



Fresno County Regional Active Transportation Plan

Fresno County Regional Active Transportation Plan Update

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What is an Active Transportation Plan?

- Vision and plan for walking and biking
- Summary of existing conditions and community characteristics
- Proposed improvements for walking and biking
- Supporting information that meets requirements of funding programs



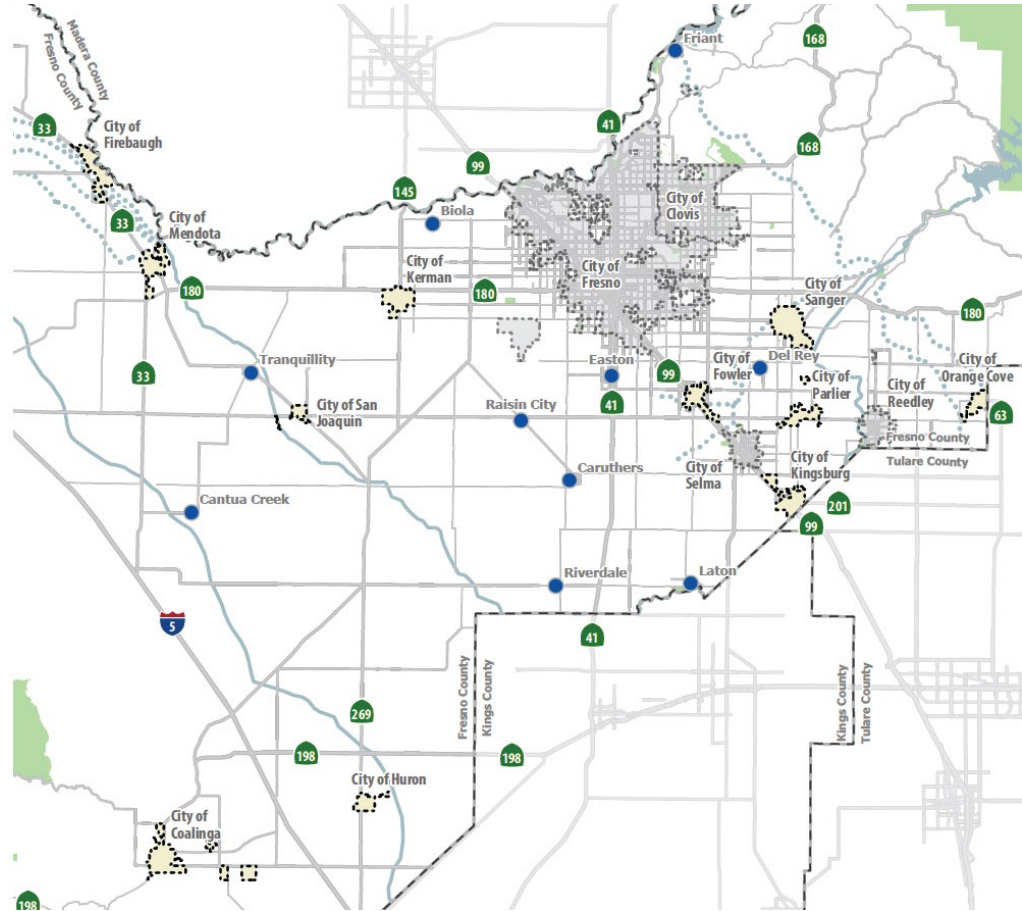
Why update the previous Fresno County Regional ATP?

- Last plan was created in 2017
- Community conditions and needs have evolved
- Progress has been made (take credit for it!)
- Meet latest funding requirements



What jurisdictions are covered?

- All cities except Fresno, Clovis, Reedley, and Selma
- Fresno County unincorporated communities
- Fresno County regional connections



How was the plan developed?

- Collected community data, including local destinations and disadvantaged communities
- Gathered data on the current conditions for walking and biking, including safety
- Solicited input from city and county staffs
- Received input from public, in person and online
- Developed recommendations
- Received feedback from public and staffs
- Drafted plan



Public input

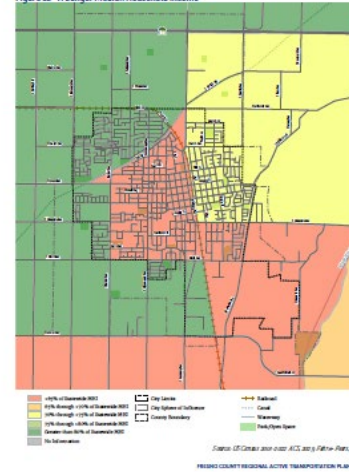
- Attended street fairs and farmers markets in each city, talked to people in Spanish and English
- Hosted an online crowdsourced interactive map in both languages
- Hosted a project website in both languages
- Met with representatives of local advocacy groups
- Received feedback on recommended improvements in two Zoom meetings and in another online map



Disadvantaged community analysis

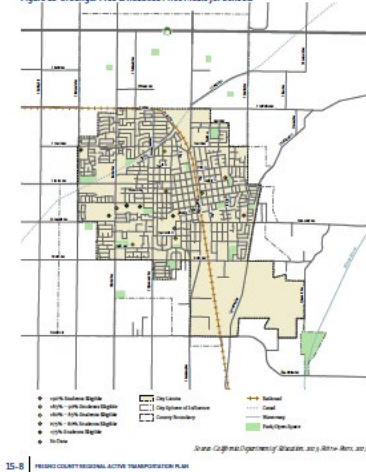
- Median Household Income
- Free & Reduced Price Meals for Schools
- CalEnviroScreen
- Healthy Places Index
- Federal Climate & Economic Justice Tool
- US DOT Equitable Transportation Community Disadvantaged Community Tool
- FCOG Environmental Justice Areas

Figure 15-4-: Sanger Median Household Income



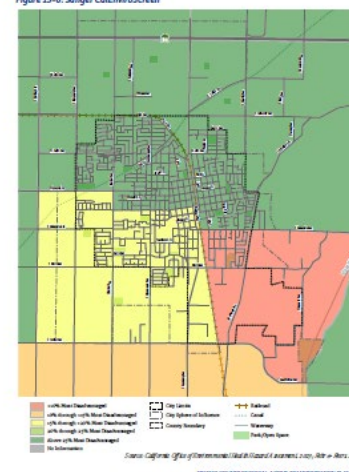
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Figure 15-5-: Sanger Free & Reduced Price Meals for Schools



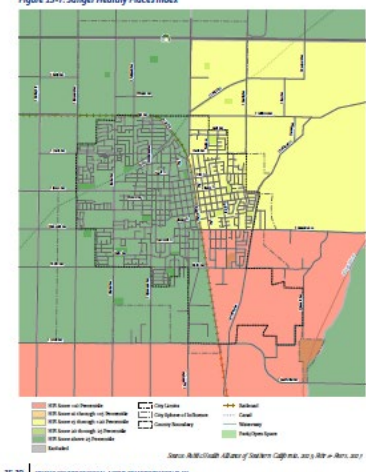
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Figure 15-6-: Sanger CalEnviroScreen



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Figure 15-7-: Sanger Healthy Places Index

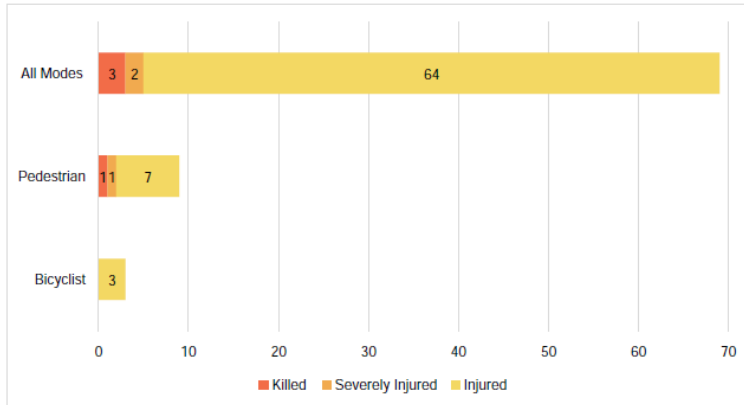


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Safety analysis

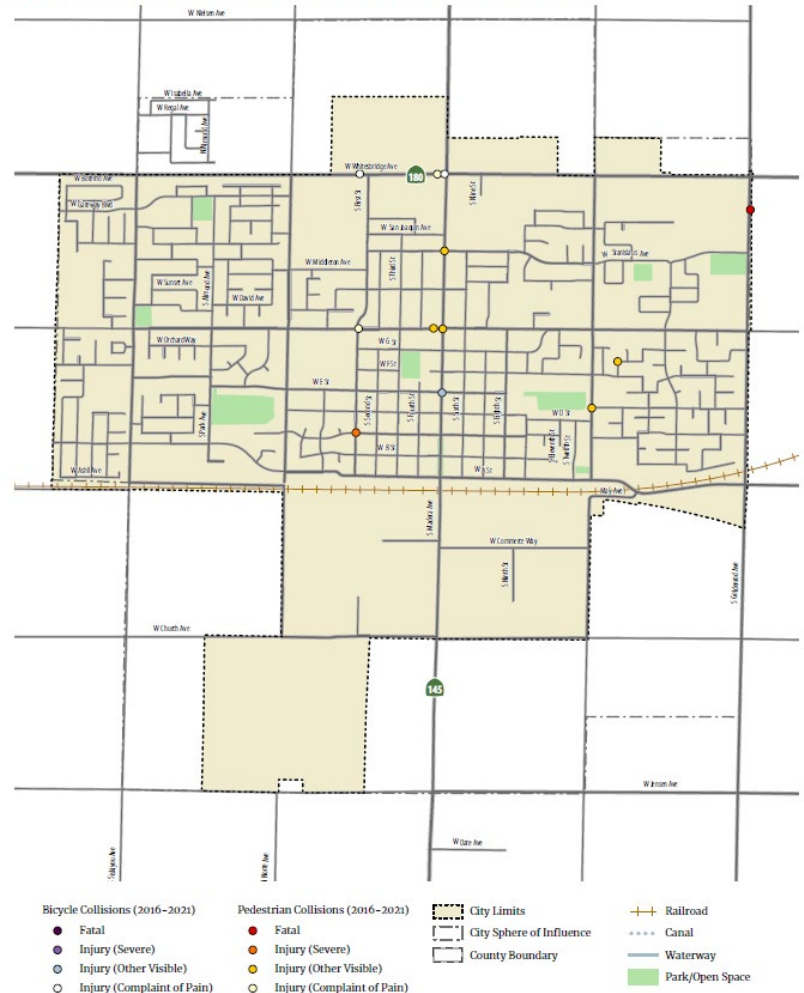
- Number and severity of collisions
- Share of all collisions
- Locations

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



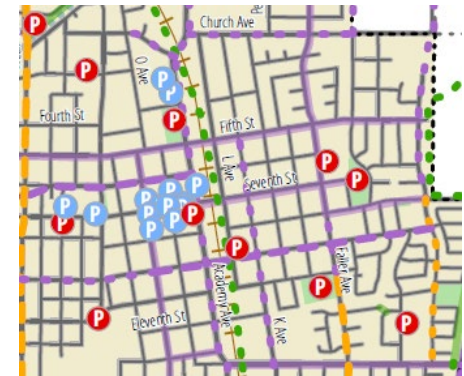
Source: UC Berkeley SafeTREC, 2023; Fehr & Peers, 2023

Walking and biking recommendations

- Locations to fill sidewalk gaps
- Pedestrian crossing improvements (209)
- Networks of shared-use paths and bikeways
- Locations for bike parking
- Summary of recommendations (miles)

Sidewalk	210.8
Shared Use Path (Class I)	278.4
Bike Lane (Class II)*	538.4
Bike Route (Class III)*	289.3
Separated Bikeway (Class IV)*	31.1

*Centerline miles



Prioritized project lists

Based on

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

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
Total		\$164,308,289	\$507,103,396

**Distance measured by centerline*

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

Next steps

- Feb 19 – Mar 20 Post plan for public comment
- Feb 29 FCOG Policy Board presentation
- Mar 21 – Mar 28 Incorporate any plan changes
- Mar 22 – Apr 22 CEQA document circulation
- May TTC/PAC presentation
- May FCOG Policy Board approval
- May and later City council and BOS approvals



Thank you!

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