



Fresno Active Transportation Plan Update

City Council Workshop
April 9, 2026



Agenda

- Purpose
- The Process
- The E's
- Vision, Goals, & Policies
- Foundation & Community Assessment
- Public Participation
- Bicycle & Pedestrian Networks
- Changes from 2017 to 2026
- Design Principles
- Safe Routes & Safety Education Toolkits
- Implementation & Funding
- Public Comment Period

Next Steps



Purpose

Why have an ATP?

- Promotes and encourages walking and biking to advance:
 - safety and connectivity.
 - sustainable communities by reduces greenhouse gas emissions and improving air quality.
 - equitable mobility for all.
 - public health and active lifestyles.
- Aligns with City's General Plan Policies and Goals.
- Enables the city to pursue funding opportunities such as competitive state and federal grants.

Why Update? (approx. 5 years)

- Re-assess priorities based on the latest data, community input, and best practices.
- Update the bicycle and pedestrian network as the city grows and implements projects.
- Maintain eligibility for future funding and remain competitive.

\$900 million total
network cost

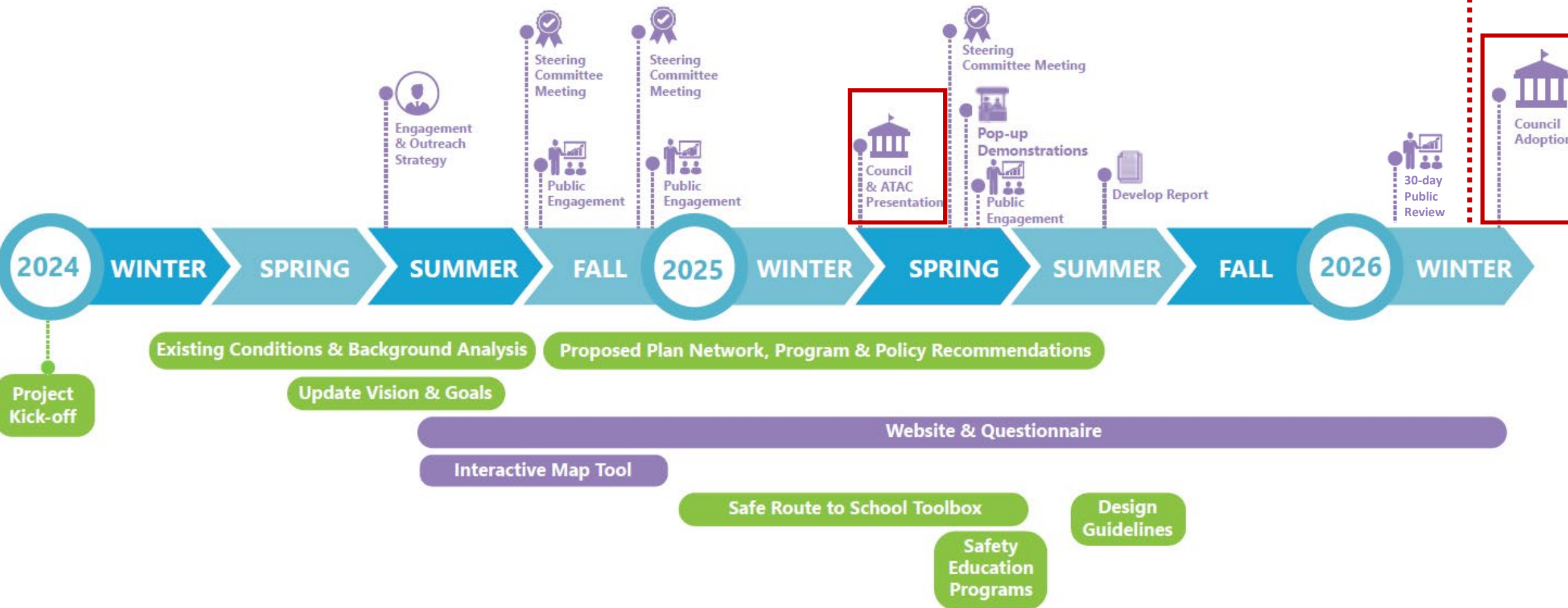
\$92 million near-term
priority improvements

Meets California
Transportation
Commission
requirements

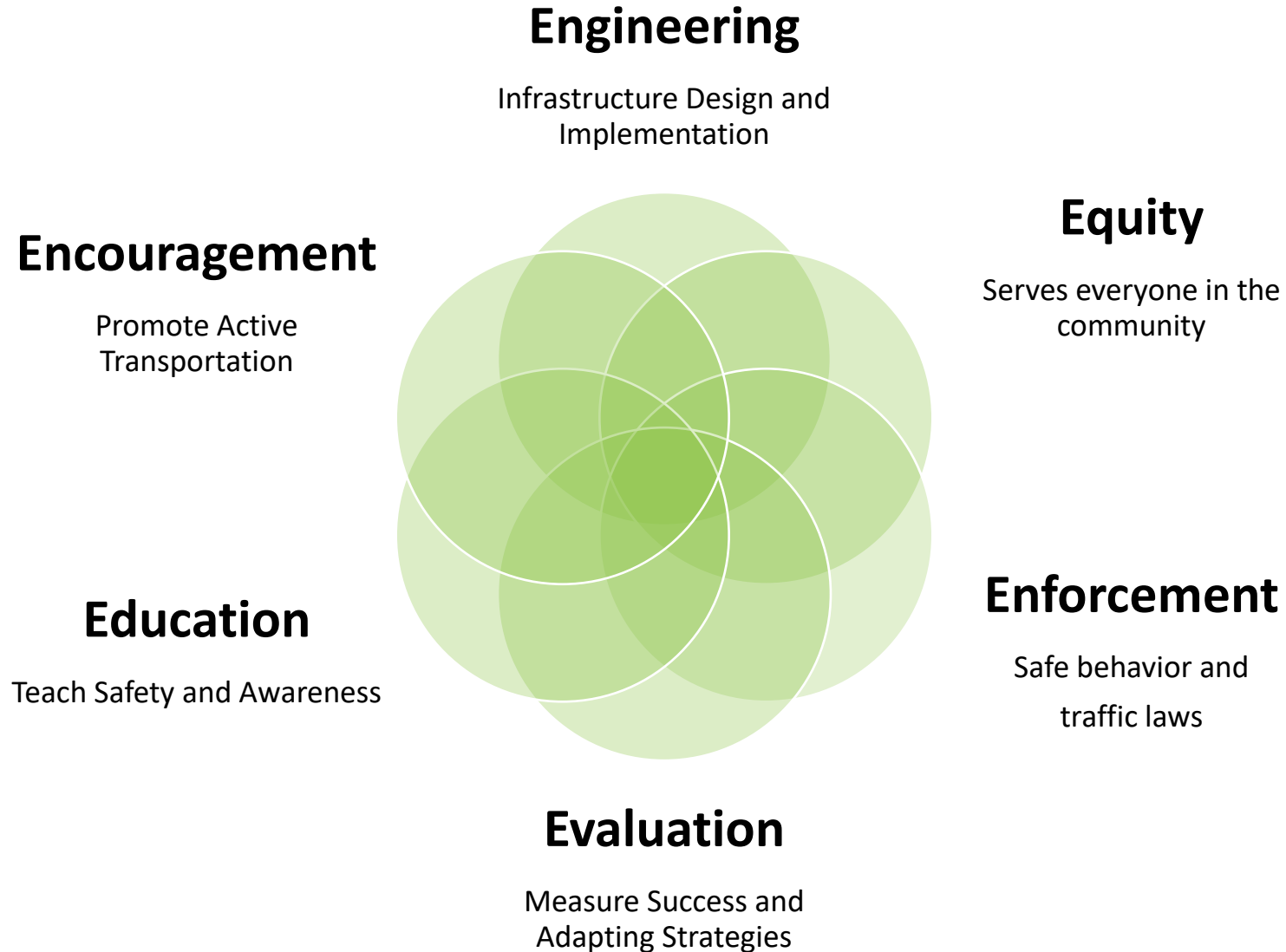
The Process (Timeline)

We are here!

Council Workshop – April 9th
Planned Adoption – May 7th



The “E” of Active Transportation



Vision, Goals, & Policies

Vision –

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



Foundation & Community Assessment

Historical Development and Geographic Context

- Flat terrain ideal for walking/biking; extreme summer temperatures
- Historical auto-oriented development and infrastructure

Socioeconomic Analysis

- Population: 540,000+ residents
- **90%** primarily drive to work;
 - **1.6%** walk to work (2.3% in 2017)
 - **0.55%** bike to work (below state averages)

Equity

- **65% of census tracts underserved communities** (CalEnviroScreen 4.0)
- ATP prioritizes investments in underserved neighborhoods, addresses safety disparities, connects residents to opportunity

Wayfinding

- Limited wayfinding signage on existing trails creates navigation difficulties

Lighting

- **50% of bicycle collisions** occur during **dark conditions**
- Priority improvements: high-volume corridors, school areas, transit facilities, off-street paths, crossings

Bicycle and Pedestrian Connection with Transit

- First/last mile connections, transit stop enhancements; bus bike racks, BRT corridors

Micromobility

- E-bikes and E-scooter use increase

Public Participation

- Over 2,000 Participants Engaged
- 20-member Steering Advisory Committee (3 meetings)
- Online surveys: 60 responses on survey, 303 mapping tool comments
 - Top corridors community concerns: Herndon Avenue, Shaw Avenue, Blackstone Avenue
- Public Outreach for 30% Conceptual Design Corridors

Event	Date	Location	Estimated Number of Participants
ATP Workshop 1a	October 17, 2024	Ted C. Wills Community Center	15+ attendees
ATP Workshop 1b	October 22, 2024	Virtual via Zoom	20+ attendees
East Fresno Kiwanis Club - Focused Meeting	November 15, 2024	Redeemer Lutheran Church	20+ attendees
ATP Workshop 2	December 10, 2024	Ted C. Wills Community Center	10+ attendees
ATP Interactive Mapping Tool	October 2024 to January 2025	Online and printed copies	303 interactions
ATP Survey 1	September 2024 to January 2025	Online and printed copies	305 interactions
PD - Southwest Santa's Village	December 14, 2024	Gaston Middle School	200+ interactions
ATP Survey 2	January 2025	Online	18 interactions
FUSD - Edison Region Family Engagement Night	February 11, 2025	Edison High School	250+ interactions
Open House - "The Safe Streets Project"	March 4, 2025	Teague Community Center	50+ interactions
FUSD - Hoover Region Family Engagement Night	March 19, 2025	Hoover High School	200+ interactions
FUSD - Sunnyside Region Family Engagement Night	April 7, 2025	Sunnyside High School	250+ interactions
FUSD - McLane Region Family Engagement Night	May 2, 2025	McLane High School	200+ interactions
Community Back to School Event	August 1, 2025	Teague Community Resource Center	150+ interactions
ATP Traffic Garden	September 24, 2025	Pinedale Community Center	50+ interactions
PARC - Kids Fest	October 25, 2025	Holmes Park	150+ interactions

Community-Identified Bicycle and Pedestrian Improvements & Supporting Infrastructure

Secure Bicycle
Parking and
Storage

Traffic Signal
Detection &
Intersections

Sidewalk
Network
Completion

Enhanced
Crossing
Treatments

Trail Support
Facilities &
Wayfinding

Maintenance
and
Operations

Lighting and
Visibility
Improvements

Traffic Calming
and Speed
Management

Accessibility
and ADA
Compliance

Wayfinding
and User
Education

BICYCLE NETWORK



Bikeway Classifications

Class I - Bike Path



Class II - Bike Lane



Class II - Bike Lane (Buffered)



Class III - Bike Route



Class IV - Separated Bikeway



Bicycle Supporting Infrastructure

Green Pavement on First St.



Bollard Separated Bikeway



Through Bike Lane on Barstow Av.



Bicycle Box on First St.

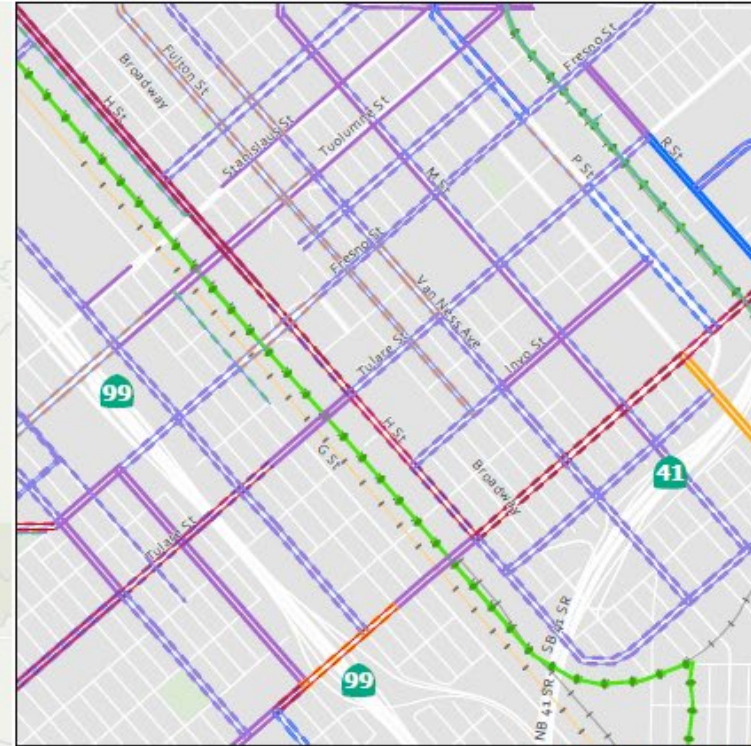
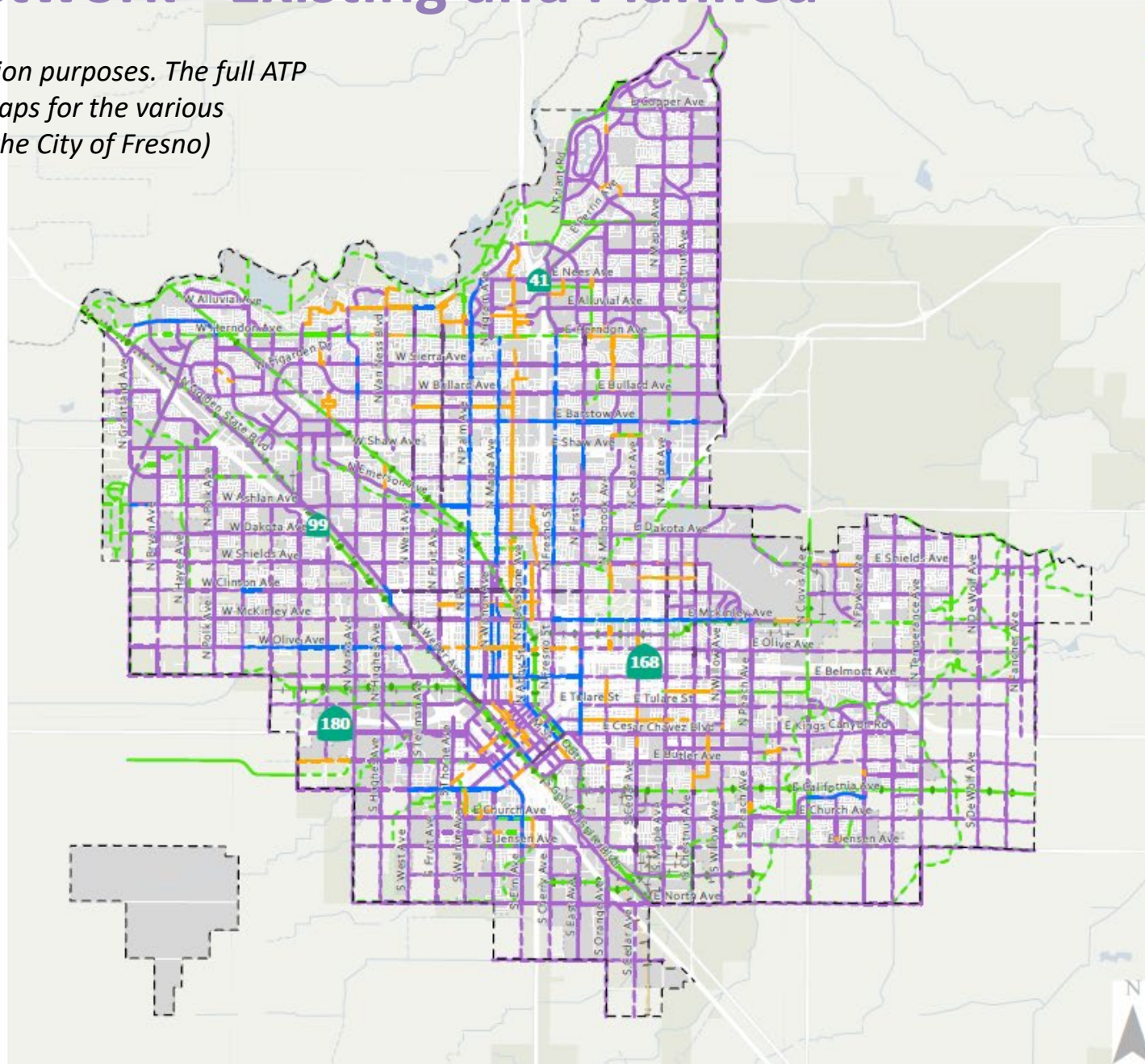


Bicycle Rack



Bicycle Network - Existing and Planned

(Included for illustration purposes. The full ATP includes 8 detailed maps for the various geographic areas of the City of Fresno)



DOWNTOWN VIEW

- | | |
|---|---|
| <ul style="list-style-type: none"> Proposed Bicycle Facilities Class I Bike Path Class II Bike Lane Class II Bike Lane - Buffered Class III Bike Route Class IV Bikeways Existing Bicycle Facilities Class I Bike Path Class II Bike Lane Class II Bike Lane - Buffered Class III Bike Route | <ul style="list-style-type: none"> Class IV Bikeways Rails to Trails High Speed Rail Alignment Rail Canal Water Parks City Limits City Sphere of Influence |
|---|---|

Bicycle Network (2017 vs 2026)

2017 ATP

Table 5: Build-Out Bicycle Network Facilities

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

Notes: ¹Some Class II Bike Lanes may be deemed suitable for Class IV Separated Bikeways during the project development phase.

Source: City of Fresno 2016, Fehr & Peers 2016

Existing bicycle facility network **increased almost 34 percent** (166 miles)

Update proposes **22 miles of Class II** buffered bike lanes

Update proposes **70 miles of Class IV** Separated Bikeways

2026 ATP

Type	Existing (Miles)	Planned (Miles)	Total (Miles)
Class I Bike Paths	61	153	214
Class II Bike Lanes (each direction)	521	540	1,061
Class II Buffer Bike Lanes (each direction)*	5	22	27
Class III Bike Routes (each direction)	50	40	90
Class IV Bike Lanes (each direction)	20	70	90

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

Priority Bicycle Network

(Included for illustration purposes. The full ATP includes 8 detailed maps for the various geographic areas of the City of Fresno)

High-Priority Bikeways 82 miles

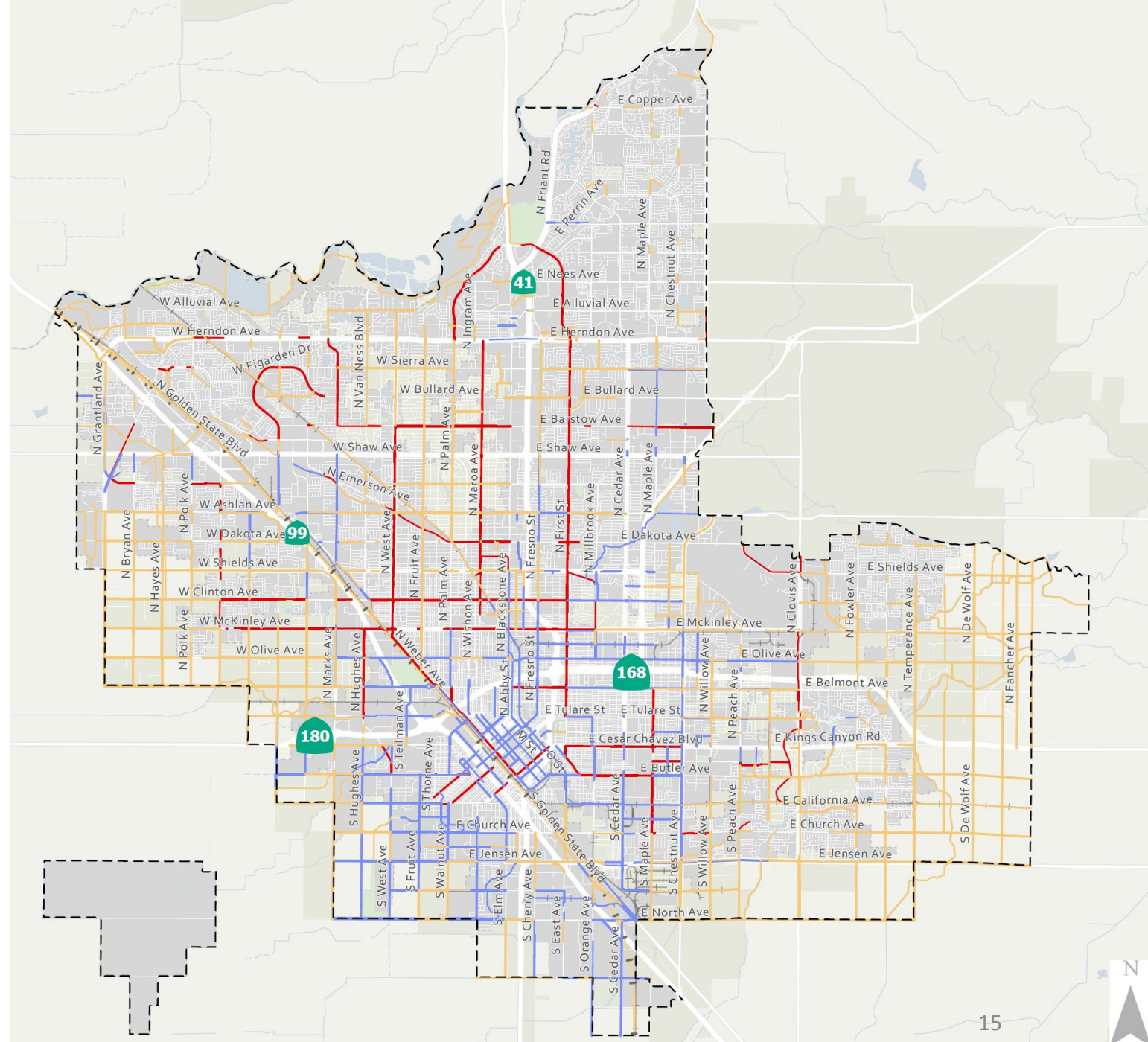
Collision concentrations and underserved communities

Medium-Priority Bikeways 227 miles

Network connectivity and key destinations

Lower-Priority Bikeways 515 miles

Long-term system completion



30% Conceptual Design Corridors

First St:

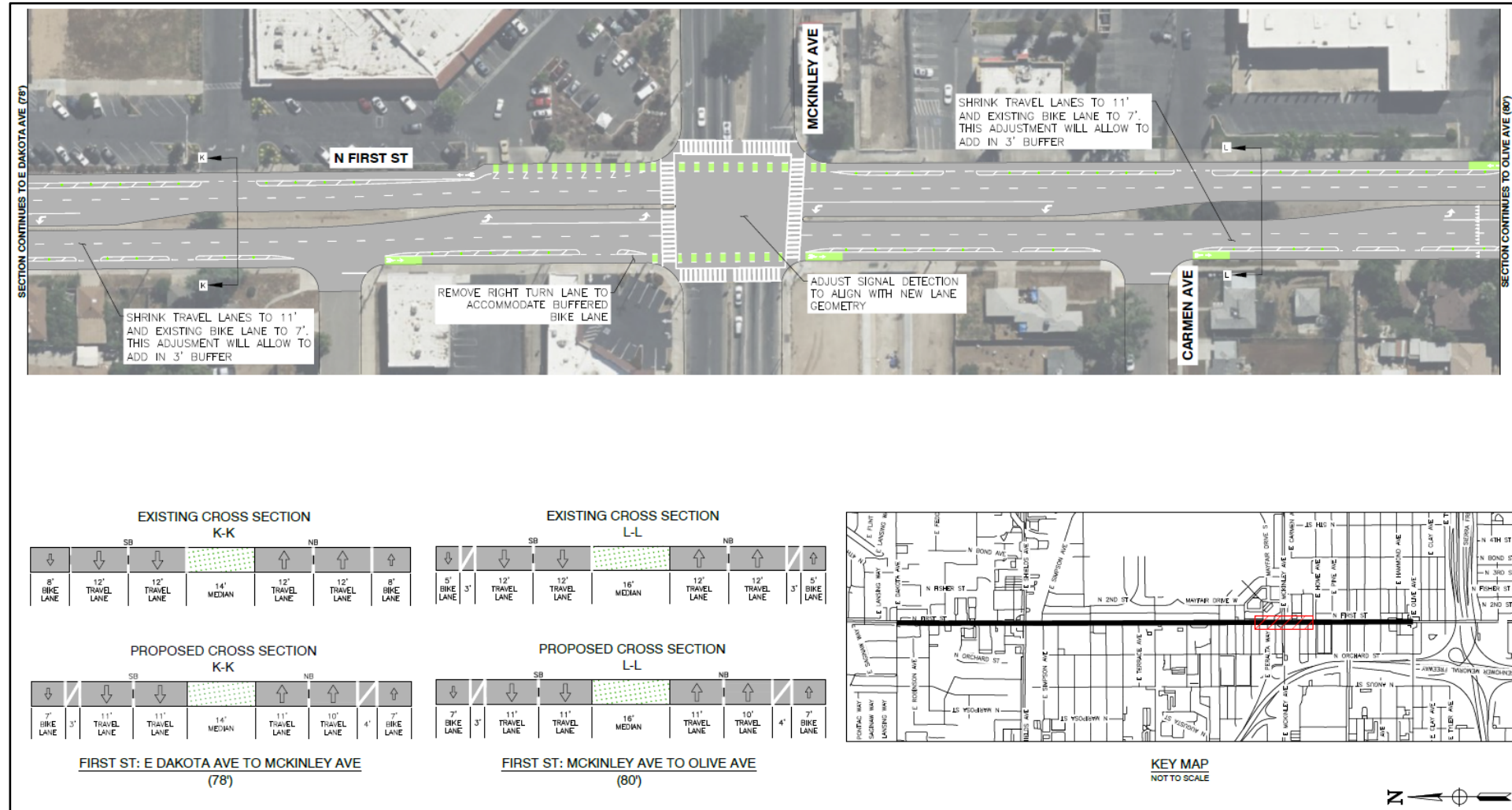
Audubon Dr. to Cesar Chavez Blvd.

Clinton Ave:

West Ave. to First St.

Downtown Loop:

Belmont Ave. - First St. -
Cesar Chavez Blvd. - H
St. - Divisadero St.



PEDESTRIAN NETWORK



Pedestrian Facilities

Sidewalk



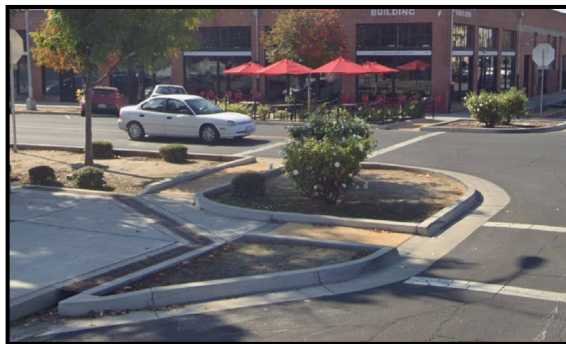
Crosswalks



Median Refuge Islands



Curb Extension



Pedestrian Hybrid Beacons (PHBs)



Rectangular Rapid Flashing Beacons



Pedestrian Network – Existing and Planned

2017 ATP

Existing pedestrian network **increased by 128 miles**

Table 7: Build-Out Pedestrian Network Facilities

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

Source: City of Fresno 2016, Fehr & Peers 2016

Update proposes **153 miles of Class I Shared Paths**

2026 ATP

Update proposes **636 miles of sidewalk**

Type	Existing (Miles)	Planned (Miles)	Total (Miles)
Class I Shared Paths	61	153	214
Sidewalks	2,088	636	2,724

Priority Sidewalk Network

(Included for illustration purposes. The full ATP includes 8 detailed maps for the various geographic areas of the City of Fresno)

High-Priority 62 miles

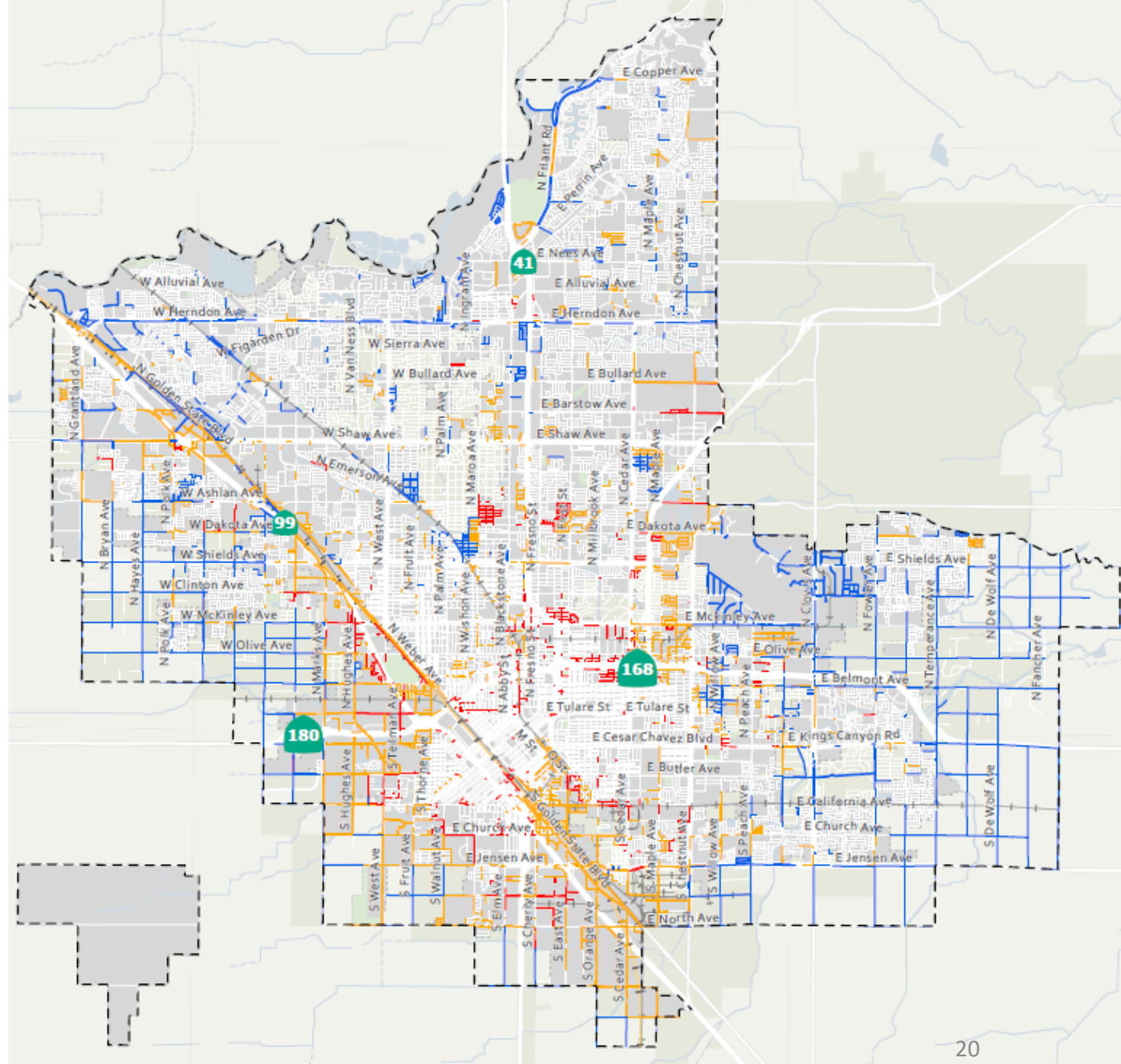
Highest pedestrian activity, safety concerns, underserved communities

Medium-Priority 268 miles

Important connections to destinations

Lower-Priority 251 miles

System completion over time



Changes from 2017 to 2026

Bicycle Facilities

- Increased mileage for bicycle facilities across all four classifications, both existing and proposed.
- Identified Class II Buffered Bike Lanes.
- Updated bicycle network maps and level of traffic stress map based on completed projects and updated data
- Updated priorities based on updated data

Pedestrian Facilities

- Increased mileage for pedestrian facilities, both existing and proposed.
- Identified HAWK and flashing beacon (RRFB) locations
- Updated pedestrian network maps based on completed projects and updated data
- Updated priorities based on updated data

Safe Routes to School Toolbox

- Support community partners in fostering safe, inclusive environments that encourage students to walk, bike, or take transit to school. This toolkit serves as a strategic resource offering proven strategies, implementation guidance, and practical tools for building effective safety programs

Safety Education Toolkit

- Comprehensive educational flyers covering critical safety topics for pedestrians, bicyclist, drivers, and infrastructure navigation.

Design Principles

Safety First:

- Eliminate/minimize conflicts through separation and clear design
- Protected facilities preferred on high-volume, high-speed arterials
- Enhanced crossing treatments: HAWK signals, RRFBs, refuge islands, curb extensions
- Lighting standards ensuring visibility, especially in dark conditions

Context-Sensitive Solutions:

- Street cross-section alternatives
- Balance active transportation with transit, parking, landscape, and vehicle needs
- Extreme heat considerations: shade, pavement selection, water fountains
- Community character and land use context informing design choices

Universal Accessibility:

- ADA compliance: curb ramps, sidewalk widths, crossing treatments
- Accessible Pedestrian Signals (APS) for vision-impaired users
- Design accommodating all ages and abilities
- Pedestrian signal timing for slower walking speeds

Complete Streets:

- Demonstration that all modes can be accommodated through street space reallocation
- On-street parking preserved where community prioritizes it
- Transit operations maintained and enhanced
- Street trees and landscaping providing shade and aesthetic quality

Safe Route to School Toolbox

Web-based toolbox for community partners to use as a resources to event plan with information such as estimated timelines and cost, potential partners, etc. *(website live after ATP adoption)*



Explore Tools by the 6 E's

<p>Education</p> <p>Teach students and the community how to walk, bike, and take transit safely through engaging lessons and hands-on activities.</p> <p>Explore Tools</p>	<p>Encouragement</p> <p>Promote walking, biking, and transit with fun events, incentives, and supportive programs that inspire active travel to school.</p>	<p>Enforcement</p> <p>Use fair, safety-focused enforcement and education to reduce risky behaviors around schools and support safer streets for everyone.</p>
<p>Engagement</p> <p>Involve families, neighbors, city staff, and local organizations in creating safer, more connected school communities.</p>	<p>Engineering</p> <p>Improve school-area safety with roadway design changes like signage, markings, traffic calming, and pedestrian-friendly infrastructure.</p>	<p>Evaluation</p> <p>Measure safety conditions and track program impact to strengthen and guide Safe Routes to School efforts.</p>

Education

Strategies for promoting walking, bicycling, and taking transit to school by creating opportunities to explore these modes of travel, providing incentives, and supporting infrastructure. Education programs are tailored to the age of students targeted, recognizing that younger children need basic safety concepts while older students can engage with more complex traffic rules and independent travel skills. Educational activities help students develop the knowledge, skills, and confidence needed to safely navigate their communities while traveling to and from school.



BICYCLE/PEDESTRIAN SAFETY CURRICULUM

A structured program designed for elementary school students (ages 5-10) to learn essential biking and walking safety skills. It includes interactive lessons, classroom discussions, and hands-on activities like bike rodeos and walking school buses to promote safe and active transportation habits.



BIKE RODEO

A bike rodeo is an interactive event that teaches children essential bicycling skills, including helmet fitting, safe riding techniques, and traffic awareness, in a fun and controlled environment.



CHILD SCHOOL BUS TRAINING

Child school bus training teaches students how to safely approach, board, ride, and exit a school bus while reinforcing key safety behaviors for both children and caregivers.



ROAD SAFETY CLUB

Road safety clubs empower students to advocate for safe road practices through awareness campaigns, activities, and partnerships with local organizations, fostering a culture of responsible road use.



SHARE THE ROAD AWARENESS PROGRAM

Share the Road Awareness Program educates students on safely sharing roads with pedestrians, bicyclists, transit users, and motorists. Through interactive activities and discussions, participants learn about right-of-way, road etiquette, and strategies to prevent conflicts, fostering a culture of mutual respect and safety.



WALKING FIELD TRIP

This is a paragraph. It is connected to a CMS collection through a dataset. Click "Edit Text" to update content from the connected collection.

Safety Education Toolkit

Educational flyers covering critical safety topics for pedestrians, cyclists, and drivers.

Pedestrian Safety

Crosswalks, RRFBs, PHBs, visibility enhancements

Bicycle Safety

Bikeway classification, bike boxes, hand signals, road-sharing protocols

Driver Education

Right-of-way Rules, stop for school bus, 3-ft clearance, recognizing vulnerable road users

Infrastructure Navigation

Roundabouts, traffic/bike signals, RRFBs and PHBs

The graphic is a vertical banner for the City of Fresno. At the top left is the City of Fresno logo. The main title is 'KNOW YOUR CROSSWALKS' in large white letters on a blue background. Below the title is the text 'Every Crosswalk Type requires drivers to STOP for pedestrians.' and 'Too many pedestrians are hurt each year while crossing. Let's make it ZERO'. At the bottom is the 'City of Fresno PUBLIC WORKS' logo and the text 'FOR MORE INFORMATION please visit www.fresno.gov/publicworks/active-transportation-plan'. The right side of the graphic is a grid of six panels, each illustrating a different crosswalk type with an illustration and a text box. The panels are: 1. Marked Crosswalk: Two whitelines crossing = STOP for people. 2. Unmarked Crosswalk: No paint? Still YIELD to crossing pedestrians at intersections. 3. High-Visibility Crosswalk: Extra stripes = Extra caution needed. Near schools, downtown, busy areas. 4. Raised Crosswalk: Speed table + crosswalk = SLOW DOWN. At traffic calming zones. 5. Yellow Painted School Crosswalk: Yellow = Kids present, 15 MPH. Near school zones. 6. Scramble Crosswalk: All directions crossing = All cars STOP, Heavy pedestrian traffic near school, downtown.

City of
FRESNO

KNOW YOUR CROSSWALKS

Every Crosswalk Type requires drivers to STOP for pedestrians.

Too many pedestrians are hurt each year while crossing

Let's make it **ZERO**

City of Fresno
PUBLIC WORKS

FOR MORE INFORMATION
please visit www.fresno.gov/publicworks/active-transportation-plan

Marked Crosswalk
Two whitelines crossing
= STOP for people

Unmarked Crosswalk
No paint? Still YIELD to crossing pedestrians
at intersections

High-Visibility Crosswalk
Extra stripes = Extra caution needed
Near schools, downtown, busy areas

Raised Crosswalk
Speed table + crosswalk = SLOW DOWN
At traffic calming zones

Yellow Painted School Crosswalk
Yellow = Kids present, 15 MPH
Near school zones

Scramble Crosswalk
All directions crossing = All cars STOP, Heavy
pedestrian traffic near school, downtown

Traffic Garden Program

Pilot Program - September 2025

Location: Pinedale Community Center (part of ATP effort)

Participation: Dozens of elementary aged children

Installation Design:

- Temporary features using tape and chalk for pavement markings
- Diverse conditions: stop-controlled and signal-controlled intersections, roundabout, two-way and one-way streets

Skills Practiced:

- Stopping at stop bars
- Yielding to pedestrians and traffic
- Using crosswalks correctly
- Navigating various intersection types
- Understanding traffic control elements



Implementation & Funding

TABLE 10: PLANNED BICYCLE NETWORK IMPLEMENTATION COST

Facility Type	High Priority		Medium Priority		Low Priority		Total Cost
	Length (Miles)	Cost	Length (Miles)	Cost	Length (Miles)	Cost	
Class I	12.11	\$14,101,701	35.42	\$41,239,153	105.72	\$123,085,032	\$178,425,900
Class II	33.39	\$7,866,942	153.89	\$36,256,698	352.56	\$83,062,297	\$127,186,000
Class II Buffered	9.80	\$2,619,033	1.67	\$447,018	10.46	\$2,796,322	\$5,862,400
Class III	1.89	\$28,635	20.70	\$313,593	16.96	\$256,907	\$599,200
Class IV	24.99	\$7,908,082	15.48	\$4,897,967	28.97	\$9,166,970	\$21,973,100
Total	82.19	\$32,524,400	227.16	\$83,154,500	514.66	\$218,367,600	\$334,046,500

TABLE 12: PEDESTRIAN NETWORK IMPLEMENTATION COSTS

Priority Level	Improvements	Length (miles)	Total Cost
High Priority	Site Preparation and Sidewalk Construction	62	\$59,394,200
Medium Priority	Site Preparation and Sidewalk Construction	268	\$254,681,900
Low Priority	Site Preparation and Sidewalk Construction	251	\$238,526,700
Total		581	\$552,602,800

Source: TJKM, 2025

Funding Sources

TABLE 13: FUNDING SOURCE APPLICABILITY MATRIX

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

● - Highly Applicable □ - Applicable with restrictions

Public Review Period – Comment Topics

- **General corrections**
- **Concerns with map readability**
- **Class II versus Class IV feasibility of implementation**
- **Implement better designed Class IV separation for protection, i.e. raised island separation, not just flex-posts**
- **Requests for more quick-build projects and strategies**
- **Bikeway facilities and sidewalk implementation targets and timelines**
- **Focus implementation on high-need corridors, i.e. high-collision corridors and underserved communities**
- **Need for secured bike parking, i.e. bike lockers, to combat bicycle theft and encourage bicycling**
- **More bicycle connectivity to destinations (schools, Fresno State, regional parks, airport, train station)**
- **More shade for cyclists and pedestrians; increase tree canopy**
- **More active transportation improvements into capital projects**
- **Fill sidewalk gaps; more public art**

Next Steps

- Incorporate public comments as appropriate and where feasible
- City Council for Adoption (May 7, 2026)

Visit Project Webpage for info:

<https://www.fresno.gov/publicworks/active-transportation-plan/>





Discussion

