

Fresno Active Transportation Plan Update

ATAC Meeting

March 26, 2025

Agenda

- Vision and Goals of Fresno Active Transportation Plan (ATP) Update
- The ATP Update Development Process & Schedule
- Public Outreach and Engagement Summary
- Corridor Selection Criteria
- Identifying Priority Corridors for Bicycle Improvements
- Types of Bicycle Facilities
- Mapped Corridors and Downtown Loop
- Next Steps



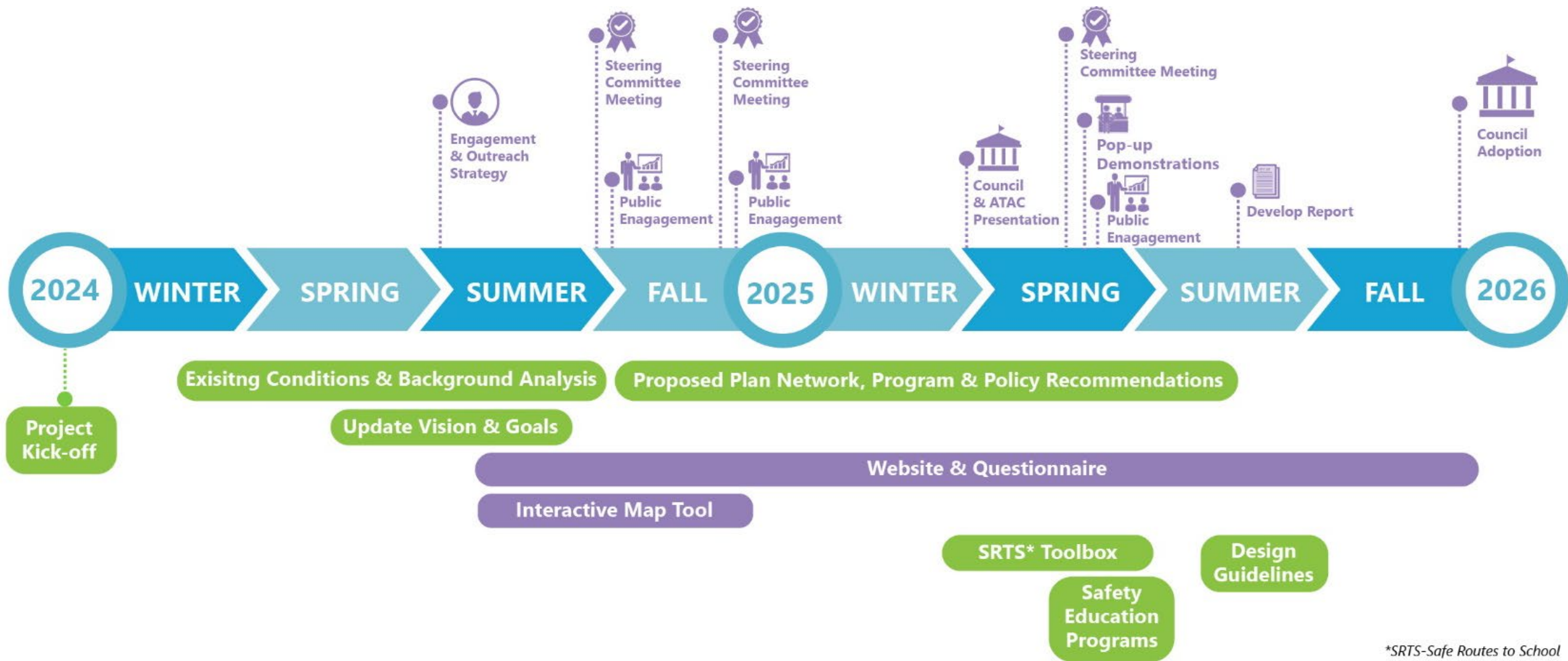
Vision and Goals of Fresno Active Transportation Plan (ATP) Update

Vision:

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

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

The ATP Update Development Process



*SRTS-Safe Routes to School

Public Outreach and Engagement

- ATP Update Steering Committee
- Community Workshops (in-person and virtual)
- Tabeing at Community Events
- Survey with map-based input
- Upcoming: pop-ups, community events, focus groups



Survey with Map Based Input Summary

- **Priority Improvements Identified by community**

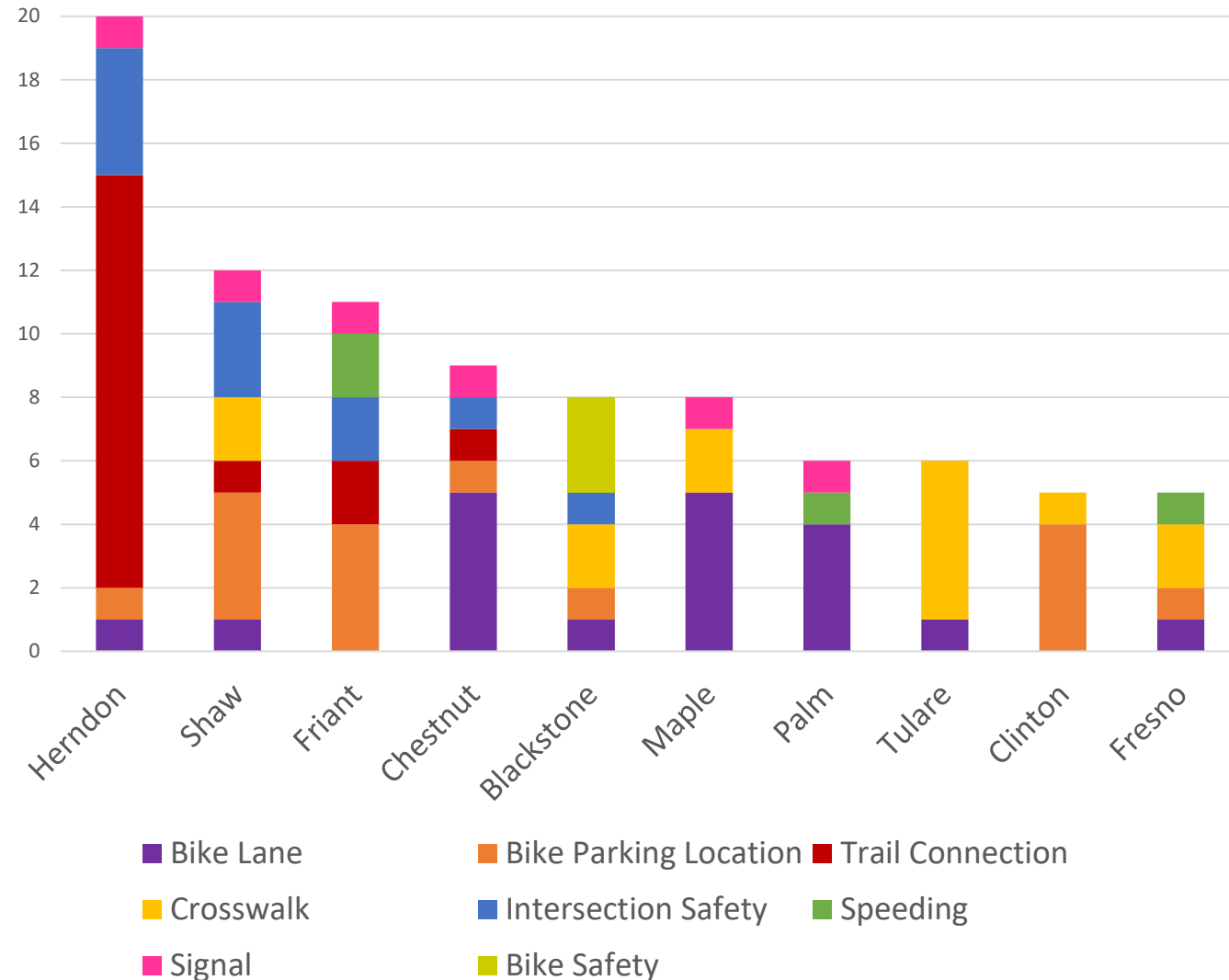
- Pedestrian: Better sidewalks, improved lighting, more shade trees
- Cycling: Protected bike lanes, better intersection design
- Transit: More frequent service, extended hours, better active transportation connections

- **Most Frequently Mentioned Corridors**

- Herndon Ave
- Shaw Ave
- Friant Ave

- **Primary Community Concerns**

- Bicycle Infrastructure
- Trail Connectivity
- Pedestrian Crossings



Note: Top 10 corridors and top 8 community concern categories mentioned in this graph.

Corridor Selection Criteria Strategy

- Following are the key criteria considered for evaluating corridors for bicycle infrastructure improvements:

Street Classification	Lane Configuration	ADT Range	Posted Speed
Freeway Crossings?	On-Street Parking?	Existing Bike Facilities	Proposed Bike Class 2017
Proposed Bike Class 2024	North End Connections	South End Connections	Fronting Land Uses
	Truck Route?	Any portion in County Jurisdiction?	

Priority Bicycle Facilities: Initial Design Phase Selection

Q. Which TOP 3 bicycle facilities would you like to see move forward to initial design development (30% design)?

(Note: "30% design" means the first detailed planning phase where preliminary project concepts, initial route layouts, and basic technical feasibility studies are developed.)

- **West Ave** from W Alluvial Ave to N Weber Ave
- **Fruit Ave** from W Alluvial Ave to N Weber Ave
- **Palm Ave** from W Nees Ave to N H St
- **First St** from N Friant Rd to S Hazelwood Ave
- **Chestnut Ave/Willow Trail** from N Friant Rd to E North Ave
- **Downtown Loop**
- **M St/P St** from Divisadero St to Cesar Chavez Blvd
- **N Weber Ave** from North of Olive Ave to N Brawley Ave
- **McKinley Ave** from E Clinton Way
- **Clinton Ave** from Weber Ave to Blackstone Ave

These corridors were voted as top priorities for advancing to 30% design phase.

Community Survey Results

- **Downtown Loop**
- **Palm Ave** from W Nees Ave to N H St
- **First St** from N Friant Rd to S Hazelwood Ave

Staff Preferred Selections

- **First St** from N Friant Rd to S Hazelwood Ave
- **Downtown Loop**
- **Clinton Ave** from Weber Ave to Blackstone Ave

Types of Bicycle Facilities

Class I: Bike Path



Class II: Bike Lane



Class II Buffer: Bike Lane



Class III: Bike Route



Class IV: Separated Bikeway



North-South Connectors

Proposed Class Type

- Class II
- Class II Buffer
- Class III
- Class IV

Proposed North-South Corridors & Connections

- First St N-S Connector
- Fruit Ave N-S Connector
- Palm Ave N-S Connector
- West Ave N-S Connector
- Chestnut-Willow Connector
- Weber Ave N-S Connector

- High Speed Rail Alignment

- Rail

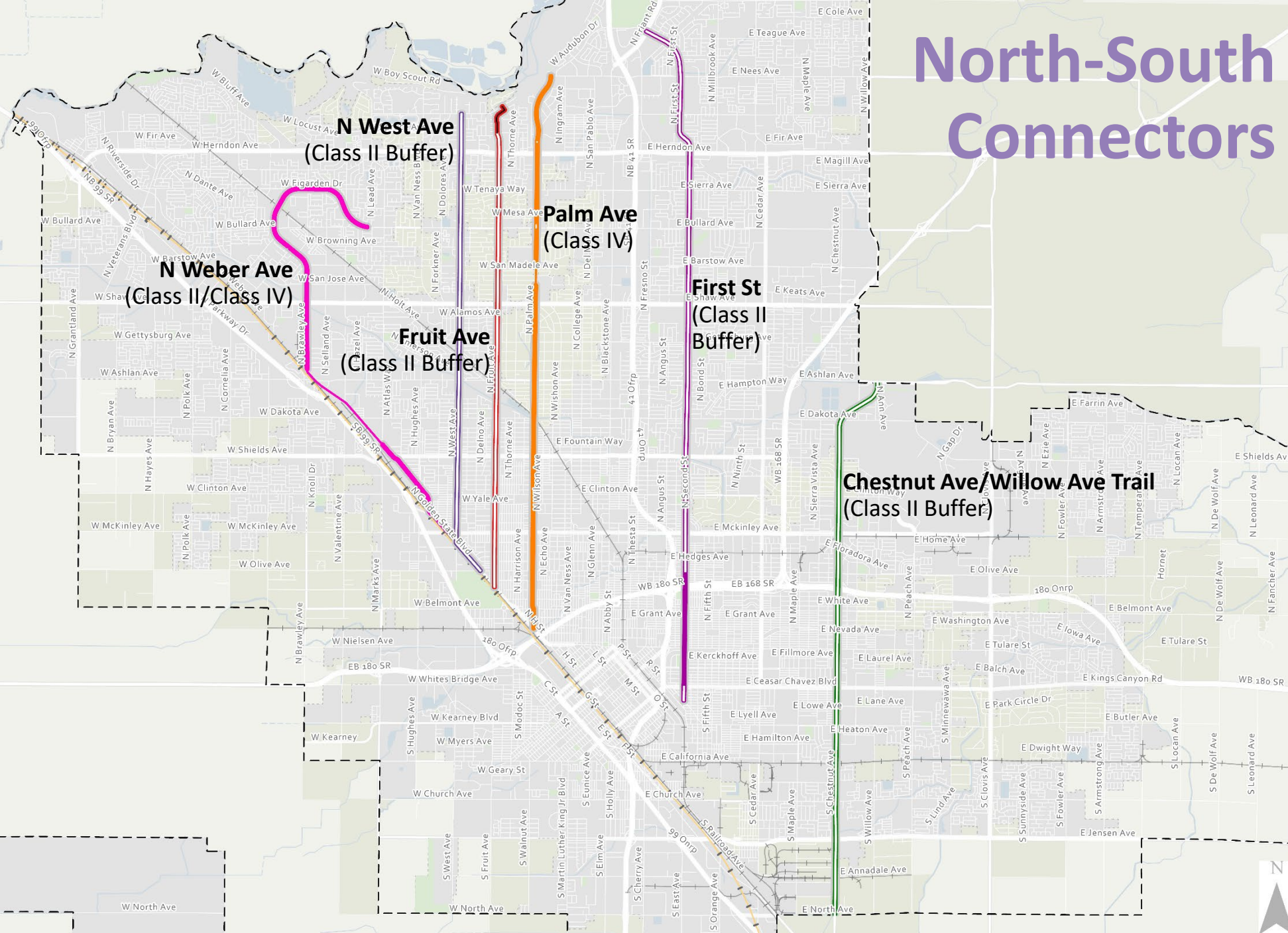
- Canal

- Parks

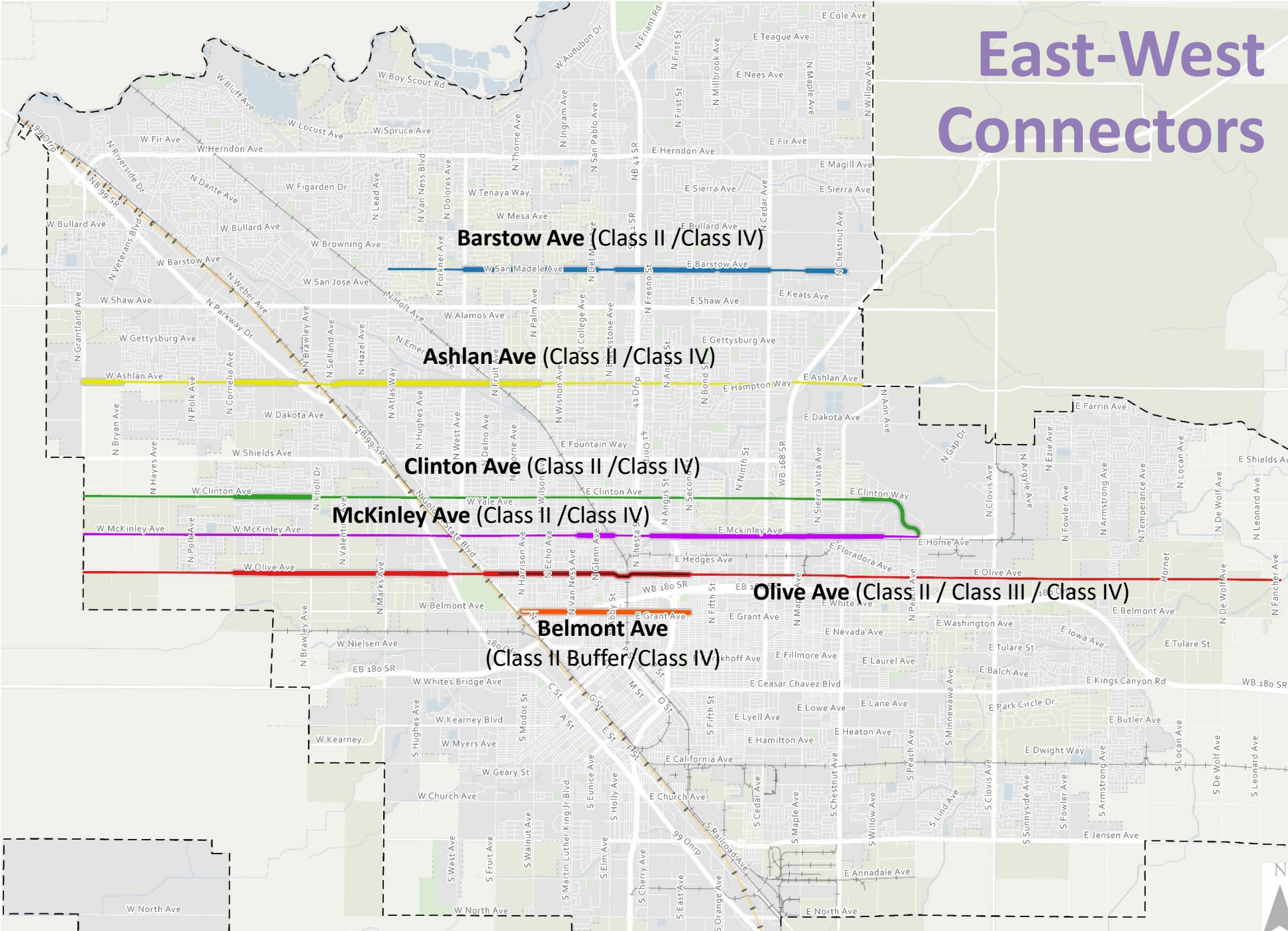
- Water

- City Limits

- City Sphere of Influence



East-West Connectors



This map of San Jose, California, illustrates the locations of Class II Buffer and Class IV streets. The streets are highlighted in green, with some segments in orange or purple. The map includes a north arrow in the bottom right corner.

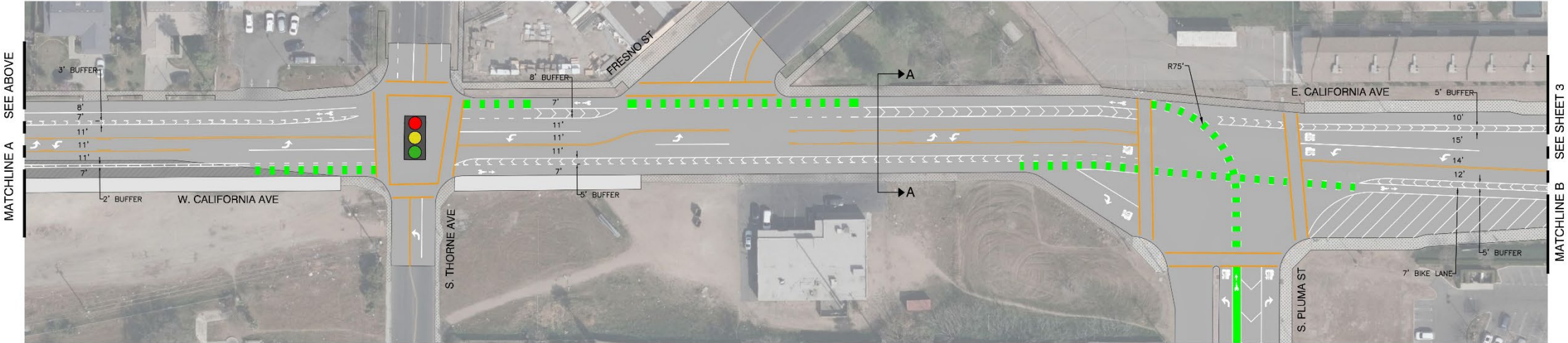
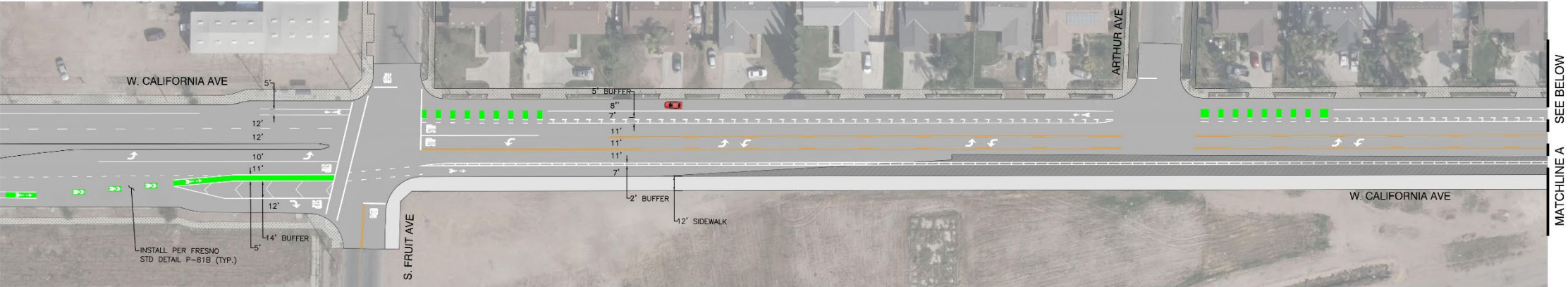
- Olive Ave (Class II/Class III/Class IV):** A major north-south corridor running through the northern part of the city.
- Belmont Ave (Class IV):** A major east-west corridor running through the northern part of the city.
- First St (Class II Buffer/Class IV):** A major north-south corridor running through the eastern part of the city.
- H St (Class II Buffer):** A major north-south corridor running through the central part of the city.
- Cesar Chavez Blvd (Class II Buffer):** A major east-west corridor running through the southern part of the city.

The map also shows numerous other streets, including major highways like SR 88 and SR 101, and local streets like W Belmont Ave, E Franklin Ave, and S Elgin Ave.

- Create a continuous, connected bicycle route around downtown Fresno
- Enhance urban mobility and accessibility
- Provide safe, dedicated cycling infrastructure

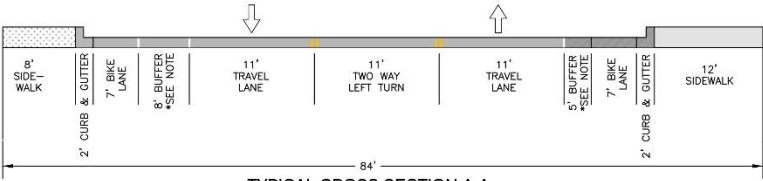
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Example of 30% Conceptual Design

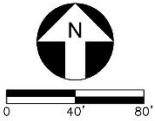


- IMPROVEMENTS:**
- INSTALL CLASS IV BIKE PATH
 - PROPOSED ROAD WIDENING ON EAST BOUND TRAVEL LANE
 - PROPOSED 12' SIDEWALK BUILD OUT
 - PROPOSED STOP LEGENDS AT EXISTING STOP CONTROLLED INTERSECTIONS

- LEGEND**
- EXISTING ROADWAY
 - EXISTING SIDEWALK
 - PROPOSED ROADWAY WIDENING
 - PROPOSED SIDEWALK IMPROVEMENT
 - PROPOSED GREEN PAVEMENT MARKING
 - SIGNALIZED INTERSECTION



TYPICAL CROSS SECTION A-A
LOOKING EAST
(NOT TO SCALE)
*—BUFFER SPACE CAN BE INCREASED TO REDUCE TRAVEL LANE.



CONCEPTUAL BIKE LANE PLANS

Next Steps

- City Council selection of three corridors for 30% Conceptual Design
- Public Outreach & Engagement
- Steering Committee Meeting #3
- Community Meeting #3
- Incorporate input into ATP Update

