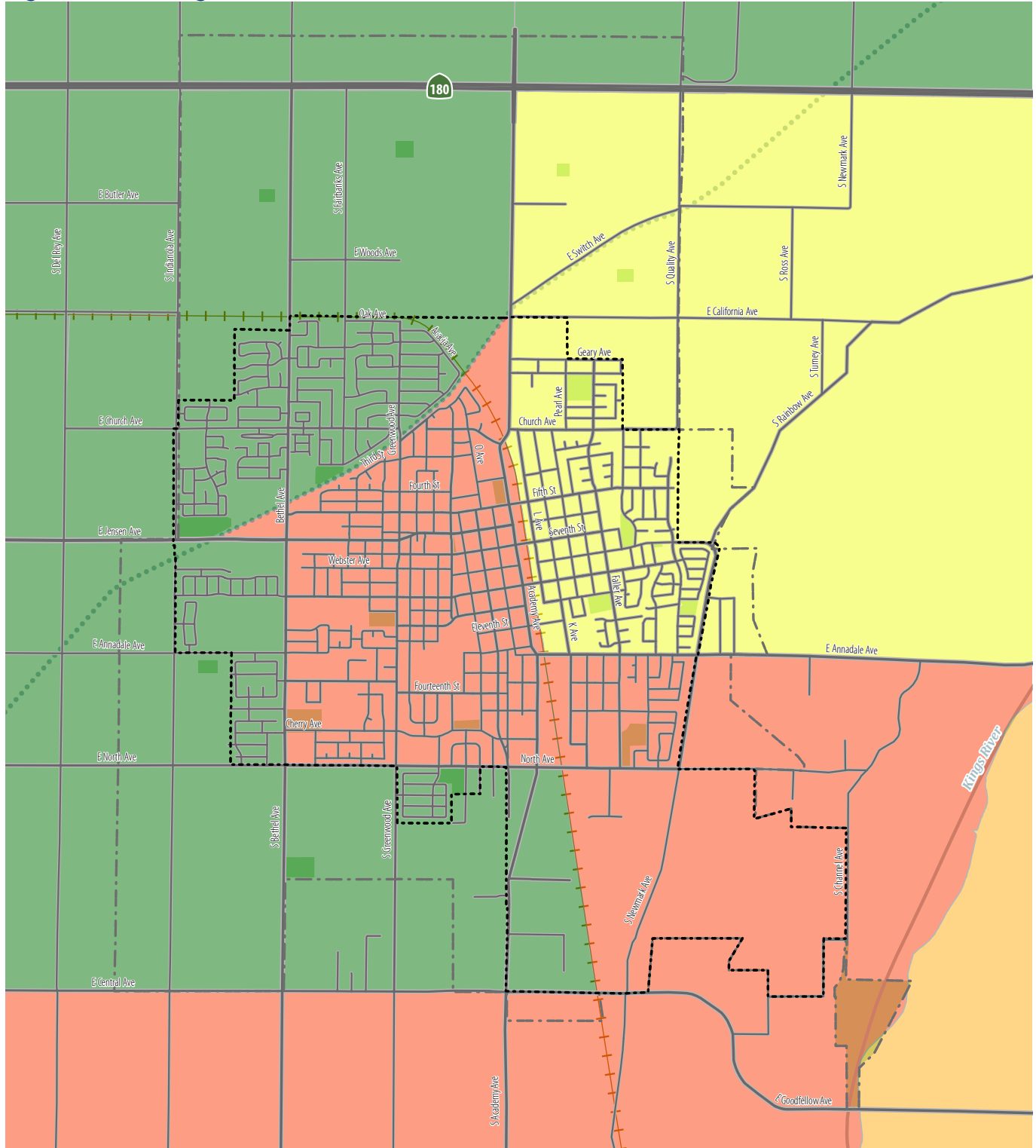
All of Sanger meets one or more of the Active Transportation Program criteria for disadvantaged communities, described in Chapter 2, Existing Conditions.

- » **Median Household Income:** Households south of the Fowler Switch Canal and west of the railroad make below 65 percent of the state median. Households south of the Canal and east of the railroad make 70 to 75 percent of the state median, as shown in Figure 15-4.
- » **Free & Reduced Price Meals for Schools:** 7 of 12 schools with available data have over 75 percent of students eligible for free or reduced price meals, as shown in Figure 15-5.
- » **CalEnviroScreen:** The southern part of the city is within the 20 percent most disadvantaged areas in the state, as shown in Figure 15-6.
- » **Healthy Places Index:** The eastern portion of the city rail tracks is within the 20 percent most disadvantaged areas in the state, as shown in Figure 15-7.
- » **Federal Climate & Economic Justice Tool:** All of Sanger exceeds at least three categories in the screening tool, as shown in Figure 15-8.
- » **US DOT Equitable Transportation Community Disadvantaged Community Tool:** The southeast corner of the city bound by Annadale Avenue and the railroad falls within the 10 percent most disadvantaged areas in the state, as shown in Figure 15-9.
- » **FCOG Environmental Justice Areas:** All of Sanger, except for one small neighborhood, is considered disadvantaged by this definition, as shown in Figure 15-10.

Because all of Sanger meets one or more of these criteria for disadvantaged communities, the challenges for walking and biking described at the beginning of this chapter are equity issues.



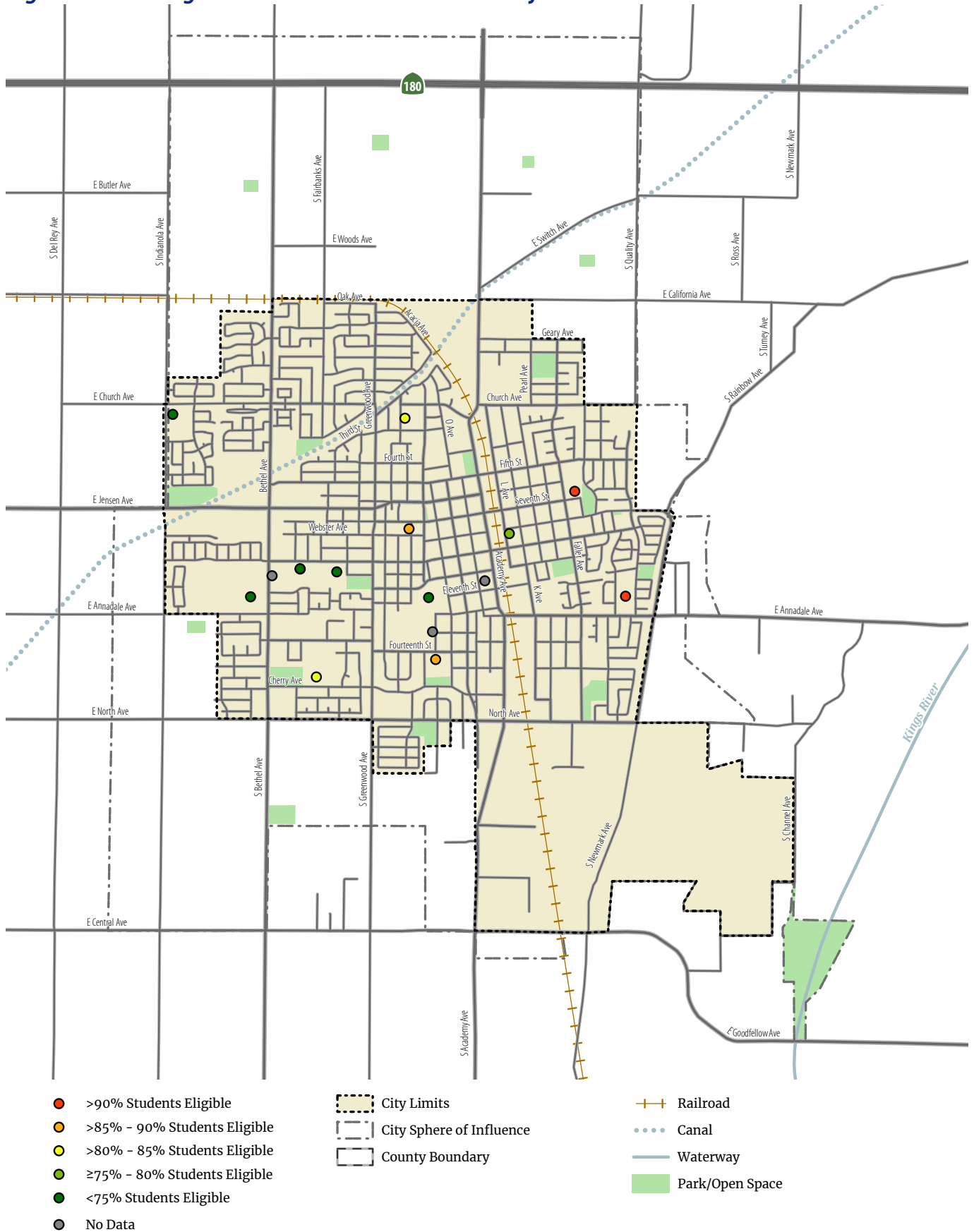
**Figure 15-4: Sanger Median Household Income**



- <65% of Statewide MHI
- 65% through <70% of Statewide MHI
- 70% through <75% of Statewide MHI
- 75% through <80% of Statewide MHI
- Greater than 80% of Statewide MHI
- No Information
- City Limits
- City Sphere of Influence
- County Boundary
- Railroad
- Canal
- Waterway
- Park/Open Space

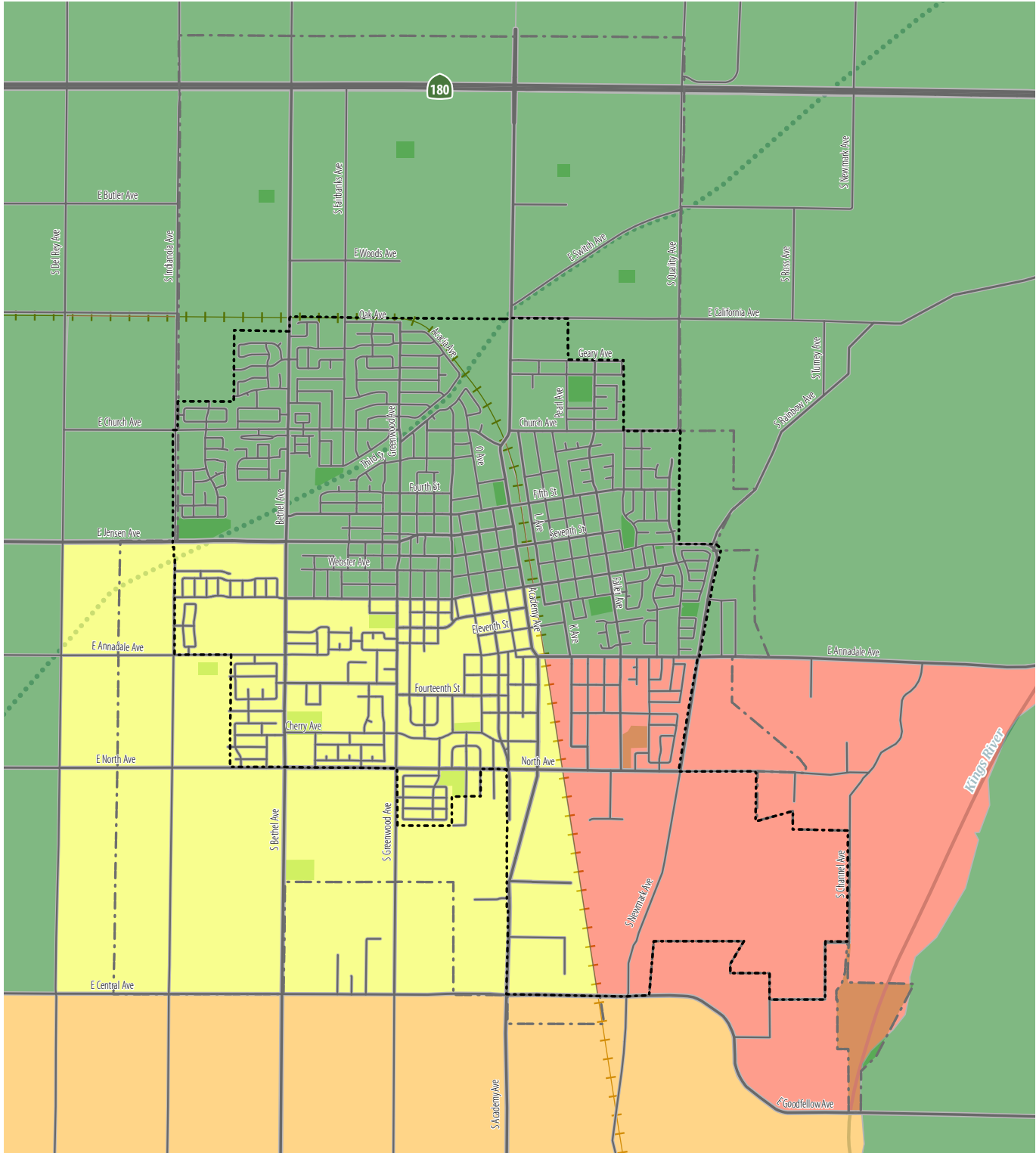
Source: US Census 2018-2022 ACS, 2023; Fehr & Peers, 2023

**Figure 15-5: Sanger Free & Reduced Price Meals for Schools**



Source: California Department of Education, 2023; Fehr & Peers, 2023

**Figure 15-6: Sanger CalEnviroScreen**

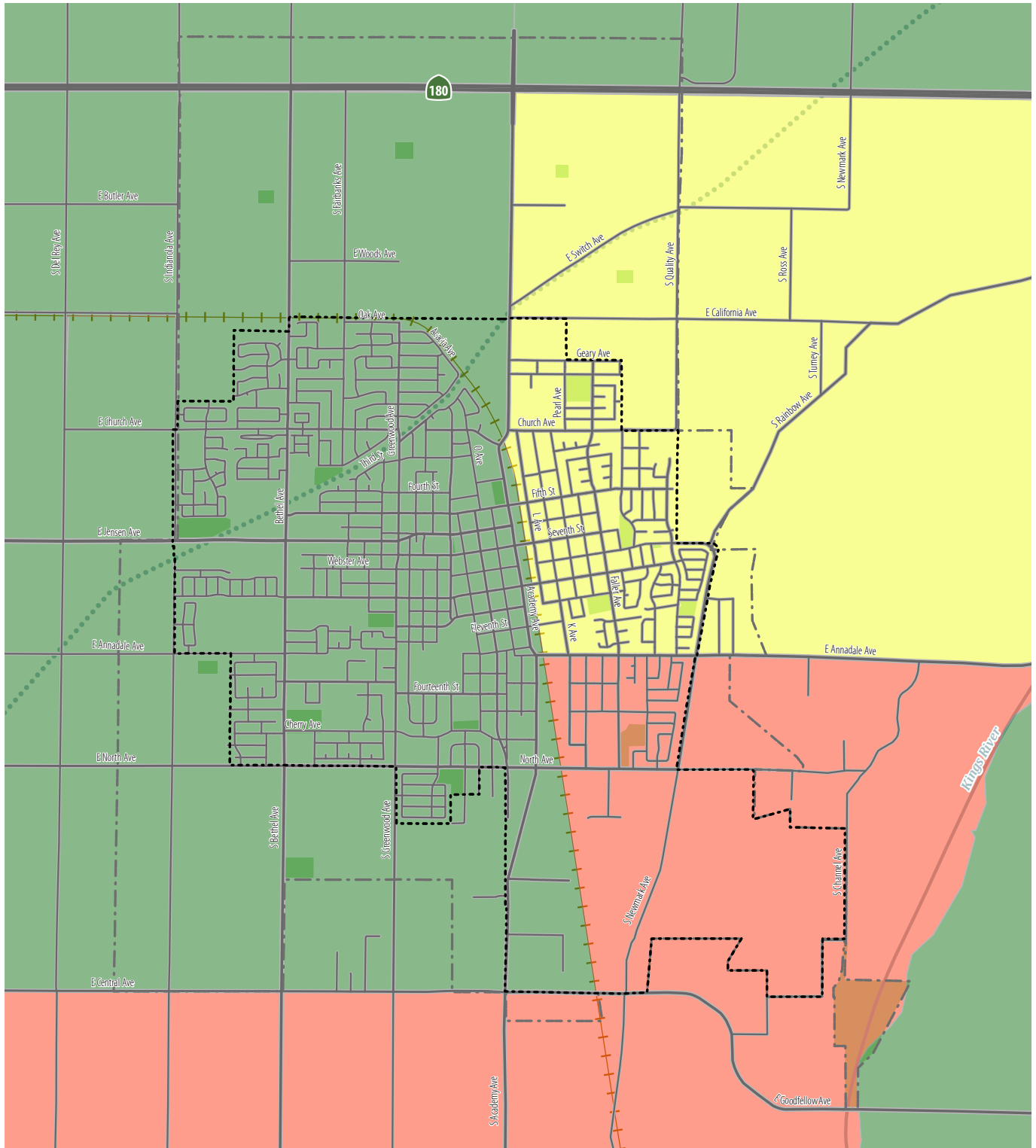


- |   |  |   |
|---|--|---|
| <span style="display: inline-block; width: 15px; height: 15px; background-color: #f08080; border: 1px solid black;"></span> <10% Most Disadvantaged             | <span style="border: 2px dashed black; width: 15px; height: 15px; display: inline-block;"></span> City Limits              | <span style="border-bottom: 1px dashed black; width: 15px; display: inline-block;"></span> Railroad   |
| <span style="display: inline-block; width: 15px; height: 15px; background-color: #ffcc99; border: 1px solid black;"></span> 10% through <15% Most Disadvantaged | <span style="border: 1px dashed black; width: 15px; height: 15px; display: inline-block;"></span> City Sphere of Influence | <span style="color: blue; font-size: small;">.....</span> Canal   |
| <span style="display: inline-block; width: 15px; height: 15px; background-color: #ffff99; border: 1px solid black;"></span> 15% through <20% Most Disadvantaged | <span style="border: 1px solid black; width: 15px; height: 15px; display: inline-block;"></span> County Boundary           | <span style="border-bottom: 1px solid blue; width: 15px; display: inline-block;"></span> Waterway   |
| <span style="display: inline-block; width: 15px; height: 15px; background-color: #c1e1c1; border: 1px solid black;"></span> 20% through 25% Most Disadvantaged  |  | <span style="display: inline-block; width: 15px; height: 15px; background-color: #90ee90; border: 1px solid black;"></span> Park/Open Space |
| <span style="display: inline-block; width: 15px; height: 15px; background-color: #90ee90; border: 1px solid black;"></span> Above 25% Most Disadvantaged        |  |   |
| <span style="display: inline-block; width: 15px; height: 15px; background-color: #cccccc; border: 1px solid black;"></span> No Information                      |  |   |

Source: California Office of Environmental Health Hazard Assessment, 2023; Fehr & Peers, 2023



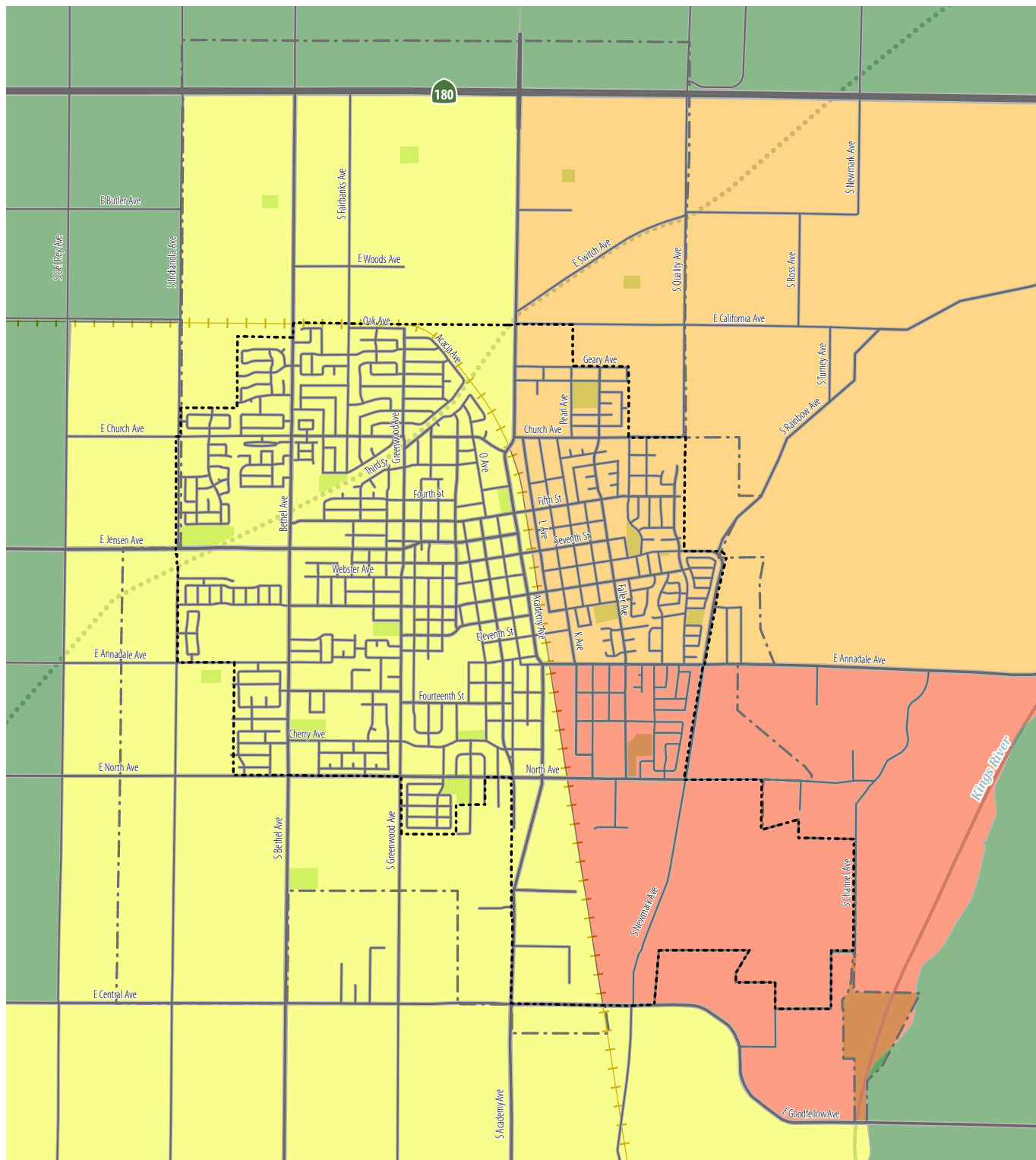
**Figure 15-7: Sanger Healthy Places Index**



- HPI Score <10 Percentile
- HPI Score 10 through <15 Percentile
- HPI Score 15 through <20 Percentile
- HPI Score 20 through 25 Percentile
- HPI Score above 25 Percentile
- Excluded
- City Limits
- City Sphere of Influence
- County Boundary
- Railroad
- Canal
- Waterway
- Park/Open Space

Source: Public Health Alliance of Southern California, 2023; Fehr & Peers, 2023

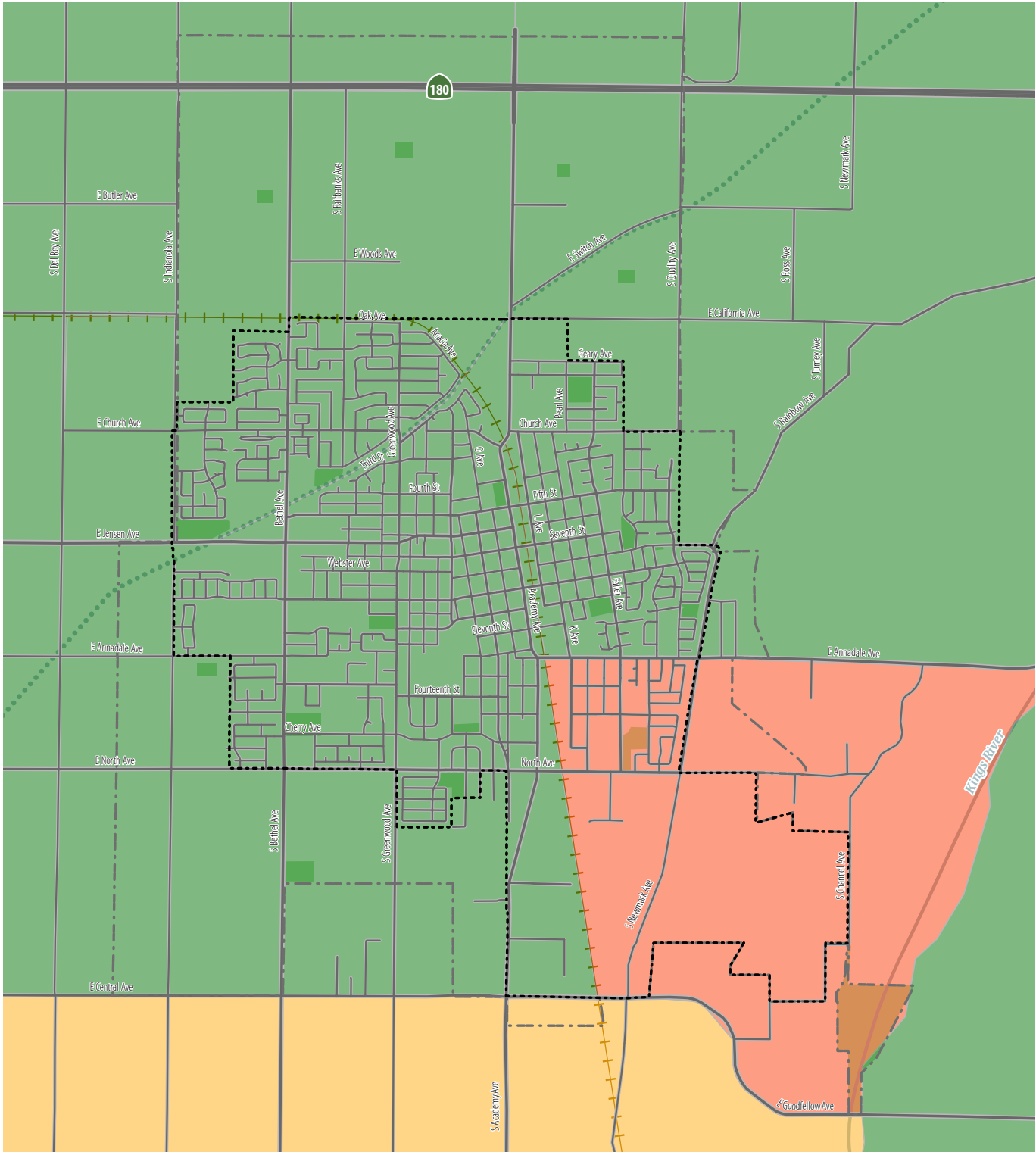
**Figure 15-8: Sanger Federal Climate & Economic Justice Tool Screening Results**



- |  |   |  |
|--|---|--|
| <span style="display: inline-block; width: 15px; height: 15px; background-color: #f08080; border: 1px solid black; margin-right: 5px;"></span> 7 Categories Exceeded     | <span style="border: 2px dashed black; width: 15px; height: 15px; display: inline-block; margin-right: 5px;"></span> City Limits              | <span style="display: inline-block; width: 15px; border-bottom: 1px dashed black; margin-right: 5px;"></span> Railroad   |
| <span style="display: inline-block; width: 15px; height: 15px; background-color: #ffcc99; border: 1px solid black; margin-right: 5px;"></span> 5 - 6 Categories Exceeded | <span style="border: 1px dashed black; width: 15px; height: 15px; display: inline-block; margin-right: 5px;"></span> City Sphere of Influence | <span style="display: inline-block; width: 15px; border-bottom: 1px dotted black; margin-right: 5px;"></span> Canal  |
| <span style="display: inline-block; width: 15px; height: 15px; background-color: #ffff99; border: 1px solid black; margin-right: 5px;"></span> 3 - 4 Categories Exceeded | <span style="border: 1px solid black; width: 15px; height: 15px; display: inline-block; margin-right: 5px;"></span> County Boundary           | <span style="display: inline-block; width: 15px; border-bottom: 1px solid blue; margin-right: 5px;"></span> Waterway   |
| <span style="display: inline-block; width: 15px; height: 15px; background-color: #c1e1c1; border: 1px solid black; margin-right: 5px;"></span> 1 - 2 Categories Exceeded |   | <span style="display: inline-block; width: 15px; height: 15px; background-color: #90ee90; border: 1px solid black; margin-right: 5px;"></span> Park/Open Space |
| <span style="display: inline-block; width: 15px; height: 15px; background-color: #90ee90; border: 1px solid black; margin-right: 5px;"></span> 0 Categories Exceeded     |   |  |

Source: Council on Environmental Quality 2023; Fehr & Peers, 2023

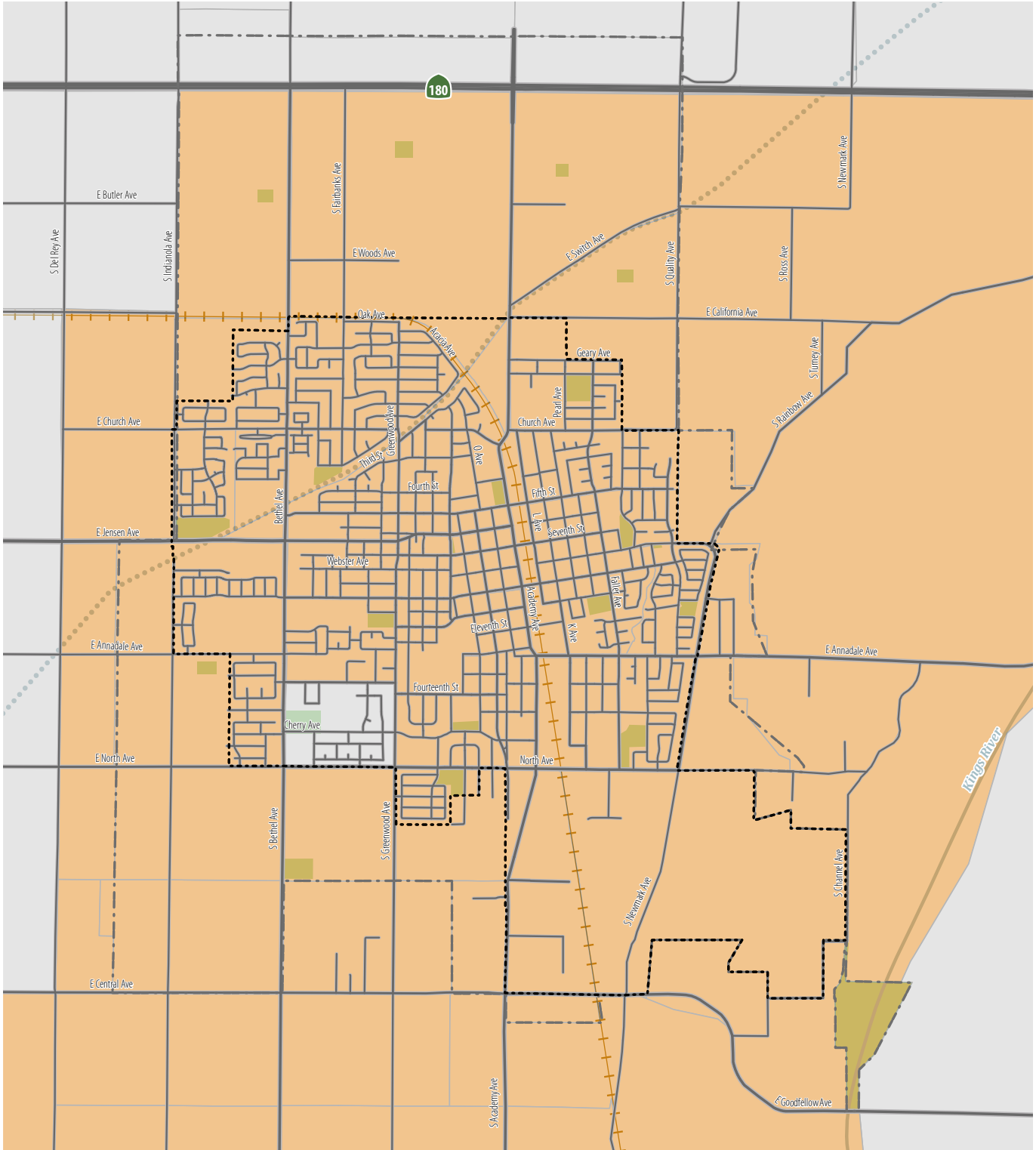
**Figure 15-9: Sanger US DOT Equitable Transportation Community Screening Results**



- |   |   |  |
|---|---|--|
| <span style="display: inline-block; width: 15px; height: 15px; background-color: #f4a460; border: 1px solid black; margin-right: 5px;"></span> <10% Most Disadvantaged        | <span style="display: inline-block; border: 2px dashed black; width: 15px; height: 15px; margin-right: 5px;"></span> City Limits              | <span style="display: inline-block; width: 15px; height: 15px; border-top: 1px dashed black; border-bottom: 1px dashed black; margin-right: 5px;"></span> Railroad |
| <span style="display: inline-block; width: 15px; height: 15px; background-color: #f9c796; border: 1px solid black; margin-right: 5px;"></span> 10% to <15% Most Disadvantaged | <span style="display: inline-block; border: 1px dashed black; width: 15px; height: 15px; margin-right: 5px;"></span> City Sphere of Influence | <span style="display: inline-block; width: 15px; height: 15px; border-left: 1px dotted black; border-right: 1px dotted black; margin-right: 5px;"></span> Canal    |
| <span style="display: inline-block; width: 15px; height: 15px; background-color: #fff9c4; border: 1px solid black; margin-right: 5px;"></span> 15% to <20% Most Disadvantaged | <span style="display: inline-block; border: 1px solid black; width: 15px; height: 15px; margin-right: 5px;"></span> County Boundary           | <span style="display: inline-block; width: 15px; height: 15px; border-bottom: 1px solid black; margin-right: 5px;"></span> Waterway                                |
| <span style="display: inline-block; width: 15px; height: 15px; background-color: #c8e6c9; border: 1px solid black; margin-right: 5px;"></span> 20% to 25% Most Disadvantaged  |   | <span style="display: inline-block; width: 15px; height: 15px; background-color: #e8f5e9; border: 1px solid black; margin-right: 5px;"></span> Park/Open Space     |
| <span style="display: inline-block; width: 15px; height: 15px; background-color: #a5d6a7; border: 1px solid black; margin-right: 5px;"></span> Above 25% Most Disadvantaged   |   |  |

Source: US DOT, 2023; Fehr & Peers, 2023

**Figure 15-10: Sanger FCOG Environmental Justice Areas**



- Environmental Justice TAZ
- Non-Environmental Justice TAZ
- City Limits
- City Sphere of Influence
- County Boundary
- Railroad
- Canal
- Waterway
- Park/Open Space

Source: FCOG, 2023; Fehr & Peers, 2023

## Existing Trips

Based on the U.S. Census American Community Survey, approximately 2.5 percent of Sanger workers commute to work by walking and 0.0 percent commute to work by bicycling. While Sanger’s walk commute share is comparable to that of the state’s, its bike commute share is much lower – virtually zero, as shown in Table 15–2. However, these statistics only include workers who walk or ride every day, not those who do so occasionally. Reliable data on non-commute trips, including trips to school, trips for shopping, and recreational trips, is not readily available and not included in these estimates. Thus, the total number of biking and walking trips in Sanger is higher than shown here.

**Table 15–2 Sanger Trips to Work by Bicycling and Walking**

Jurisdiction	Walk		Bicycle	
	Estimate	Share	Estimate	Share
Sanger	280	2.5%	0	0.0%
California	440,483	2.4%	128,474	0.7%

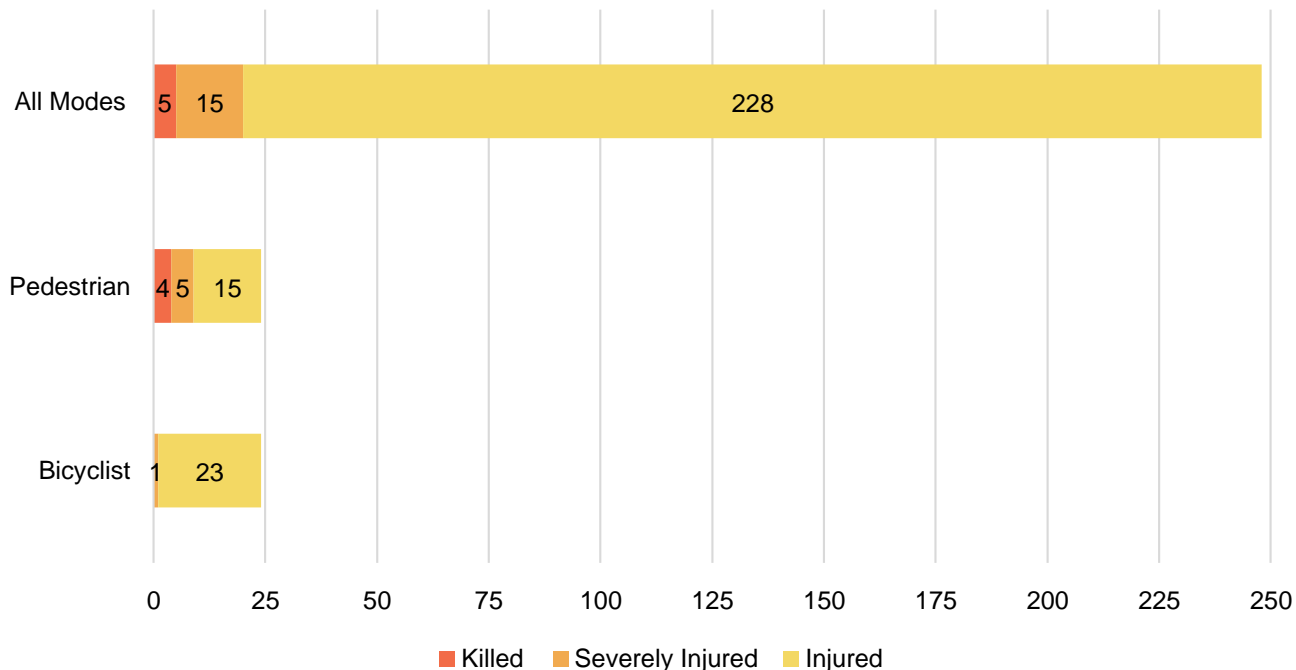
*Note: Workers aged 16 years and older, excludes percentage of employees that work from home.*

*Source: U.S. Census 2018–2022 American Community Survey, 2023; Fehr & Peers, 2023.*

## Collisions

There were 48 injury collisions reported between 2016 and 2021 that involved a pedestrian or bicyclist. In this period, 80 percent of fatal collisions and 40 percent of collisions resulting in severe injury involved a person walking or biking. 19 percent of all collisions resulting in injury involved a bicyclist or pedestrian. Figures 15–11 and 15–12, respectively, summarize and map these collisions.

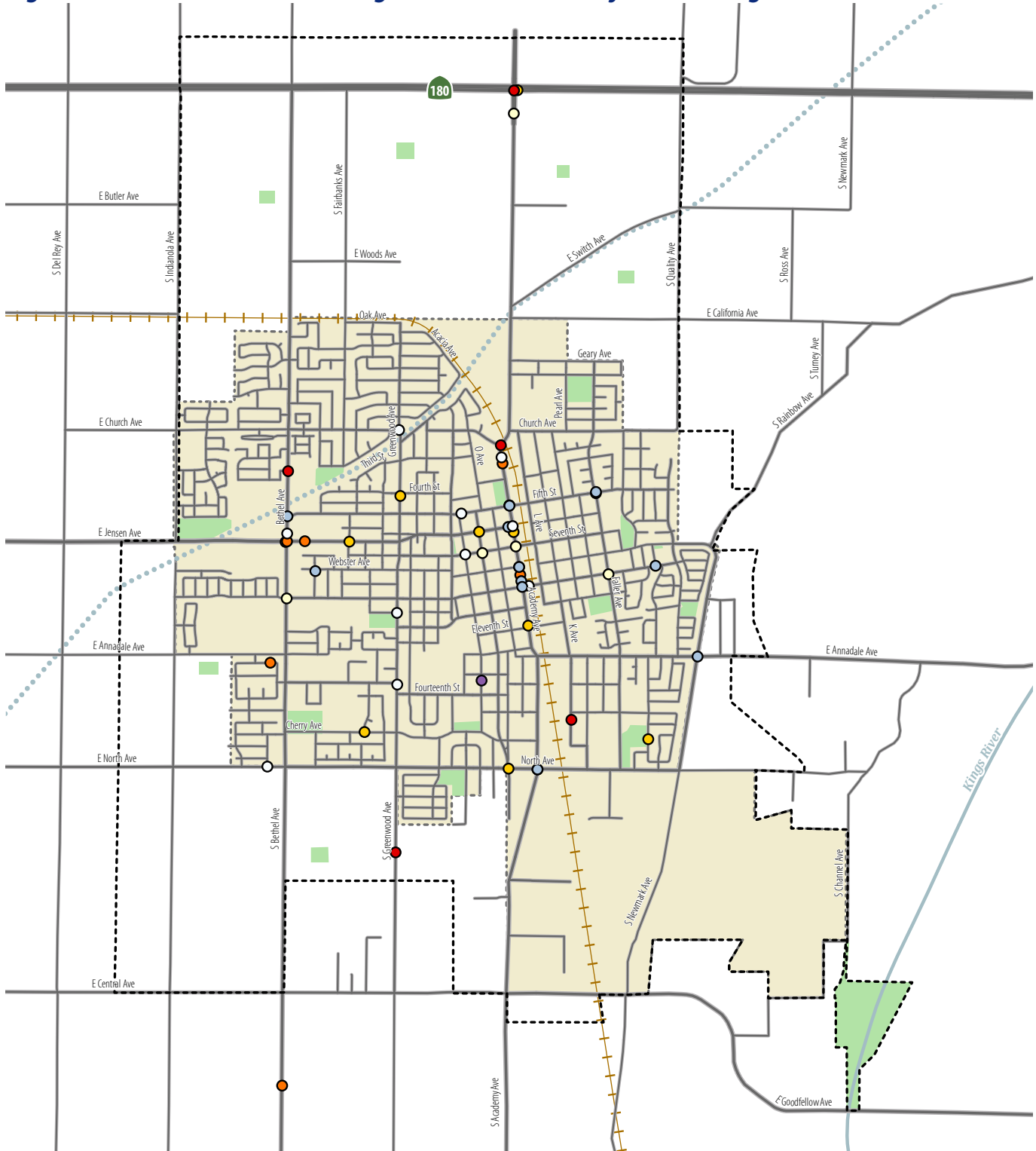
**Figure 15–11: Collisions by Severity in Sanger, 2016 –2021**



*Source: UC Berkeley SafeTREC, 2023, Fehr & Peers, 2023*



**Figure 15-12: Collisions Involving a Pedestrian or Bicyclist in Sanger**



**Bicycle Collisions (2016–2021)**

- Fatal
- Injury (Severe)
- Injury (Other Visible)
- Injury (Complaint of Pain)

**Pedestrian Collisions (2016–2021)**

- Fatal
- Injury (Severe)
- Injury (Other Visible)
- Injury (Complaint of Pain)

**City Limits**

City Sphere of Influence

County Boundary

**Railroad**

Canal

Waterway

Park/Open Space

Source: UC Berkeley SafeTREC, 2023; Fehr & Peers, 2023

## PLANNED NETWORKS

The planned walking and biking networks for Sanger are summarized in Table 15-3 and mapped in Figures 15-13 and 15-14. The networks include shared-use paths, bike lanes and routes, sidewalks, and crosswalk improvements. The proposed networks are designed to connect to Sanger’s shared-use paths, to provide access to key destinations, and to serve as recreational assets. The sidewalk improvements also fill gaps in the sidewalk network and add crossing improvements to enhance safety near schools and across busy roads. Appendix D includes a list of these network improvements including locations and extents, lengths, high-level estimated costs, and priorities. Additionally, several of the high priority projects have been grouped into a single project. Additional information to support a funding application for this project has been combined into a fact sheet, which is included in Appendix F.

Figure 15-14 also presents planned bike parking for Sanger. These planned bike parking locations supplement existing locations by adding parking at parks and near retail areas and other destinations.

Based on the indicators of disadvantaged communities discussed earlier in this section, these facilities all support disadvantaged communities.

**Table 15-3: Summary of Planned Walking and Biking Facilities in Sanger**

Facility Type	Existing (Miles)	Planned (Miles)	Total (Miles)
Sidewalk	135.2	7.5	142.7
Shared Use Path (Class I)	2.1	14.7	16.8
Bike Lane (Class II)*	11.6	25.6	37.2
Bike Route (Class III)*	0.0	1.0	1.0
Separated Bikeway (Class IV)*	0.0	0.0	0.0

*\*Distance measured by centerline*

Source: Fresno Council of Governments, Fehr & Peers, 2023

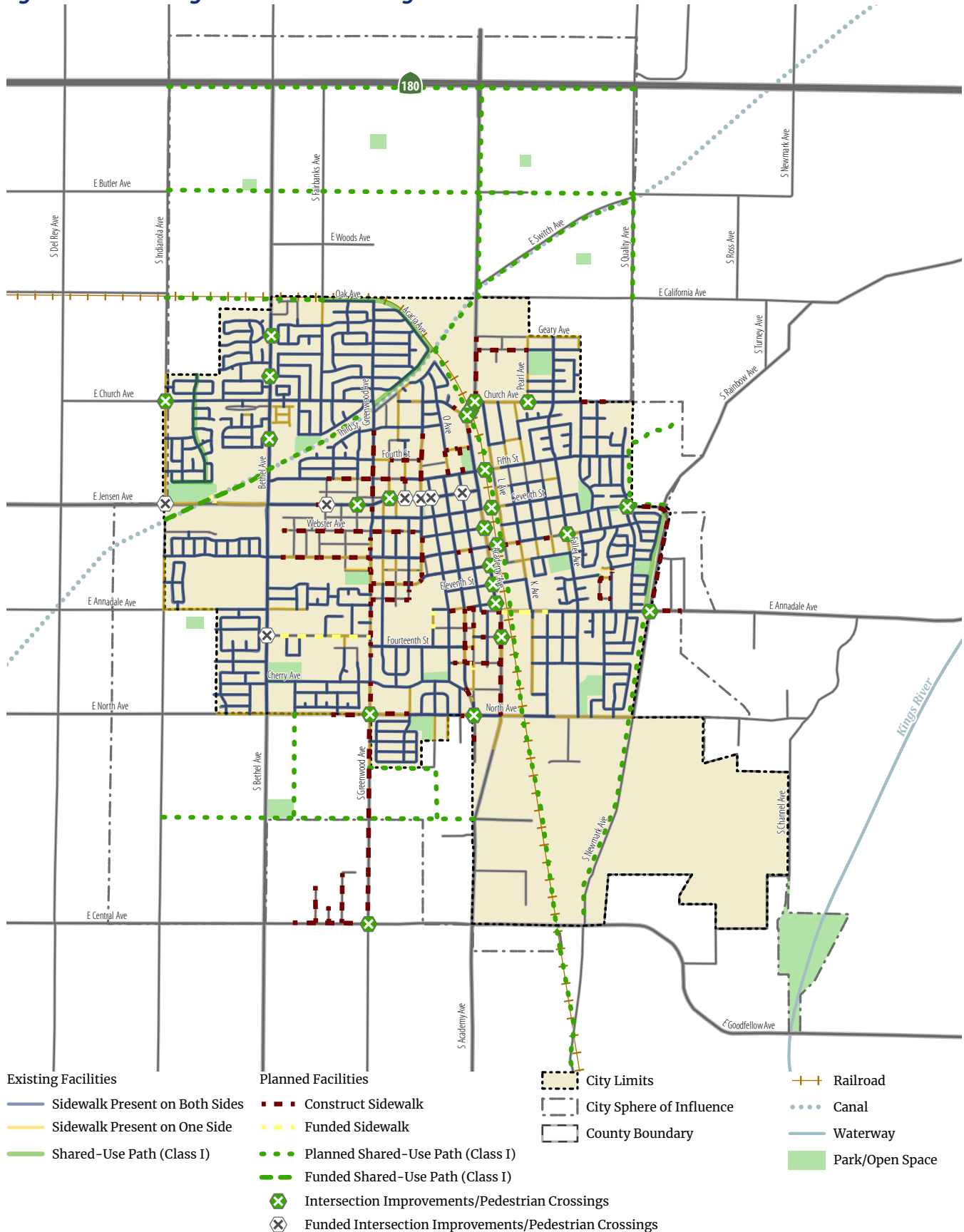
Costs to implement these facilities are summarized in Table 15-4.

**Table 15-4: Cost of Planned Walking and Biking Facilities in Sanger**

Facility Type	Cost Per Mile	High Priority	Total
Sidewalk	\$369,600	\$1,489,600	\$2,762,200
Shared Use Path (Class I)	\$955,700	\$2,819,315	\$14,058,347
Bike Lane (Class II)	\$401,400	\$1,846,440	\$10,287,882
Bike Route (Class III)	\$16,000	-	\$16,000
Separated Bikeway (Class IV)	\$633,600	-	-
Crossing Improvements		\$642,400	\$1,328,300
<b>Total</b>		<b>\$6,797,755</b>	<b>\$28,452,729</b>

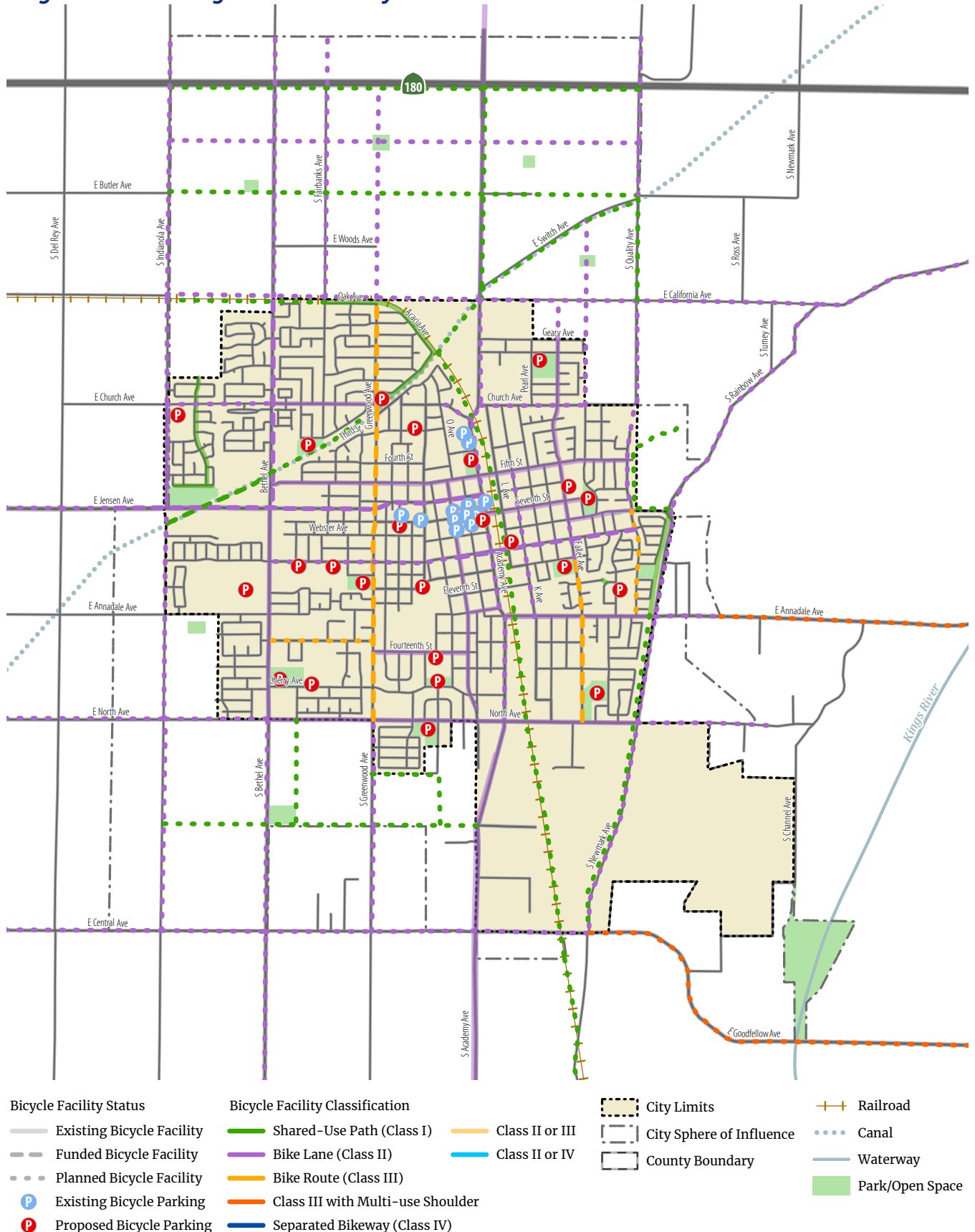
Source: Fehr & Peers, 2023

**Figure 15-13: Sanger Planned Walking Facilities**



Source: Fehr & Peers, 2023

**Figure 15-14: Sanger Planned Bicycle Facilities**



Source: Fehr & Peers, 2023

## Chapter 16

# UNINCORPORATED FRESNO COUNTY COMMUNITIES

This chapter describes the current conditions and future plans for walking and biking in unincorporated Fresno County.

### EXISTING CONDITIONS

Fresno County includes communities of all sizes. Unincorporated areas of Fresno County have been grouped for analysis as follows:

- » Communities not adjacent to incorporated cities (Biola, Cantua Creek, Caruthers, Del Rey, Easton, Laton, Riverdale, and Tranquillity), discussed in this chapter
- » Unincorporated county islands surrounded by or adjacent to the cities of Fresno and Clovis, discussed in this chapter
- » Connections between incorporated and unincorporated communities, discussed in Chapter 17.

This study focused on the most populated areas of the county. Facilities may exist in other areas that were not captured in this plan.

### Existing Bicycle & Pedestrian Facilities

There are 133.1 miles of sidewalks and 92.0 miles of bikeways within the unincorporated areas of Fresno County, including connections between communities discussed in Chapter 17. These networks are summarized in Table 16-1 (including connections between communities discussed in Chapter 17) and depicted in Figures 16-1 through 16-4. Sidewalks are shown in Figures 16-1 (unincorporated communities) and 16-2 (county islands). Bicycling facilities in Figures 16-3 (unincorporated communities) and 16-4 (county islands).

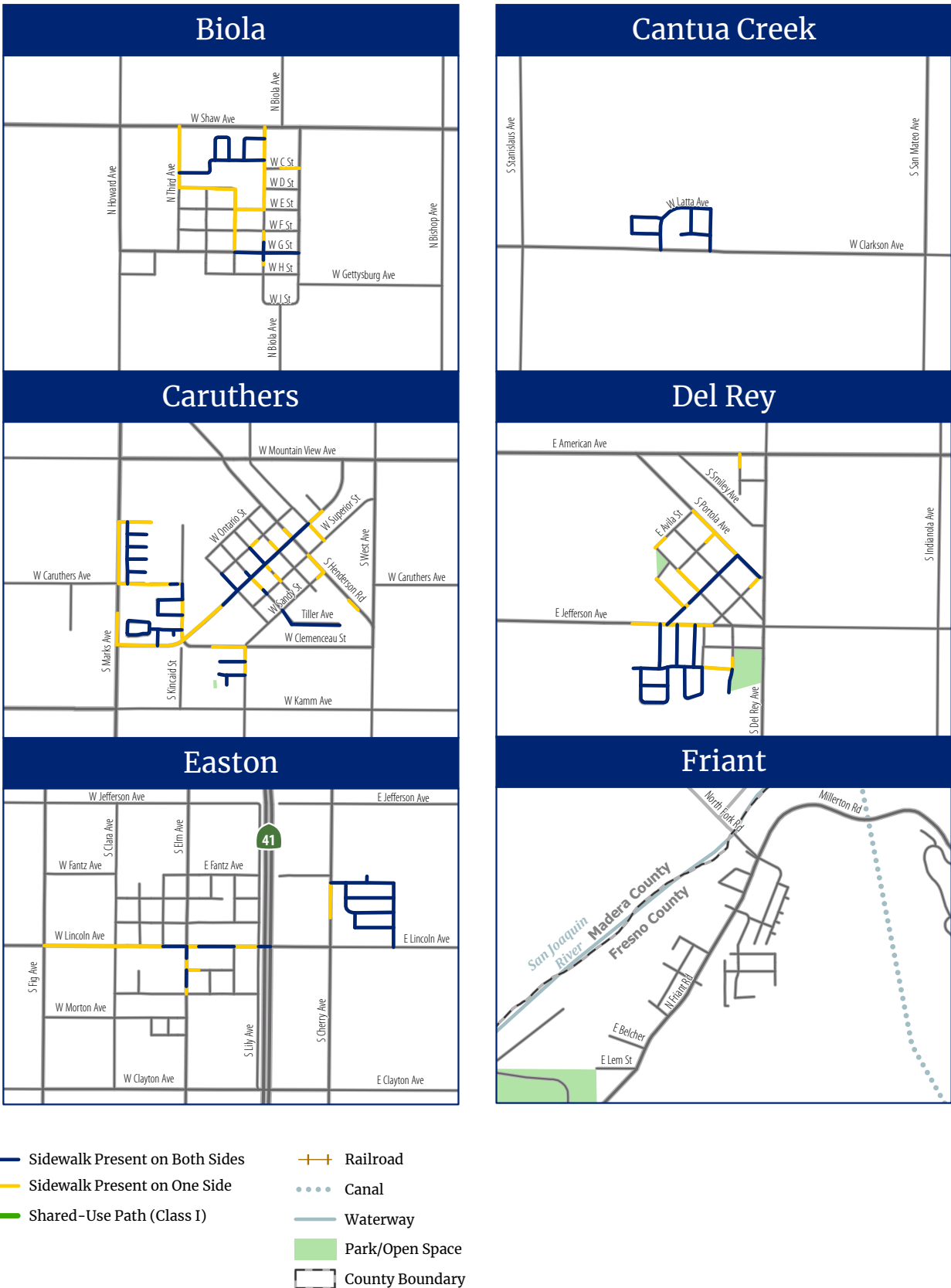
**Table 16-1: Summary of Existing Walking & Bicycling Facilities in Unincorporated Fresno County**

Facility Type	Total (Miles)
Sidewalk	133.1
Shared Use Path (Class I)	3.7
Bike Lane (Class II)*	88.3
Bike Route (Class III)*	0
Separated Bikeway (Class IV)*	0

*\*Distance measured by centerline*

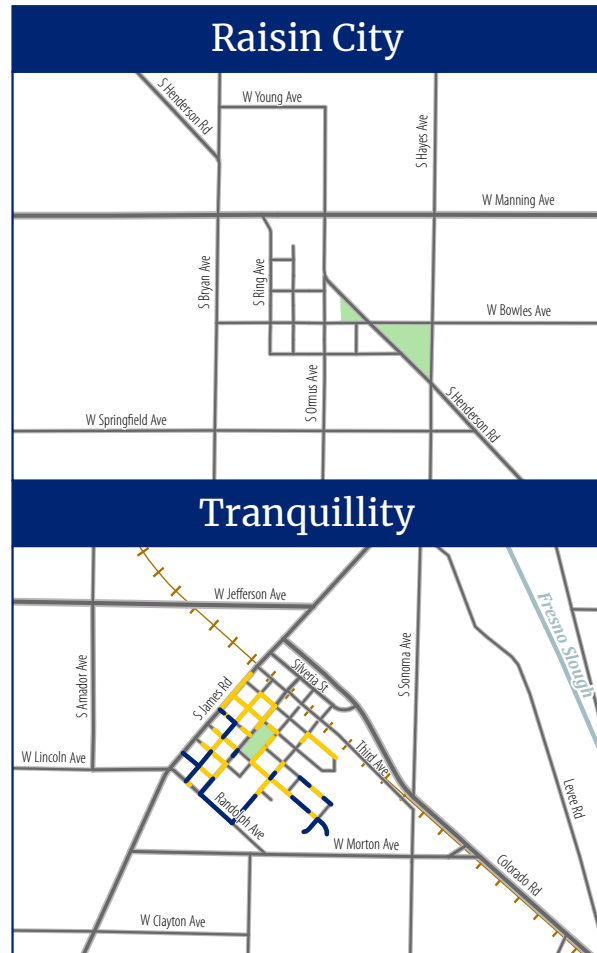
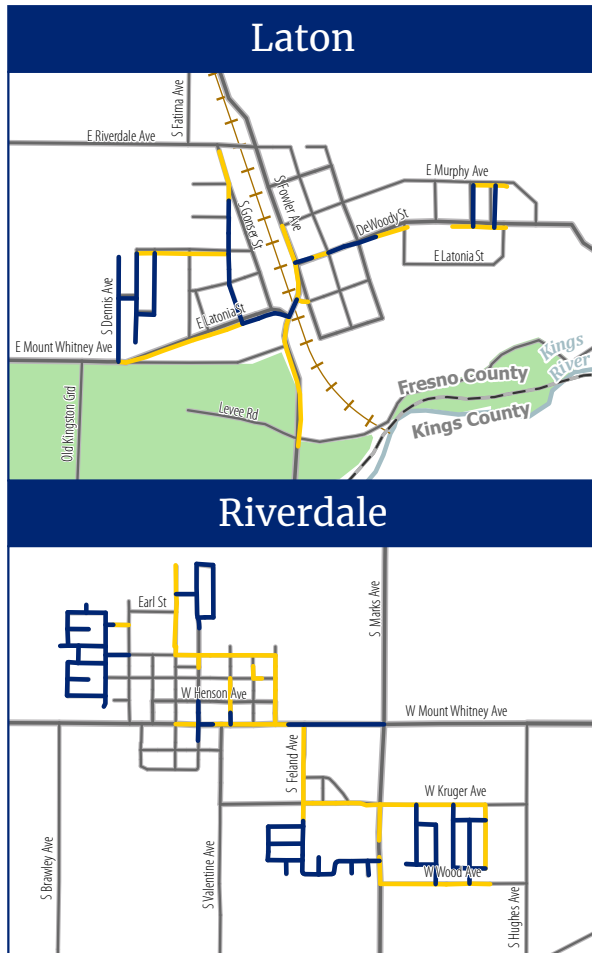


**Figure 16-1: Existing Walking Facilities in Fresno County Unincorporated Communities**



Source: Fehr & Peers, 2023

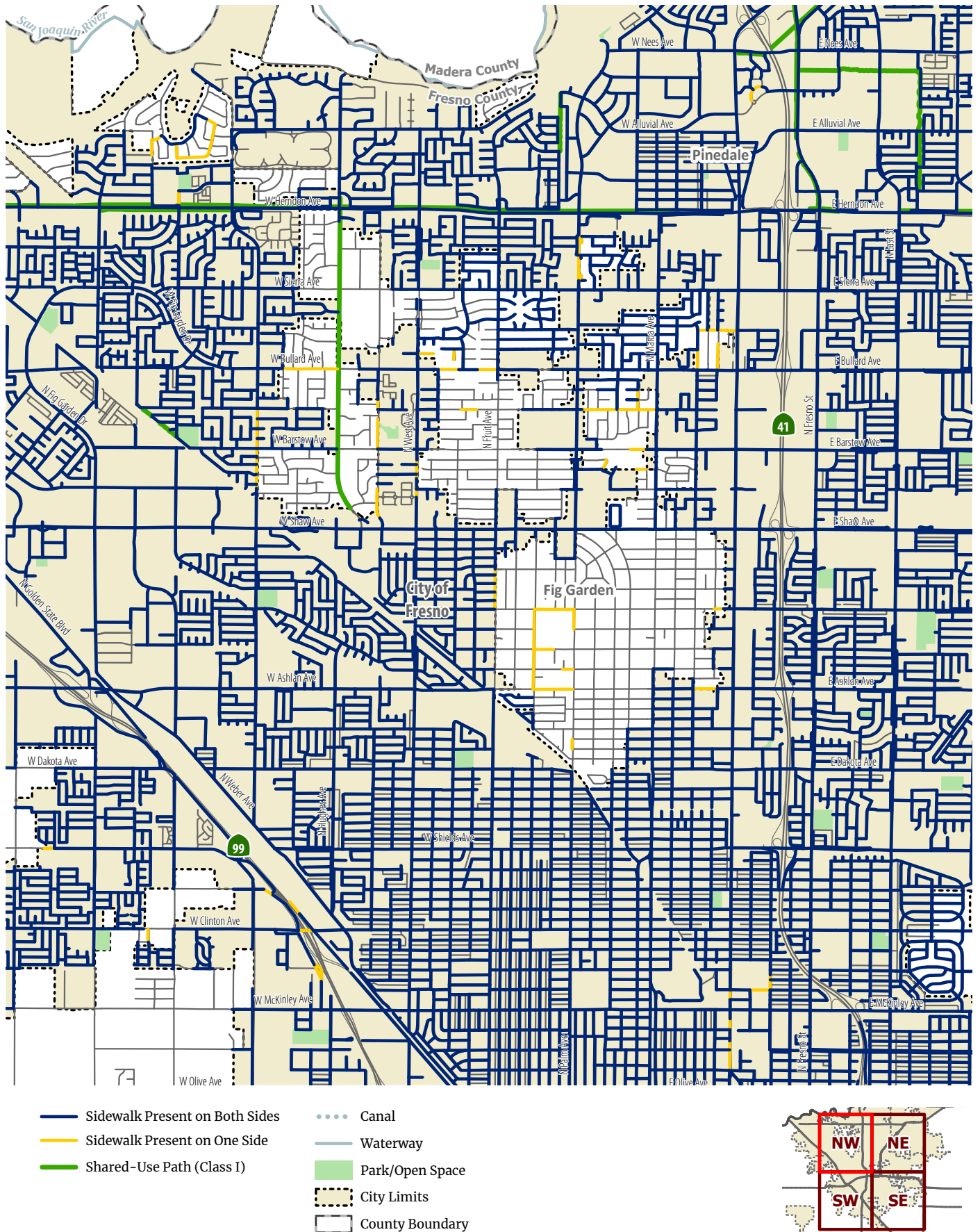
**Figure 16-1: Existing Walking Facilities in Fresno County Unincorporated Communities (continued)**



- Sidewalk Present on Both Sides
- Sidewalk Present on One Side
- Shared-Use Path (Class I)
- +— Railroad
- Canal
- Waterway
- Park/Open Space
- County Boundary

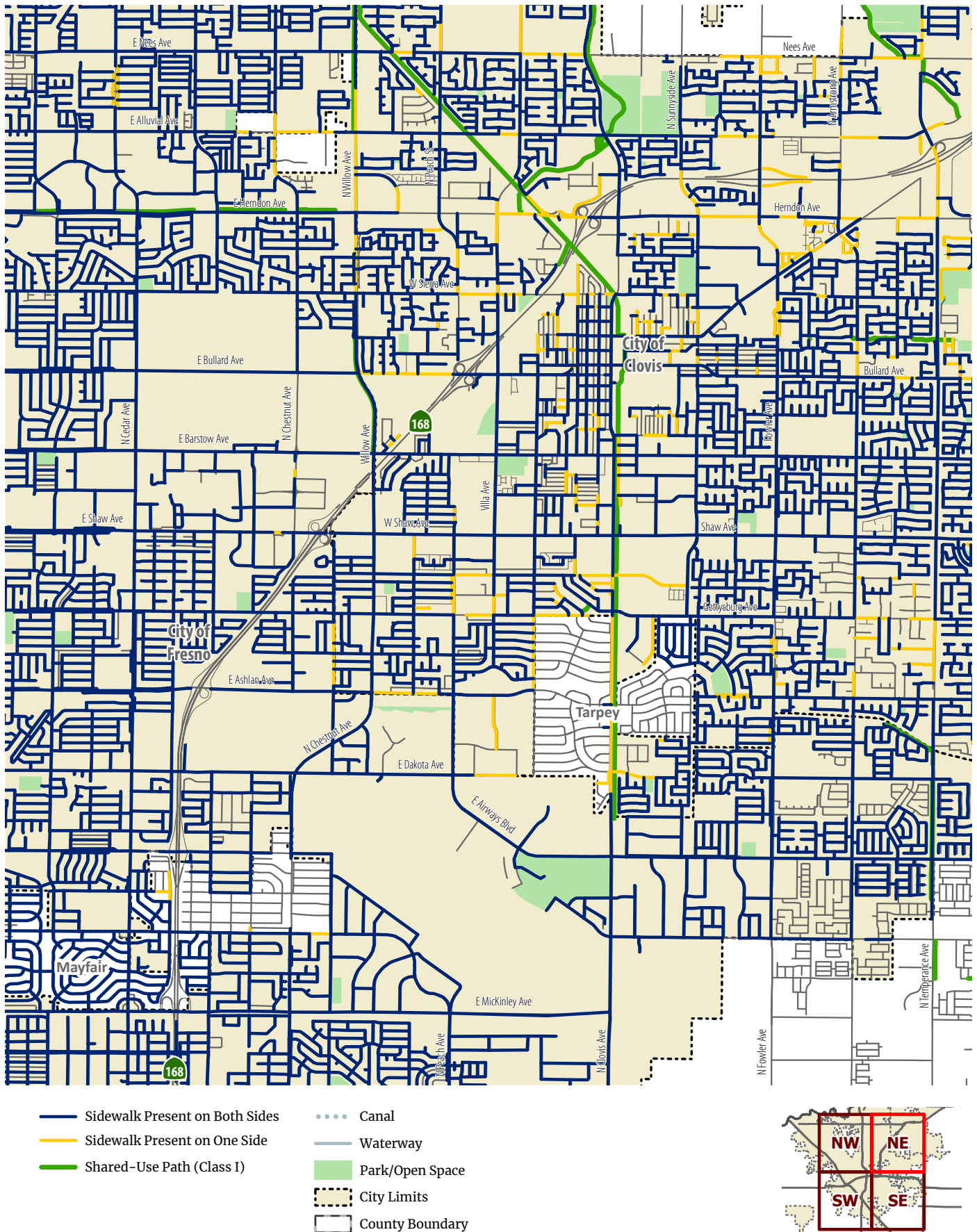
Source: Fehr & Peers, 2023

Figure 16-2: Existing Walking Facilities in Fresno County Islands



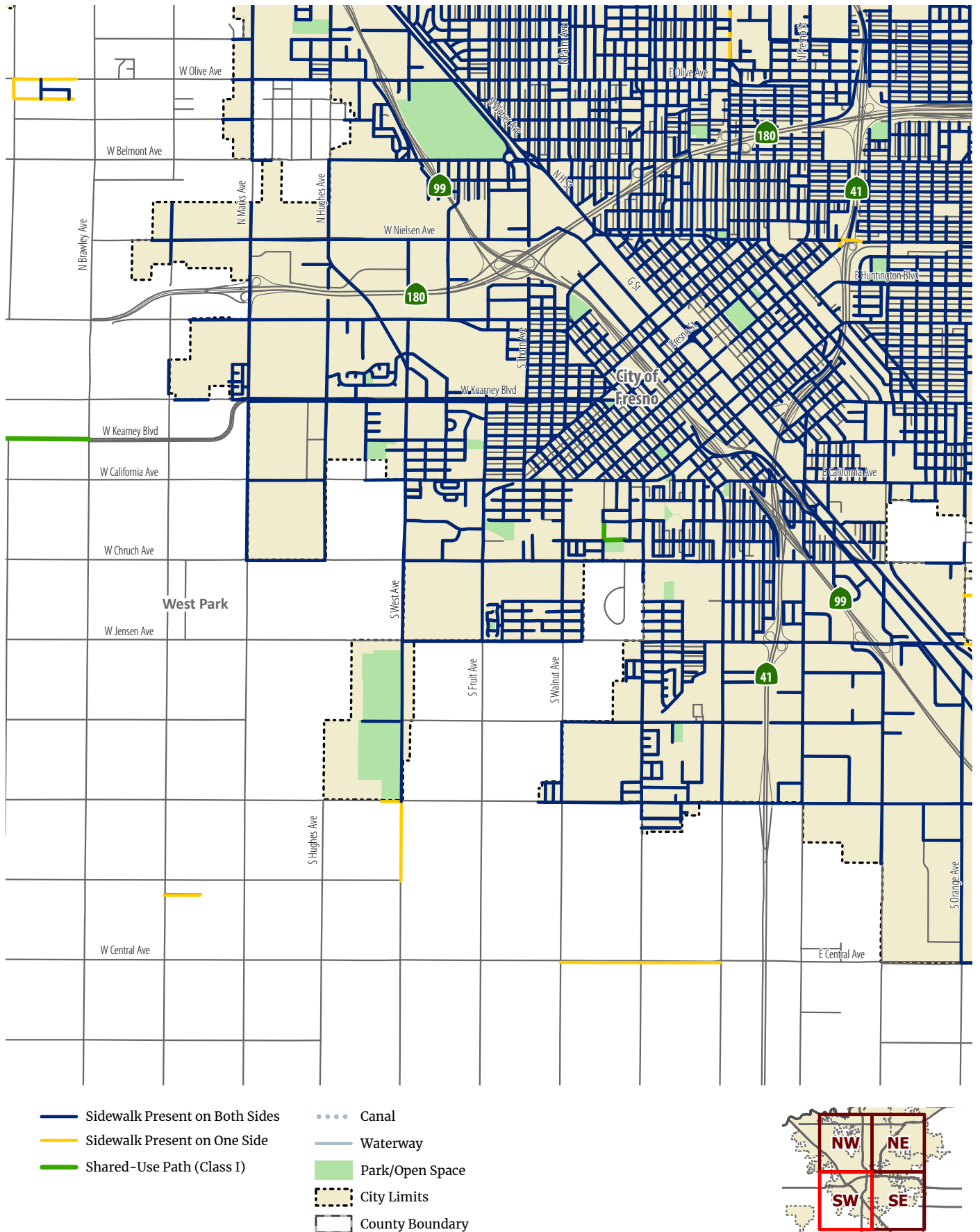
Source: Fehr & Peers, 2023

Figure 16-2: Existing Walking Facilities in Fresno County Islands (continued)



Source: Fehr & Peers, 2023

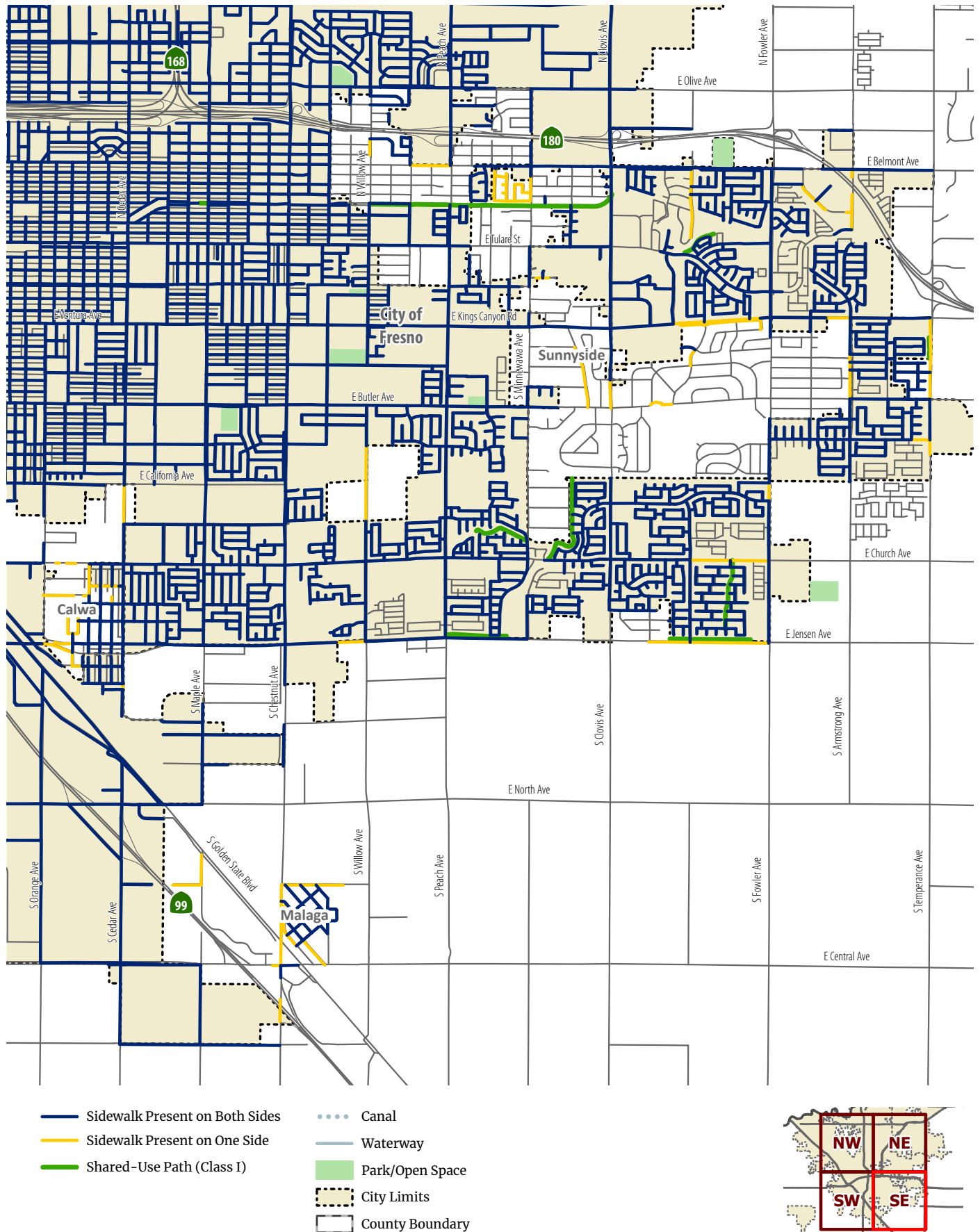
Figure 16-2: Existing Walking Facilities in Fresno County Islands (continued)



Source: Fehr & Peers, 2023

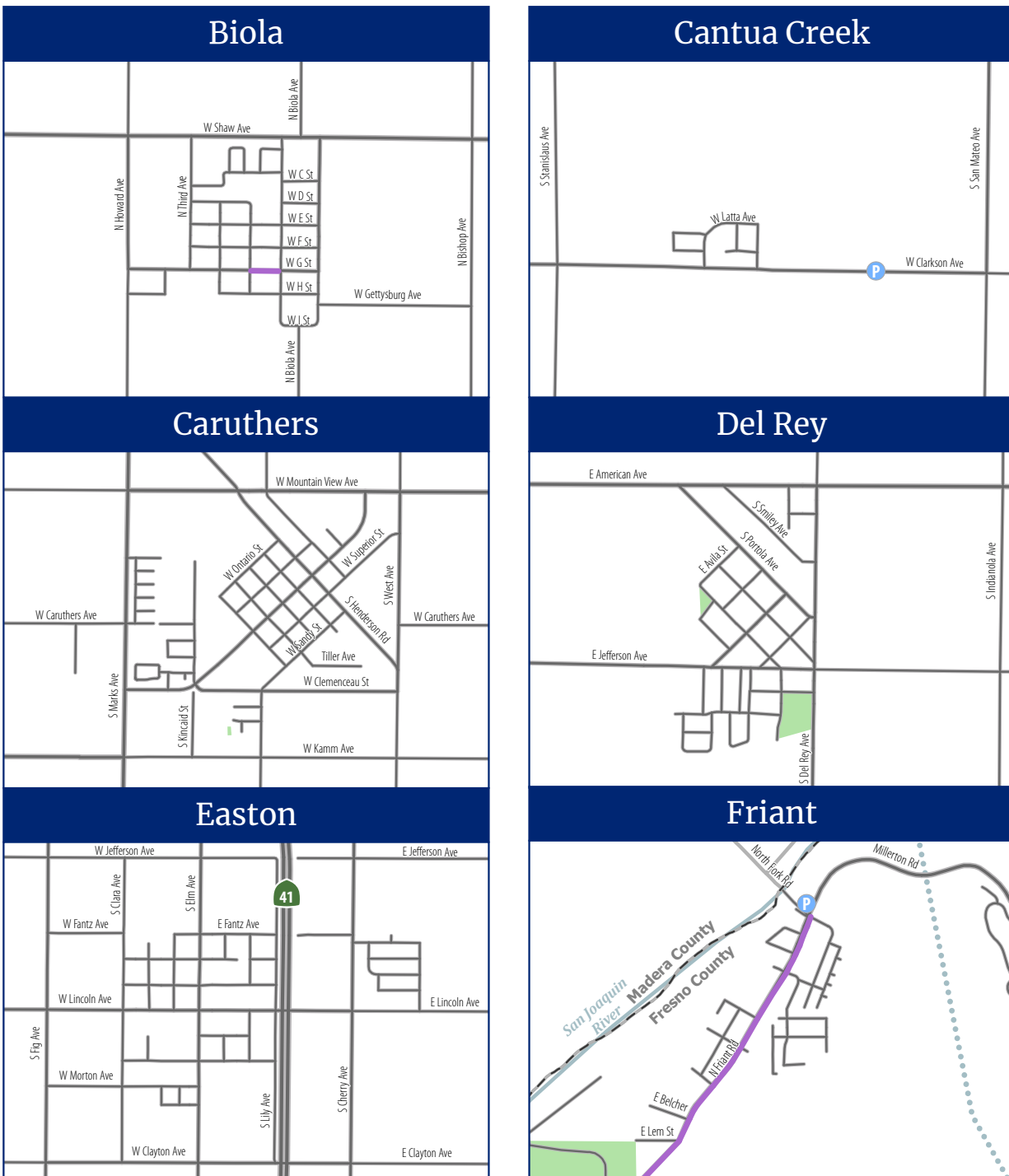


Figure 16-2: Existing Walking Facilities in Fresno County Islands (continued)



Source: Fehr & Peers, 2023

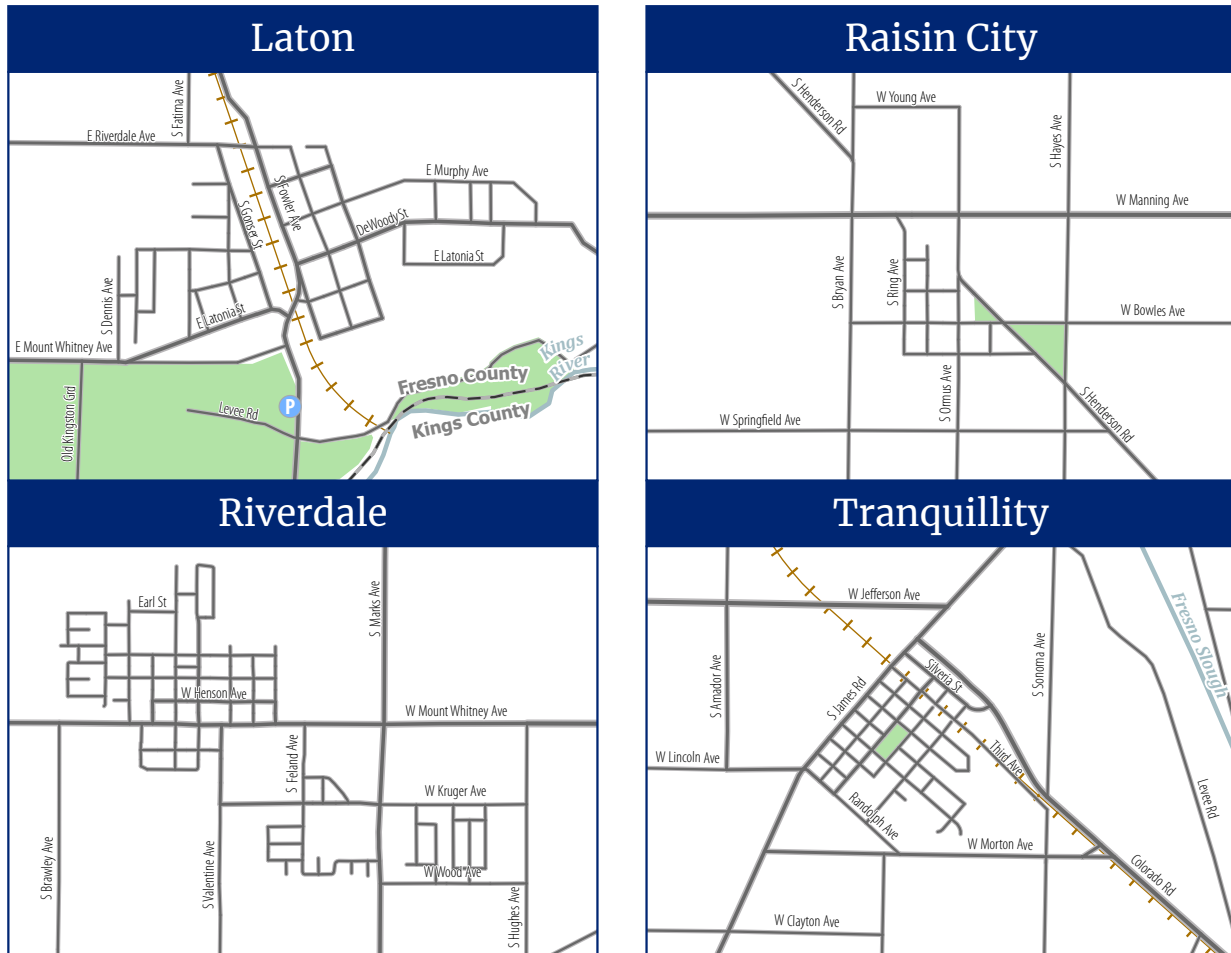
**Figure 16-3: Existing Bicycling Facilities in Unincorporated Fresno County Communities**



- P Existing Bicycle Parking
- Shared-Use Path (Class I)
- Bike Lane (Class II)
- Bike Route (Class III)
- Separated Bikeway (Class IV)
- +— Railroad
- Canal
- Waterway
- Park/Open Space
- County Boundary

Source: Fehr & Peers, 2023

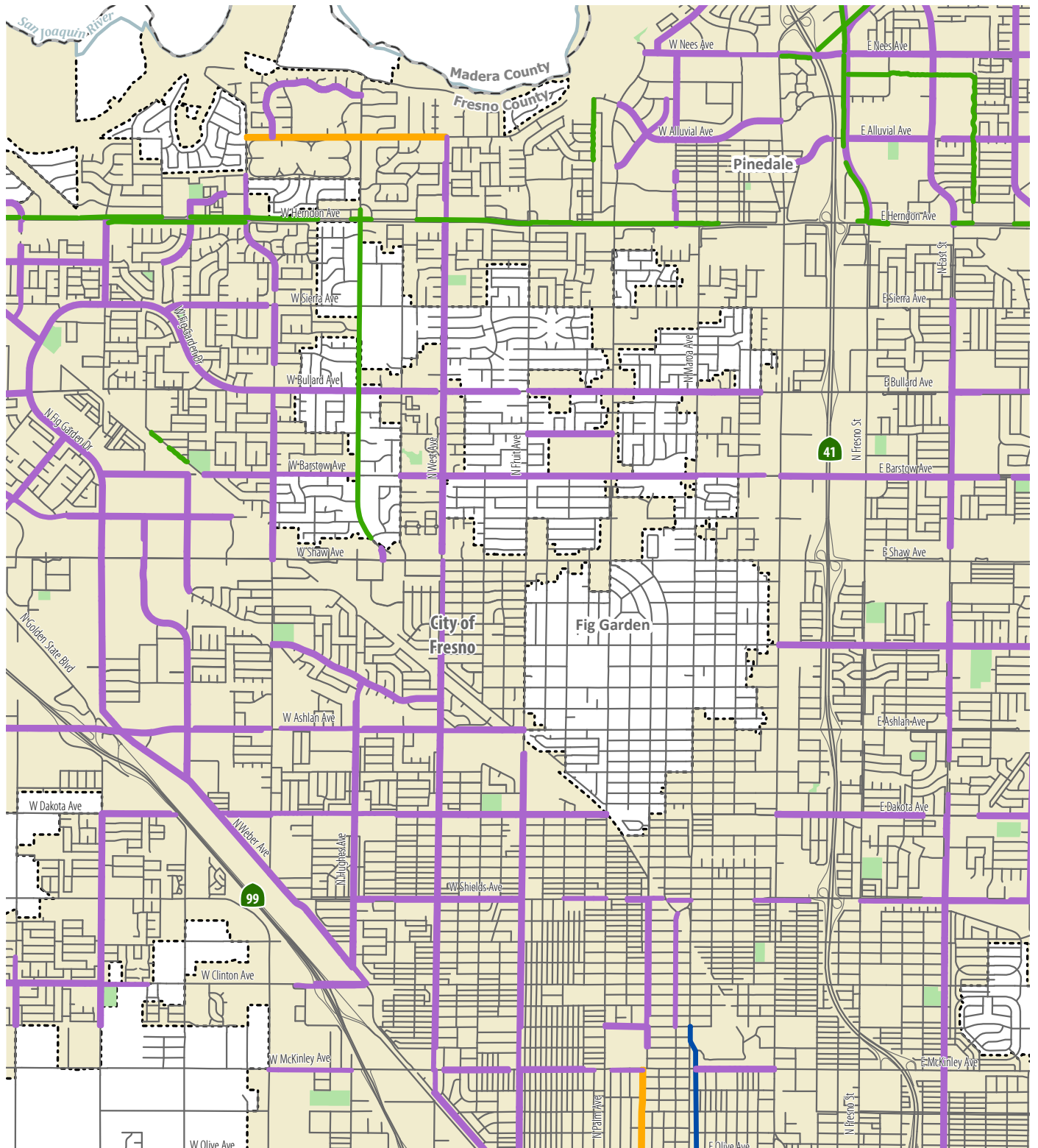
**Figure 16-3: Existing Bicycling Facilities in Unincorporated Fresno County Communities (continued)**



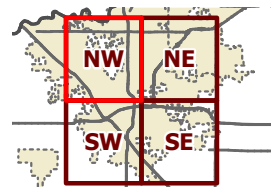
- P Existing Bicycle Parking
- Shared-Use Path (Class I)
- Bike Lane (Class II)
- Bike Route (Class III)
- Separated Bikeway (Class IV)
- +— Railroad
- Canal
- Waterway
- Park/Open Space
- County Boundary

Source: Fehr & Peers, 2023

**Figure 16-4: Existing Biking Facilities in Fresno County Islands**

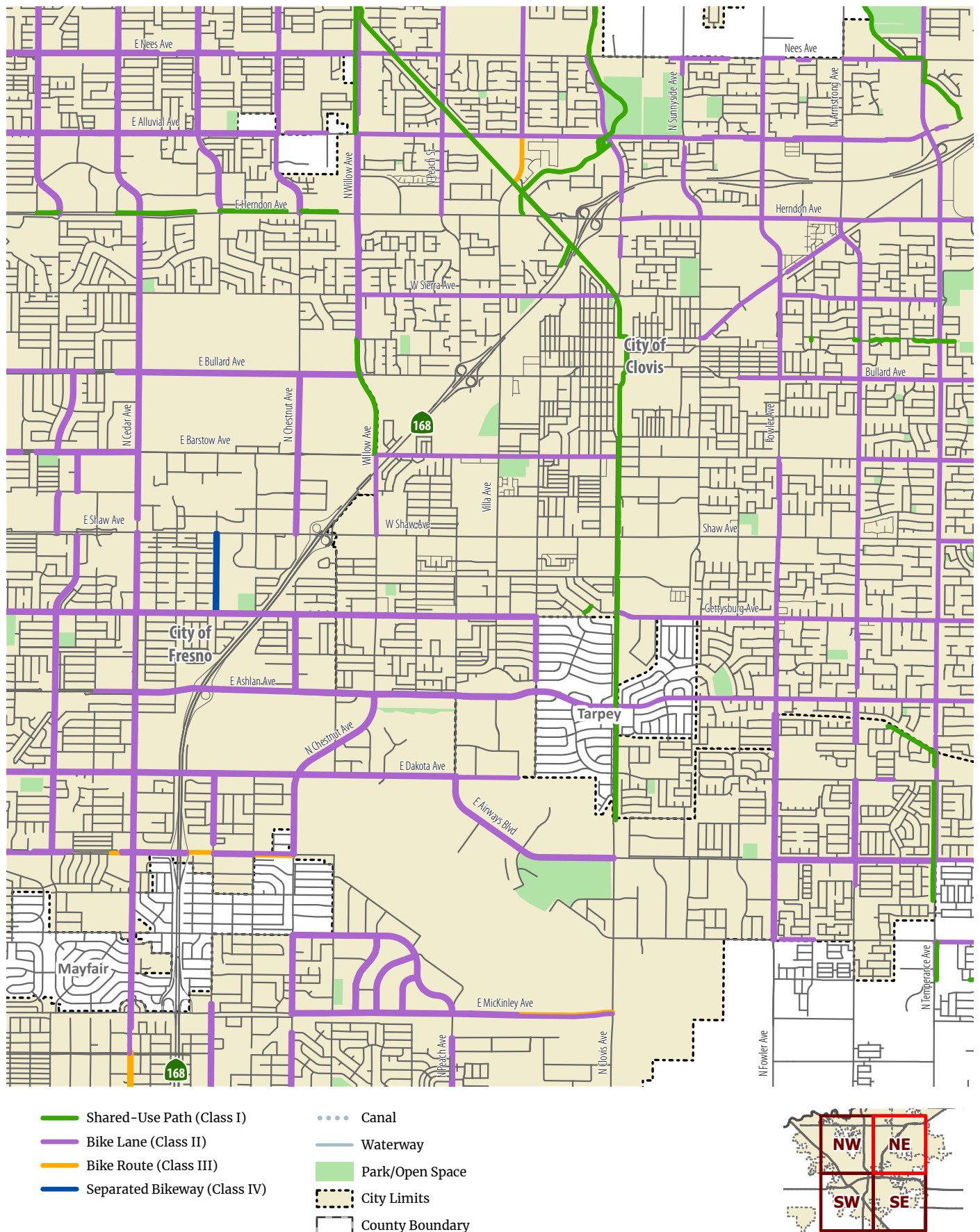


- Shared-Use Path (Class I)
- Bike Lane (Class II)
- Bike Route (Class III)
- Separated Bikeway (Class IV)
- Canal
- Waterway
- Park/Open Space
- City Limits
- County Boundary



Source: Fehr & Peers, 2023

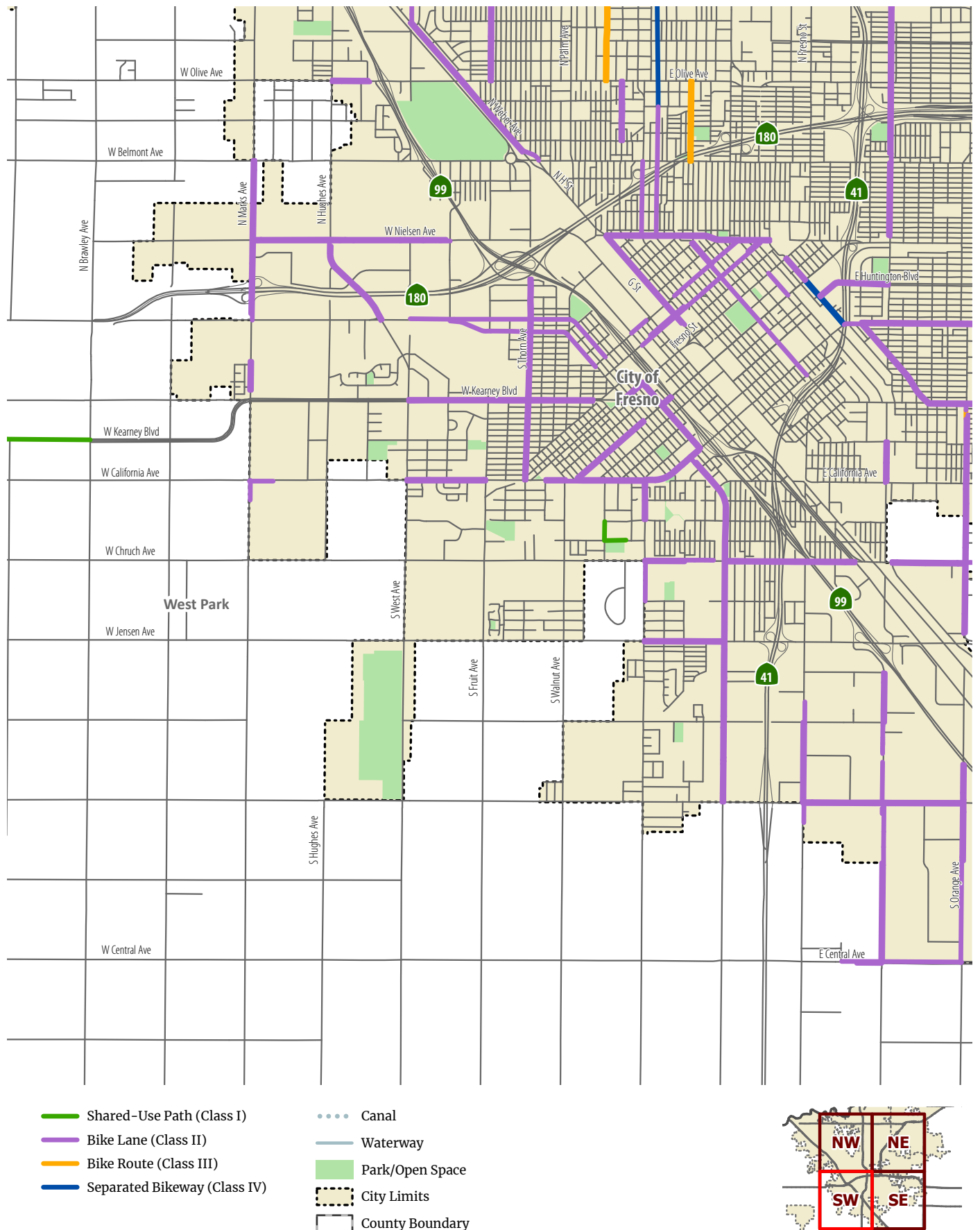
**Figure 16-4: Existing Biking Facilities in Fresno County Islands (continued)**



Source: Fehr & Peers, 2023

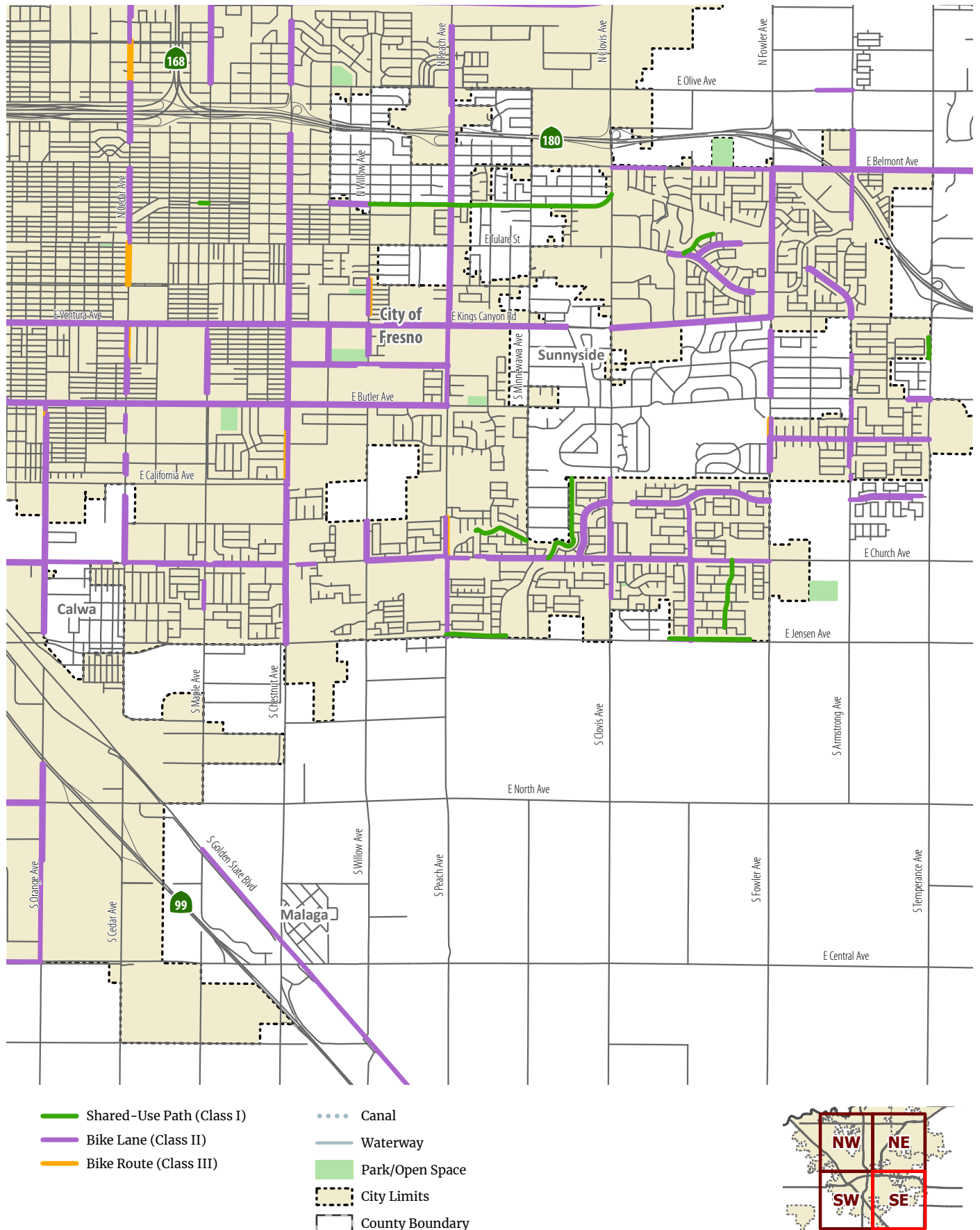


**Figure 16-4: Existing Biking Facilities in Fresno County Islands (continued)**



Source: Fehr & Peers, 2023

**Figure 16-4: Existing Biking Facilities in Fresno County Islands (continued)**



Source: Fehr & Peers, 2023

The following conditions are noted relevant to the safety and comfort of bicycling and walking in Unincorporated Fresno County:

- » The sidewalk networks in the unincorporated communities and islands frequently have gaps. Especially in disadvantaged areas, roads in unincorporated communities often lack curb and gutter.
- » However, progress has been made since the last version of the plan was released in filling many of these gaps (for example, Laton and Biola). Crossing improvements have also been made in many of these areas, notably around schools. Funding has been secured for pedestrian projects in Calwa, Del Rey, Tranquillity, and Cantua Creek.
- » While the county islands have varying levels of bicycling facilities, such facilities are sparse in the unincorporated communities.

### **Plans and Policies Related to Active Transportation**

The following City plans and policies are relevant to biking and walking in Unincorporated Fresno County:

- » County of Fresno General Plan (2000)
- » Regional Bicycle & Recreational Trails Master Plan (2013)
- » County of Fresno Improvement Standards (2016)
- » County of Fresno Standard Drawings (2016)
- » Fresno County Code, California (2016)

These plans and policies are discussed in greater detail in Appendix C. Regional, state and federal plans and policies are also discussed in Appendix C.



*Bike rack and Informational Board in Friant*

## Expenditures on Active Transportation Facilities

Recent expenditures on bicycle and pedestrian facilities are summarized in Table 16-2.

**Table 16-2: Active Transportation Expenditures in Unincorporated Fresno County, 2018-2023**

Project	Project Cost
Lost Lake Trail	\$500,000
Fancher Creek Trail	\$700,000
Laton Sidewalk and Drainage Improvements	\$2,500,000
West Park Pedestrian Pathway	\$900,000
Biola Sidewalk Project	\$700,000

*Source: Fresno County, 2023*

## Maintenance

Maintenance needs are addressed as they are reported or otherwise identified.

## Key Destinations

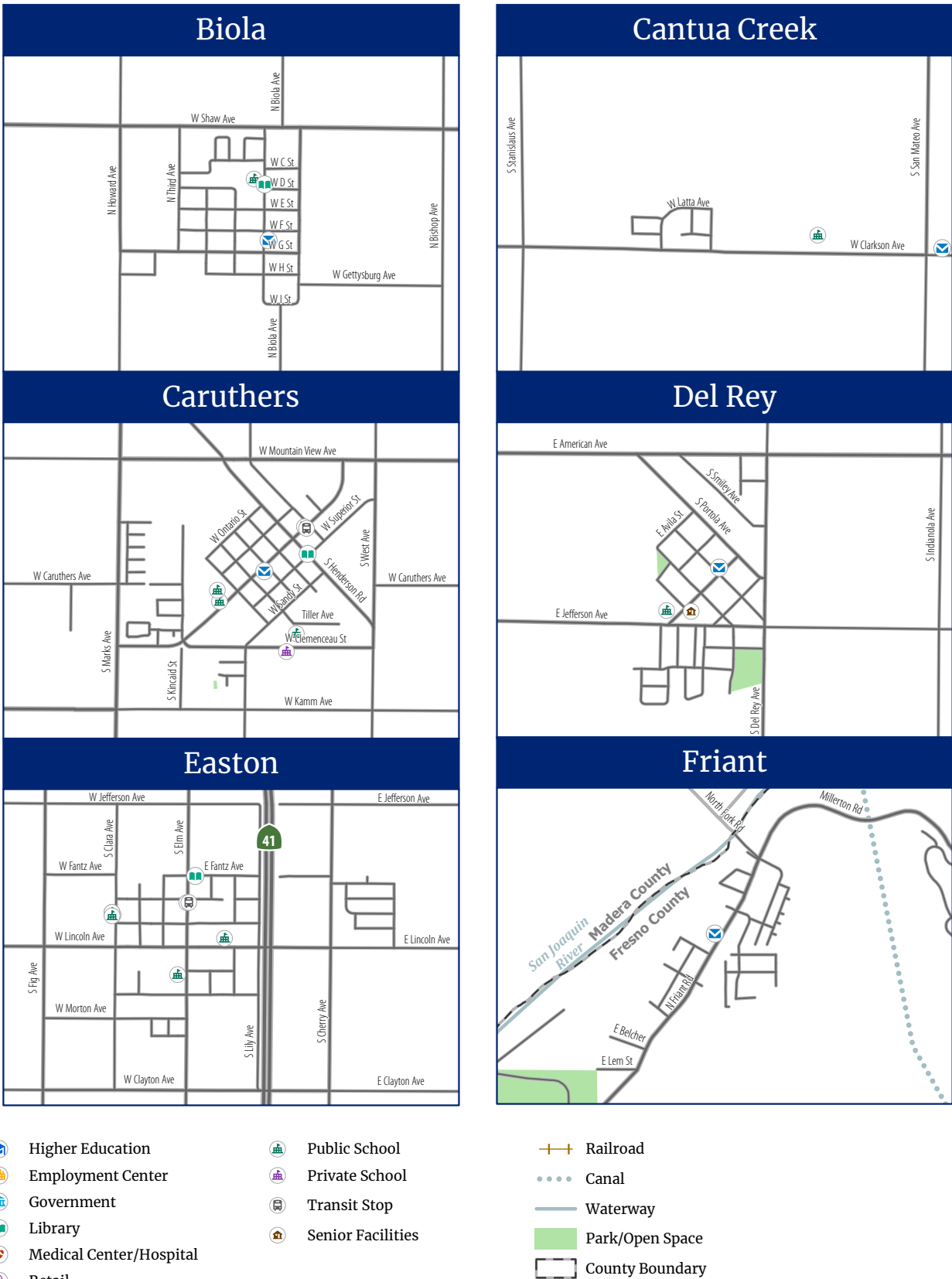
Figure 16-5 shows key destinations for bicyclists and pedestrians in Unincorporated Fresno County. In smaller communities, destinations typically include transit stops, schools, parks, local retail centers, and in some cases branch libraries or employment centers.



*Tranquillity High School Students*



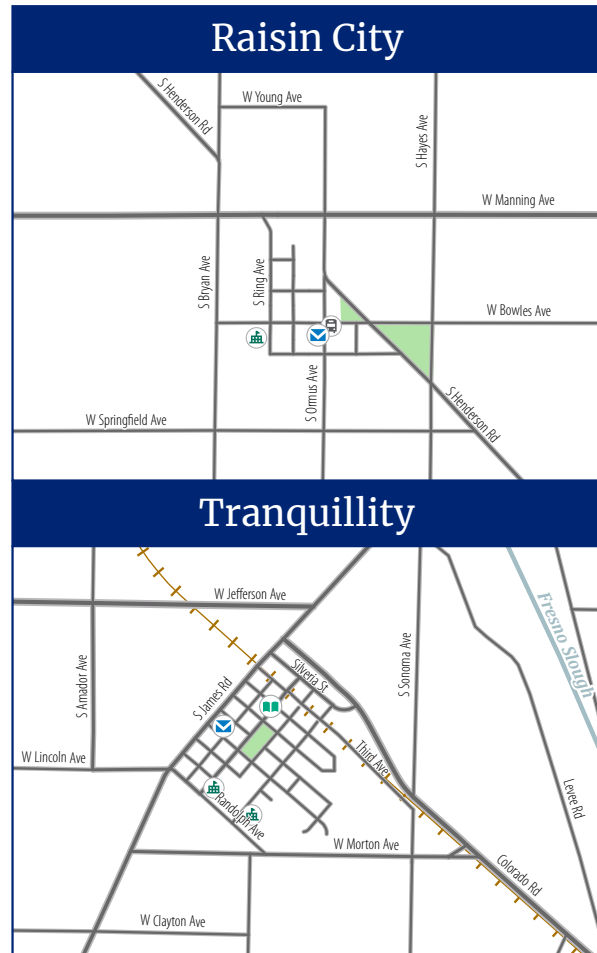
Figure 16-5: Key Destinations in Fresno County Unincorporated Communities



Source: Fehr & Peers, 2023



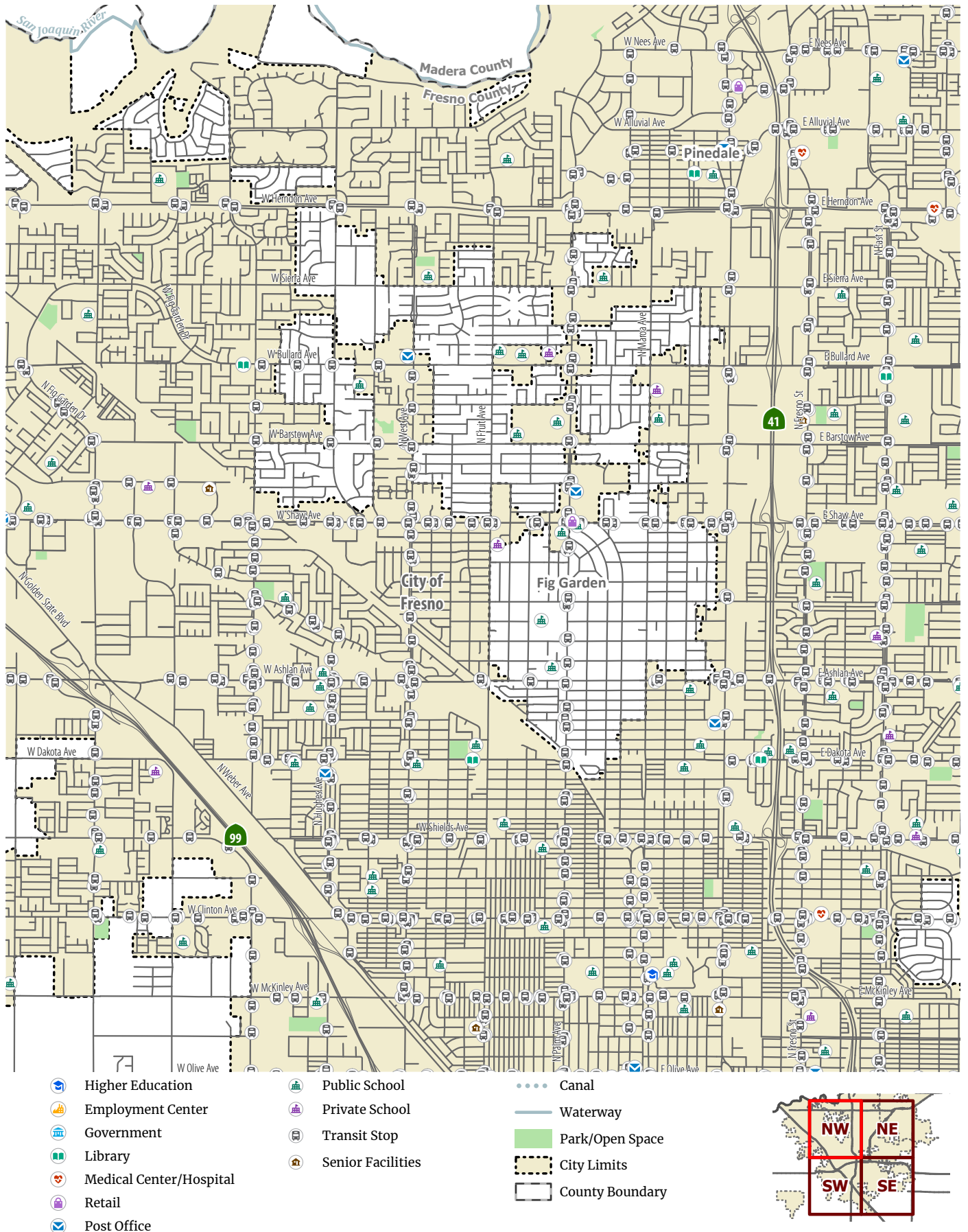
**Figure 16-5: Key Destinations in Fresno County Unincorporated Communities (continued)**



- |  |                         |  |                   |  |                 |
|--|-------------------------|--|-------------------|--|-----------------|
|  | Higher Education        |  | Public School     |  | Railroad        |
|  | Employment Center       |  | Private School    |  | Canal           |
|  | Government              |  | Transit Stop      |  | Waterway        |
|  | Library                 |  | Senior Facilities |  | Park/Open Space |
|  | Medical Center/Hospital |  |                   |  | County Boundary |
|  | Retail                  |  |                   |  |                 |
|  | Post Office             |  |                   |  |                 |

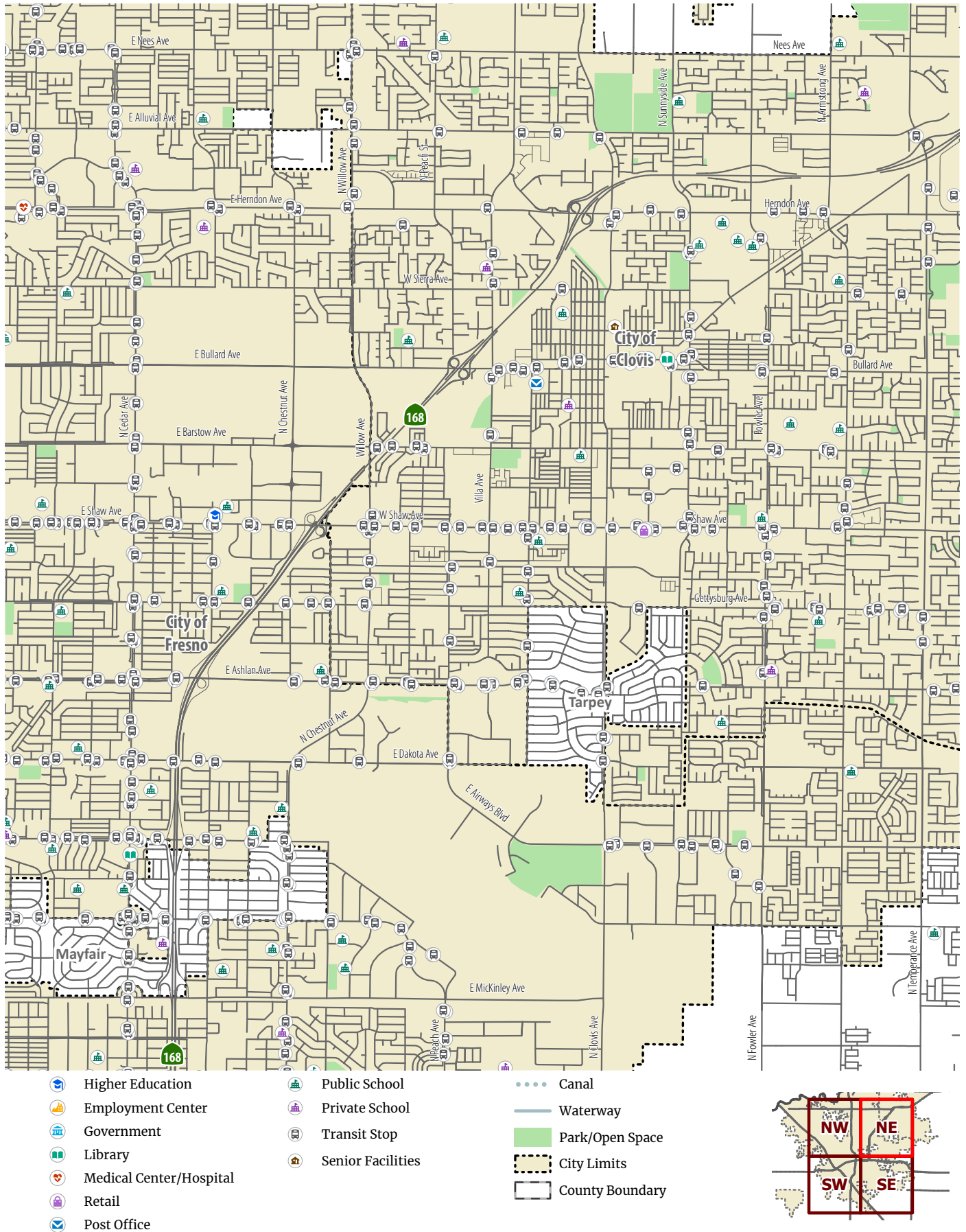
Source: Fehr & Peers, 2023

**Figure 16-6: Key Destinations in Fresno County Islands**



Source: Fehr & Peers, 2023

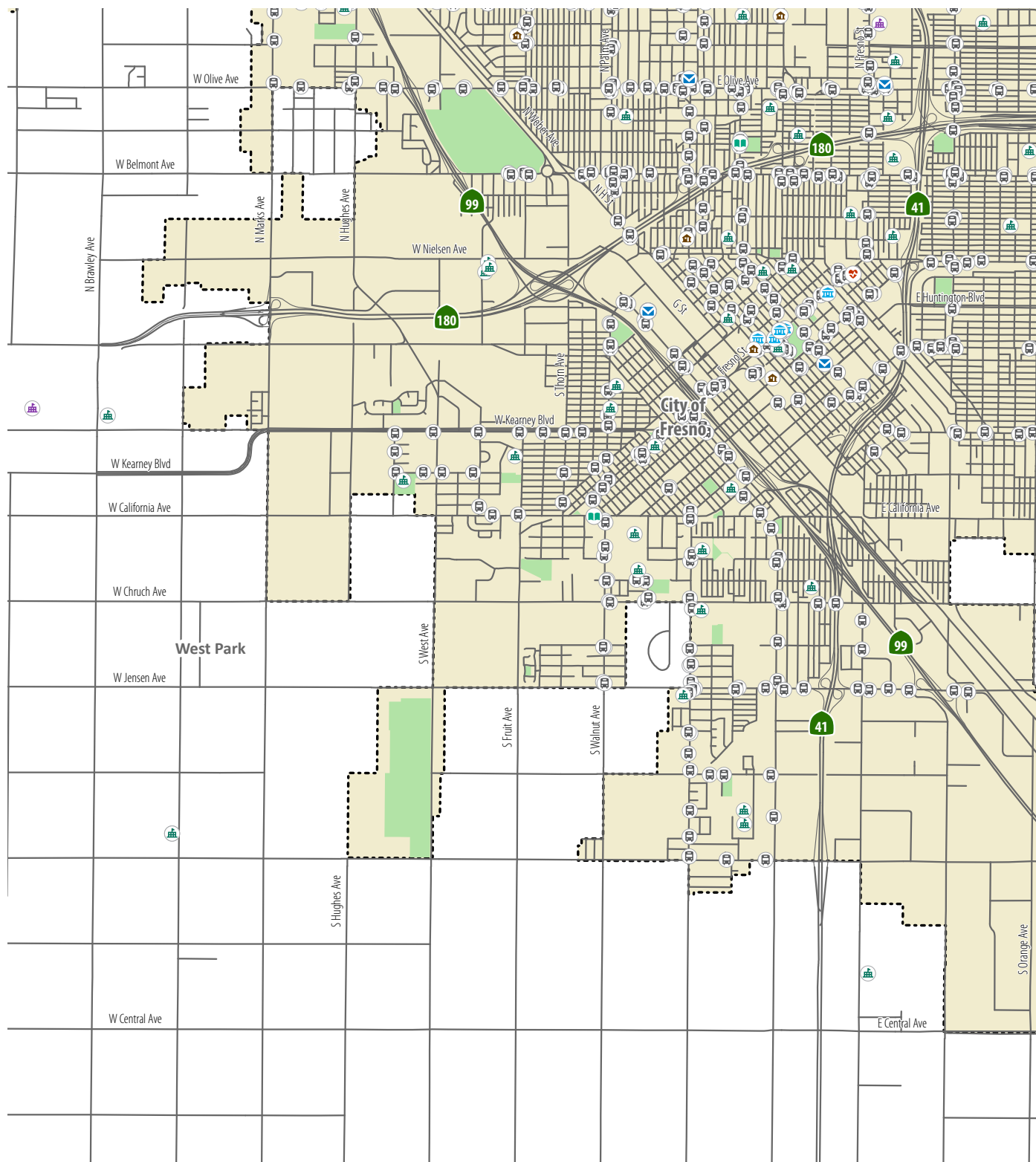
Figure 16-6: Key Destinations in Fresno County Islands (continued)



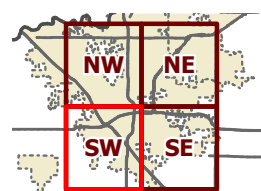
Source: Fehr & Peers, 2023



Figure 16-6: Key Destinations in Fresno County Islands (continued)



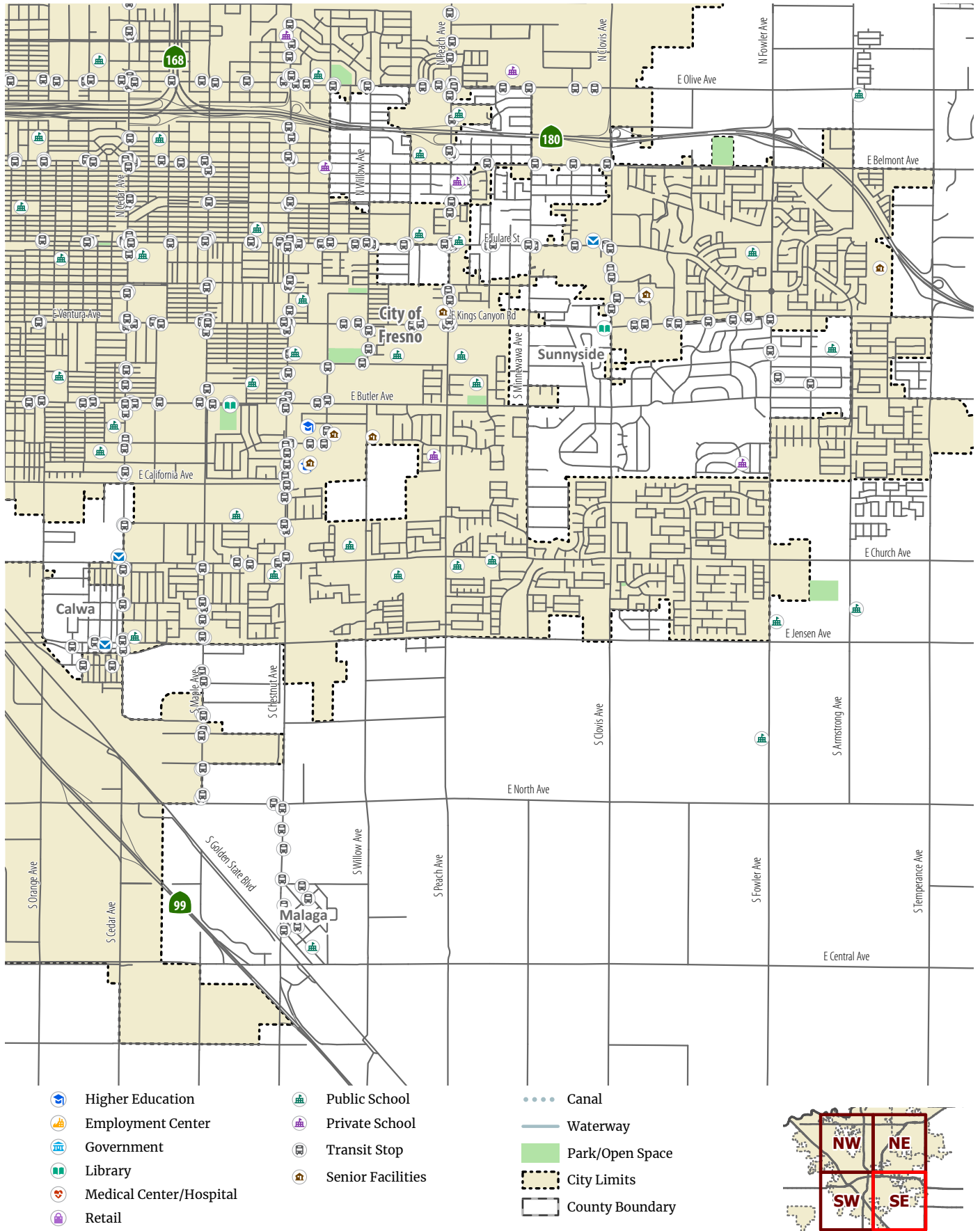
- |  |                         |  |                   |  |                 |
|--|-------------------------|--|-------------------|--|-----------------|
|  | Higher Education        |  | Public School     |  | Canal           |
|  | Employment Center       |  | Private School    |  | Waterway        |
|  | Government              |  | Transit Stop      |  | Park/Open Space |
|  | Library                 |  | Senior Facilities |  | City Limits     |
|  | Medical Center/Hospital |  |                   |  | County Boundary |
|  | Retail                  |  |                   |  |                 |
|  | Post Office             |  |                   |  |                 |



Source: Fehr & Peers, 2023

Source: Fehr & Peers, 2023

**Figure 16-6: Key Destinations in Fresno County Islands (continued)**



Source: Fehr & Peers, 2023

Source: Fehr & Peers, 2023



## Disadvantaged Communities

Most of unincorporated Fresno County meets one or more of the Active Transportation Program criteria for disadvantaged communities, described in Chapter 2, Existing Conditions, to varying degrees.

**Unincorporated Communities:** All but Friant meet one or more of these criteria for disadvantaged communities.

- » **Median Household Income:** All but Easton and Friant meet this criterion. Households in Biola, Cantua Creek, Del Rey, Raisin City, and Tranquillity are in the most disadvantaged category with median income less than 65 percent of the State median (\$91,905). See Figure 16-7 for details.
- » **Free & Reduced Price Meals for Schools:** Depending on the community, students eligible for free or reduced price meals vary by school. See Figure 16-8 for details.
- » **CalEnviroScreen:** All but Biola and Friant meet this criterion. Easton and Laton are within the 10 percent most disadvantaged areas in the state. See Figure 16-9 for details.
- » **Healthy Places Index:** All but Friant meet this criterion. Cantua, Del Rey, Laton, Raisin City, and Tranquillity are within the 10 percent most disadvantaged areas in the state. See Figure 16-10 for details.
- » **Federal Climate & Economic Justice Tool:** All but Friant meet this criterion. Most communities exceed 3 or 4 categories in the Climate & Economic Justice Screen. See Figure 16-11 for details.
- » **US DOT Equitable Transportation Community Disadvantaged Community Tool:** All but Easton and Friant meet this criterion. Cantua, Raisin City, and Tranquillity are ranked within the 10 percent most disadvantaged areas in the state. See Figure 16-12 for details.
- » **FCOG Environmental Justice Areas:** All but Easton, Friant, and parts of Riverdale are considered disadvantaged by this definition. See Figure 16-13 for details.

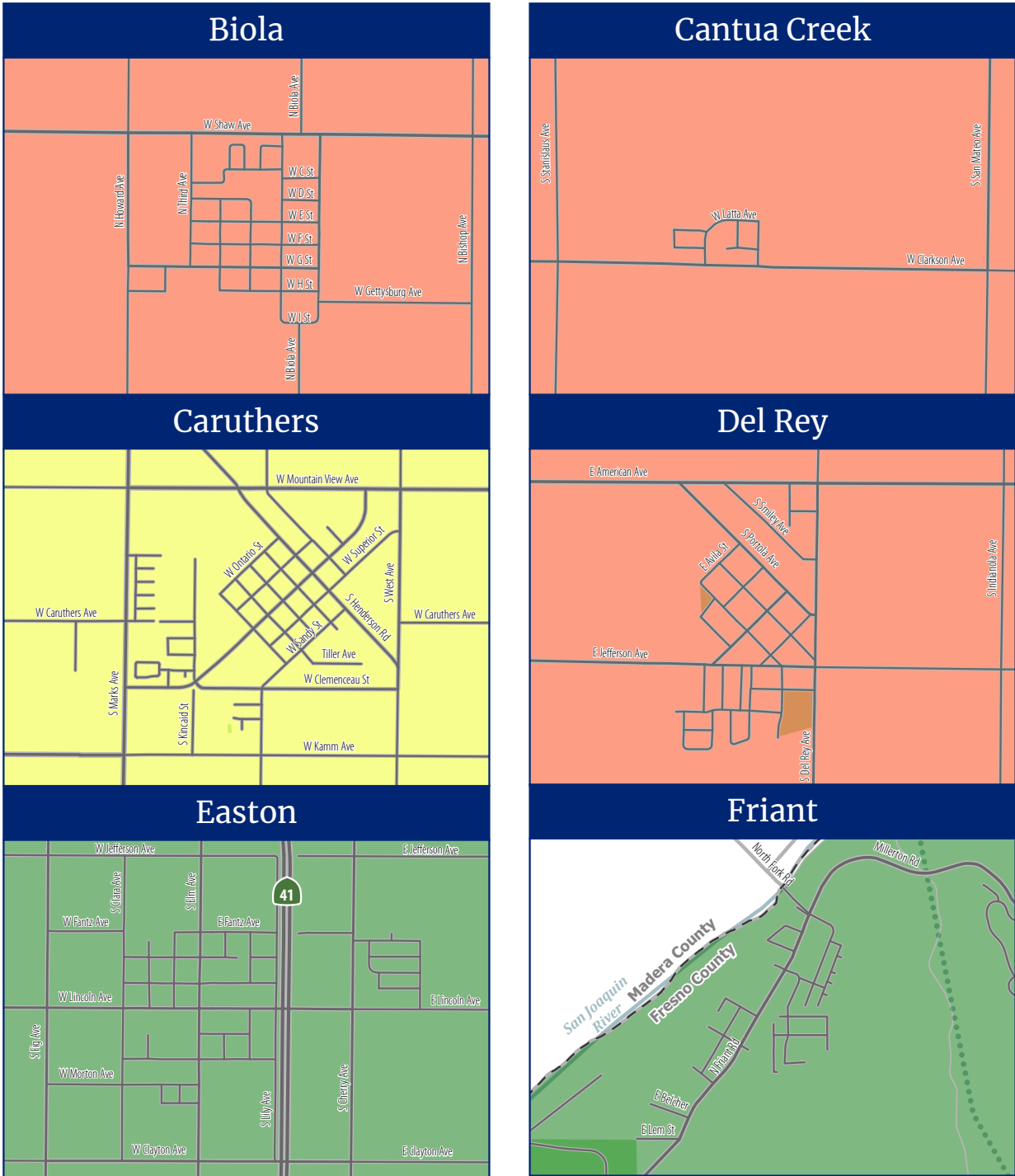


**Unincorporated County Islands:** The communities of Pinedale, Mayfair, West Park, Calwa, and Malaga meet at least one criteria for disadvantaged communities.

- » **Median Household Income:** Households in areas of Pinedale, Mayfair, West Park, Calwa, and Malaga are in the most disadvantaged category with median income less than 65 percent of the State median (\$91,905). See Figure 16-14 for details..
- » **Free & Reduced Price Meals for Schools:** Depending on the community, students eligible for free or reduced price meals vary by school. See Figure 16-15 for details.
- » **CalEnviroScreen:** Areas of Pinedale, Mayfair, West Park, Calwa, and Malaga are within the 10 percent most disadvantaged areas in the state. See Figure 16-16 for details.
- » **Healthy Places Index:** Areas of Pinedale, Mayfair, West Park, Calwa, and Malaga are within the 10 percent most disadvantaged areas in the state. See Figure 16-17 for details.
- » **Federal Climate & Economic Justice Screen:** Most communities in County Islands exceed at least 1 category in the Climate & Economic Justice Screen. See Figure 16-18 for details.
- » **US DOT Equitable Transportation Community Disadvantaged Community Tool:** Areas of Pinedale, Mayfair, West Park, Calwa, and Malaga are ranked within the 10 percent most disadvantaged areas in the state. See Figure 16-19 for details.
- » **FCOG Environmental Justice Areas:** Areas of Pinedale, Mayfair, West Park, Calwa, and Malaga are considered disadvantaged by this definition. See Figure 16-20 for details.



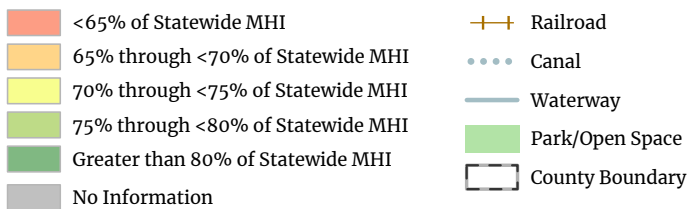
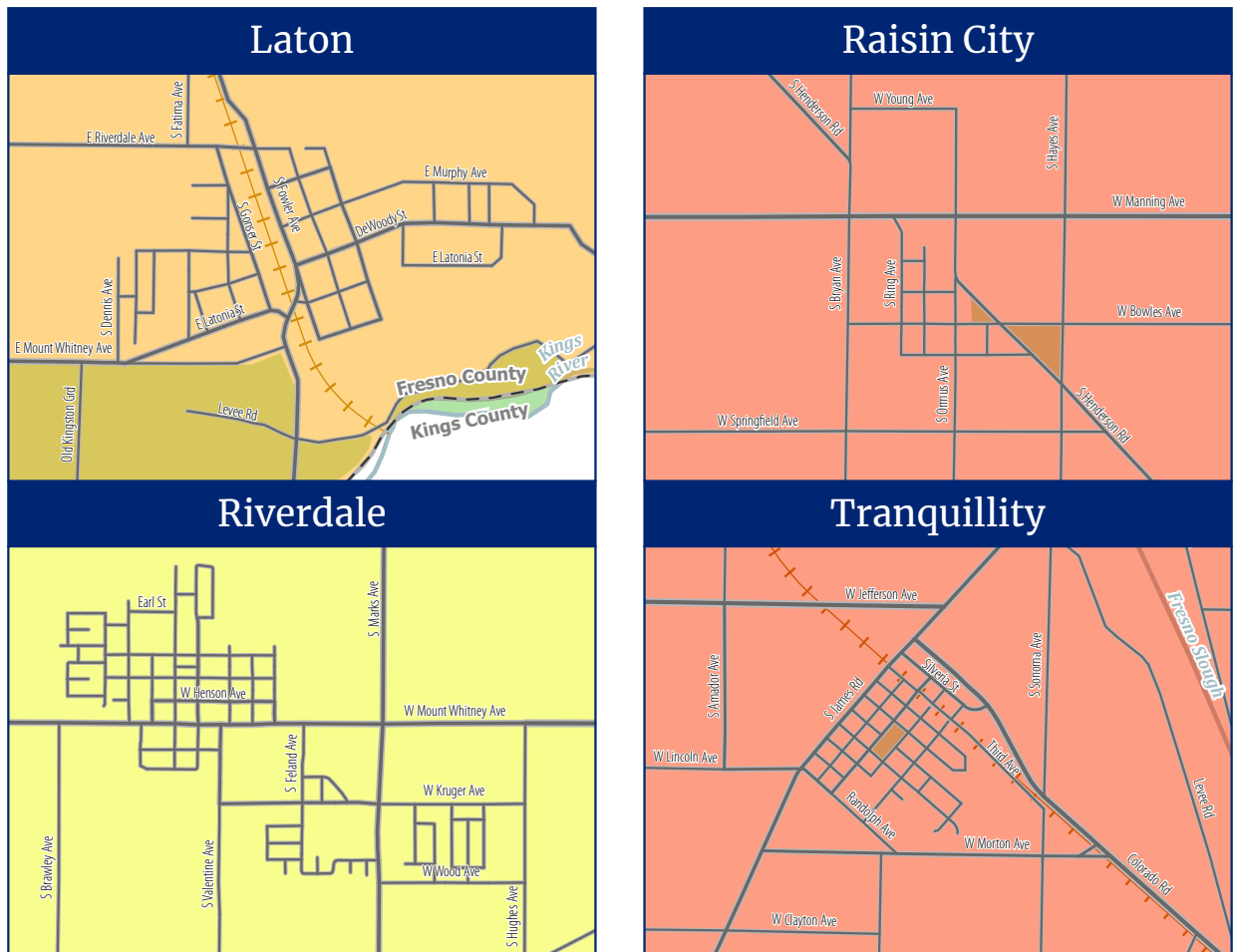
**Figure 16-7: Median Household Income in Fresno County Unincorporated Communities**



- <65% of Statewide MHI
- 65% through <70% of Statewide MHI
- 70% through <75% of Statewide MHI
- 75% through <80% of Statewide MHI
- Greater than 80% of Statewide MHI
- No Information
- Railroad
- Canal
- Waterway
- Park/Open Space
- County Boundary

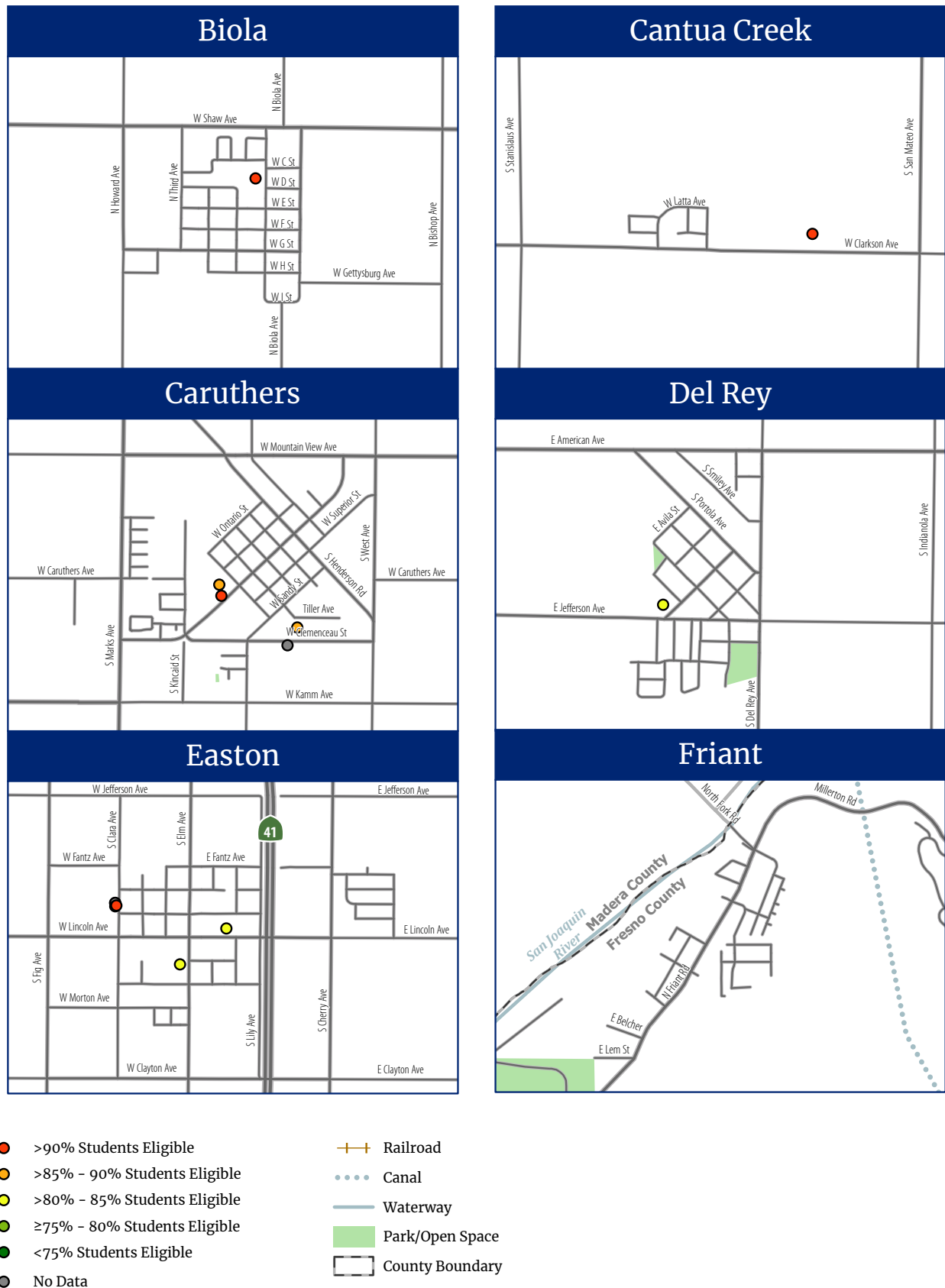
Source: US Census 2018-2022 ACS, 2023; Fehr & Peers, 2023

**Figure 16-7: Median Household Income in Fresno County Unincorporated Communities (continued)**



Source: US Census 2018-2022 ACS, 2023; Fehr & Peers, 2023

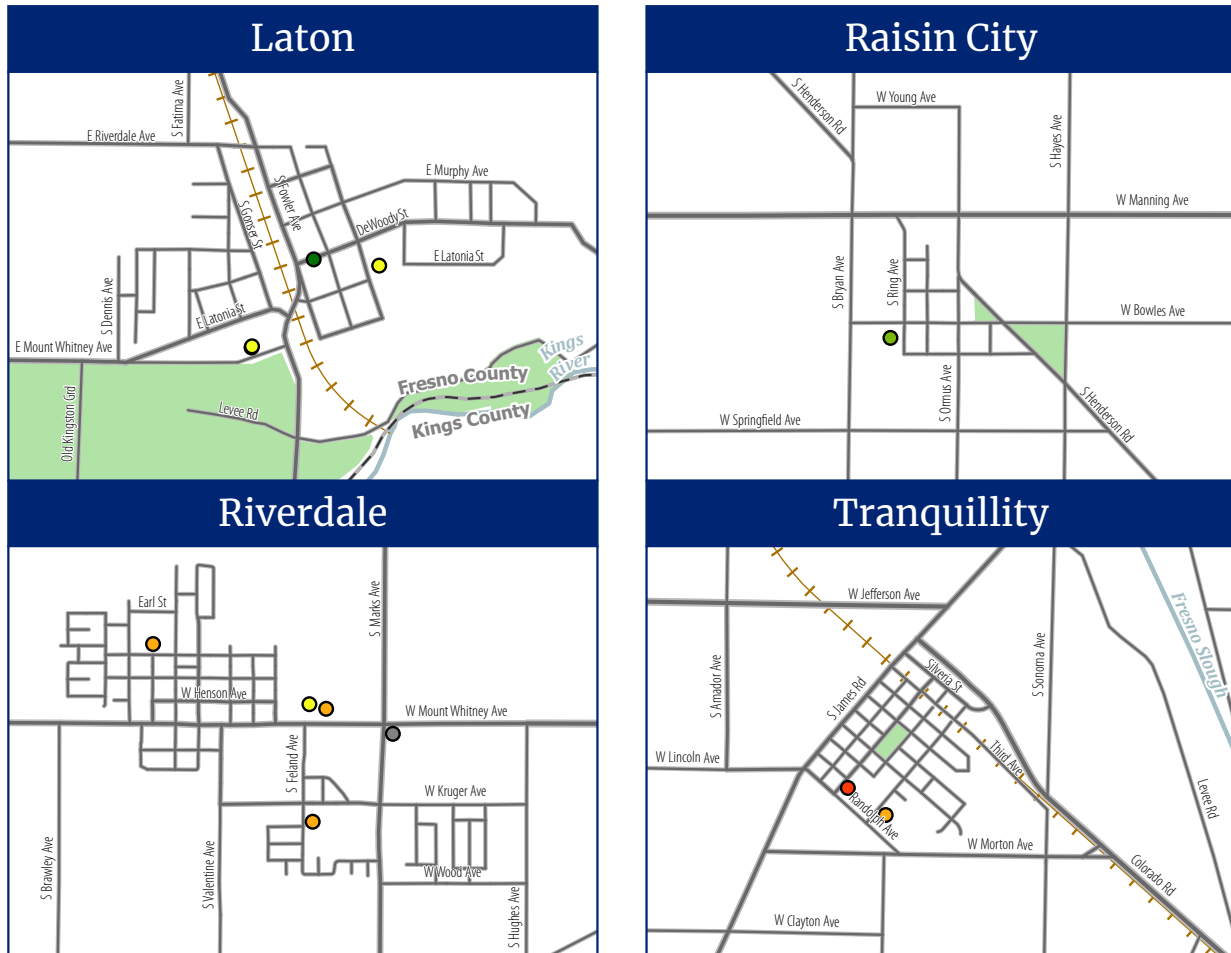
**Figure 16-8: Free and Reduced Price Meal Eligibility in Fresno County Unincorporated Communities**



Source: : California Department of Education, 2023; Fehr & Peers, 2023



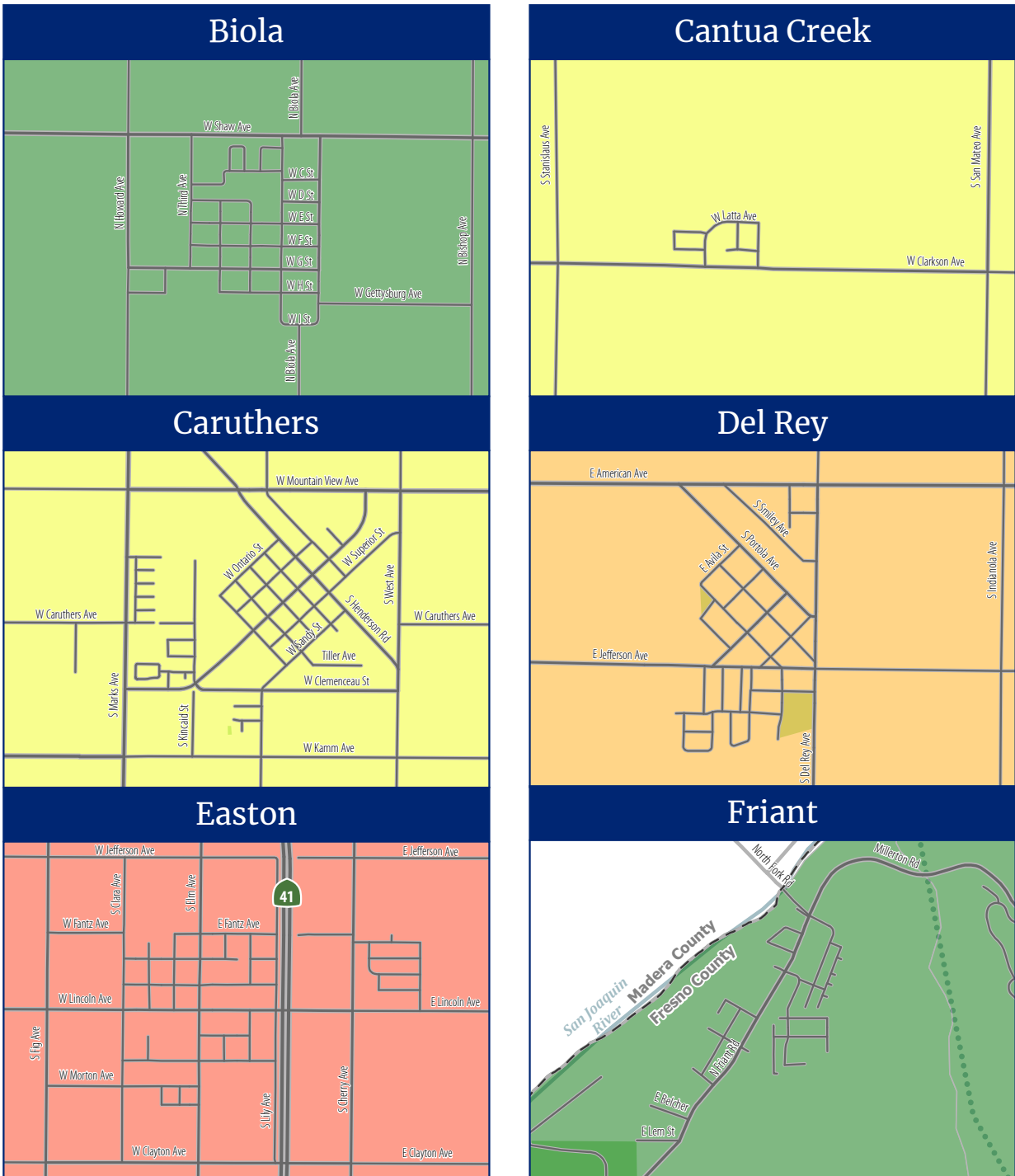
**Figure 16-8: Free and Reduced Price Meal Eligibility in Fresno County Unincorporated Communities (continued)**



- >90% Students Eligible
- >85% - 90% Students Eligible
- >80% - 85% Students Eligible
- ≥75% - 80% Students Eligible
- <75% Students Eligible
- No Data
- +— Railroad
- ... Canal
- Waterway
- Park/Open Space
- County Boundary

Source: : California Department of Education, 2023; Fehr & Peers, 2023

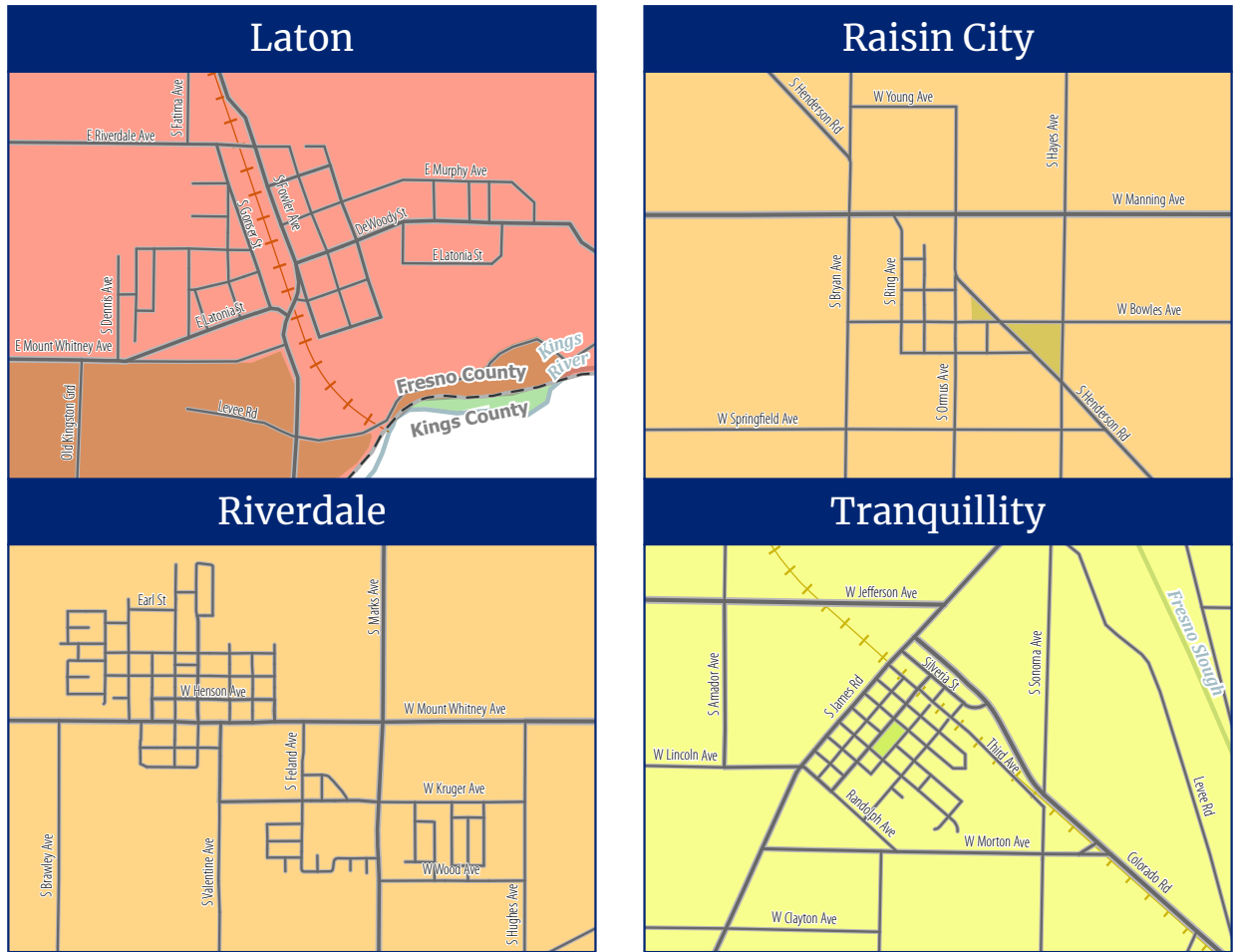
**Figure 16-9: CalEnviroScreen Score in Fresno County Unincorporated Communities**



- <10% Most Disadvantaged
- 10% through <15% Most Disadvantaged
- 15% through <20% Most Disadvantaged
- 20% through 25% Most Disadvantaged
- Above 25% Most Disadvantaged
- No Information
- Railroad
- Canal
- Waterway
- Park/Open Space
- County Boundary

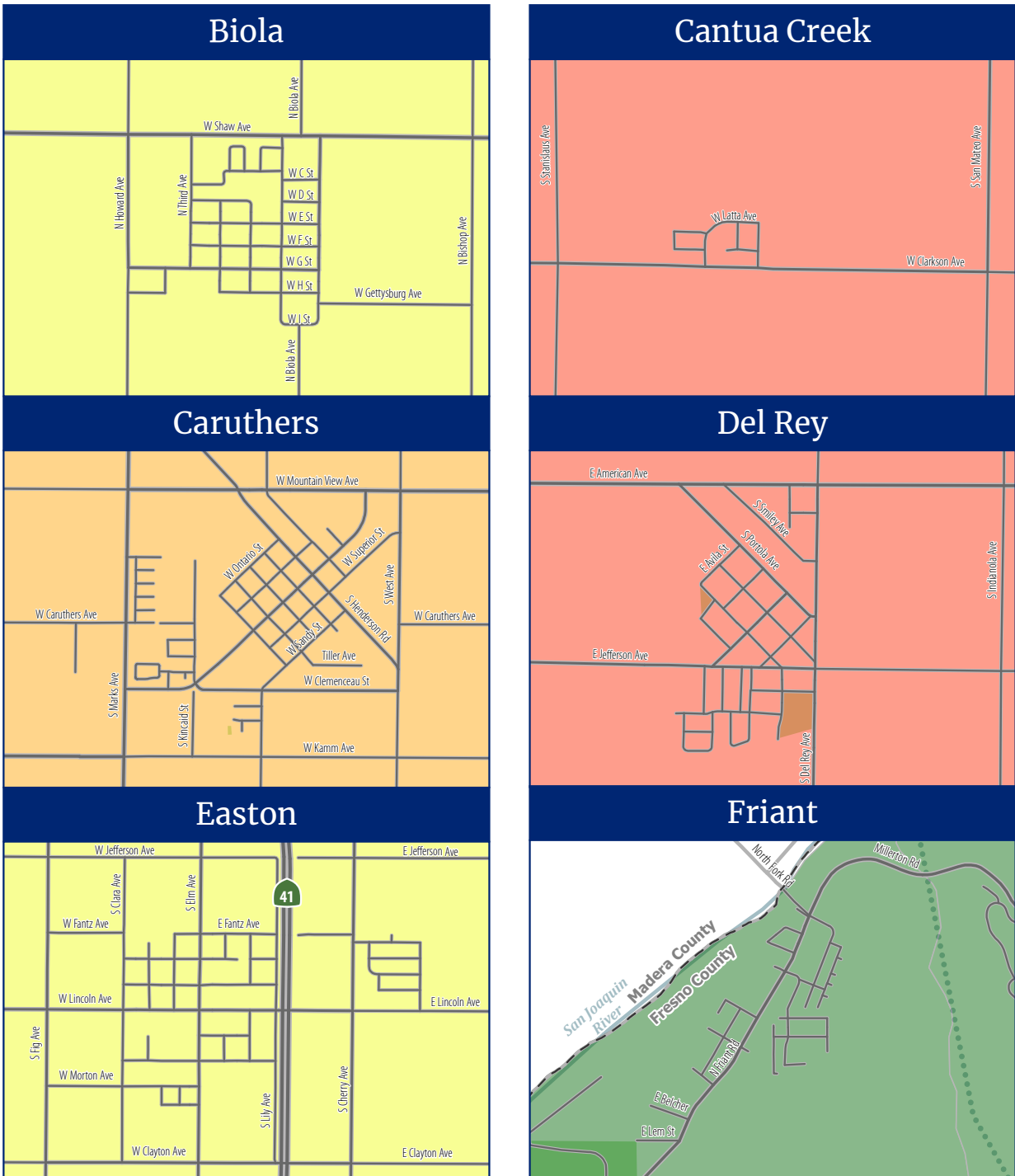
Source: : California Office of Environmental Health Hazard Assessment, 2023; Fehr & Peers, 2023

**Figure 16-9: CalEnviroScreen Score in Fresno County Unincorporated Communities (continued)**



Source: : California Office of Environmental Health Hazard Assessment, 2023; Fehr & Peers, 2023

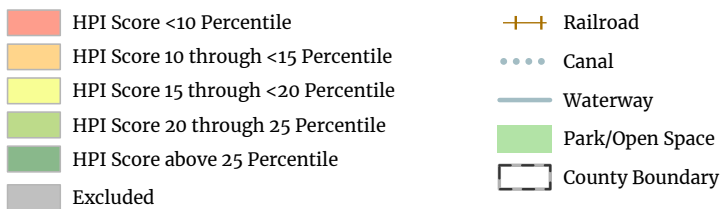
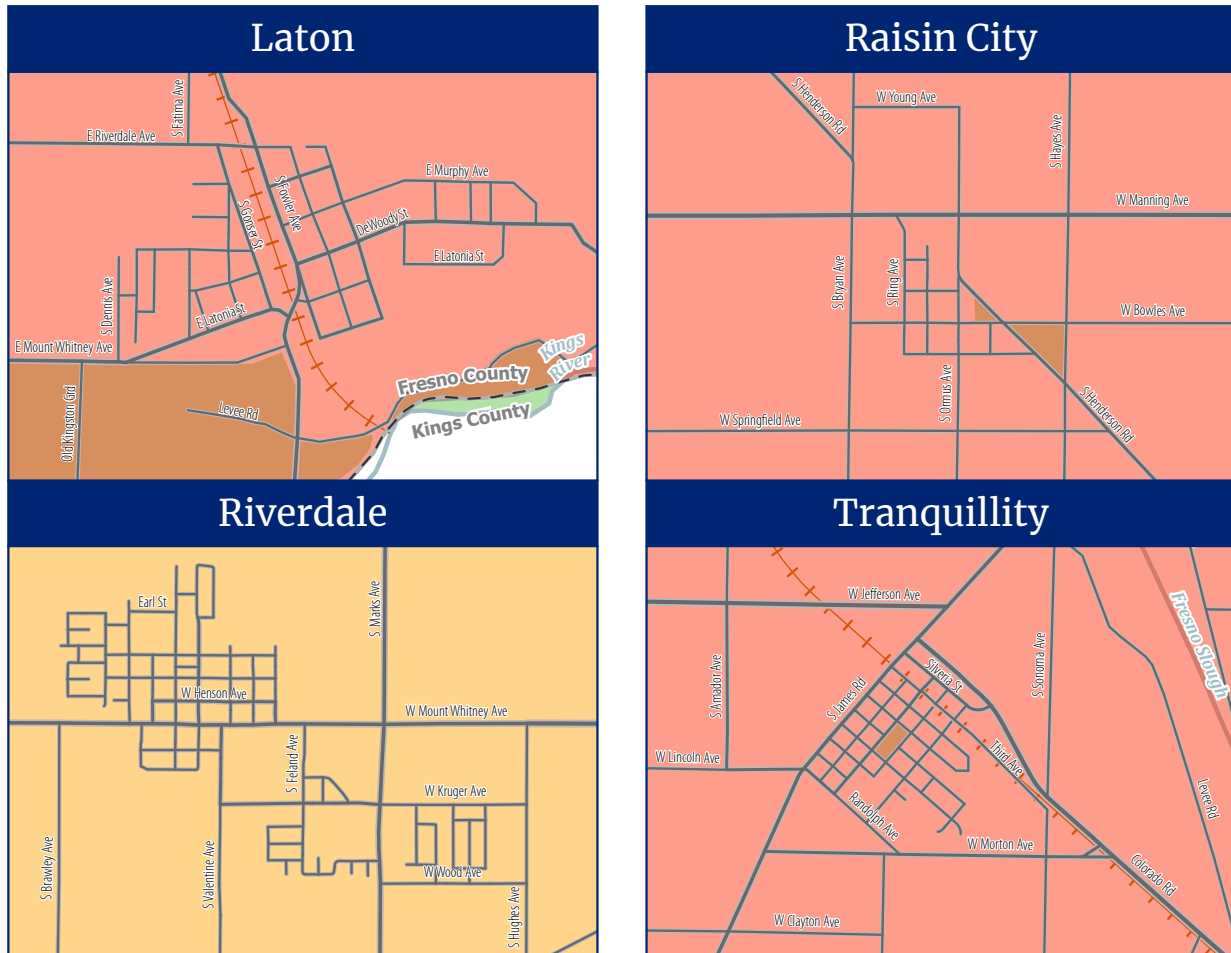
**Figure 16-10: Healthy Places Index Score in Fresno County Unincorporated Communities**



- HPI Score <10 Percentile
- HPI Score 10 through <15 Percentile
- HPI Score 15 through <20 Percentile
- HPI Score 20 through 25 Percentile
- HPI Score above 25 Percentile
- Excluded
- Railroad
- Canal
- Waterway
- Park/Open Space
- County Boundary

Source: : Public Health Alliance of Southern California, 2023; Fehr & Peers, 2023

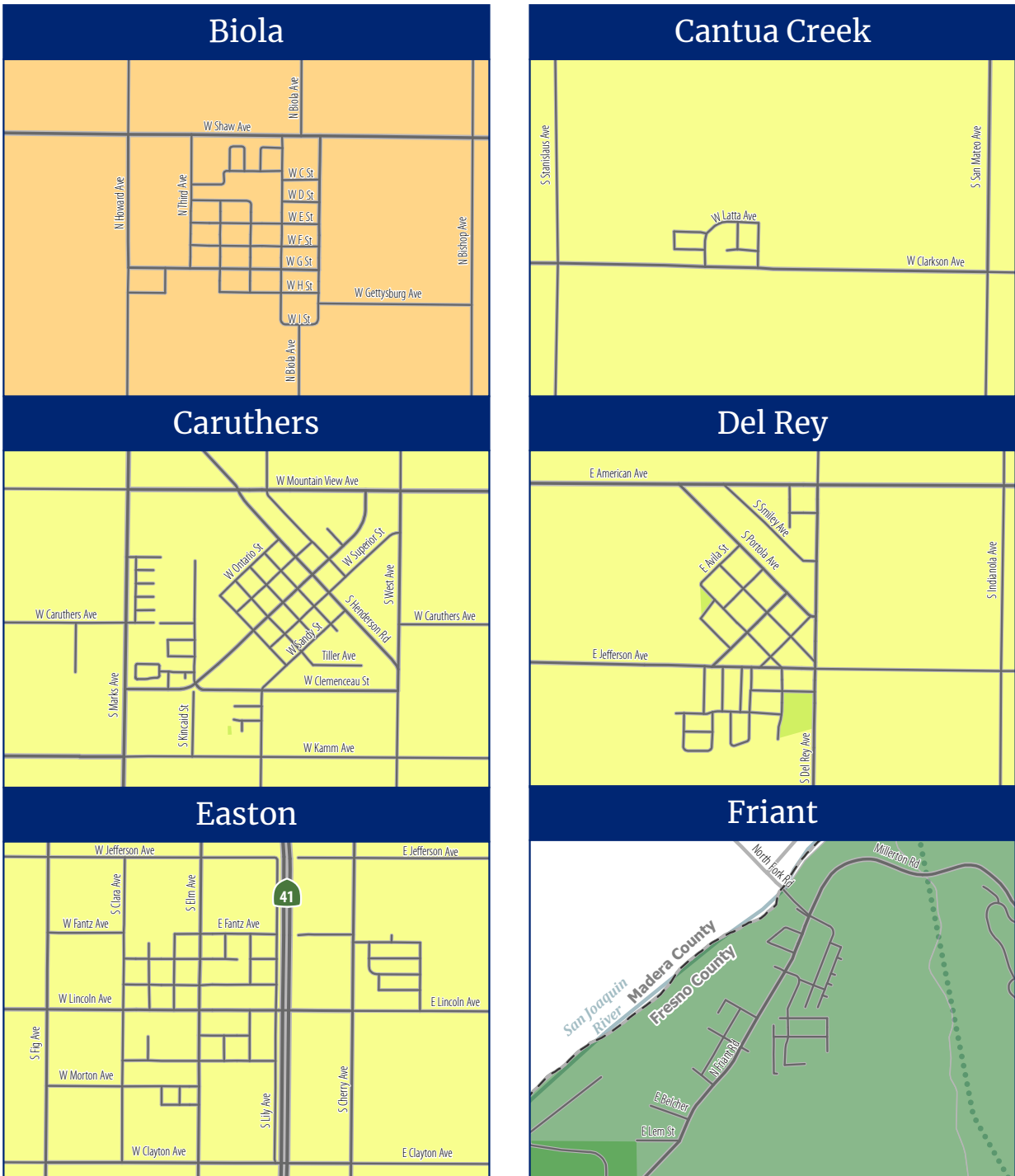
**Figure 16-10: Healthy Places Index Score in Fresno County Unincorporated Communities (continued)**



Source: : Public Health Alliance of Southern California, 2023; Fehr & Peers, 2023



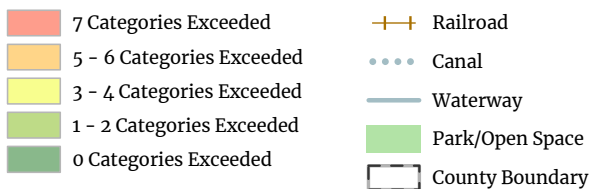
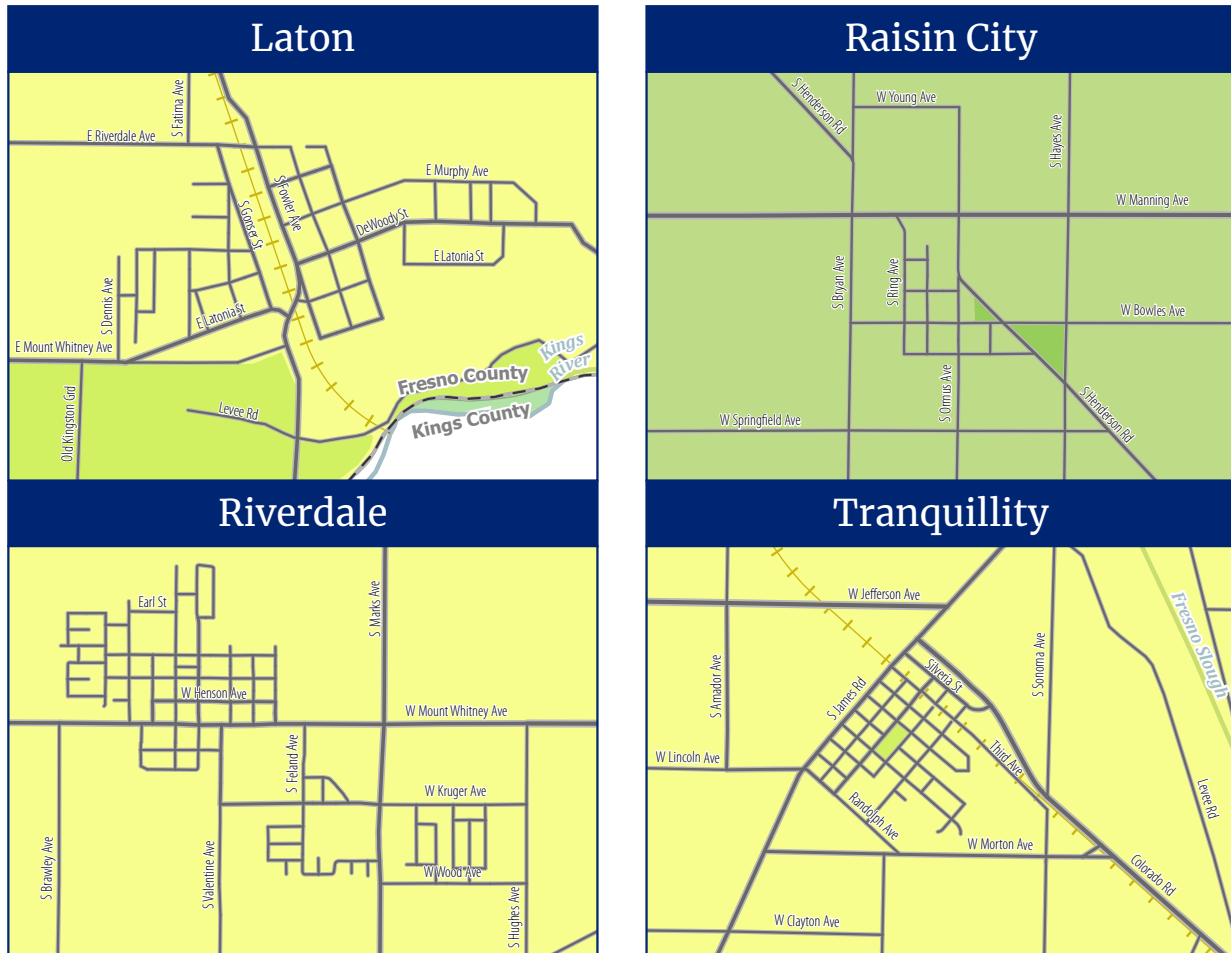
**Figure 16-11: Federal Climate & Economic Justice Screening Tool Results in Fresno County Unincorporated Communities**



- 7 Categories Exceeded
- 5 - 6 Categories Exceeded
- 3 - 4 Categories Exceeded
- 1 - 2 Categories Exceeded
- 0 Categories Exceeded
- Railroad
- Canal
- Waterway
- Park/Open Space
- County Boundary

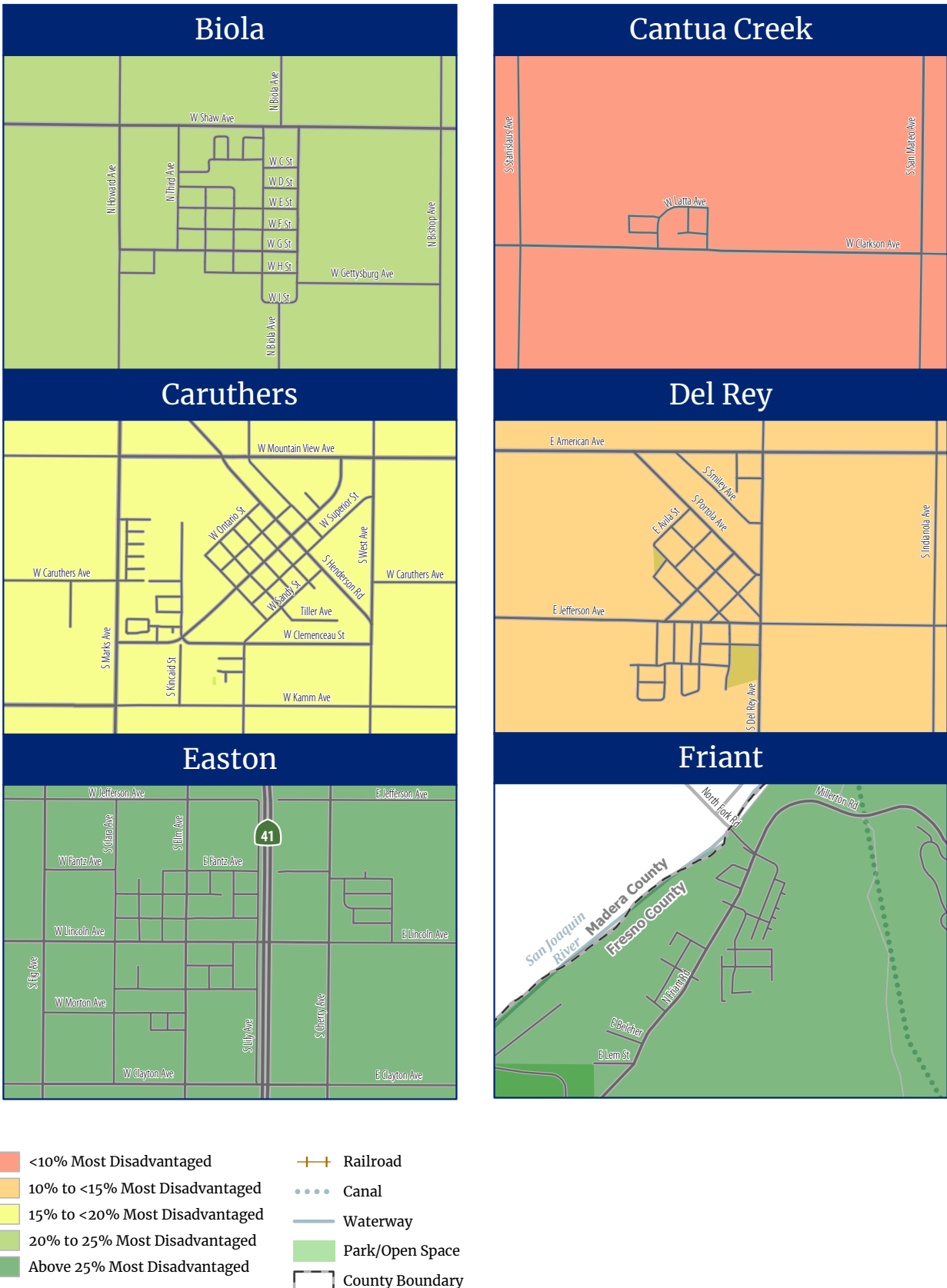
Source: Council on Environmental Quality, 2023; Fehr & Peers, 2023

**Figure 16-11: Federal Climate & Economic Justice Screening Tool Results in Fresno County Unincorporated Communities (continued)**



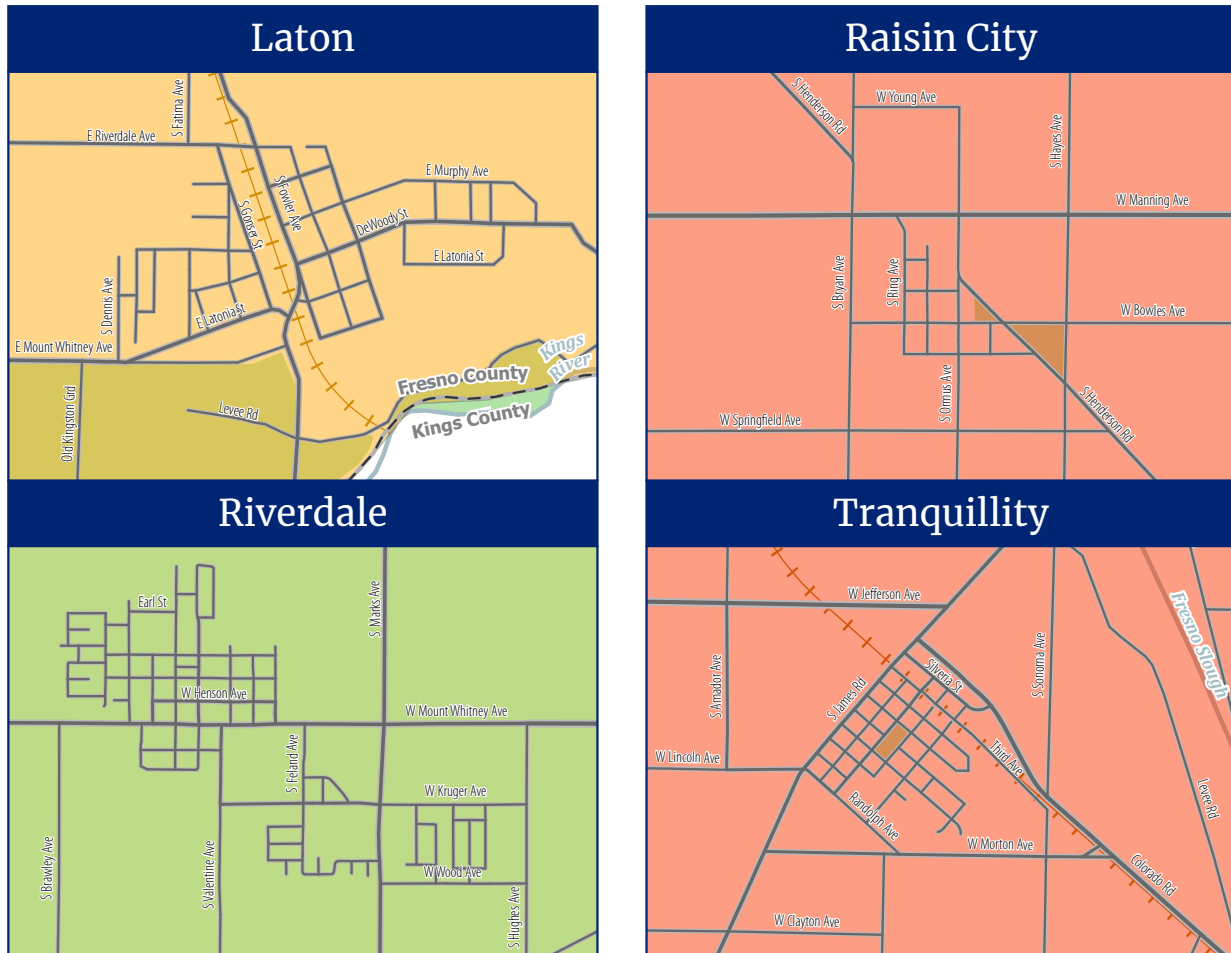
Source: Council on Environmental Quality, 2023; Fehr & Peers, 2023

**Figure 16-12: US DOT Equitable Transportation Community Screening Results in Fresno County Unincorporated Communities**



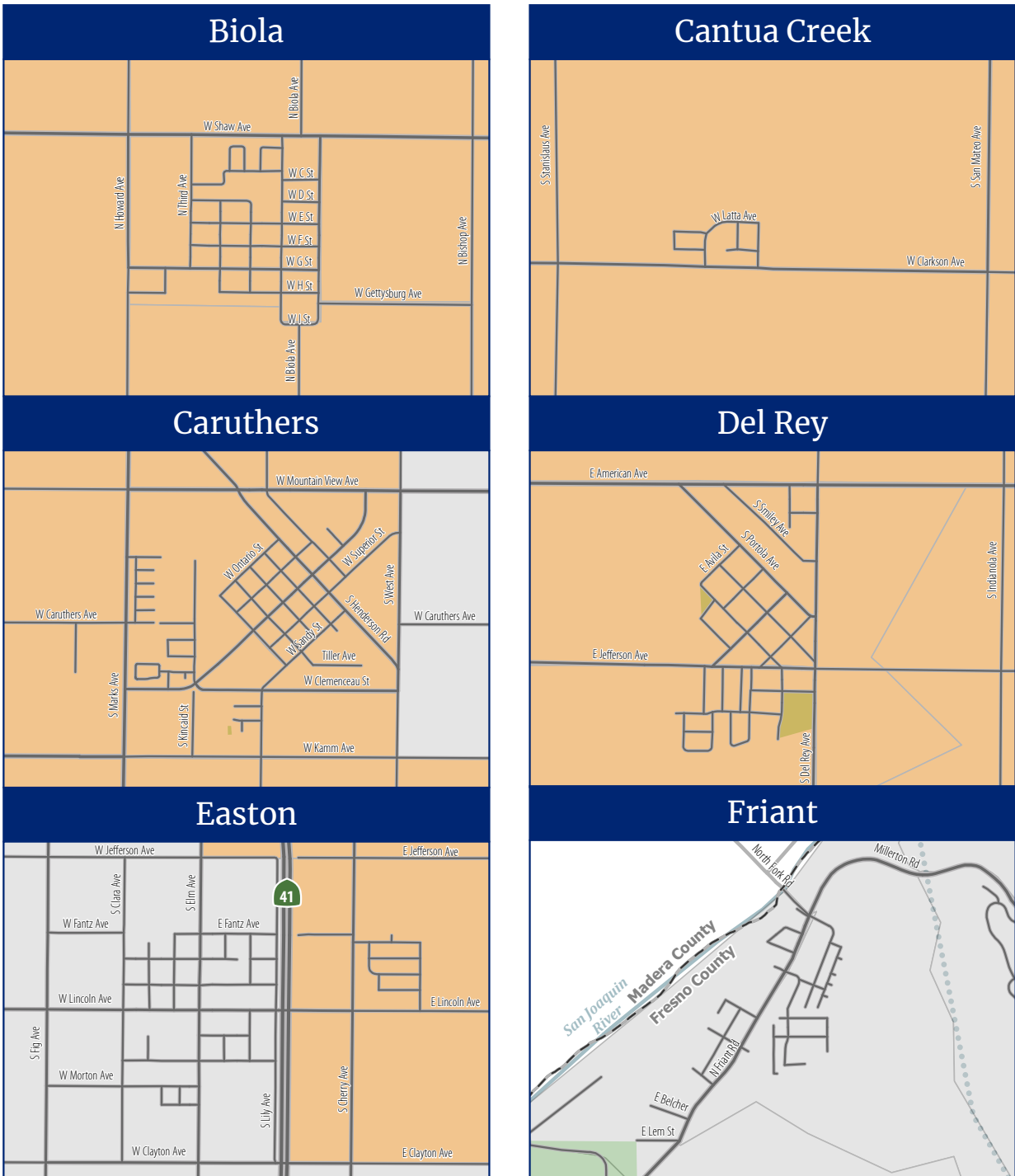
Source: US Department of Transportation, 2023; Fehr & Peers, 2023

**Figure 16-12: US DOT Equitable Transportation Community Screening Results in Fresno County Unincorporated Communities (continued)**



Source: US Department of Transportation, 2023; Fehr & Peers, 2023

**Figure 16-13: FCOG Environmental Justice Disadvantaged Areas in Fresno County Unincorporated Communities**

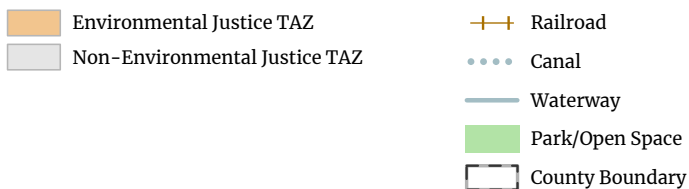
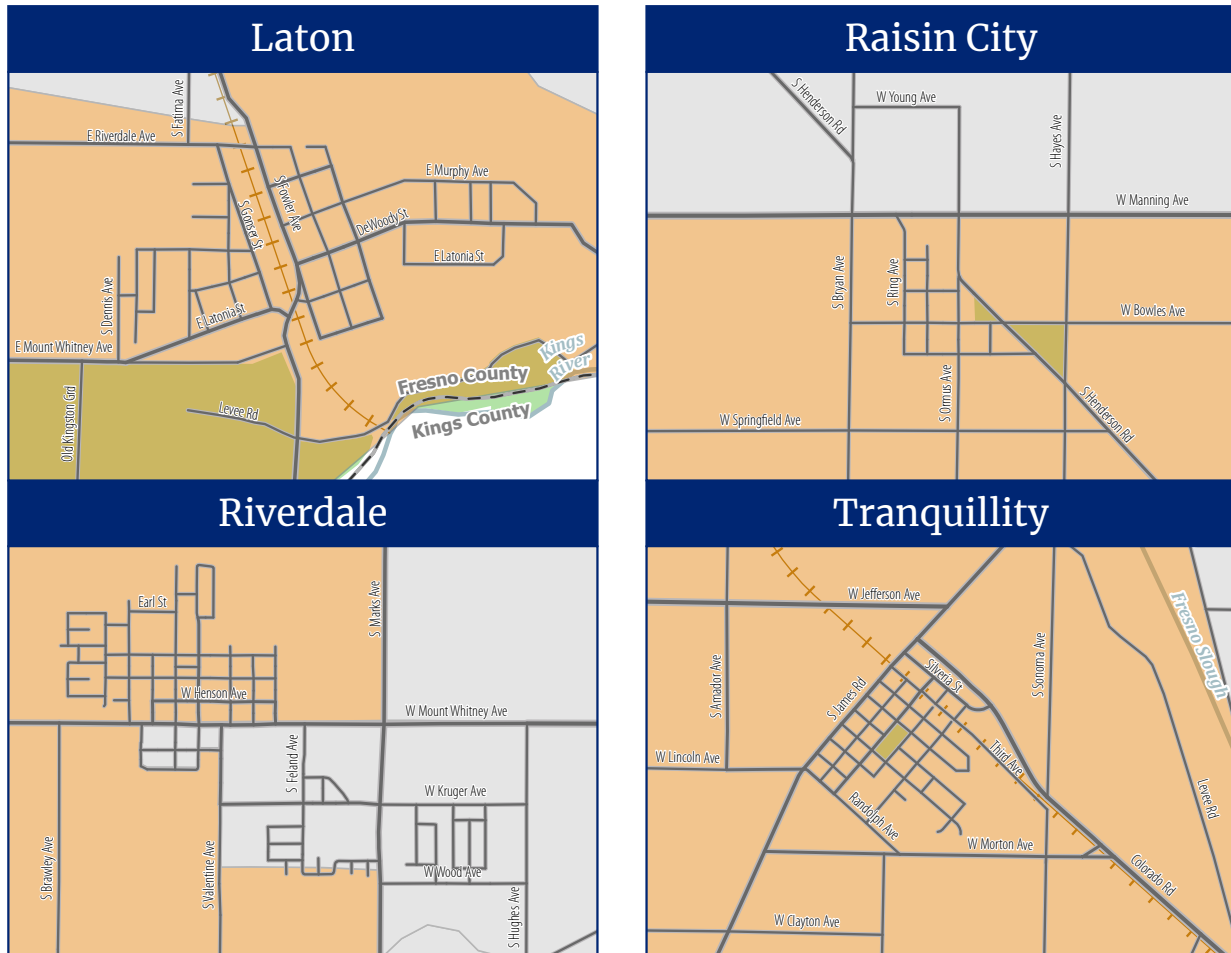


- Environmental Justice TAZ
- Non-Environmental Justice TAZ
- Railroad
- Canal
- Waterway
- Park/Open Space
- County Boundary

Source: FCOG, 2023; Fehr & Peers, 2023

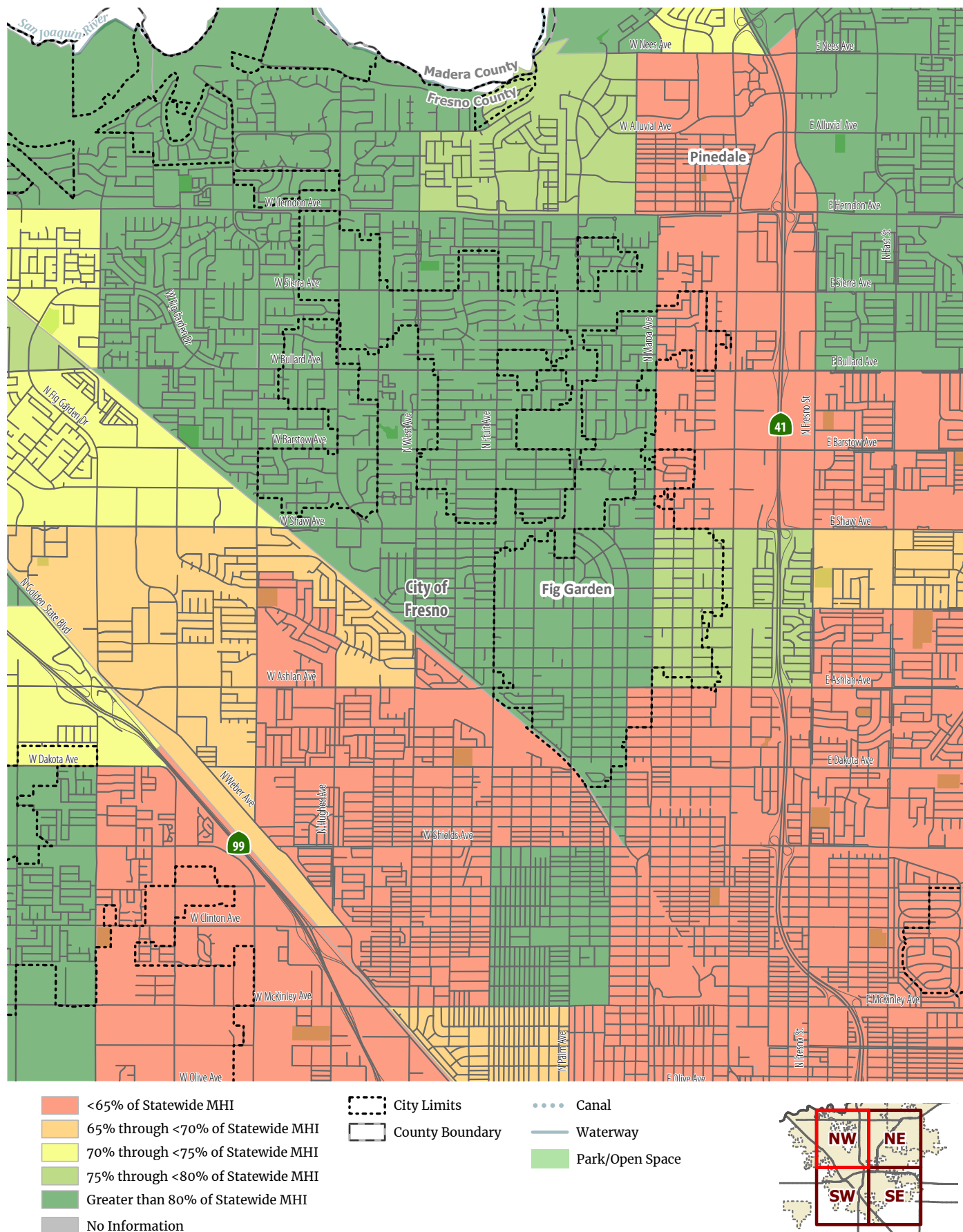


**Figure 16-13: FCOG Environmental Justice Disadvantaged Areas in Fresno County Unincorporated Communities (continued)**



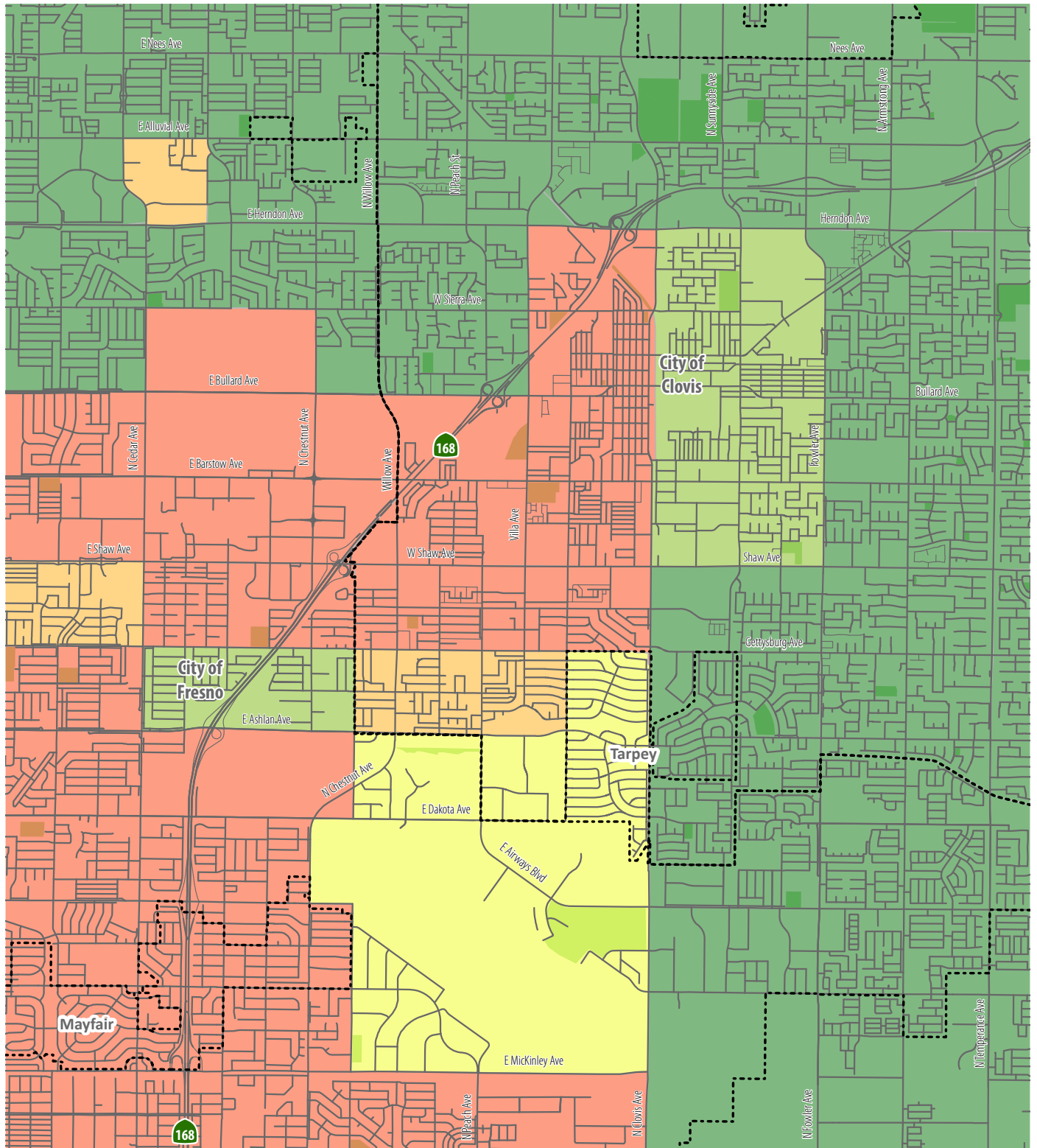
Source: FCOG, 2023; Fehr & Peers, 2023

**Figure 16-14: Median Household Income in Fresno County Islands**

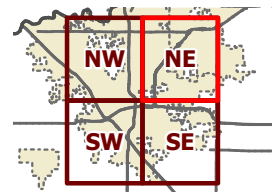


Source: US Census 2018-2022 ACS, 2023; Fehr & Peers, 2023

Figure 16-14: Median Household Income in Fresno County Islands (continued)

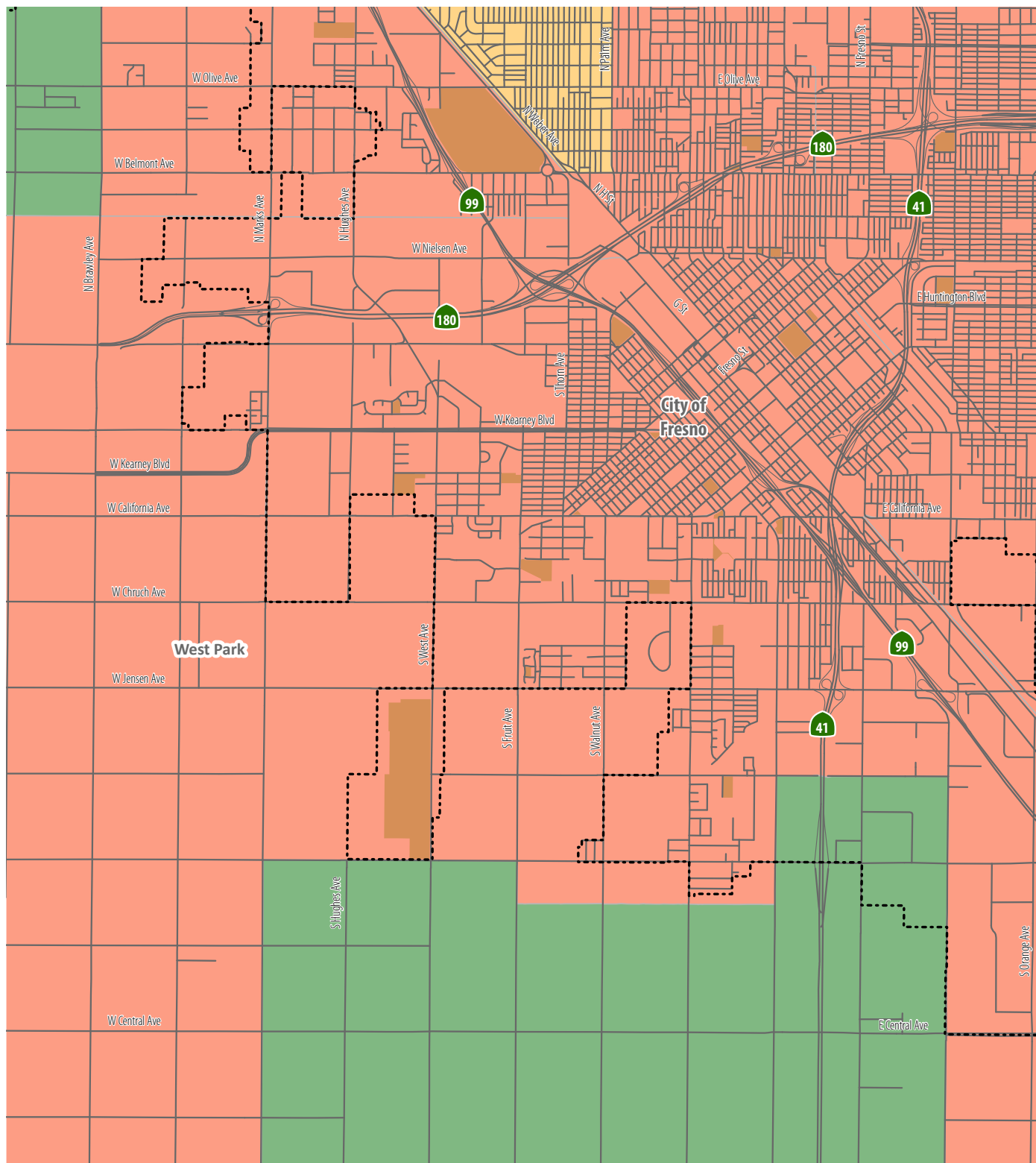


- <65% of Statewide MHI
  - 65% through <70% of Statewide MHI
  - 70% through <75% of Statewide MHI
  - 75% through <80% of Statewide MHI
  - Greater than 80% of Statewide MHI
  - No Information
- City Limits
  - County Boundary
  - Canal
  - Waterway
  - Park/Open Space

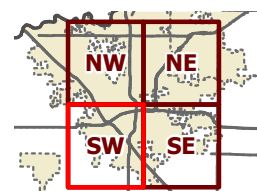


Source: US Census 2018-2022 ACS, 2023; Fehr & Peers, 2023

Figure 16-14: Median Household Income in Fresno County Islands (continued)



- <65% of Statewide MHI
- 65% through <70% of Statewide MHI
- 70% through <75% of Statewide MHI
- 75% through <80% of Statewide MHI
- Greater than 80% of Statewide MHI
- No Information
- City Limits
- County Boundary
- Canal
- Waterway
- Park/Open Space

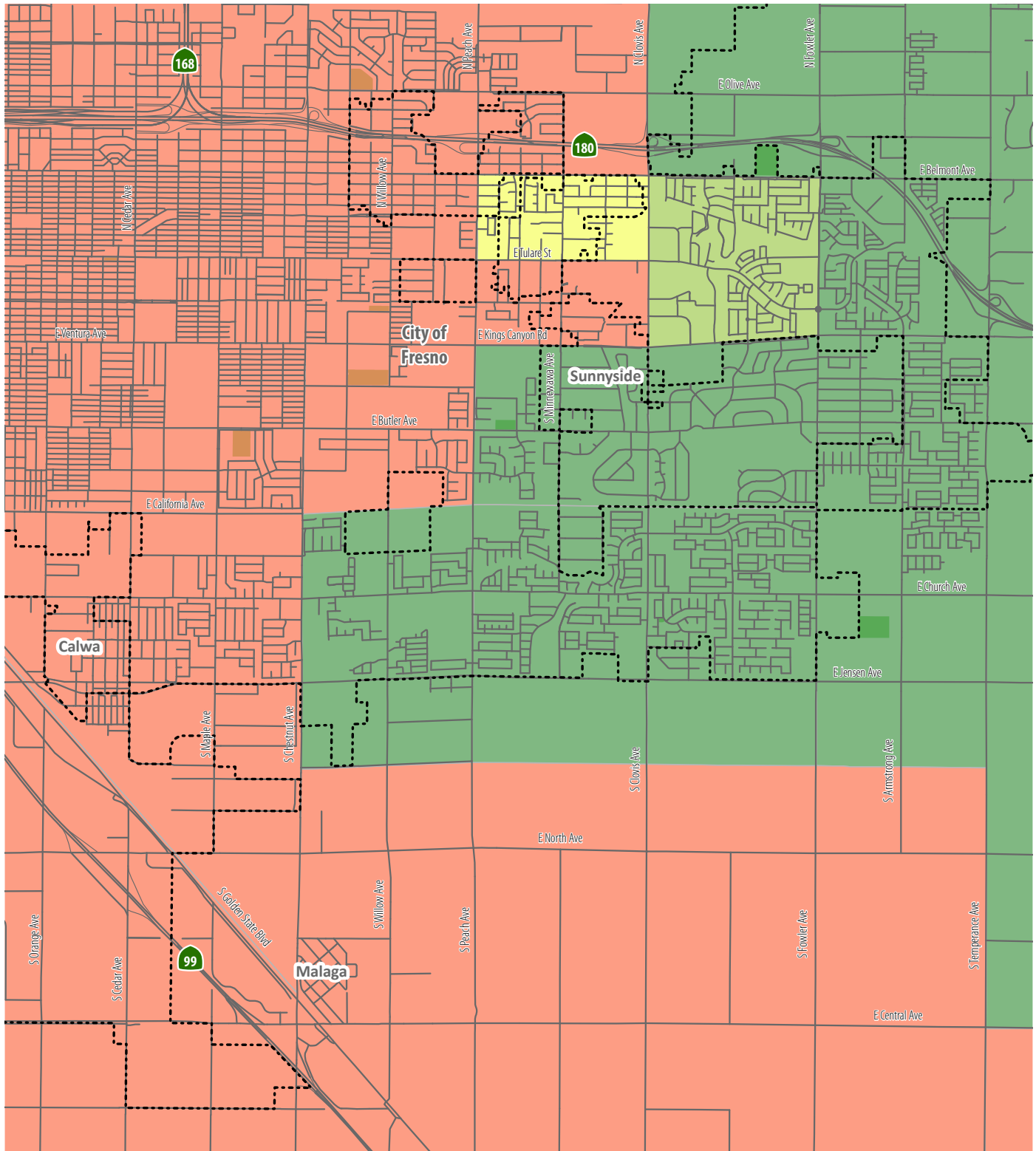


Source: Fehr & Peers, 2023

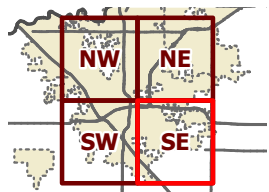
Source: US Census 2018-2022 ACS, 2023; Fehr & Peers, 2023



**Figure 16-14: Median Household Income in Fresno County Islands (continued)**



- <65% of Statewide MHI
- 65% through <70% of Statewide MHI
- 70% through <75% of Statewide MHI
- 75% through <80% of Statewide MHI
- Greater than 80% of Statewide MHI
- No Information
- City Limits
- County Boundary
- Canal
- Waterway
- Park/Open Space

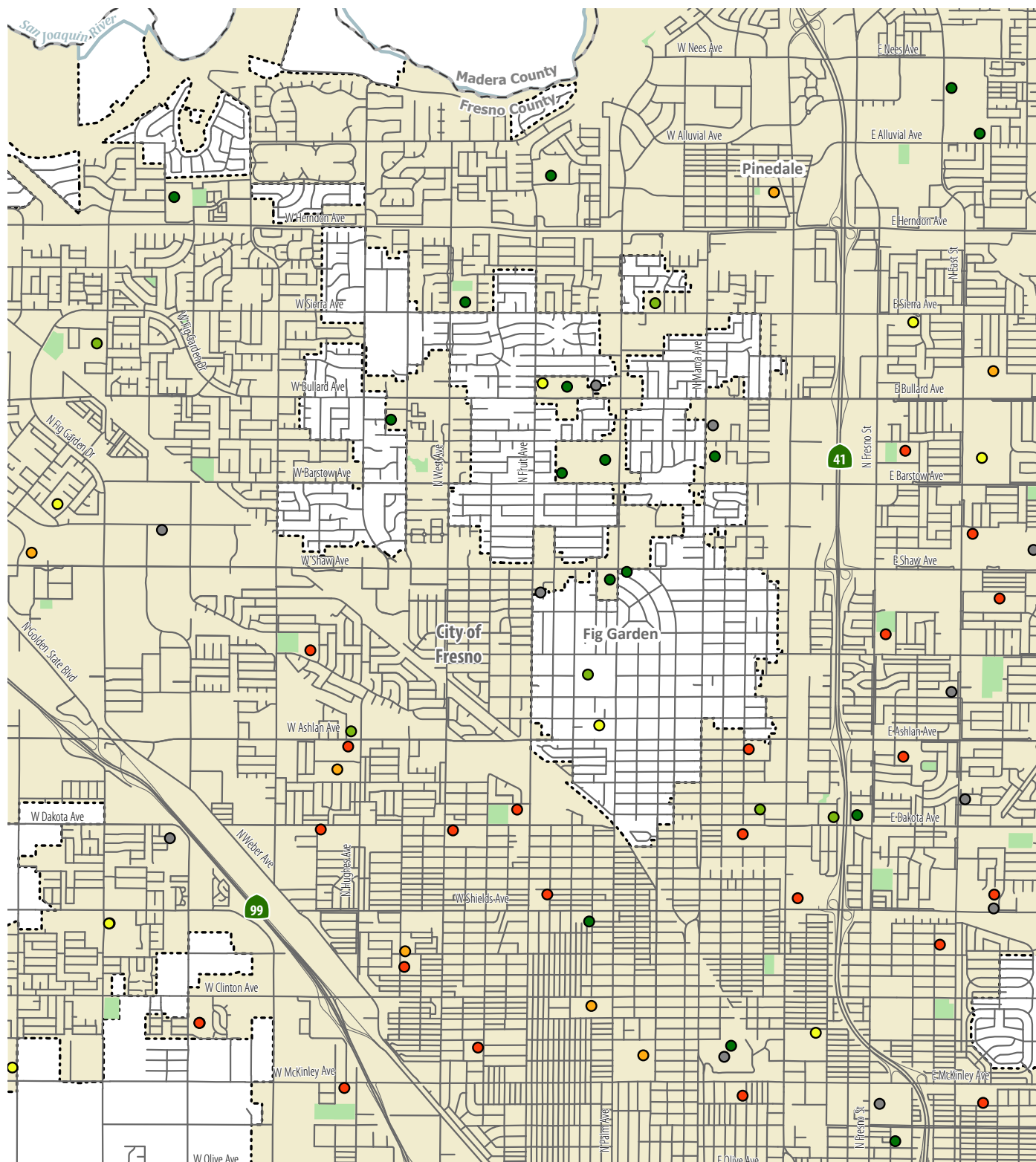


Source: Fehr & Peers, 2023

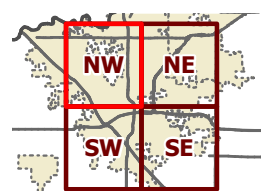
Source: US Census 2018-2022 ACS, 2023; Fehr & Peers, 2023



**Figure 16-15: Free and Reduced Price Meal Eligibility in Fresno County Islands**

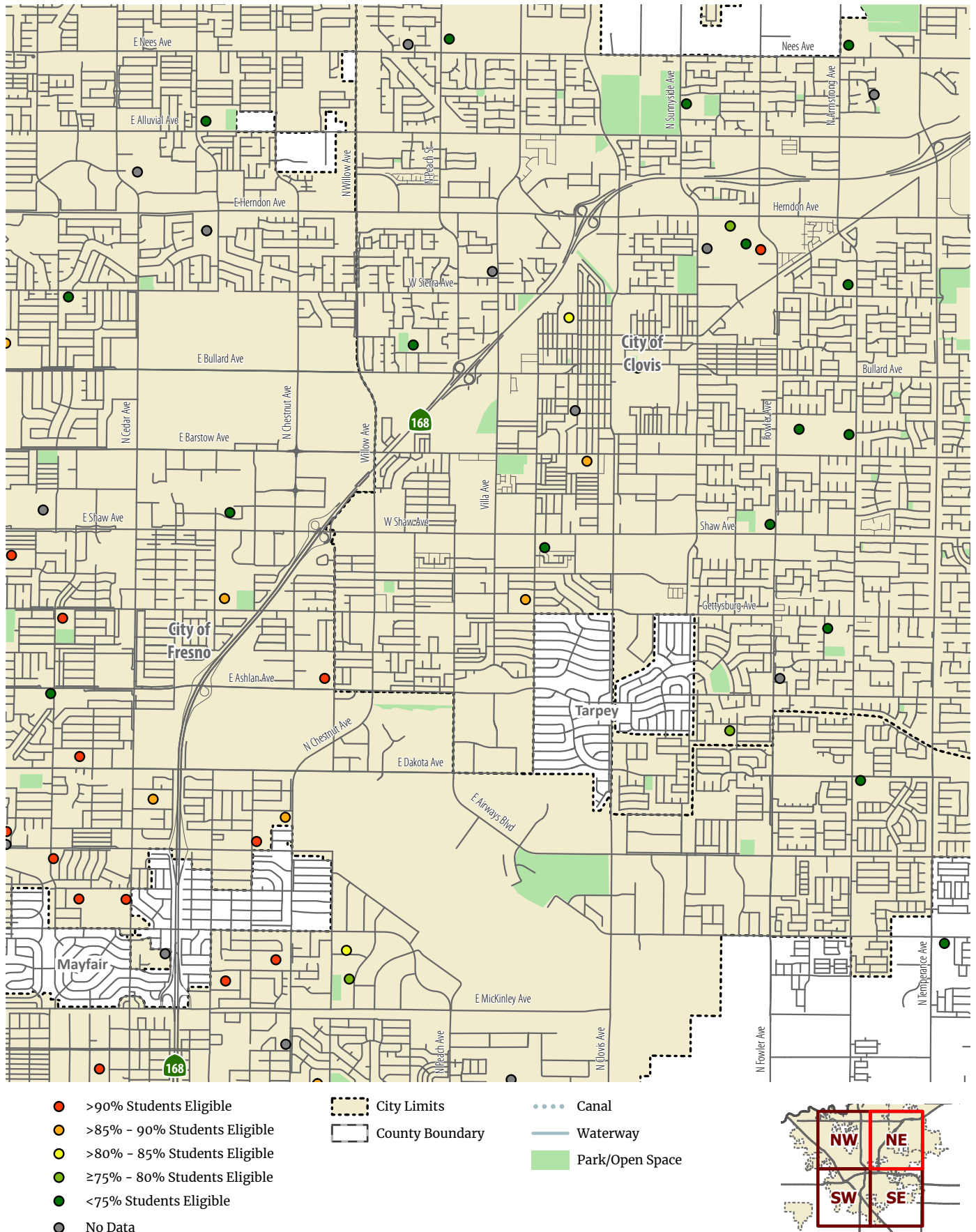


- >90% Students Eligible
- >85% - 90% Students Eligible
- >80% - 85% Students Eligible
- ≥75% - 80% Students Eligible
- <75% Students Eligible
- No Data
- City Limits
- County Boundary
- ⋯ Canal
- Waterway
- Park/Open Space



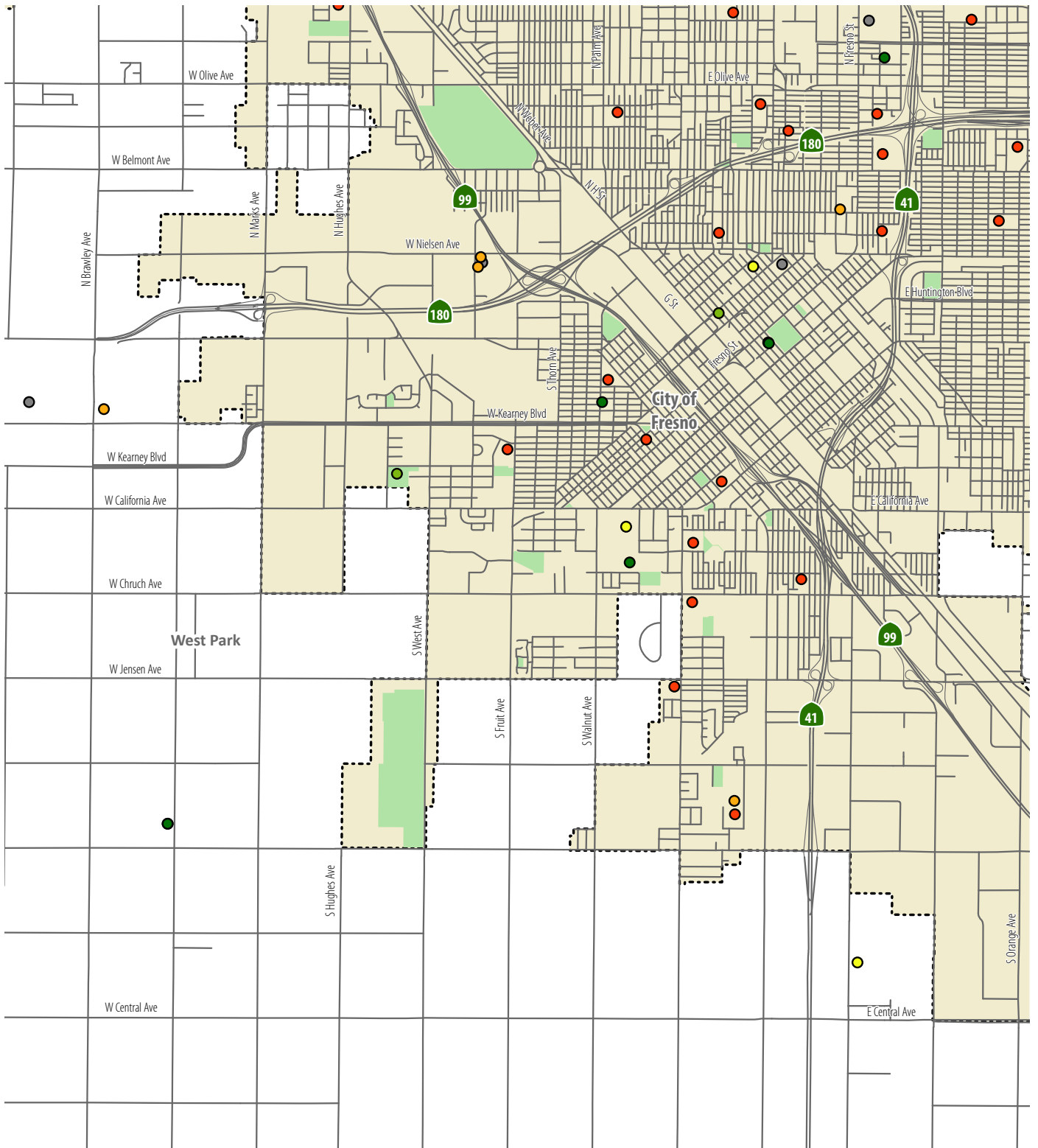
Source: : California Department of Education, 2023; Fehr & Peers, 2023

**Figure 16-15: Free and Reduced Price Meal Eligibility in Fresno County Islands (continued)**



Source: : California Department of Education, 2023; Fehr & Peers, 2023

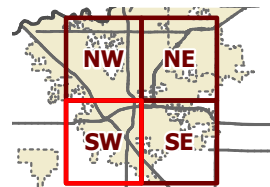
**Figure 16-15: Free and Reduced Price Meal Eligibility in Fresno County Islands (continued)**



- >90% Students Eligible
- >85% - 90% Students Eligible
- >80% - 85% Students Eligible
- ≥75% - 80% Students Eligible
- <75% Students Eligible
- No Data

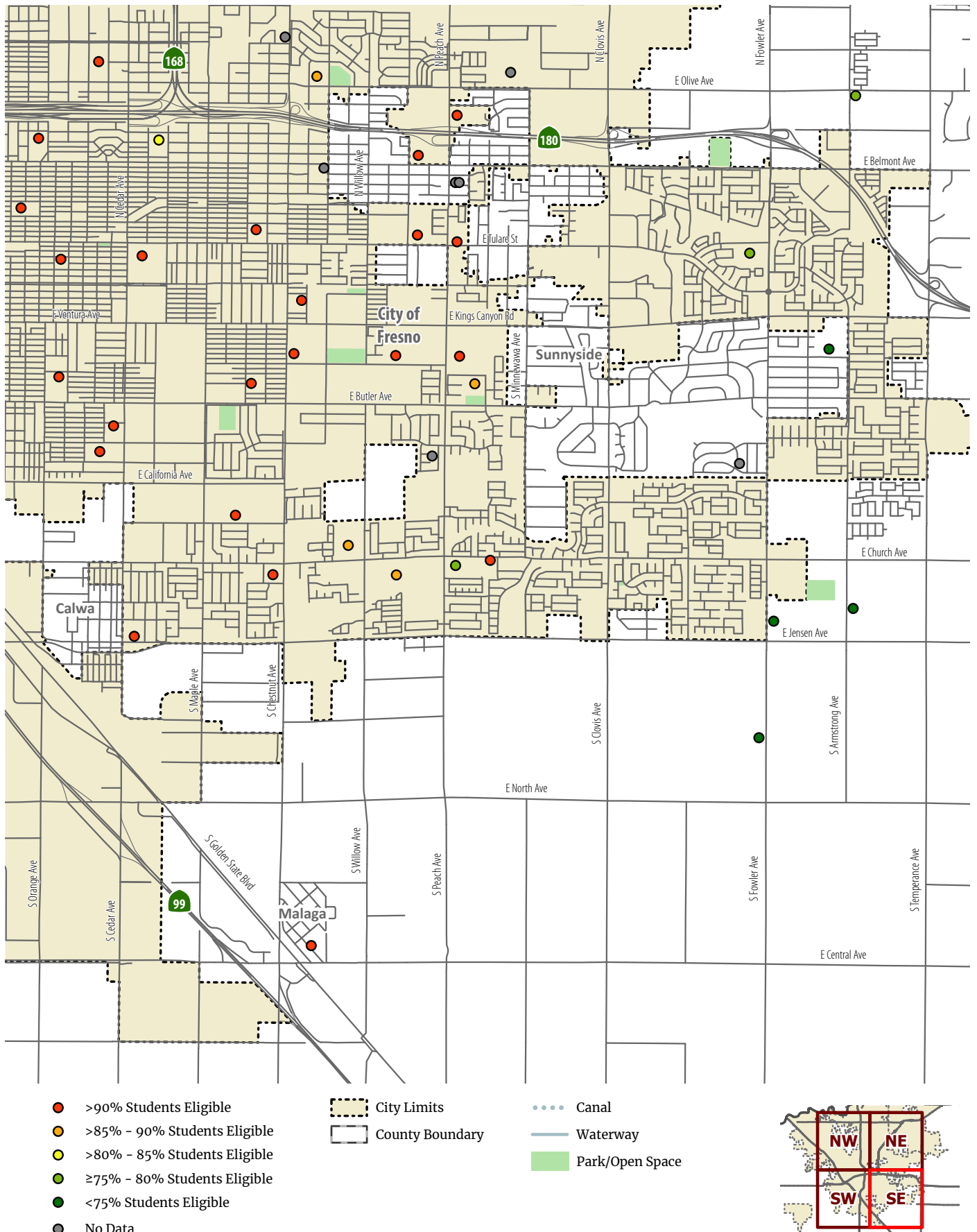
- City Limits
- County Boundary

- Canal
- Waterway
- Park/Open Space



Source: : California Department of Education, 2023; Fehr & Peers, 2023

**Figure 16-15: Free and Reduced Price Meal Eligibility in Fresno County Islands (continued)**



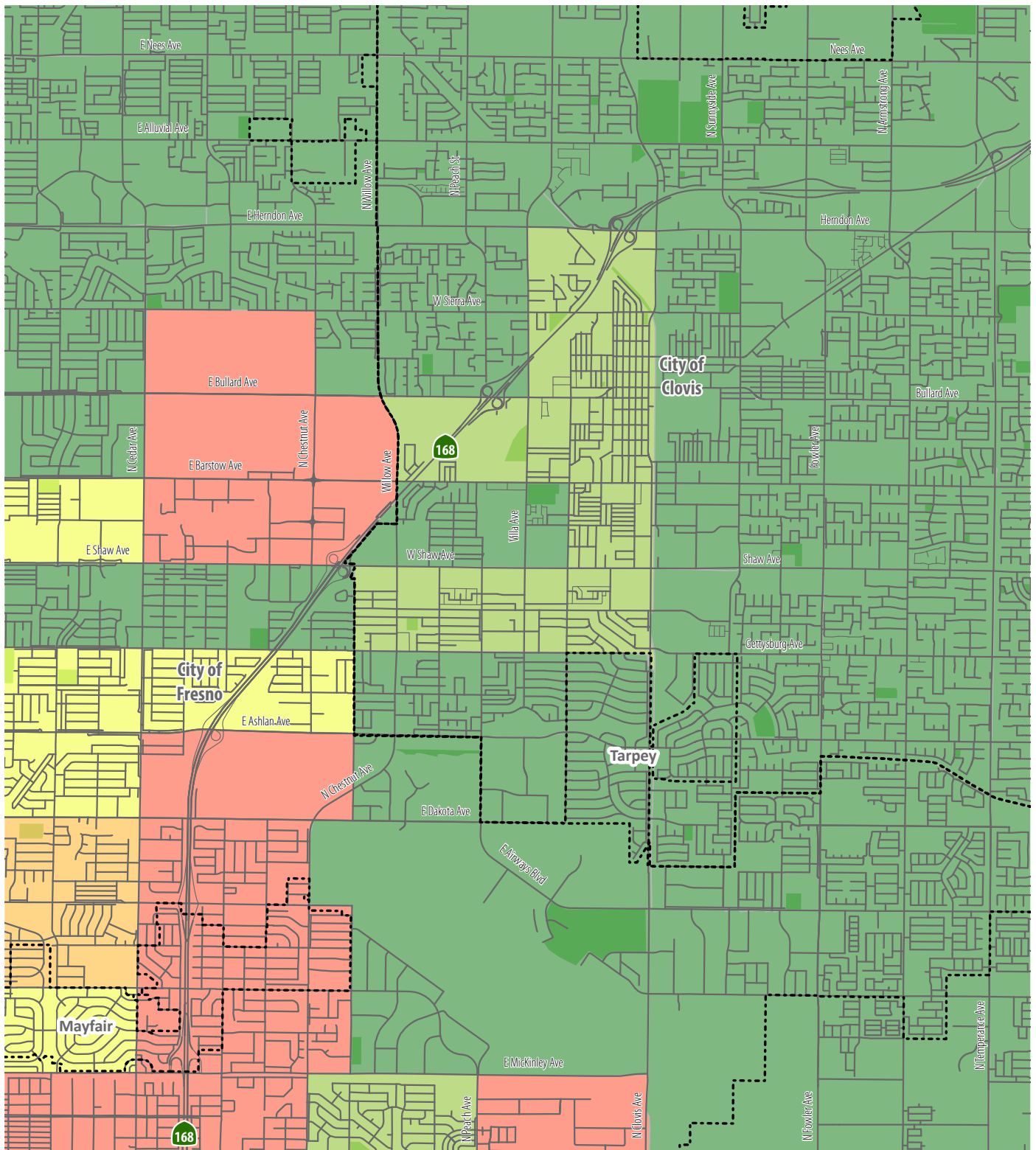
Source: California Department of Education, 2023; Fehr & Peers, 2023



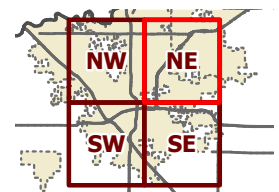




**Figure 16-16: CalEnviroScreen Score in Fresno County Islands (continued)**

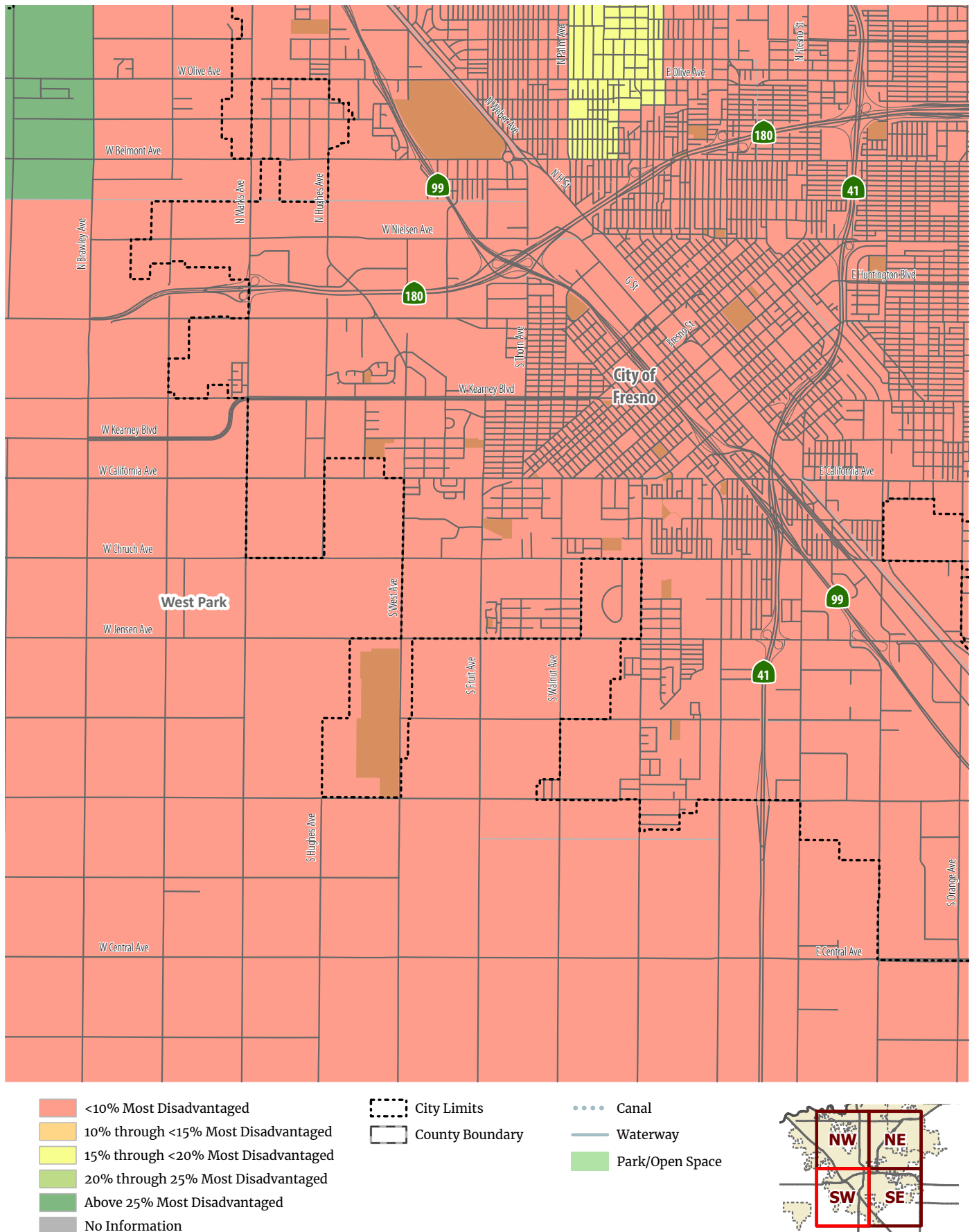


- <10% Most Disadvantaged
- 10% through <15% Most Disadvantaged
- 15% through <20% Most Disadvantaged
- 20% through 25% Most Disadvantaged
- Above 25% Most Disadvantaged
- No Information
- City Limits
- County Boundary
- Canal
- Waterway
- Park/Open Space



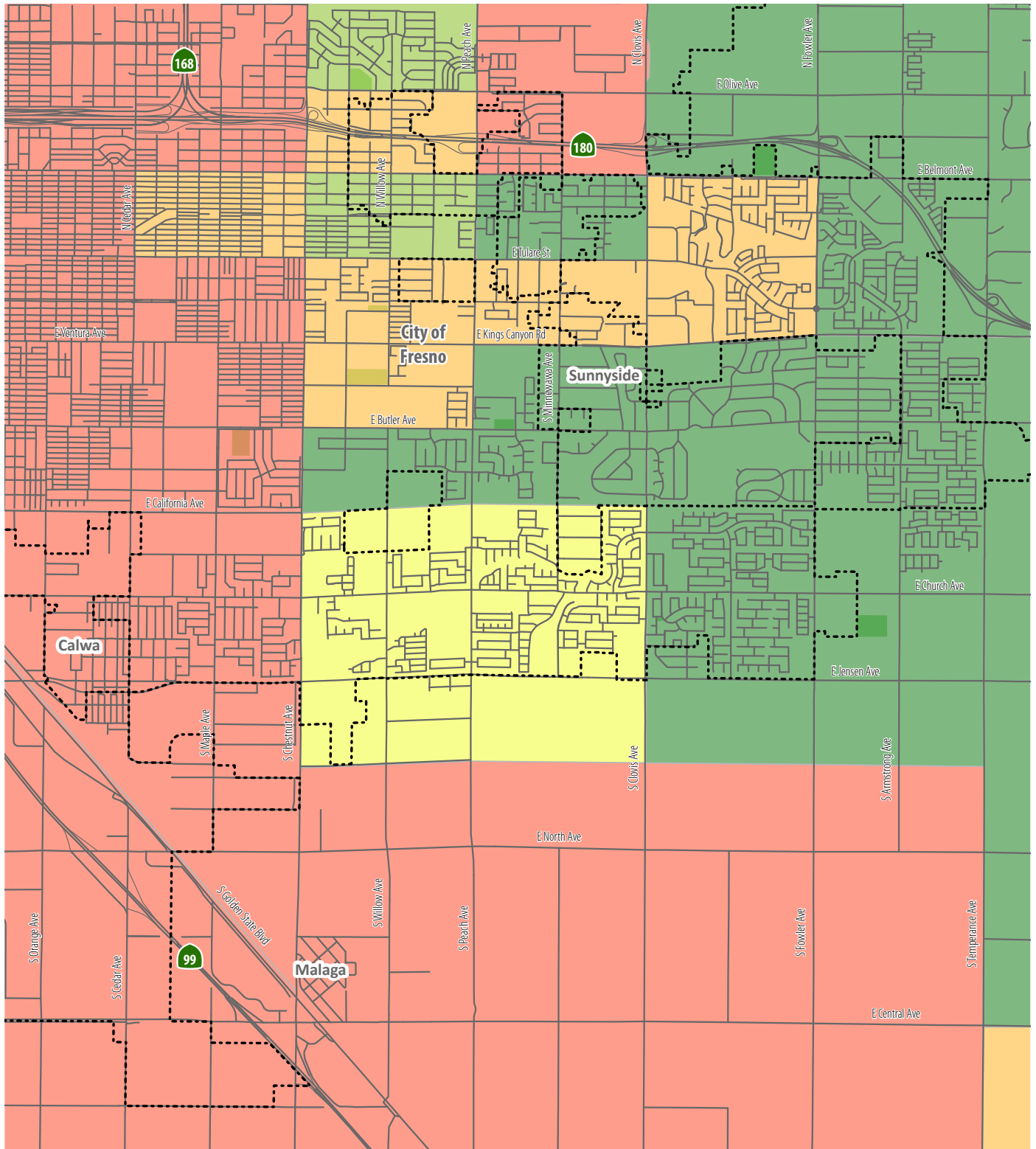
Source: : California Office of Environmental Health Hazard Assessment, 2023; Fehr & Peers, 2023

**Figure 16-16: CalEnviroScreen Score in Fresno County Islands (continued)**

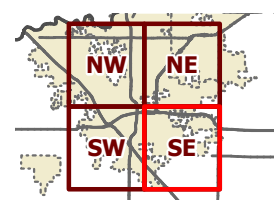


Source: : California Office of Environmental Health Hazard Assessment, 2023; Fehr & Peers, 2023

Figure 16-16: CalEnviroScreen Score in Fresno County Islands (continued)

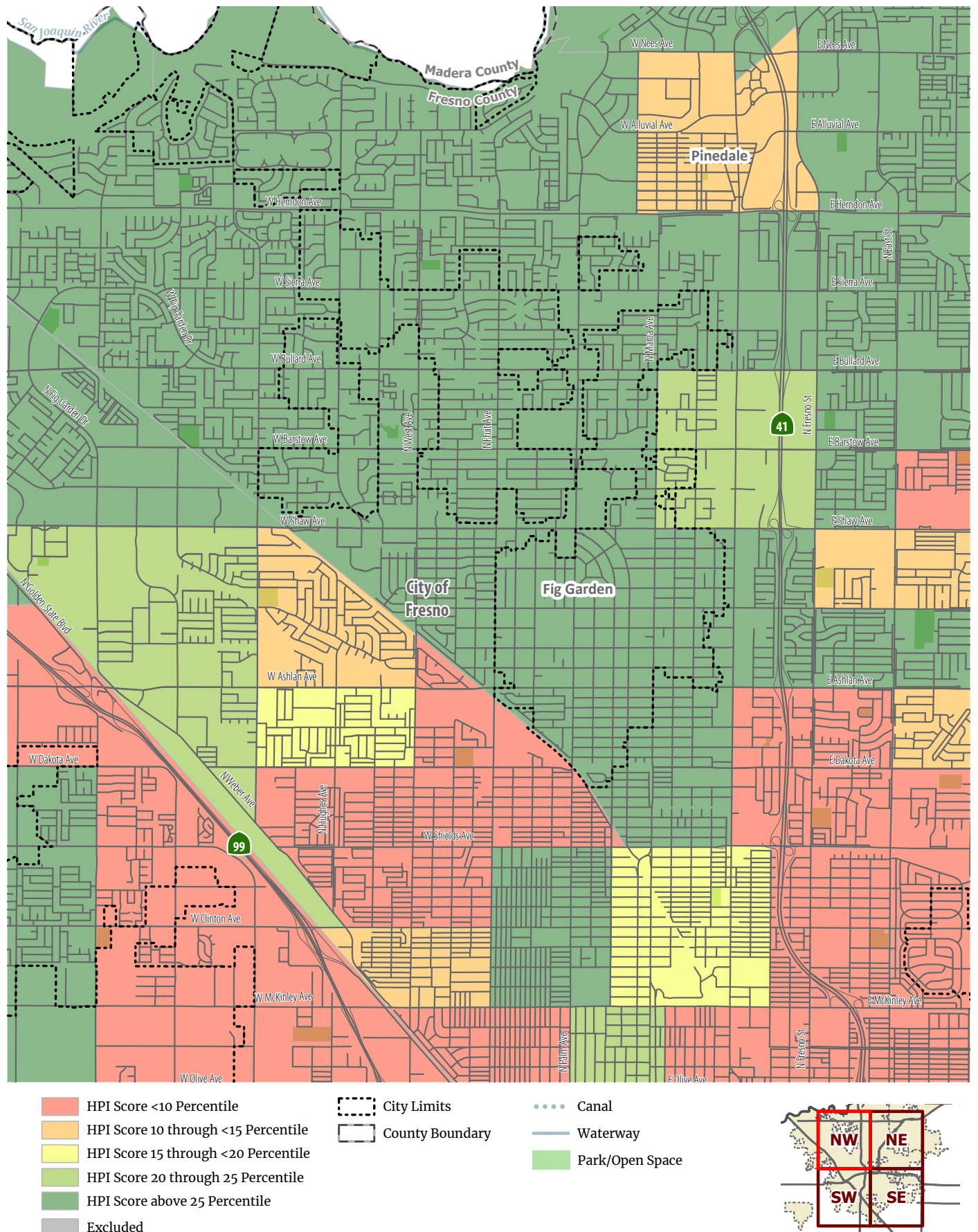


- <10% Most Disadvantaged
- 10% through <15% Most Disadvantaged
- 15% through <20% Most Disadvantaged
- 20% through 25% Most Disadvantaged
- Above 25% Most Disadvantaged
- No Information
- City Limits
- County Boundary
- Canal
- Waterway
- Park/Open Space



Source: : California Office of Environmental Health Hazard Assessment, 2023; Fehr & Peers, 2023

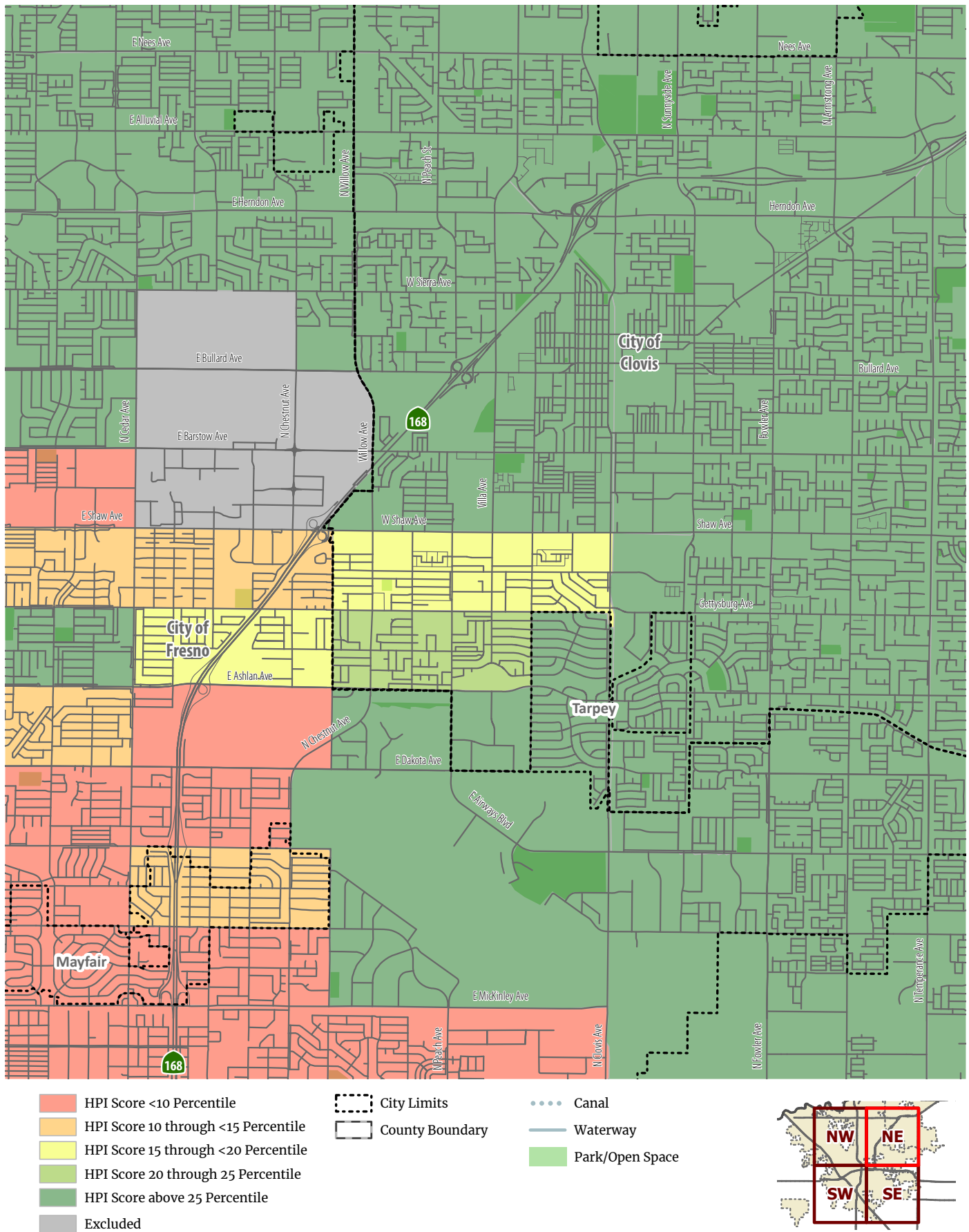
**Figure 16-17: Healthy Places Index Score in Fresno County Islands**



Source: Public Health Alliance of Southern California, 2023; Fehr & Peers, 2023



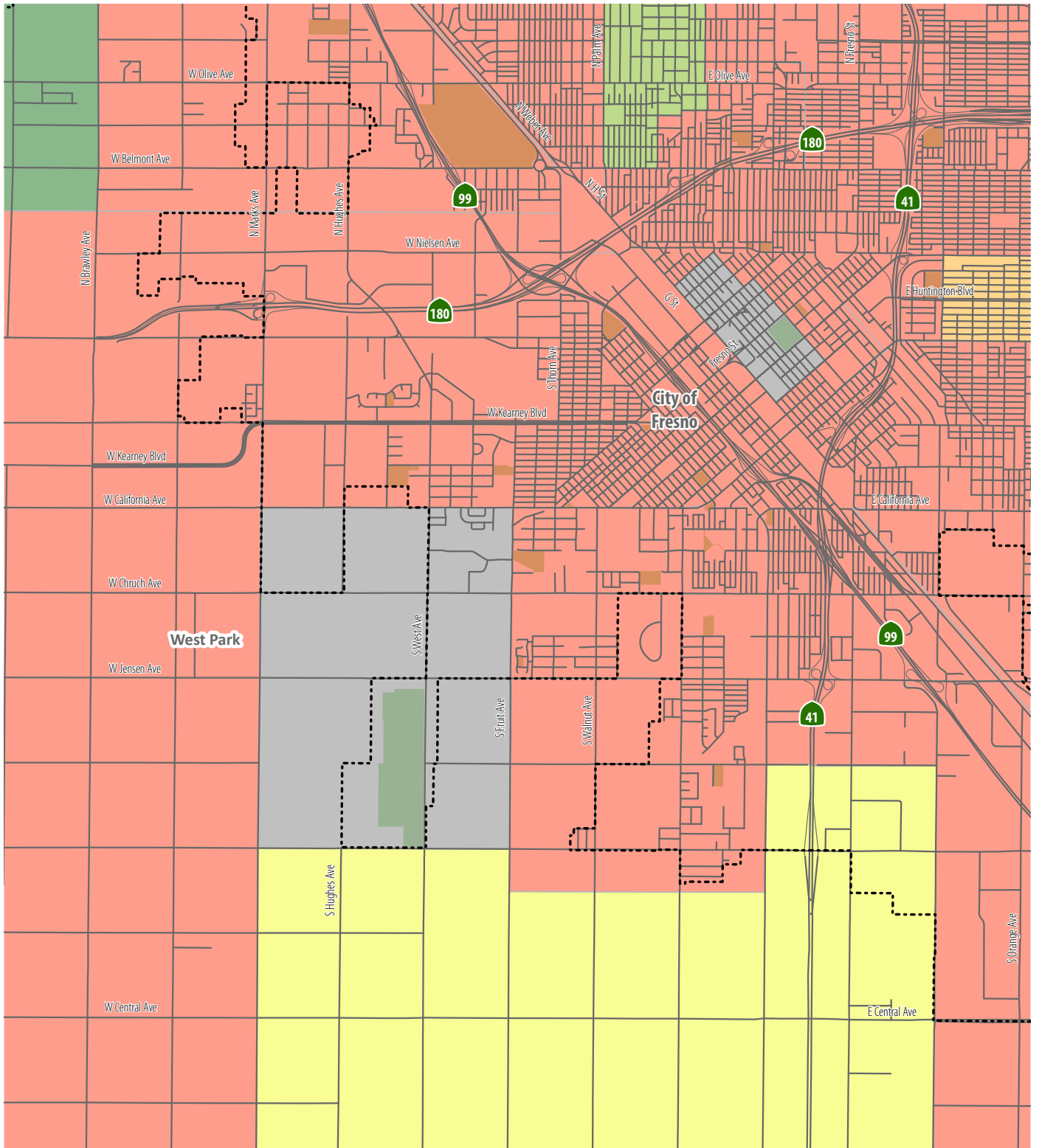
**Figure 16-17: Healthy Places Index Score in Fresno County Islands (continued)**



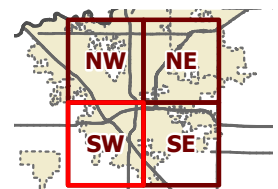
Source: : Public Health Alliance of Southern California, 2023; Fehr & Peers, 2023



Figure 16-17: Healthy Places Index Score in Fresno County Islands (continued)

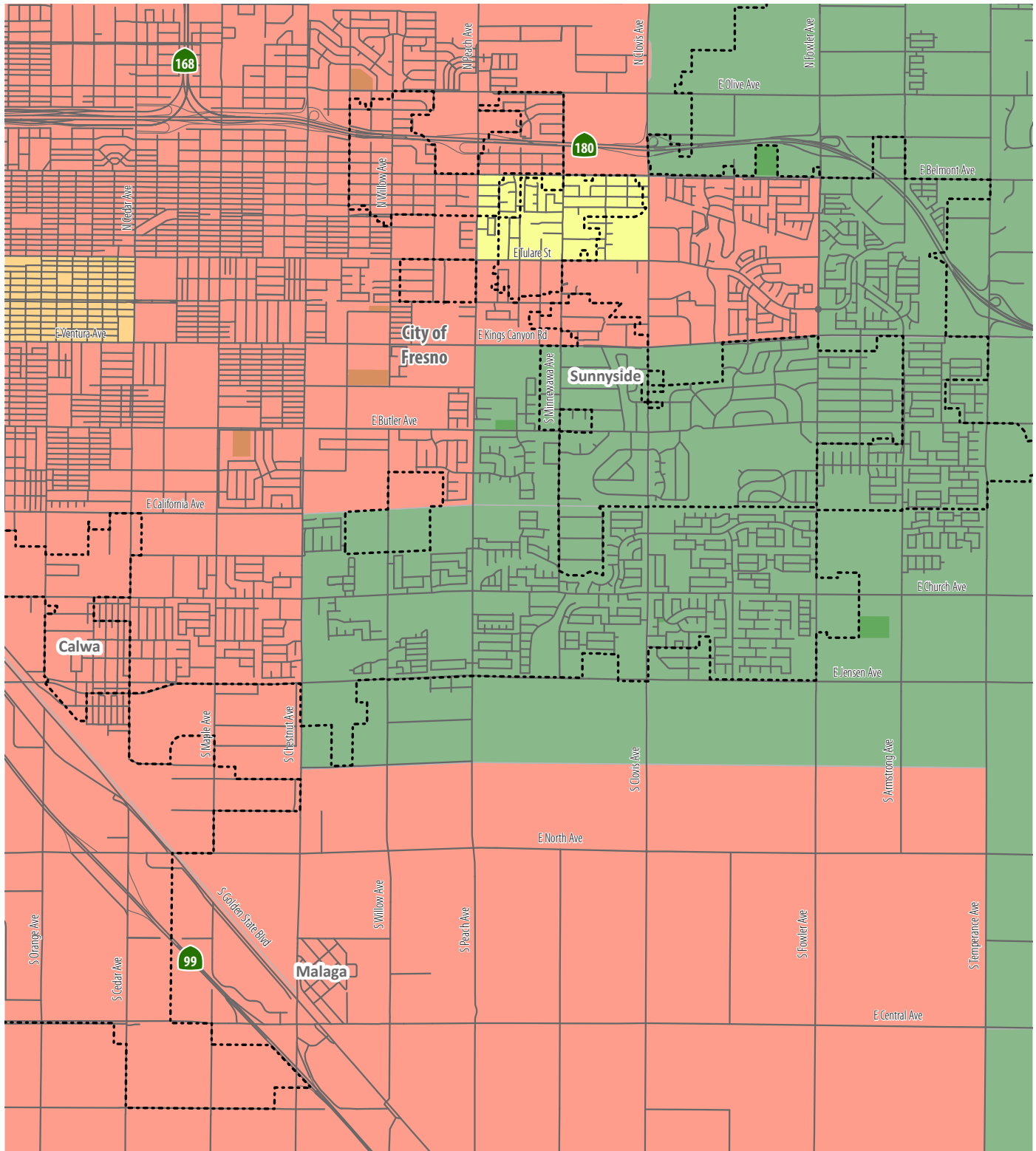


- HPI Score <10 Percentile
- HPI Score 10 through <15 Percentile
- HPI Score 15 through <20 Percentile
- HPI Score 20 through 25 Percentile
- HPI Score above 25 Percentile
- Excluded
- City Limits
- County Boundary
- Canal
- Waterway
- Park/Open Space

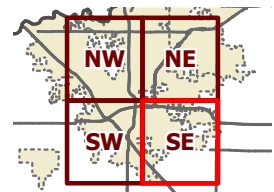


Source: : Public Health Alliance of Southern California, 2023; Fehr & Peers, 2023

Figure 16-17: Healthy Places Index Score in Fresno County Islands (continued)

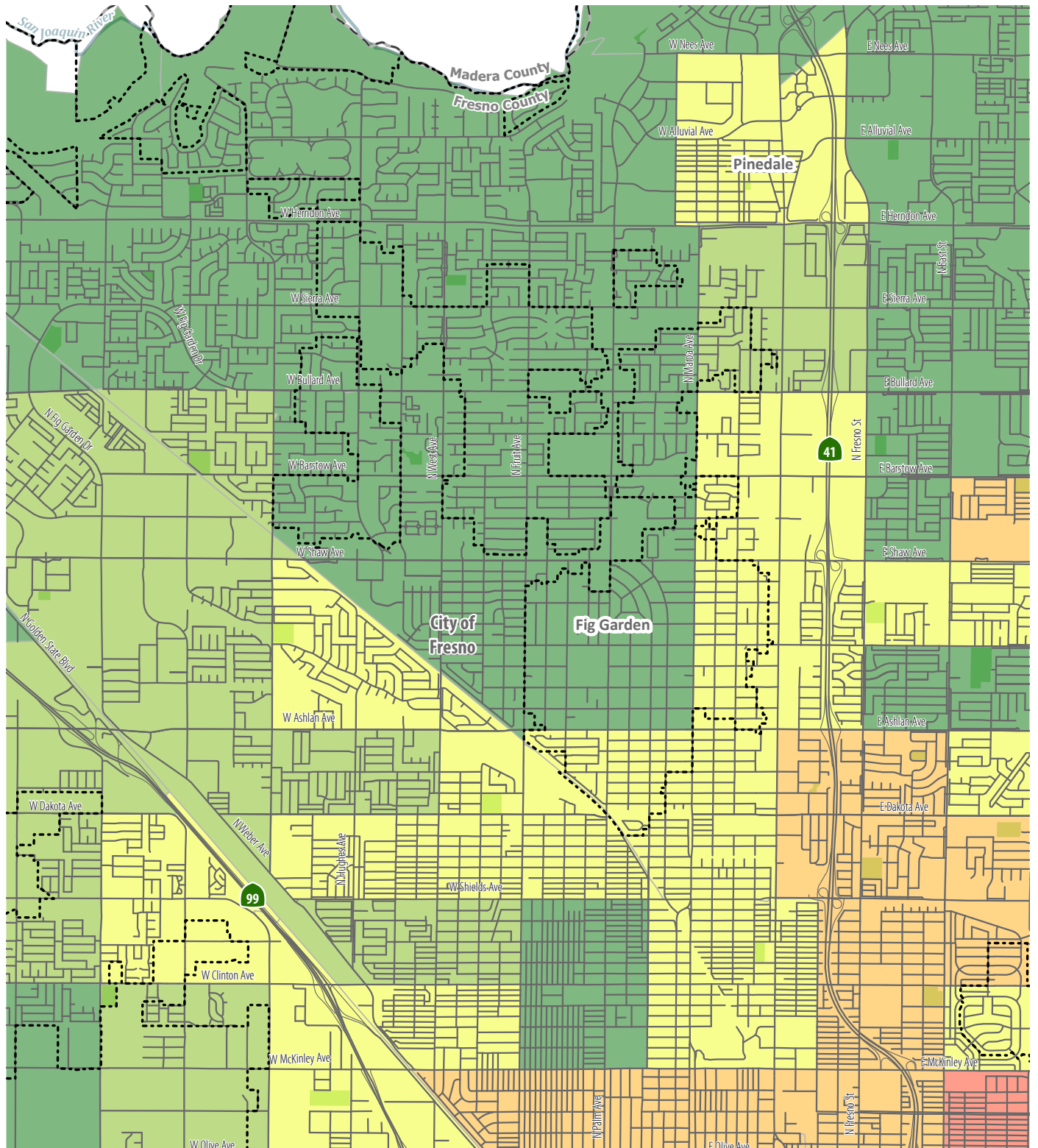


- HPI Score <10 Percentile
- HPI Score 10 through <15 Percentile
- HPI Score 15 through <20 Percentile
- HPI Score 20 through 25 Percentile
- HPI Score above 25 Percentile
- Excluded
- City Limits
- County Boundary
- Canal
- Waterway
- Park/Open Space

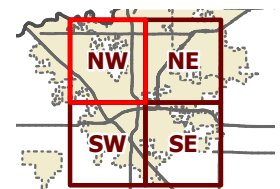


Source: : Public Health Alliance of Southern California, 2023; Fehr & Peers, 2023

**Figure 16-18: Federal Climate & Economic Justice Screening Tool Results in Fresno County Islands**

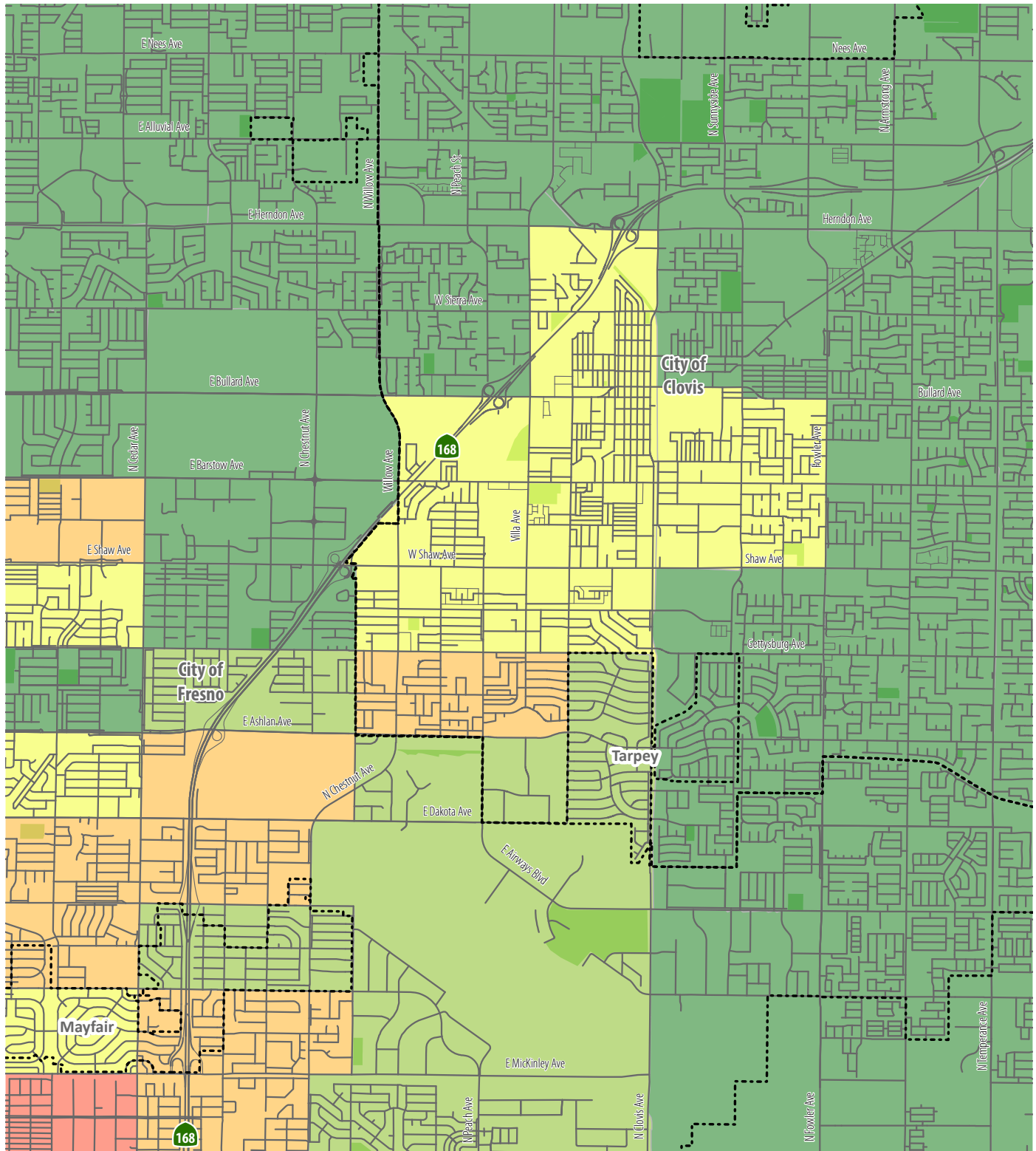


- 7 Categories Exceeded
- 5 - 6 Categories Exceeded
- 3 - 4 Categories Exceeded
- 1 - 2 Categories Exceeded
- 0 Categories Exceeded
- City Limits
- County Boundary
- Canal
- Waterway
- Park/Open Space



Source: Council on Environmental Quality, 2023; Fehr & Peers, 2023

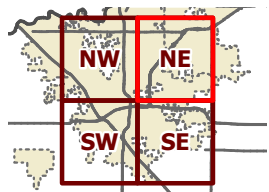
**Figure 16-18: Federal Climate & Economic Justice Screening Tool Results in Fresno County Islands (continued)**



- 7 Categories Exceeded
- 5 - 6 Categories Exceeded
- 3 - 4 Categories Exceeded
- 1 - 2 Categories Exceeded
- 0 Categories Exceeded

- City Limits
- County Boundary

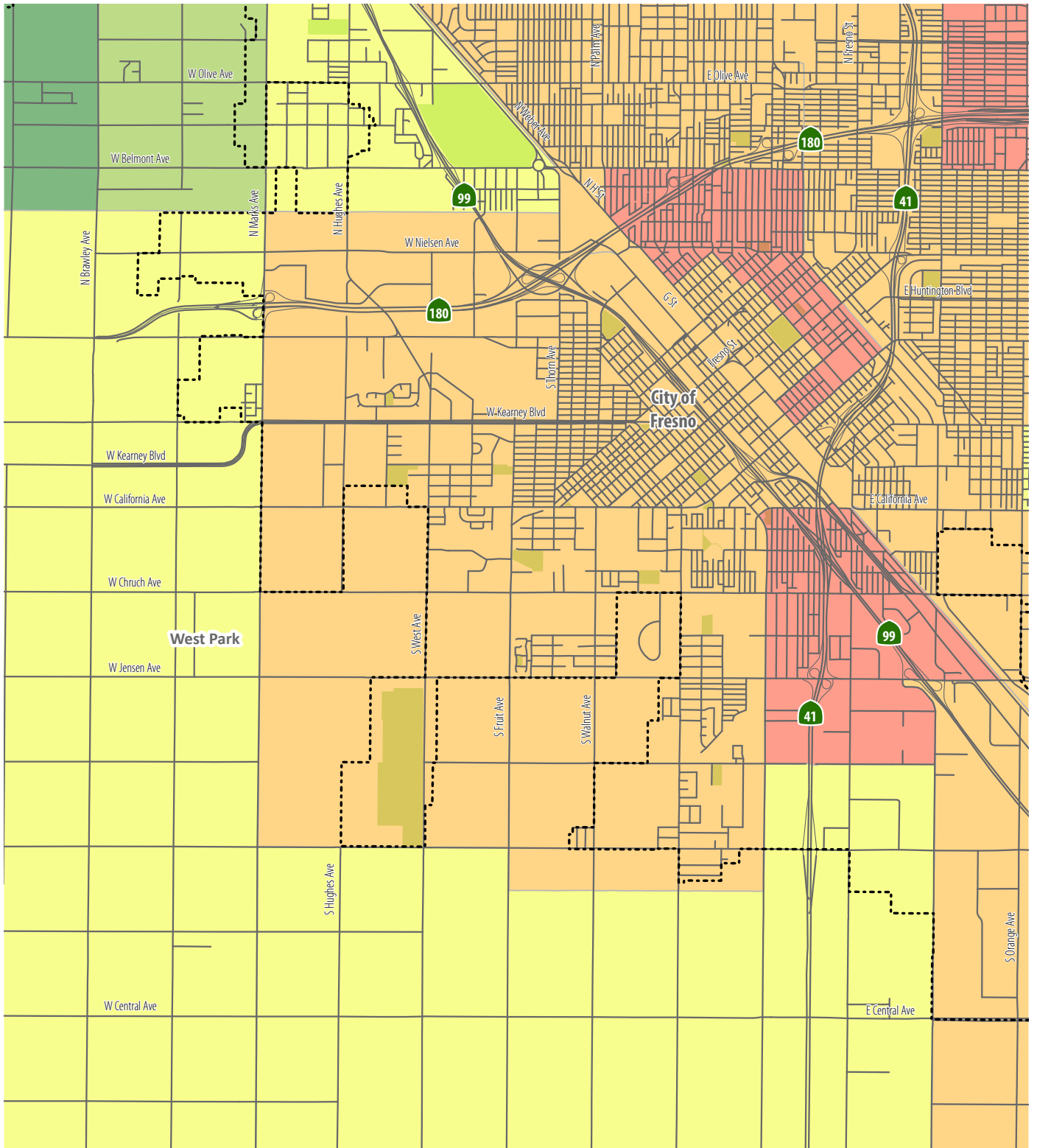
- Canal
- Waterway
- Park/Open Space



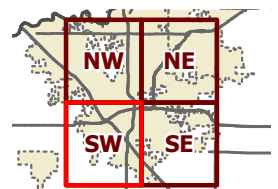
Source: Council on Environmental Quality, 2023; Fehr & Peers, 2023



**Figure 16-18: Federal Climate & Economic Justice Screening Tool Results in Fresno County Islands (continued)**



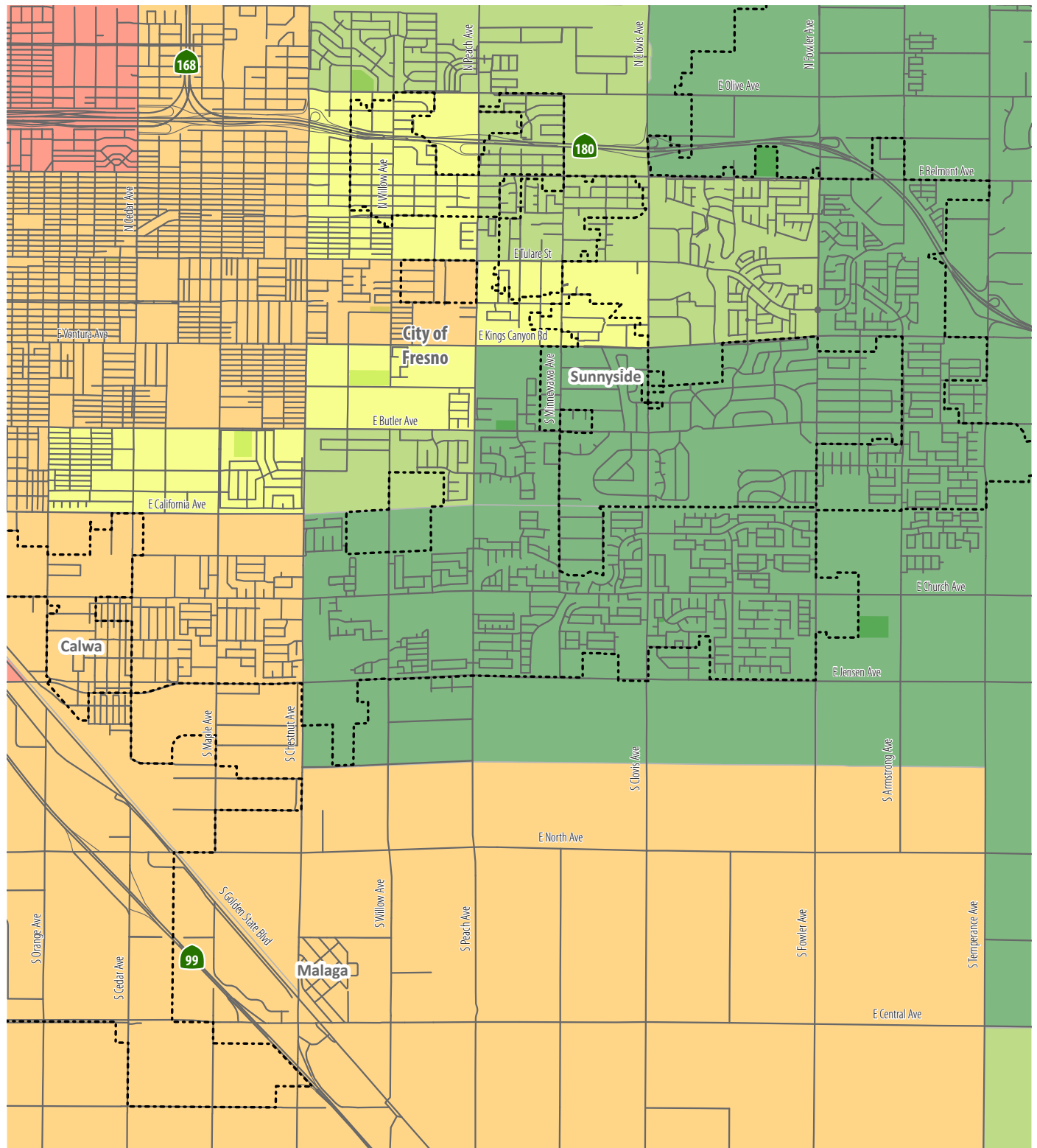
- 7 Categories Exceeded
- 5 - 6 Categories Exceeded
- 3 - 4 Categories Exceeded
- 1 - 2 Categories Exceeded
- 0 Categories Exceeded
- City Limits
- County Boundary
- Canal
- Waterway
- Park/Open Space



Source: Council on Environmental Quality, 2023; Fehr & Peers, 2023



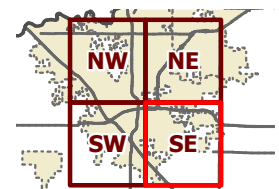
**Figure 16-18: Federal Climate & Economic Justice Screening Tool Results in Fresno County Islands (continued)**



- 7 Categories Exceeded
- 5 - 6 Categories Exceeded
- 3 - 4 Categories Exceeded
- 1 - 2 Categories Exceeded
- 0 Categories Exceeded

- City Limits
- County Boundary

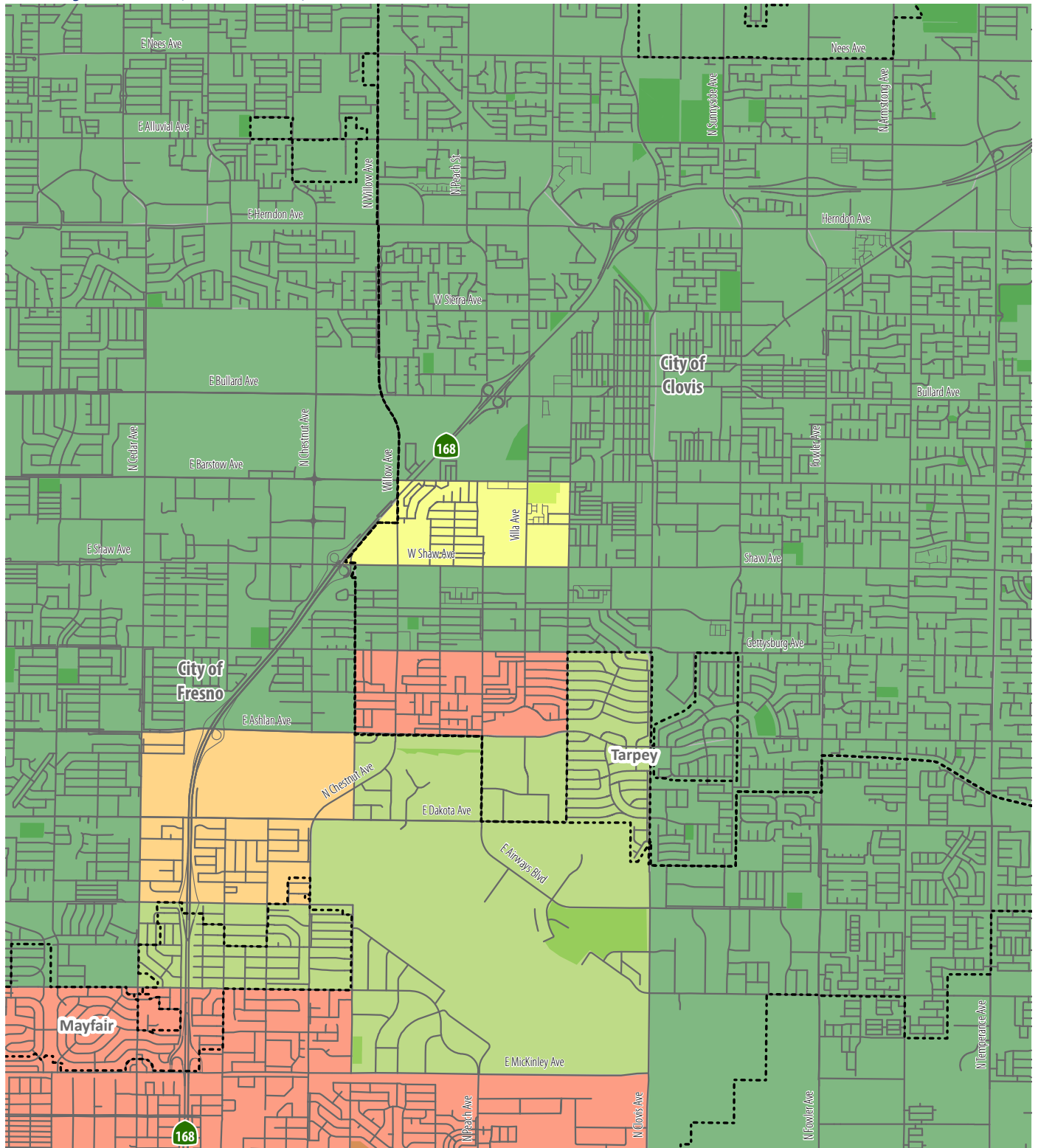
- Canal
- Waterway
- Park/Open Space



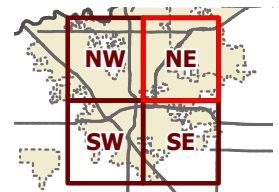
Source: Council on Environmental Quality, 2023; Fehr & Peers, 2023



**Figure 16-19: US DOT Equitable Transportation Community Screening Results in Fresno County Islands (continued)**

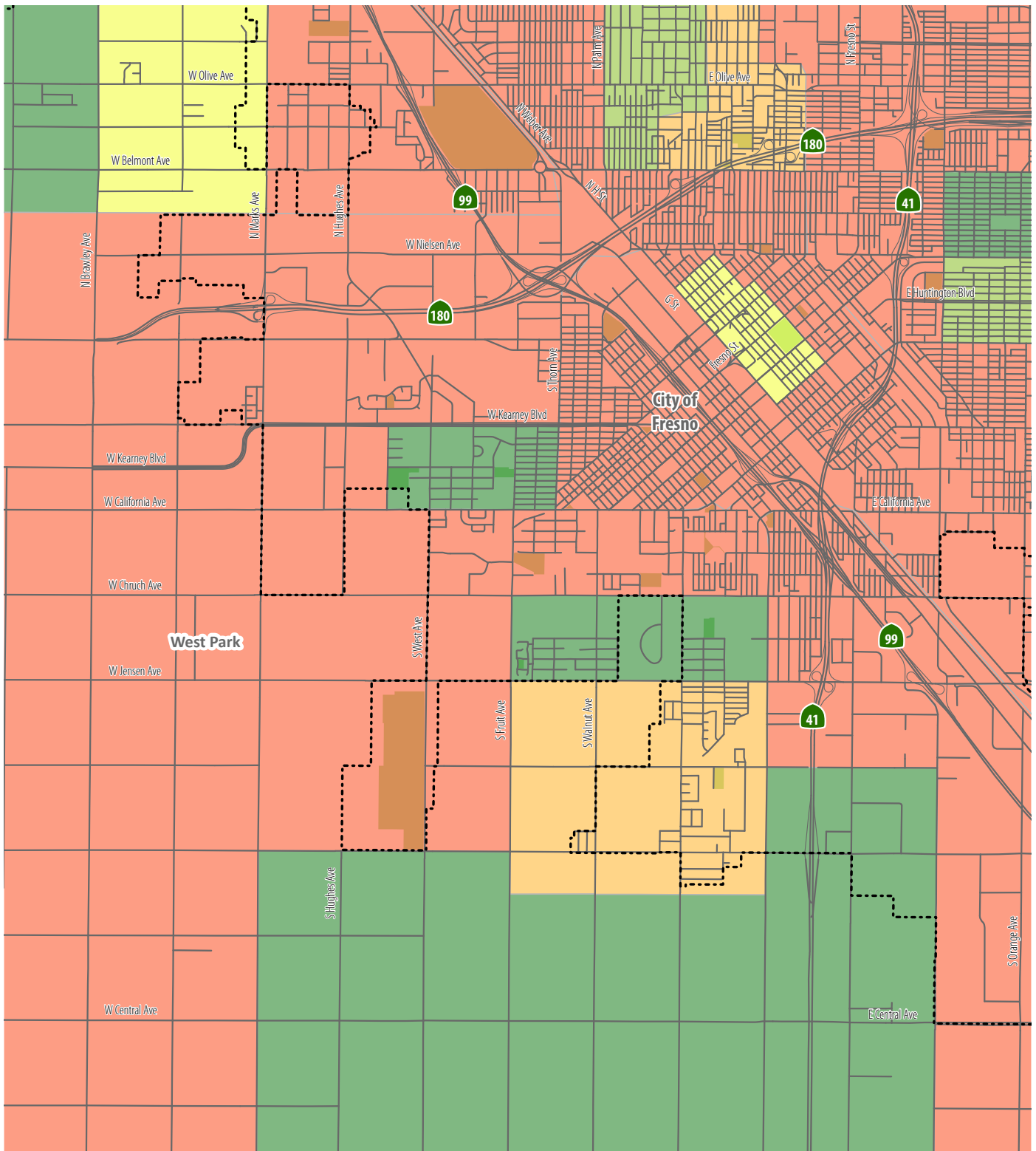


- <10% Most Disadvantaged
- 10% to <15% Most Disadvantaged
- 15% to <20% Most Disadvantaged
- 20% to 25% Most Disadvantaged
- Above 25% Most Disadvantaged
- City Limits
- County Boundary
- Canal
- Waterway
- Park/Open Space

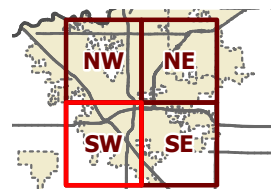


Source: US Department of Transportation, 2023; Fehr & Peers, 2023

**Figure 16-19: US DOT Equitable Transportation Community Screening Results in Fresno County Islands (continued)**



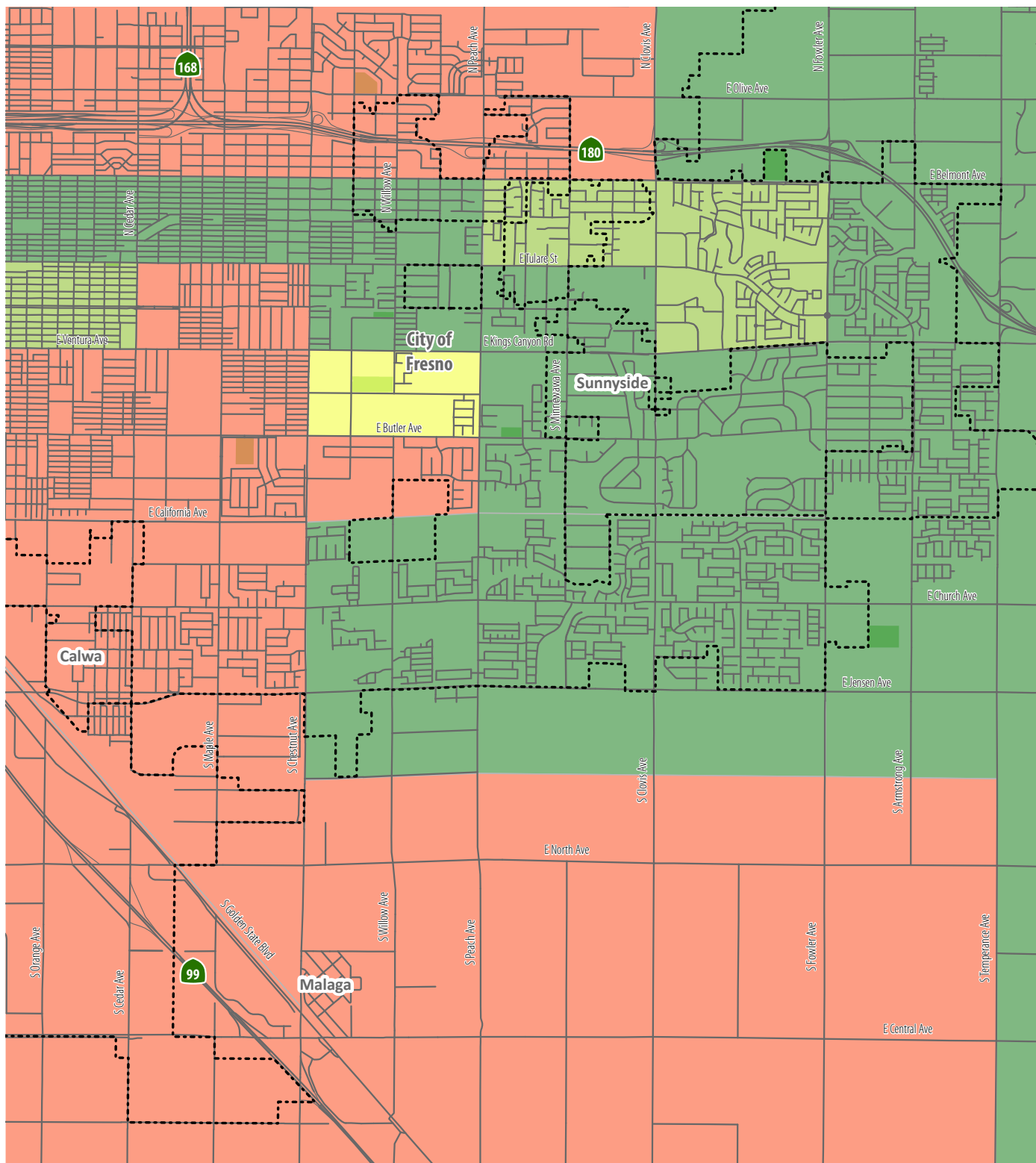
- <10% Most Disadvantaged
- 10% to <15% Most Disadvantaged
- 15% to <20% Most Disadvantaged
- 20% to 25% Most Disadvantaged
- Above 25% Most Disadvantaged
- City Limits
- County Boundary
- Canal
- Waterway
- Park/Open Space



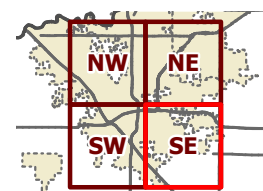
Source: US Department of Transportation, 2023; Fehr & Peers, 2023



**Figure 16-19: US DOT Equitable Transportation Community Screening Results in Fresno County Islands (continued)**



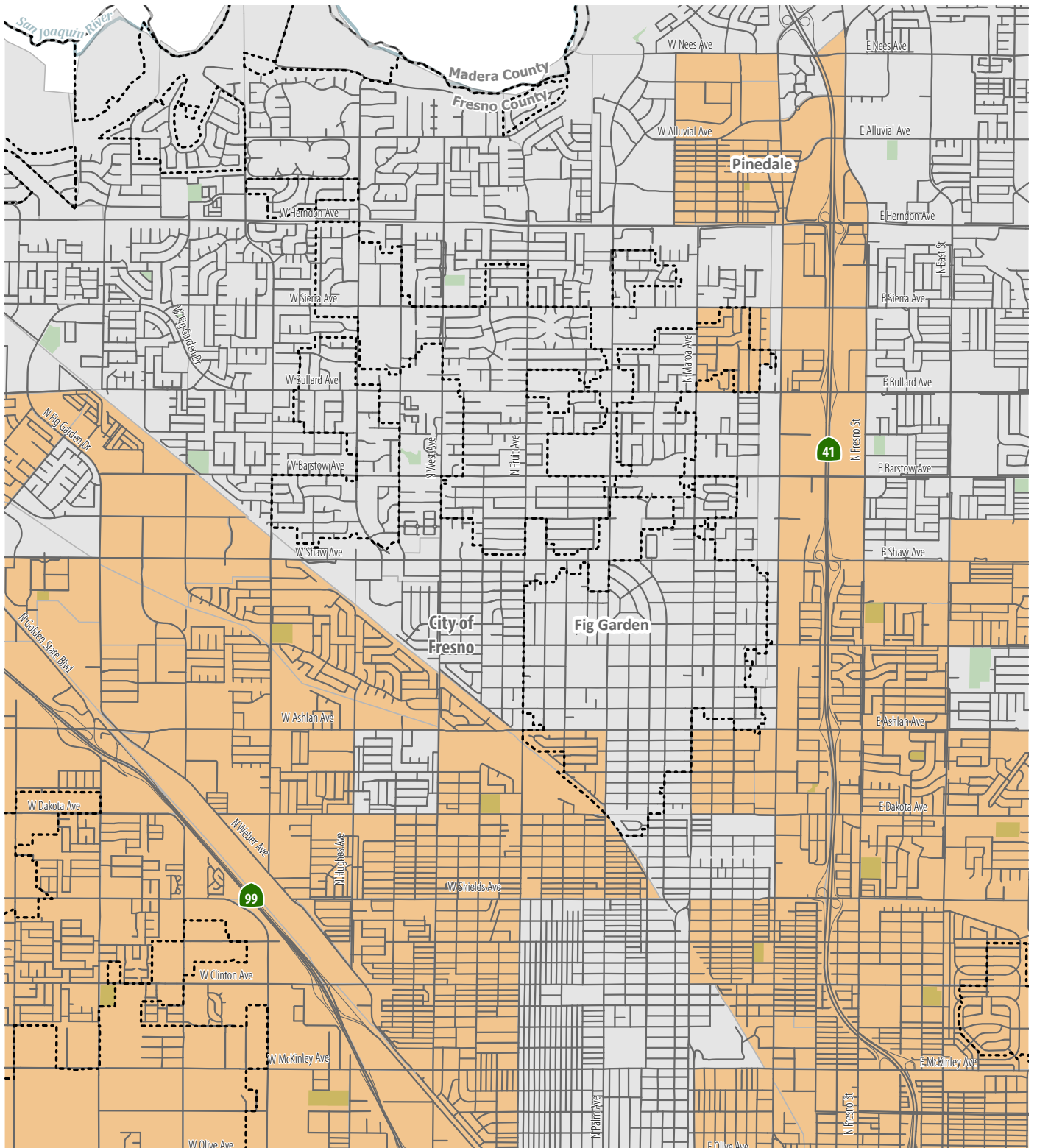
- <10% Most Disadvantaged
- 10% to <15% Most Disadvantaged
- 15% to <20% Most Disadvantaged
- 20% to 25% Most Disadvantaged
- Above 25% Most Disadvantaged
- City Limits
- County Boundary
- Canal
- Waterway
- Park/Open Space



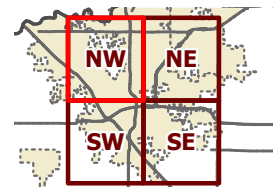
Source: US Department of Transportation, 2023; Fehr & Peers, 2023



**Figure 16-20: FCOG Environmental Justice Disadvantaged Areas in Fresno County Islands**

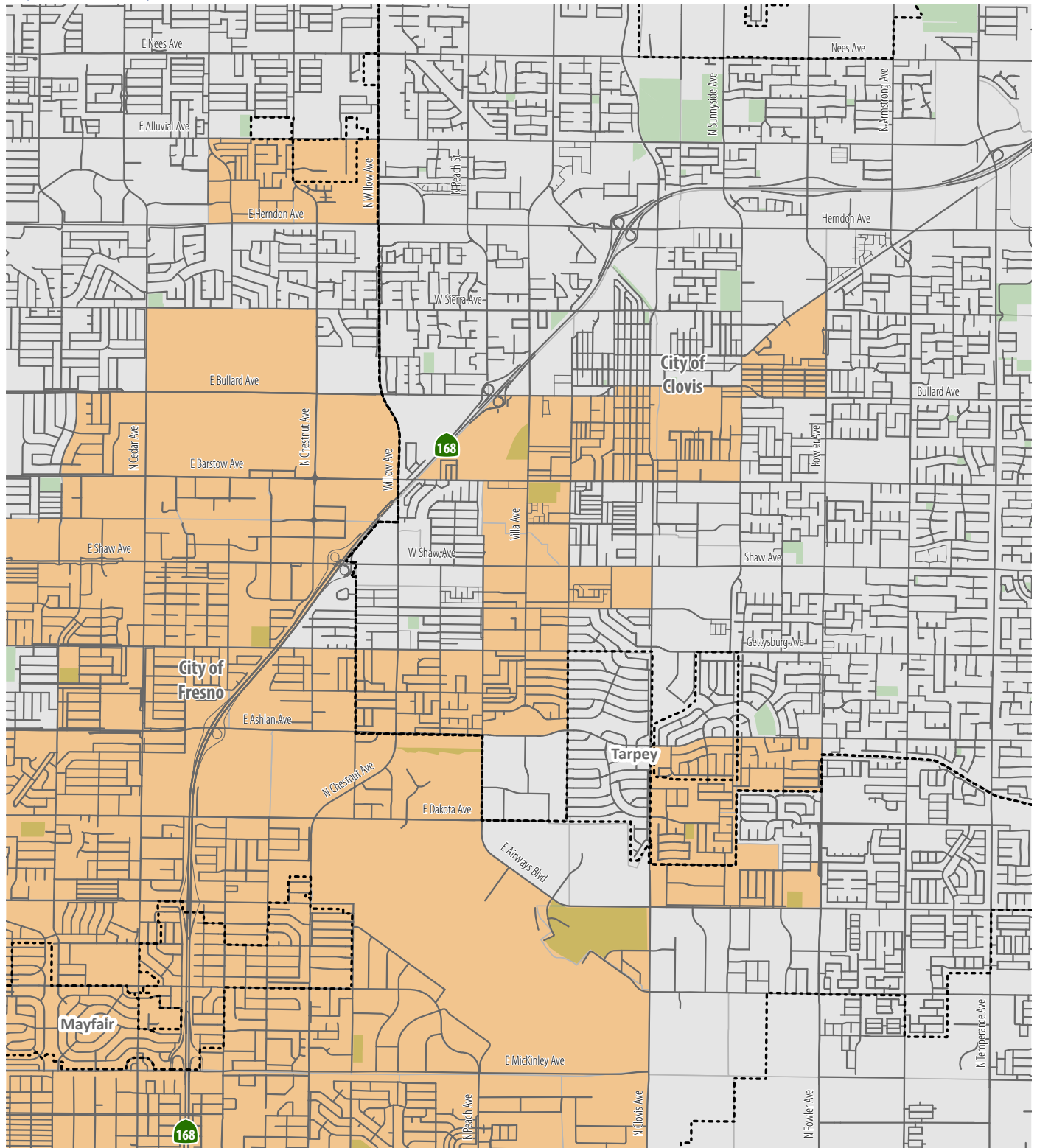


- Environmental Justice TAZ
- Non-Environmental Justice TAZ
- City Limits
- County Boundary
- Canal
- Waterway
- Park/Open Space

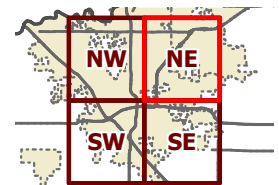


Source: FCOG, 2023; Fehr & Peers, 2023

**Figure 16-20: FCOG Environmental Justice Disadvantaged Areas in Fresno County Islands (continued)**

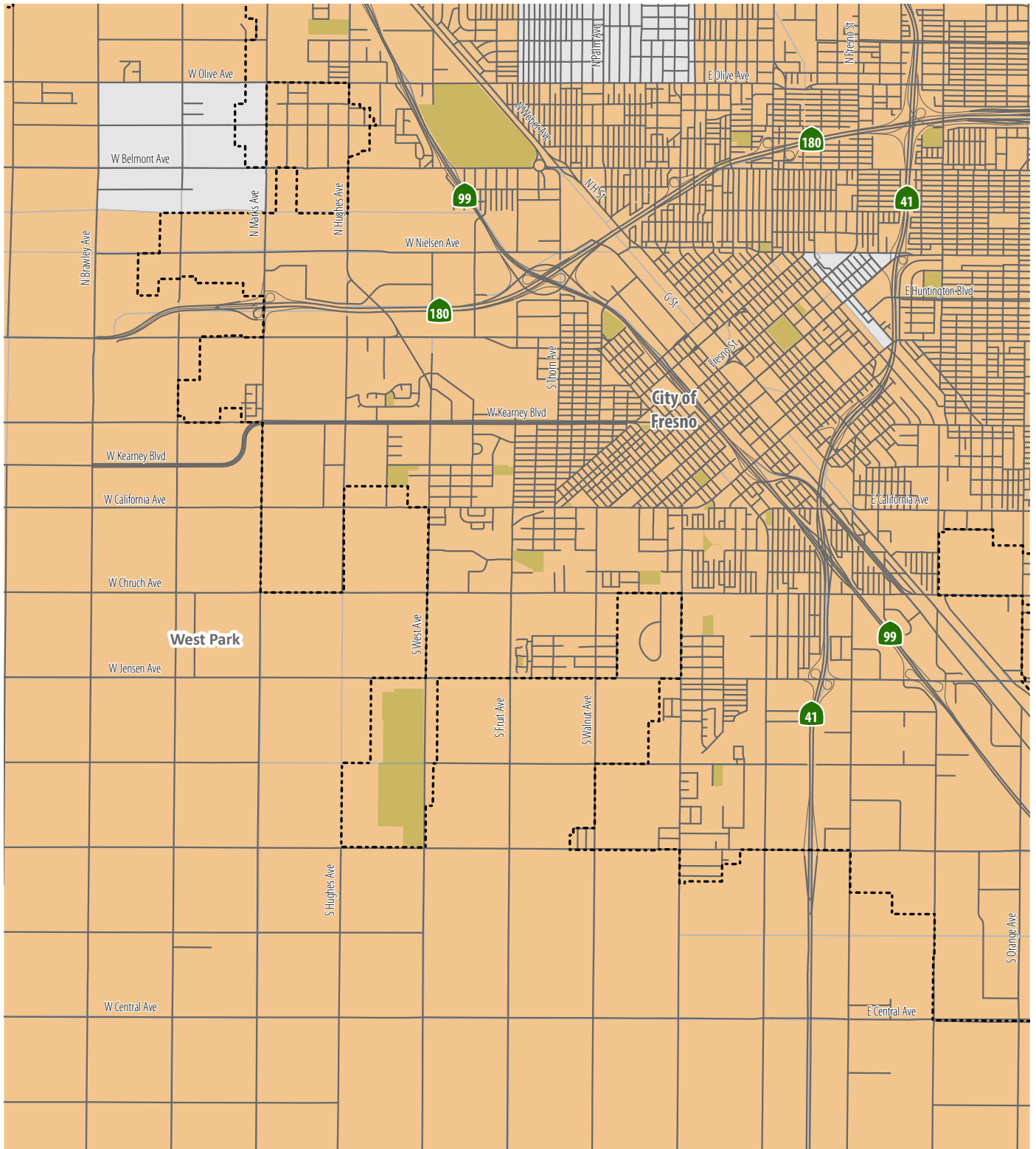


- Environmental Justice TAZ
- Non-Environmental Justice TAZ
- City Limits
- County Boundary
- Canal
- Waterway
- Park/Open Space

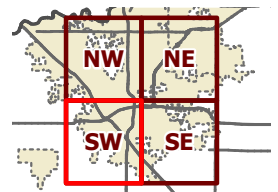


Source: FCOG, 2023; Fehr & Peers, 2023

**Figure 16-20: FCOG Environmental Justice Disadvantaged Areas in Fresno County Islands (continued)**

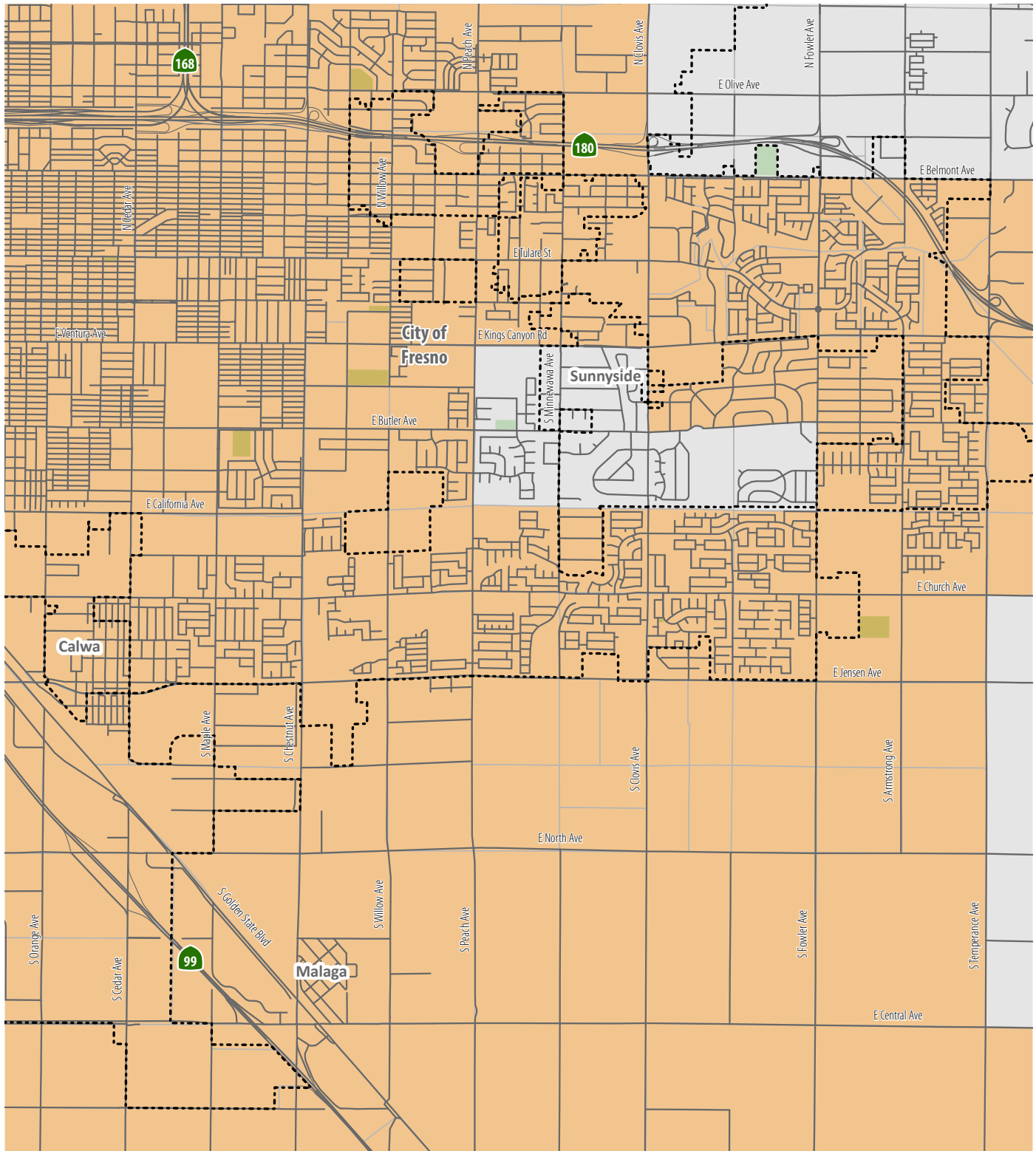


- Environmental Justice TAZ
- Non-Environmental Justice TAZ
- City Limits
- County Boundary
- Canal
- Waterway
- Park/Open Space



Source: FCOG, 2023; Fehr & Peers, 2023

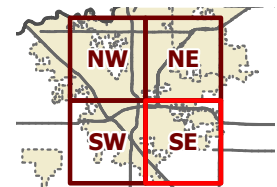
**Figure 16-20: FCOG Environmental Justice Disadvantaged Areas in Fresno County Islands (continued)**



Environmental Justice TAZ  
 Non-Environmental Justice TAZ

City Limits  
 County Boundary

Canal  
 Waterway  
 Park/Open Space



Source: FCOG, 2023; Fehr & Peers, 2023



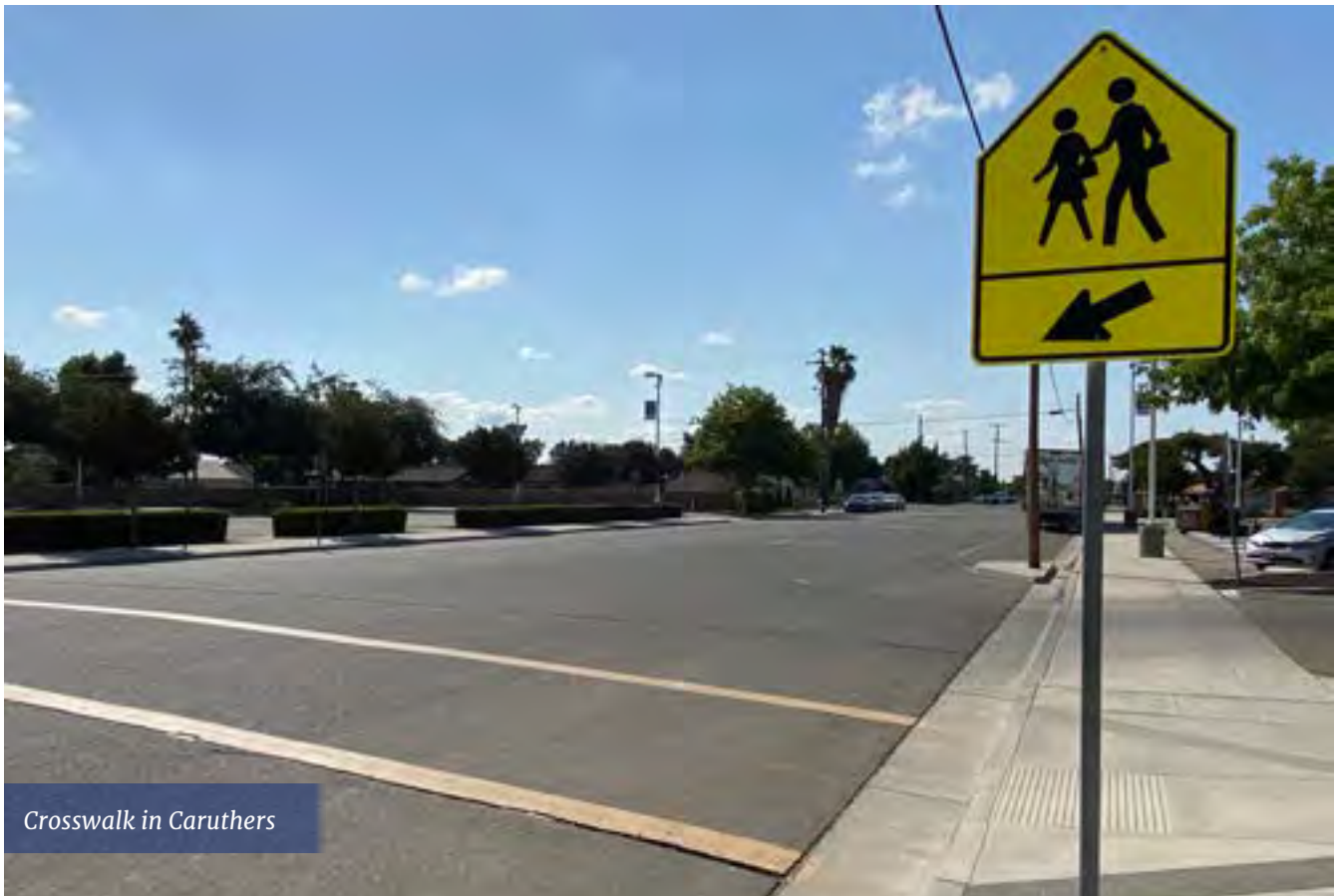
## Existing Trips

Based on the U.S. Census American Community Survey, approximately 1.5 percent of Fresno County workers commute to work by walking and 0.4 percent commute to work by bicycling. Note that these values include both the cities and unincorporated areas of the County. These shares are lower than the statewide averages, as shown in Table 16-3. However, these statistics only include workers who walk or ride every day, not those who do so occasionally. Reliable data on non-commute trips, including trips to school, trips for shopping, and recreational trips, is not readily available and not included in these estimates. Thus, the total number of biking and walking trips in Fresno County is higher than shown here.

**Table 16-3: Fresno County Trips to Work by Bicycling and Walking**

Jurisdiction	Walk		Bicycle	
	Estimate	Share	Estimate	Share
Fresno County	6,173	1.5%	1,646	0.4%
California	440,483	2.4%	128,474	0.7%

*Note: Workers aged 16 years and older, excludes percentage of employees that work from home.  
Source: U.S. Census 2017 -2022 American Community Survey, 2023; Fehr & Peers, 2023*



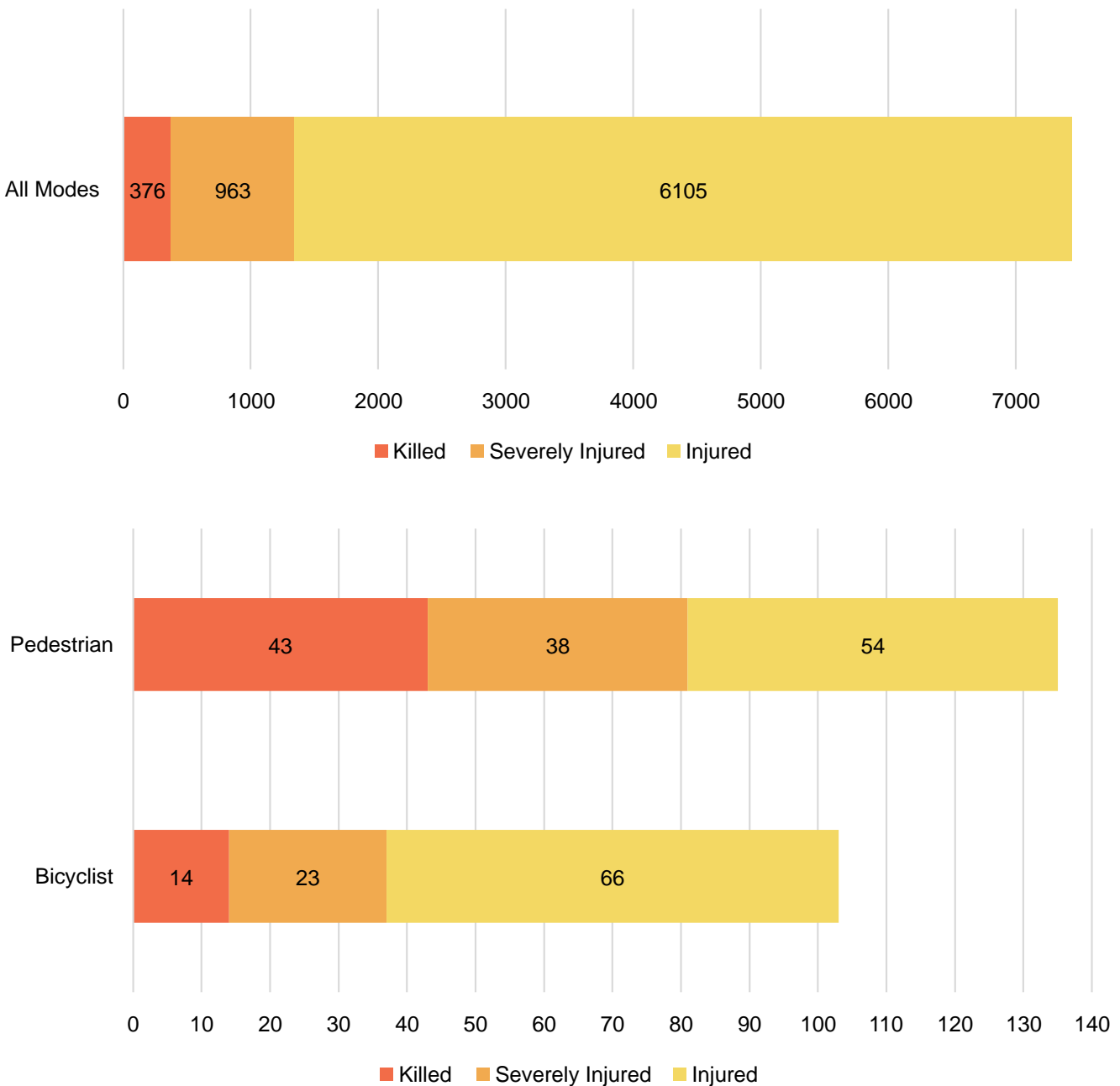
Crosswalk in Caruthers



## Collisions

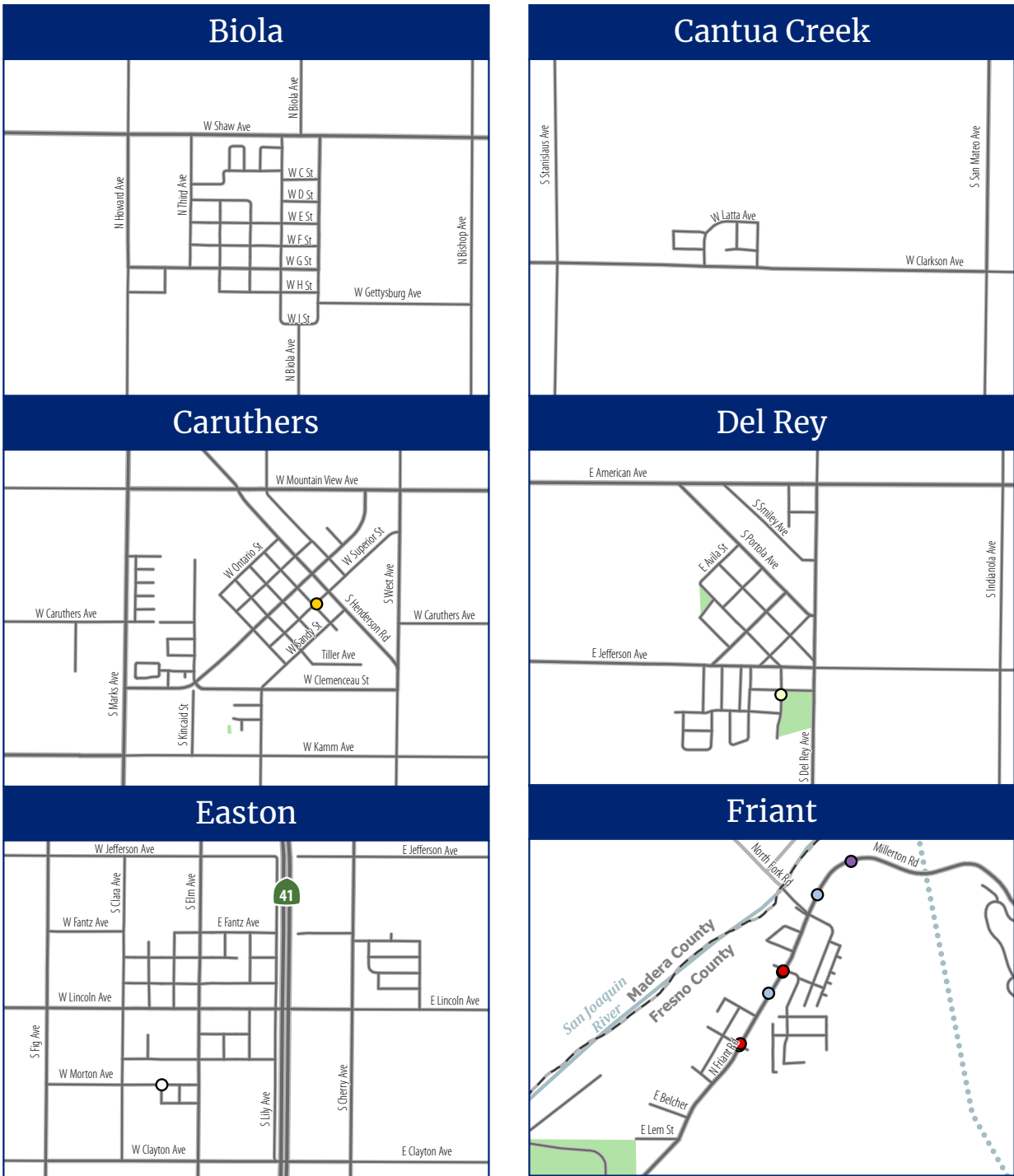
In the unincorporated County areas, between 2016 and 2021, there were 135 injury collisions reported that involved a pedestrian (representing two percent of all injury collisions) and 103 injury collisions involving a bicyclist (representing 1% of all injury collisions) recorded in this time period. In this period, 11 percent of collisions resulting in fatality involved a person walking. Refer to Figures 16-21 through 16-23 and 17-11 for a summary and maps of these collisions.

**Figure 16-21: Collisions by Severity in Unincorporated Fresno County, 2016 -2021**



Sources: Traffic Injury Mapping System, 2023, Fehr & Peers, 2023

**Figure 16-22: Collisions Involving a Pedestrian or Bicyclist in Fresno County Unincorporated Communities**



**Bicycle Collisions (2016–2021)**

- Fatal
- Injury (Severe)
- Injury (Other Visible)
- Injury (Complaint of Pain)

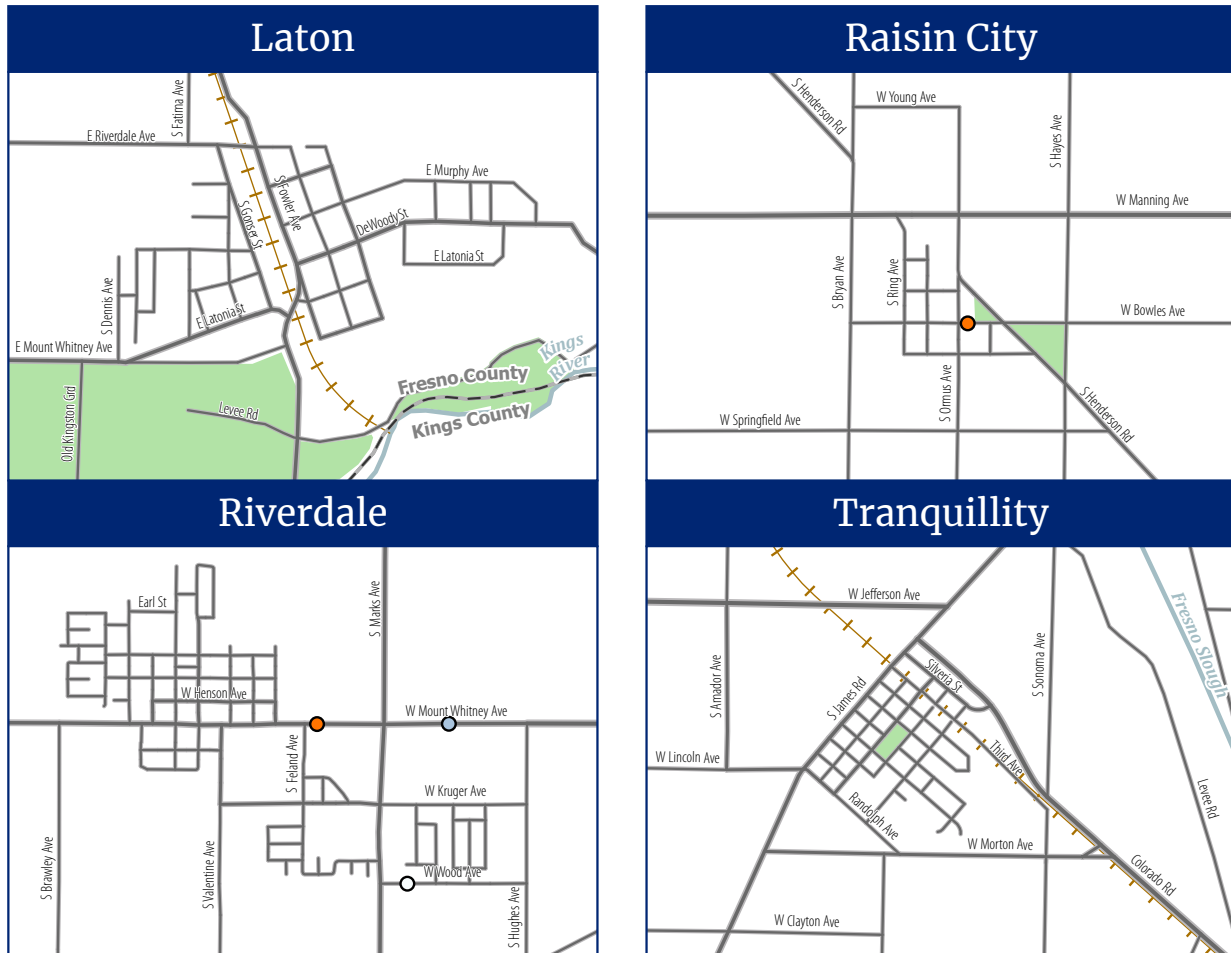
**Pedestrian Collisions (2016–2021)**

- Fatal
- Injury (Severe)
- Injury (Other Visible)
- Injury (Complaint of Pain)

- +— Railroad
- ... Canal
- Waterway
- Park/Open Space
- County Boundary

Source: UC Berkeley SafeTREC, 2023; Fehr & Peers, 2023

**Figure 16-22: Collisions Involving a Pedestrian or Bicyclist in Fresno County Unincorporated Communities (continued)**



**Bicycle Collisions (2016–2021)**

- Fatal
- Injury (Severe)
- Injury (Other Visible)
- Injury (Complaint of Pain)

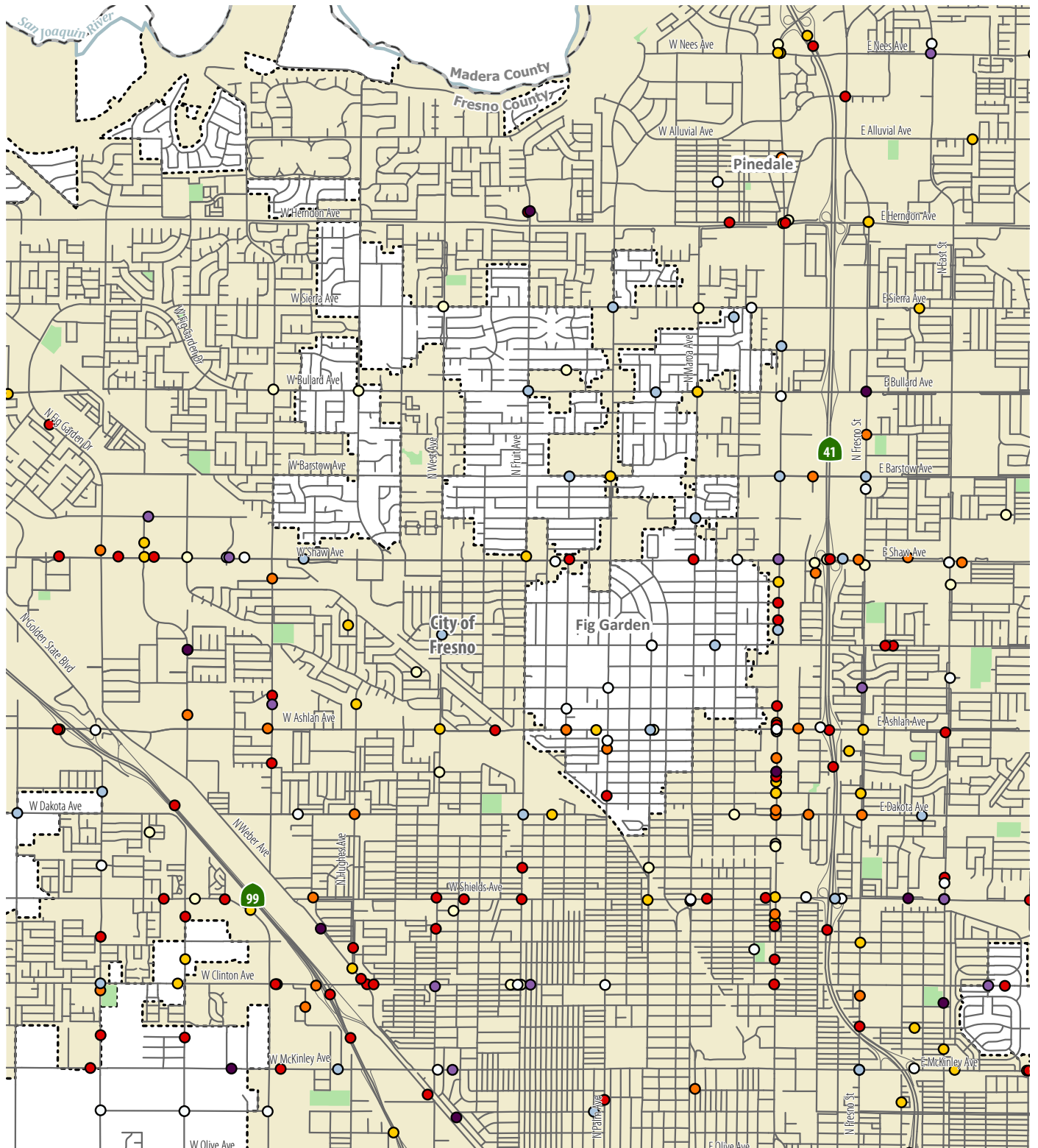
**Pedestrian Collisions (2016–2021)**

- Fatal
- Injury (Severe)
- Injury (Other Visible)
- Injury (Complaint of Pain)

- +— Railroad
- ... Canal
- Waterway
- Park/Open Space
- County Boundary

Source: UC Berkeley SafeTREC, 2023; Fehr & Peers, 2023

**Figure 16-23: Collisions Involving a Pedestrian or Bicyclist in Fresno County Islands**



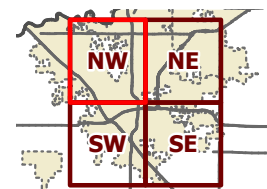
**Bicycle Collisions (2016–2021)**

- Fatal
- Injury (Severe)
- Injury (Other Visible)
- Injury (Complaint of Pain)

**Pedestrian Collisions (2016–2021)**

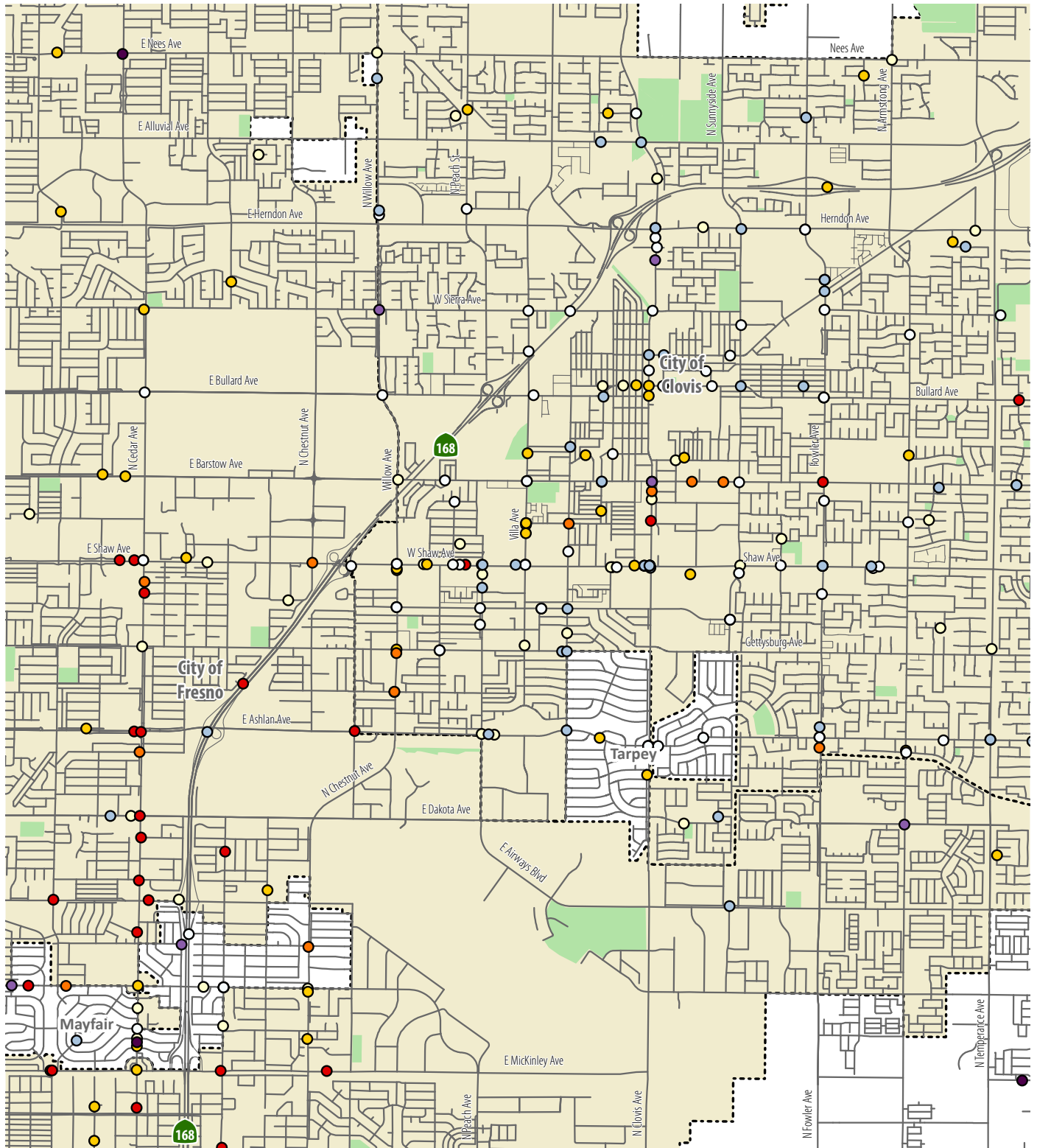
- Fatal
- Injury (Severe)
- Injury (Other Visible)
- Injury (Complaint of Pain)

- Canal
- Waterway
- Park/Open Space
- - - City Limits
- County Boundary



Source: UC Berkeley SafeTREC, 2023; Fehr & Peers, 2023

**Figure 16-23: Collisions Involving a Pedestrian or Bicyclist in Fresno County Islands**  
(continued)



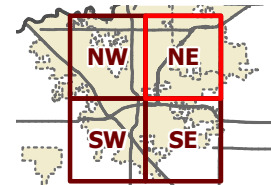
**Bicycle Collisions (2016-2021)**

- Fatal
- Injury (Severe)
- Injury (Other Visible)
- Injury (Complaint of Pain)

**Pedestrian Collisions (2016-2021)**

- Fatal
- Injury (Severe)
- Injury (Other Visible)
- Injury (Complaint of Pain)

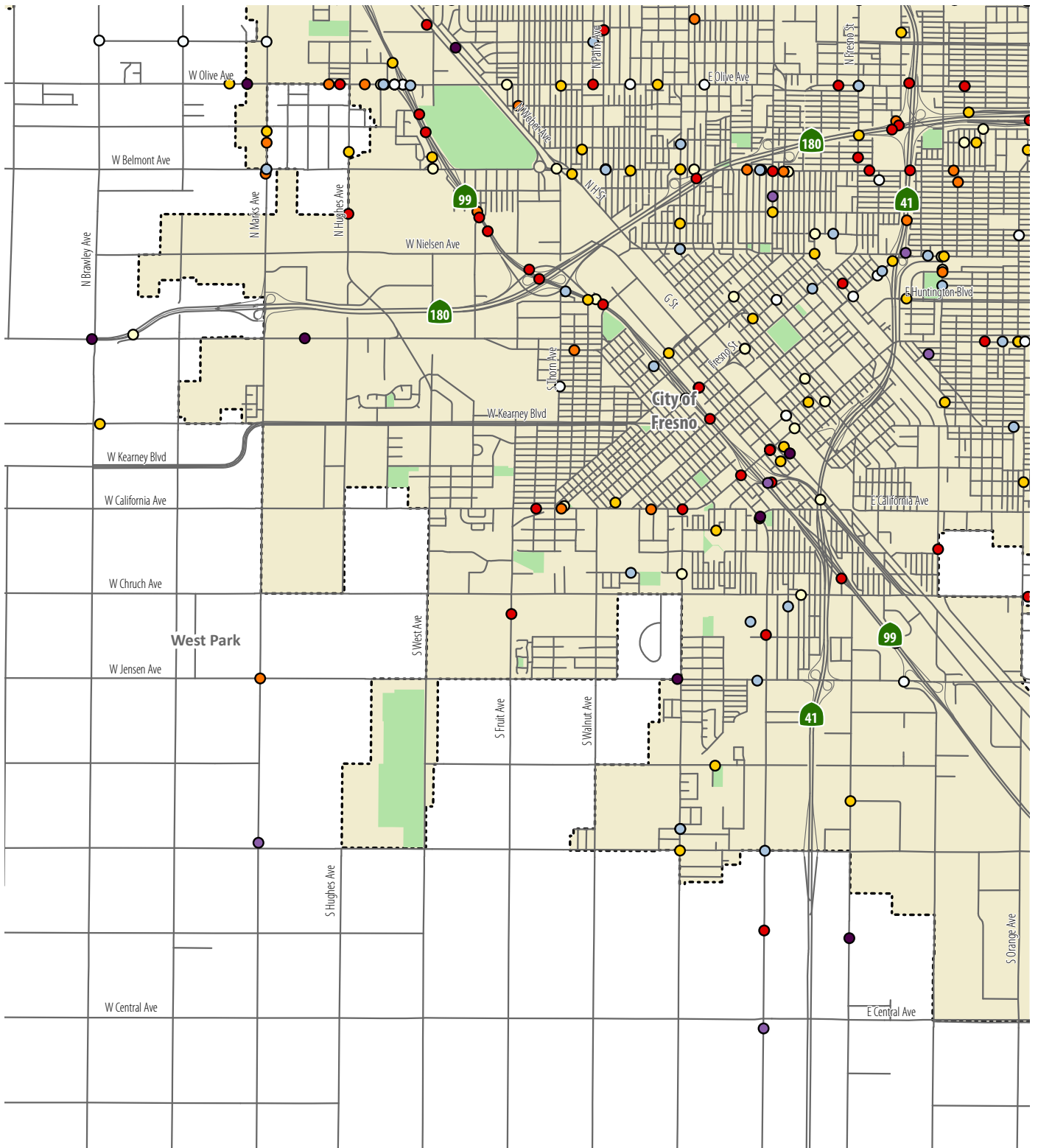
- Canal
- Waterway
- Park/Open Space
- - - City Limits
- County Boundary



Source: UC Berkeley SafeTREC, 2023; Fehr & Peers, 2023



**Figure 16-23: Collisions Involving a Pedestrian or Bicyclist in Fresno County Islands**  
(continued)



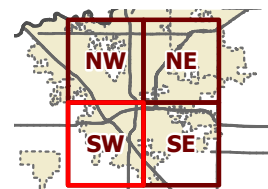
**Bicycle Collisions (2016–2021)**

- Fatal
- Injury (Severe)
- Injury (Other Visible)
- Injury (Complaint of Pain)

**Pedestrian Collisions (2016–2021)**

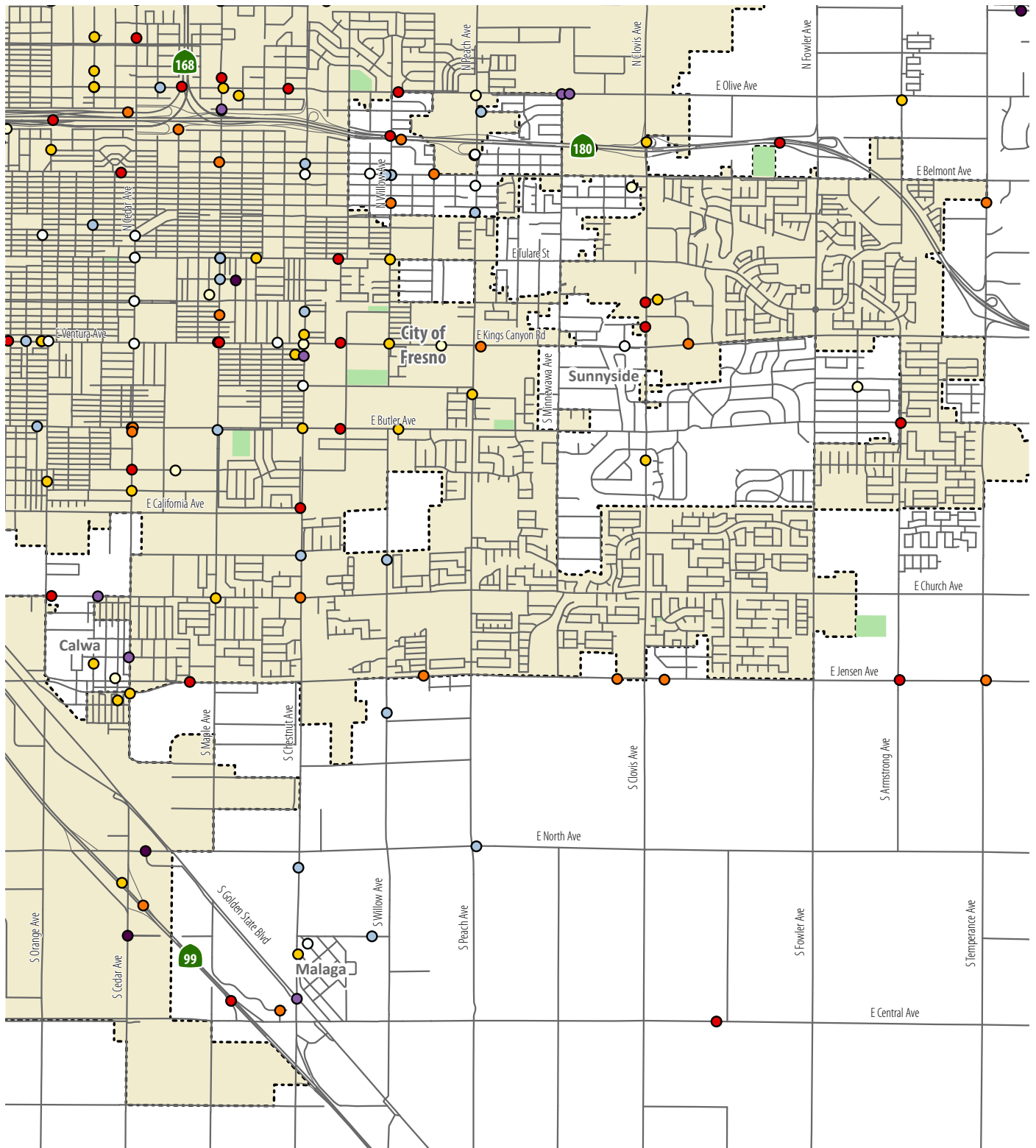
- Fatal
- Injury (Severe)
- Injury (Other Visible)
- Injury (Complaint of Pain)

- Canal
- Waterway
- Park/Open Space
- - - City Limits
- County Boundary



Source: UC Berkeley SafeTREC, 2023; Fehr & Peers, 2023

**Figure 16-23: Collisions Involving a Pedestrian or Bicyclist in Fresno County Islands**  
(continued)



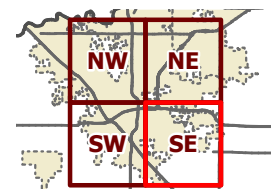
**Bicycle Collisions (2016-2021)**

- Fatal
- Injury (Severe)
- Injury (Other Visible)
- Injury (Complaint of Pain)

**Pedestrian Collisions (2016-2021)**

- Fatal
- Injury (Severe)
- Injury (Other Visible)
- Injury (Complaint of Pain)

- Canal
- Waterway
- Park/Open Space
- - - City Limits
- County Boundary



Source: UC Berkeley SafeTREC, 2023; Fehr & Peers, 2023

## PLANNED NETWORKS

The planned walking and biking networks for Unincorporated Fresno County are summarized in Table 16-5 (including connections between communities discussed in Chapter 17) and shown in Figures 16-22 through 16-24. The networks include shared-use paths, bike lanes and routes, sidewalks, and crosswalk improvements. The proposed networks are designed to connect to unincorporated Fresno County’s shared-use trails, to provide access to key destinations, and to serve as recreational assets. The sidewalk improvements also fill gaps in the sidewalk network and add crossing improvements to enhance safety near schools and across busy roads. Appendix D includes a list of these network improvements including locations and extents, lengths, high-level estimated costs, and priorities. Additionally, several of the high priority projects have been grouped into a single project. Additional information to support a funding application for this project has been combined into a fact sheet, which is included in Appendix F.

Figures 16-23 and 16-25 also present planned bike parking for Unincorporated Fresno County. These planned bike parking locations supplement existing locations by adding parking at parks and near retail areas and other destinations.

Based on the indicators of disadvantaged communities discussed earlier in this section, these facilities all support disadvantaged communities, except in Friant and some county islands like Fig Garden that are not disadvantaged by any of these measures.

**Table 16-5: Summary of Planned Walking and Biking Facilities in Unincorporated Fresno County**

Facility Type	Existing (Miles)	Planned (Miles)	Total (Miles)
Sidewalk	133.1	44.8	177.9
Shared Use Path (Class I)	3.7	218.5	222.2
Bike Lane (Class II)*	88.3	346.6	434.9
Bike Route (Class III)*	0.0	266.9	266.9
Separated Bikeway (Class IV)*	0.0	19.0	19.0

*\*Distance measured by centerline*

Sources: Fresno Council of Governments, Fehr & Peers, 2023

Costs to implement these facilities are summarized in Table 16-6 (including connections between communities discussed in Chapter 17).

**Table 16-6: Cost of Planned Walking and Biking Facilities in Unincorporated Fresno County**

Facility Type	Cost Per Mile	High Priority Projects	Total Cost
Sidewalk	\$369,600	\$5,362,700	\$16,552,200
Shared Use Path (Class I)	\$955,700	\$57,475,798	\$208,782,222
Bike Lane (Class II)	\$401,400	\$41,039,136	\$139,121,226
Bike Route (Class III)	\$16,000	\$780,800	\$4,269,920
Separated Bikeway (Class IV)	\$633,600	\$6,469,056	\$12,019,392
Crossing Improvements		\$656,100	\$2,354,200
<b>Total</b>		<b>\$111,783,590</b>	<b>\$383,099,160</b>

Source: Fehr & Peers, 2023



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California  
HERE  
INCOME  
FAST REFUND

INSURANCE



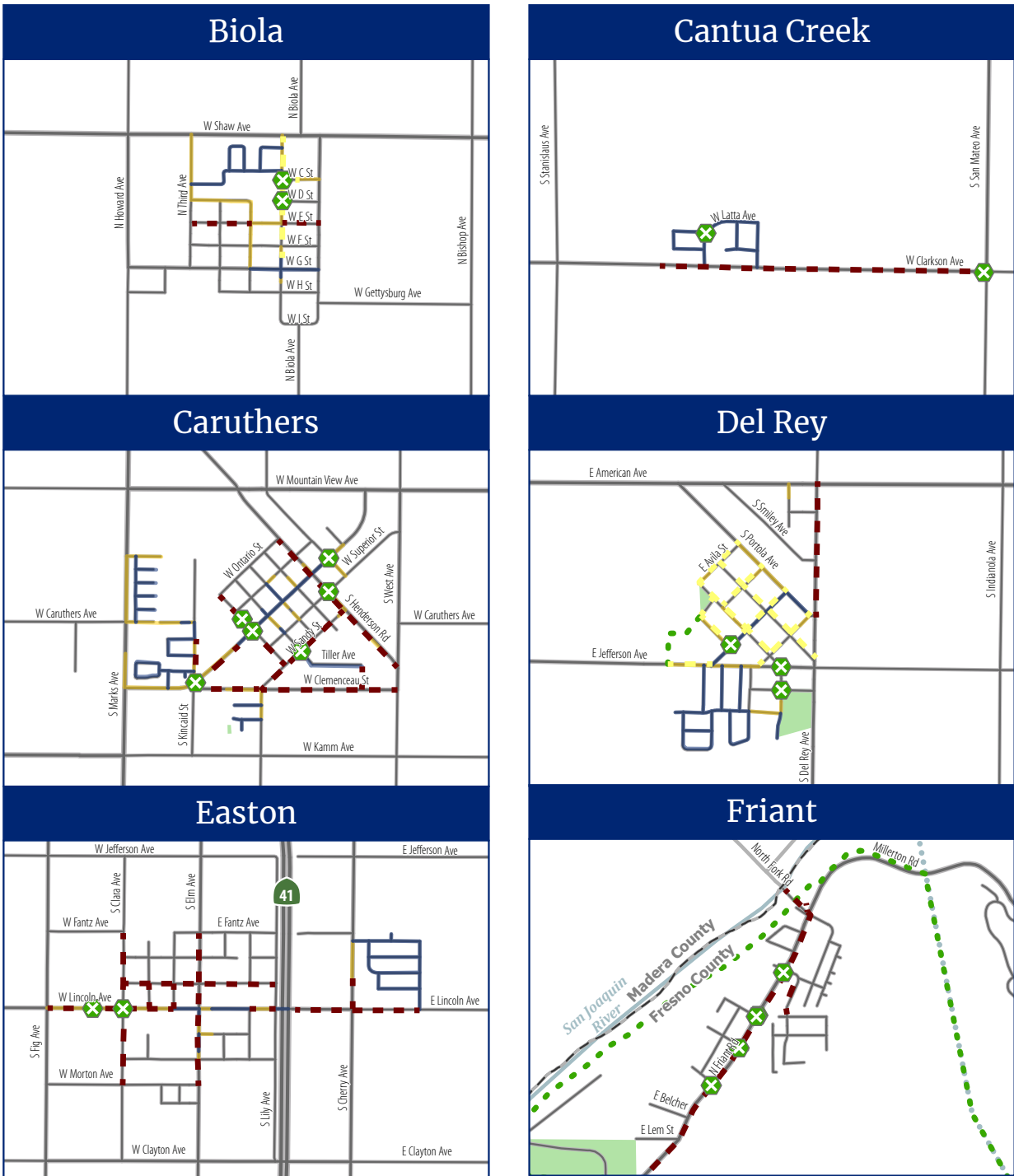
QUESABIRRIAS



QUESATORIA



**Figure 16-22: Planned Walking Facilities in Fresno County Unincorporated Communities**



**Existing Facilities**

- Sidewalk Present on Both Sides
- Sidewalk Present on One Side
- Shared-Use Path (Class I)

**Planned Facilities**

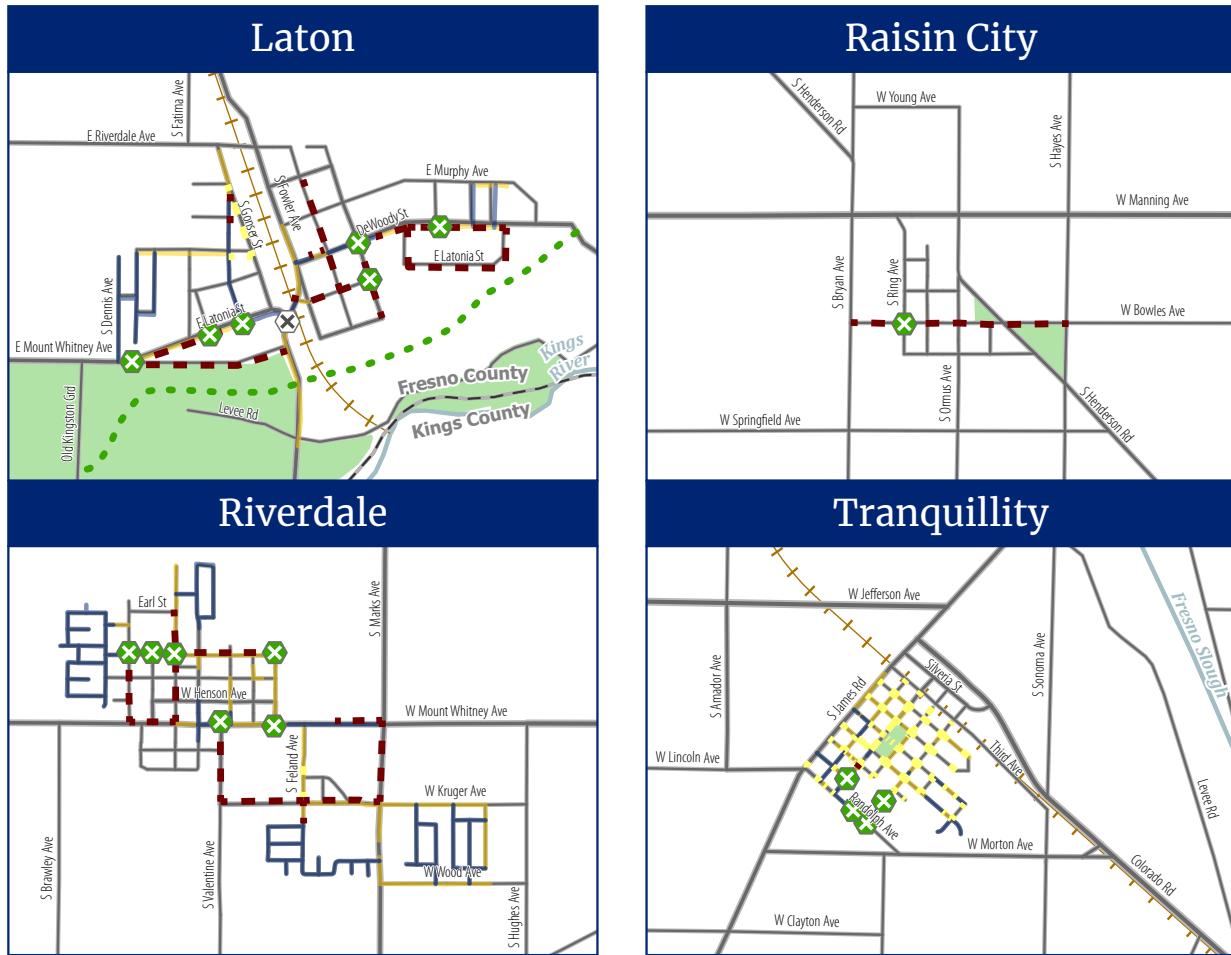
- - - Construct Sidewalk
- - - Funded Sidewalk
- - - Planned Shared-Use Path (Class I)
- - - Funded Shared-Use Path (Class I)
- ⊗ Intersection Improvements/Pedestrian Crossings
- ⊗ Funded Intersection Improvements/Pedestrian Crossings

- + Railroad
- ⋯ Canal
- Waterway
- Park/Open Space
- County Boundary

Source: Fehr & Peers, 2023



**Figure 16-22: Planned Walking Facilities in Fresno County Unincorporated Communities (continued)**



**Existing Facilities**

- Sidewalk Present on Both Sides
- Sidewalk Present on One Side
- Shared-Use Path (Class I)

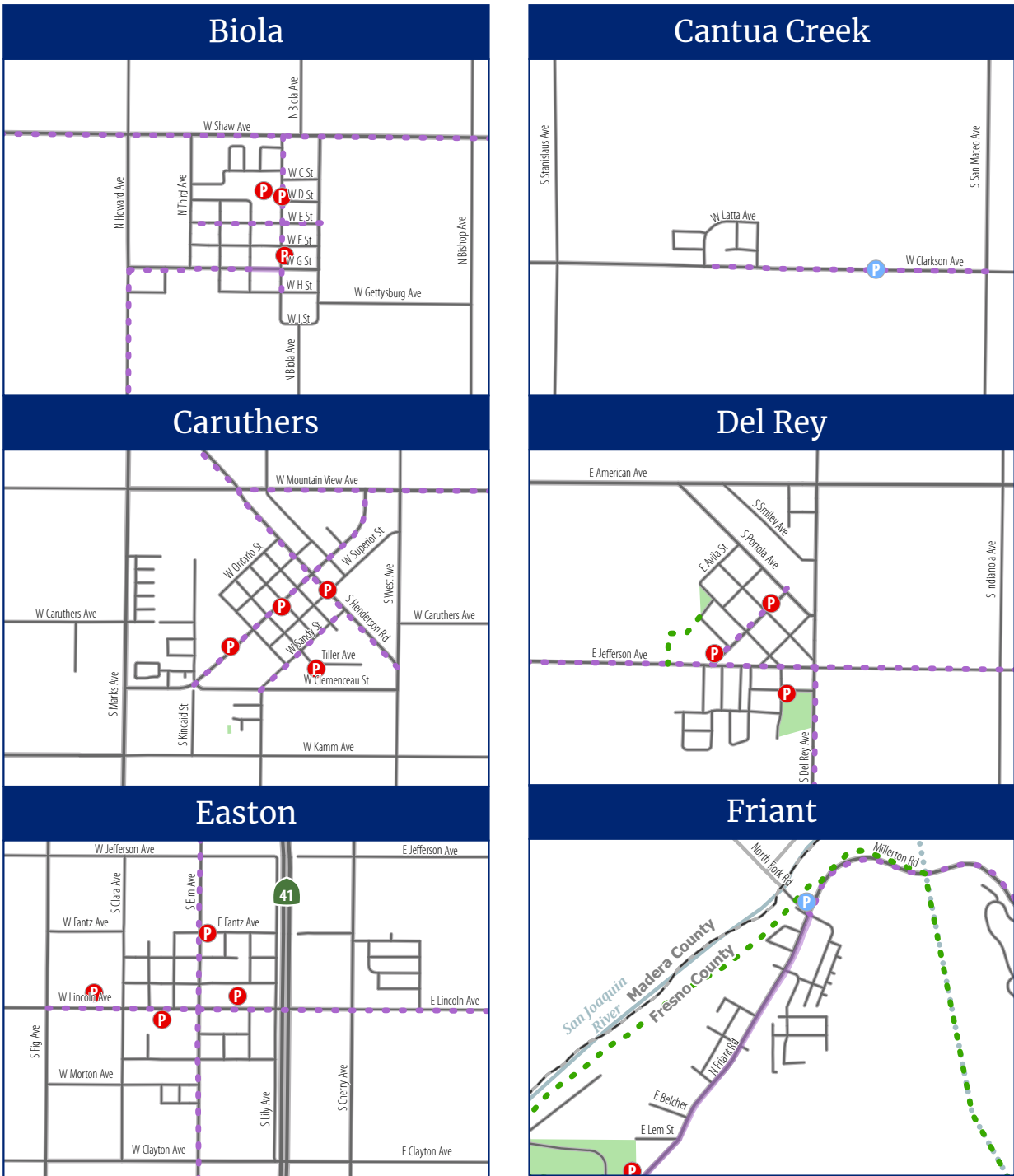
**Planned Facilities**

- - - Construct Sidewalk
- - - Funded Sidewalk
- - - Planned Shared-Use Path (Class I)
- - - Funded Shared-Use Path (Class I)
- ⊗ Intersection Improvements/Pedestrian Crossings
- ⊗ Funded Intersection Improvements/Pedestrian Crossings

- +— Railroad
- ... .. Canal
- Waterway
- Park/Open Space
- County Boundary

Source: Fehr & Peers, 2023

**Figure 16-24: Planned Biking Facilities in Fresno County Unincorporated Communities**



**Bicycle Facility Status**

- Existing Bicycle Facility
- Funded Bicycle Facility
- - - Planned Bicycle Facility
- Ⓟ Existing Bicycle Parking
- Ⓟ Proposed Bicycle Parking

**Bicycle Facility Classification**

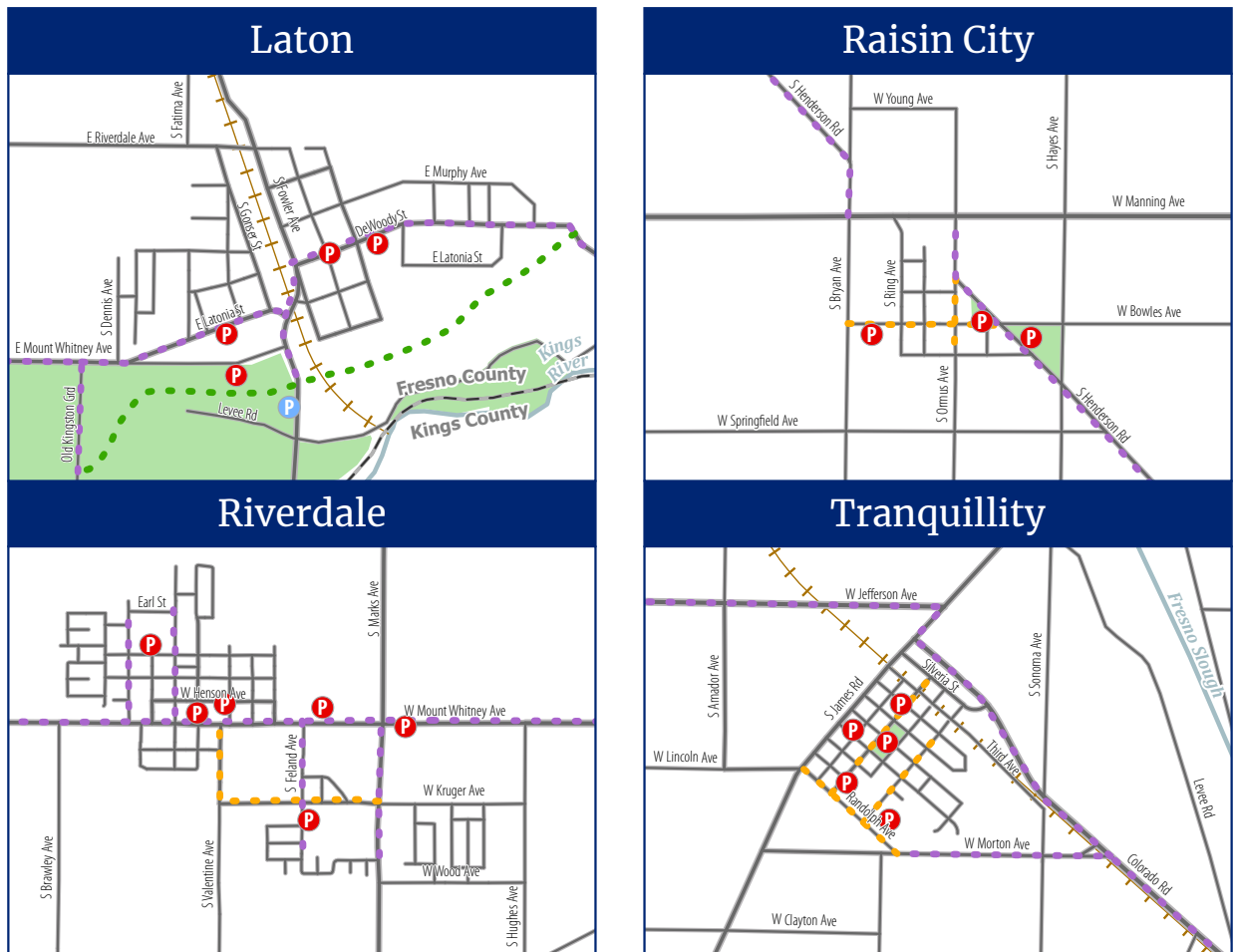
- Shared-Use Path (Class I)
- Bike Lane (Class II)
- Bike Route (Class III)
- Class III with Multi-use Shoulder
- Separated Bikeway (Class IV)
- Class II or III
- Class II or IV

**+** Railroad

- ⋯ Canal
- Waterway
- Park/Open Space
- County Boundary

Source: Fehr & Peers, 2023

**Figure 16-24: Planned Biking Facilities in Fresno County Unincorporated Communities (continued)**



**Bicycle Facility Status**

- Existing Bicycle Facility
- - - Funded Bicycle Facility
- · · Planned Bicycle Facility
- P Existing Bicycle Parking
- P Proposed Bicycle Parking

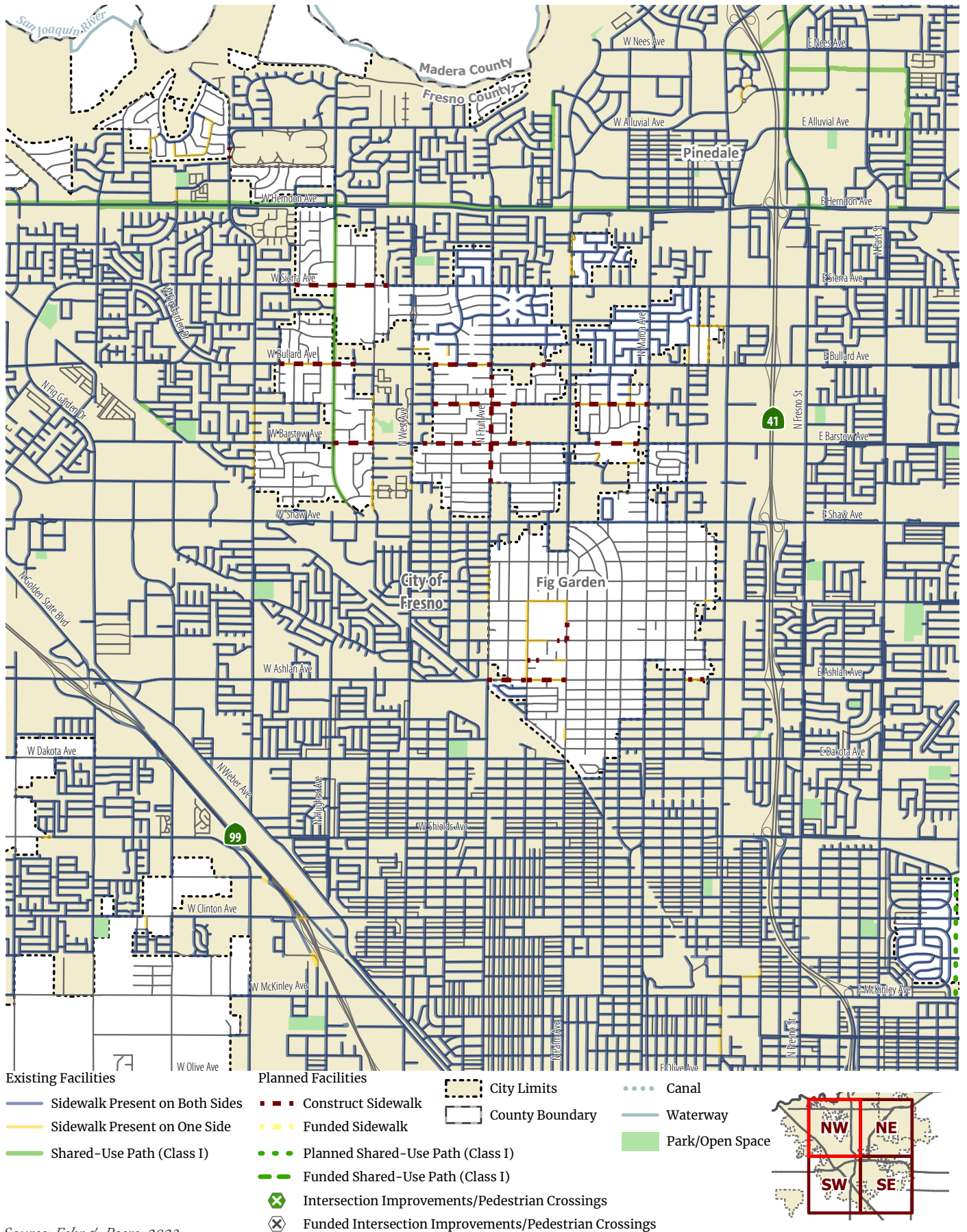
**Bicycle Facility Classification**

- Shared-Use Path (Class I)
- Bike Lane (Class II)
- Bike Route (Class III)
- Class III with Multi-use Shoulder
- Separated Bikeway (Class IV)
- Class II or III
- Class II or IV

- +—+ Railroad
- · · Canal
- Waterway
- Park/Open Space
- County Boundary

Source: Fehr & Peers, 2023

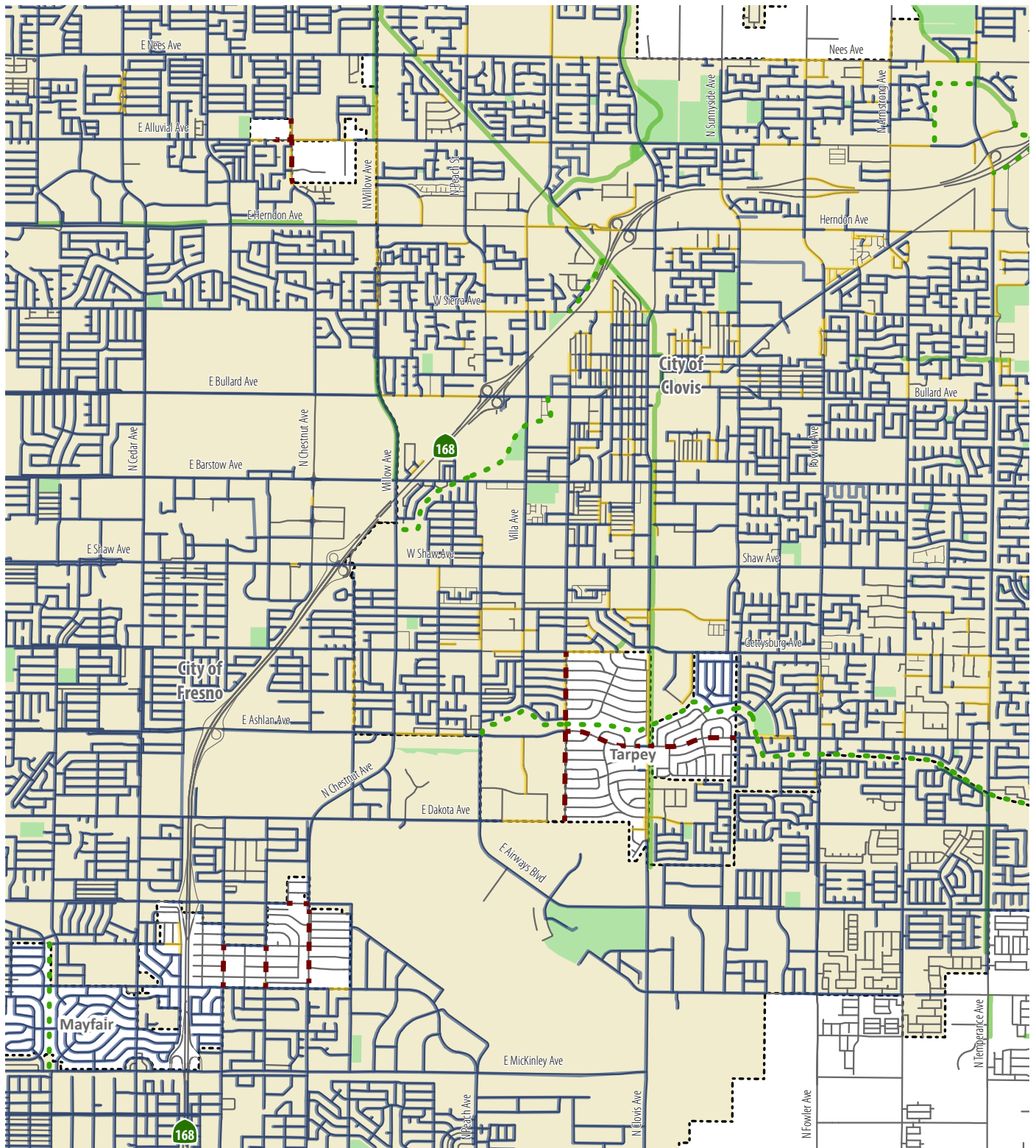
**Figure 16-23: Planned Walking Facilities in Fresno County Islands**



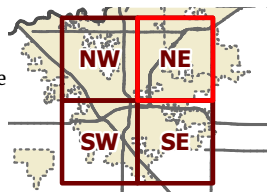
Source: Fehr & Peers, 2023



Figure 16-23: Planned Walking Facilities in Fresno County Islands (continued)



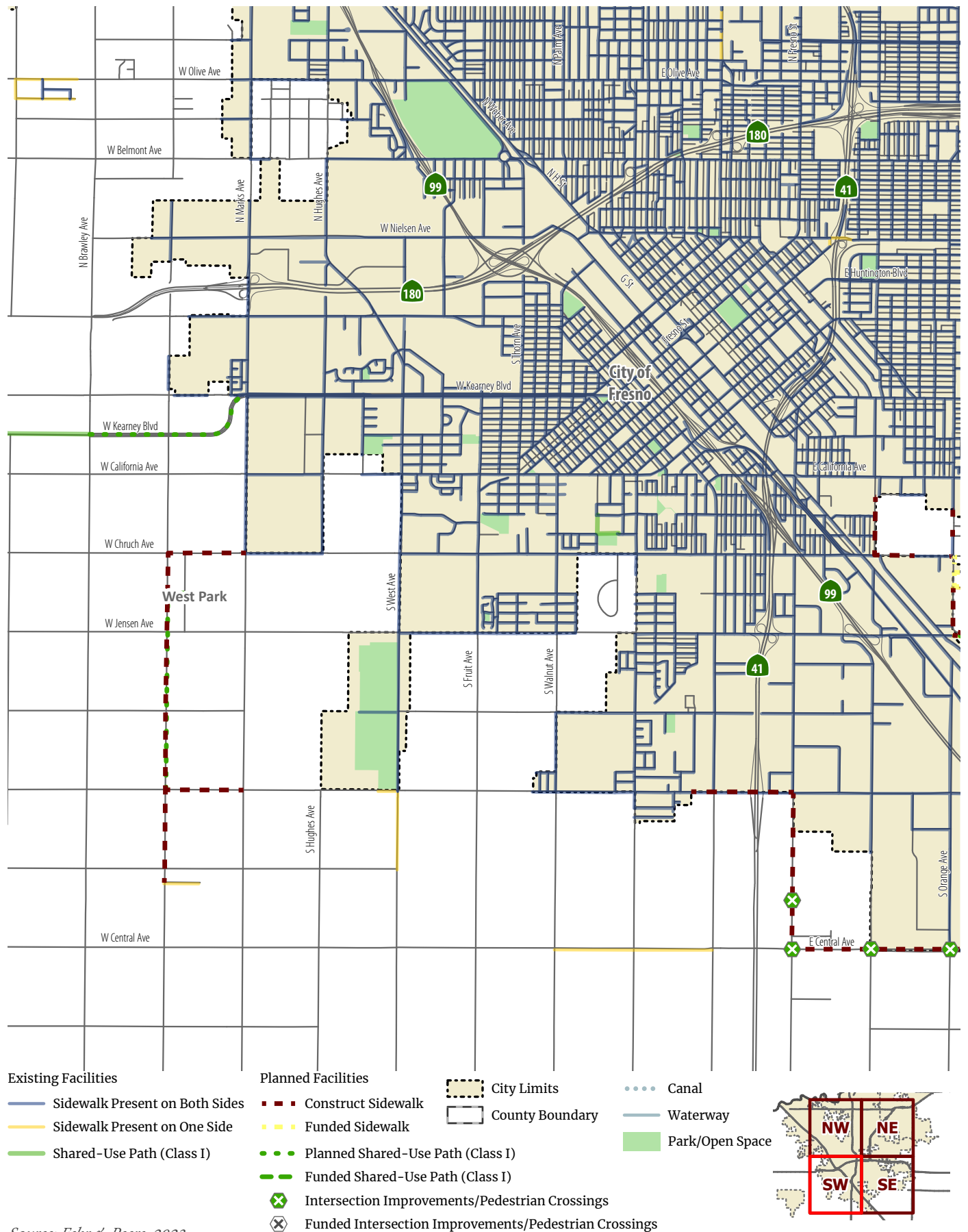
- |                                  |   |                     |                   |
|----------------------------------|---|---------------------|-------------------|
| <b>Existing Facilities</b>       | <b>Planned Facilities</b>                               | <b>City Limits</b>  | <b>Canal</b>      |
| — Sidewalk Present on Both Sides | — Construct Sidewalk                                    | --- County Boundary | --- Waterway      |
| — Sidewalk Present on One Side   | — Funded Sidewalk                                       | --- City Limits     | ■ Park/Open Space |
| — Shared-Use Path (Class I)      | — Planned Shared-Use Path (Class I)                     |                     |                   |
|                                  | — Funded Shared-Use Path (Class I)                      |                     |                   |
|                                  | ⊗ Intersection Improvements/Pedestrian Crossings        |                     |                   |
|                                  | ⊗ Funded Intersection Improvements/Pedestrian Crossings |                     |                   |



Source: Fehr & Peers, 2023

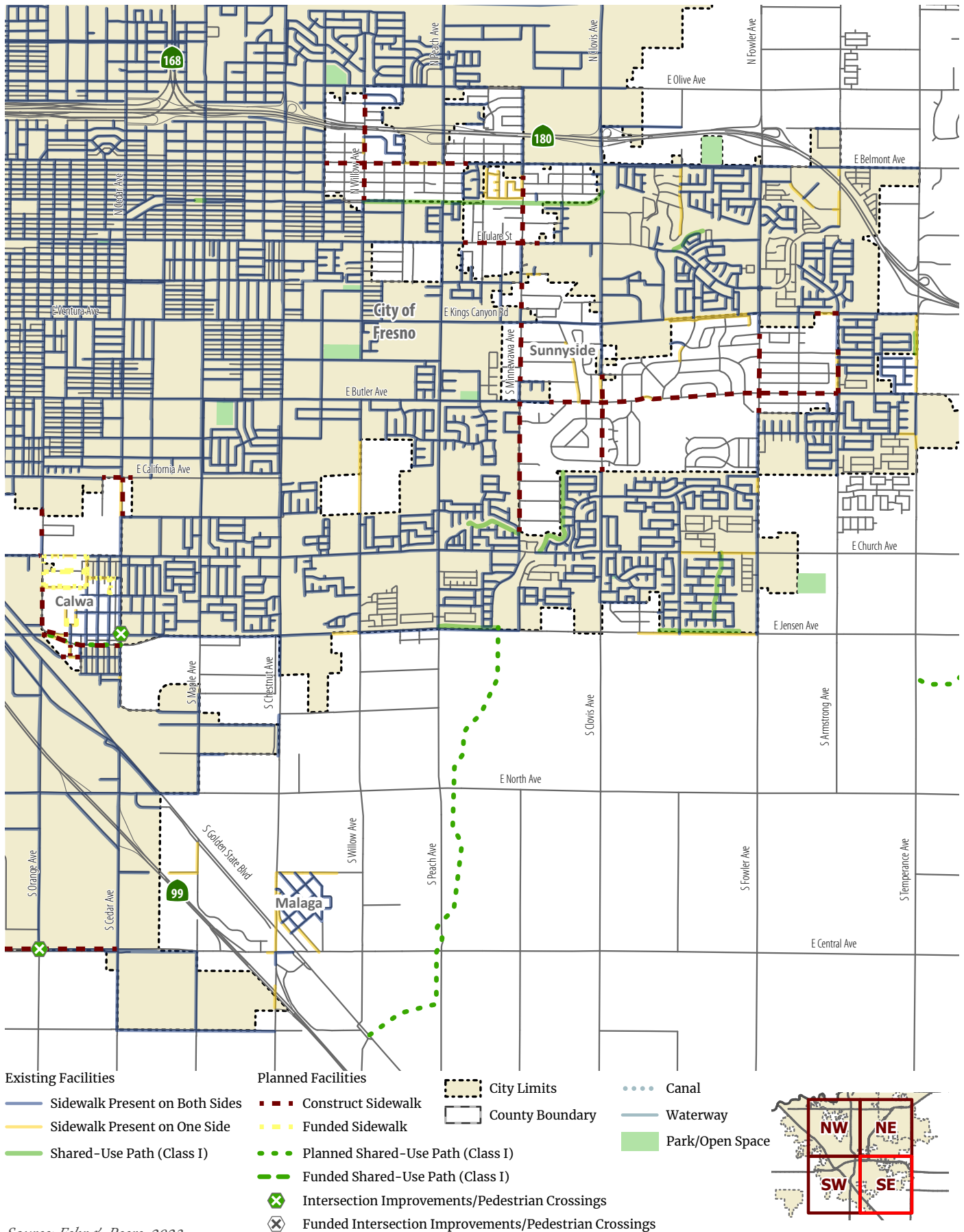


**Figure 16-23: Planned Walking Facilities in Fresno County Islands (continued)**



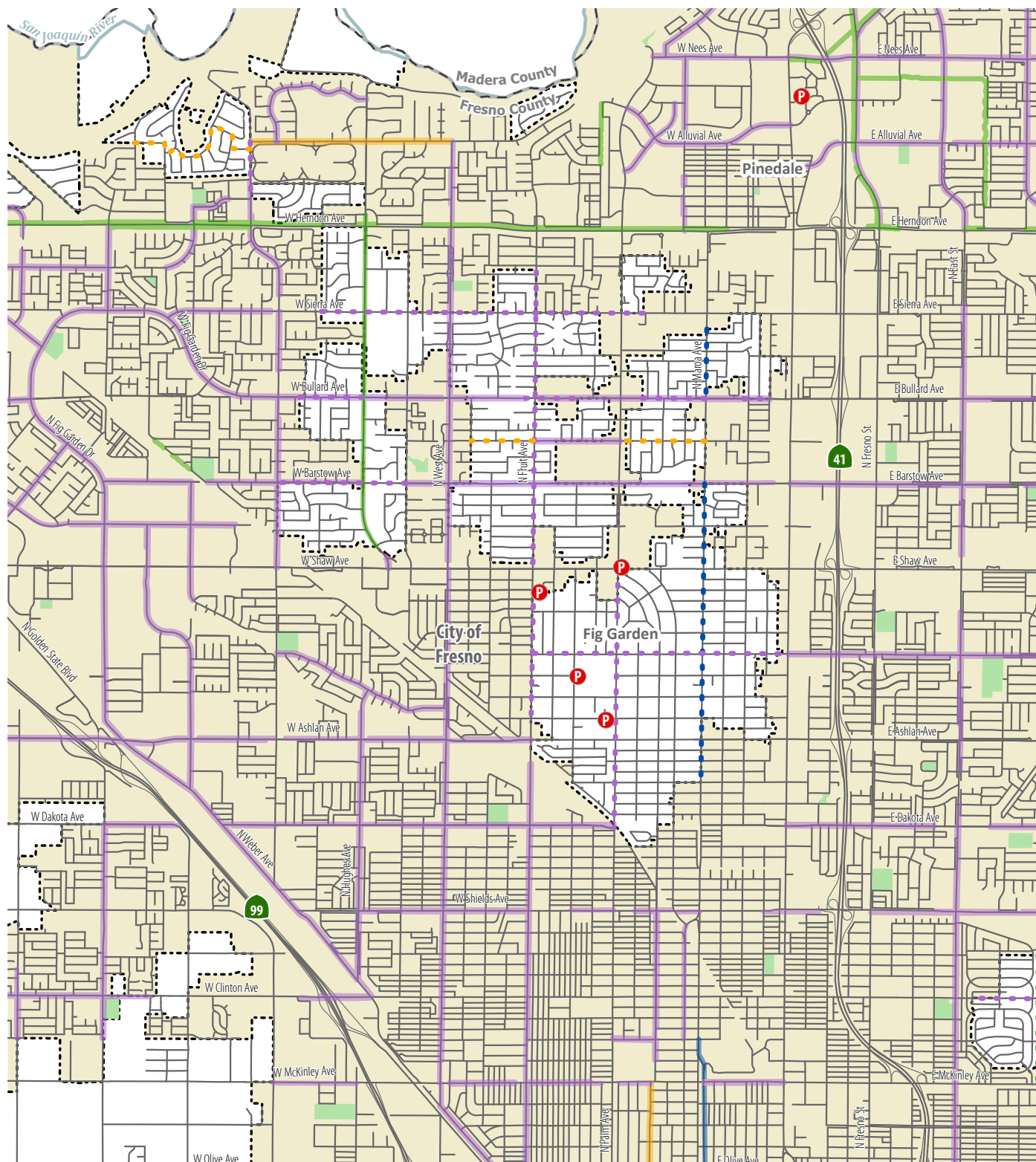
Source: Fehr & Peers, 2023

Figure 16-23: Planned Walking Facilities in Fresno County Islands (continued)



Source: Fehr & Peers, 2023

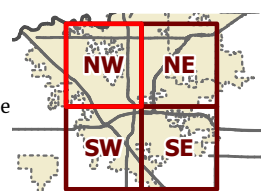
**Figure 16-25: Planned Biking Facilities in Fresno County Islands**



- Bicycle Facility Status**
- Existing Bicycle Facility
  - - - Funded Bicycle Facility
  - · · Planned Bicycle Facility
  - P Existing Bicycle Parking
  - P Proposed Bicycle Parking

- Bicycle Facility Classification**
- Shared-Use Path (Class I)
  - Bike Lane (Class II)
  - Bike Route (Class III)
  - Class III with Multi-use Shoulder
  - Separated Bikeway (Class IV)
  - · · Class II or III
  - · · Class II or IV

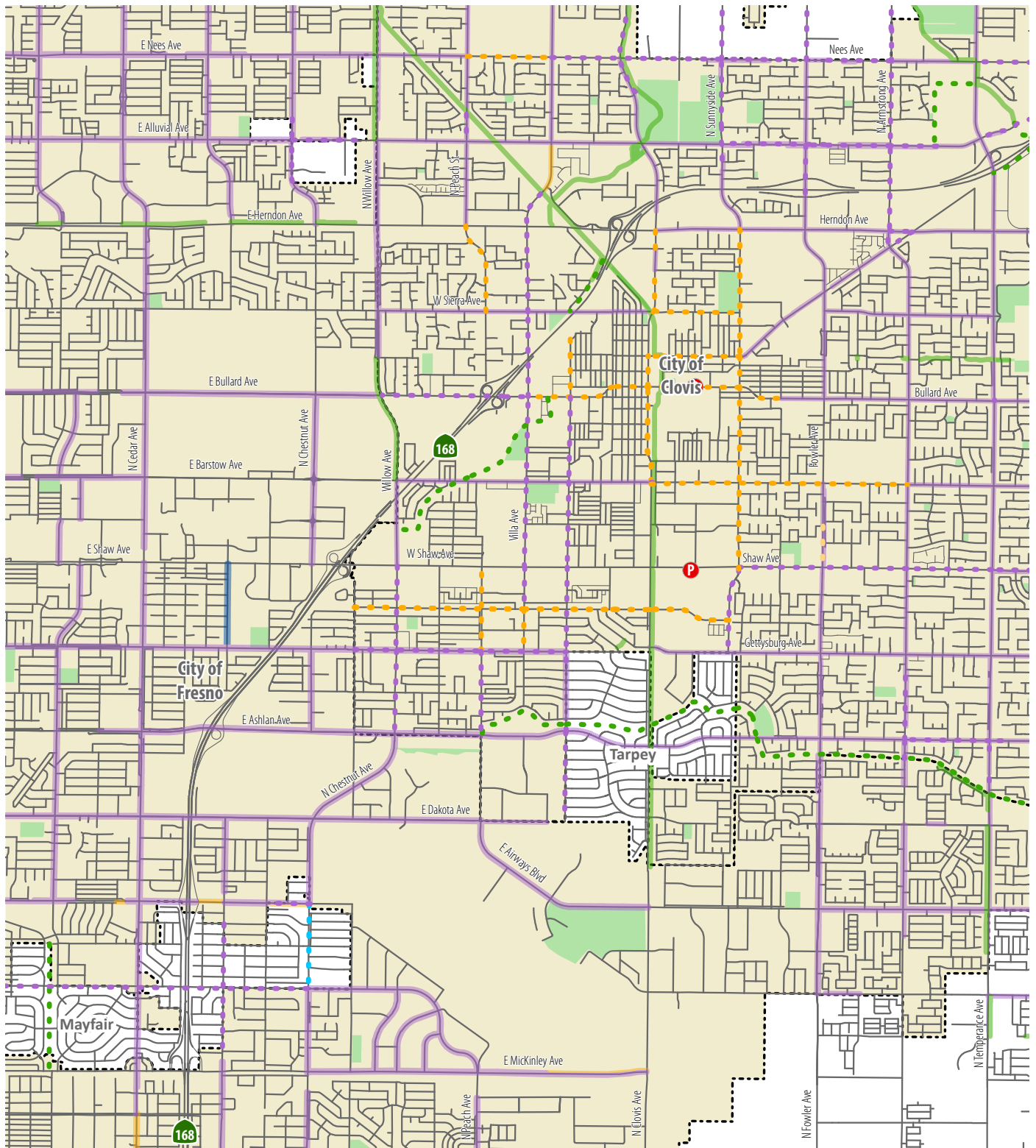
- - - City Limits
- County Boundary
- · · Canal
- Waterway
- Park/Open Space



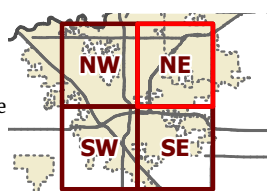
Source: Fehr & Peers, 2023



**Figure 16-25: Planned Biking Facilities in Fresno County Islands (continued)**

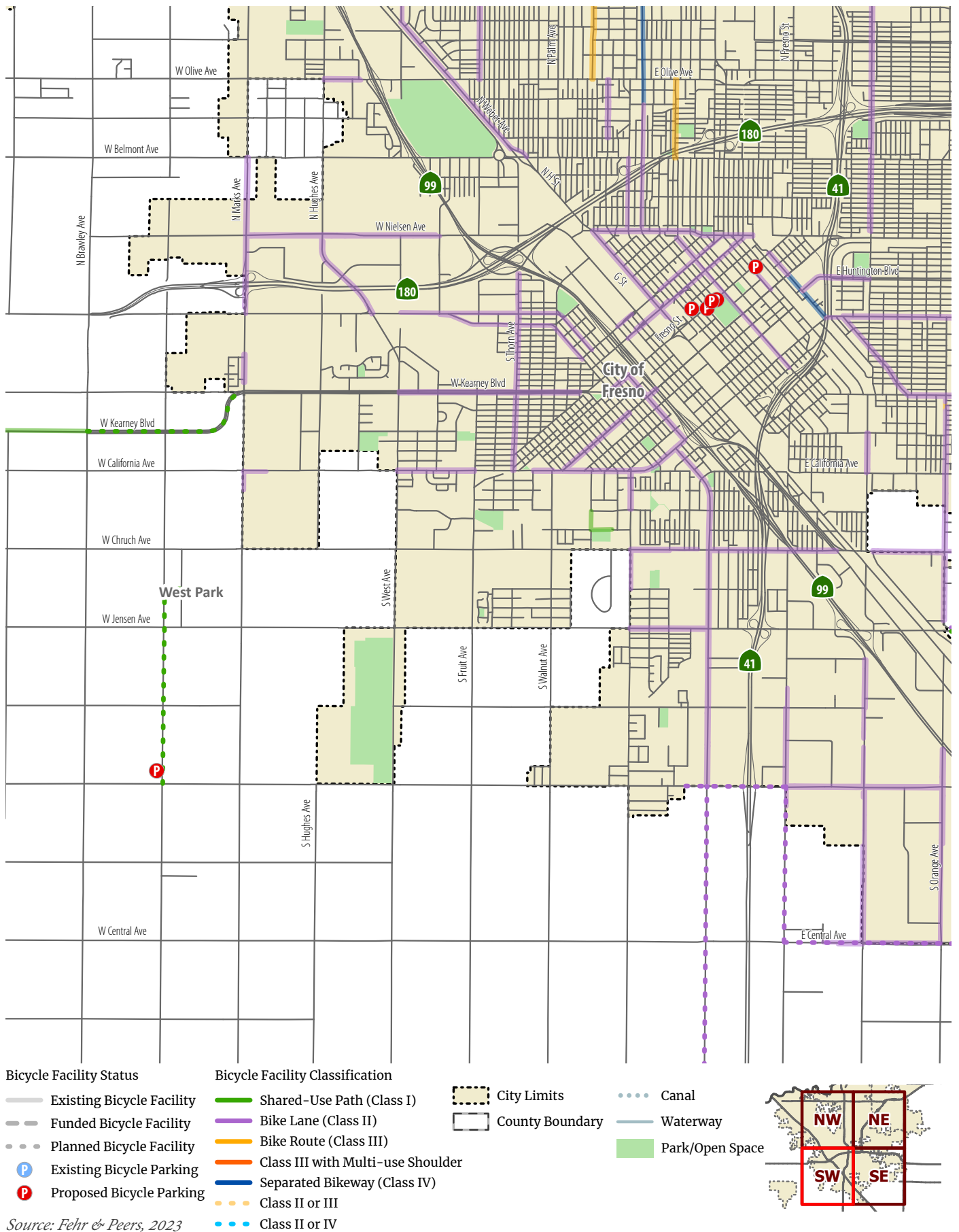


<b>Bicycle Facility Status</b>		<b>Bicycle Facility Classification</b>		City Limits	Canal
	Existing Bicycle Facility		Shared-Use Path (Class I)	County Boundary	Waterway
	Funded Bicycle Facility		Bike Lane (Class II)		Park/Open Space
	Planned Bicycle Facility		Bike Route (Class III)		
	Existing Bicycle Parking		Class III with Multi-use Shoulder		
	Proposed Bicycle Parking		Separated Bikeway (Class IV)		
			Class II or III		
			Class II or IV		



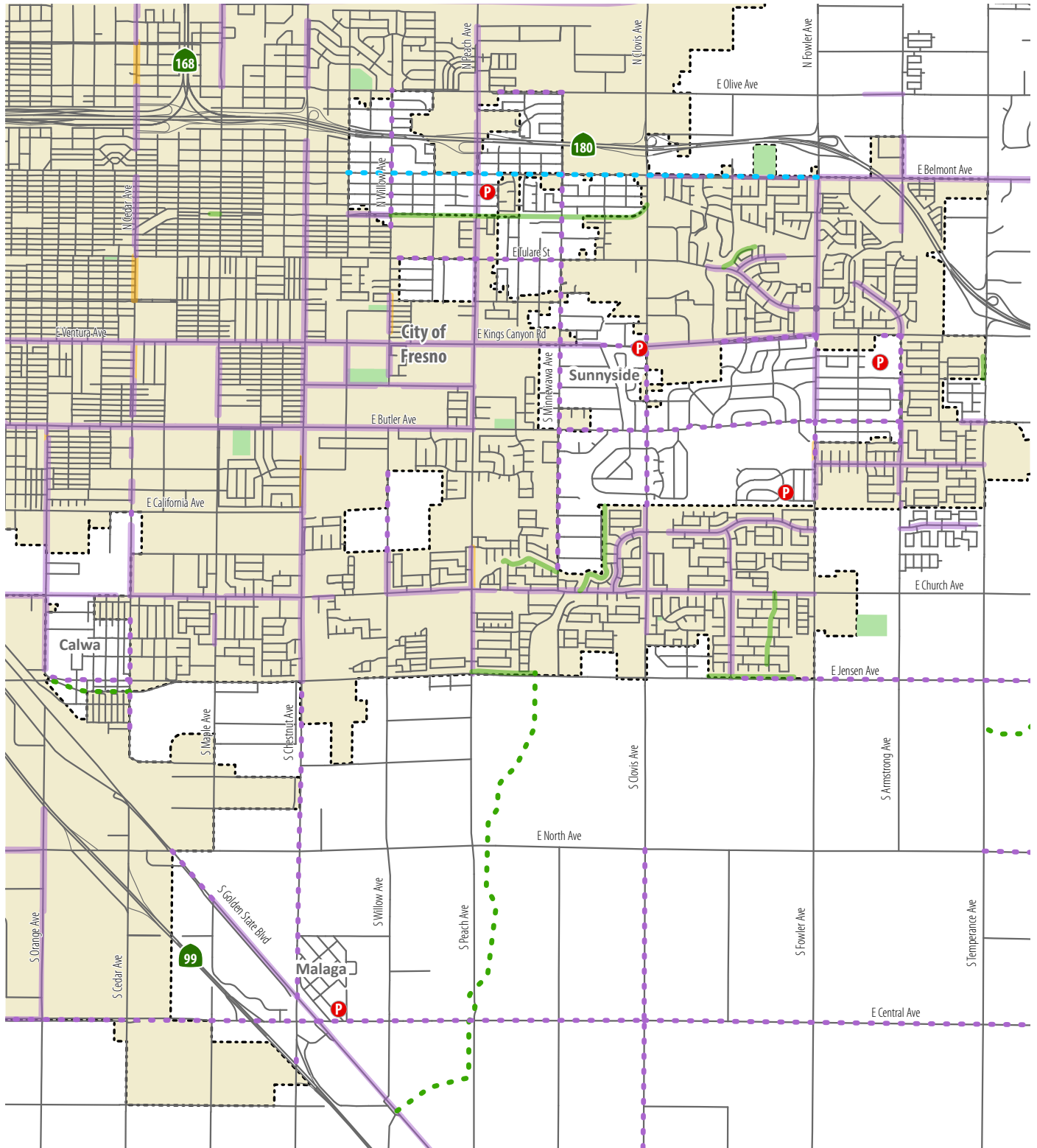
Source: Fehr & Peers, 2023

**Figure 16-25: Planned Biking Facilities in Fresno County Islands (continued)**





**Figure 16-25: Planned Biking Facilities in Fresno County Islands (continued)**



<b>Bicycle Facility Status</b>		<b>Bicycle Facility Classification</b>		City Limits	Canal
	Existing Bicycle Facility		Shared-Use Path (Class I)	County Boundary	Waterway
	Funded Bicycle Facility		Bike Lane (Class II)		Park/Open Space
	Planned Bicycle Facility		Bike Route (Class III)		
	Existing Bicycle Parking		Class III with Multi-use Shoulder		
	Proposed Bicycle Parking		Separated Bikeway (Class IV)		
			Class II or III		
			Class II or IV		

Source: Fehr & Peers, 2023



## Chapter 17

# COMMUNITY CONNECTIONS

This chapter describes the current conditions and future plans for walking and biking connections among incorporated and unincorporated communities in Fresno County and with other counties. Some parts of this chapter refer to the discussion of unincorporated Fresno County in Chapter 16.

### EXISTING CONDITIONS

Active transportation connections between communities serve as transportation facilities and provide potential recreational amenities, but serve other destinations less frequently than the walking and biking networks in unincorporated communities and county islands discussed in Chapter 16.

#### Existing Bicycle & Pedestrian Facilities

The walking and biking networks that connect communities in unincorporated Fresno County are depicted in Figures 17-1 and 17-2. Rural roadways between communities typically have no sidewalks or bicycle facilities. Roads also often lack curb and gutter.

#### Plans and Policies Related to Active Transportation

Plans and policies relevant to biking and walking in Unincorporated Fresno County are discussed in Chapter 16 and Appendix C.

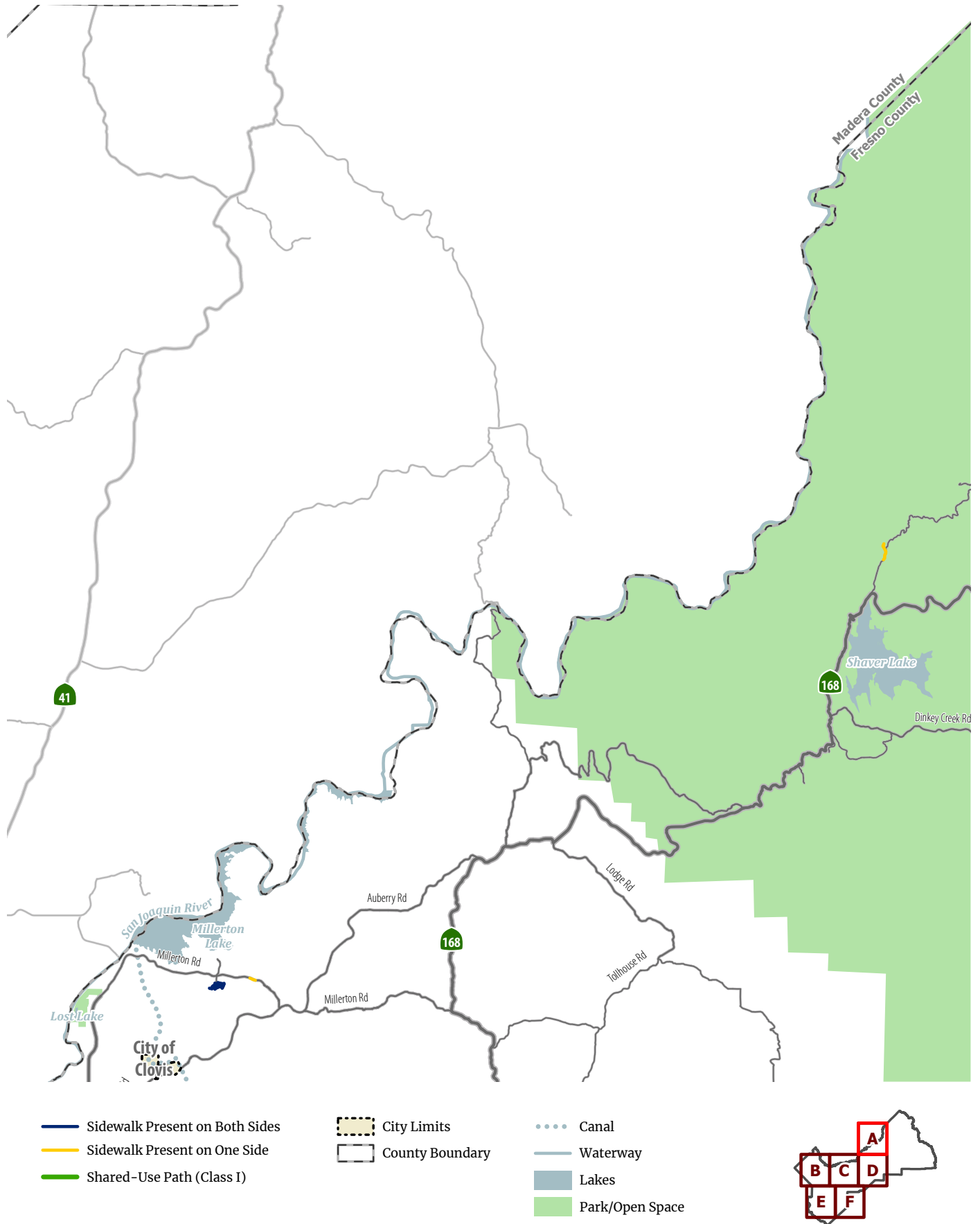
#### Expenditures on Active Transportation Facilities

Recent expenditures on bicycle and pedestrian facilities are summarized in Table 16-2.

#### Key Destinations

Figure 17-5 shows key destinations for bicyclists and pedestrians in Unincorporated Fresno County. In some unincorporated communities, destinations may include transit stops, schools, parks, local retail centers, and/or branch libraries or employment centers. Between communities, such destinations are very infrequent.

**Figure 17-1: Existing Walking Facilities in Fresno County**



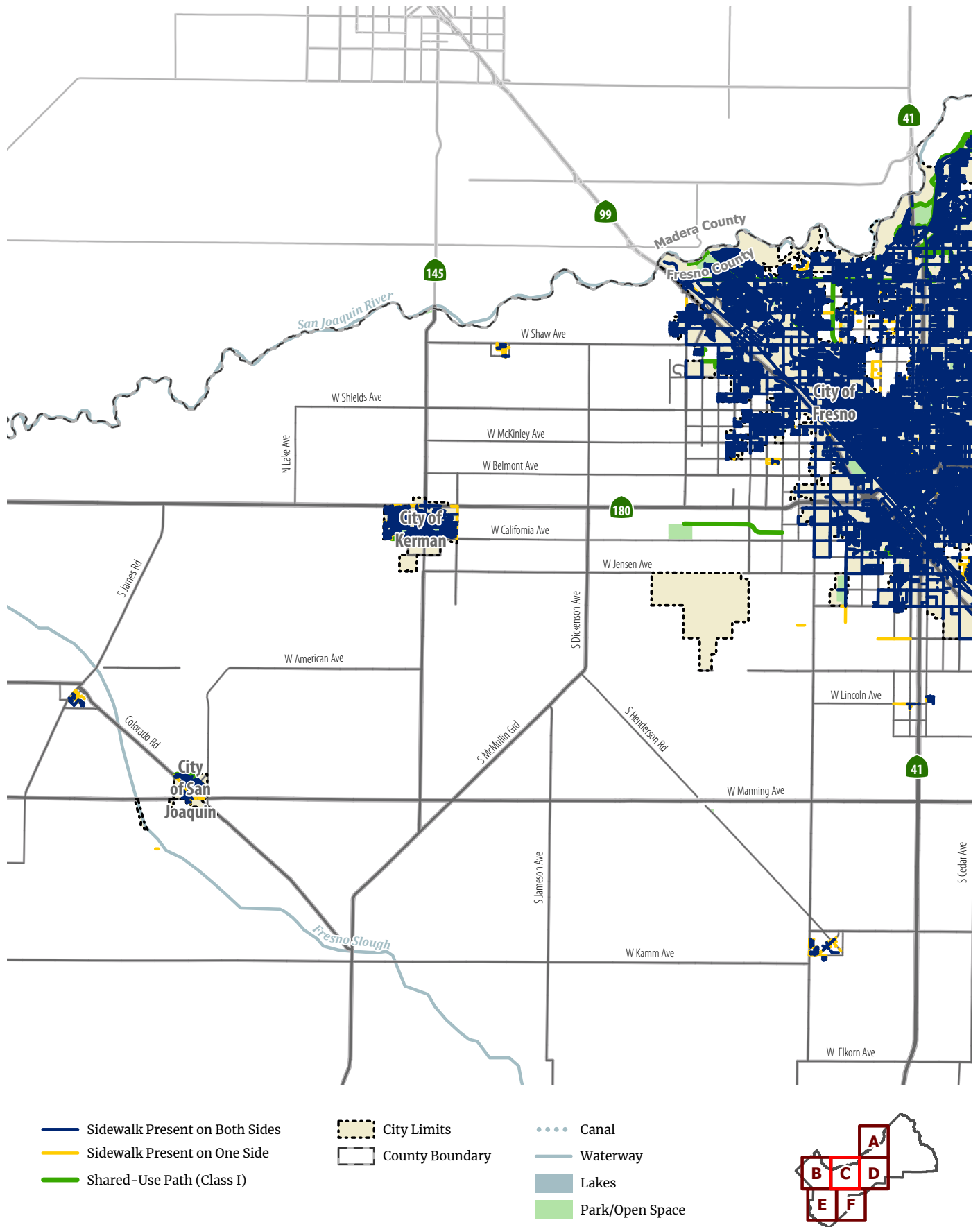
Source: Fehr & Peers, 2023

**Figure 17-1: Existing Walking Facilities in Fresno County**



Source: Fehr & Peers, 2023

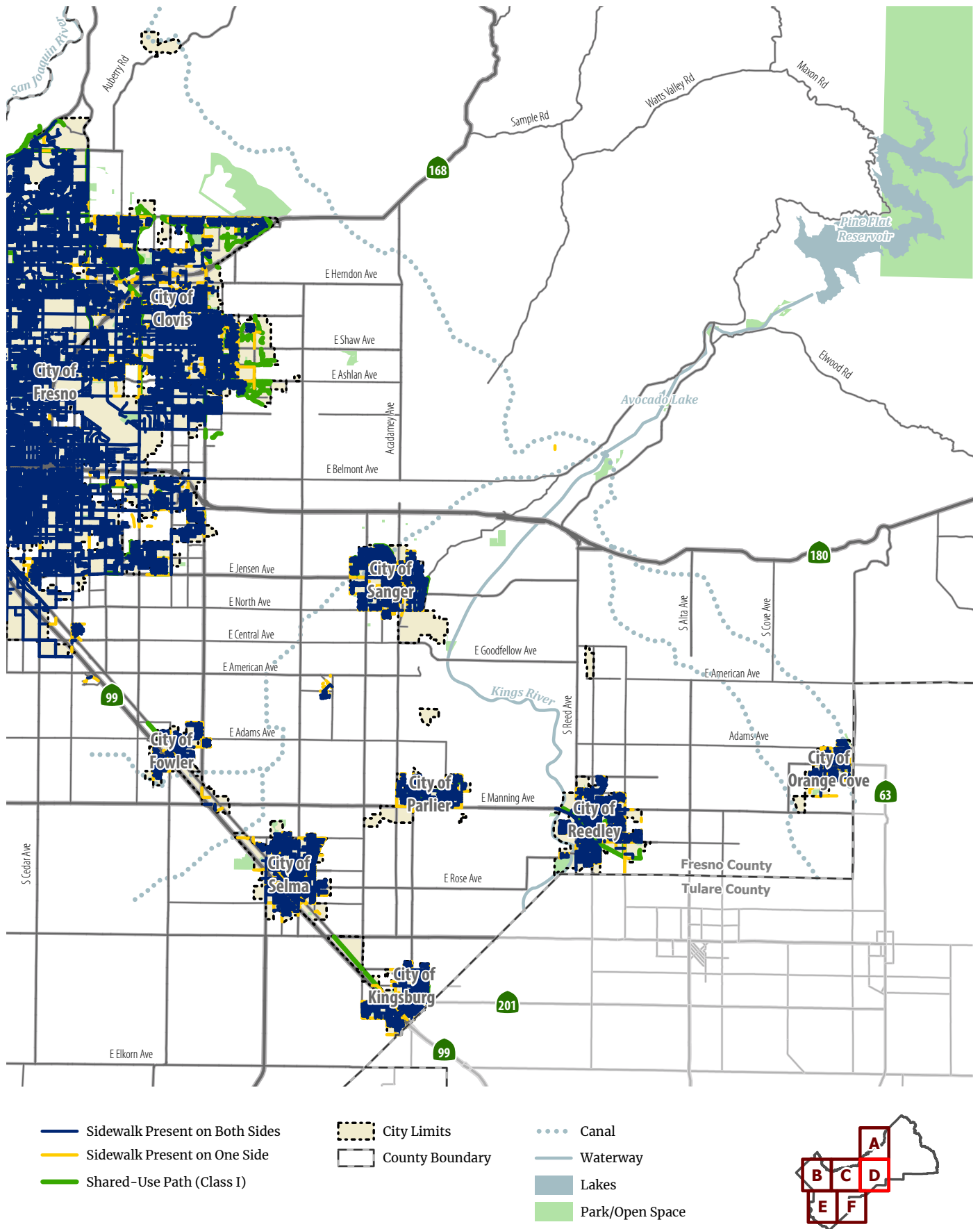
**Figure 17-1: Existing Walking Facilities in Fresno County**



Source: Fehr & Peers, 2023

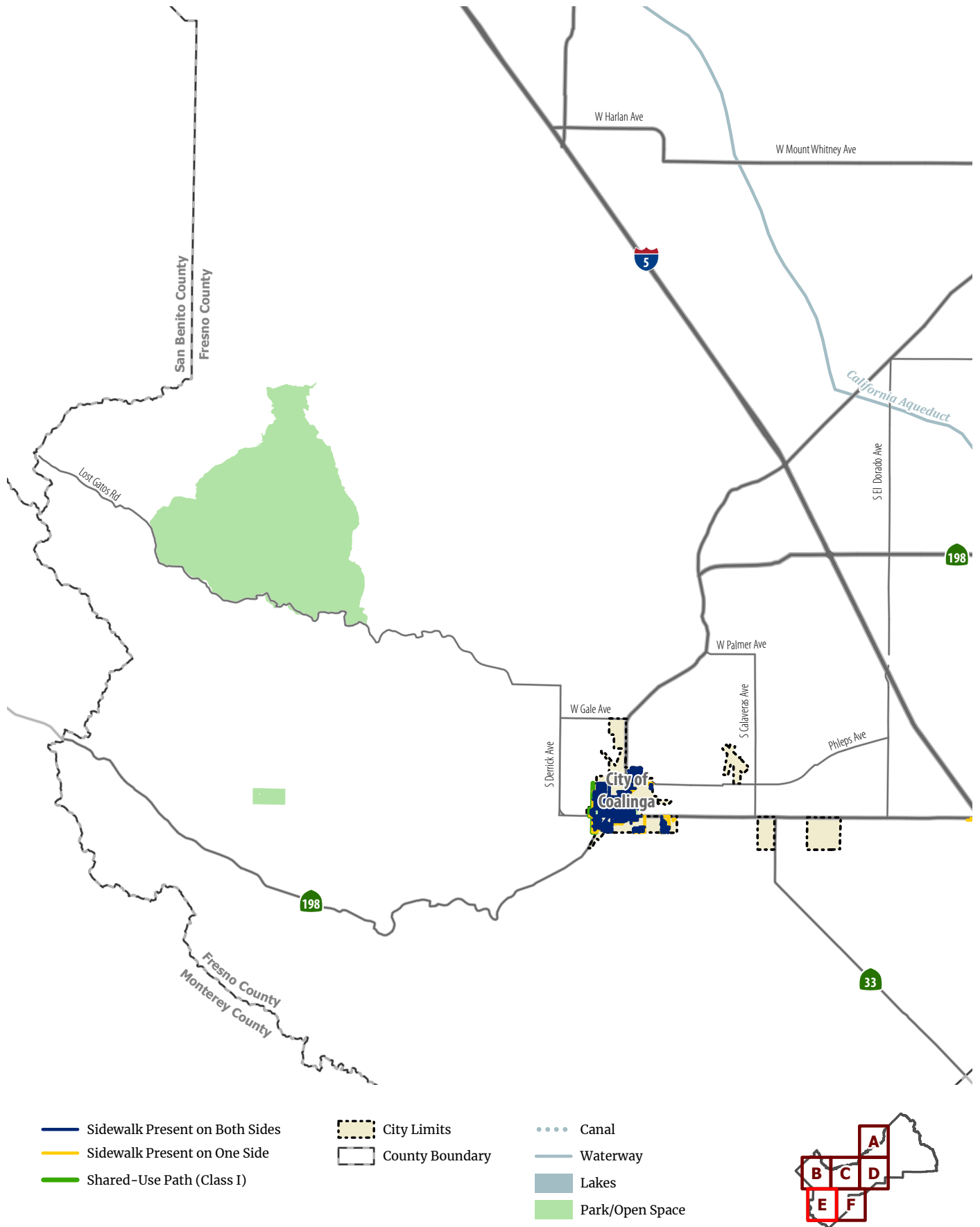


**Figure 17-1: Existing Walking Facilities in Fresno County**



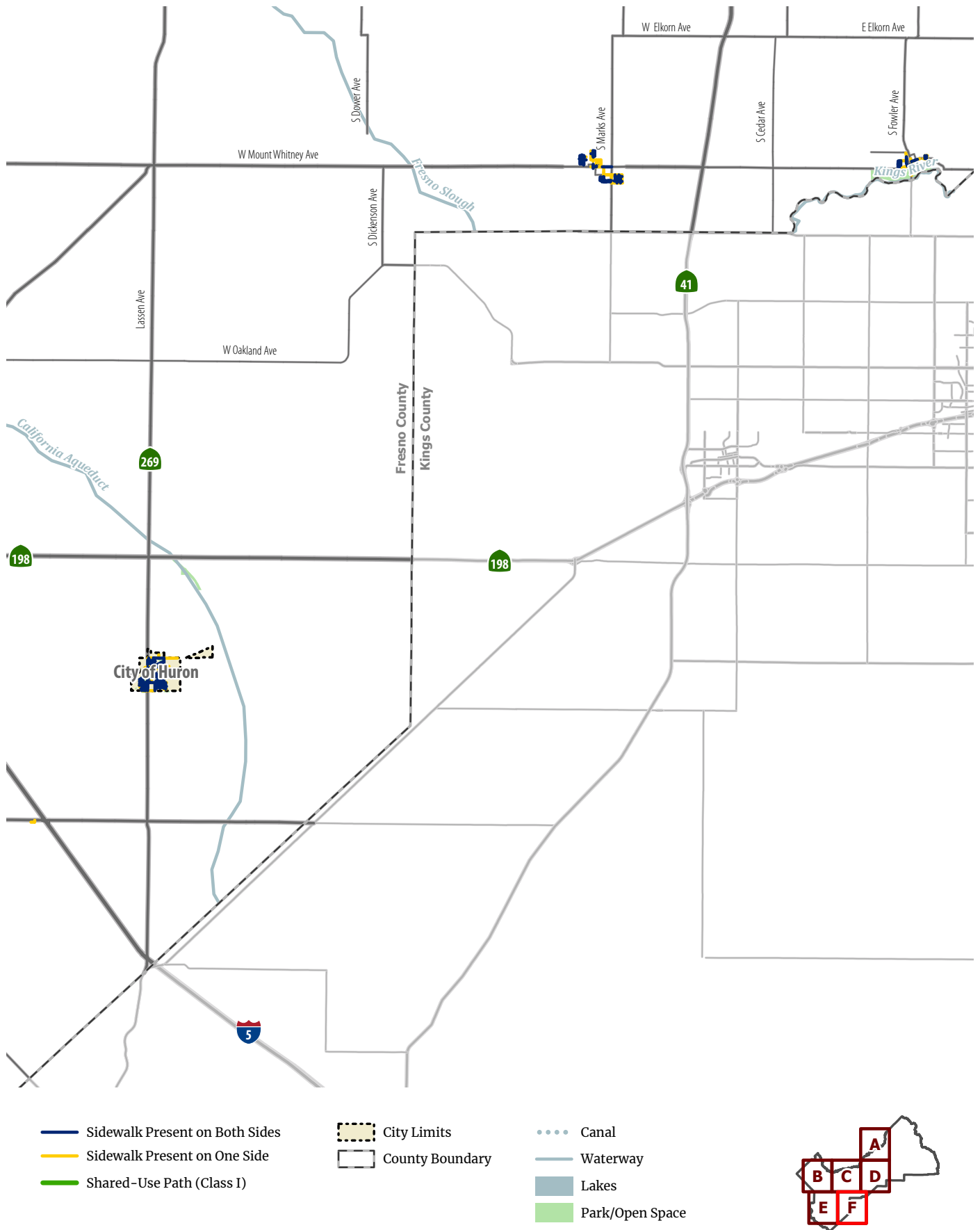
Source: Fehr & Peers, 2023

**Figure 17-1: Existing Walking Facilities in Fresno County**



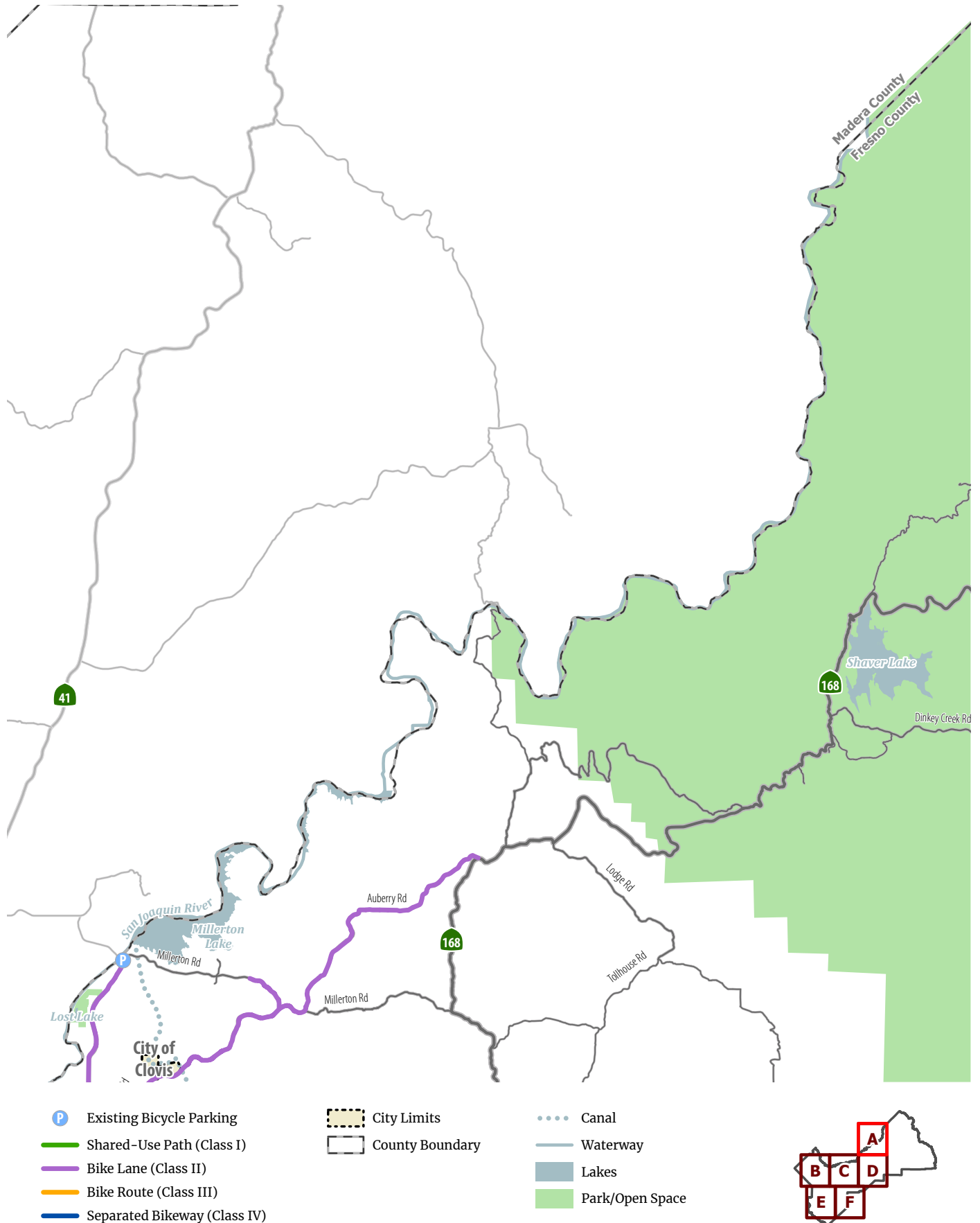
Source: Fehr & Peers, 2023

**Figure 17-1: Existing Walking Facilities in Fresno County (continued)**



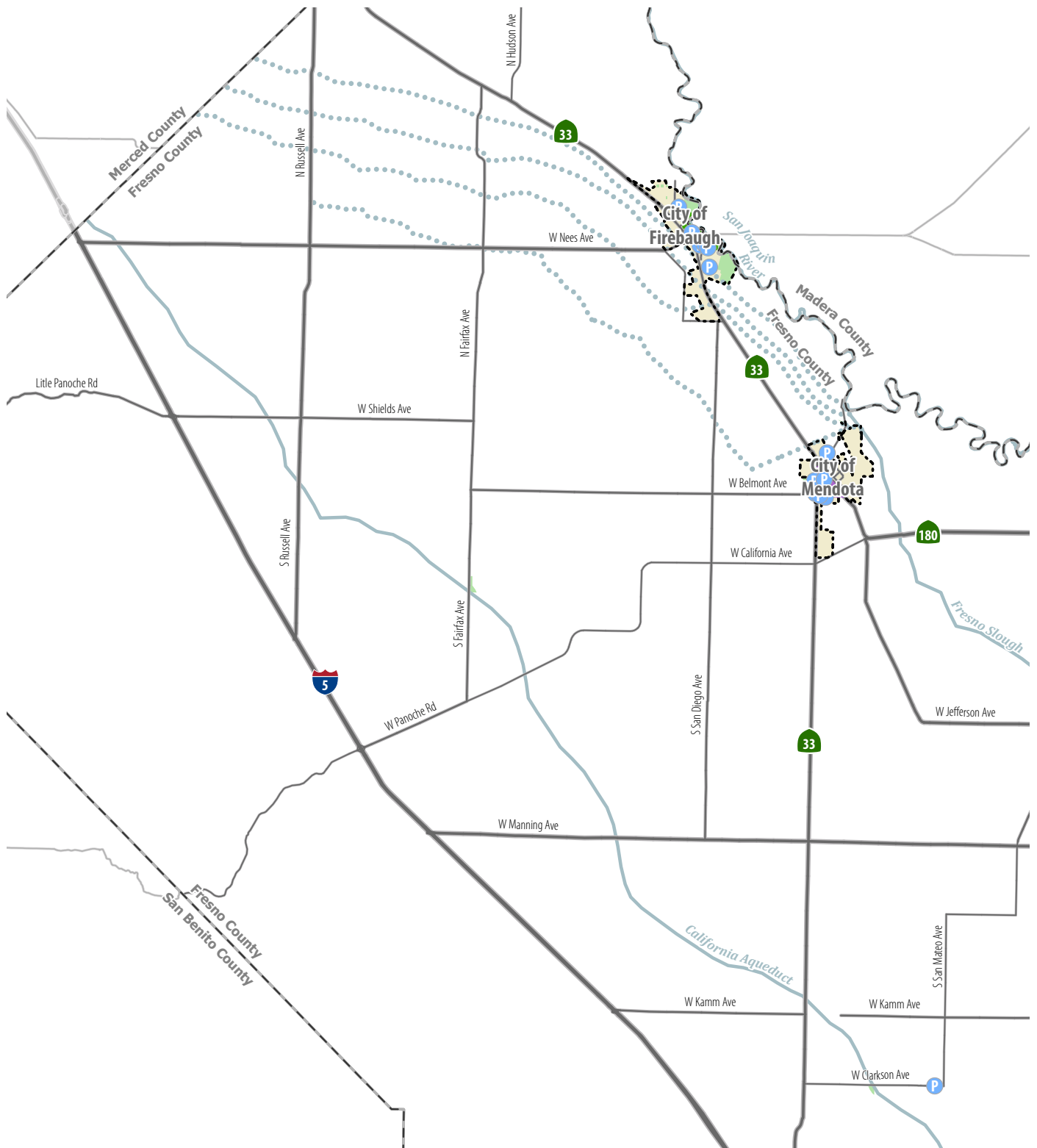
Source: Fehr & Peers, 2023

**Figure 17-2: Existing Bicycling Facilities in Fresno County**

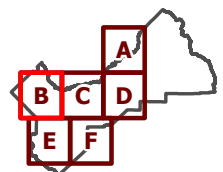


Source: Fehr & Peers, 2023

**Figure 17-2: Existing Bicycling Facilities in Fresno County (continued)**



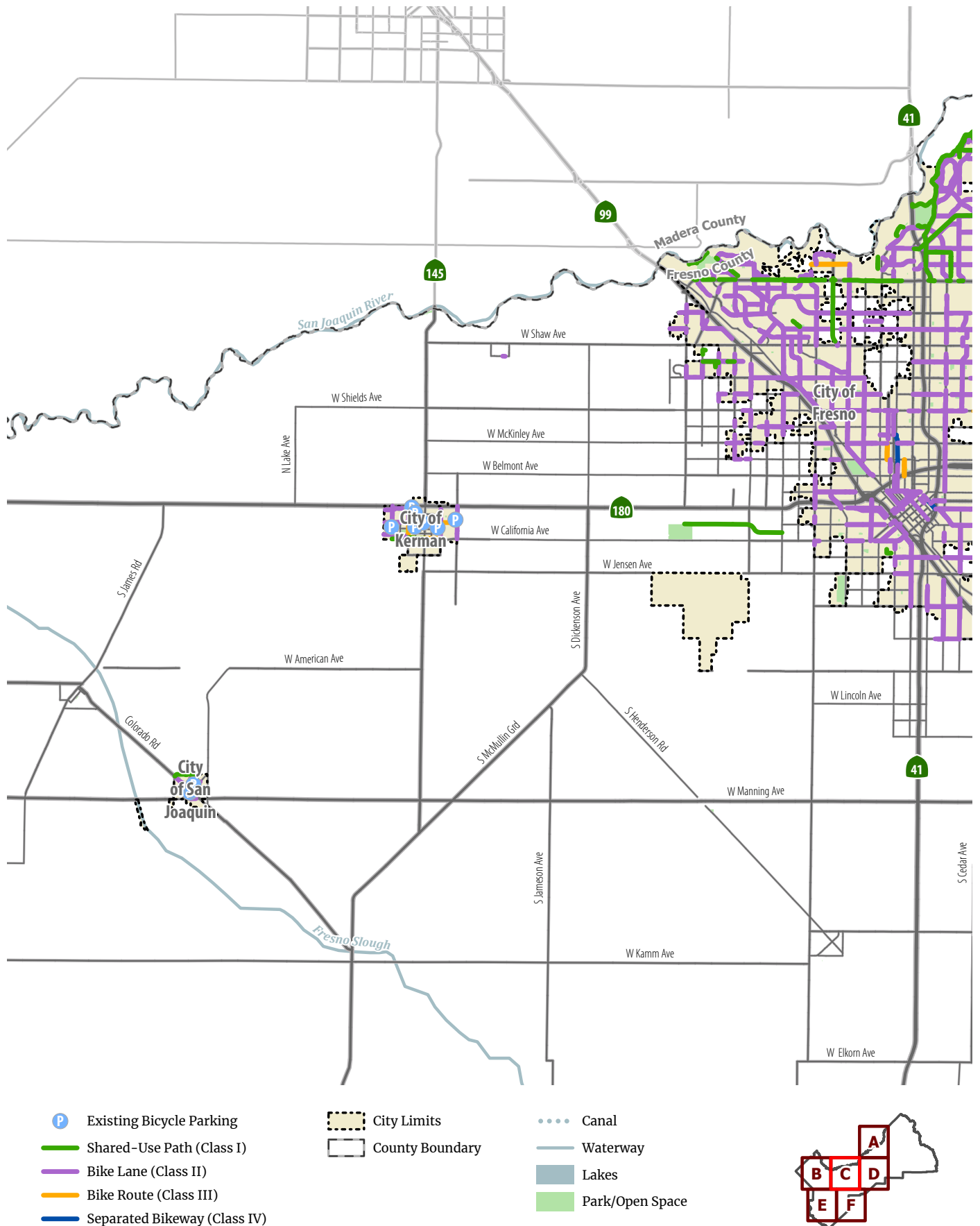
- P Existing Bicycle Parking
- Shared-Use Path (Class I)
- Bike Lane (Class II)
- Bike Route (Class III)
- Separated Bikeway (Class IV)
- City Limits
- County Boundary
- ⋯ Canal
- Waterway
- Lakes
- Park/Open Space



Source: Fehr & Peers, 2023

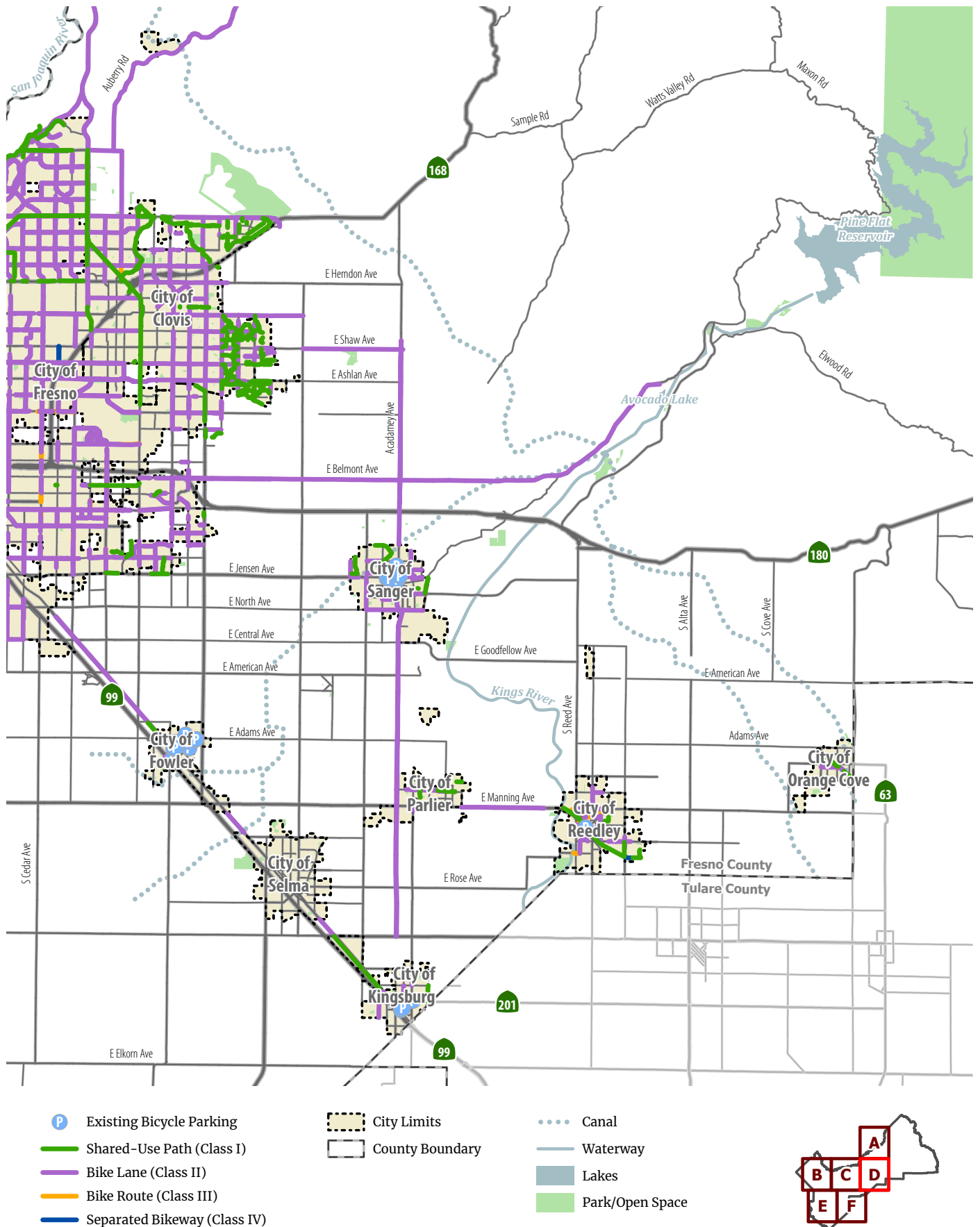


**Figure 17-2: Existing Biking Facilities in Fresno County**



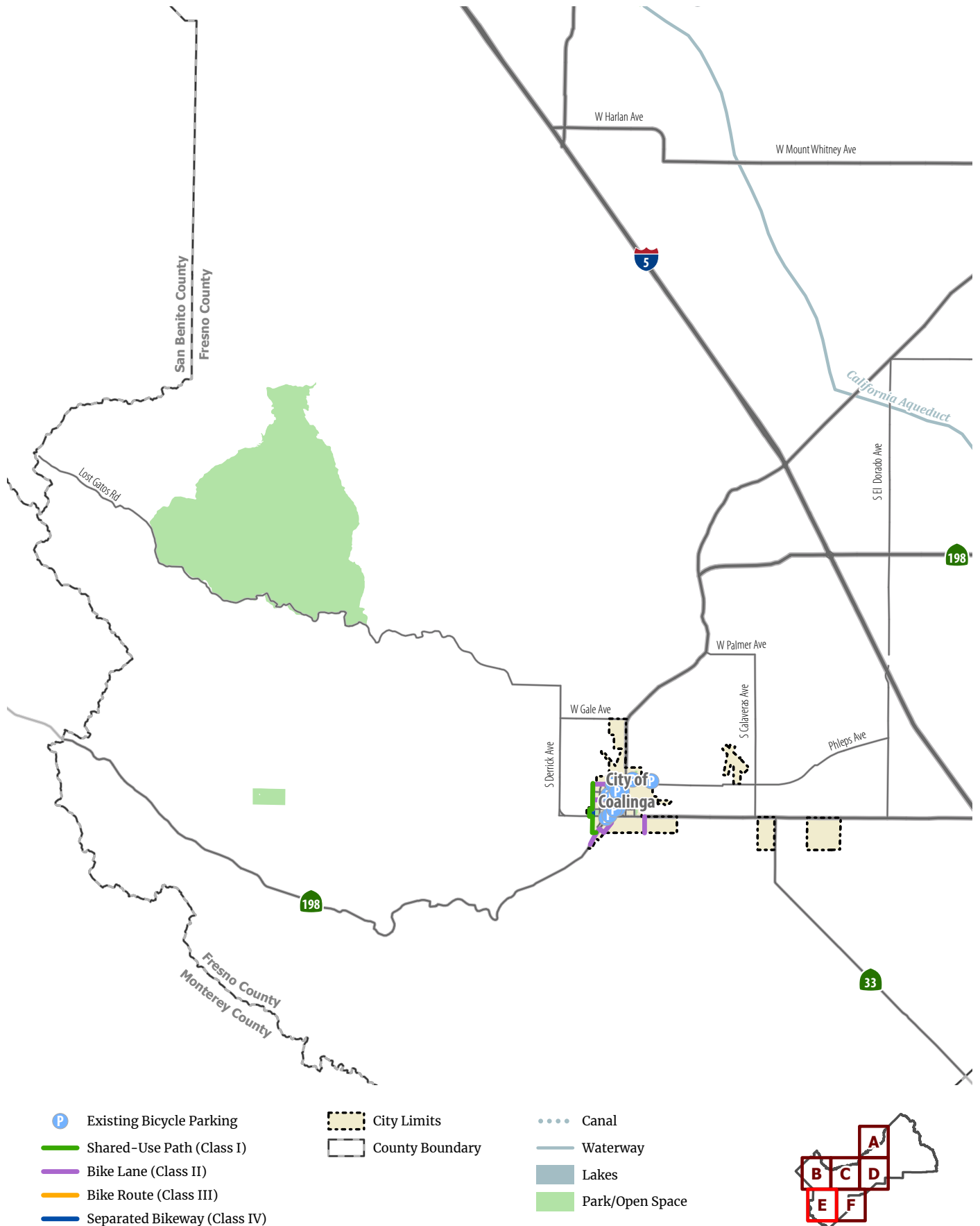
Source: Fehr & Peers, 2023

**Figure 17-2: Existing Biking Facilities in Fresno County**



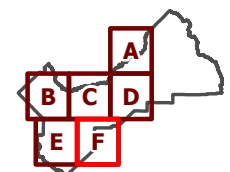
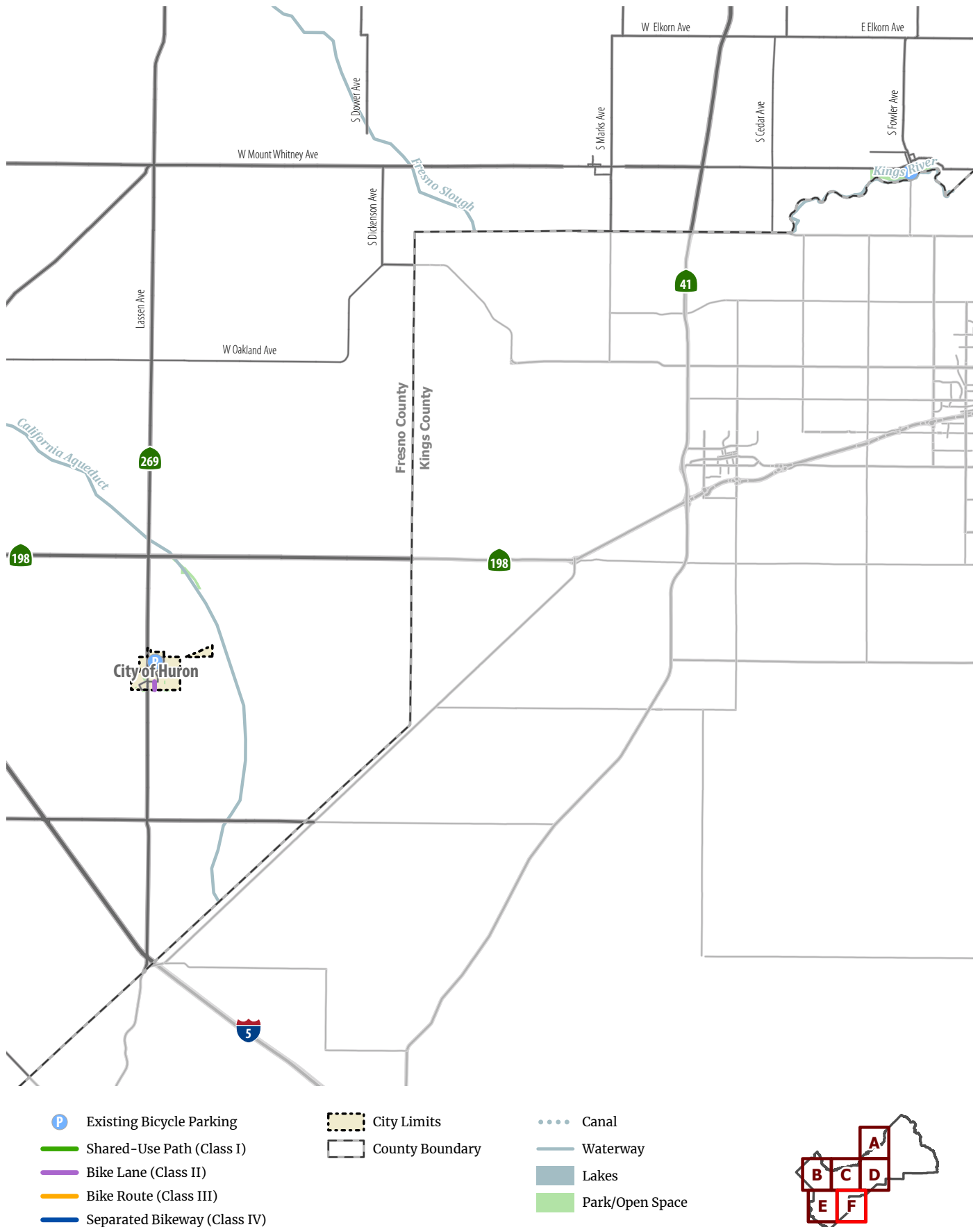
Source: Fehr & Peers, 2023

**Figure 17-2: Existing Biking Facilities in Fresno County**



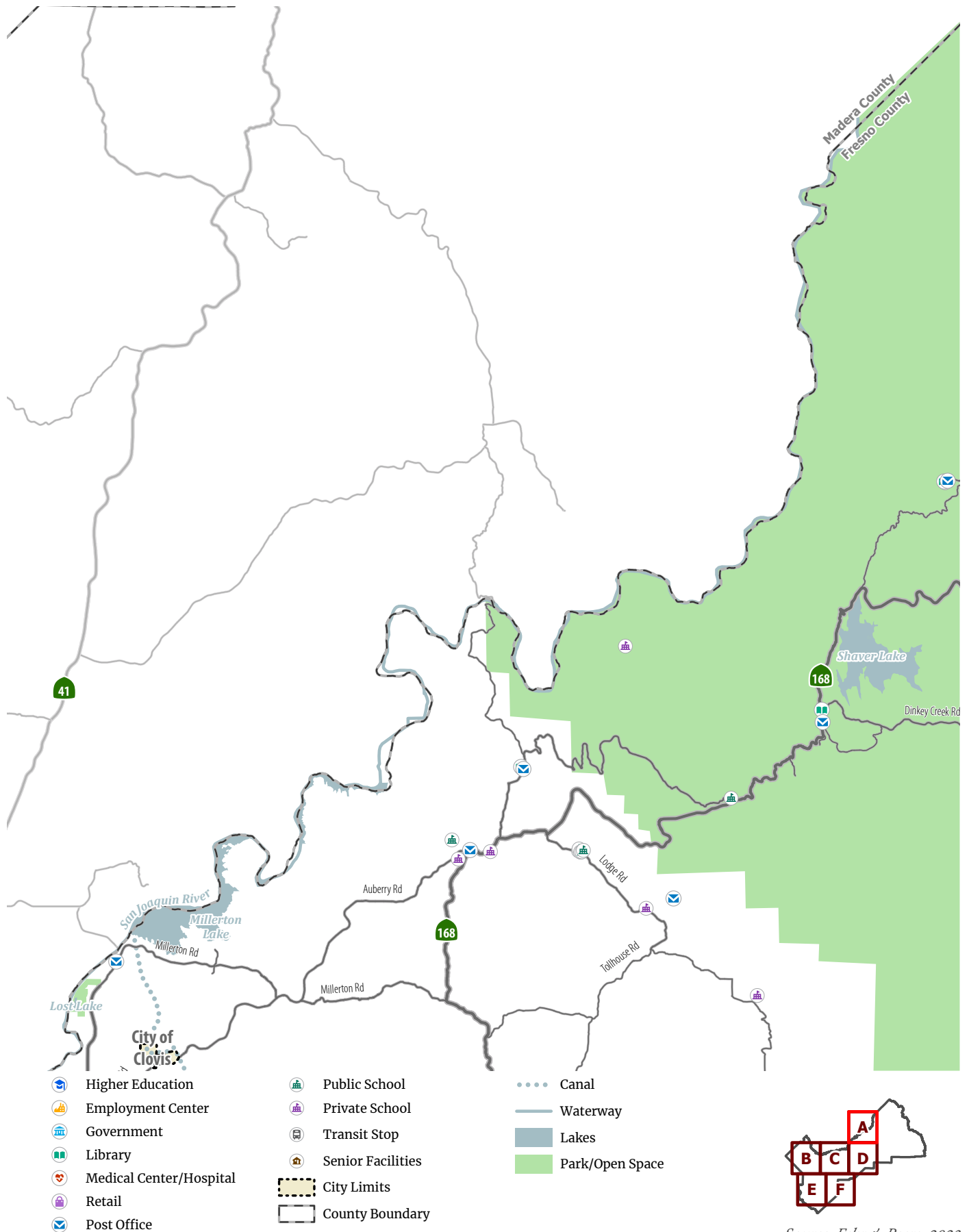
Source: Fehr & Peers, 2023

**Figure 17-2: Existing Biking Facilities in Fresno County**



Source: Fehr & Peers, 2023

**Figure 17-3: Key Destinations in Fresno County**



Source: Fehr & Peers, 2023

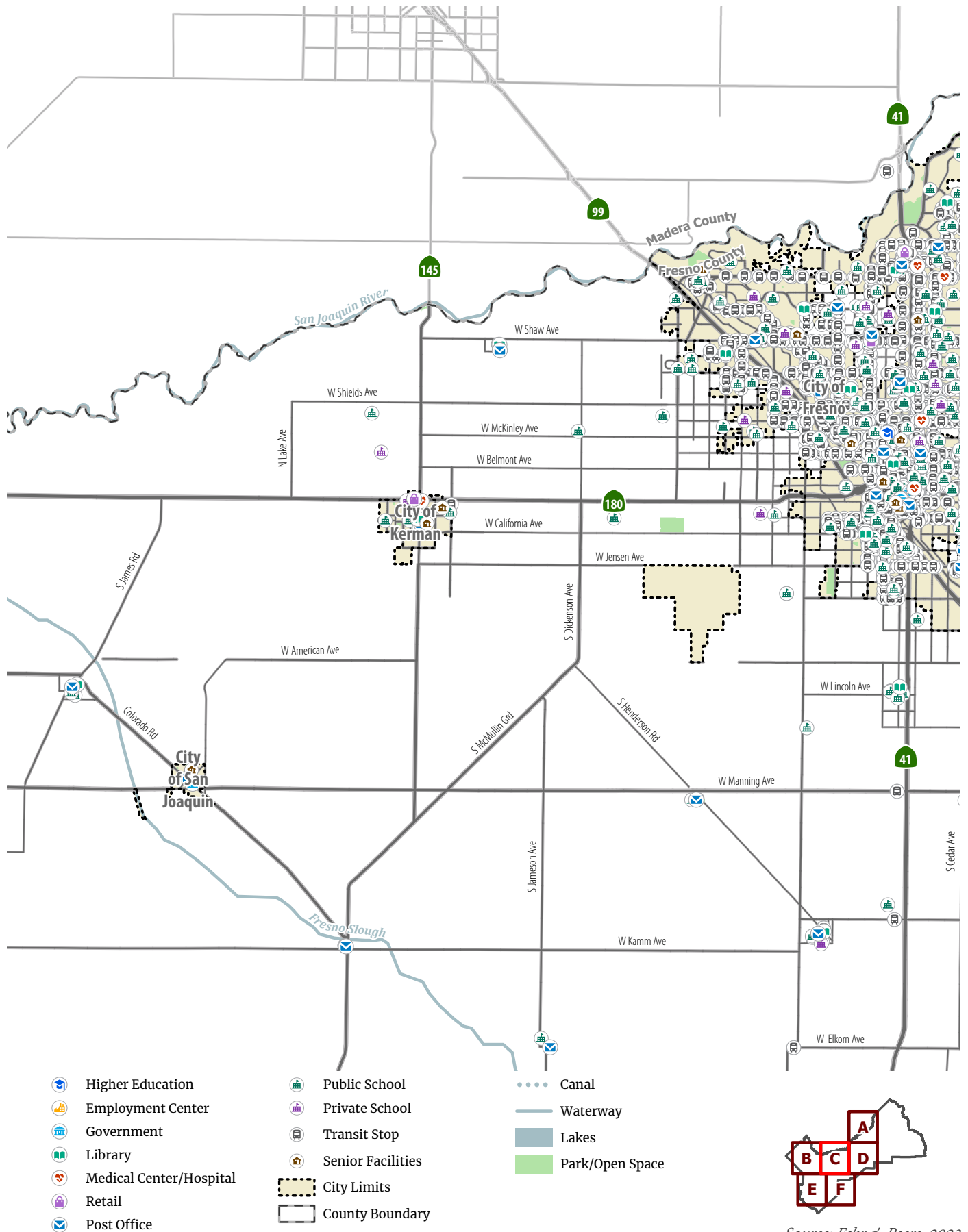


**Figure 17-3: Key Destinations in Fresno County**



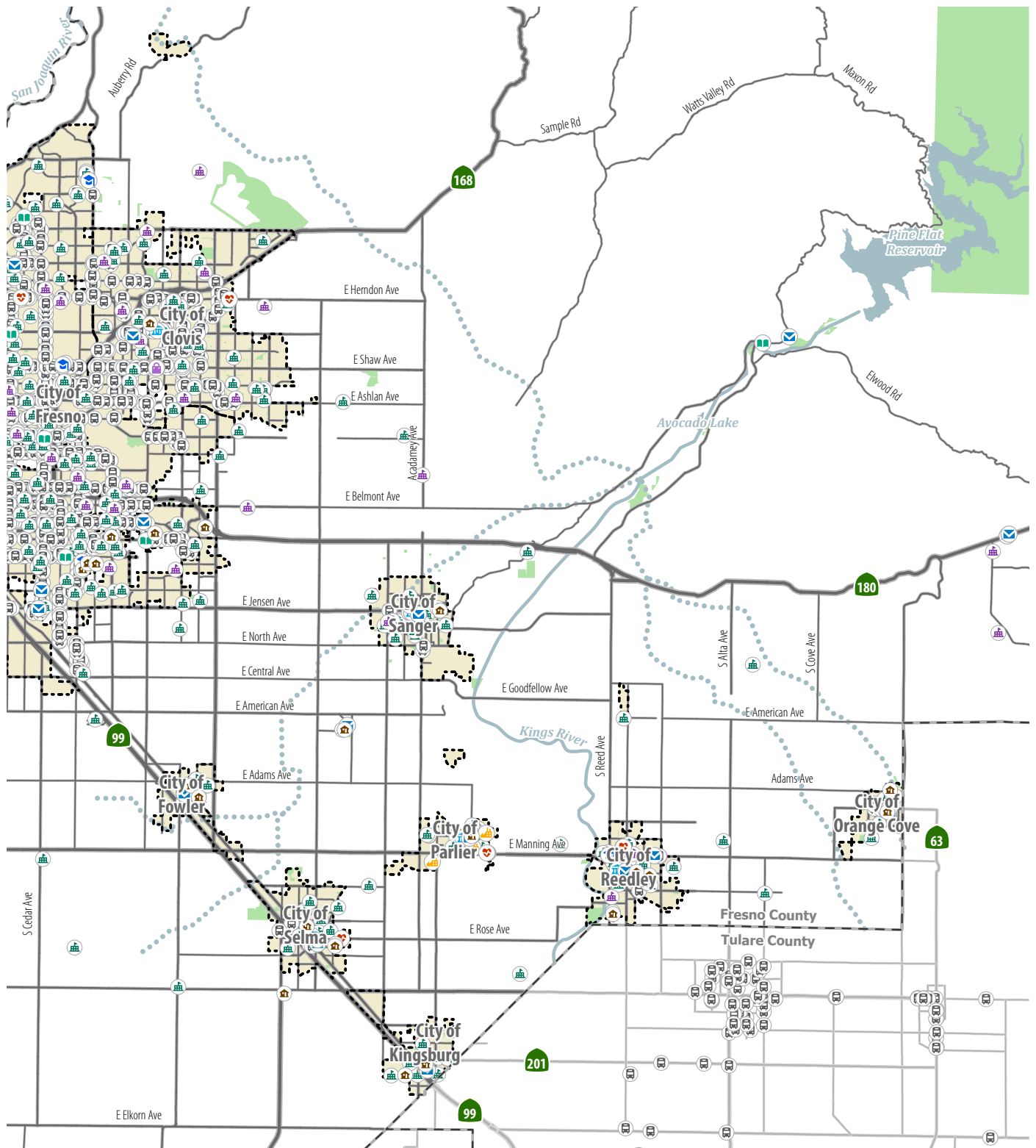
Source: Fehr & Peers, 2023

**Figure 17-3: Key Destinations in Fresno County**

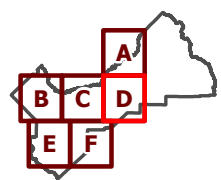


Source: Fehr & Peers, 2023

**Figure 17-3: Key Destinations in Fresno County**

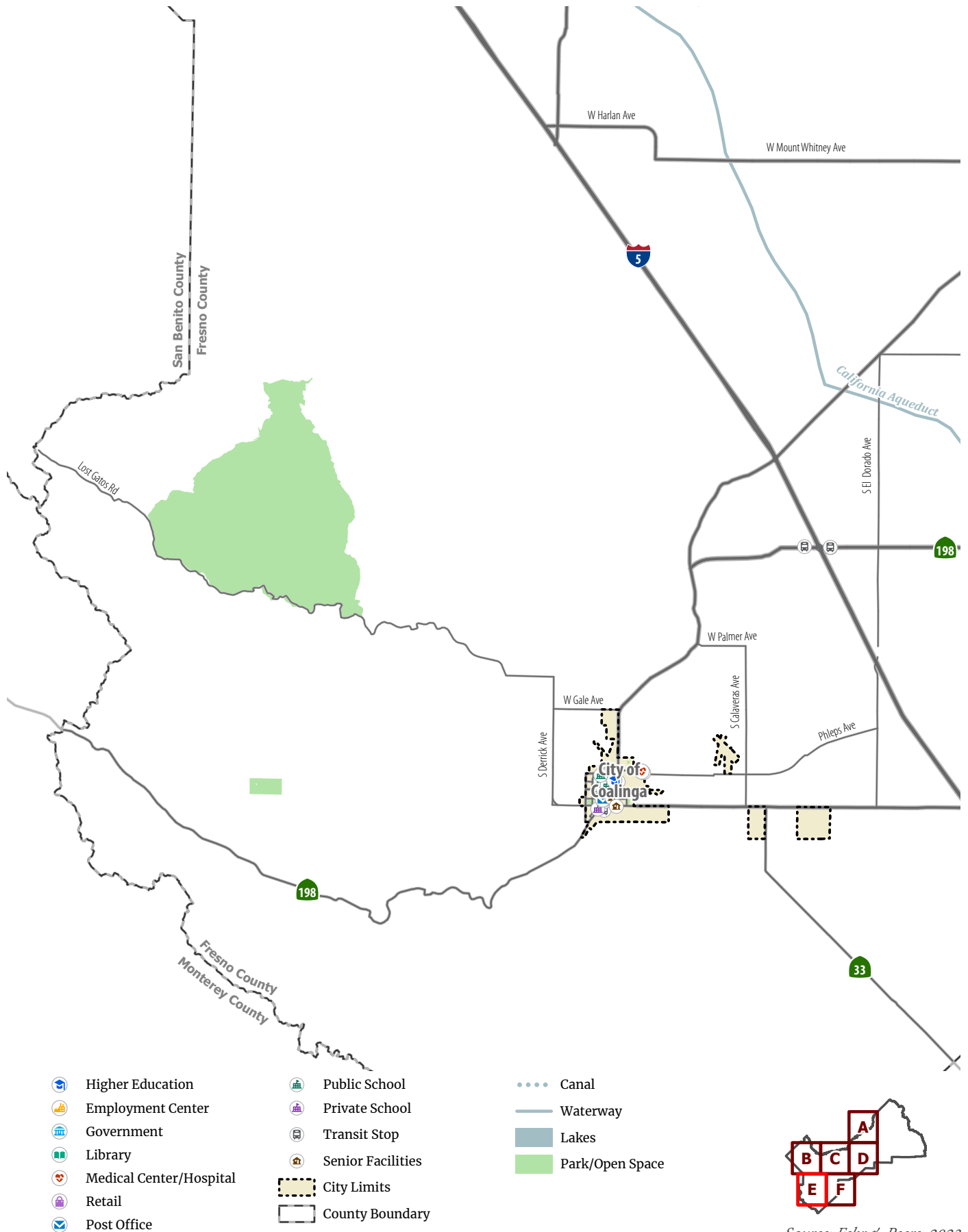


- |                         |                   |                 |
|-------------------------|-------------------|-----------------|
| Higher Education        | Public School     | Canal           |
| Employment Center       | Private School    | Waterway        |
| Government              | Transit Stop      | Lakes           |
| Library                 | Senior Facilities | Park/Open Space |
| Medical Center/Hospital | City Limits       |                 |
| Retail                  | County Boundary   |                 |
| Post Office             |                   |                 |



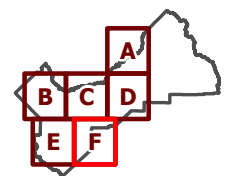
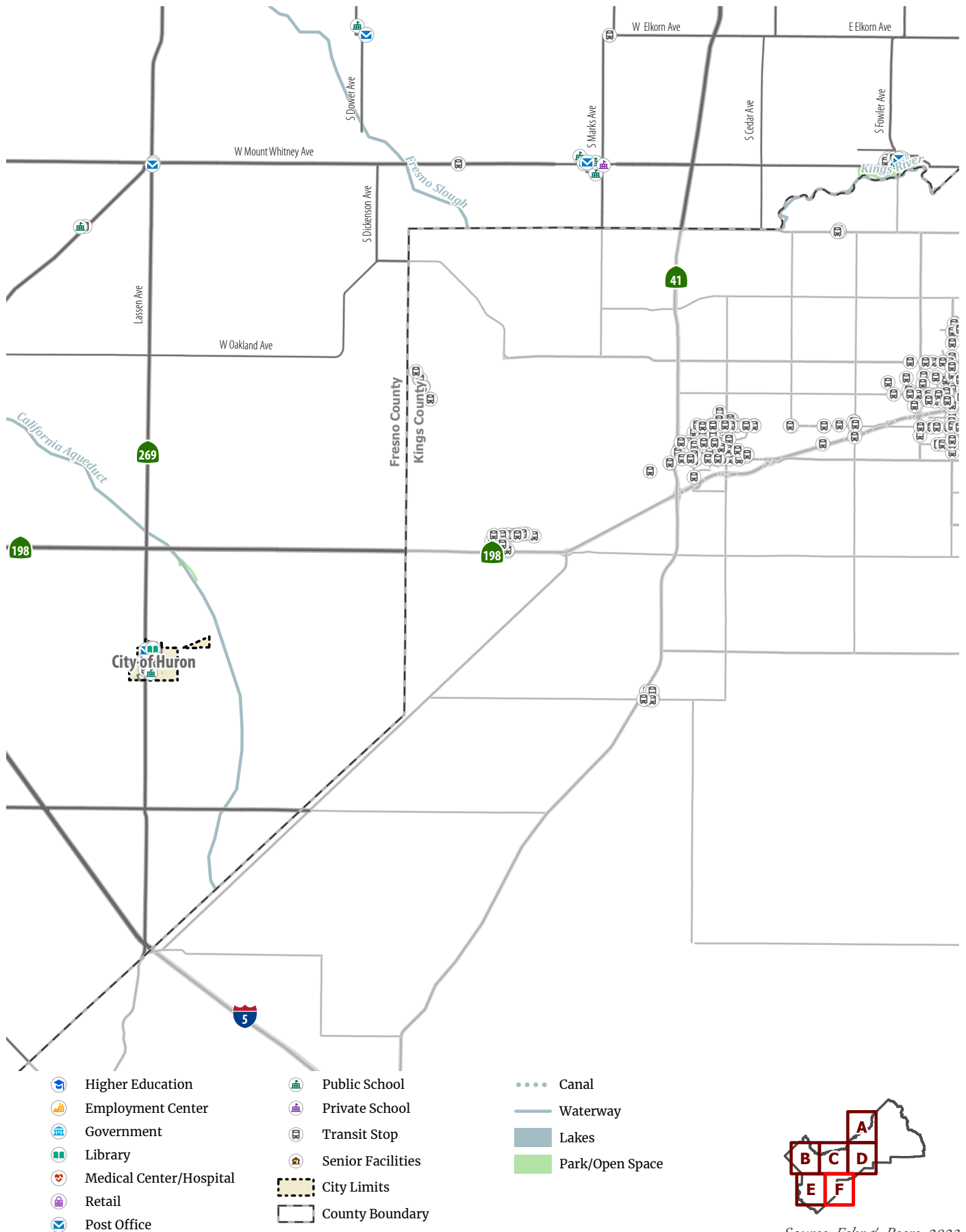
Source: Fehr & Peers, 2023

**Figure 17-3: Key Destinations in Fresno County**



Source: Fehr & Peers, 2023

**Figure 17-3: Key Destinations in Fresno County**



Source: Fehr & Peers, 2023



## Disadvantaged Communities

Most of unincorporated Fresno County meets one or more of the Active Transportation Program criteria for disadvantaged communities, described in Chapter 2, Existing Conditions, to varying degrees.

- » **Median Household Income:** Households in large swaths of central and southern Fresno County are in the most disadvantaged category with median income less than 65 percent of the State median (\$91,905). See Figure 17-4 for details.
- » **Free & Reduced Price Meals for Schools:** Depending on the community, students eligible for free or reduced price meals vary by school. See Figure 17-5 for details.
- » **CalEnviroScreen:** Areas of western Fresno County, as well as several other areas, are within the 10 percent most disadvantaged areas in the state. See Figure 17-6 for details.
- » **Healthy Places Index:** Areas of western, central, and southern Fresno County, as well as several other areas, are within the 10 percent most disadvantaged areas in the state. See Figure 17-7 for details.
- » **Federal Climate & Economic Justice Tool:** Most areas in Fresno County exceed at least one category in the Climate & Economic Justice Screen. See Figure 17-8 for details.
- » **US DOT Equitable Transportation Community Disadvantaged Community Tool:** Areas of western, central, and southern Fresno County, as well as several other areas, are ranked within the 10 percent most disadvantaged areas in the state. See Figure 17-9 for details.
- » **FCOG Environmental Justice Areas:** Many unincorporated areas are considered disadvantaged by this definition. See Figure 17-10 for details.

## Collisions

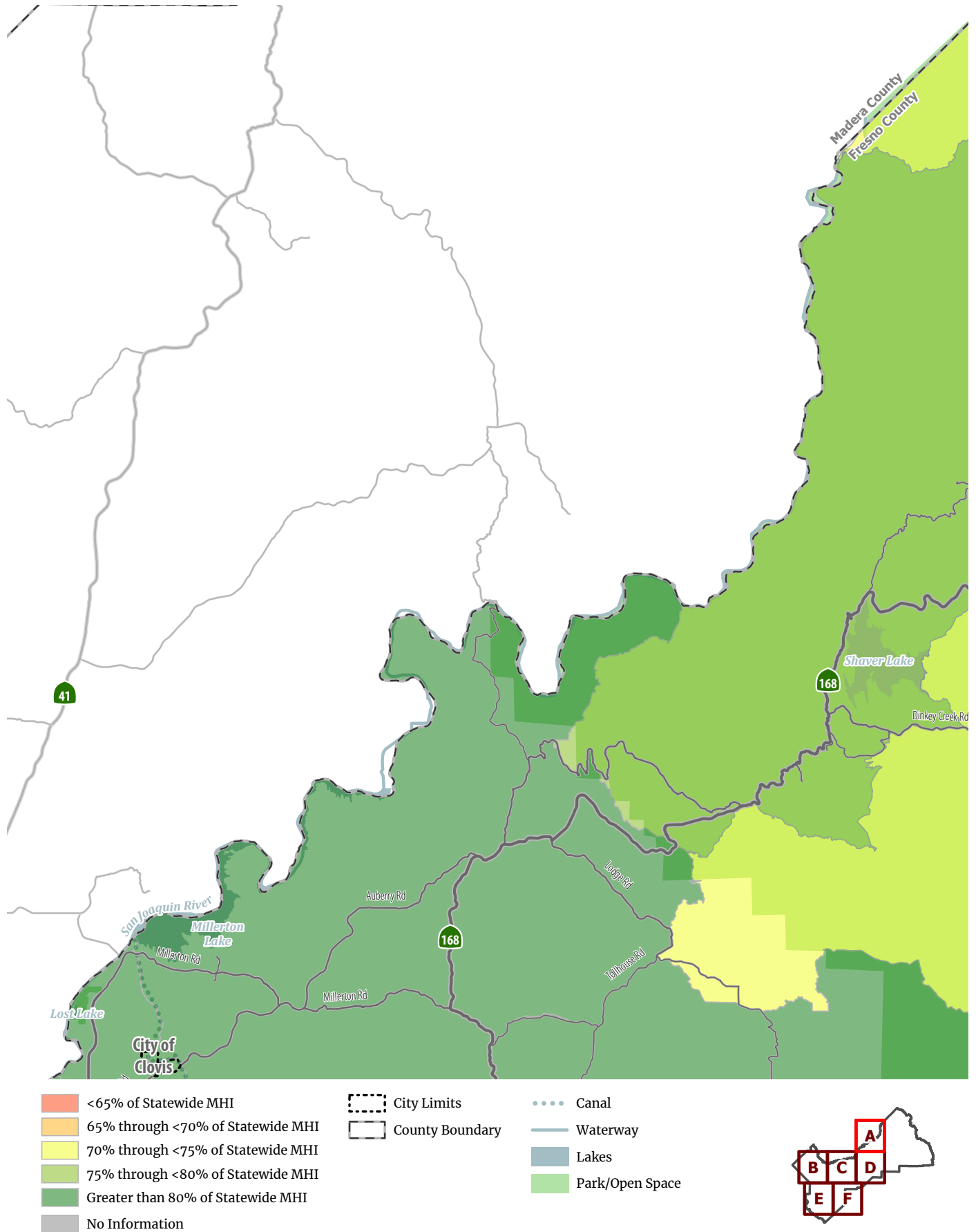
Figure 17-11 depicts locations of collisions along county roadways. These collisions are included in the countywide summary in Chapter 16.





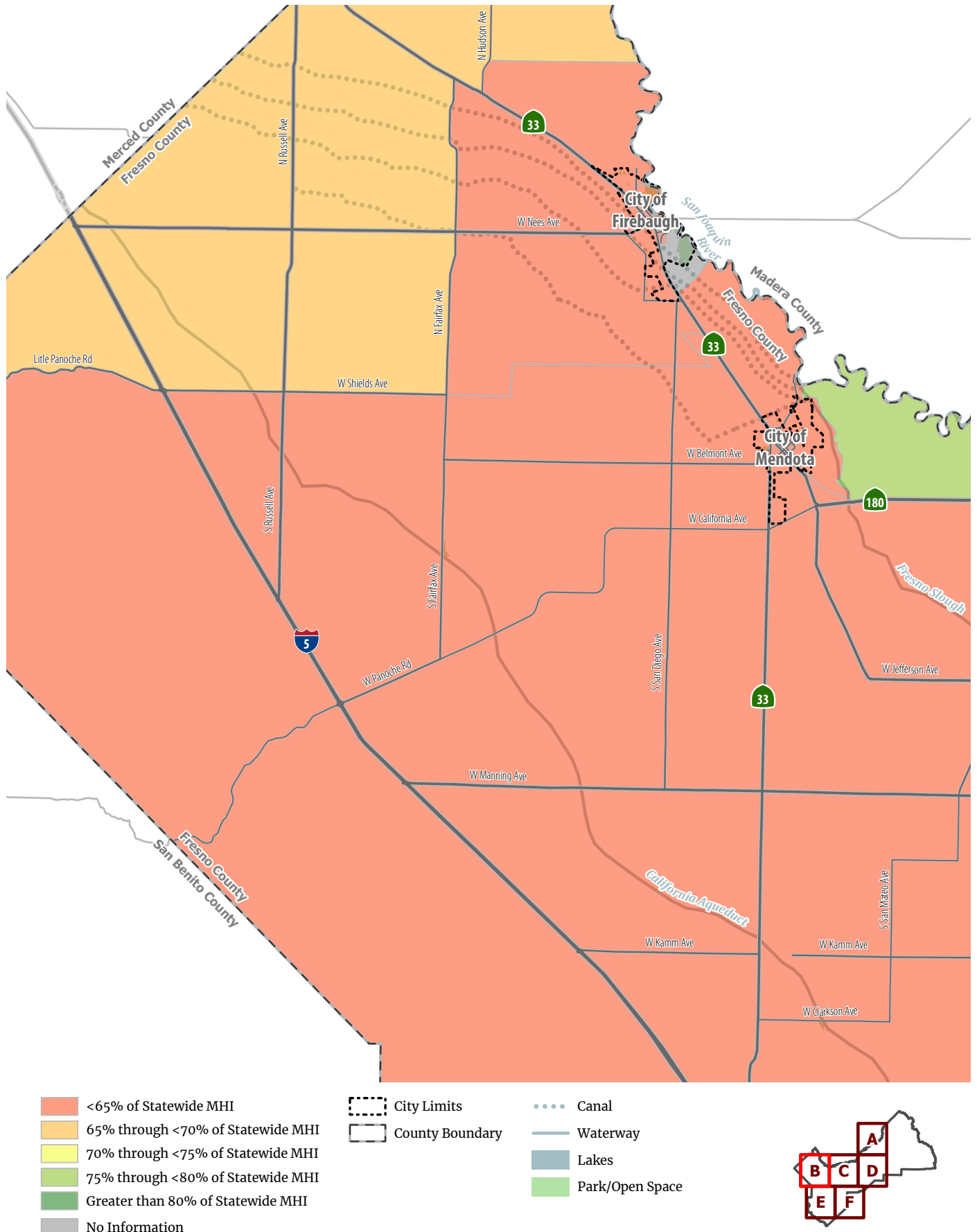
*El Porvenir – Three Rocks*

**Figure 17-4: Median Household Income in Fresno County**



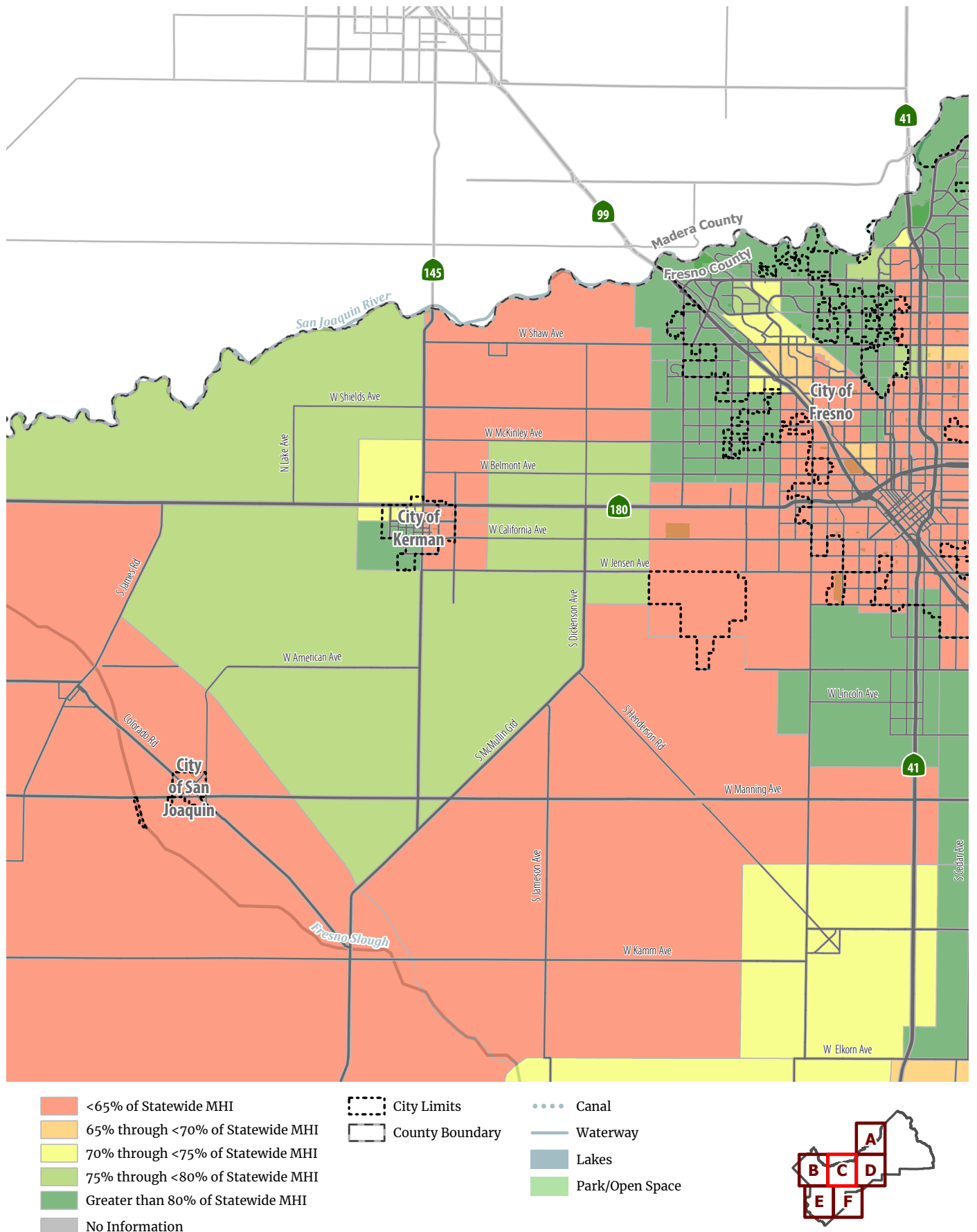
Source: US Census 2018 -2022 ACS, 2023; Fehr & Peers, 2023

**Figure 17-4: Median Household Income in Fresno County (continued)**



Source: US Census 2018 -2022 ACS, 2023; Fehr & Peers, 2023

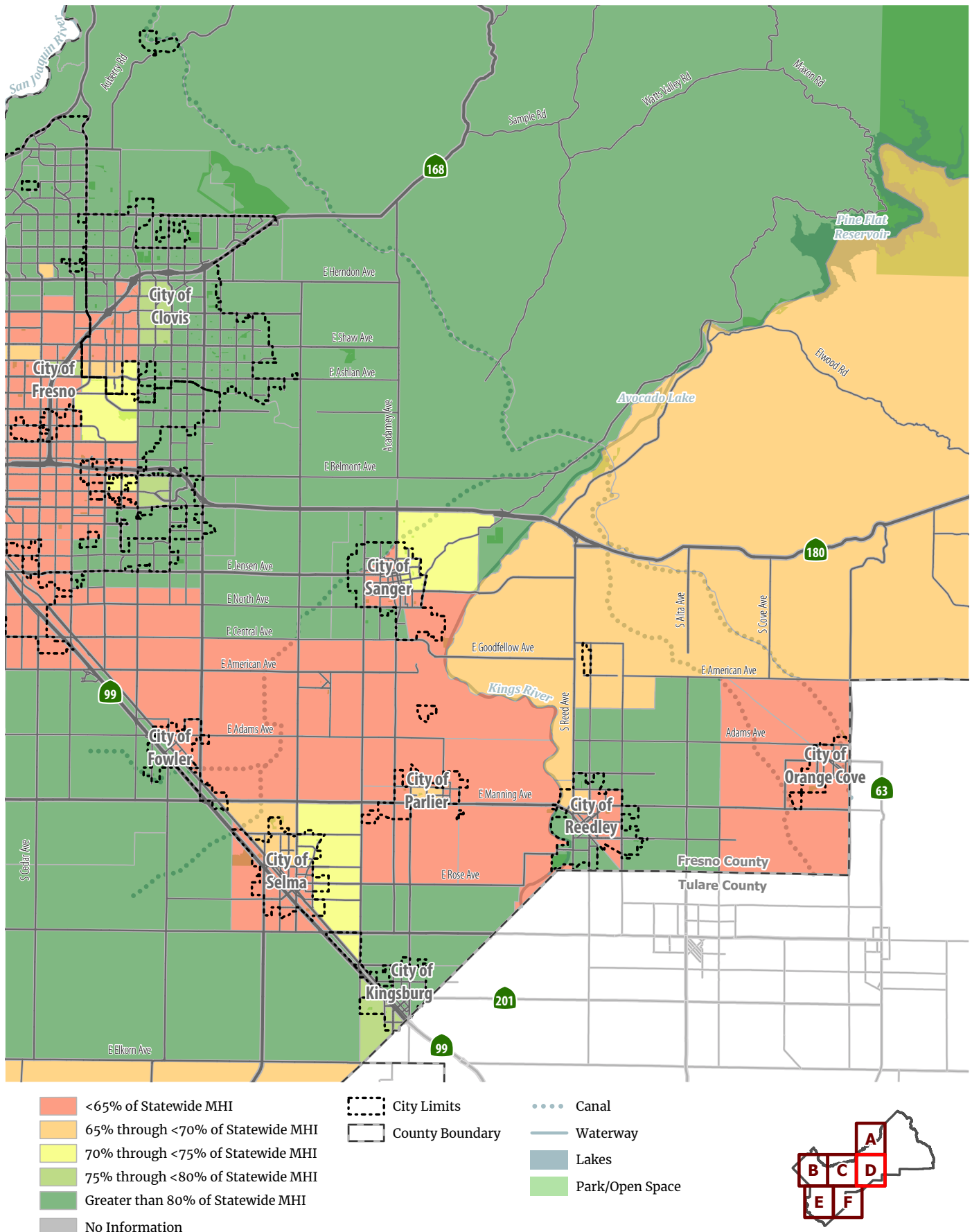
**Figure 17-4: Median Household Income in Fresno County (continued)**



Source: US Census 2018 -2022 ACS, 2023; Fehr & Peers, 2023

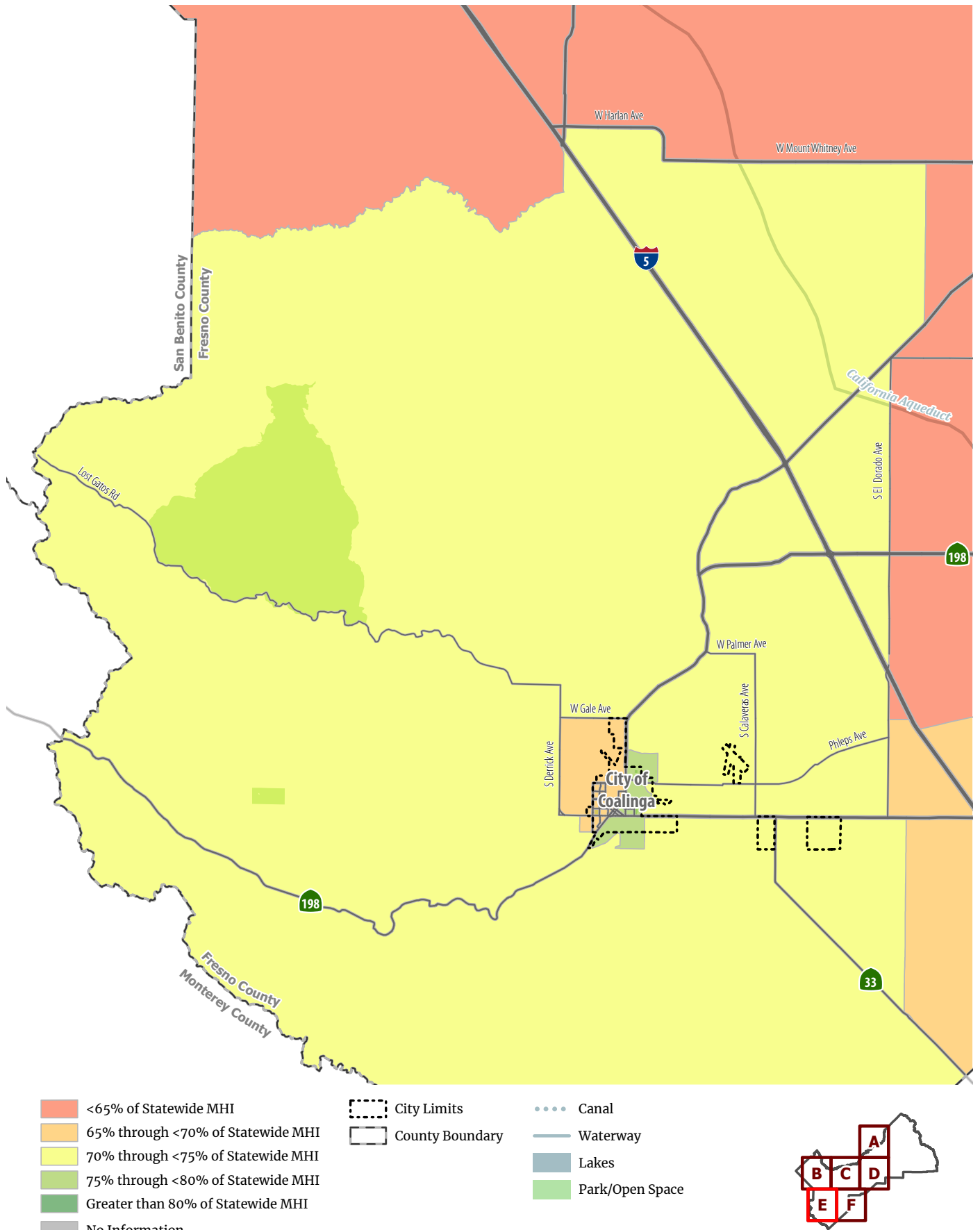


Figure 17-4: Median Household Income in Fresno County (continued)



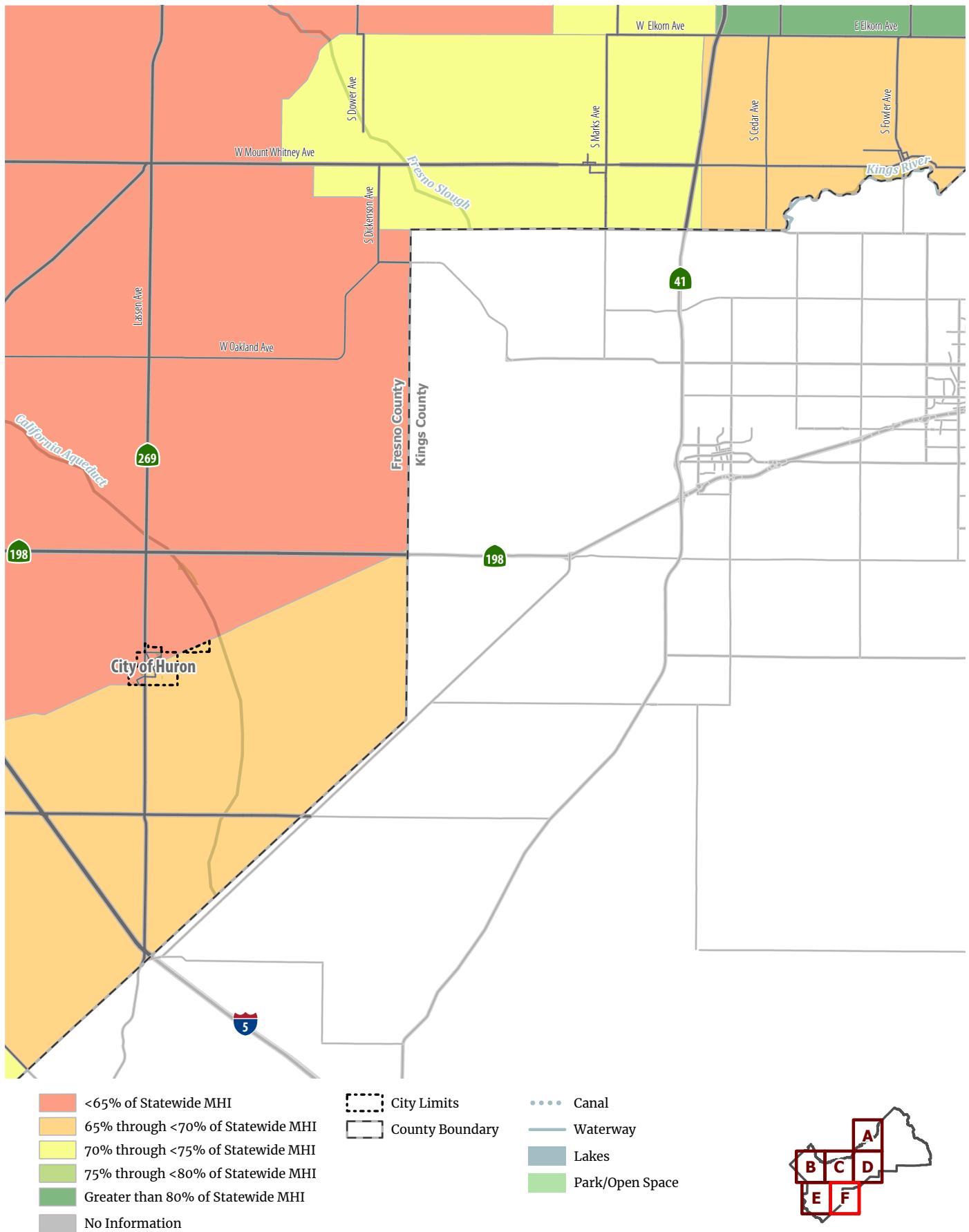
Source: US Census 2018 - 2022 ACS, 2023; Fehr & Peers, 2023

Figure 17-4: Median Household Income in Fresno County (continued)



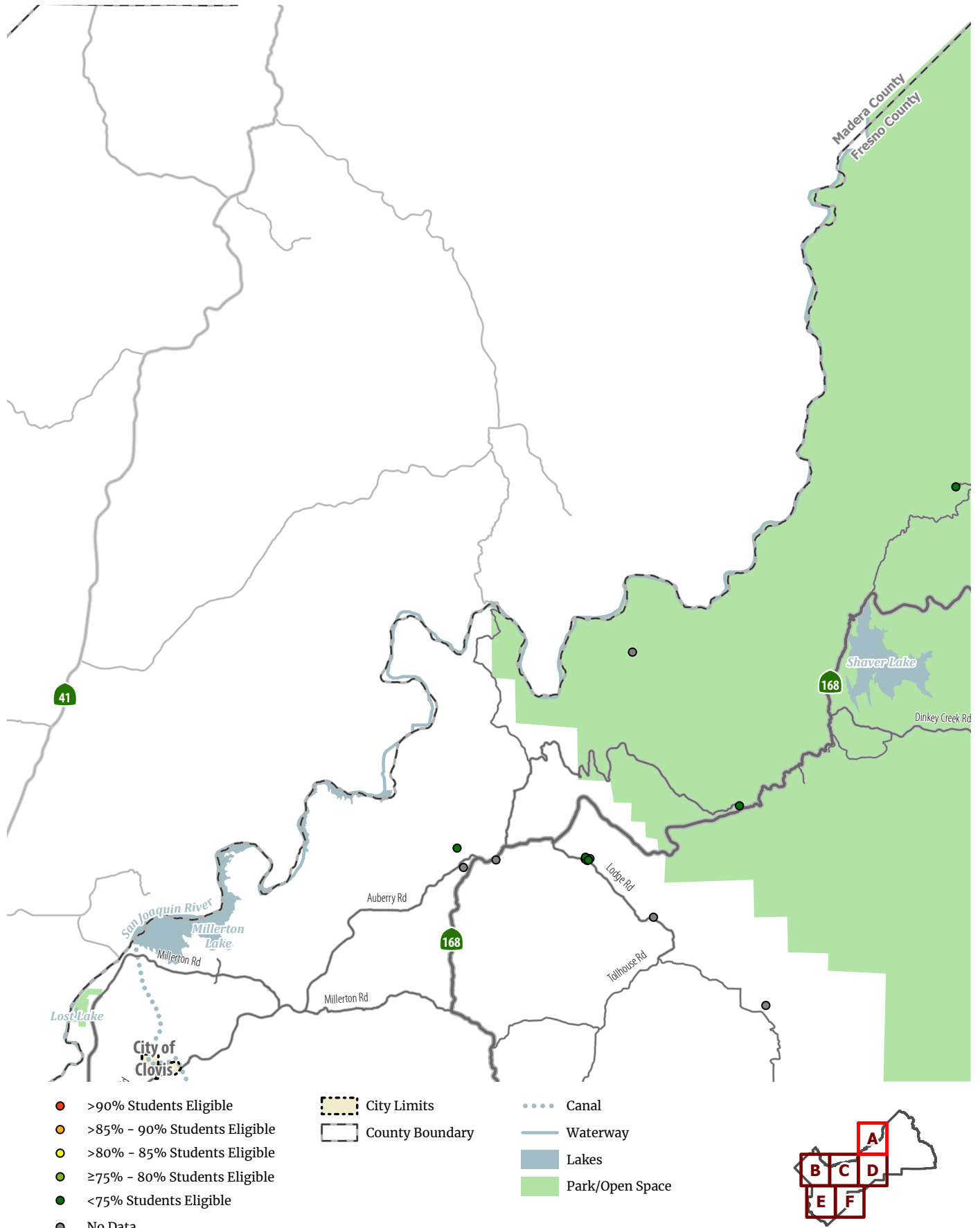
Source: US Census 2018 -2022 ACS, 2023; Fehr & Peers, 2023

Figure 17-4: Median Household Income in Fresno County (continued)



Source: US Census 2018 -2022 ACS, 2023; Fehr & Peers, 2023

**Figure 17-5: Free and Reduced Price Meal Eligibility in Fresno County**



Source: : California Department of Education, 2023; Fehr & Peers, 2023

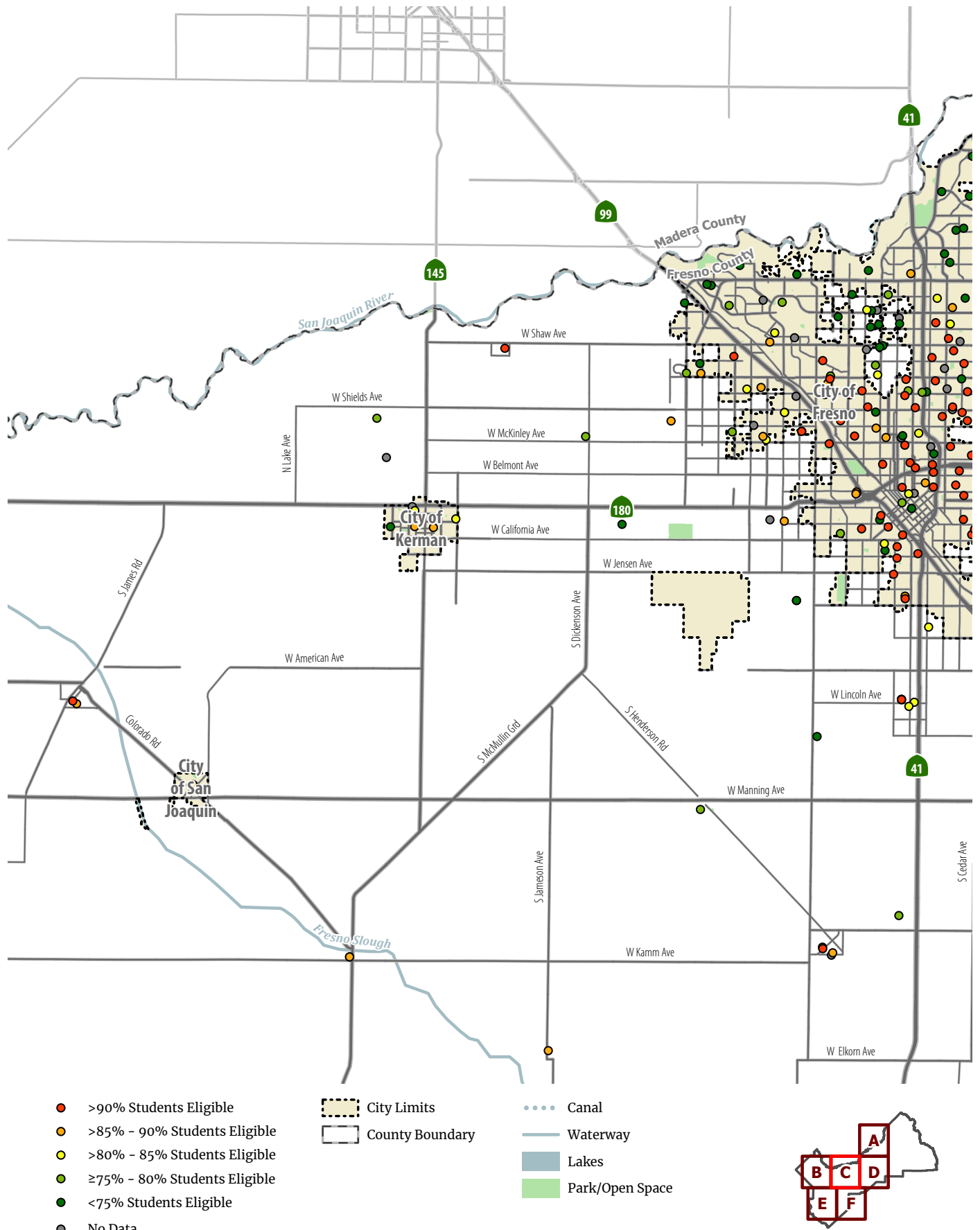
**Figure 17-5: Free and Reduced Price Meal Eligibility in Fresno County (continued)**



Source: : California Department of Education, 2023; Fehr & Peers, 2023

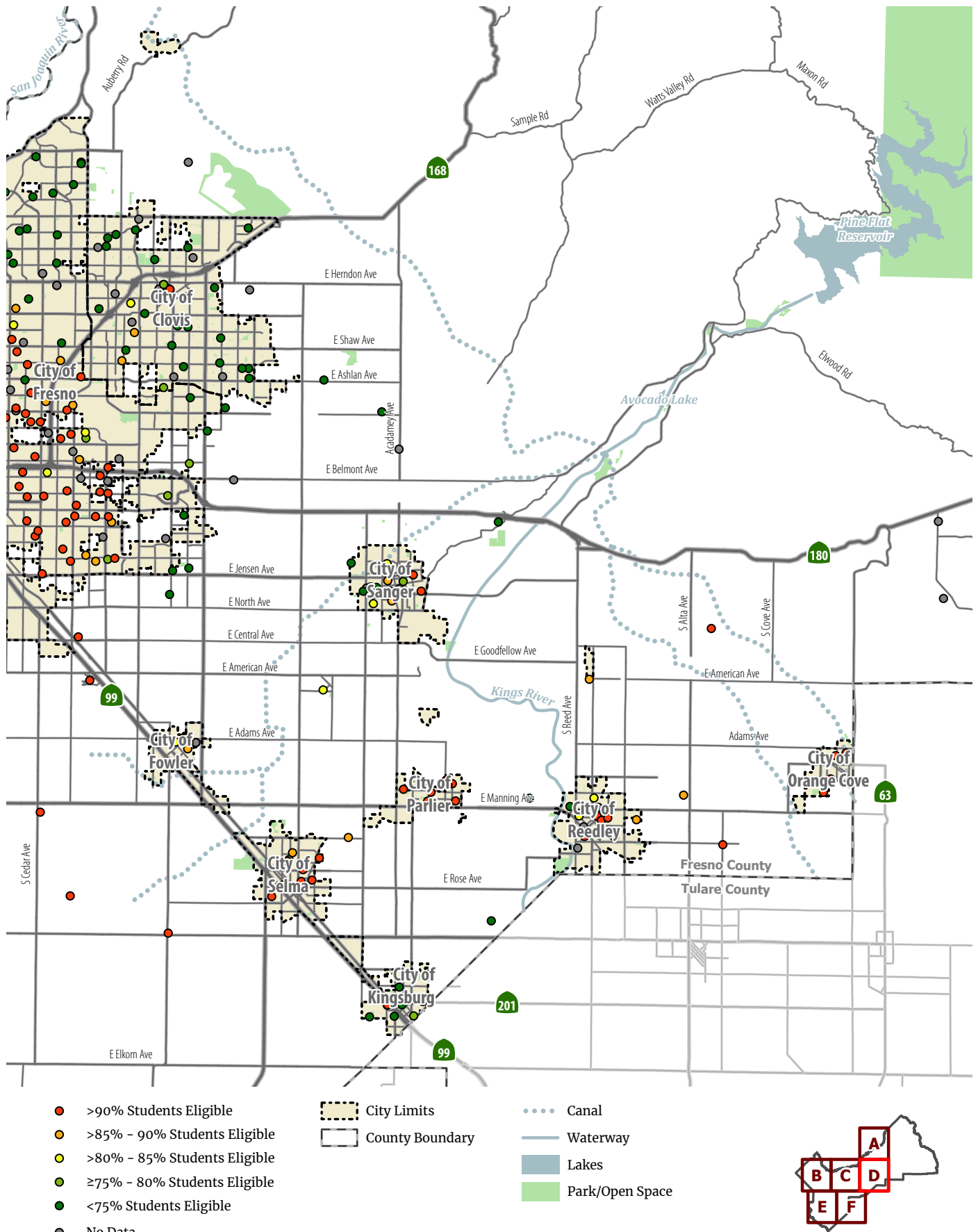


**Figure 17-5: Free and Reduced Price Meal Eligibility in Fresno County (continued)**



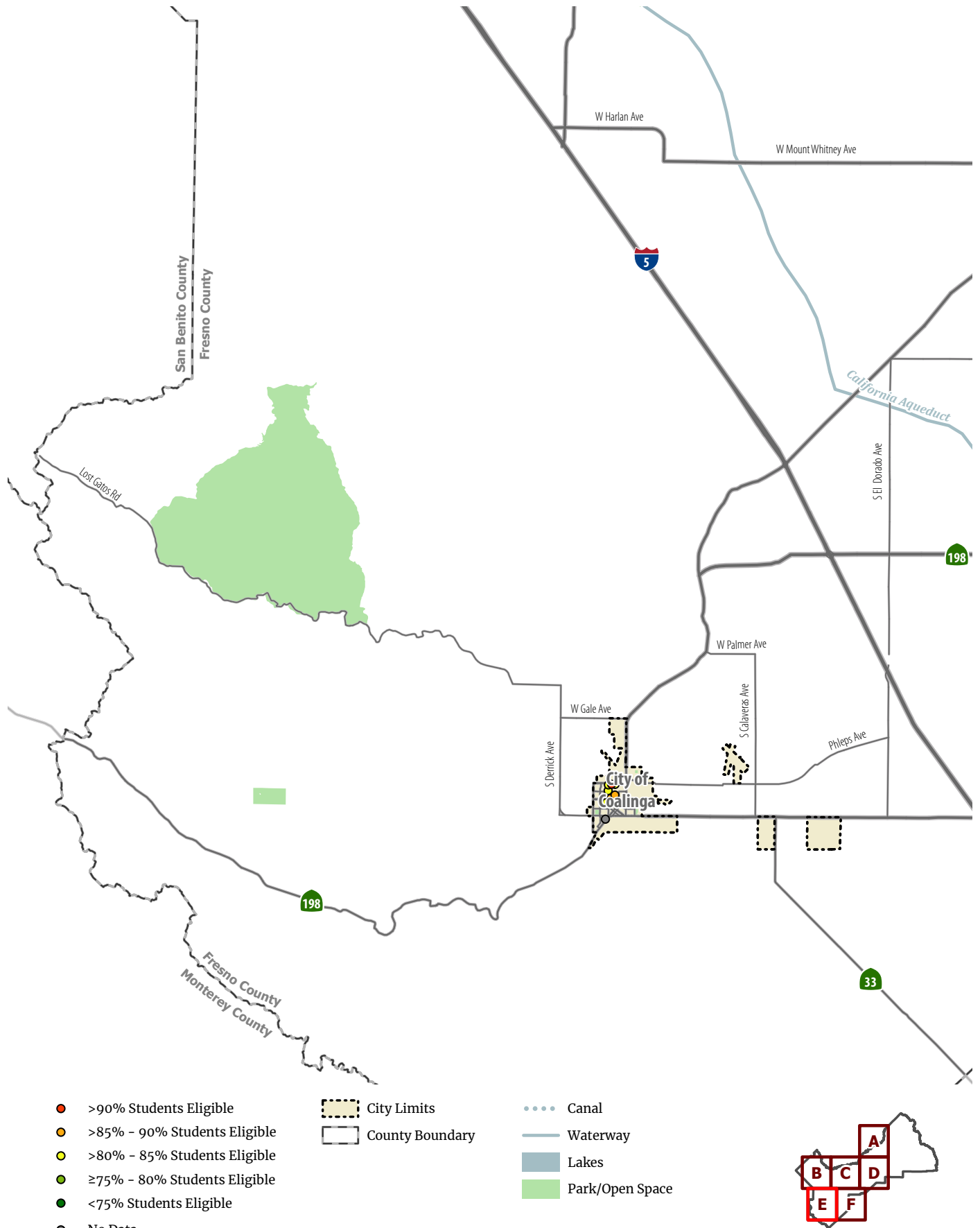
Source: : California Department of Education, 2023; Fehr & Peers, 2023

**Figure 17-5: Free and Reduced Price Meal Eligibility in Fresno County (continued)**



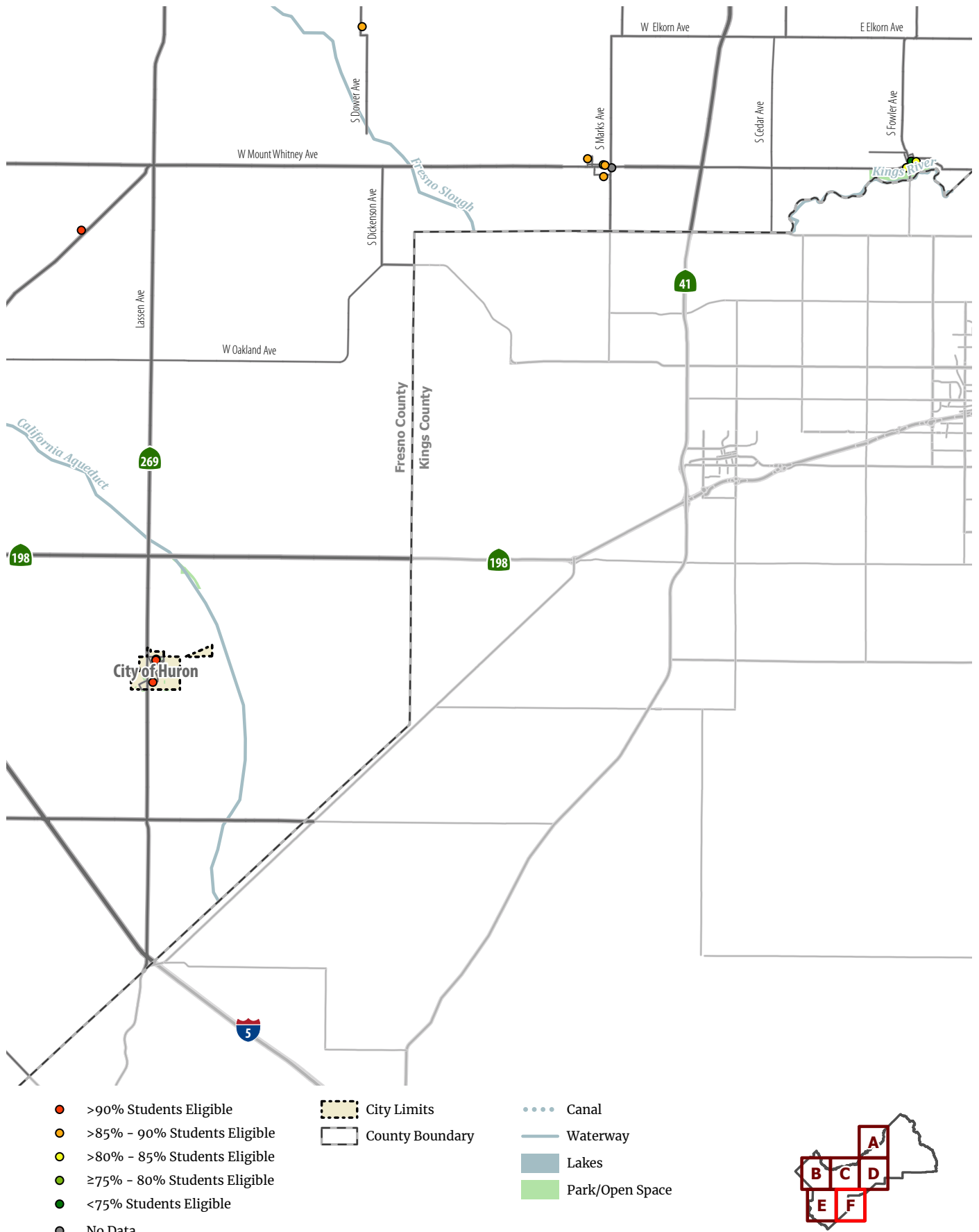
Source: California Department of Education, 2023; Fehr & Peers, 2023

**Figure 17-5: Free and Reduced Price Meal Eligibility in Fresno County (continued)**



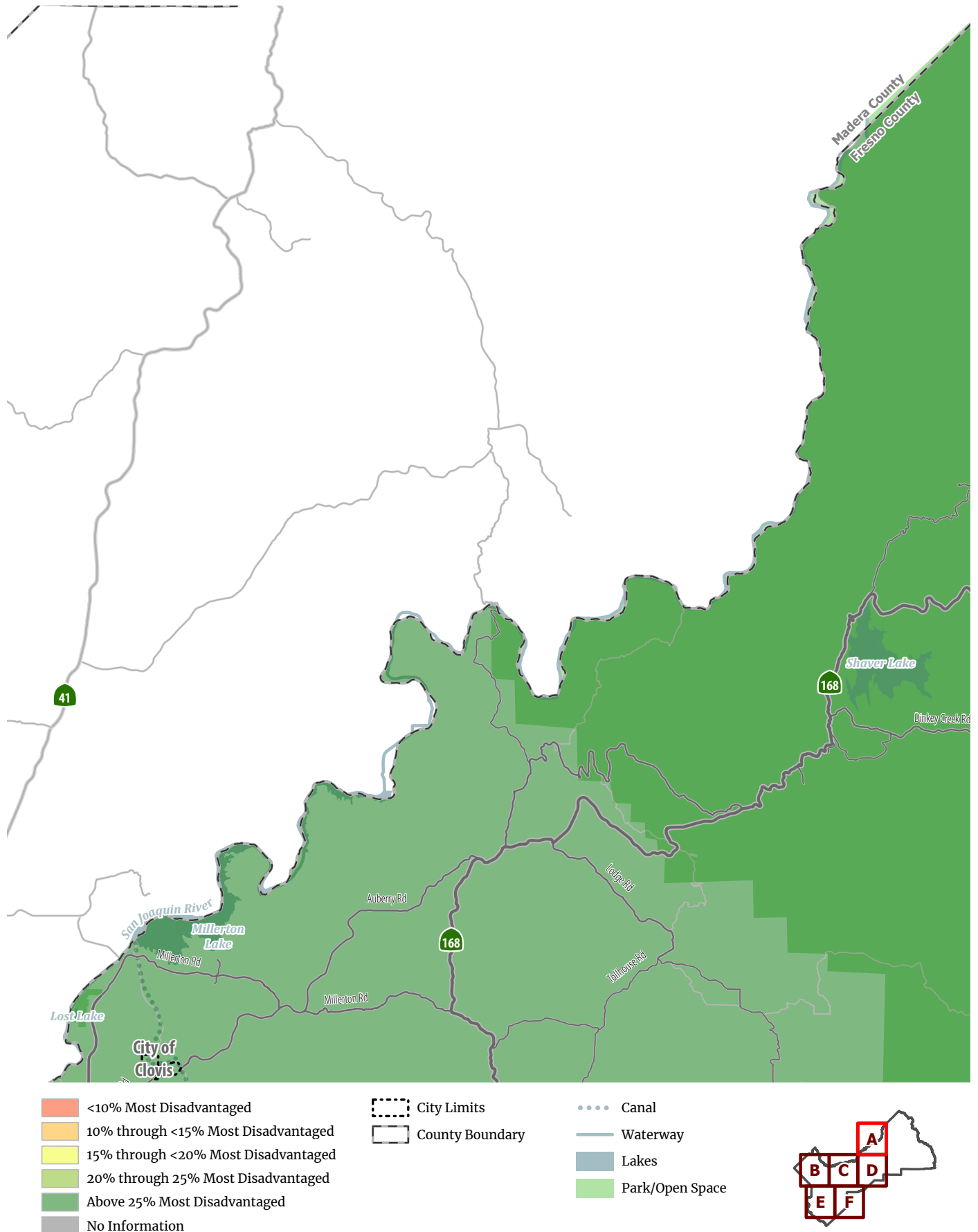
Source : California Department of Education, 2023; Fehr & Peers, 2023

**Figure 17-5: Free and Reduced Price Meal Eligibility in Fresno County (continued)**



Source: : California Department of Education, 2023; Fehr & Peers, 2023

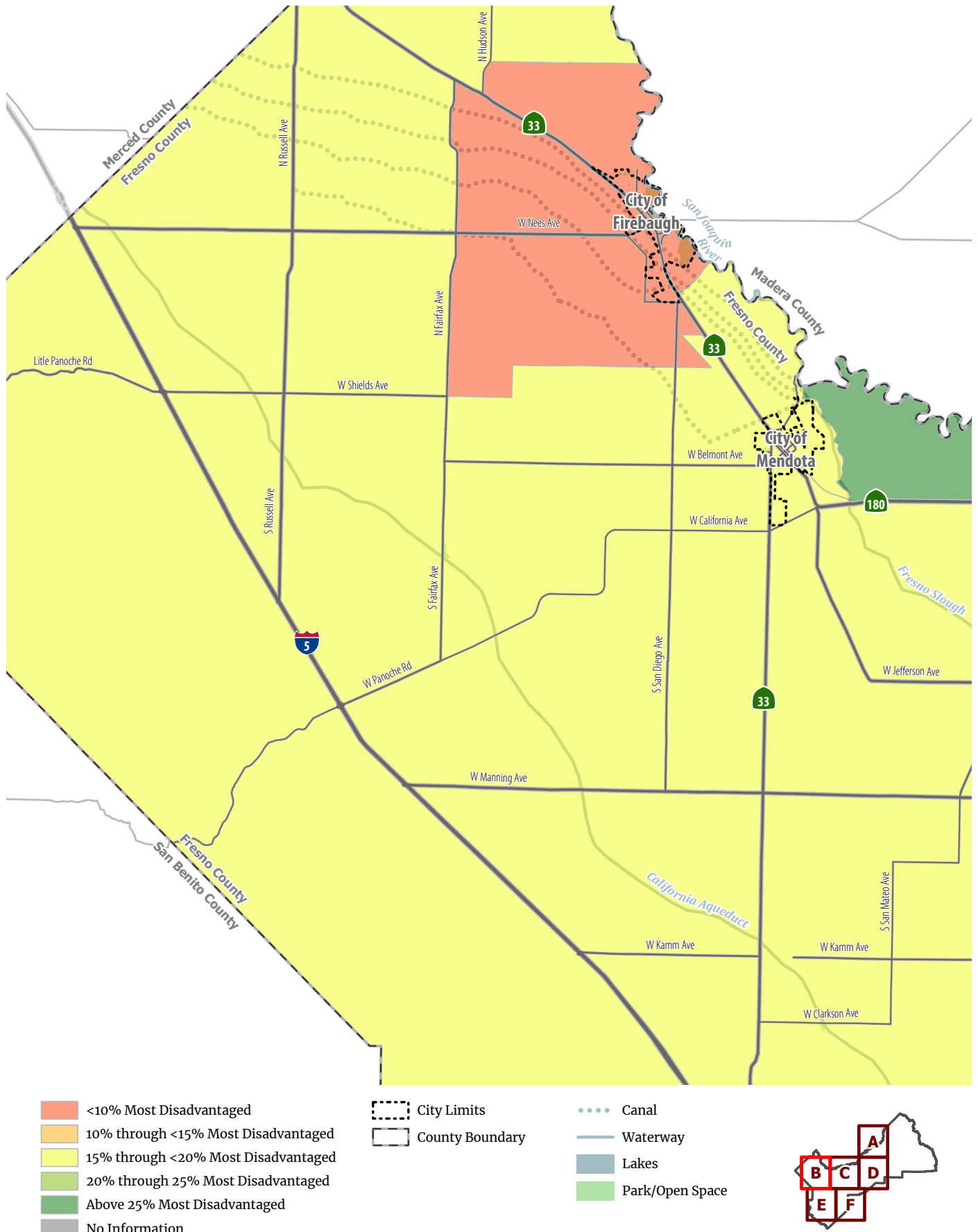
**Figure 17-6: CalEnviroScreen Score in Fresno County**



Source: : California Office of Environmental Health Hazard Assessment, 2023; Fehr & Peers, 2023

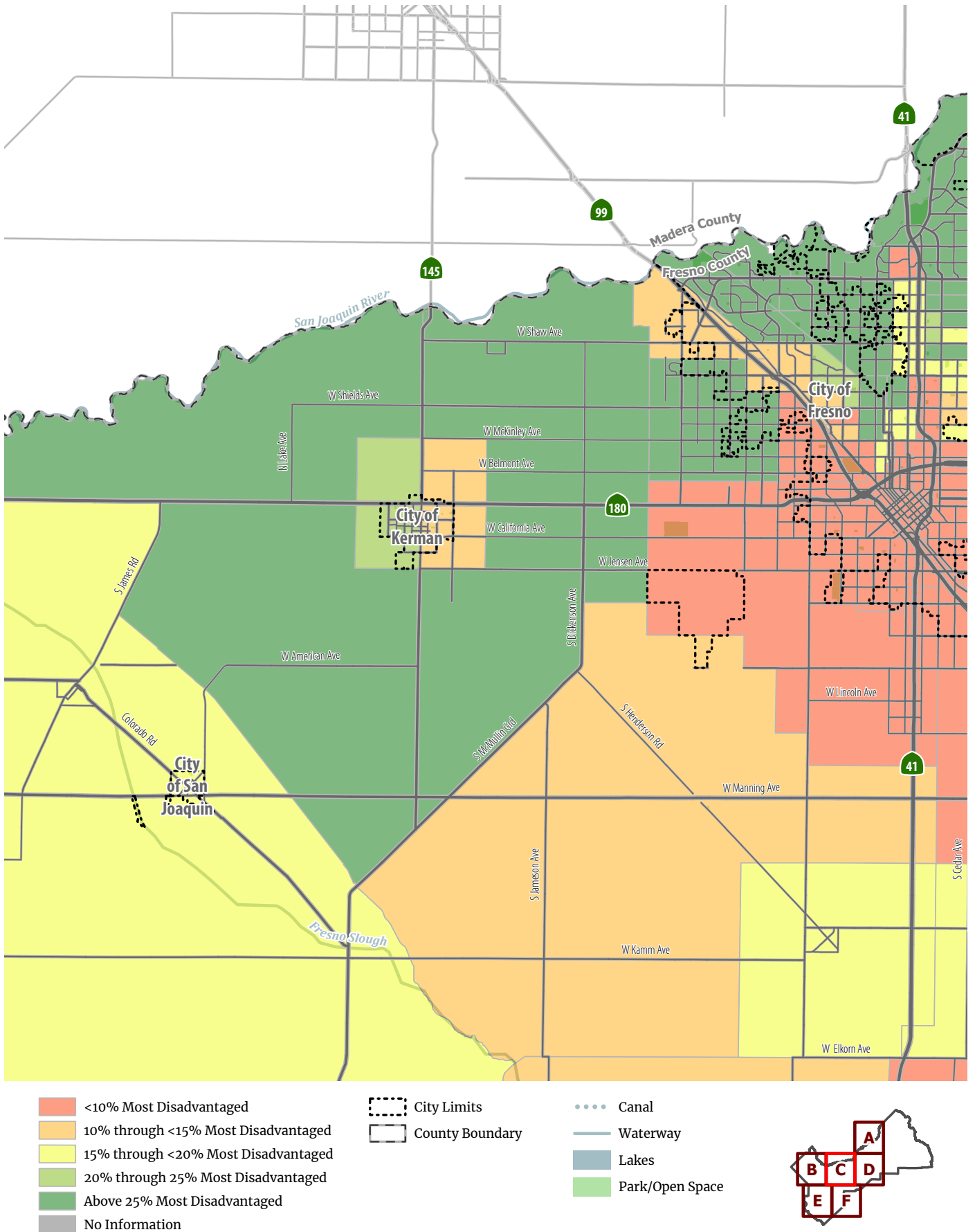


**Figure 17-6: CalEnviroScreen Score in Fresno County (continued)**



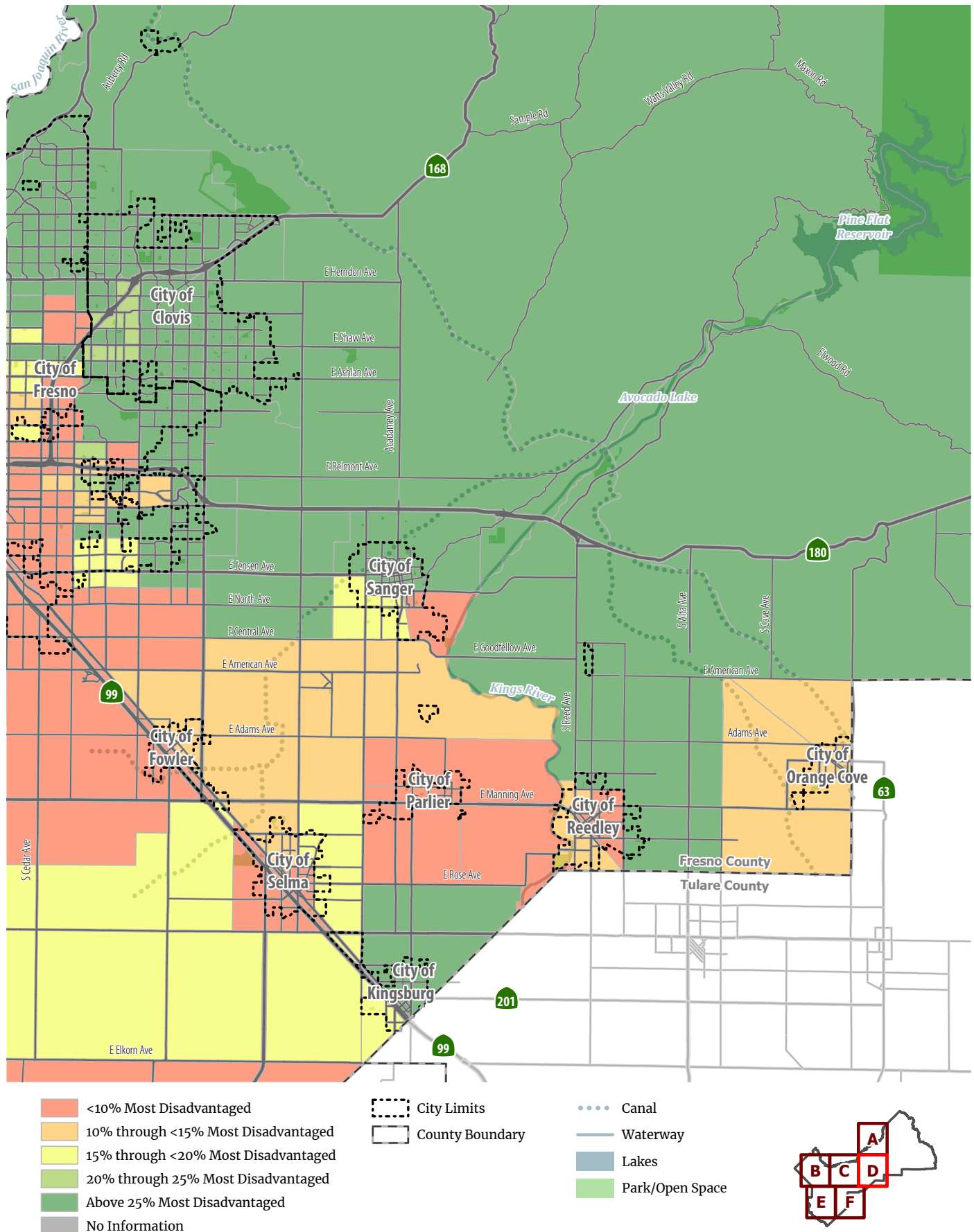
Source: : California Office of Environmental Health Hazard Assessment, 2023; Fehr & Peers, 2023

Figure 17-6: CalEnviroScreen Score in Fresno County (continued)



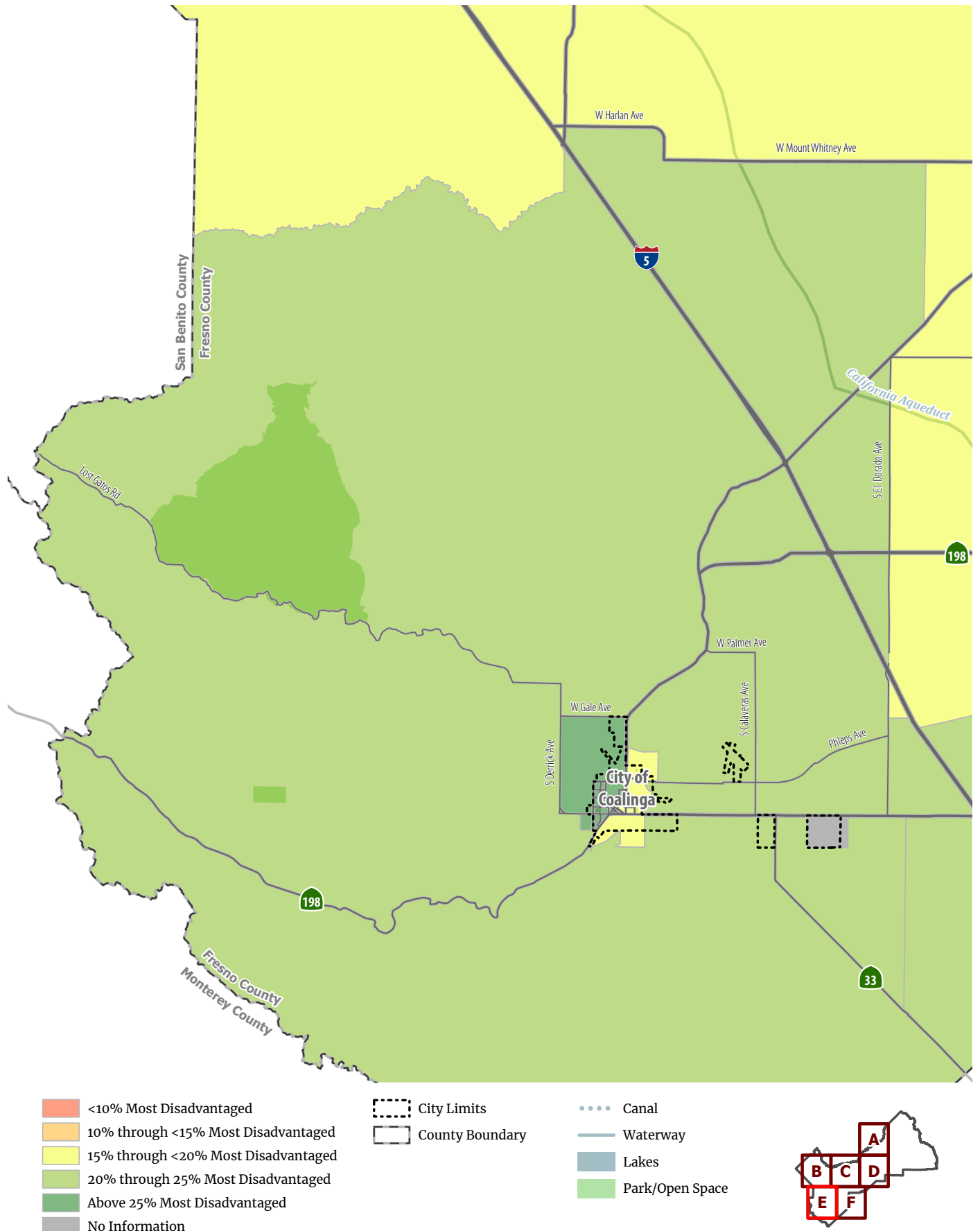
Source: : California Office of Environmental Health Hazard Assessment, 2023; Fehr & Peers, 2023

Figure 17-6: CalEnviroScreen Score in Fresno County (continued)



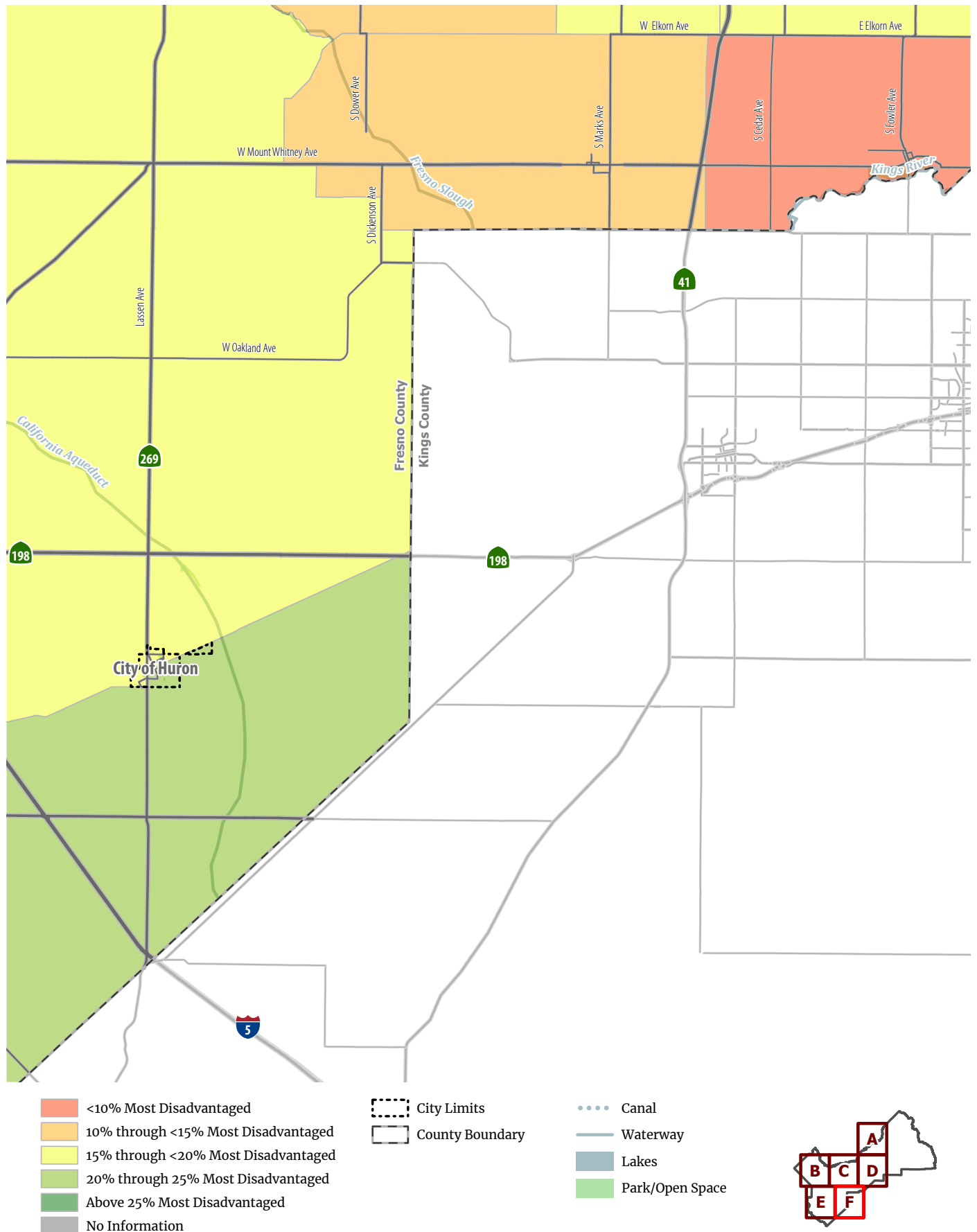
Source: : California Office of Environmental Health Hazard Assessment, 2023; Fehr & Peers, 2023

Figure 17-6: CalEnviroScreen Score in Fresno County (continued)



Source: : California Office of Environmental Health Hazard Assessment, 2023; Fehr & Peers, 2023

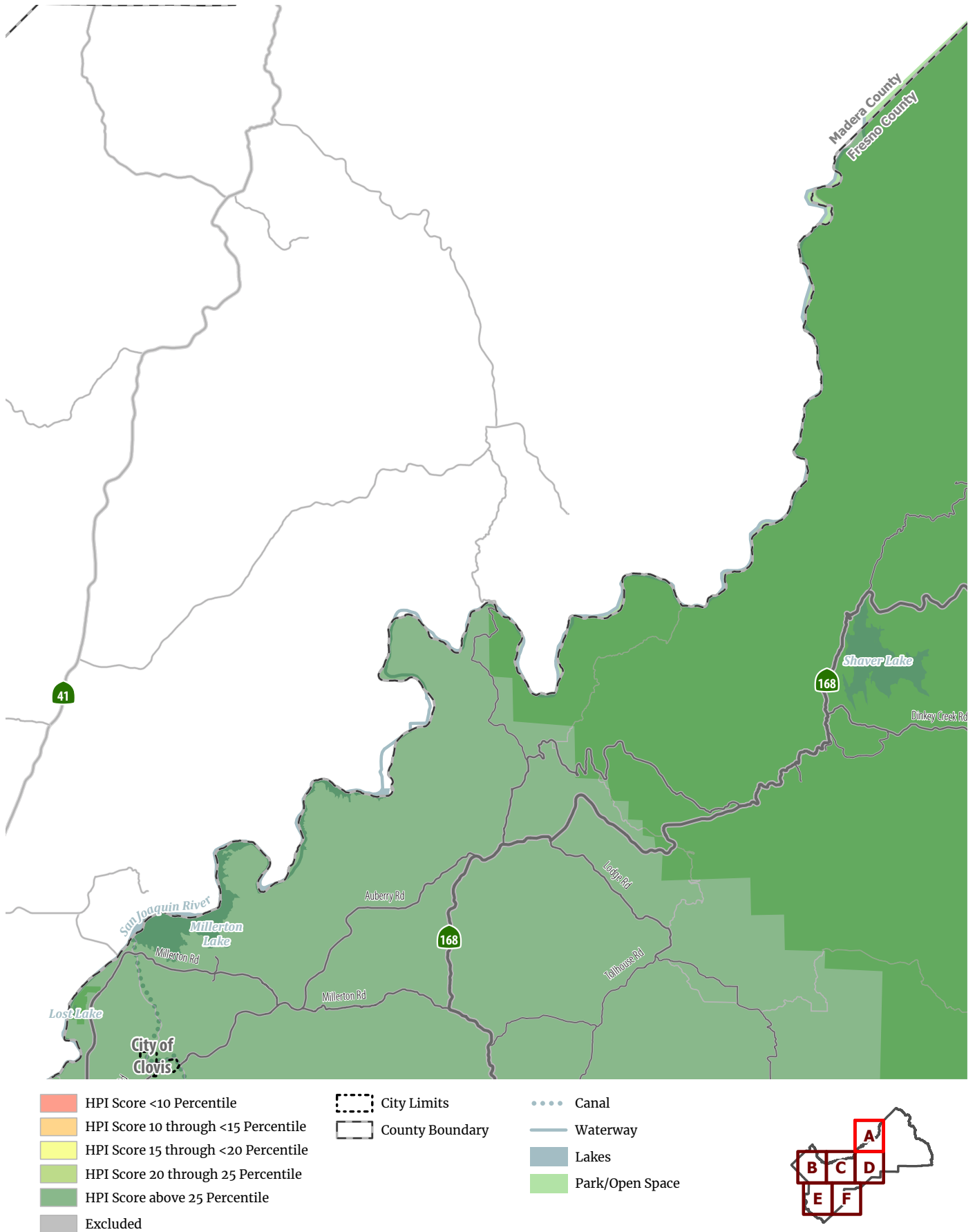
Figure 17-6: CalEnviroScreen Score in Fresno County (continued)



Source: : California Office of Environmental Health Hazard Assessment, 2023; Fehr & Peers, 2023

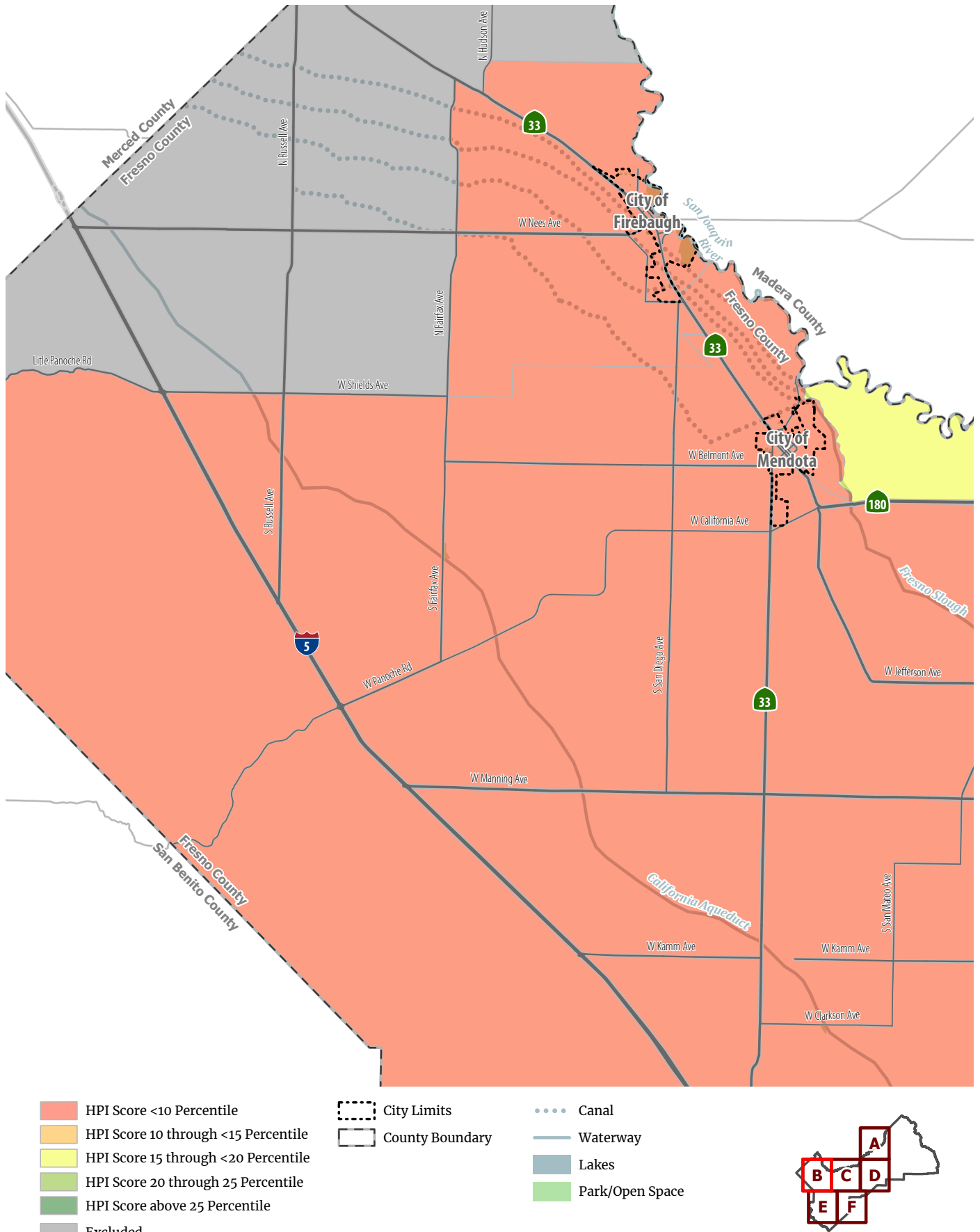


**Figure 17-7: Healthy Places Index Score in Fresno County**



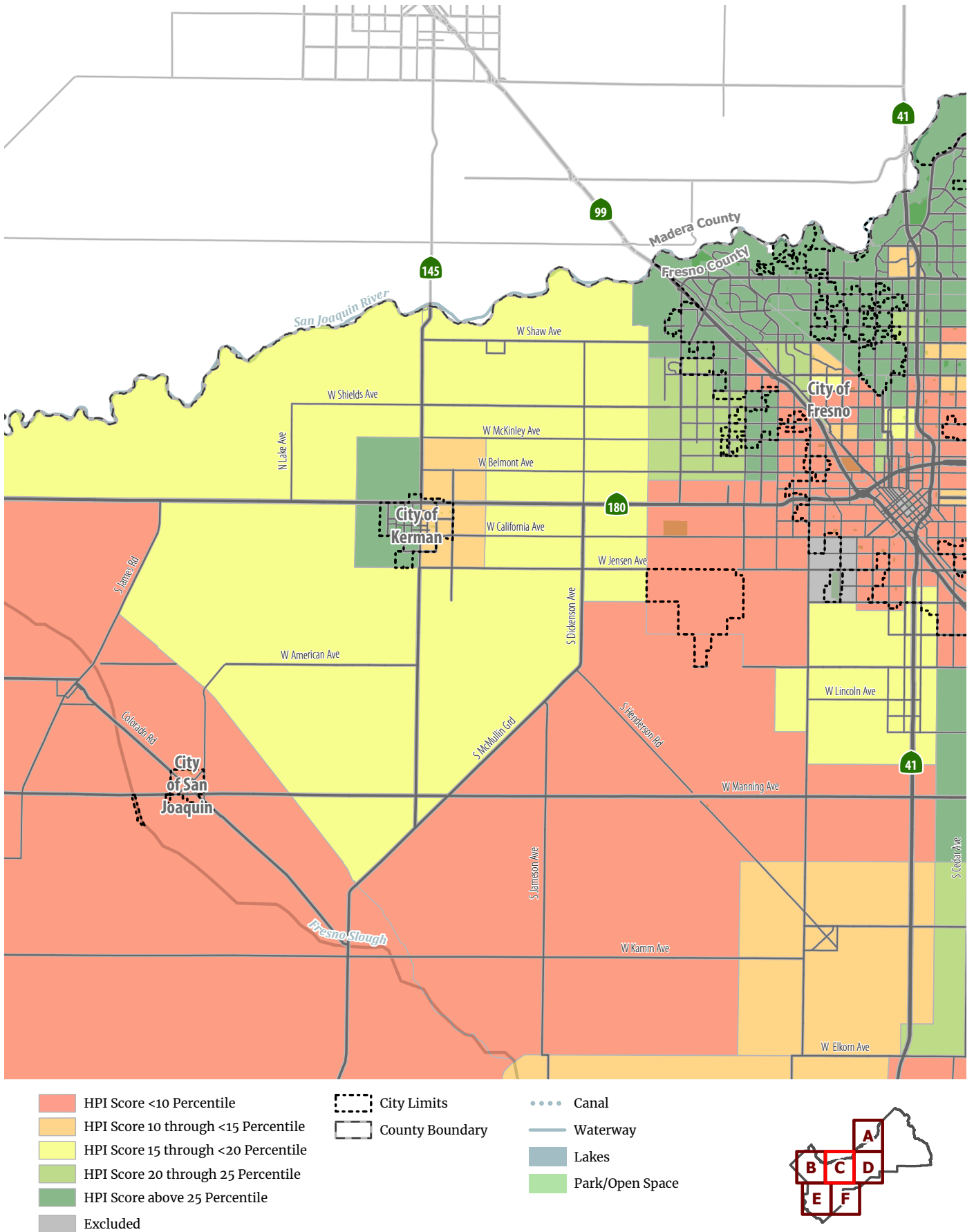
Source: : Public Health Alliance of Southern California, 2023; Fehr & Peers, 2023

**Figure 17-7: Healthy Places Index Score in Fresno County (continued)**



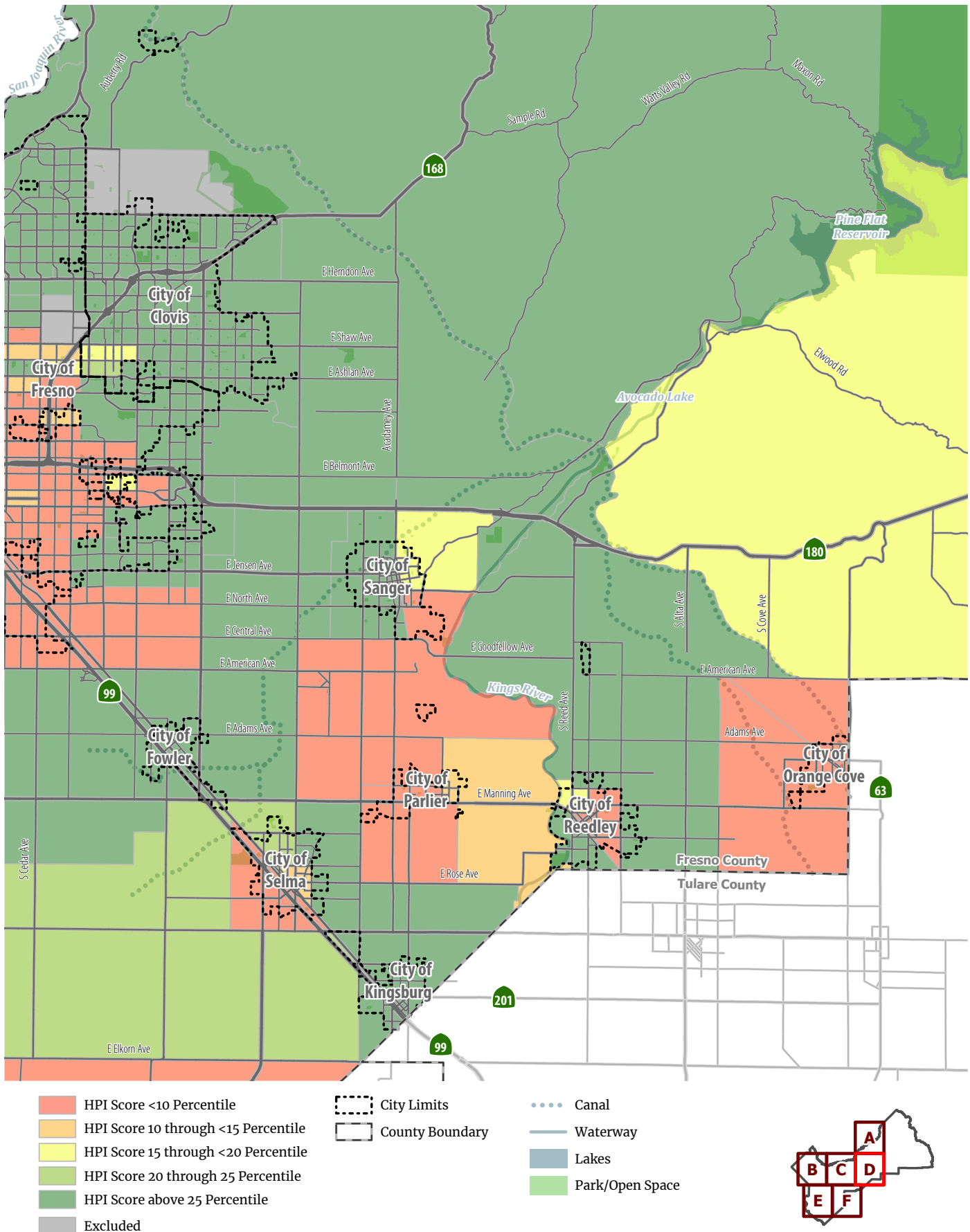
Source: : Public Health Alliance of Southern California, 2023; Fehr & Peers, 2023

**Figure 17-7: Healthy Places Index Score in Fresno County (continued)**



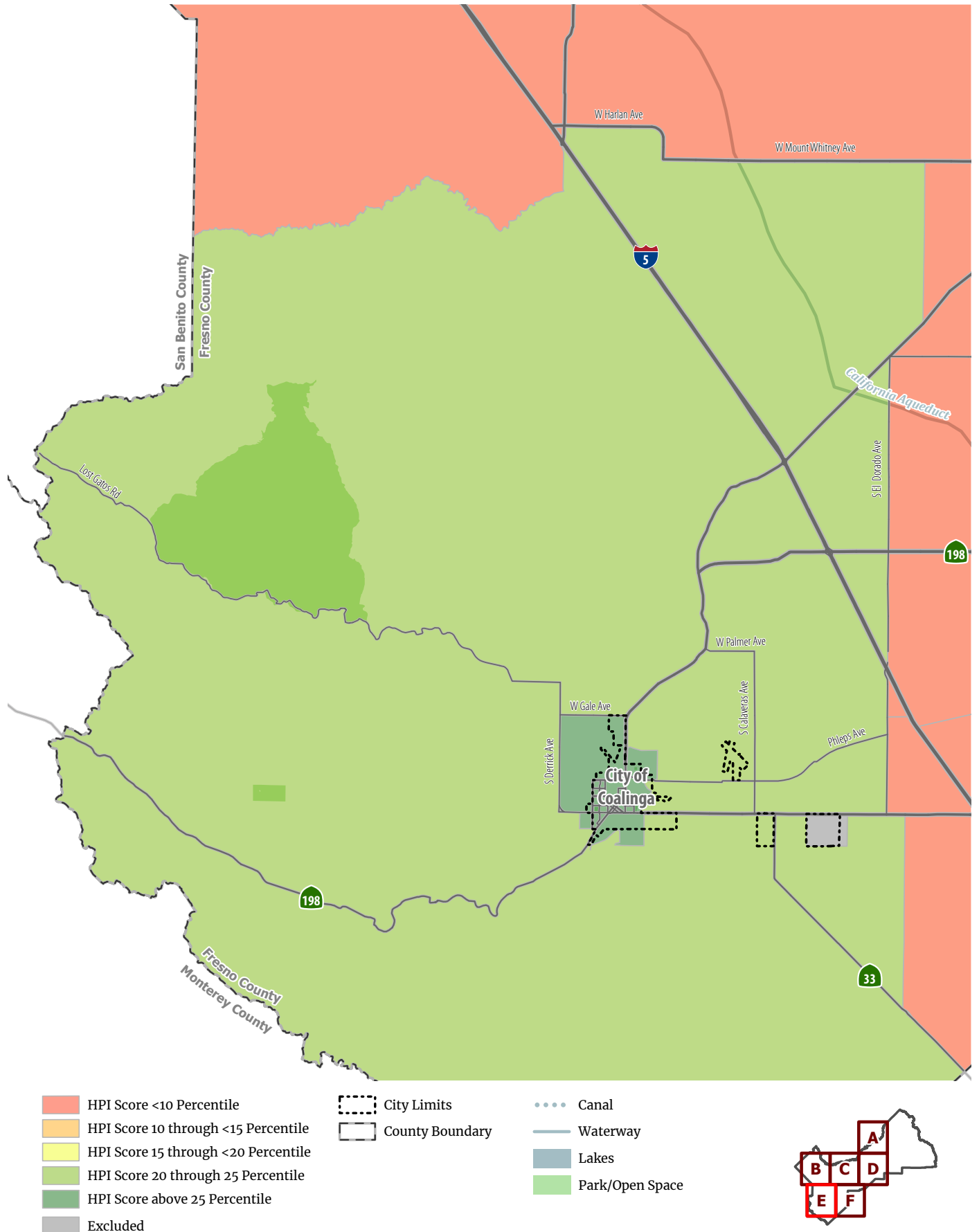
Source: : Public Health Alliance of Southern California, 2023; Fehr & Peers, 2023

Figure 17-7: Healthy Places Index Score in Fresno County (continued)



Source: : Public Health Alliance of Southern California, 2023; Fehr & Peers, 2023

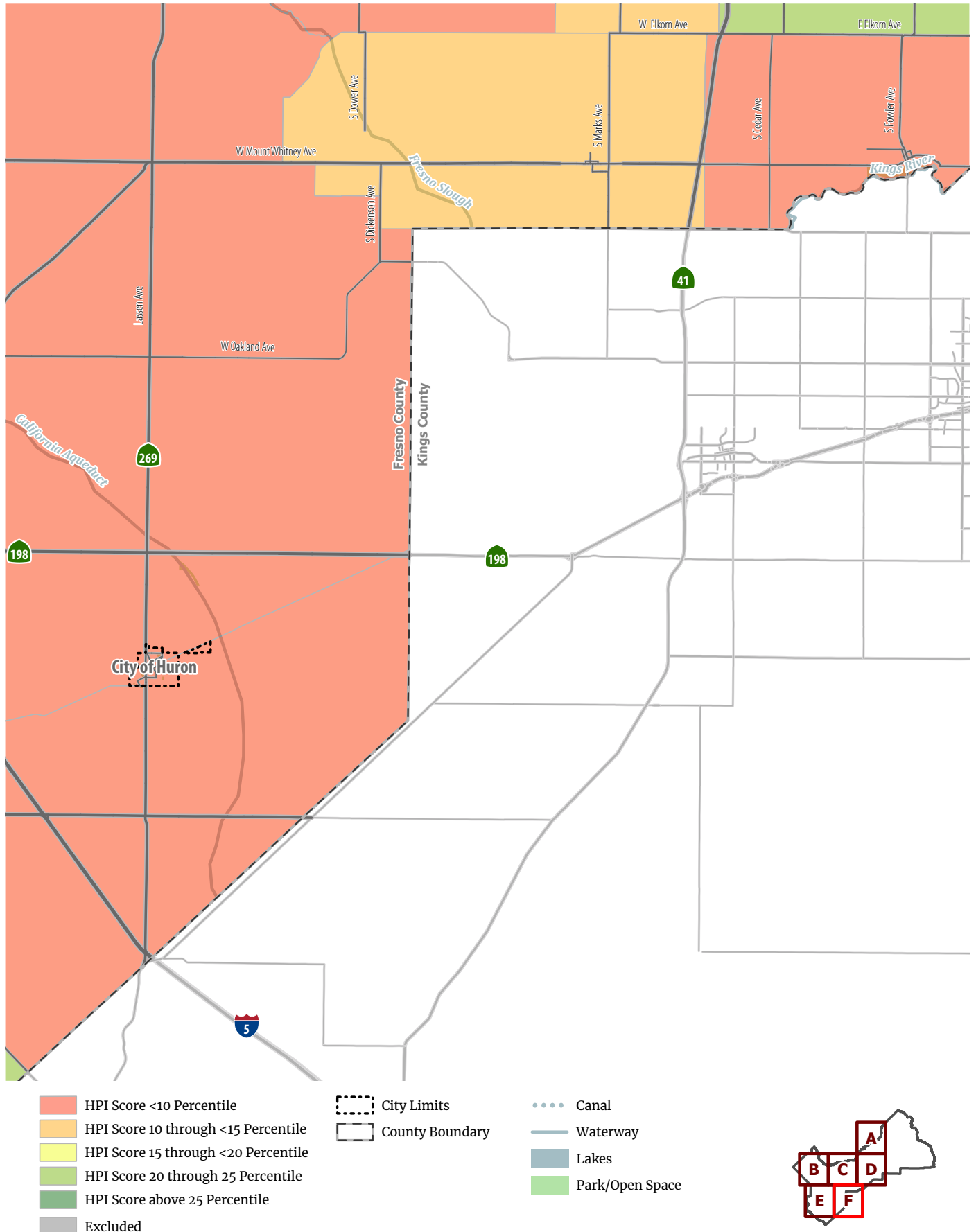
Figure 17-7: Healthy Places Index Score in Fresno County (continued)



Source: : Public Health Alliance of Southern California, 2023; Fehr & Peers, 2023

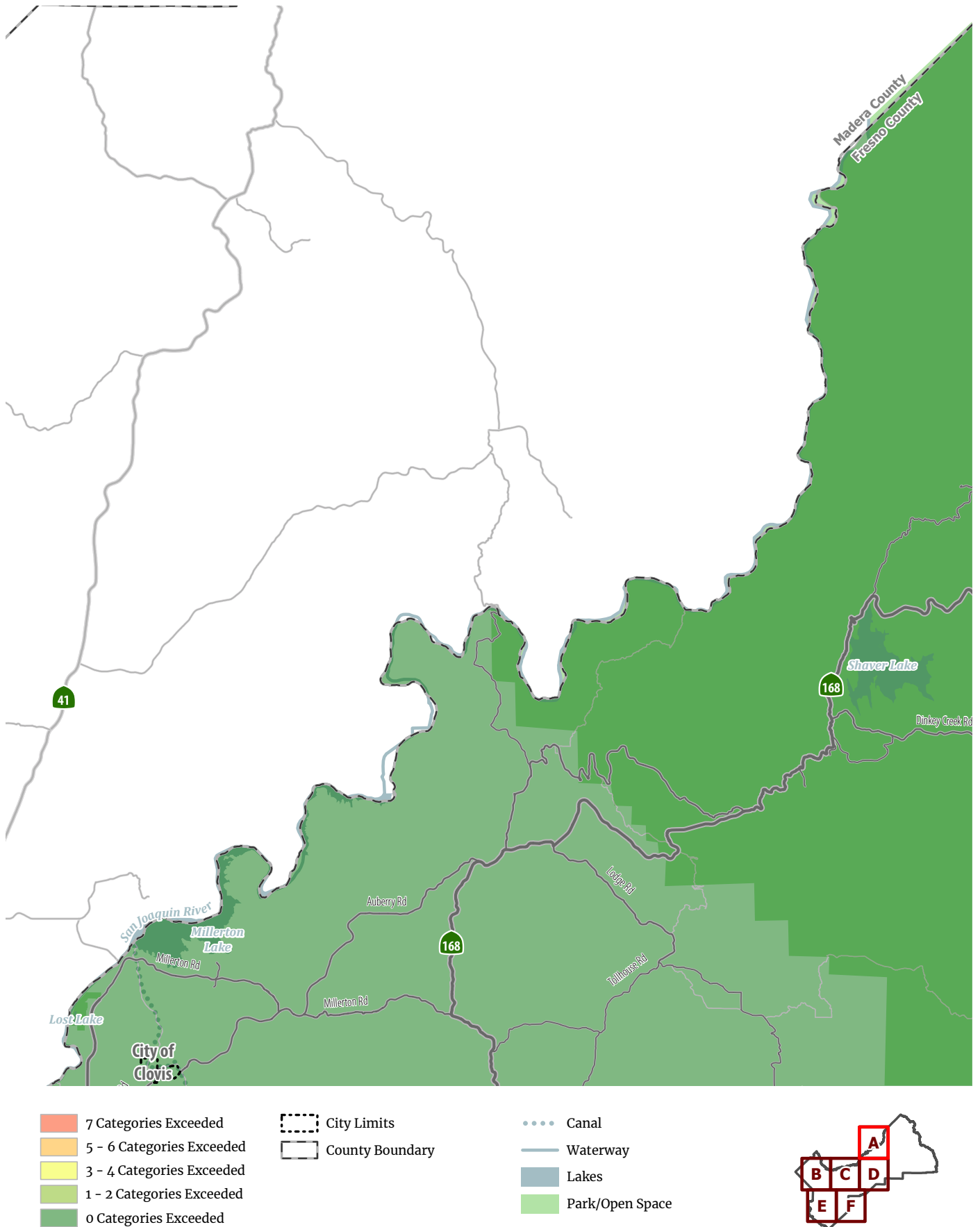


Figure 17-7: Healthy Places Index Score in Fresno County (continued)



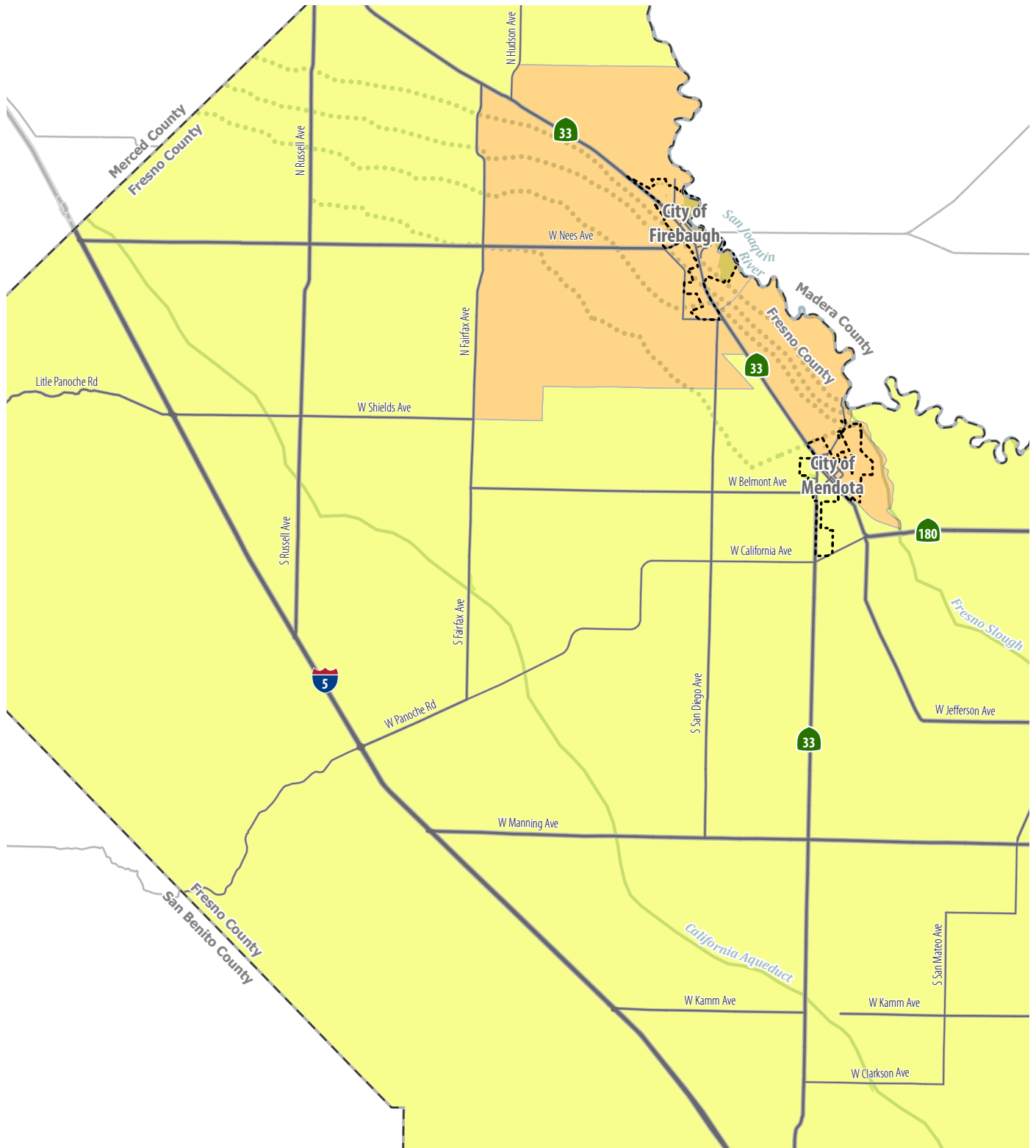
Source: : Public Health Alliance of Southern California, 2023; Fehr & Peers, 2023

**Figure 17-8: Federal Climate & Economic Justice Screening Tool Results in Fresno County**



Source: Council on Environmental Quality, 2023; Fehr & Peers, 2023

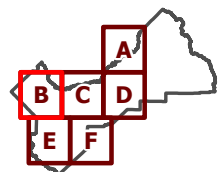
**Figure 17-8: Federal Climate & Economic Justice Screening Tool Results in Fresno County (continued)**



- 7 Categories Exceeded
- 5 - 6 Categories Exceeded
- 3 - 4 Categories Exceeded
- 1 - 2 Categories Exceeded
- 0 Categories Exceeded

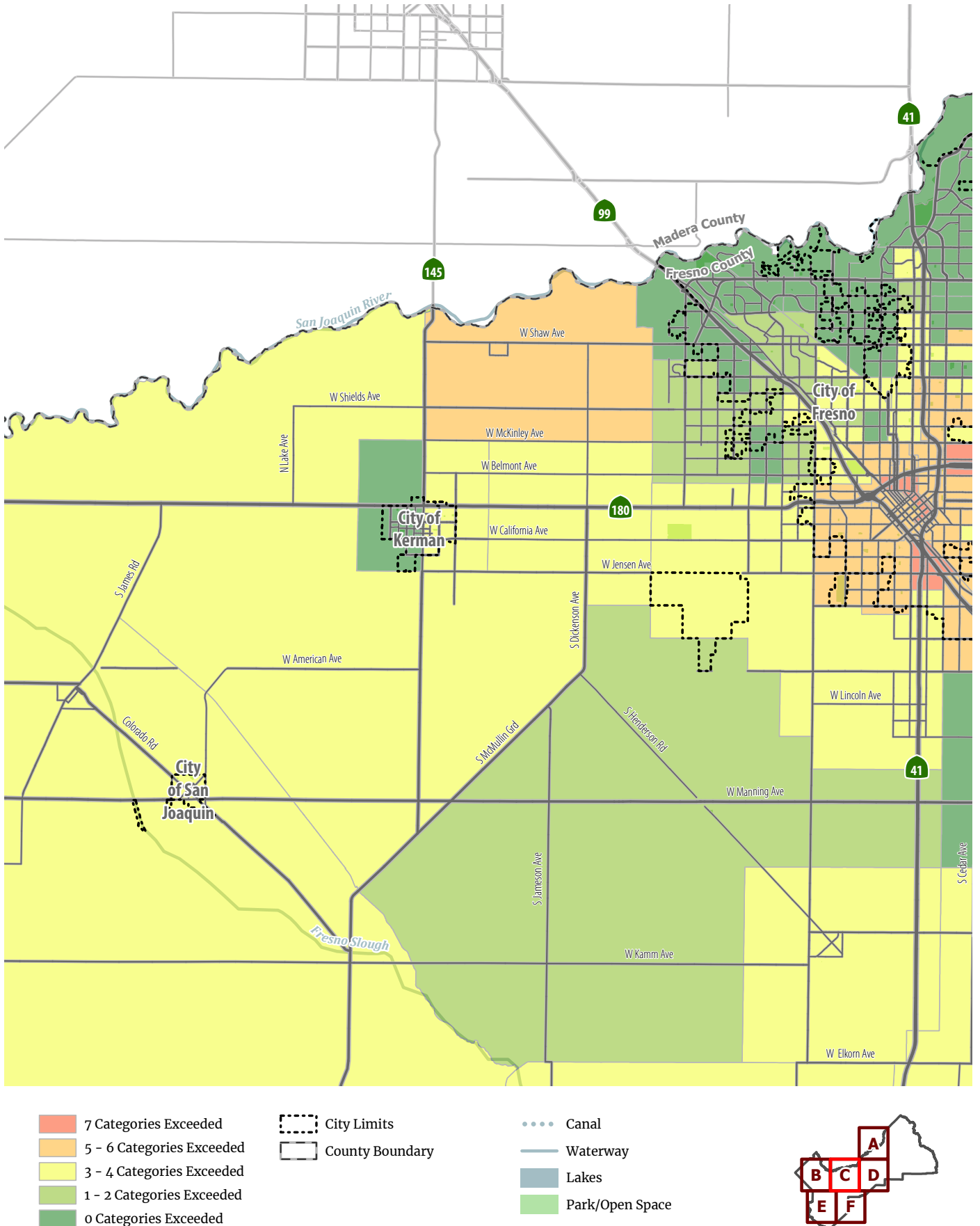
- City Limits
- County Boundary

- Canal
- Waterway
- Lakes
- Park/Open Space



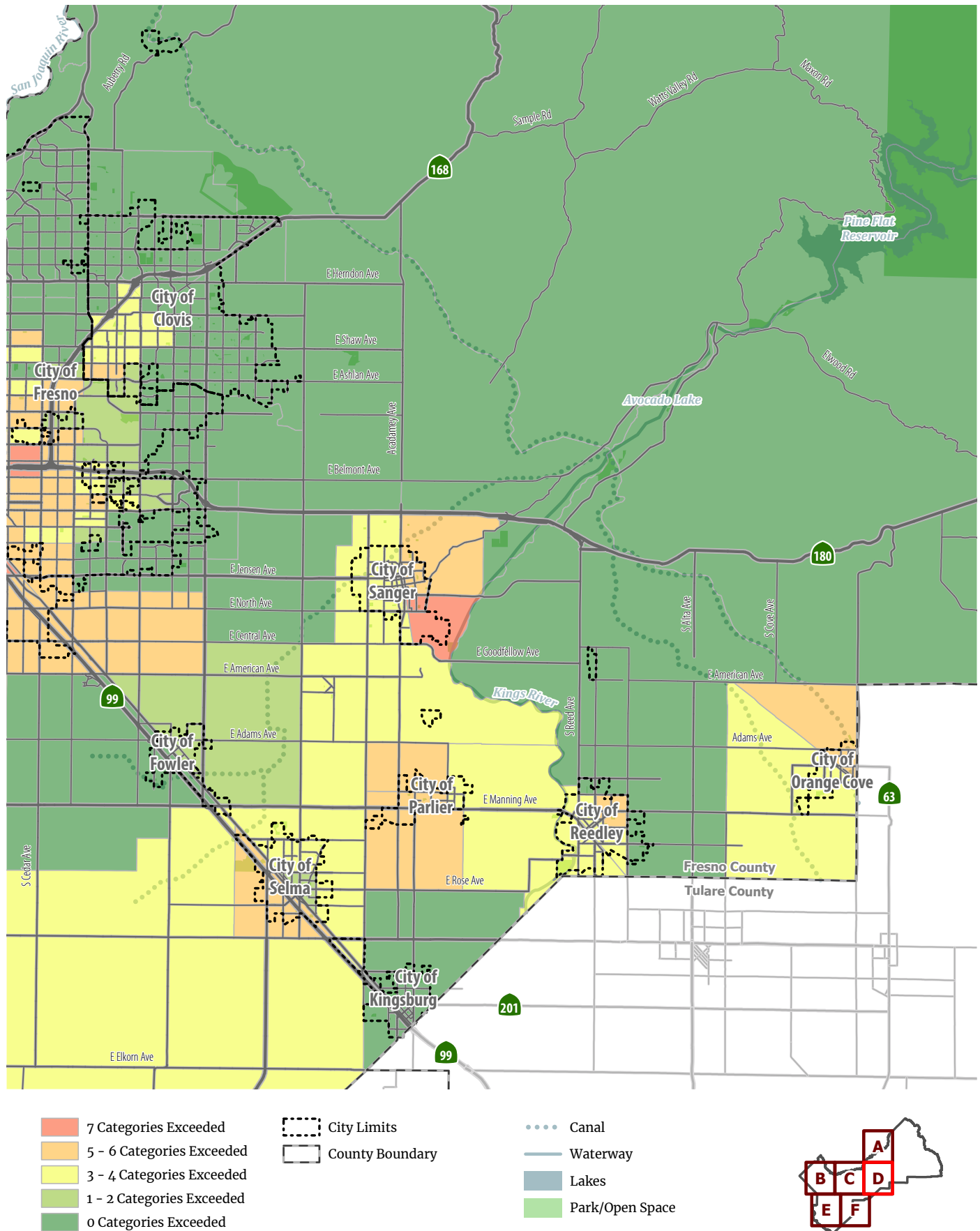
Source: Council on Environmental Quality, 2023; Fehr & Peers, 2023

**Figure 17-8: Federal Climate & Economic Justice Screening Tool Results in Fresno County (continued)**



Source: Council on Environmental Quality, 2023; Fehr & Peers, 2023

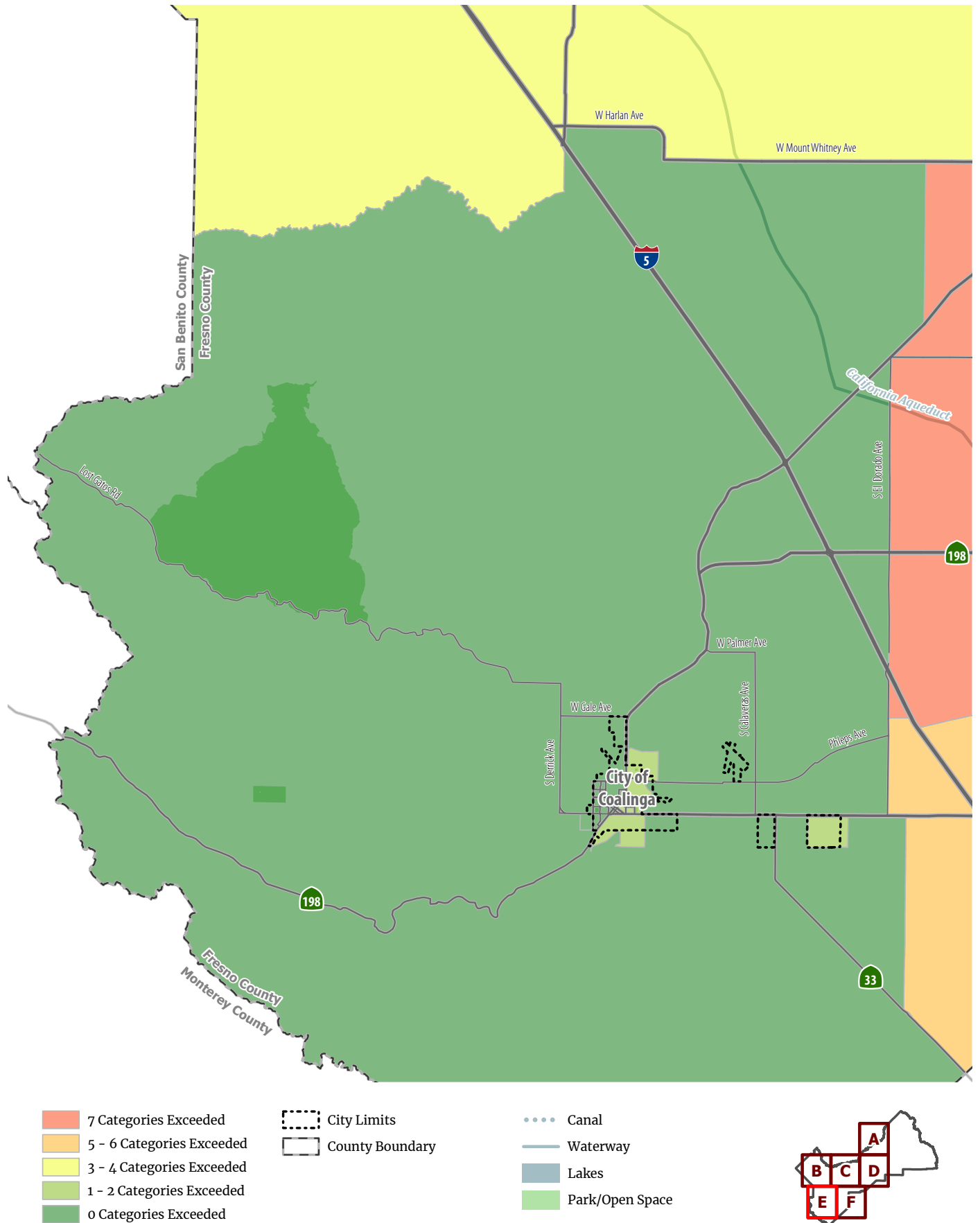
**Figure 17-8: Federal Climate & Economic Justice Screening Tool Results in Fresno County (continued)**



Source: Council on Environmental Quality, 2023; Fehr & Peers, 2023

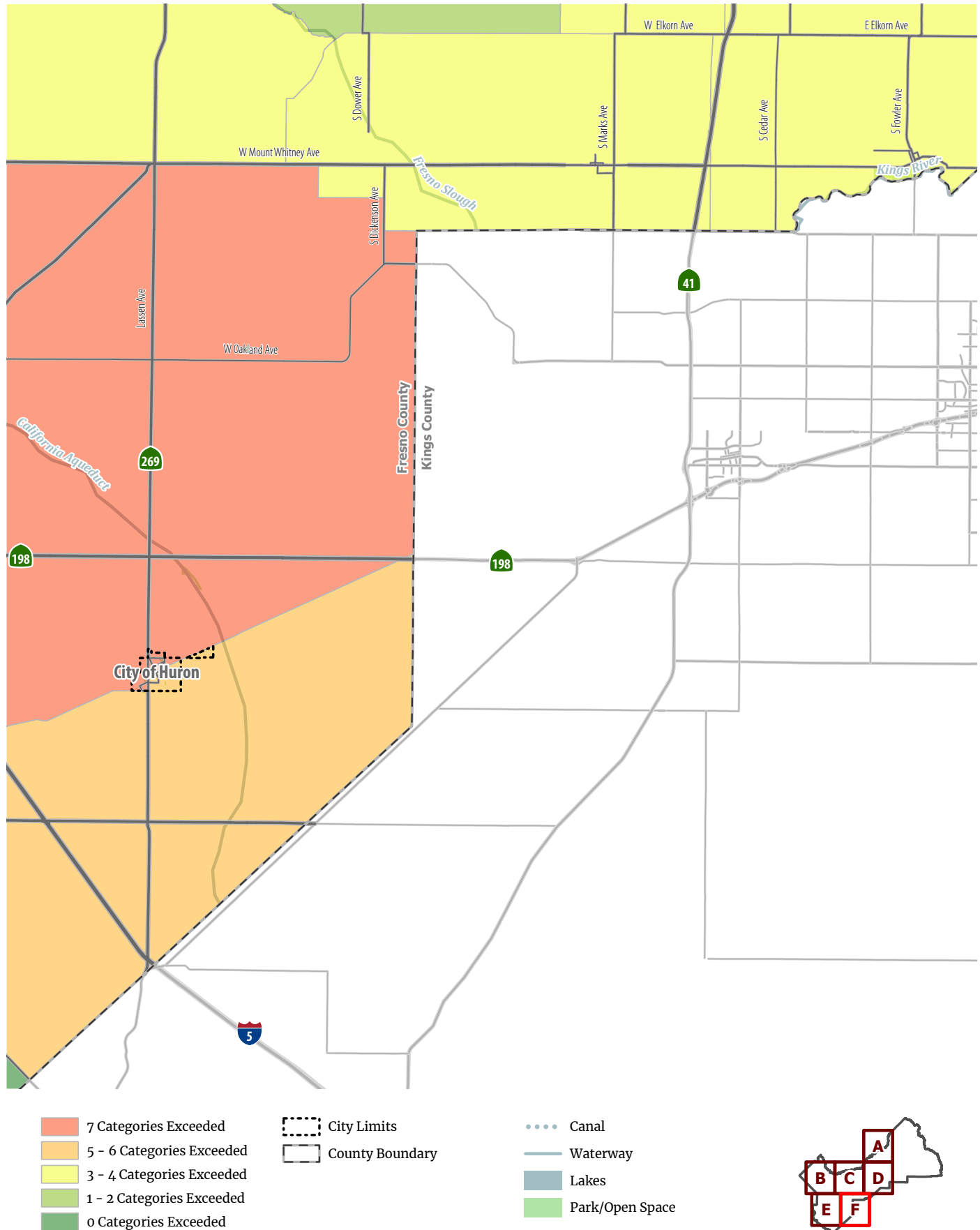


**Figure 17-8: Federal Climate & Economic Justice Screening Tool Results in Fresno County (continued)**



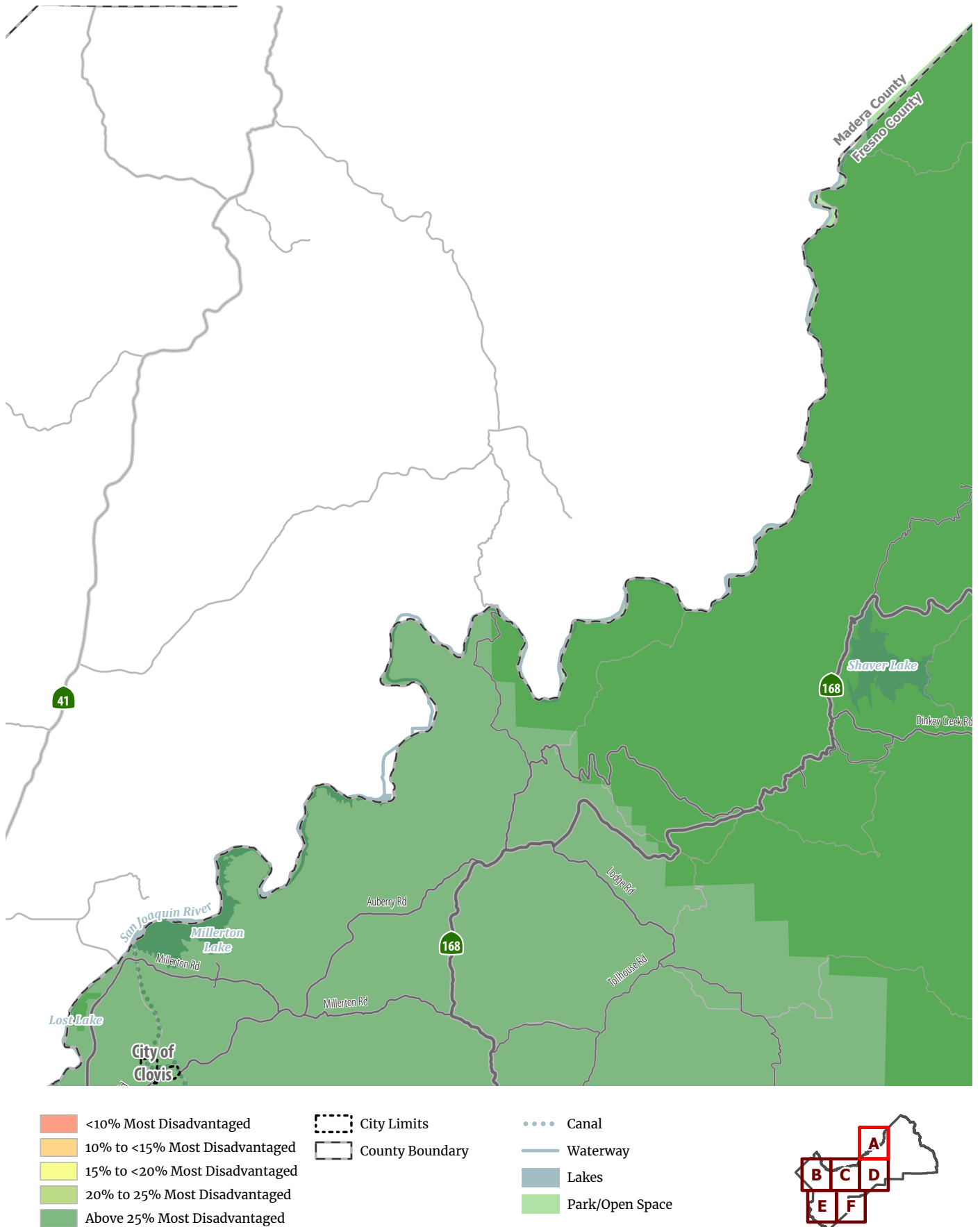
Source: Council on Environmental Quality, 2023; Fehr & Peers, 2023

**Figure 17-8: Federal Climate & Economic Justice Screening Tool Results in Fresno County (continued)**



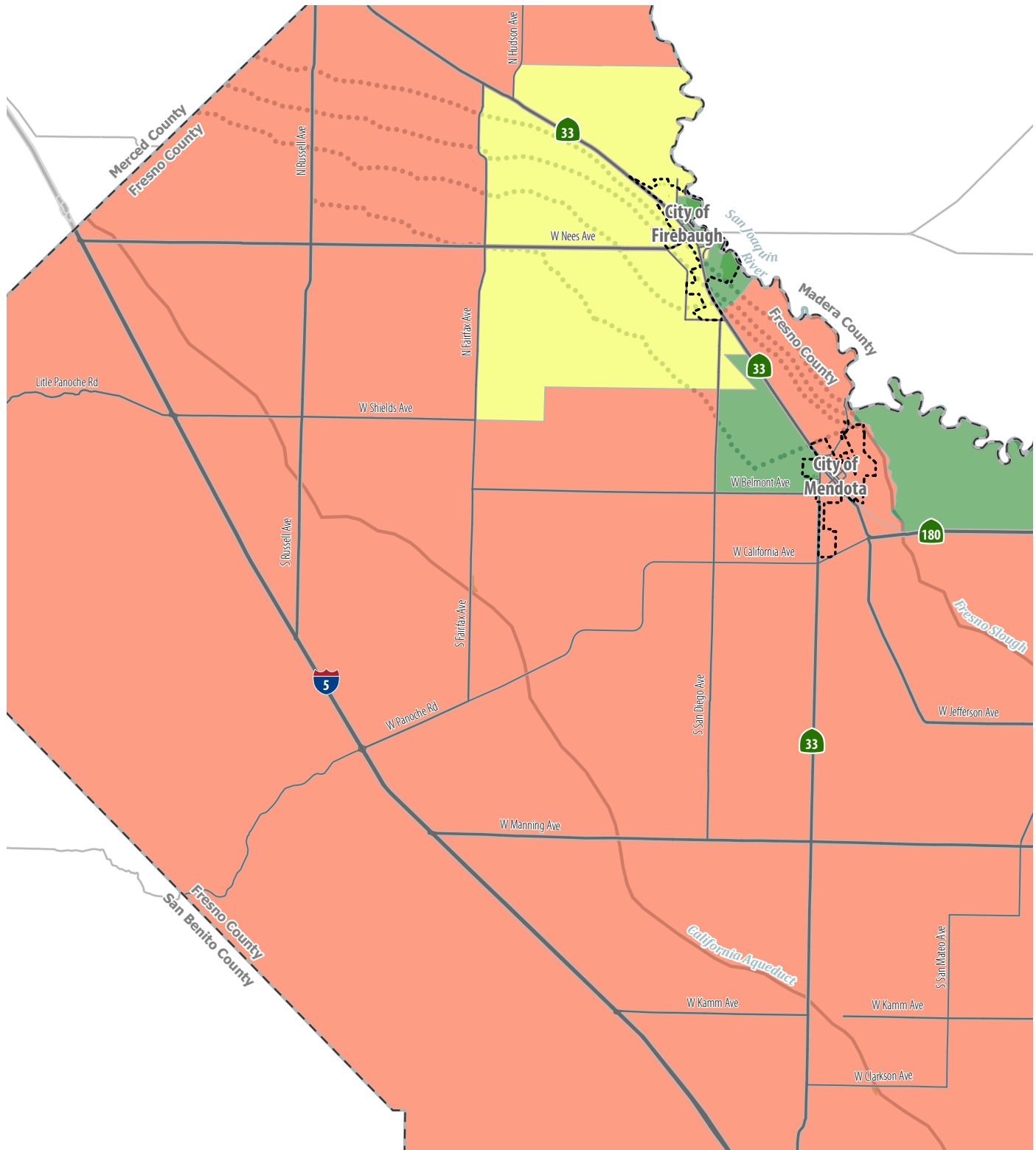
Source: Council on Environmental Quality, 2023; Fehr & Peers, 2023

**Figure 17-9: US DOT Equitable Transportation Community Screening Results in Fresno County**



Source: US Department of Transportation, 2023; Fehr & Peers, 2023

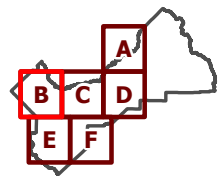
**Figure 17-9: US DOT Equitable Transportation Community Screening Results in Fresno County (continued)**



- <10% Most Disadvantaged
- 10% to <15% Most Disadvantaged
- 15% to <20% Most Disadvantaged
- 20% to 25% Most Disadvantaged
- Above 25% Most Disadvantaged

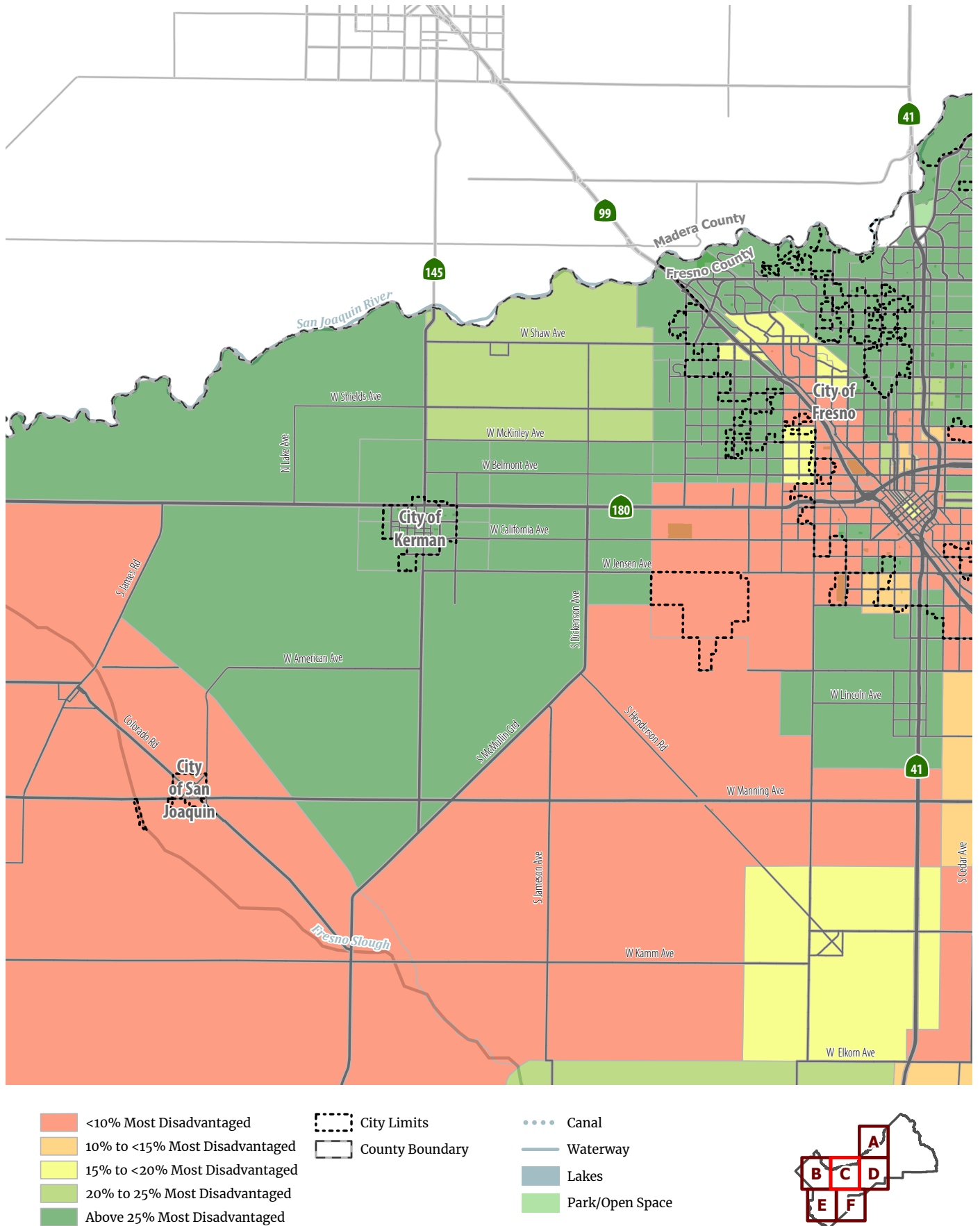
- City Limits
- County Boundary

- Canal
- Waterway
- Lakes
- Park/Open Space



Source: US Department of Transportation, 2023; Fehr & Peers, 2023

**Figure 17-9: US DOT Equitable Transportation Community Screening Results in Fresno County (continued)**

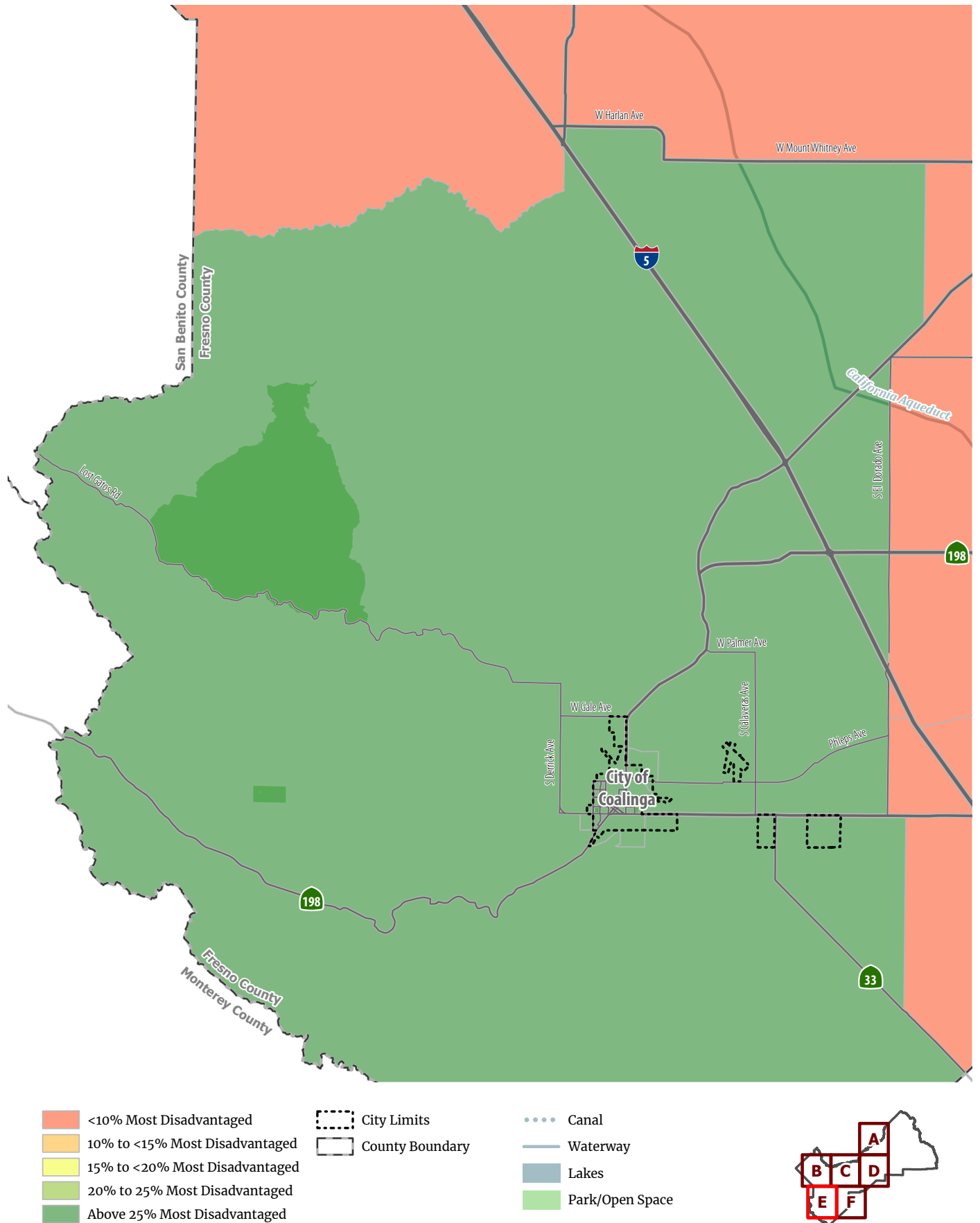


Source: US Department of Transportation, 2023; Fehr & Peers, 2023



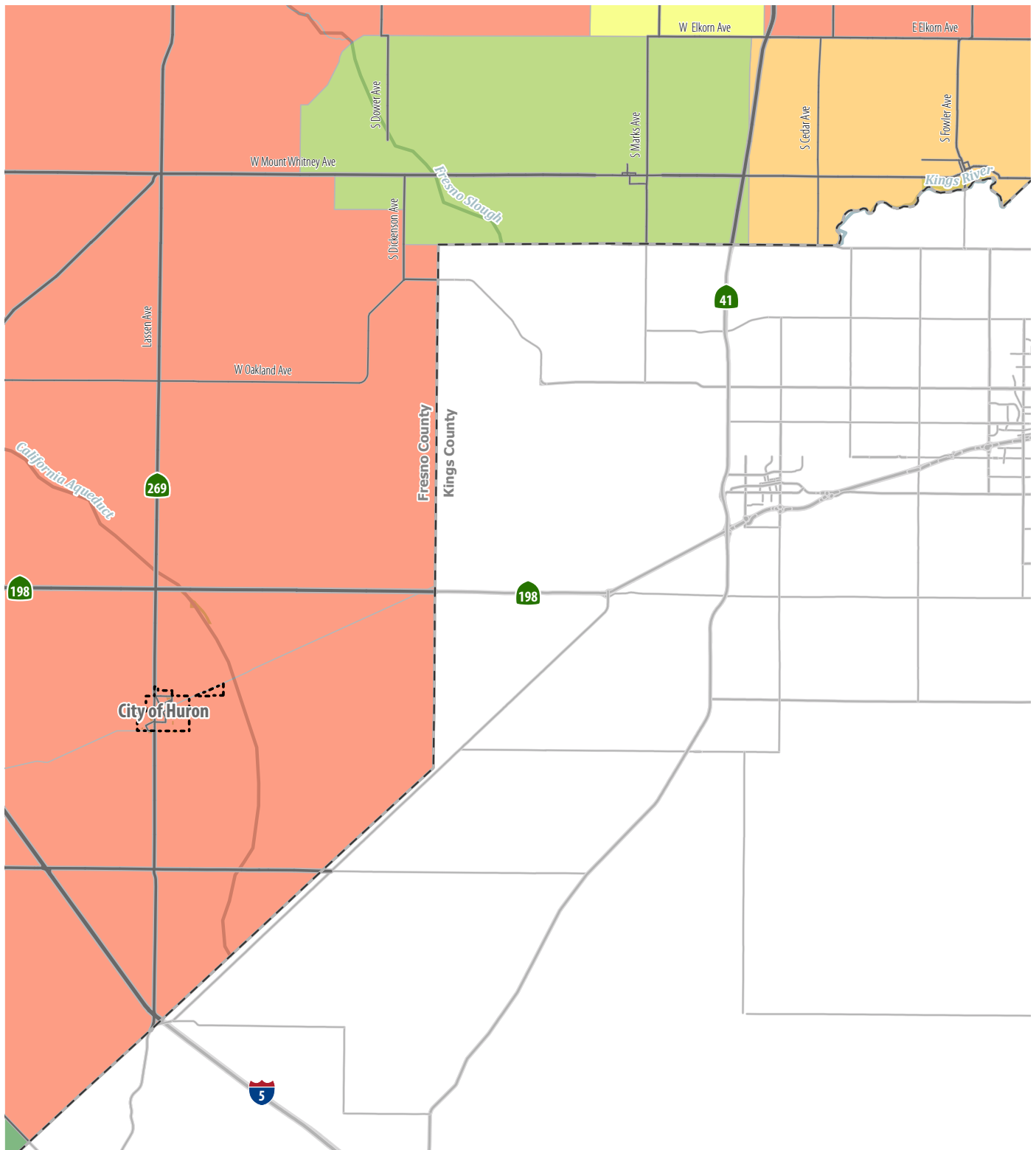


**Figure 17-9: US DOT Equitable Transportation Community Screening Results in Fresno County (continued)**

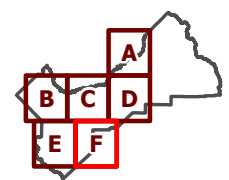


Source: US Department of Transportation, 2023; Fehr & Peers, 2023

**Figure 17-9: US DOT Equitable Transportation Community Screening Results in Fresno County (continued)**

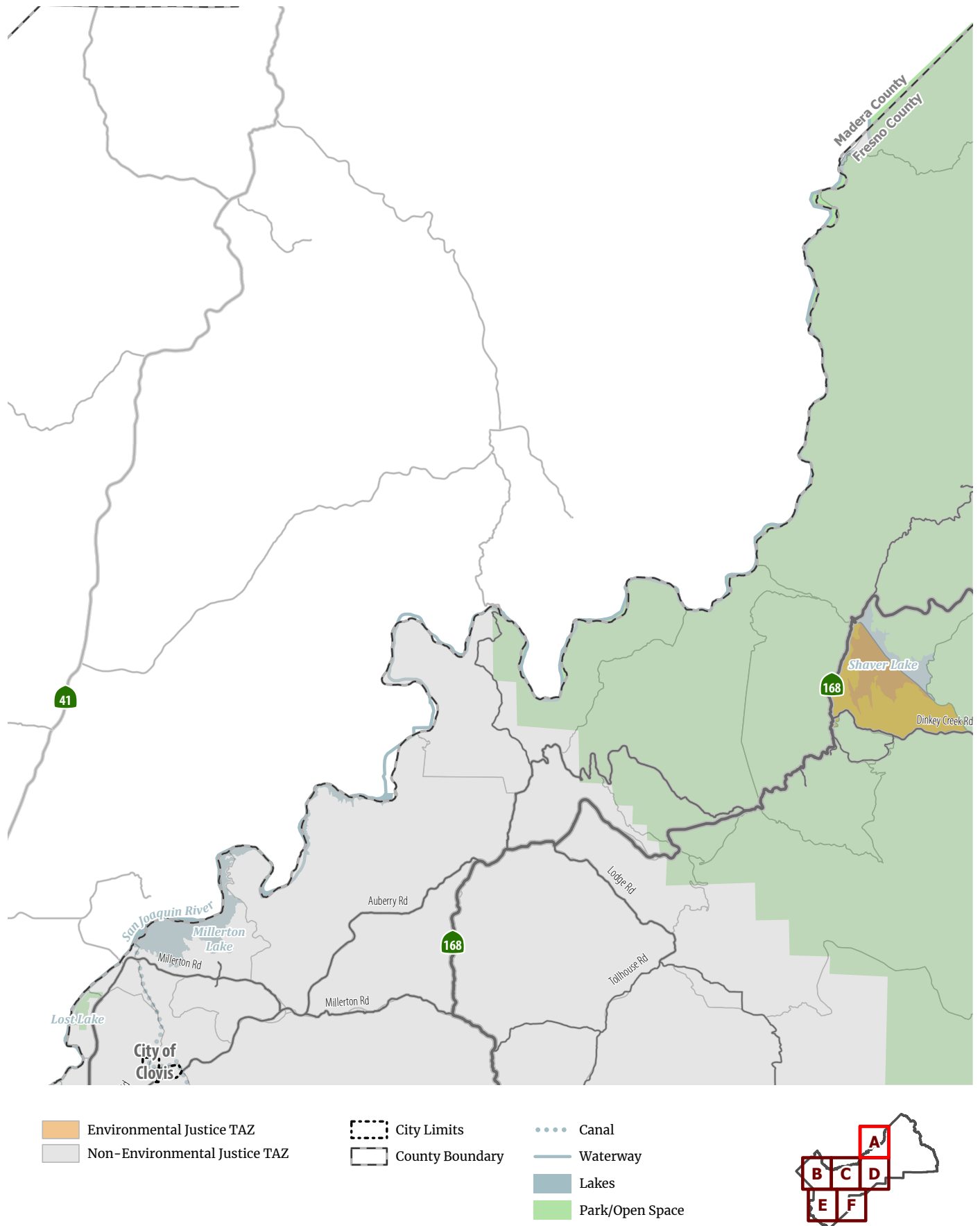


- <10% Most Disadvantaged
- 10% to <15% Most Disadvantaged
- 15% to <20% Most Disadvantaged
- 20% to 25% Most Disadvantaged
- Above 25% Most Disadvantaged
- City Limits
- County Boundary
- Canal
- Waterway
- Lakes
- Park/Open Space



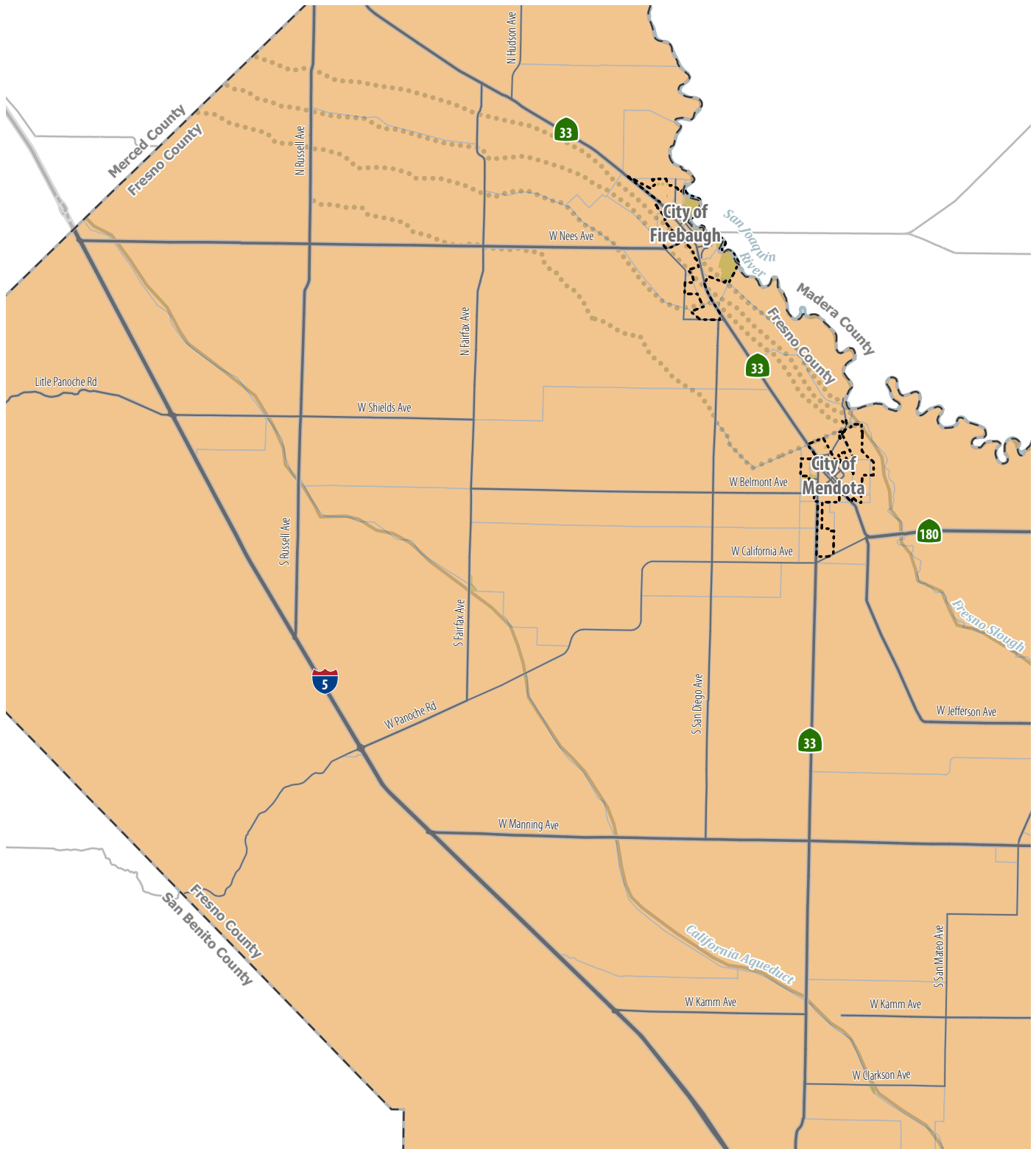
Source: US Department of Transportation, 2023; Fehr & Peers, 2023

**Figure 17-10: FCOG Environmental Justice Disadvantaged Areas in Fresno County**

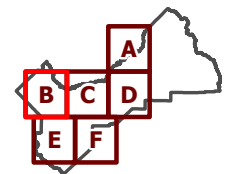


Source: FCOG, 2023; Fehr & Peers, 2023

**Figure 17-10: FCOG Environmental Justice Disadvantaged Areas in Fresno County (continued)**



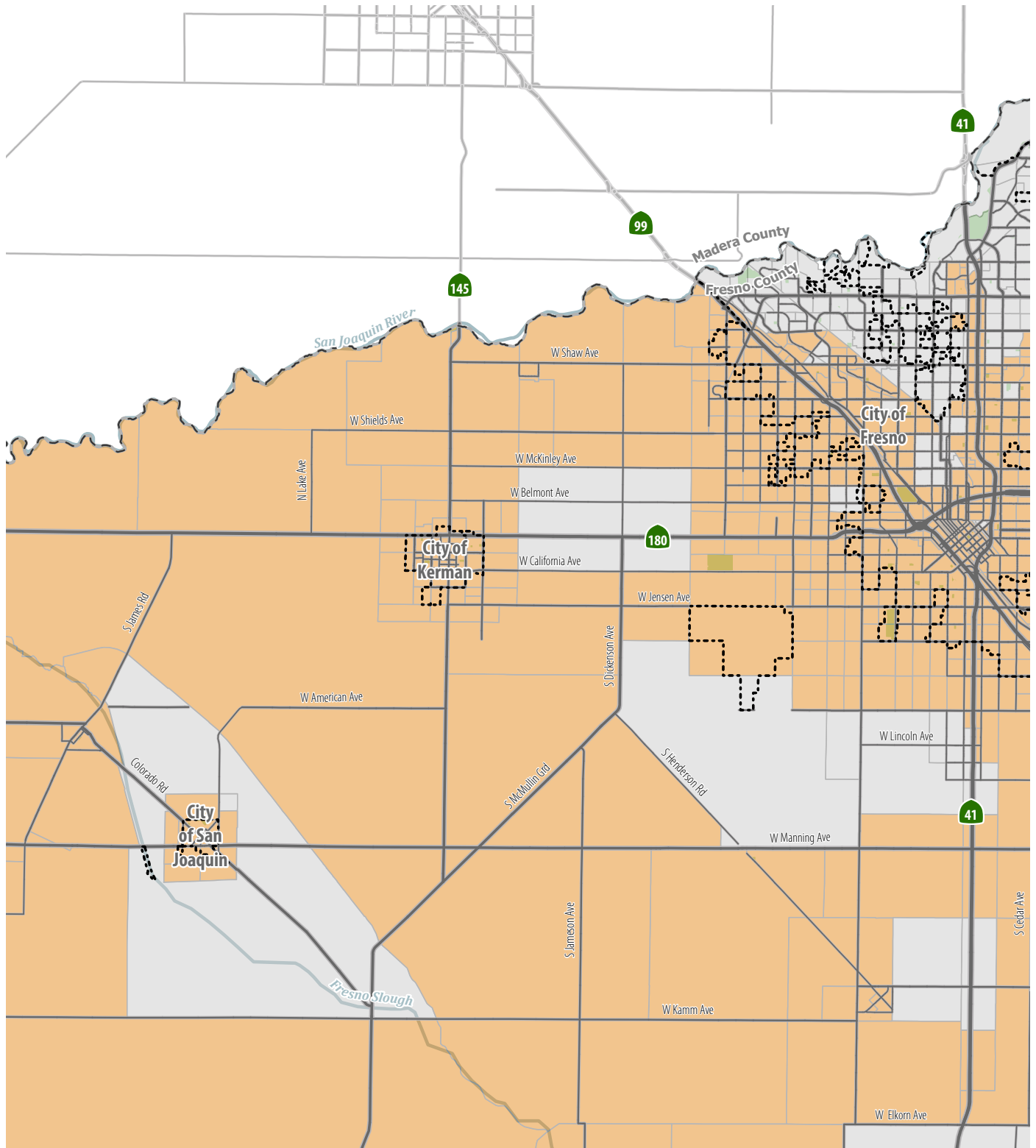
- Environmental Justice TAZ
- Non-Environmental Justice TAZ
- City Limits
- County Boundary
- Canal
- Waterway
- Lakes
- Park/Open Space



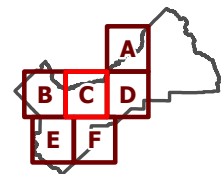
Source: FCOG, 2023; Fehr & Peers, 2023



**Figure 17-10: FCOG Environmental Justice Disadvantaged Areas in Fresno County (continued)**

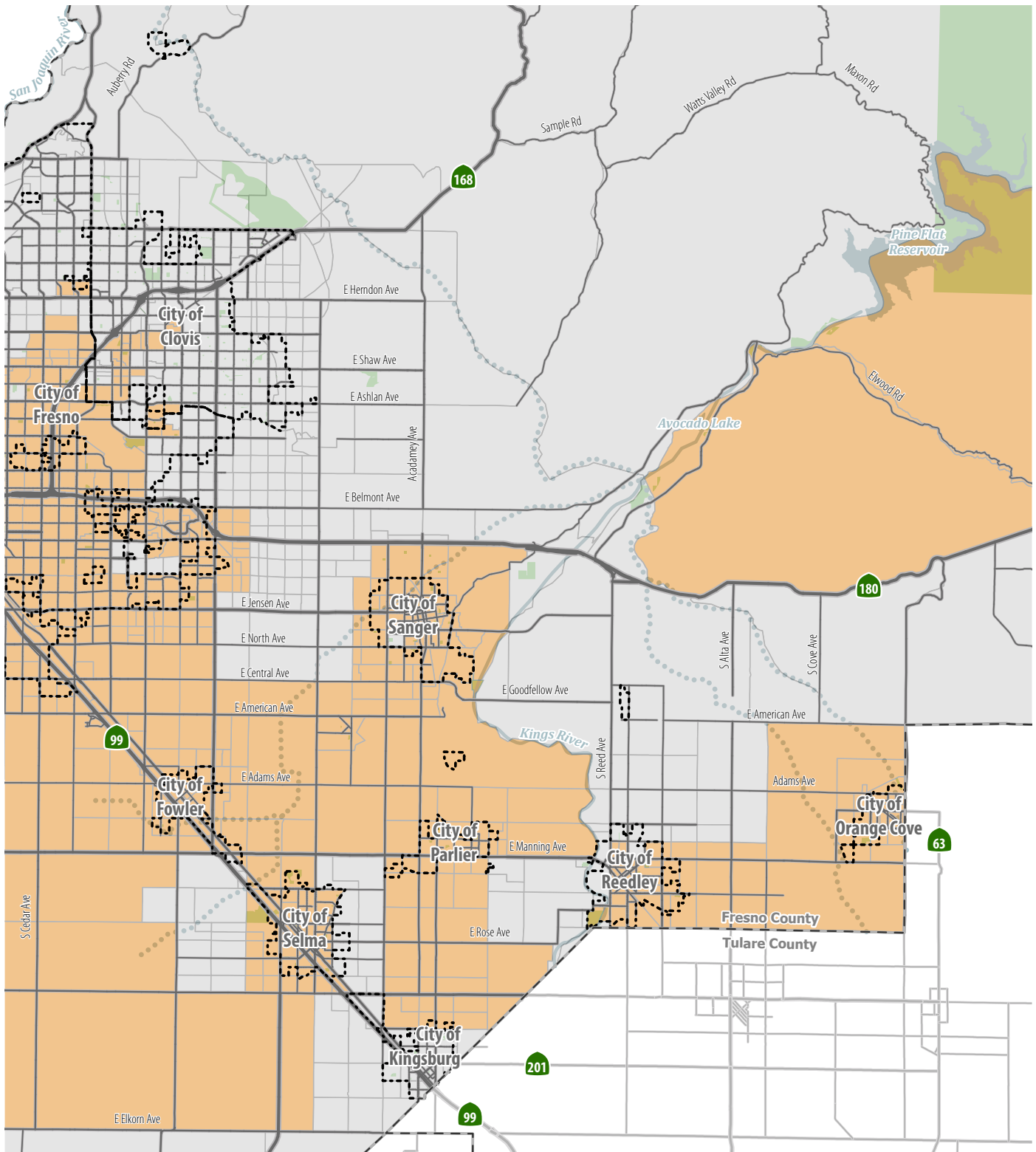


- Environmental Justice TAZ
- Non-Environmental Justice TAZ
- City Limits
- County Boundary
- Canal
- Waterway
- Lakes
- Park/Open Space



Source: FCOG, 2023; Fehr & Peers, 2023

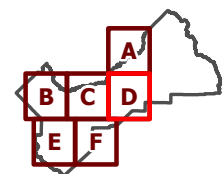
**Figure 17-10: FCOG Environmental Justice Disadvantaged Areas in Fresno County (continued)**



Environmental Justice TAZ  
 Non-Environmental Justice TAZ

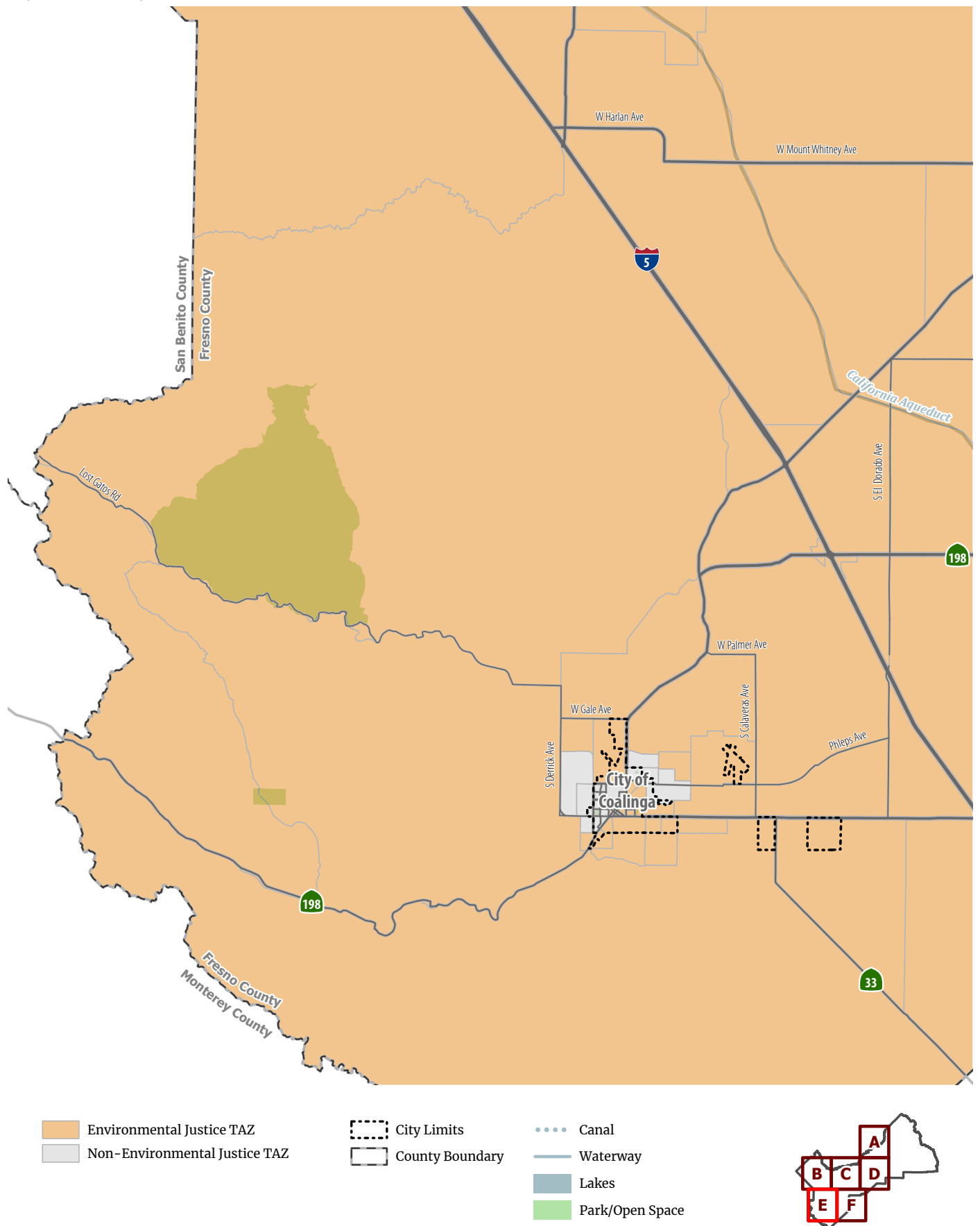
City Limits  
 County Boundary

Canal  
 Waterway  
 Lakes  
 Park/Open Space



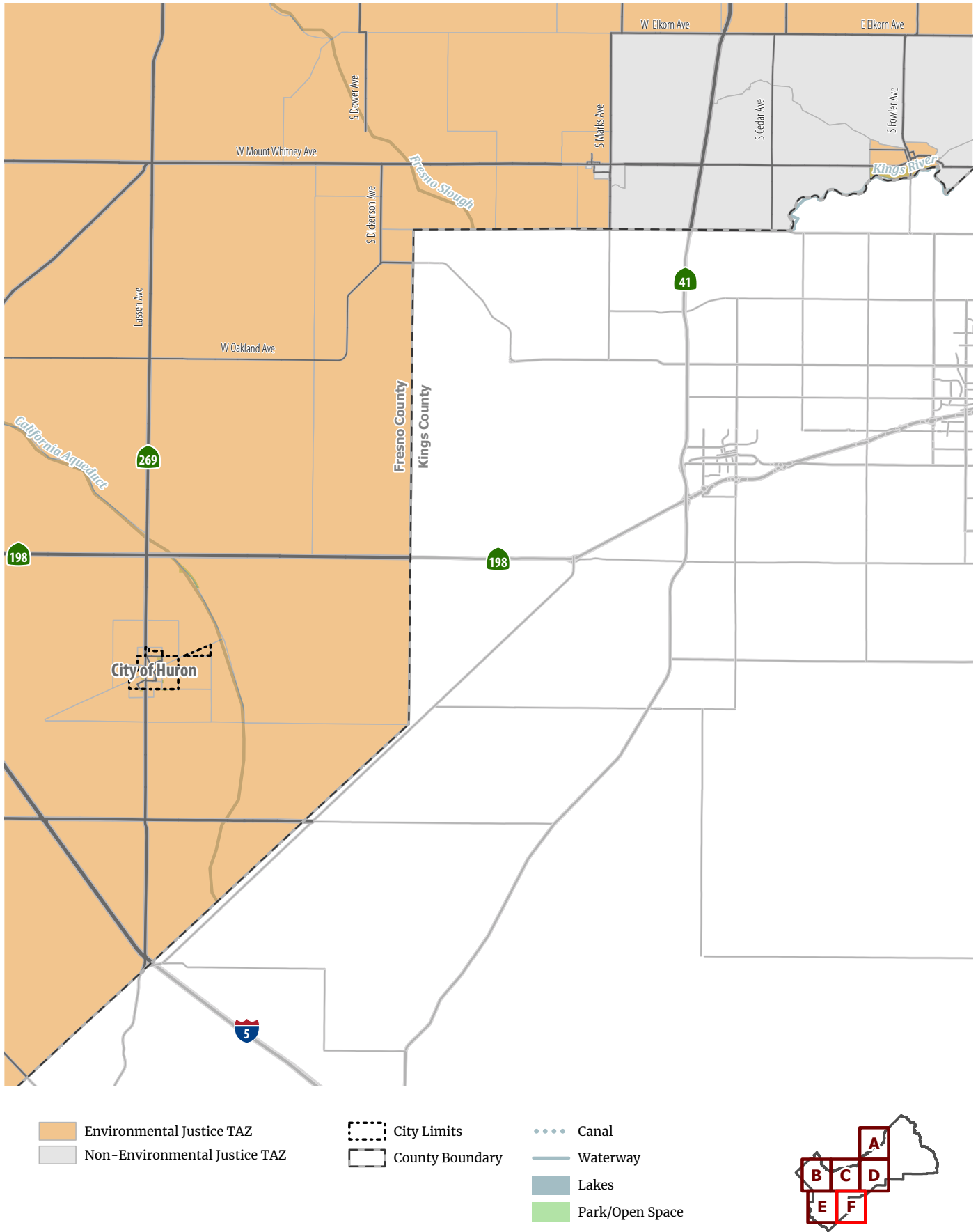
Source: FCOG, 2023; Fehr & Peers, 2023

**Figure 17-10: FCOG Environmental Justice Disadvantaged Areas in Fresno County (continued)**



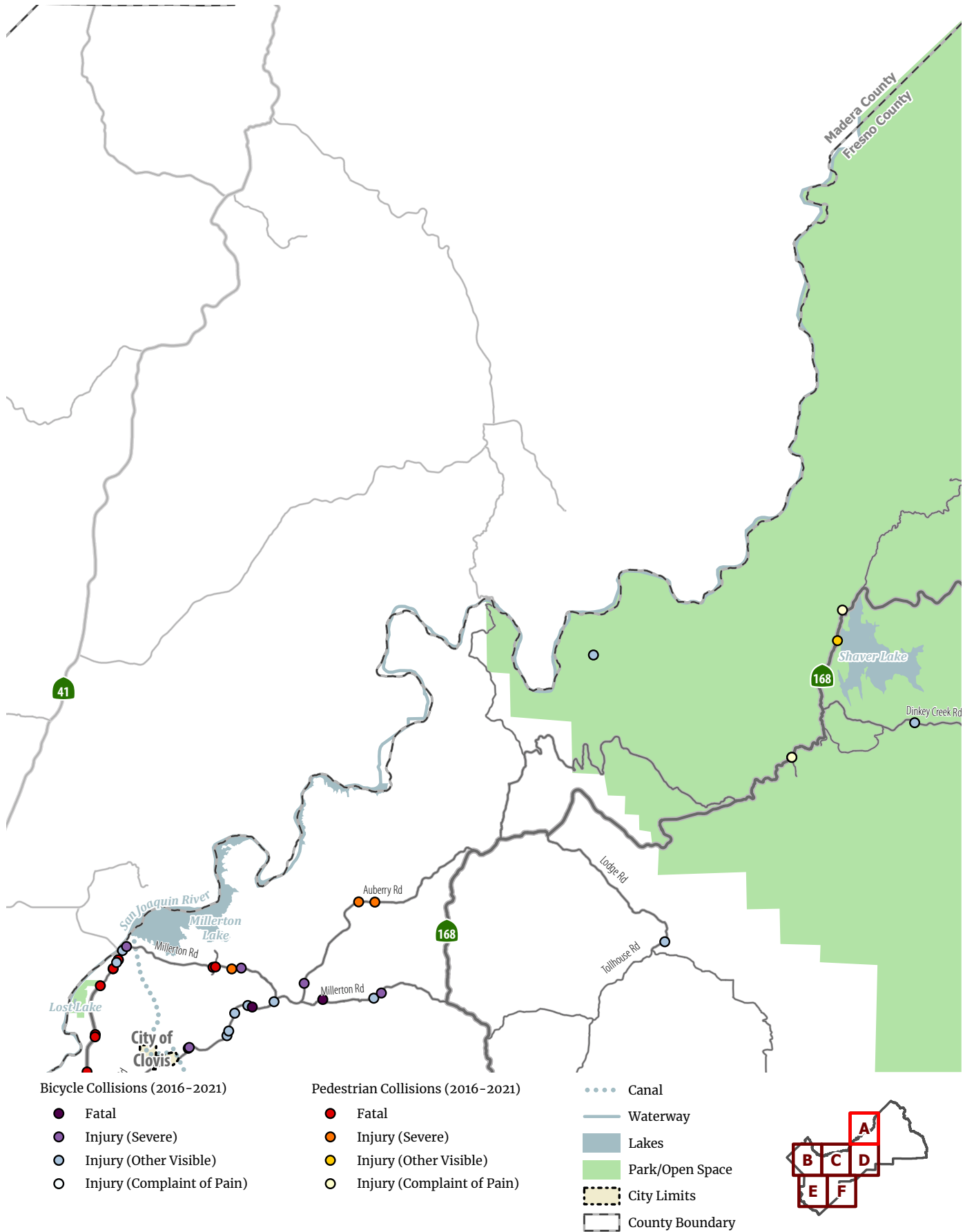
Source: FCOG, 2023; Fehr & Peers, 2023

**Figure 17-10: FCOG Environmental Justice Disadvantaged Areas in Fresno County (continued)**



Source: FCOG, 2023; Fehr & Peers, 2023

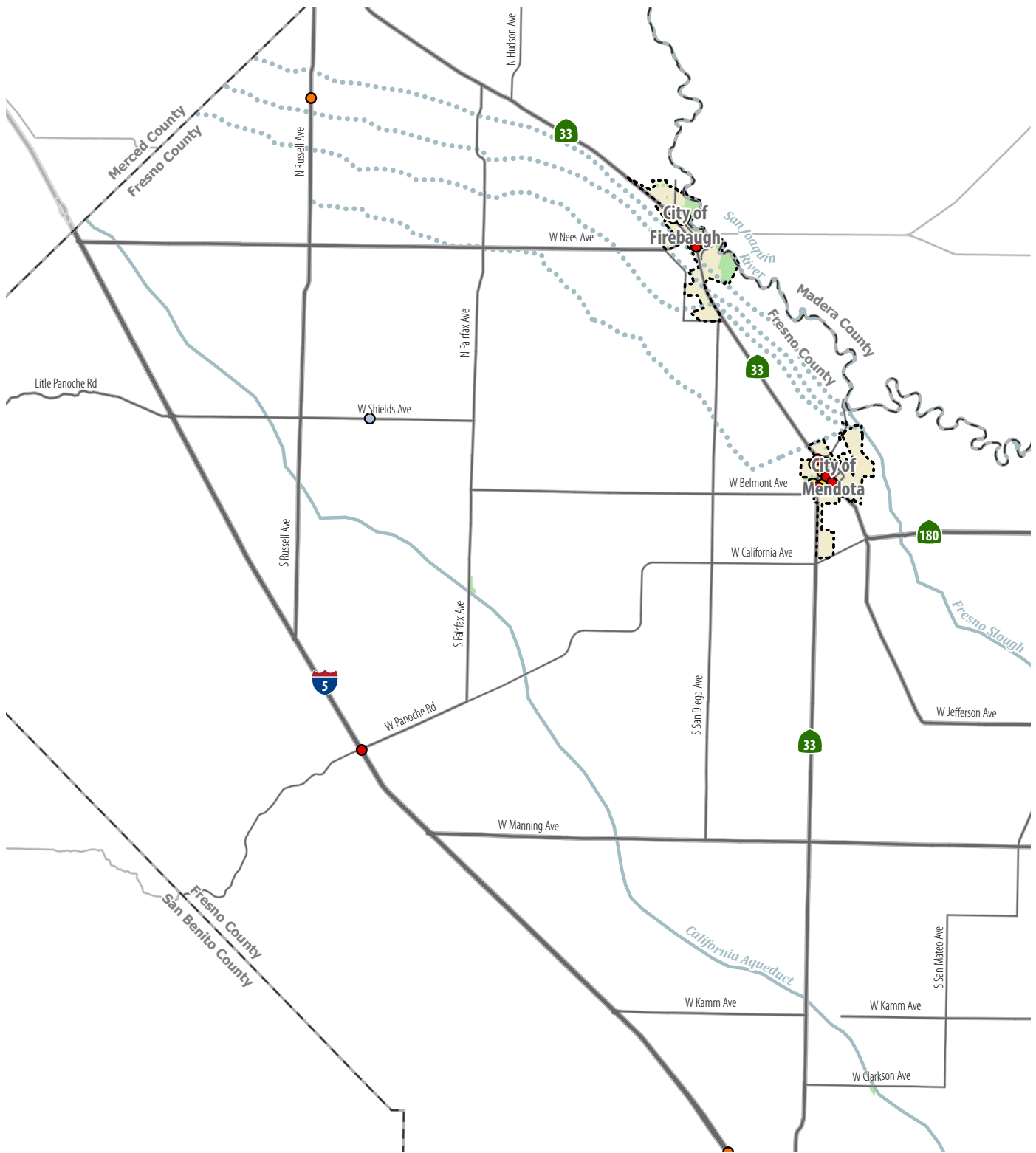
**Figure 17-11: Collisions Involving a Pedestrian or Bicyclist in Fresno County**



Source: UC Berkeley SafeTREC, 2023; Fehr & Peers, 2023



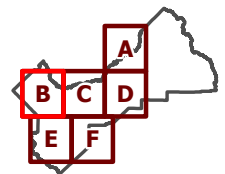
**Figure 17-11: Collisions Involving a Pedestrian or Bicyclist in Fresno County (continued)**



- Bicycle Collisions (2016–2021)**
- Fatal
  - Injury (Severe)
  - Injury (Other Visible)
  - Injury (Complaint of Pain)

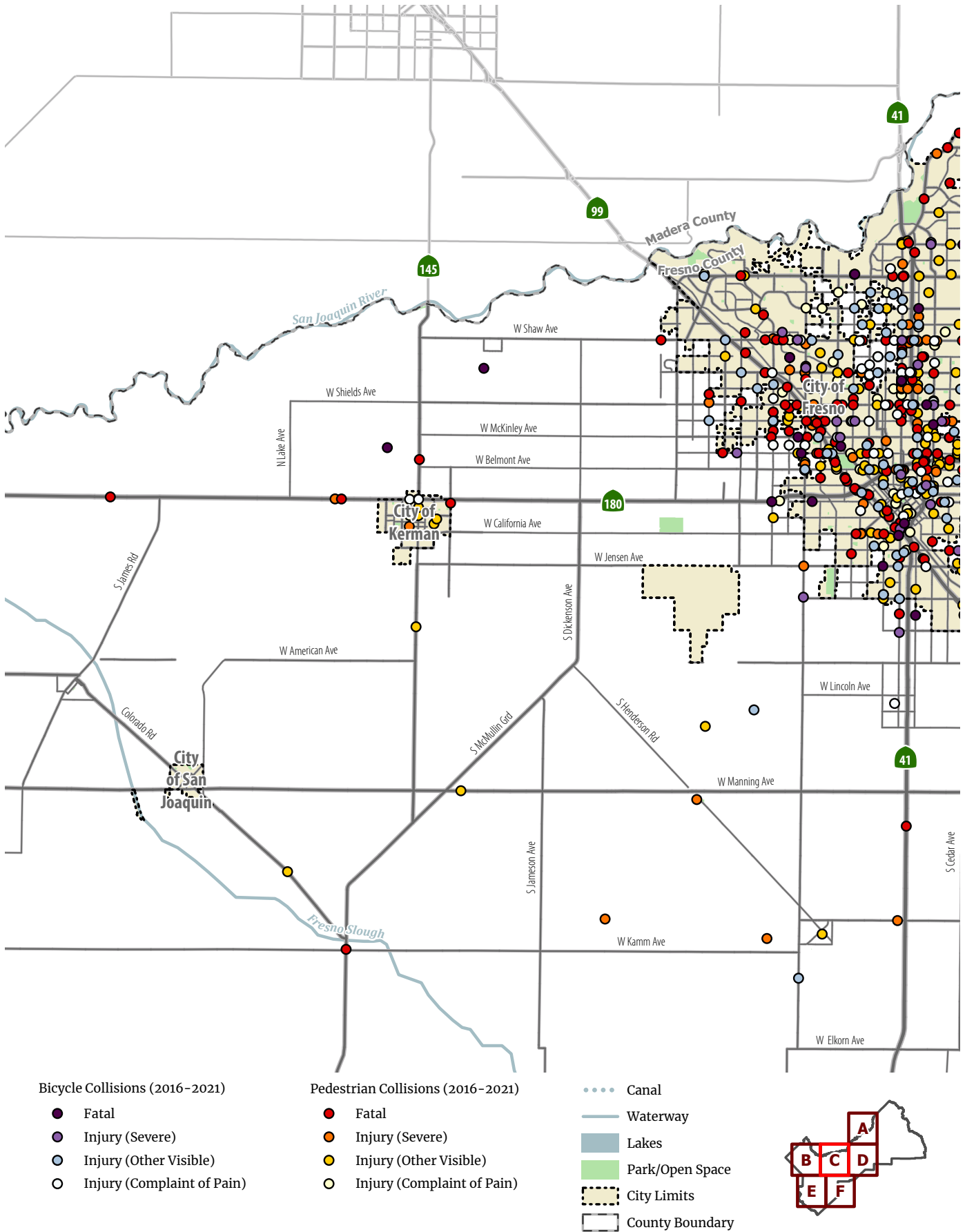
- Pedestrian Collisions (2016–2021)**
- Fatal
  - Injury (Severe)
  - Injury (Other Visible)
  - Injury (Complaint of Pain)

- Canal
- Waterway
- Lakes
- Park/Open Space
- - - City Limits
- County Boundary



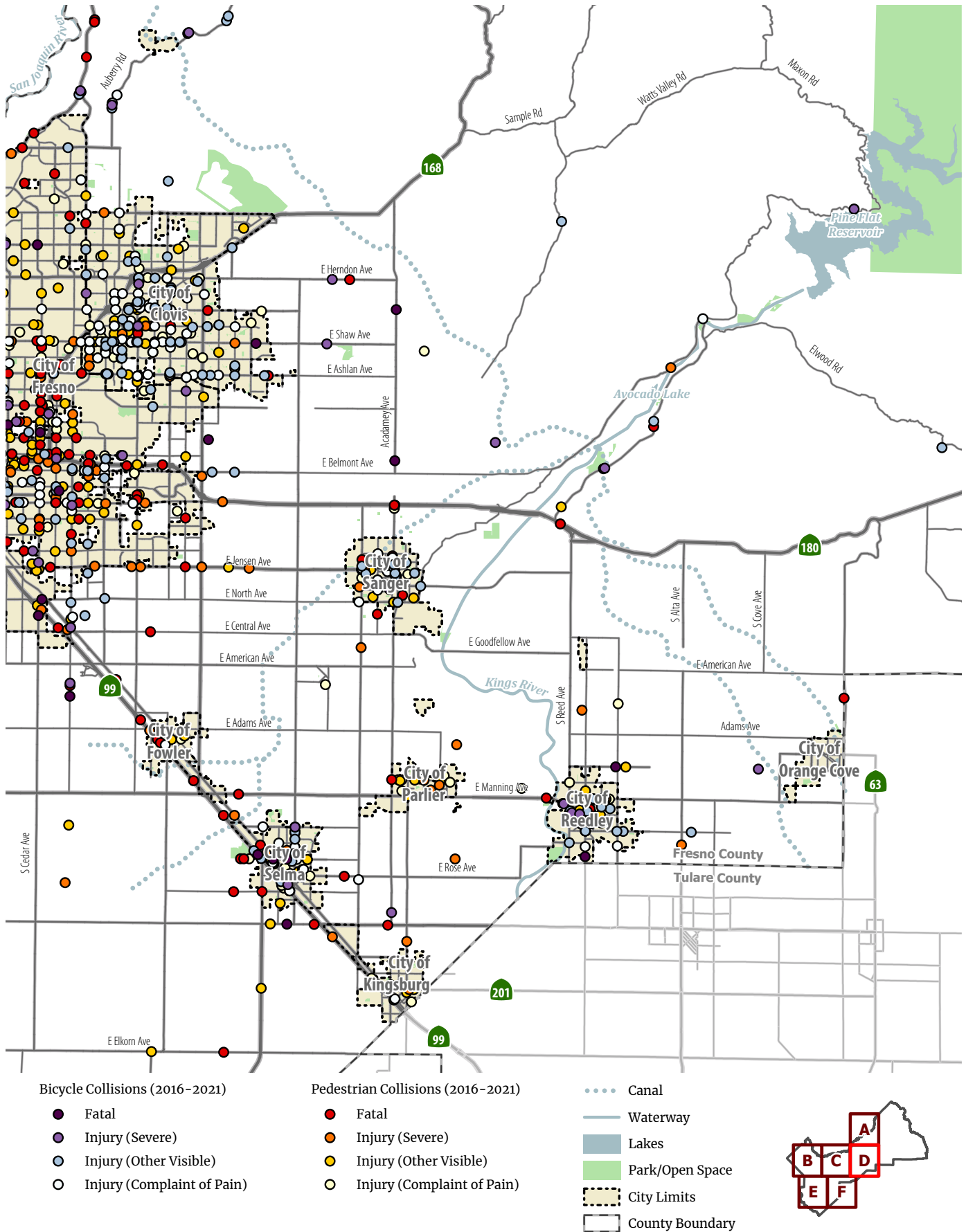
Source: UC Berkeley SafeTREC, 2023; Fehr & Peers, 2023

**Figure 17-11: Collisions Involving a Pedestrian or Bicyclist in Fresno County (continued)**



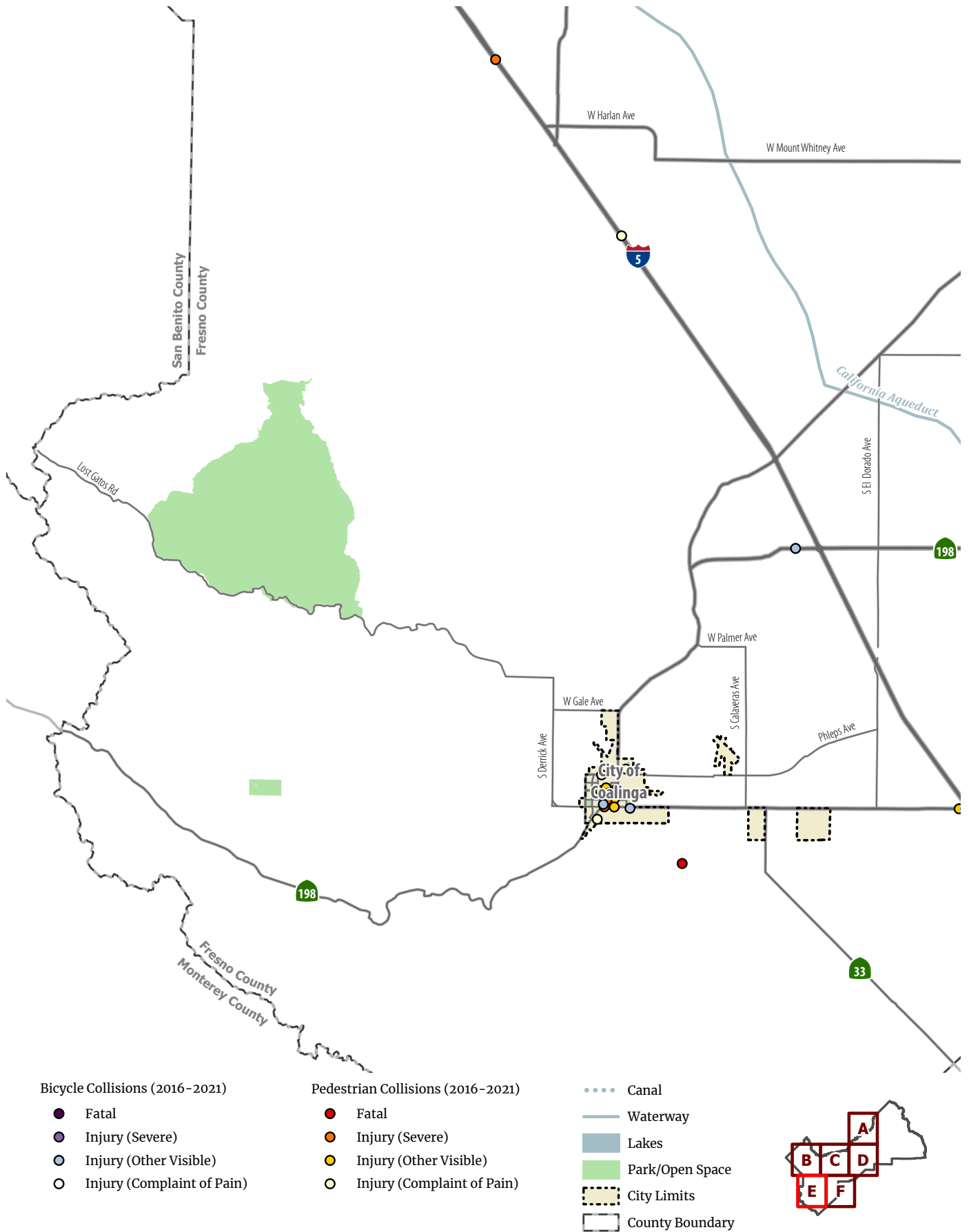
Source: UC Berkeley SafeTREC, 2023; Fehr & Peers, 2023

**Figure 17-11: Collisions Involving a Pedestrian or Bicyclist in Fresno County (continued)**



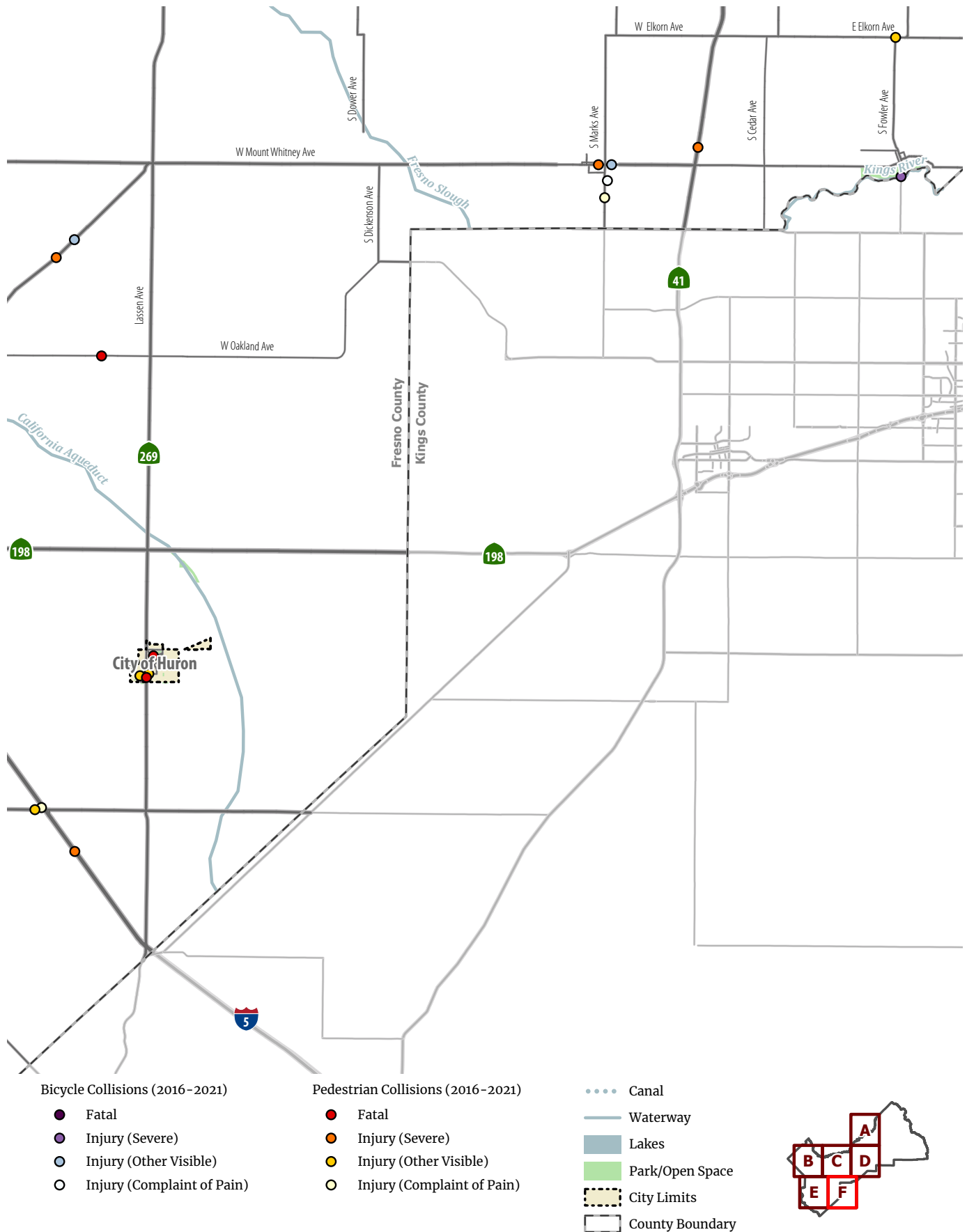
Source: UC Berkeley SafeTREC, 2023; Fehr & Peers, 2023

**Figure 17-11: Collisions Involving a Pedestrian or Bicyclist in Fresno County (continued)**



Source: UC Berkeley SafeTREC, 2023; Fehr & Peers, 2023

**Figure 17-11: Collisions Involving a Pedestrian or Bicyclist in Fresno County (continued)**



Source: UC Berkeley SafeTREC, 2023; Fehr & Peers, 2023



## PLANNED NETWORKS

The planned walking and biking networks for Unincorporated Fresno County are summarized in Table 16-5 and shown in Figures 17-12 and 17-13.

Due to the distances between communities, new sidewalks and crossing improvements are focused on the small disadvantaged residential communities of El Porvenir – Three Rocks (west of Cantua Creek), Lanare (west of Riverdale), and Tombstone Territory (south of Sanger).

Bike networks improvements consist of shared-use paths, bike lanes, and bike routes with multi-use shoulders. Shared use paths are also expected to attract recreational pedestrians. Bike routes with multi-use shoulders are an alternative to bike lanes when roadway width is sufficient for a shoulder but insufficient for a bike lane. They also provide space outside of vehicle travel lanes for pedestrians where shared-use paths and sidewalks are not available. They are described further in Chapter 1.

Appendix D includes a list of these network improvements including locations and extents, lengths, high-level estimated costs, and priorities. Based on the indicators of disadvantaged communities discussed earlier in this section, these facilities support many disadvantaged communities.

Costs to implement these facilities are summarized in Table 16-6.

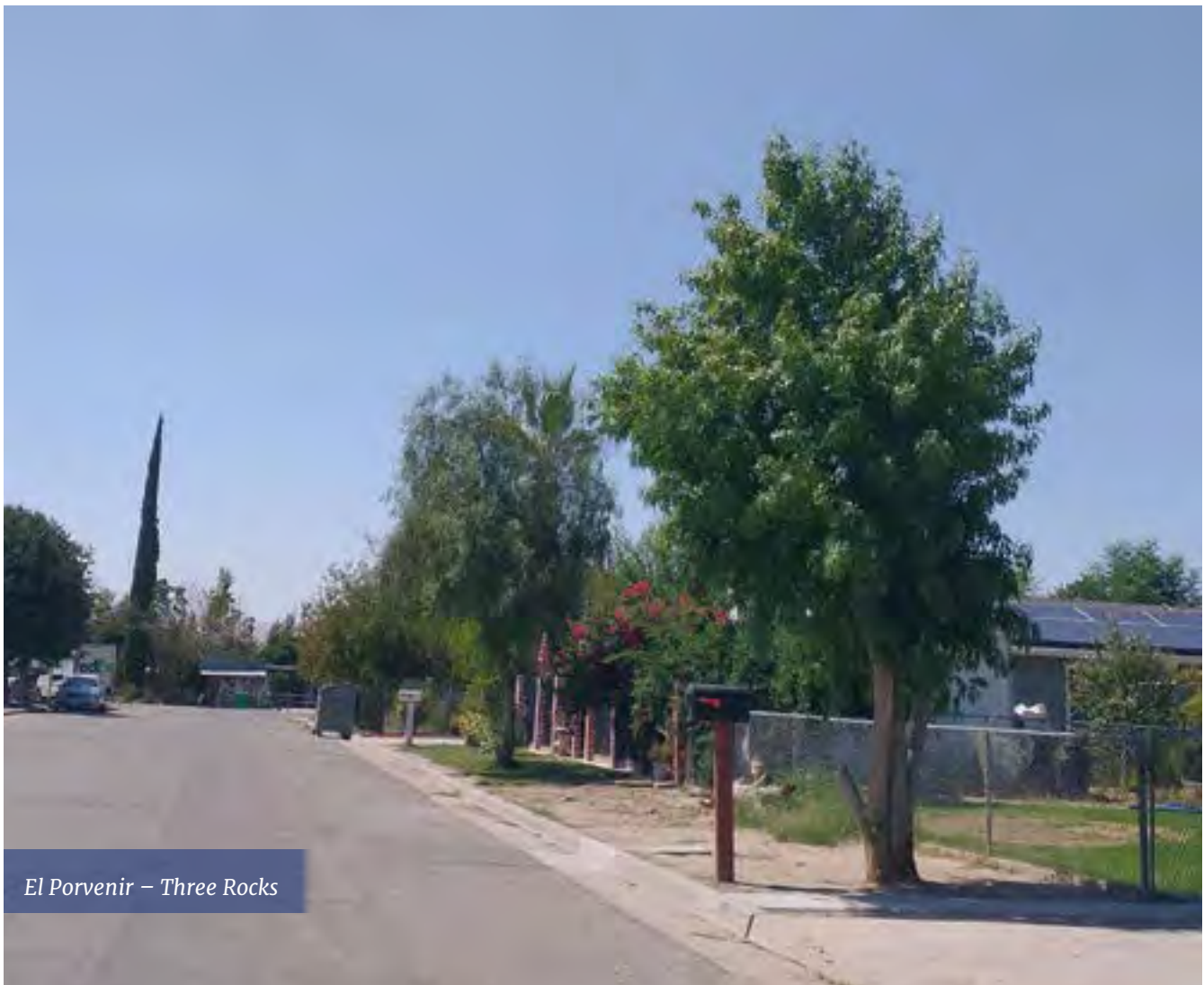
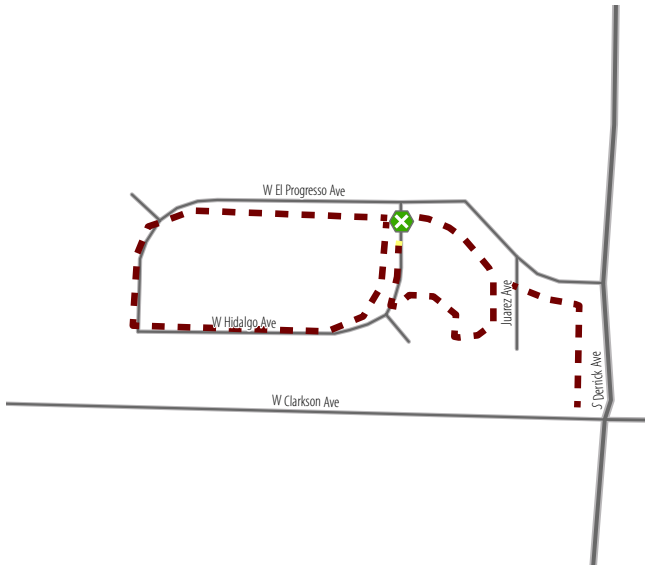


Figure 17-12: Planned Walking Facilities in Fresno County

**El Porvenir – Three Rocks**



Planned Sidewalks

- Construct Sidewalk
- Funded Sidewalk

Planned Intersection Improvements/Pedestrian Crossings

- ⊗ Intersection Improvements/Pedestrian Crossings

**Lanare**



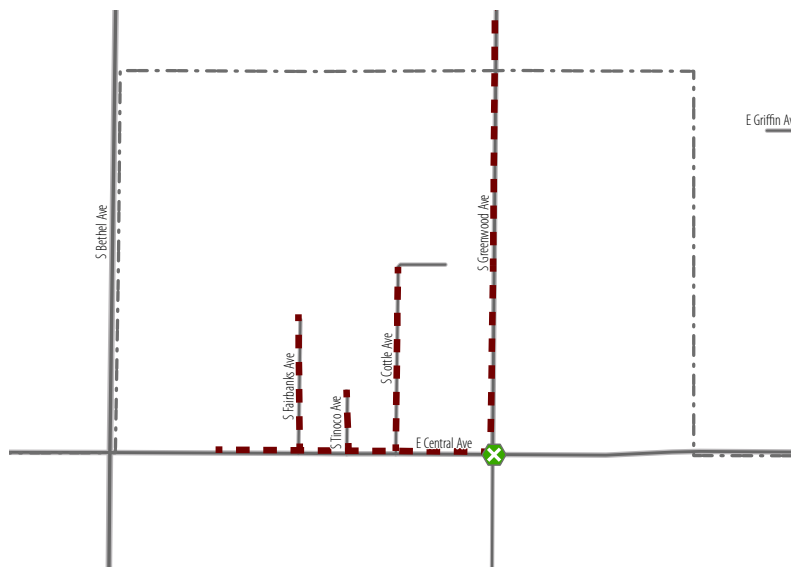
Planned Sidewalks

- Construct Sidewalk
- Funded Sidewalk

Planned Intersection Improvements/Pedestrian Crossings

- ⊗ Intersection Improvements/Pedestrian Crossings

**Tombstone Territory**



Planned Sidewalks

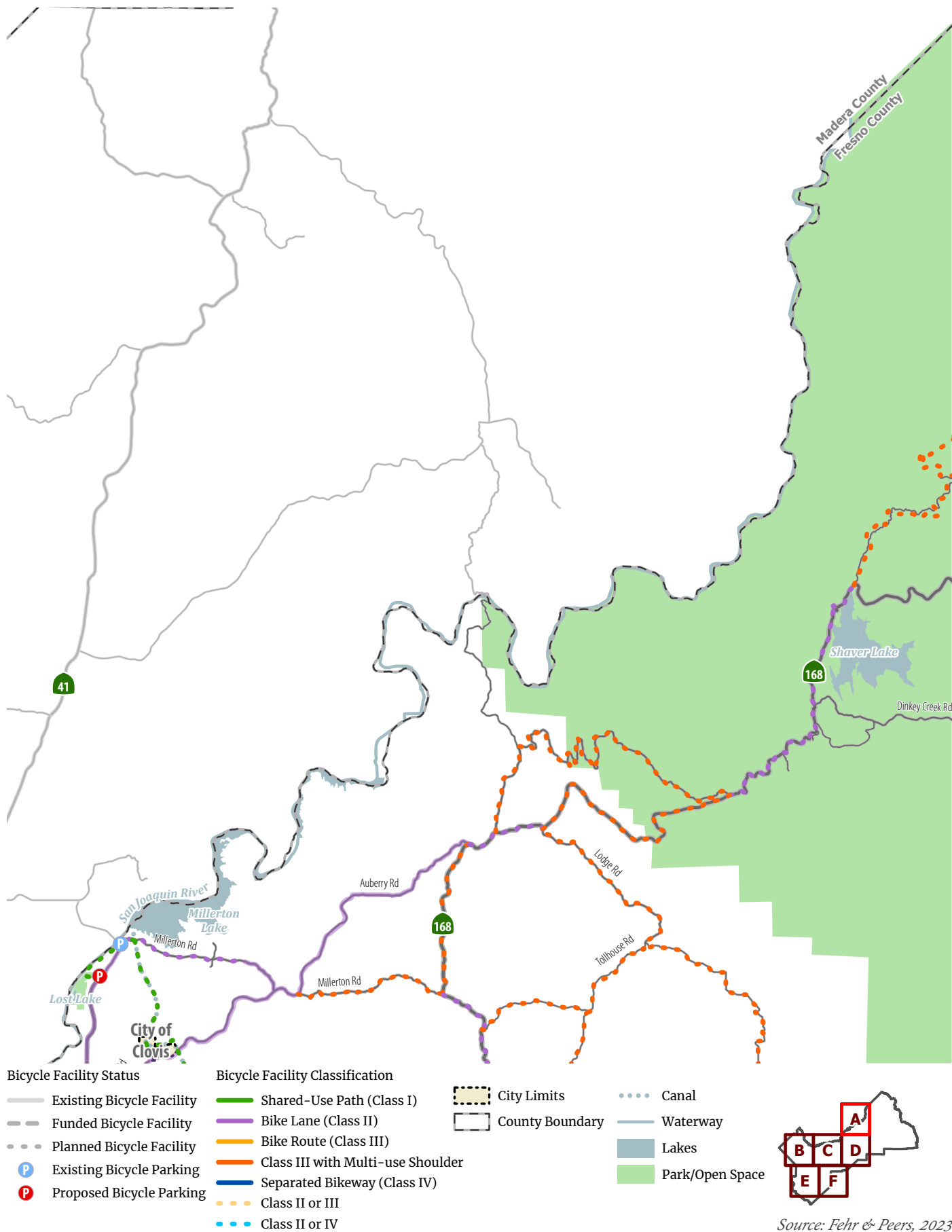
- Construct Sidewalk

Planned Intersection Improvements/Pedestrian Crossings

- ⊗ Intersection Improvements/Pedestrian Crossings

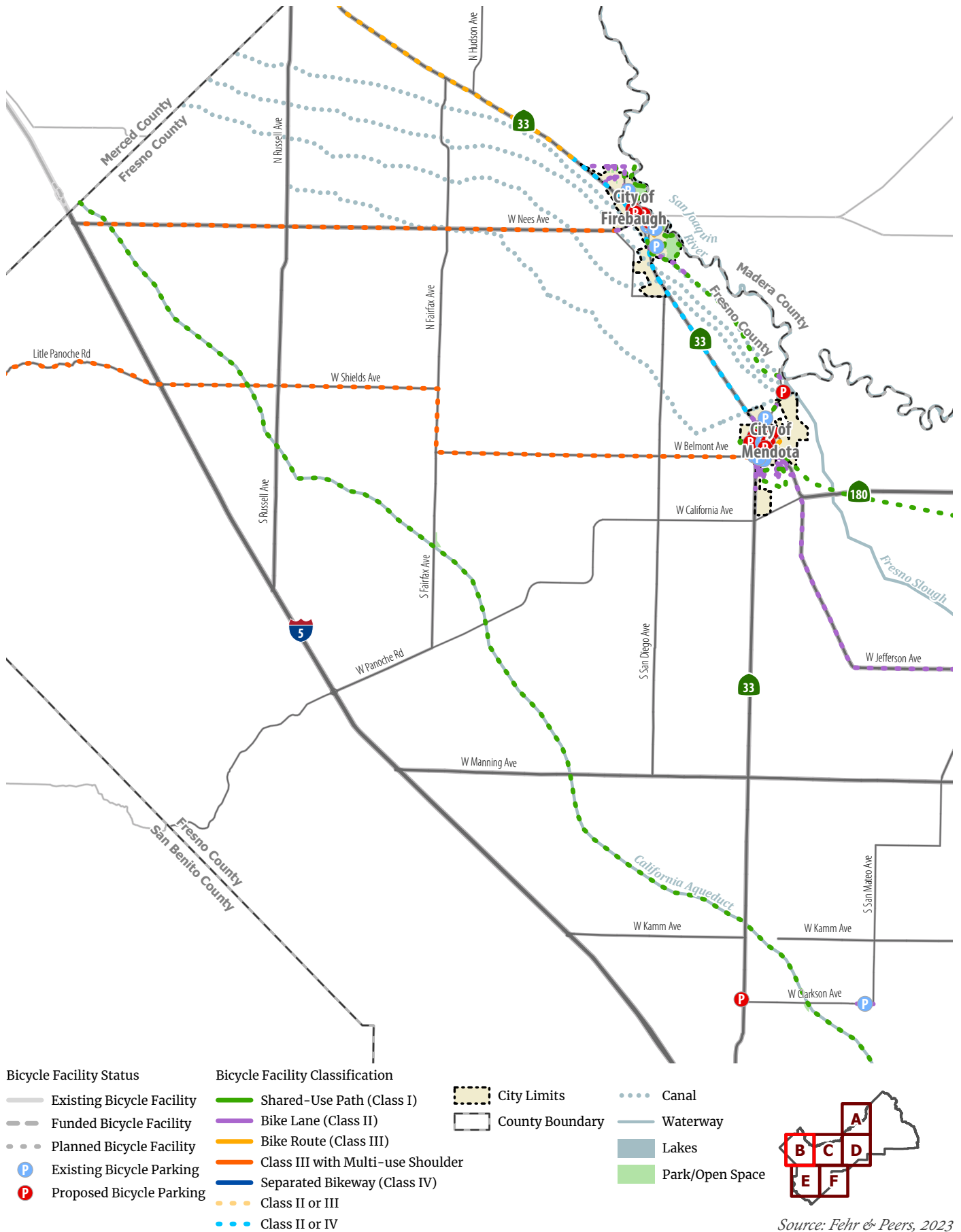
⌚ Sanger Sphere of Influence

**Figure 17-13: Planned Biking Facilities in Fresno County**



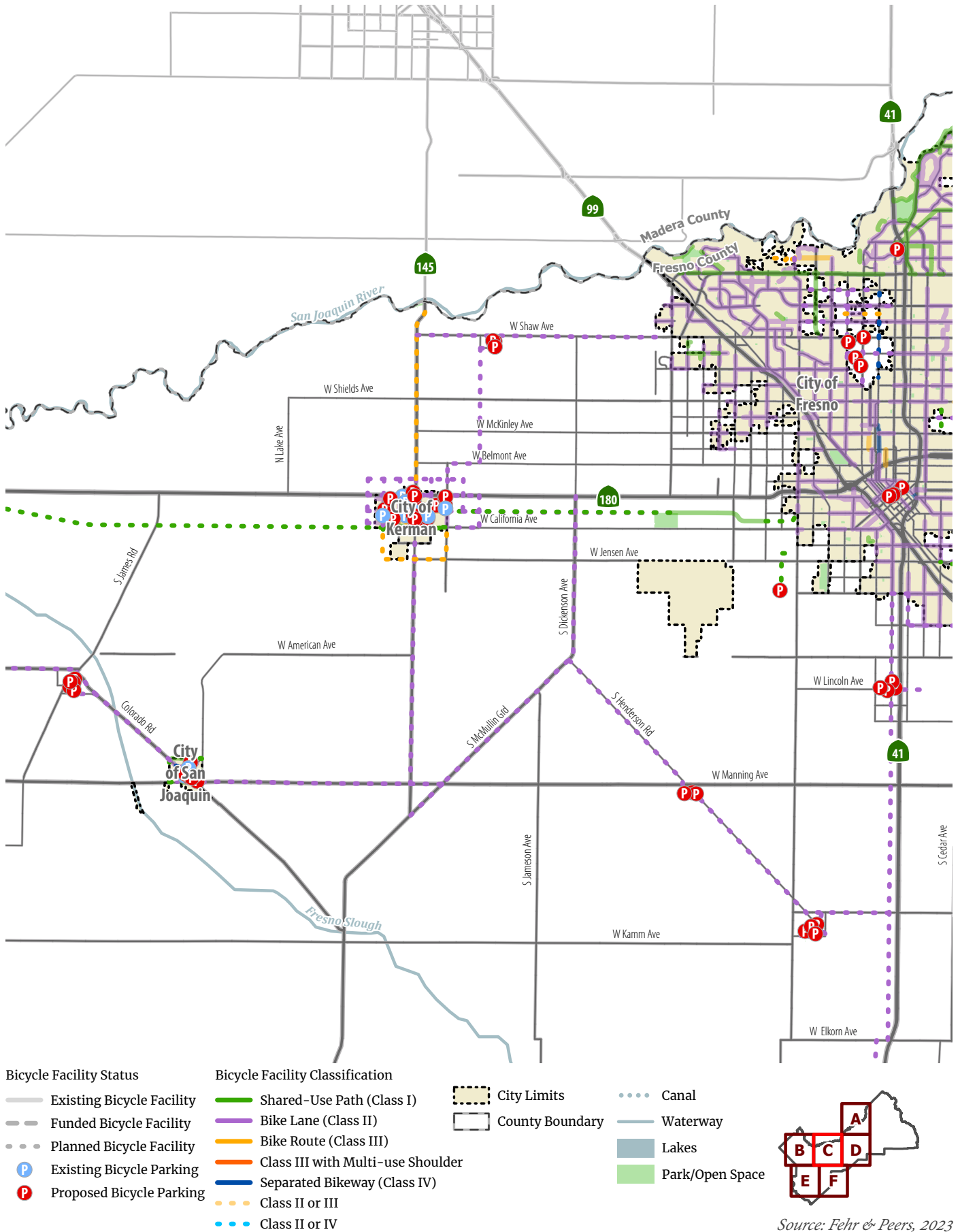
Source: Fehr & Peers, 2023

**Figure 17-13: Planned Biking Facilities in Fresno County**



Source: Fehr & Peers, 2023

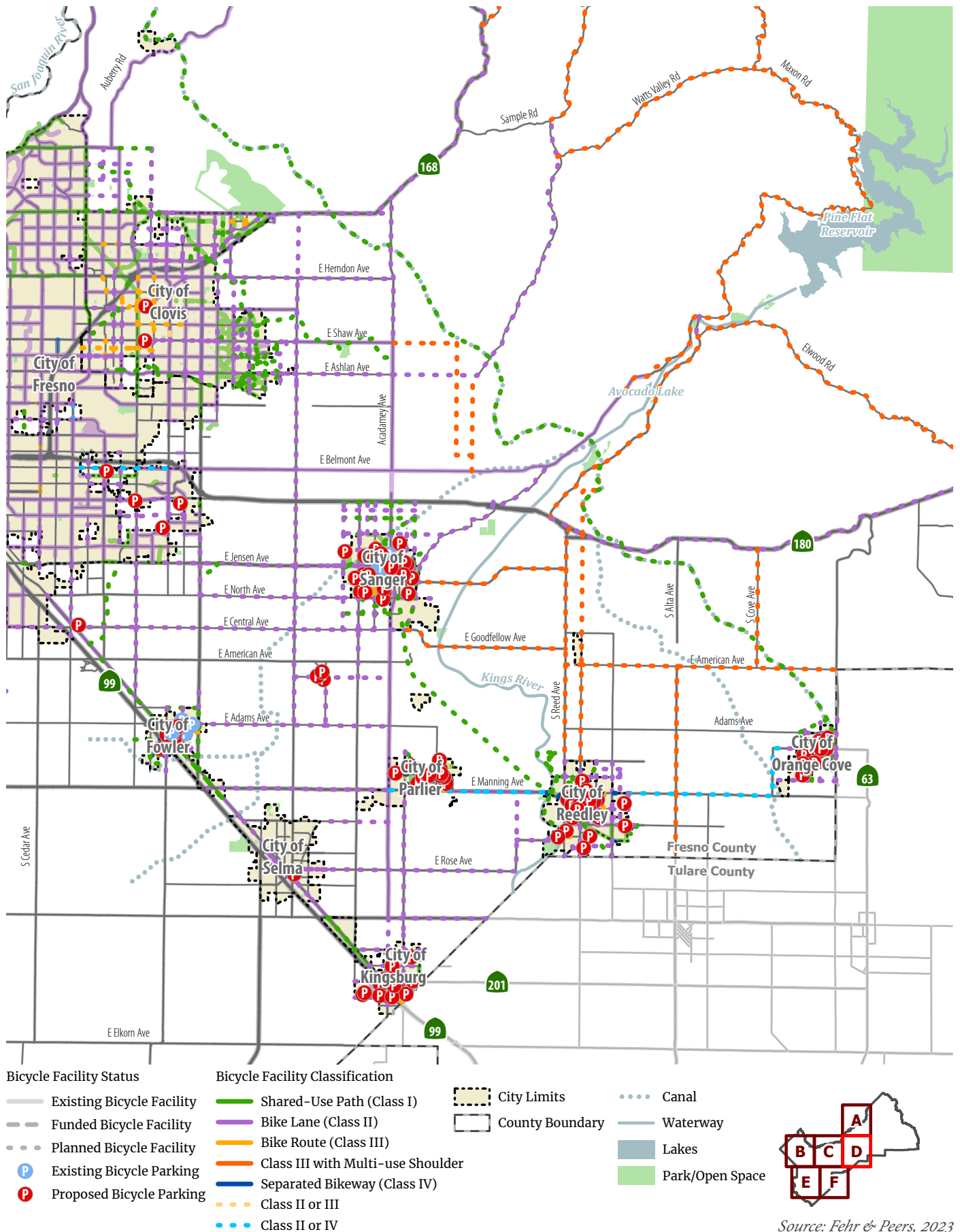
**Figure 17-13: Planned Biking Facilities in Fresno County**



Source: Fehr & Peers, 2023

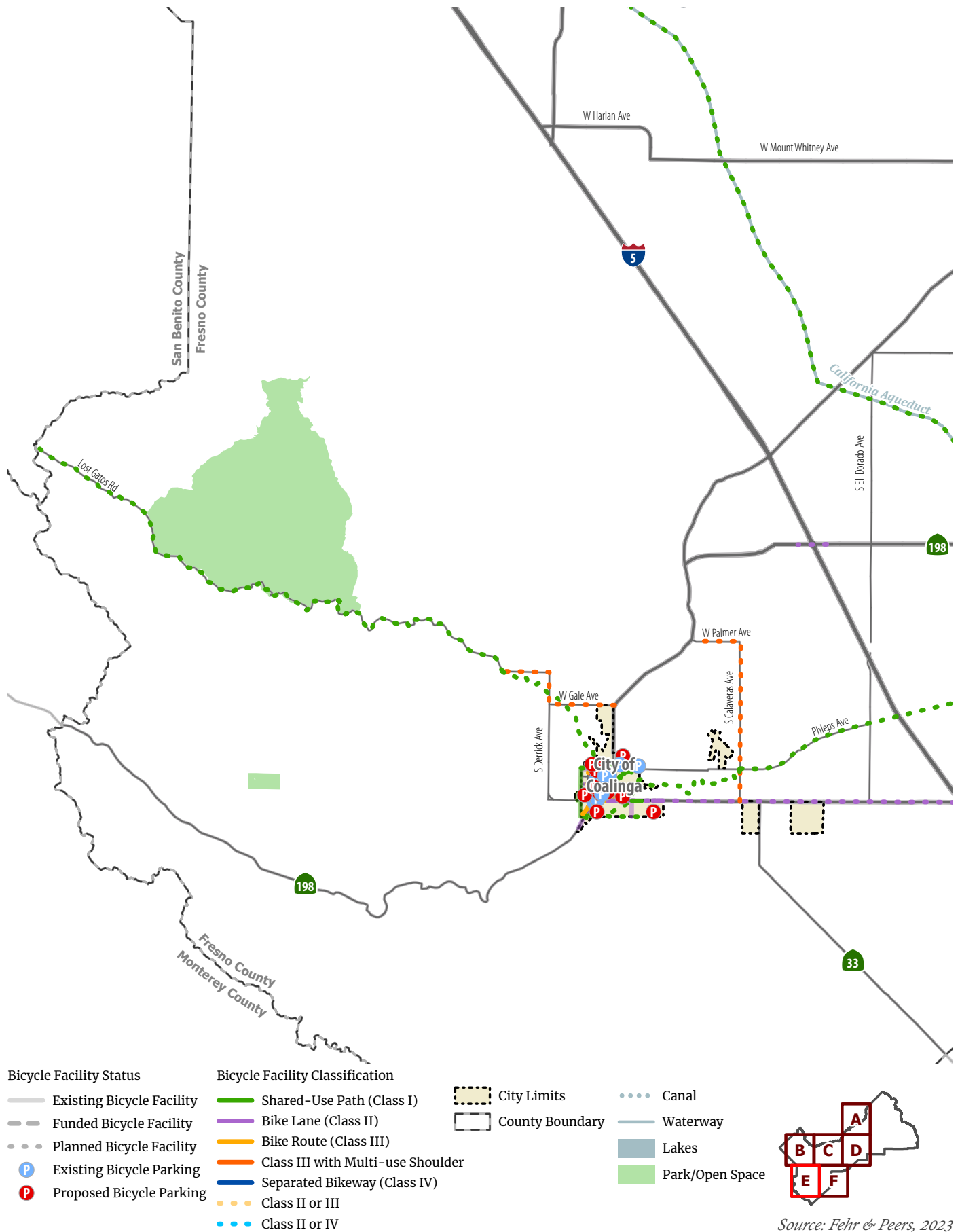


**Figure 17-13: Planned Biking Facilities in Fresno County**



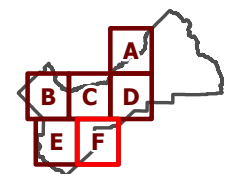
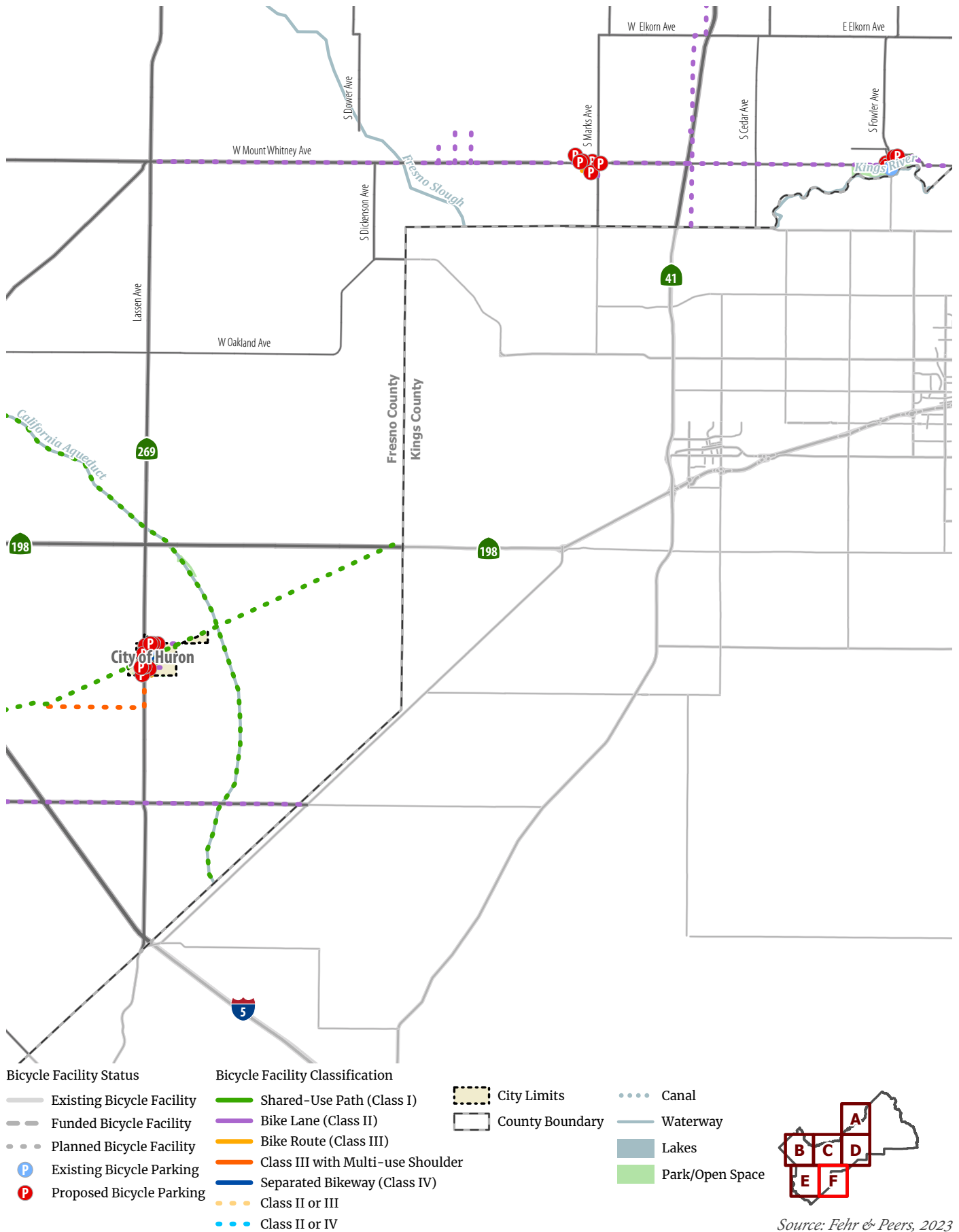
Source: Fehr & Peers, 2023

**Figure 17-13: Planned Biking Facilities in Fresno County**



Source: Fehr & Peers, 2023

**Figure 17-13: Planned Biking Facilities in Fresno County**



Source: Fehr & Peers, 2023



Cherry Avenue Auction