PALM & BELMONT MEMO

To: City Staff
From: Active Transportation Advisory Committee
Date: Thursday, June 16, 2026
Subject: Proposed Pedestrian and Bicycle Improvements for Intersection of Palm and Belmont

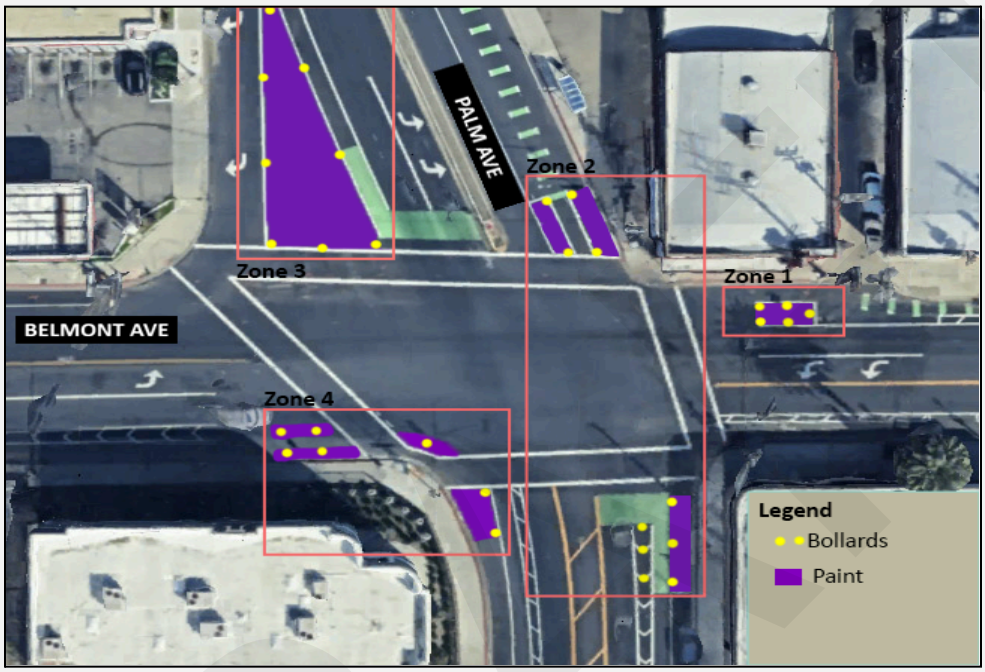
1. Purpose

The Palm and Belmont intersection, as well the surrounding roads on both Palm and Belmont, have been identified as an area with high incidences of collision, and were even noted as a priority area in the Vision Zero Plan. The intersection continues to have a variety of conflicts that represent pedestrian safety risks due to long crossing distances, quick-build shortcomings, and high speed combined with odd angles of approach to the intersection. This proposed improvement aims to mitigate some of these factors affordably and without major road redesign, as well as serve as a template for incremental quick-build improvements in other areas of the city that have recently seen additions of road diets and bike lanes using paint and bollards.

2. Background

Palm and Belmont both recently underwent road diets and Class II bike lane additions following years of high incidences of high injury crashes. The road diet included quick-build elements, mainly painted demarcations with the addition of some bollards. The redesign coincided with the temporary closing of Weber, which had been a high traffic N/S corridor, causing commuter traffic to shift onto Palm and Belmont to detour around construction. While the current mitigations have eliminated many of the more high injury crash patterns, there are still some major issues regarding bicycle and pedestrian safety, in particular intersections including new Class II bicycle travel lanes. The intersections in question are all no-right-turn-on-red, but the lack of modal filter on the new bike lanes and diminutive signage has resulted in cars using bike lanes as slip lanes. This serves to effectively increase the crossing distance for pedestrians as well as introduce multiple conflicts at the intersection, specifically conflicts between drivers illegally using the bike lane to turn right and drivers not turning from the appropriate lane creating dangerous interactions with bicyclists using the bike lane, and pedestrians at the crossing. These de facto slip lanes are particularly concerning for pedestrians, as drivers often look left for oncoming traffic and do not to a complete stop before entering the crosswalk. This project aims to mitigate these conflicts.

3. Details



**A brief description of each mitigation is included below. Disclaimer: The following sample images were gathered for illustration purposes from Oregon Metro's "Community Builds and Demonstration Projects" Guidebook.*

Mitigation Zone 1

Current Roadway Conditions: *Westbound Belmont Paint and Bollards:* as part of the road diet, the slip lane was removed and replaced with a bike lane, signage, and a small island of white solid paint and chevron markings. Despite the solid lines and hashing, the area continues to be used as a slip lane.

Recommendations: Discourage vehicle encroachment on the pedestrian island with bollards and placemaking paint.

Mitigation Zone 1 Example:

1) Painted Pedestrian Island w/Bollards

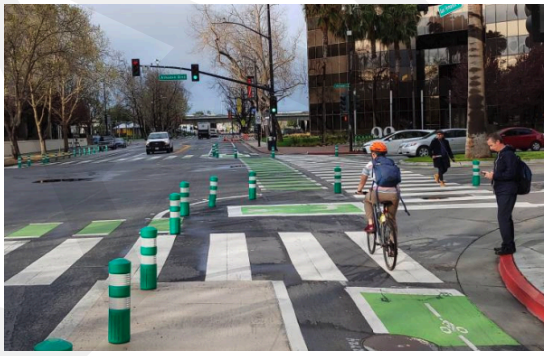
Mitigation Zone 2

Current Conditions: *Northbound Palm Paint and Bollards:* similar to westbound Belmont, the northbound lanes of Palm were reduced to a single lane with a bike lane bounded by chevron markings and solid white hash marks. Due to the width of the bike lane and buffers, it is being used as both a slip lane, and a passing lane by drivers during high traffic hours.

Recommendations: For both north and south of the intersection, create a modal filter (ie. physical barrier) using bollards, preferably on both sides of the bike lane as shown in the diagram. Alternatively, adjust the bike lane eastward and create a pedestrian refuge island similar to Mitigation Zone 1. Bolster visual impact with placemaking paint.

Mitigation Zone 2 Examples:

1) Bike Lane w/ Curb Extension



2) Curb Extension + Placemaking

Mitigation Zone 3

Current Roadway Conditions: *Southbound Palm Paint and Bollards*: the crossing distance on Palm is particularly egregious at this crossing, especially in combination with the high speed slip lane that still exists at the intersection. In order to mitigate the dangerous slip lane and crossing width, it is necessary to bolster the pedestrian island between the southbound traffic lane and the turn lane.

Recommendations: Further define and protect pedestrian refuge with bollards and placemaking paint.

Mitigation Zone 3 Examples:

1) Large Format Painted Island w/ Additional Curbing

2) Placemaking Paint as Indicator of Non-Vehicle Zones

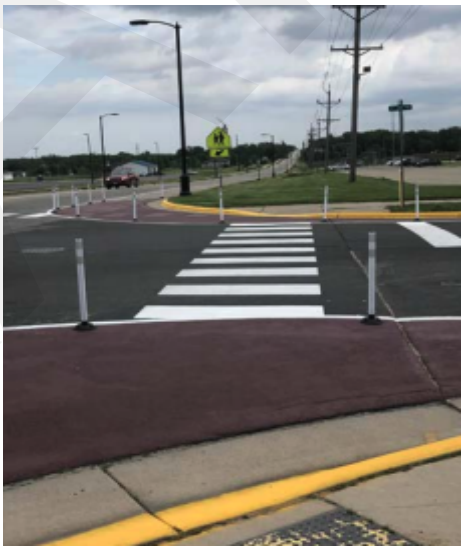
Mitigation Zone 4

Current Roadway Conditions: *Southwest Corner Paint and Bollards*: this is another instance of high crossing distance combined with bike lanes being used as slip lanes. While some striping has been added, wear patterns suggest the striping is not being honored and the bike line is being used as a traffic lane.

Recommendations: On eastbound Belmont, extend bike lane markers to crosswalk, reinforce travel lanes through placemaking paint, and create modal filters for bike lanes using bollards. Where the bike lane continues on southbound Palm, create a pedestrian island using placemaking paint and bollards to reduce crossing width and further delineate path of vehicular travel. Additionally, a painted right turn wedge and bollard can be included to further define the vehicular path of travel.

Mitigation Zone 4 Examples:

1) Curb Extension w/ Paint and Bollards



2) Curb Extension w/ Paint, Bollards, and Right Turn Wedge

4. Benefits

Notwithstanding the benefits to safety at the intersection, this project furthers the goals of the ATP and Vision Zero plan by targeting a location that has already been identified as an area of concern. The intersection has also been targeted for potential grant funding for improvements, and these quick-build solutions are a great opportunity to test mitigation strategies inexpensively before undertaking full intersection redesign in later grant projects. Likewise, the intersection is particularly useful as a testing ground for mitigations that could be scaled and iterated elsewhere in the city. Quick-build pedestrian refuge islands, if effective, could be used in future Safe Routes to School projects in the nearby areas of Muir Elementary on Palm and Dennett, or Fresno High at Palm and McKinley. Modal filters for bike lanes at no-turn-on-red intersections could be used along the Belmont and Palm corridors, and combined with additional paint and bollards to constitute a quick-build bulb-out. Lessons learned through this project can also be applied to future quick-build infrastructure to increase effectiveness and usefulness of the designs.

5. Potential Funding Source

Further cost analysis is needed to evaluate potential funding sources from Councilmembers, Community Benefit Organizations, grants, and local businesses.

6. Recommendation

Active Transportation Advisory Committee (ATAC) recommends the above mitigations and asks that City Staff (1) evaluate feasibility of the mitigations and provide initial feedback by the October 2026 ATAC meeting, and (2) provide preliminary cost estimates following revisions by the December 2026 ATAC meeting. After receiving preliminary cost estimates, ATAC can propose or seek funding sources in the new year.

Sincerely,

Nick Yovino Jr.
Chair, ATAC, City of Fresno

Jacob Bailey
Vice Chair, ATAC, City of Fresno

Member Durham
Member Gromis
Member Henry
Member Marquez
Member Mine
Member Shaikh