

# Appendix A

## PLAN CONFORMANCE WITH ATP GUIDELINES

*Table A-1: Unincorporated Fresno County Plan Conformance with ATP Guidelines*

Item	Requirement	Pages
1	The estimated number of existing bicycle trips and pedestrian trips in the plan area, both in absolute numbers and as a percentage of all trips, and the estimated increase in the number of bicycle trips and pedestrian trips resulting from implementation of the plan.	4-5, 6-53
2	The number and location of collisions, serious injuries, and fatalities suffered by bicyclists and pedestrians in the plan area, both in absolute numbers and as a percentage of all collisions and injuries, and a goal for collision, serious injury, and fatality reduction after implementation of the plan.	Existing: 6-54 to 6-72 Goal: 4-5
3	A map and description of existing and proposed land use and settlement patterns which must include, but not be limited to, locations of residential neighborhoods, schools, shopping centers, public buildings, major employment centers, and other destinations.	3-1 to 3-2, 6-23 to 6-30
4	A map and description of existing and proposed bicycle transportation facilities, including a description of bicycle facilities that serve public and private schools and, if appropriate, a description of how the five Es (Education, Encouragement, Enforcement, Engineering, and Evaluation) will be used to increase rates of bicycling to school.	Existing: 3-1 to 3-2, 6-4 to 6-12, 6-15 to 6-18 Proposed: 4-1, 6-74 to 6-86 5 E's: 3-3, 4-4, 6-73
5	A map and description of existing and proposed end-of-trip bicycle parking facilities.	Existing: 6-23 Proposed: 4-3, 6-23
6	A description of existing and proposed policies related to bicycle parking in public locations, private parking garages and parking lots and in new commercial and residential developments.	6-1, C-1
7	A map and description of existing and proposed bicycle transport and parking facilities for connections with and use of other transportation modes. These must include, but not be limited to, bicycle parking facilities at transit stops, rail and transit terminals, ferry docks and landings, park and ride lots, and provisions for transporting bicyclists and bicycles on transit or rail vehicles or ferry vessels.	Existing: 3-3, 4-3, 6-23 Proposed: 4-3, 6-23
8	A map and description of existing and proposed pedestrian facilities, including those at major transit hubs and those that serve public and private schools and, if appropriate, a description of how the five Es (Education, Encouragement, Enforcement, Engineering, and Evaluation) will be used to increase rates of walking to school. Major transit hubs must include, but are not limited to, rail and transit terminals, and ferry docks and landings.	Existing: 3-1 to 3-2, 6-4, 6-13 to 6-14, 6-19 to 6-22 Proposed: 4-1 to 4-3, 6-87 to 6-92 5 E's: 3-3, 4-4, 6-73
9	A description of proposed signage providing wayfinding along bicycle and pedestrian networks to designated destinations.	4-4
10	A description of the policies and procedures for maintaining existing and proposed bicycle and pedestrian facilities, including, but not limited to, the maintenance of smooth pavement, ADA level surfaces, freedom from encroaching vegetation, maintenance of traffic control devices including striping and other pavement markings, and lighting.	4-4 to 4-5, 6-73

Item	Requirement	Pages
11	A description of bicycle and pedestrian safety, education, and encouragement programs conducted in the area included within the plan, efforts by the law enforcement agency having primary traffic law enforcement responsibility in the area to enforce provisions of the law impacting bicycle and pedestrian safety, and the resulting effect on collisions involving bicyclists and pedestrians.	6-73
12	A description of the extent of community involvement in development of the plan, including disadvantaged and underserved communities.	1-4, 3-2, 6-31 to 6-52, Appendix B
13	A description of how the active transportation plan has been coordinated with neighboring jurisdictions, including school districts within the plan area, and is consistent with other local or regional transportation, air quality, or energy conservation plans, including, but not limited to, general plans and a Sustainable Community Strategy in a Regional Transportation Plan.	1-4, 2-1 to 2-2, 6-1 to 6-4, Appendix C
14	A description of the projects and programs proposed in the plan and a listing of their priorities for implementation, including the methodology for project prioritization and a proposed timeline for implementation.	5-1, Appendix D
15	A description of past expenditures for bicycle and pedestrian facilities and programs, and future financial needs for projects and programs that improve safety and convenience for bicyclists and pedestrians in the plan area. Include anticipated revenue sources and potential grant funding for bicycle and pedestrian uses.	Past: 6-73 Future: 5-1 to 5-3, 6-74, Appendix D, Appendix E
16	A description of steps necessary to implement the plan and the reporting process that will be used to keep the adopting agency and community informed of the progress being made in implementing the plan.	5-1
17	A resolution showing adoption of the plan by the city, county or district. If the active transportation plan was prepared by a county transportation commission, regional transportation planning agency, MPO, school district or transit district, the plan should indicate the support via resolution of the city(s) or county(s) in which the proposed facilities would be located.	Appendix F

*Table A-2: Firebaugh Conformance with ATP Guidelines*

Item	Requirement	Pages
1	The estimated number of existing bicycle trips and pedestrian trips in the plan area, both in absolute numbers and as a percentage of all trips, and the estimated increase in the number of bicycle trips and pedestrian trips resulting from implementation of the plan.	4-5, 7-10
2	The number and location of collisions, serious injuries, and fatalities suffered by bicyclists and pedestrians in the plan area, both in absolute numbers and as a percentage of all collisions and injuries, and a goal for collision, serious injury, and fatality reduction after implementation of the plan.	Existing: 7-11 Goal: 4-5
3	A map and description of existing and proposed land use and settlement patterns which must include, but not be limited to, locations of residential neighborhoods, schools, shopping centers, public buildings, major employment centers, and other destinations.	3-1 to 3-2, 7-7 to 7-8
4	A map and description of existing and proposed bicycle transportation facilities, including a description of bicycle facilities that serve public and private schools and, if appropriate, a description of how the five Es (Education, Encouragement, Enforcement, Engineering, and Evaluation) will be used to increase rates of bicycling to school.	Existing: 3-1 to 3-2, 7-3 to 7-4 Proposed: 4-1, 7-13 to 7-14 5 E's: 3-3, 4-4, 7-12
5	A map and description of existing and proposed end-of-trip bicycle parking facilities.	Existing: 7-6 Proposed: 4-3, 7-13, 7-16
6	A description of existing and proposed policies related to bicycle parking in public locations, private parking garages and parking lots and in new commercial and residential developments.	C-1
7	A map and description of existing and proposed bicycle transport and parking facilities for connections with and use of other transportation modes. These must include, but not be limited to, bicycle parking facilities at transit stops, rail and transit terminals, ferry docks and landings, park and ride lots, and provisions for transporting bicyclists and bicycles on transit or rail vehicles or ferry vessels.	Existing: 3-3, 4-3, 7-6 Proposed: 4-3, 7-13, 7-16

Item	Requirement	Pages
8	A map and description of existing and proposed pedestrian facilities, including those at major transit hubs and those that serve public and private schools and, if appropriate, a description of how the five Es (Education, Encouragement, Enforcement, Engineering, and Evaluation) will be used to increase rates of walking to school. Major transit hubs must include, but are not limited to, rail and transit terminals, and ferry docks and landings.	Existing: 3-1 to 3-2, 7-3, 7-5 Proposed: 4-1 to 4-3, 7-13, 7-15 5 E's: 3-3, 4-4, 7-12
9	A description of proposed signage providing wayfinding along bicycle and pedestrian networks to designated destinations.	4-4
10	A description of the policies and procedures for maintaining existing and proposed bicycle and pedestrian facilities, including, but not limited to, the maintenance of smooth pavement, ADA level surfaces, freedom from encroaching vegetation, maintenance of traffic control devices including striping and other pavement markings, and lighting.	4-4 to 4-5, 7-12
11	A description of bicycle and pedestrian safety, education, and encouragement programs conducted in the area included within the plan, efforts by the law enforcement agency having primary traffic law enforcement responsibility in the area to enforce provisions of the law impacting bicycle and pedestrian safety, and the resulting effect on collisions involving bicyclists and pedestrians.	7-12
12	A description of the extent of community involvement in development of the plan, including disadvantaged and underserved communities.	1-4, 3-2, 7-9 to 7-10, Appendix B
13	A description of how the active transportation plan has been coordinated with neighboring jurisdictions, including school districts within the plan area, and is consistent with other local or regional transportation, air quality, or energy conservation plans, including, but not limited to, general plans and a Sustainable Community Strategy in a Regional Transportation Plan.	1-4, 2-1 to 2-2, 7-1 to 7-2, Appendix C
14	A description of the projects and programs proposed in the plan and a listing of their priorities for implementation, including the methodology for project prioritization and a proposed timeline for implementation.	5-1, Appendix D
15	A description of past expenditures for bicycle and pedestrian facilities and programs, and future financial needs for projects and programs that improve safety and convenience for bicyclists and pedestrians in the plan area. Include anticipated revenue sources and potential grant funding for bicycle and pedestrian uses.	Past: 7-12 Future: 5-1 to 5-3, 7-13, Appendix D, Appendix E
16	A description of steps necessary to implement the plan and the reporting process that will be used to keep the adopting agency and community informed of the progress being made in implementing the plan.	5-1
17	A resolution showing adoption of the plan by the city, county or district. If the active transportation plan was prepared by a county transportation commission, regional transportation planning agency, MPO, school district or transit district, the plan should indicate the support via resolution of the city(s) or county(s) in which the proposed facilities would be located.	Appendix F

*Table A-3: Fowler Conformance with ATP Guidelines*

Item	Requirement	Pages
1	The estimated number of existing bicycle trips and pedestrian trips in the plan area, both in absolute numbers and as a percentage of all trips, and the estimated increase in the number of bicycle trips and pedestrian trips resulting from implementation of the plan.	4-5, 8-10
2	The number and location of collisions, serious injuries, and fatalities suffered by bicyclists and pedestrians in the plan area, both in absolute numbers and as a percentage of all collisions and injuries, and a goal for collision, serious injury, and fatality reduction after implementation of the plan.	Existing: 8-11 to 8-13 Goal: 4-5
3	A map and description of existing and proposed land use and settlement patterns which must include, but not be limited to, locations of residential neighborhoods, schools, shopping centers, public buildings, major employment centers, and other destinations.	3-1 to 3-2, 8-7 to 8-8
4	A map and description of existing and proposed bicycle transportation facilities, including a description of bicycle facilities that serve public and private schools and, if appropriate, a description of how the five Es (Education, Encouragement, Enforcement, Engineering, and Evaluation) will be used to increase rates of bicycling to school.	Existing: 3-1 to 3-2, 8-3 to 8-4 Proposed: 4-1, 8-14 to 8-15 5 E's: 3-3, 4-4, 8-14

Item	Requirement	Pages
5	A map and description of existing and proposed end-of-trip bicycle parking facilities.	Existing: 8-6 Proposed: 4-3, 8-15, 8-18
6	A description of existing and proposed policies related to bicycle parking in public locations, private parking garages and parking lots and in new commercial and residential developments.	C-1
7	A map and description of existing and proposed bicycle transport and parking facilities for connections with and use of other transportation modes. These must include, but not be limited to, bicycle parking facilities at transit stops, rail and transit terminals, ferry docks and landings, park and ride lots, and provisions for transporting bicyclists and bicycles on transit or rail vehicles or ferry vessels.	Existing: 3-3, 4-3, 8-6 Proposed: 4-3, 8-15, 8-18
8	A map and description of existing and proposed pedestrian facilities, including those at major transit hubs and those that serve public and private schools and, if appropriate, a description of how the five Es (Education, Encouragement, Enforcement, Engineering, and Evaluation) will be used to increase rates of walking to school. Major transit hubs must include, but are not limited to, rail and transit terminals, and ferry docks and landings.	Existing: 3-1 to 3-2, 8-3, 8-5 Proposed: 4-1 to 4-3, 8-15, 8-17 5 E's: 3-3, 4-4, 8-14
9	A description of proposed signage providing wayfinding along bicycle and pedestrian networks to designated destinations.	4-4
10	A description of the policies and procedures for maintaining existing and proposed bicycle and pedestrian facilities, including, but not limited to, the maintenance of smooth pavement, ADA level surfaces, freedom from encroaching vegetation, maintenance of traffic control devices including striping and other pavement markings, and lighting.	4-4 to 4-5, 8-14
11	A description of bicycle and pedestrian safety, education, and encouragement programs conducted in the area included within the plan, efforts by the law enforcement agency having primary traffic law enforcement responsibility in the area to enforce provisions of the law impacting bicycle and pedestrian safety, and the resulting effect on collisions involving bicyclists and pedestrians.	8-14
12	A description of the extent of community involvement in development of the plan, including disadvantaged and underserved communities.	1-4, 3-2, 8-9 to 8-10, Appendix B
13	A description of how the active transportation plan has been coordinated with neighboring jurisdictions, including school districts within the plan area, and is consistent with other local or regional transportation, air quality, or energy conservation plans, including, but not limited to, general plans and a Sustainable Community Strategy in a Regional Transportation Plan.	1-4, 2-1 to 2-2, 8-1 to 8-2, Appendix C
14	A description of the projects and programs proposed in the plan and a listing of their priorities for implementation, including the methodology for project prioritization and a proposed timeline for implementation.	5-1, Appendix D
15	A description of past expenditures for bicycle and pedestrian facilities and programs, and future financial needs for projects and programs that improve safety and convenience for bicyclists and pedestrians in the plan area. Include anticipated revenue sources and potential grant funding for bicycle and pedestrian uses.	Past: 8-14 Future: 5-1 to 5-3, 8-15, Appendix D, Appendix E
16	A description of steps necessary to implement the plan and the reporting process that will be used to keep the adopting agency and community informed of the progress being made in implementing the plan.	5-1
17	A resolution showing adoption of the plan by the city, county or district. If the active transportation plan was prepared by a county transportation commission, regional transportation planning agency, MPO, school district or transit district, the plan should indicate the support via resolution of the city(s) or county(s) in which the proposed facilities would be located.	Appendix F

Table A-4: Huron Conformance with ATP Guidelines

Item	Requirement	Pages
1	The estimated number of existing bicycle trips and pedestrian trips in the plan area, both in absolute numbers and as a percentage of all trips, and the estimated increase in the number of bicycle trips and pedestrian trips resulting from implementation of the plan.	4-5, 9-10
2	The number and location of collisions, serious injuries, and fatalities suffered by bicyclists and pedestrians in the plan area, both in absolute numbers and as a percentage of all collisions and injuries, and a goal for collision, serious injury, and fatality reduction after implementation of the plan.	Existing: 9-11 to 9-12 Goal: 4-5
3	A map and description of existing and proposed land use and settlement patterns which must include, but not be limited to, locations of residential neighborhoods, schools, shopping centers, public buildings, major employment centers, and other destinations.	3-1 to 3-2, 9-7 to 9-8
4	A map and description of existing and proposed bicycle transportation facilities, including a description of bicycle facilities that serve public and private schools and, if appropriate, a description of how the five Es (Education, Encouragement, Enforcement, Engineering, and Evaluation) will be used to increase rates of bicycling to school.	Existing: 3-1 to 3-2, 9-3 to 9-4 Proposed: 4-1, 9-13 to 9-14 5 E's: 3-3, 4-4, 9-13
5	A map and description of existing and proposed end-of-trip bicycle parking facilities.	Existing: 9-6 Proposed: 4-3, 9-13, 9-16
6	A description of existing and proposed policies related to bicycle parking in public locations, private parking garages and parking lots and in new commercial and residential developments.	9-2 to 9-3, C-1
7	A map and description of existing and proposed bicycle transport and parking facilities for connections with and use of other transportation modes. These must include, but not be limited to, bicycle parking facilities at transit stops, rail and transit terminals, ferry docks and landings, park and ride lots, and provisions for transporting bicyclists and bicycles on transit or rail vehicles or ferry vessels.	Existing: 3-3, 4-3, 9-6 Proposed: 4-3, 9-13, 9-16
8	A map and description of existing and proposed pedestrian facilities, including those at major transit hubs and those that serve public and private schools and, if appropriate, a description of how the five Es (Education, Encouragement, Enforcement, Engineering, and Evaluation) will be used to increase rates of walking to school. Major transit hubs must include, but are not limited to, rail and transit terminals, and ferry docks and landings.	Existing: 3-1 to 3-2, 9-3, 9-5 Proposed: 4-1 to 4-3, 9-13, 9-15 5 E's: 3-3, 4-4, 9-13
9	A description of proposed signage providing wayfinding along bicycle and pedestrian networks to designated destinations.	4-4
10	A description of the policies and procedures for maintaining existing and proposed bicycle and pedestrian facilities, including, but not limited to, the maintenance of smooth pavement, ADA level surfaces, freedom from encroaching vegetation, maintenance of traffic control devices including striping and other pavement markings, and lighting.	4-4 to 4-5, 9-13
11	A description of bicycle and pedestrian safety, education, and encouragement programs conducted in the area included within the plan, efforts by the law enforcement agency having primary traffic law enforcement responsibility in the area to enforce provisions of the law impacting bicycle and pedestrian safety, and the resulting effect on collisions involving bicyclists and pedestrians.	9-13
12	A description of the extent of community involvement in development of the plan, including disadvantaged and underserved communities.	1-4, 3-2, 9-9 to 9-10, Appendix B
13	A description of how the active transportation plan has been coordinated with neighboring jurisdictions, including school districts within the plan area, and is consistent with other local or regional transportation, air quality, or energy conservation plans, including, but not limited to, general plans and a Sustainable Community Strategy in a Regional Transportation Plan.	1-4, 2-1 to 2-2, 9-1 to 9-3, Appendix C
14	A description of the projects and programs proposed in the plan and a listing of their priorities for implementation, including the methodology for project prioritization and a proposed timeline for implementation.	5-1, Appendix D
15	A description of past expenditures for bicycle and pedestrian facilities and programs, and future financial needs for projects and programs that improve safety and convenience for bicyclists and pedestrians in the plan area. Include anticipated revenue sources and potential grant funding for bicycle and pedestrian uses.	Past: 9-13 Future: 5-1 to 5-3, 9-13, Appendix D, Appendix E

Item	Requirement	Pages
16	A description of steps necessary to implement the plan and the reporting process that will be used to keep the adopting agency and community informed of the progress being made in implementing the plan.	5-1
17	A resolution showing adoption of the plan by the city, county or district. If the active transportation plan was prepared by a county transportation commission, regional transportation planning agency, MPO, school district or transit district, the plan should indicate the support via resolution of the city(s) or county(s) in which the proposed facilities would be located.	Appendix F

*Table A-5: Kerman Conformance with ATP Guidelines*

Item	Requirement	Pages
1	The estimated number of existing bicycle trips and pedestrian trips in the plan area, both in absolute numbers and as a percentage of all trips, and the estimated increase in the number of bicycle trips and pedestrian trips resulting from implementation of the plan.	4-5, 10-10
2	The number and location of collisions, serious injuries, and fatalities suffered by bicyclists and pedestrians in the plan area, both in absolute numbers and as a percentage of all collisions and injuries, and a goal for collision, serious injury, and fatality reduction after implementation of the plan.	Existing: 10-11 to 10-12 Goal: 4-5
3	A map and description of existing and proposed land use and settlement patterns which must include, but not be limited to, locations of residential neighborhoods, schools, shopping centers, public buildings, major employment centers, and other destinations.	3-1 to 3-2, 10-7 to 10-8
4	A map and description of existing and proposed bicycle transportation facilities, including a description of bicycle facilities that serve public and private schools and, if appropriate, a description of how the five Es (Education, Encouragement, Enforcement, Engineering, and Evaluation) will be used to increase rates of bicycling to school.	Existing: 3-1 to 3-2, 10-3 to 10-4 Proposed: 4-1, 10-14 to 10-15 5 E's: 3-3, 4-4, 10-13
5	A map and description of existing and proposed end-of-trip bicycle parking facilities.	Existing: 10-6 Proposed: 4-3, 10-14, 10-17
6	A description of existing and proposed policies related to bicycle parking in public locations, private parking garages and parking lots and in new commercial and residential developments.	C-1
7	A map and description of existing and proposed bicycle transport and parking facilities for connections with and use of other transportation modes. These must include, but not be limited to, bicycle parking facilities at transit stops, rail and transit terminals, ferry docks and landings, park and ride lots, and provisions for transporting bicyclists and bicycles on transit or rail vehicles or ferry vessels.	Existing: 3-3, 4-3, 10-6 Proposed: 4-3, 10-14, 10-17
8	A map and description of existing and proposed pedestrian facilities, including those at major transit hubs and those that serve public and private schools and, if appropriate, a description of how the five Es (Education, Encouragement, Enforcement, Engineering, and Evaluation) will be used to increase rates of walking to school. Major transit hubs must include, but are not limited to, rail and transit terminals, and ferry docks and landings.	Existing: 3-1 to 3-2, 10-3, 10-5 Proposed: 4-1 to 4-3, 10-14, 10-16 5 E's: 3-3, 4-4, 10-13
9	A description of proposed signage providing wayfinding along bicycle and pedestrian networks to designated destinations.	4-4
10	A description of the policies and procedures for maintaining existing and proposed bicycle and pedestrian facilities, including, but not limited to, the maintenance of smooth pavement, ADA level surfaces, freedom from encroaching vegetation, maintenance of traffic control devices including striping and other pavement markings, and lighting.	4-4 to 4-5, 10-13
11	A description of bicycle and pedestrian safety, education, and encouragement programs conducted in the area included within the plan, efforts by the law enforcement agency having primary traffic law enforcement responsibility in the area to enforce provisions of the law impacting bicycle and pedestrian safety, and the resulting effect on collisions involving bicyclists and pedestrians.	10-13
12	A description of the extent of community involvement in development of the plan, including disadvantaged and underserved communities.	1-4, 3-2, 10-9 to 10-10, Appendix B



Item	Requirement	Pages
13	A description of how the active transportation plan has been coordinated with neighboring jurisdictions, including school districts within the plan area, and is consistent with other local or regional transportation, air quality, or energy conservation plans, including, but not limited to, general plans and a Sustainable Community Strategy in a Regional Transportation Plan.	1-4, 2-1 to 2-2, 10-1 to 10-2, Appendix C
14	A description of the projects and programs proposed in the plan and a listing of their priorities for implementation, including the methodology for project prioritization and a proposed timeline for implementation.	5-1, Appendix D
15	A description of past expenditures for bicycle and pedestrian facilities and programs, and future financial needs for projects and programs that improve safety and convenience for bicyclists and pedestrians in the plan area. Include anticipated revenue sources and potential grant funding for bicycle and pedestrian uses.	Past: 10-13 Future: 5-1 to 5-3, 10-13, Appendix D, Appendix E
16	A description of steps necessary to implement the plan and the reporting process that will be used to keep the adopting agency and community informed of the progress being made in implementing the plan.	5-1
17	A resolution showing adoption of the plan by the city, county or district. If the active transportation plan was prepared by a county transportation commission, regional transportation planning agency, MPO, school district or transit district, the plan should indicate the support via resolution of the city(s) or county(s) in which the proposed facilities would be located.	Appendix F

*Table A-6: Kingsburg Conformance with ATP Guidelines*

Item	Requirement	Pages
1	The estimated number of existing bicycle trips and pedestrian trips in the plan area, both in absolute numbers and as a percentage of all trips, and the estimated increase in the number of bicycle trips and pedestrian trips resulting from implementation of the plan.	4-5, 11-10
2	The number and location of collisions, serious injuries, and fatalities suffered by bicyclists and pedestrians in the plan area, both in absolute numbers and as a percentage of all collisions and injuries, and a goal for collision, serious injury, and fatality reduction after implementation of the plan.	Existing: 11-11 to 11-13 Goal: 4-5
3	A map and description of existing and proposed land use and settlement patterns which must include, but not be limited to, locations of residential neighborhoods, schools, shopping centers, public buildings, major employment centers, and other destinations.	3-1 to 3-2, 11-7 to 11-8
4	A map and description of existing and proposed bicycle transportation facilities, including a description of bicycle facilities that serve public and private schools and, if appropriate, a description of how the five Es (Education, Encouragement, Enforcement, Engineering, and Evaluation) will be used to increase rates of bicycling to school.	Existing: 3-1 to 3-2, 11-3 to 11-4 Proposed: 4-1, 11-15 to 11-16 5 E's: 3-3, 4-4, 11-14
5	A map and description of existing and proposed end-of-trip bicycle parking facilities.	Existing: 11-6 Proposed: 4-3, 11-15, 11-18
6	A description of existing and proposed policies related to bicycle parking in public locations, private parking garages and parking lots and in new commercial and residential developments.	11-2, C-1
7	A map and description of existing and proposed bicycle transport and parking facilities for connections with and use of other transportation modes. These must include, but not be limited to, bicycle parking facilities at transit stops, rail and transit terminals, ferry docks and landings, park and ride lots, and provisions for transporting bicyclists and bicycles on transit or rail vehicles or ferry vessels.	Existing: 3-3, 4-3, 11-6 Proposed: 4-3, 11-15, 11-18
8	A map and description of existing and proposed pedestrian facilities, including those at major transit hubs and those that serve public and private schools and, if appropriate, a description of how the five Es (Education, Encouragement, Enforcement, Engineering, and Evaluation) will be used to increase rates of walking to school. Major transit hubs must include, but are not limited to, rail and transit terminals, and ferry docks and landings.	Existing: 3-1 to 3-2, 11-3, 11-5 Proposed: 4-1 to 4-3, 11-15, 11-17 5 E's: 3-3, 4-4, 11-14
9	A description of proposed signage providing wayfinding along bicycle and pedestrian networks to designated destinations.	4-4

Item	Requirement	Pages
10	A description of the policies and procedures for maintaining existing and proposed bicycle and pedestrian facilities, including, but not limited to, the maintenance of smooth pavement, ADA level surfaces, freedom from encroaching vegetation, maintenance of traffic control devices including striping and other pavement markings, and lighting.	4-4 to 4-5, 11-14
11	A description of bicycle and pedestrian safety, education, and encouragement programs conducted in the area included within the plan, efforts by the law enforcement agency having primary traffic law enforcement responsibility in the area to enforce provisions of the law impacting bicycle and pedestrian safety, and the resulting effect on collisions involving bicyclists and pedestrians.	11-14
12	A description of the extent of community involvement in development of the plan, including disadvantaged and underserved communities.	1-4, 3-2, 11-9 to 11-10, Appendix B
13	A description of how the active transportation plan has been coordinated with neighboring jurisdictions, including school districts within the plan area, and is consistent with other local or regional transportation, air quality, or energy conservation plans, including, but not limited to, general plans and a Sustainable Community Strategy in a Regional Transportation Plan.	1-4, 2-1 to 2-2, 11-1 to 11-2, Appendix C
14	A description of the projects and programs proposed in the plan and a listing of their priorities for implementation, including the methodology for project prioritization and a proposed timeline for implementation.	5-1, Appendix D
15	A description of past expenditures for bicycle and pedestrian facilities and programs, and future financial needs for projects and programs that improve safety and convenience for bicyclists and pedestrians in the plan area. Include anticipated revenue sources and potential grant funding for bicycle and pedestrian uses.	Past: 11-14 Future: 5-1 to 5-3, 11-15, Appendix D, Appendix E
16	A description of steps necessary to implement the plan and the reporting process that will be used to keep the adopting agency and community informed of the progress being made in implementing the plan.	5-1
17	A resolution showing adoption of the plan by the city, county or district. If the active transportation plan was prepared by a county transportation commission, regional transportation planning agency, MPO, school district or transit district, the plan should indicate the support via resolution of the city(s) or county(s) in which the proposed facilities would be located.	Appendix F

*Table A-7: Mendota Conformance with ATP Guidelines*

Item	Requirement	Pages
1	The estimated number of existing bicycle trips and pedestrian trips in the plan area, both in absolute numbers and as a percentage of all trips, and the estimated increase in the number of bicycle trips and pedestrian trips resulting from implementation of the plan.	4-5, 12-10
2	The number and location of collisions, serious injuries, and fatalities suffered by bicyclists and pedestrians in the plan area, both in absolute numbers and as a percentage of all collisions and injuries, and a goal for collision, serious injury, and fatality reduction after implementation of the plan.	Existing: 12-11 to 12-13 Goal: 4-5
3	A map and description of existing and proposed land use and settlement patterns which must include, but not be limited to, locations of residential neighborhoods, schools, shopping centers, public buildings, major employment centers, and other destinations.	3-1 to 3-2, 12-7 to 12-8
4	A map and description of existing and proposed bicycle transportation facilities, including a description of bicycle facilities that serve public and private schools and, if appropriate, a description of how the five Es (Education, Encouragement, Enforcement, Engineering, and Evaluation) will be used to increase rates of bicycling to school.	Existing: 3-1 to 3-2, 12-3 to 12-4 Proposed: 4-1, 12-15 to 12-16 5 E's: 3-3, 4-4, 12-14
5	A map and description of existing and proposed end-of-trip bicycle parking facilities.	Existing: 12-6 Proposed: 4-3, 12-15, 12-18
6	A description of existing and proposed policies related to bicycle parking in public locations, private parking garages and parking lots and in new commercial and residential developments.	12-2, C-1



Item	Requirement	Pages
7	A map and description of existing and proposed bicycle transport and parking facilities for connections with and use of other transportation modes. These must include, but not be limited to, bicycle parking facilities at transit stops, rail and transit terminals, ferry docks and landings, park and ride lots, and provisions for transporting bicyclists and bicycles on transit or rail vehicles or ferry vessels.	Existing: 3-3, 4-3, 12-6 Proposed: 4-3, 12-15, 12-18
8	A map and description of existing and proposed pedestrian facilities, including those at major transit hubs and those that serve public and private schools and, if appropriate, a description of how the five Es (Education, Encouragement, Enforcement, Engineering, and Evaluation) will be used to increase rates of walking to school. Major transit hubs must include, but are not limited to, rail and transit terminals, and ferry docks and landings.	Existing: 3-1 to 3-2, 12-3, 12-5 Proposed: 4-1 to 4-3, 12-15, 12-17 5 E's: 3-3, 4-4, 12-14
9	A description of proposed signage providing wayfinding along bicycle and pedestrian networks to designated destinations.	4-4
10	A description of the policies and procedures for maintaining existing and proposed bicycle and pedestrian facilities, including, but not limited to, the maintenance of smooth pavement, ADA level surfaces, freedom from encroaching vegetation, maintenance of traffic control devices including striping and other pavement markings, and lighting.	4-4 to 4-5, 12-14
11	A description of bicycle and pedestrian safety, education, and encouragement programs conducted in the area included within the plan, efforts by the law enforcement agency having primary traffic law enforcement responsibility in the area to enforce provisions of the law impacting bicycle and pedestrian safety, and the resulting effect on collisions involving bicyclists and pedestrians.	12-14
12	A description of the extent of community involvement in development of the plan, including disadvantaged and underserved communities.	1-4, 3-2, 12-9 to 12-10, Appendix B
13	A description of how the active transportation plan has been coordinated with neighboring jurisdictions, including school districts within the plan area, and is consistent with other local or regional transportation, air quality, or energy conservation plans, including, but not limited to, general plans and a Sustainable Community Strategy in a Regional Transportation Plan.	1-4, 2-1 to 2-2, 12-1 to 12-2, Appendix C
14	A description of the projects and programs proposed in the plan and a listing of their priorities for implementation, including the methodology for project prioritization and a proposed timeline for implementation.	5-1, Appendix D
15	A description of past expenditures for bicycle and pedestrian facilities and programs, and future financial needs for projects and programs that improve safety and convenience for bicyclists and pedestrians in the plan area. Include anticipated revenue sources and potential grant funding for bicycle and pedestrian uses.	Past: 12-14 Future: 5-1 to 5-3, 12-15, Appendix D, Appendix E
16	A description of steps necessary to implement the plan and the reporting process that will be used to keep the adopting agency and community informed of the progress being made in implementing the plan.	5-1
17	A resolution showing adoption of the plan by the city, county or district. If the active transportation plan was prepared by a county transportation commission, regional transportation planning agency, MPO, school district or transit district, the plan should indicate the support via resolution of the city(s) or county(s) in which the proposed facilities would be located.	Appendix F

*Table A-8: Orange Cove Conformance with ATP Guidelines*

Item	Requirement	Pages
1	The estimated number of existing bicycle trips and pedestrian trips in the plan area, both in absolute numbers and as a percentage of all trips, and the estimated increase in the number of bicycle trips and pedestrian trips resulting from implementation of the plan.	4-5, 13-10
2	The number and location of collisions, serious injuries, and fatalities suffered by bicyclists and pedestrians in the plan area, both in absolute numbers and as a percentage of all collisions and injuries, and a goal for collision, serious injury, and fatality reduction after implementation of the plan.	Existing: 13-11 to 13-13 Goal: 4-5
3	A map and description of existing and proposed land use and settlement patterns which must include, but not be limited to, locations of residential neighborhoods, schools, shopping centers, public buildings, major employment centers, and other destinations.	3-1 to 3-2, 13-7 to 13-8

Item	Requirement	Pages
4	A map and description of existing and proposed bicycle transportation facilities, including a description of bicycle facilities that serve public and private schools and, if appropriate, a description of how the five Es (Education, Encouragement, Enforcement, Engineering, and Evaluation) will be used to increase rates of bicycling to school.	Existing: 3-1 to 3-2, 13-3 to 13-4 Proposed: 4-1, 13-15 to 13-16 5 E's: 3-3, 4-4, 13-14
5	A map and description of existing and proposed end-of-trip bicycle parking facilities.	Existing: 13-6 Proposed: 4-3, 13-15, 13-18
6	A description of existing and proposed policies related to bicycle parking in public locations, private parking garages and parking lots and in new commercial and residential developments.	C-1
7	A map and description of existing and proposed bicycle transport and parking facilities for connections with and use of other transportation modes. These must include, but not be limited to, bicycle parking facilities at transit stops, rail and transit terminals, ferry docks and landings, park and ride lots, and provisions for transporting bicyclists and bicycles on transit or rail vehicles or ferry vessels.	Existing: 3-3, 4-3, 13-6 Proposed: 4-3, 12-13, 13-18
8	A map and description of existing and proposed pedestrian facilities, including those at major transit hubs and those that serve public and private schools and, if appropriate, a description of how the five Es (Education, Encouragement, Enforcement, Engineering, and Evaluation) will be used to increase rates of walking to school. Major transit hubs must include, but are not limited to, rail and transit terminals, and ferry docks and landings.	Existing: 3-1 to 3-2, 13-3, 13-5 Proposed: 4-1 to 4-3, 13-15, 13-17 5 E's: 3-3, 4-4, 13-14
9	A description of proposed signage providing wayfinding along bicycle and pedestrian networks to designated destinations.	4-4
10	A description of the policies and procedures for maintaining existing and proposed bicycle and pedestrian facilities, including, but not limited to, the maintenance of smooth pavement, ADA level surfaces, freedom from encroaching vegetation, maintenance of traffic control devices including striping and other pavement markings, and lighting.	4-4 to 4-5, 13-14
11	A description of bicycle and pedestrian safety, education, and encouragement programs conducted in the area included within the plan, efforts by the law enforcement agency having primary traffic law enforcement responsibility in the area to enforce provisions of the law impacting bicycle and pedestrian safety, and the resulting effect on collisions involving bicyclists and pedestrians.	13-14
12	A description of the extent of community involvement in development of the plan, including disadvantaged and underserved communities.	1-4, 3-2, 13-9 to 13-10, Appendix B
13	A description of how the active transportation plan has been coordinated with neighboring jurisdictions, including school districts within the plan area, and is consistent with other local or regional transportation, air quality, or energy conservation plans, including, but not limited to, general plans and a Sustainable Community Strategy in a Regional Transportation Plan.	1-4, 2-1 to 2-2, 13-1 to 13-2, Appendix C
14	A description of the projects and programs proposed in the plan and a listing of their priorities for implementation, including the methodology for project prioritization and a proposed timeline for implementation.	5-1, Appendix D
15	A description of past expenditures for bicycle and pedestrian facilities and programs, and future financial needs for projects and programs that improve safety and convenience for bicyclists and pedestrians in the plan area. Include anticipated revenue sources and potential grant funding for bicycle and pedestrian uses.	Past: 13-14 Future: 5-1 to 5-3, 13-15, Appendix D, Appendix E
16	A description of steps necessary to implement the plan and the reporting process that will be used to keep the adopting agency and community informed of the progress being made in implementing the plan.	5-1
17	A resolution showing adoption of the plan by the city, county or district. If the active transportation plan was prepared by a county transportation commission, regional transportation planning agency, MPO, school district or transit district, the plan should indicate the support via resolution of the city(s) or county(s) in which the proposed facilities would be located.	Appendix F

Table A-9: Parlier Conformance with ATP Guidelines

Item	Requirement	Pages
1	The estimated number of existing bicycle trips and pedestrian trips in the plan area, both in absolute numbers and as a percentage of all trips, and the estimated increase in the number of bicycle trips and pedestrian trips resulting from implementation of the plan.	4-5, 14-10
2	The number and location of collisions, serious injuries, and fatalities suffered by bicyclists and pedestrians in the plan area, both in absolute numbers and as a percentage of all collisions and injuries, and a goal for collision, serious injury, and fatality reduction after implementation of the plan.	Existing: 14-11 to 14-13 Goal: 4-5
3	A map and description of existing and proposed land use and settlement patterns which must include, but not be limited to, locations of residential neighborhoods, schools, shopping centers, public buildings, major employment centers, and other destinations.	3-1 to 3-2, 14-7 to 14-8
4	A map and description of existing and proposed bicycle transportation facilities, including a description of bicycle facilities that serve public and private schools and, if appropriate, a description of how the five Es (Education, Encouragement, Enforcement, Engineering, and Evaluation) will be used to increase rates of bicycling to school.	Existing: 3-1 to 3-2, 14-3 to 14-4 Proposed: 4-1, 14-15 to 14-16 5 E's: 3-3, 4-4, 14-14
5	A map and description of existing and proposed end-of-trip bicycle parking facilities.	Existing: 14-6 Proposed: 4-3, 14-15, 14-18
6	A description of existing and proposed policies related to bicycle parking in public locations, private parking garages and parking lots and in new commercial and residential developments.	C-1
7	A map and description of existing and proposed bicycle transport and parking facilities for connections with and use of other transportation modes. These must include, but not be limited to, bicycle parking facilities at transit stops, rail and transit terminals, ferry docks and landings, park and ride lots, and provisions for transporting bicyclists and bicycles on transit or rail vehicles or ferry vessels.	Existing: 3-3, 4-3, 14-6 Proposed: 4-3, 14-13, 14-18
8	A map and description of existing and proposed pedestrian facilities, including those at major transit hubs and those that serve public and private schools and, if appropriate, a description of how the five Es (Education, Encouragement, Enforcement, Engineering, and Evaluation) will be used to increase rates of walking to school. Major transit hubs must include, but are not limited to, rail and transit terminals, and ferry docks and landings.	Existing: 3-1 to 3-2, 14-3, 14-5 Proposed: 4-1 to 4-3, 14-15, 14-17 5 E's: 3-3, 4-4, 14-14
9	A description of proposed signage providing wayfinding along bicycle and pedestrian networks to designated destinations.	4-4
10	A description of the policies and procedures for maintaining existing and proposed bicycle and pedestrian facilities, including, but not limited to, the maintenance of smooth pavement, ADA level surfaces, freedom from encroaching vegetation, maintenance of traffic control devices including striping and other pavement markings, and lighting.	4-4 to 4-5, 14-14
11	A description of bicycle and pedestrian safety, education, and encouragement programs conducted in the area included within the plan, efforts by the law enforcement agency having primary traffic law enforcement responsibility in the area to enforce provisions of the law impacting bicycle and pedestrian safety, and the resulting effect on collisions involving bicyclists and pedestrians.	13-14
12	A description of the extent of community involvement in development of the plan, including disadvantaged and underserved communities.	1-4, 3-2, 14-9 to 14-10, Appendix B
13	A description of how the active transportation plan has been coordinated with neighboring jurisdictions, including school districts within the plan area, and is consistent with other local or regional transportation, air quality, or energy conservation plans, including, but not limited to, general plans and a Sustainable Community Strategy in a Regional Transportation Plan.	1-4, 2-1 to 2-2, 14-1 to 14-2, Appendix C
14	A description of the projects and programs proposed in the plan and a listing of their priorities for implementation, including the methodology for project prioritization and a proposed timeline for implementation.	5-1, Appendix D
15	A description of past expenditures for bicycle and pedestrian facilities and programs, and future financial needs for projects and programs that improve safety and convenience for bicyclists and pedestrians in the plan area. Include anticipated revenue sources and potential grant funding for bicycle and pedestrian uses.	Past: 14-14 Future: 5-1 to 5-3, 14-15, Appendix D, Appendix E

Item	Requirement	Pages
16	A description of steps necessary to implement the plan and the reporting process that will be used to keep the adopting agency and community informed of the progress being made in implementing the plan.	5-1
17	A resolution showing adoption of the plan by the city, county or district. If the active transportation plan was prepared by a county transportation commission, regional transportation planning agency, MPO, school district or transit district, the plan should indicate the support via resolution of the city(s) or county(s) in which the proposed facilities would be located.	Appendix F

*Table A-10: Reedley Conformance with ATP Guidelines*

Item	Requirement	Pages
1	The estimated number of existing bicycle trips and pedestrian trips in the plan area, both in absolute numbers and as a percentage of all trips, and the estimated increase in the number of bicycle trips and pedestrian trips resulting from implementation of the plan.	4-5, 15-10
2	The number and location of collisions, serious injuries, and fatalities suffered by bicyclists and pedestrians in the plan area, both in absolute numbers and as a percentage of all collisions and injuries, and a goal for collision, serious injury, and fatality reduction after implementation of the plan.	Existing: 15-11 to 15-13 Goal: 4-5
3	A map and description of existing and proposed land use and settlement patterns which must include, but not be limited to, locations of residential neighborhoods, schools, shopping centers, public buildings, major employment centers, and other destinations.	3-1 to 3-2, 15-7 to 15-8
4	A map and description of existing and proposed bicycle transportation facilities, including a description of bicycle facilities that serve public and private schools and, if appropriate, a description of how the five Es (Education, Encouragement, Enforcement, Engineering, and Evaluation) will be used to increase rates of bicycling to school.	Existing: 3-1 to 3-2, 15-3 to 15-4 Proposed: 4-1, 15-15 to 15-16 5 E's: 3-3, 4-4, 15-14
5	A map and description of existing and proposed end-of-trip bicycle parking facilities.	Existing: 15-6 Proposed: 4-3, 15-15, 15-18
6	A description of existing and proposed policies related to bicycle parking in public locations, private parking garages and parking lots and in new commercial and residential developments.	15-3, C-1
7	A map and description of existing and proposed bicycle transport and parking facilities for connections with and use of other transportation modes. These must include, but not be limited to, bicycle parking facilities at transit stops, rail and transit terminals, ferry docks and landings, park and ride lots, and provisions for transporting bicyclists and bicycles on transit or rail vehicles or ferry vessels.	Existing: 3-3, 4-3, 15-6 Proposed: 4-3, 15-13, 15-18
8	A map and description of existing and proposed pedestrian facilities, including those at major transit hubs and those that serve public and private schools and, if appropriate, a description of how the five Es (Education, Encouragement, Enforcement, Engineering, and Evaluation) will be used to increase rates of walking to school. Major transit hubs must include, but are not limited to, rail and transit terminals, and ferry docks and landings.	Existing: 3-1 to 3-2, 15-3, 15-5 Proposed: 4-1 to 4-3, 15-15, 15-17 5 E's: 3-3, 4-4, 15-14
9	A description of proposed signage providing wayfinding along bicycle and pedestrian networks to designated destinations.	4-4
10	A description of the policies and procedures for maintaining existing and proposed bicycle and pedestrian facilities, including, but not limited to, the maintenance of smooth pavement, ADA level surfaces, freedom from encroaching vegetation, maintenance of traffic control devices including striping and other pavement markings, and lighting.	4-4 to 4-5, 15-14
11	A description of bicycle and pedestrian safety, education, and encouragement programs conducted in the area included within the plan, efforts by the law enforcement agency having primary traffic law enforcement responsibility in the area to enforce provisions of the law impacting bicycle and pedestrian safety, and the resulting effect on collisions involving bicyclists and pedestrians.	13-14
12	A description of the extent of community involvement in development of the plan, including disadvantaged and underserved communities.	1-4, 3-2, 15-9 to 15-10, Appendix B

Item	Requirement	Pages
13	A description of how the active transportation plan has been coordinated with neighboring jurisdictions, including school districts within the plan area, and is consistent with other local or regional transportation, air quality, or energy conservation plans, including, but not limited to, general plans and a Sustainable Community Strategy in a Regional Transportation Plan.	1-4, 2-1 to 2-2, 15-1 to 15-2, Appendix C
14	A description of the projects and programs proposed in the plan and a listing of their priorities for implementation, including the methodology for project prioritization and a proposed timeline for implementation.	5-1, Appendix D
15	A description of past expenditures for bicycle and pedestrian facilities and programs, and future financial needs for projects and programs that improve safety and convenience for bicyclists and pedestrians in the plan area. Include anticipated revenue sources and potential grant funding for bicycle and pedestrian uses.	Past: 15-14 Future: 5-1 to 5-3, 15-15, Appendix D, Appendix E
16	A description of steps necessary to implement the plan and the reporting process that will be used to keep the adopting agency and community informed of the progress being made in implementing the plan.	5-1
17	A resolution showing adoption of the plan by the city, county or district. If the active transportation plan was prepared by a county transportation commission, regional transportation planning agency, MPO, school district or transit district, the plan should indicate the support via resolution of the city(s) or county(s) in which the proposed facilities would be located.	Appendix F

*Table A-11: San Joaquin Conformance with ATP Guidelines*

Item	Requirement	Pages
1	The estimated number of existing bicycle trips and pedestrian trips in the plan area, both in absolute numbers and as a percentage of all trips, and the estimated increase in the number of bicycle trips and pedestrian trips resulting from implementation of the plan.	4-5, 16-10
2	The number and location of collisions, serious injuries, and fatalities suffered by bicyclists and pedestrians in the plan area, both in absolute numbers and as a percentage of all collisions and injuries, and a goal for collision, serious injury, and fatality reduction after implementation of the plan.	Existing: 16-11 Goal: 4-5
3	A map and description of existing and proposed land use and settlement patterns which must include, but not be limited to, locations of residential neighborhoods, schools, shopping centers, public buildings, major employment centers, and other destinations.	3-1 to 3-2, 16-7 to 16-8
4	A map and description of existing and proposed bicycle transportation facilities, including a description of bicycle facilities that serve public and private schools and, if appropriate, a description of how the five Es (Education, Encouragement, Enforcement, Engineering, and Evaluation) will be used to increase rates of bicycling to school.	Existing: 3-1 to 3-2, 16-2 to 16-4 Proposed: 4-1, 16-13 to 16-14 5 E's: 3-3, 4-4, 16-12
5	A map and description of existing and proposed end-of-trip bicycle parking facilities.	Existing: 16-6 Proposed: 4-3, 16-13, 16-16
6	A description of existing and proposed policies related to bicycle parking in public locations, private parking garages and parking lots and in new commercial and residential developments.	C-1
7	A map and description of existing and proposed bicycle transport and parking facilities for connections with and use of other transportation modes. These must include, but not be limited to, bicycle parking facilities at transit stops, rail and transit terminals, ferry docks and landings, park and ride lots, and provisions for transporting bicyclists and bicycles on transit or rail vehicles or ferry vessels.	Existing: 3-3, 4-3, 16-6 Proposed: 4-3, 16-13, 16-16
8	A map and description of existing and proposed pedestrian facilities, including those at major transit hubs and those that serve public and private schools and, if appropriate, a description of how the five Es (Education, Encouragement, Enforcement, Engineering, and Evaluation) will be used to increase rates of walking to school. Major transit hubs must include, but are not limited to, rail and transit terminals, and ferry docks and landings.	Existing: 3-1 to 3-2, 16-2 to 16-3, 16-5 Proposed: 4-1 to 4-3, 15-13, 15-15 5 E's: 3-3, 4-4, 16-12
9	A description of proposed signage providing wayfinding along bicycle and pedestrian networks to designated destinations.	4-4

Item	Requirement	Pages
10	A description of the policies and procedures for maintaining existing and proposed bicycle and pedestrian facilities, including, but not limited to, the maintenance of smooth pavement, ADA level surfaces, freedom from encroaching vegetation, maintenance of traffic control devices including striping and other pavement markings, and lighting.	4-4 to 4-5, 16-12
11	A description of bicycle and pedestrian safety, education, and encouragement programs conducted in the area included within the plan, efforts by the law enforcement agency having primary traffic law enforcement responsibility in the area to enforce provisions of the law impacting bicycle and pedestrian safety, and the resulting effect on collisions involving bicyclists and pedestrians.	13-14
12	A description of the extent of community involvement in development of the plan, including disadvantaged and underserved communities.	1-4, 3-2, 16-9 to 16-10, Appendix B
13	A description of how the active transportation plan has been coordinated with neighboring jurisdictions, including school districts within the plan area, and is consistent with other local or regional transportation, air quality, or energy conservation plans, including, but not limited to, general plans and a Sustainable Community Strategy in a Regional Transportation Plan.	1-4, 2-1 to 2-2, 16-1 to 16-2, Appendix C
14	A description of the projects and programs proposed in the plan and a listing of their priorities for implementation, including the methodology for project prioritization and a proposed timeline for implementation.	5-1, Appendix D
15	A description of past expenditures for bicycle and pedestrian facilities and programs, and future financial needs for projects and programs that improve safety and convenience for bicyclists and pedestrians in the plan area. Include anticipated revenue sources and potential grant funding for bicycle and pedestrian uses.	Past: 15-14 Future: 5-1 to 5-3, 16-13, Appendix D, Appendix E
16	A description of steps necessary to implement the plan and the reporting process that will be used to keep the adopting agency and community informed of the progress being made in implementing the plan.	5-1
17	A resolution showing adoption of the plan by the city, county or district. If the active transportation plan was prepared by a county transportation commission, regional transportation planning agency, MPO, school district or transit district, the plan should indicate the support via resolution of the city(s) or county(s) in which the proposed facilities would be located.	Appendix F

*Table A-12: Sanger Conformance with ATP Guidelines*

Item	Requirement	Pages
1	The estimated number of existing bicycle trips and pedestrian trips in the plan area, both in absolute numbers and as a percentage of all trips, and the estimated increase in the number of bicycle trips and pedestrian trips resulting from implementation of the plan.	4-5, 17-10
2	The number and location of collisions, serious injuries, and fatalities suffered by bicyclists and pedestrians in the plan area, both in absolute numbers and as a percentage of all collisions and injuries, and a goal for collision, serious injury, and fatality reduction after implementation of the plan.	Existing: 17-11 to 17-13 Goal: 4-5
3	A map and description of existing and proposed land use and settlement patterns which must include, but not be limited to, locations of residential neighborhoods, schools, shopping centers, public buildings, major employment centers, and other destinations.	3-1 to 3-2, 17-7 to 17-8
4	A map and description of existing and proposed bicycle transportation facilities, including a description of bicycle facilities that serve public and private schools and, if appropriate, a description of how the five Es (Education, Encouragement, Enforcement, Engineering, and Evaluation) will be used to increase rates of bicycling to school.	Existing: 3-1 to 3-2, 17-2 to 17-4 Proposed: 4-1, 17-15 to 17-16 5 E's: 3-3, 4-4, 17-14
5	A map and description of existing and proposed end-of-trip bicycle parking facilities.	Existing: 17-6 Proposed: 4-3, 17-15, 17-18
6	A description of existing and proposed policies related to bicycle parking in public locations, private parking garages and parking lots and in new commercial and residential developments.	17-2, C-1



Item	Requirement	Pages
7	A map and description of existing and proposed bicycle transport and parking facilities for connections with and use of other transportation modes. These must include, but not be limited to, bicycle parking facilities at transit stops, rail and transit terminals, ferry docks and landings, park and ride lots, and provisions for transporting bicyclists and bicycles on transit or rail vehicles or ferry vessels.	Existing: 3-3, 4-3, 17-6 Proposed: 4-3, 17-13, 17-18
8	A map and description of existing and proposed pedestrian facilities, including those at major transit hubs and those that serve public and private schools and, if appropriate, a description of how the five Es (Education, Encouragement, Enforcement, Engineering, and Evaluation) will be used to increase rates of walking to school. Major transit hubs must include, but are not limited to, rail and transit terminals, and ferry docks and landings.	Existing: 3-1 to 3-2, 17-2 to 17-3, 17-5 Proposed: 4-1 to 4-3, 17-15, 17-17 5 E's: 3-3, 4-4, 17-14
9	A description of proposed signage providing wayfinding along bicycle and pedestrian networks to designated destinations.	4-4
10	A description of the policies and procedures for maintaining existing and proposed bicycle and pedestrian facilities, including, but not limited to, the maintenance of smooth pavement, ADA level surfaces, freedom from encroaching vegetation, maintenance of traffic control devices including striping and other pavement markings, and lighting.	4-4 to 4-5, 17-14
11	A description of bicycle and pedestrian safety, education, and encouragement programs conducted in the area included within the plan, efforts by the law enforcement agency having primary traffic law enforcement responsibility in the area to enforce provisions of the law impacting bicycle and pedestrian safety, and the resulting effect on collisions involving bicyclists and pedestrians.	13-14
12	A description of the extent of community involvement in development of the plan, including disadvantaged and underserved communities.	1-4, 3-2, 17-9 to 17-10, Appendix B
13	A description of how the active transportation plan has been coordinated with neighboring jurisdictions, including school districts within the plan area, and is consistent with other local or regional transportation, air quality, or energy conservation plans, including, but not limited to, general plans and a Sustainable Community Strategy in a Regional Transportation Plan.	1-4, 2-1 to 2-2, 17-1 to 15-2, Appendix C
14	A description of the projects and programs proposed in the plan and a listing of their priorities for implementation, including the methodology for project prioritization and a proposed timeline for implementation.	5-1, Appendix D
15	A description of past expenditures for bicycle and pedestrian facilities and programs, and future financial needs for projects and programs that improve safety and convenience for bicyclists and pedestrians in the plan area. Include anticipated revenue sources and potential grant funding for bicycle and pedestrian uses.	Past: 17-14 Future: 5-1 to 5-3, 17-15, Appendix D, Appendix E
16	A description of steps necessary to implement the plan and the reporting process that will be used to keep the adopting agency and community informed of the progress being made in implementing the plan.	5-1
17	A resolution showing adoption of the plan by the city, county or district. If the active transportation plan was prepared by a county transportation commission, regional transportation planning agency, MPO, school district or transit district, the plan should indicate the support via resolution of the city(s) or county(s) in which the proposed facilities would be located.	Appendix F

# Appendix B

## PUBLIC PARTICIPATION

Many opportunities were provided for public input to the ATP.

### LOCAL WORKSHOPS TO COLLECT NEEDS AND DESIRES

Local workshops were held in all 11 cities and a central workshop for countywide input was held in Fresno in early June 2017 to obtain input on biking and walking conditions, problems, goals, and needs. These meetings were attended by local jurisdiction staff, representatives of local schools, and the public, as well as Fresno COG and consultant staff. After a short presentation, large maps of each jurisdiction were used to record input received and facilitate discussion. A summary of attendance at each meeting and photos of the marked-up maps are provided below.

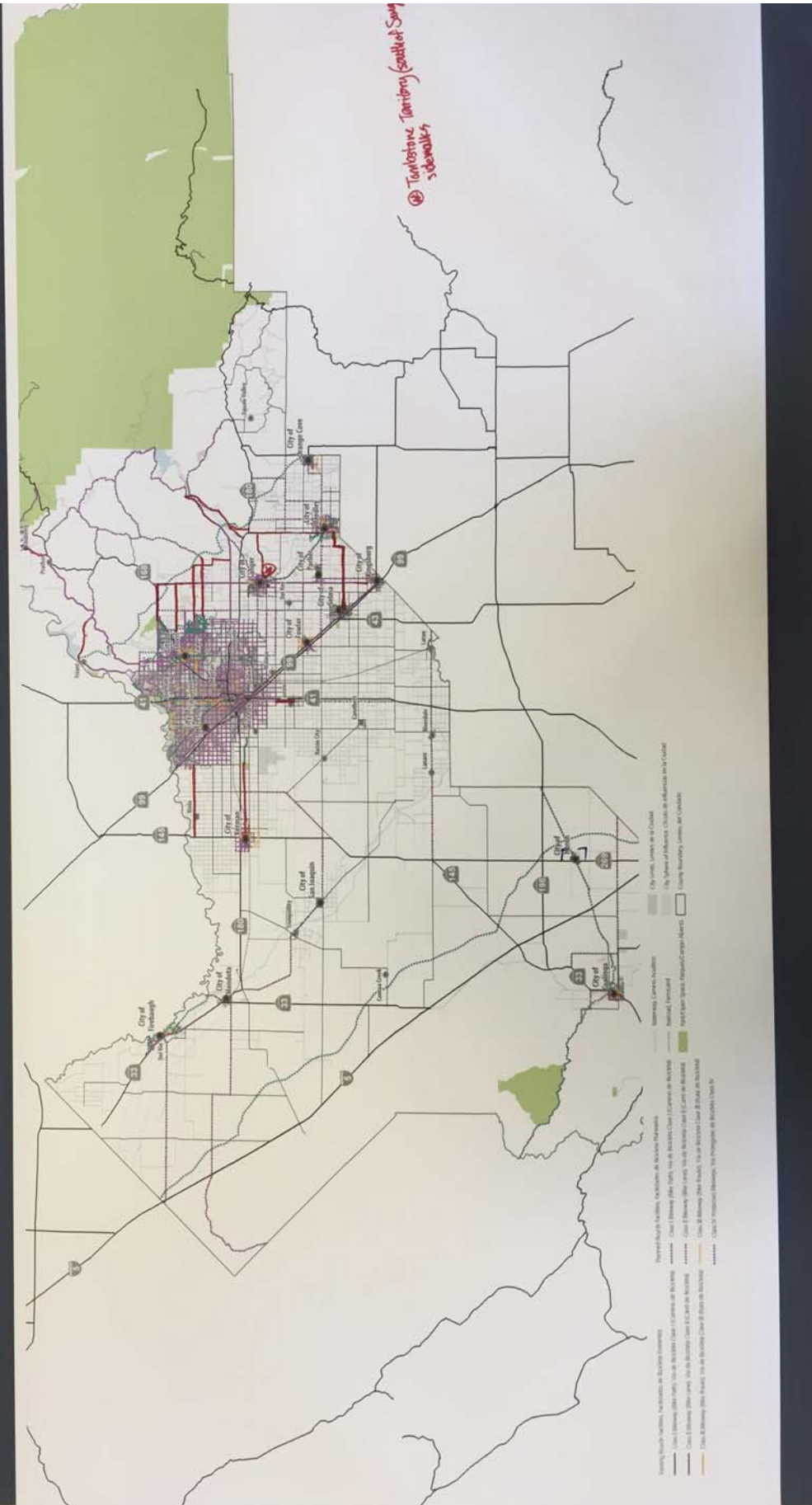
*Table B-1: Local Needs Workshops Summary*

Jurisdiction	Date	Time	Location	Attendees
Fresno County	June 1, 2017	9:00 – 10:30 AM	Fresno County Planning Offices	9
Firebaugh	June 8, 2017	2:00 – 3:00 PM	Firebaugh Community Center	7
Fowler	June 7, 2017	9:00 – 10:00 AM	Fowler City Hall	10
Huron	June 1, 2017	2:00 – 3:00 PM	Huron City Hall	7
Kerman	June 9, 2017	2:00 – 3:00 PM	Kerman City Hall	9
Kingsburg	June 5, 2017	10:00 – 11:00 AM	Kingsburg City Hall	1
Mendota	June 8, 2017	9:00 – 10:00 AM	Mendota City Hall	6
Orange Cove	June 6, 2017	2:00 – 3:00 PM	Orange Cove City Hall	11
Parlier	June 5, 2017	2:00 – 3:00 PM	Parlier City Hall	3
Reedley	June 6, 2017	9:00 – 10:00 AM	Reedley City Hall	6
San Joaquin	June 9, 2017	9:00 – 10:00 AM	San Joaquin Senior Center	7
Sanger	June 7, 2017	3:30 – 4:30 PM	Sanger City Hall	5

*Source: Fehr & Peers, 2017*

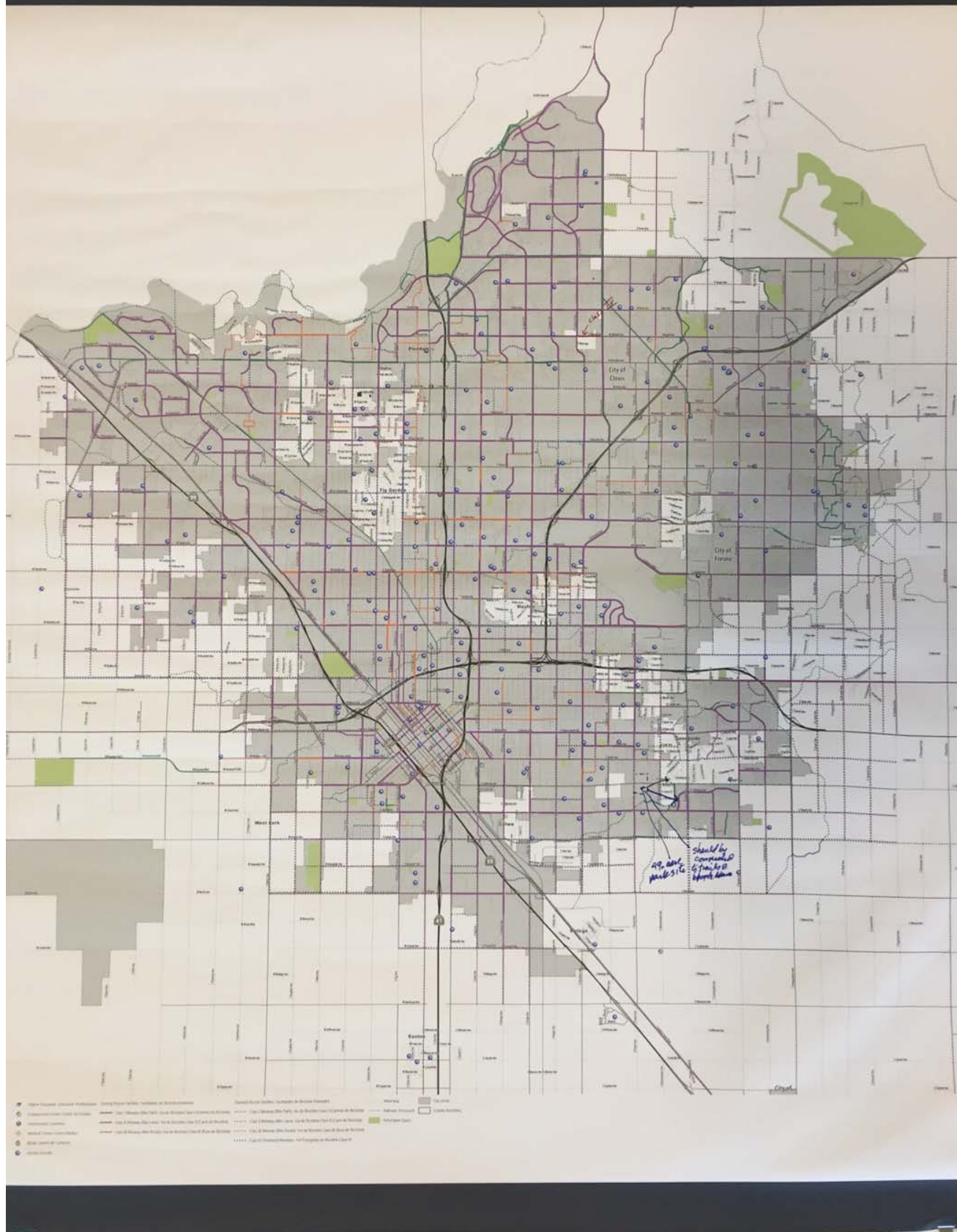


# Fresno County: Bike Facilities



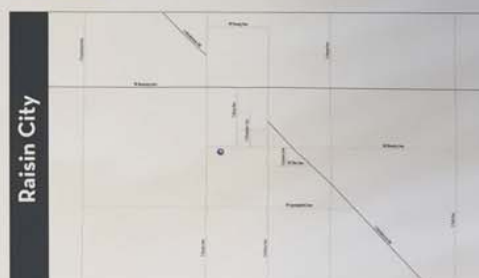
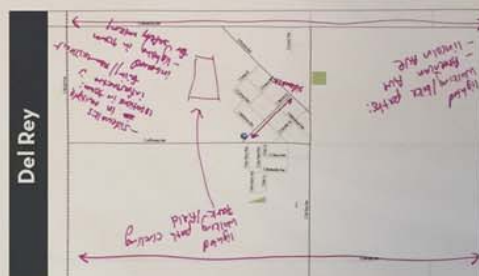


## County Islands: Bicycle Facilities











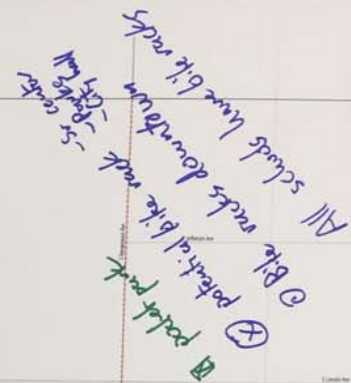




# City of Firebaugh: Pedestrian Facilities













# City of Huron: Pedestrian Facilities



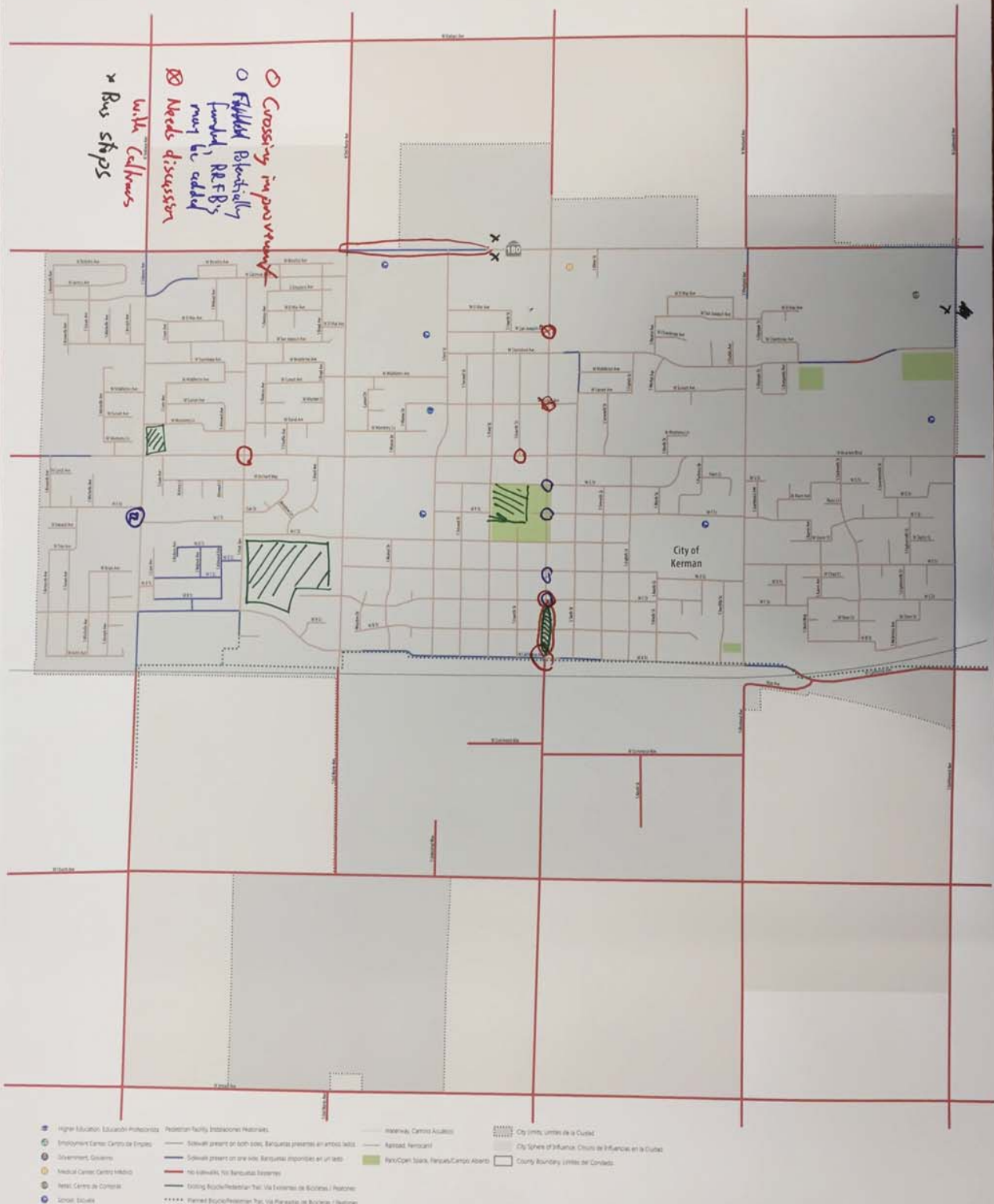


# City of Kerman: Bicycle Facilities



- |   |  |  |   |
|---|--|--|---|
| <ul style="list-style-type: none"> <li>Highway Education: Educación Profesional</li> <li>Employment Center: Centro de Empleo</li> <li>Government: Gobierno</li> <li>Medical Center: Centro Médico</li> <li>Religious: Centro de Culto</li> <li>School: Escuela</li> </ul> | <ul style="list-style-type: none"> <li>Existing Bicycle Facilities: Facilidades de Bicicleta Existentes</li> <li>Class I Bicycle Route: Ruta de Bicicleta Clase I</li> <li>Class II Bicycle Route: Ruta de Bicicleta Clase II</li> <li>Class III Bicycle Route: Ruta de Bicicleta Clase III</li> </ul> | <ul style="list-style-type: none"> <li>Planned Bicycle Facilities: Facilidades de Bicicleta Planeadas</li> <li>Class I Bicycle Route: Ruta de Bicicleta Clase I</li> <li>Class II Bicycle Route: Ruta de Bicicleta Clase II</li> <li>Class III Bicycle Route: Ruta de Bicicleta Clase III</li> <li>Class IV Bicycle Route: Ruta de Bicicleta Clase IV</li> </ul> | <ul style="list-style-type: none"> <li>Waterway: Camino Acuático</li> <li>Railroad: Ferrocarril</li> <li>Park/Open Space: Parque/Campo Abierto</li> <li>City Limits: Límites de la Ciudad</li> <li>City Sphere of Influence: Esfera de Influencia de la Ciudad</li> <li>County Boundary: Límites del Condado</li> </ul> |
|---|--|--|---|

# City of Kerman: Pedestrian Facilities







# City of Kingsburg: Bicycle Facilities





# City of Mendota: Bicycle Facilities







# City of Orange Cove: Bicycle Facilities

BRIDGE ANDER BIKES PLAN

- ① HEALTH CLINIC
- ②
- ③





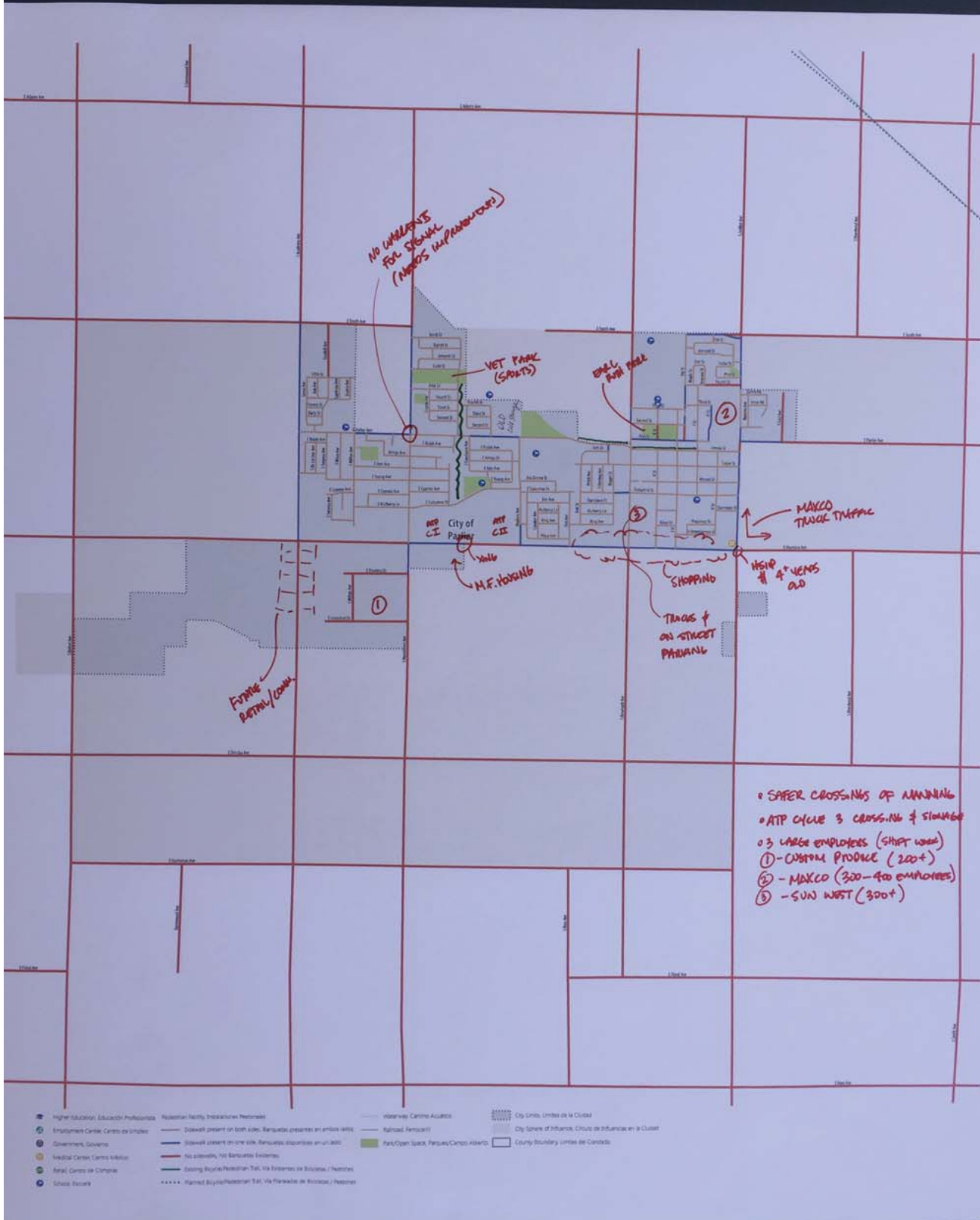




# City of Parlier: Bicycle Facilities



# City of Parlier: Pedestrian Facilities





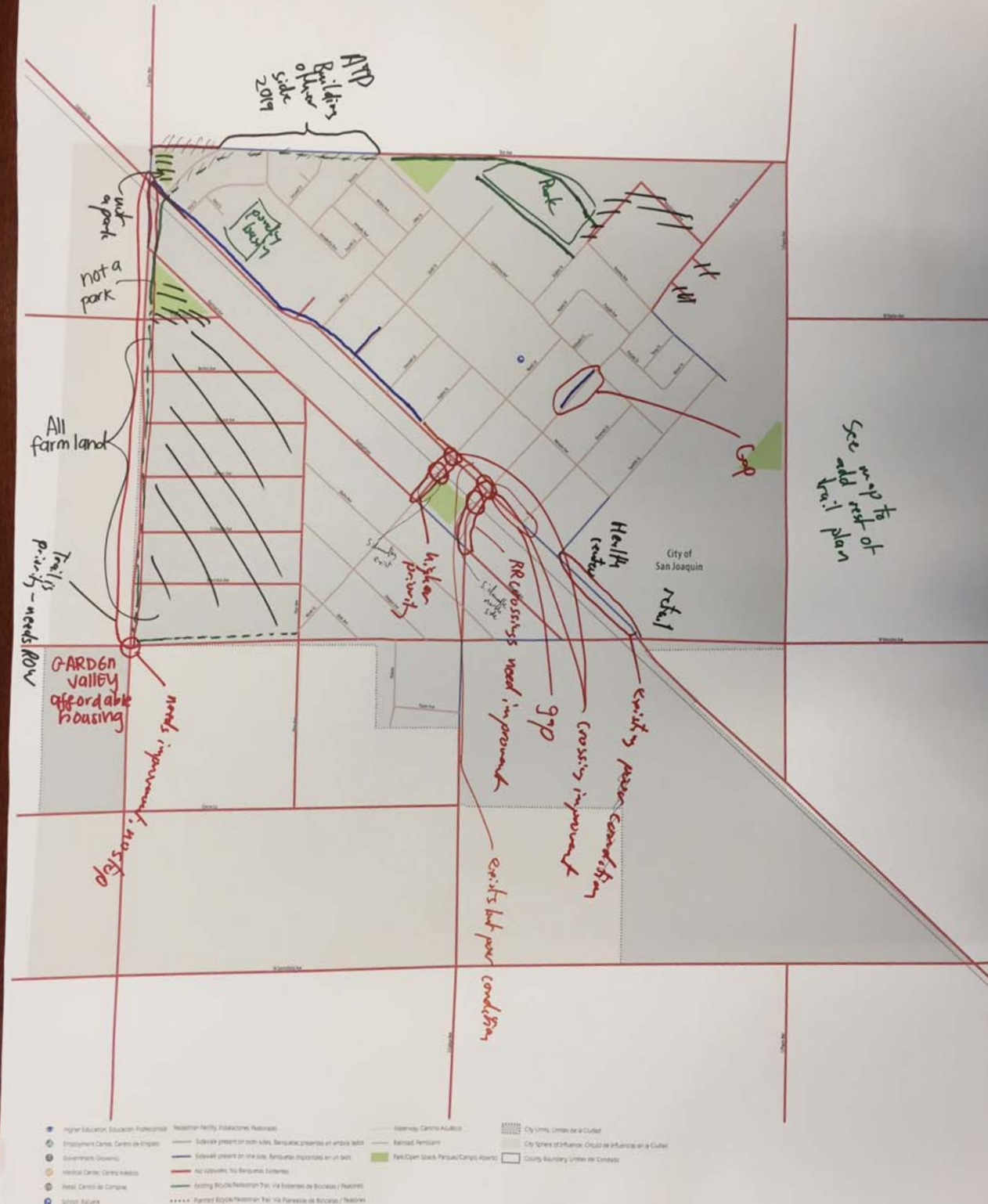




# City of San Joaquin: Bicycle Facilities



# City of San Joaquin: Pedestrian Facilities



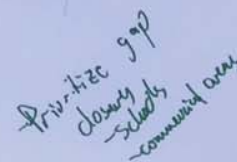




# City of Sanger: Bicycle Facilities

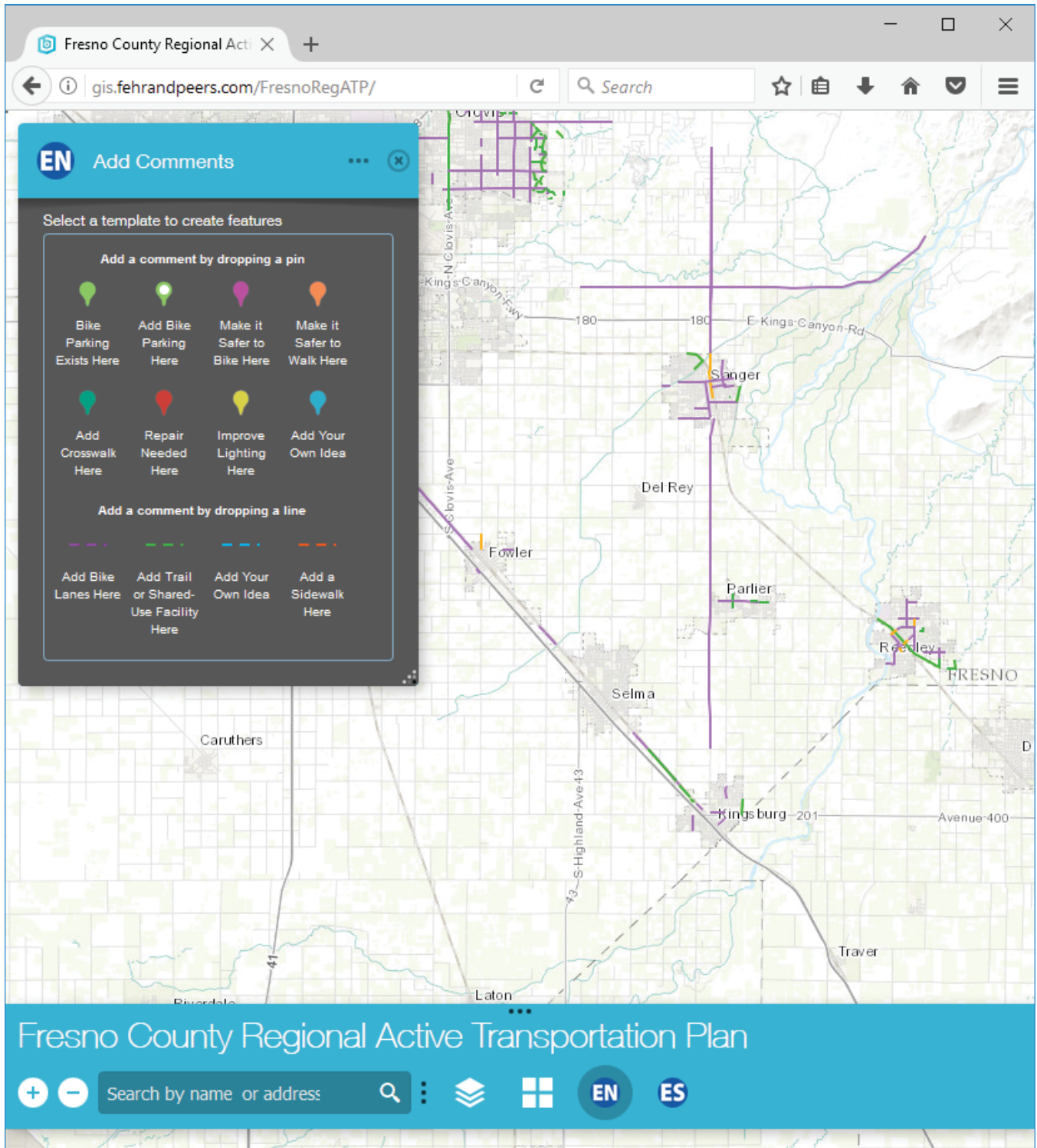






## ONLINE CROWDSOURCED INTERACTIVE MAP

An online crowdsourced interactive map, with both English and Spanish captions was made available to the public prior to development of the draft bicycle and pedestrian networks. A total of 21 comments were received and reviewed in development of the draft networks and plan. A screen shot of the mapped comments is shown below. Each of the colors represents a different type of comment.



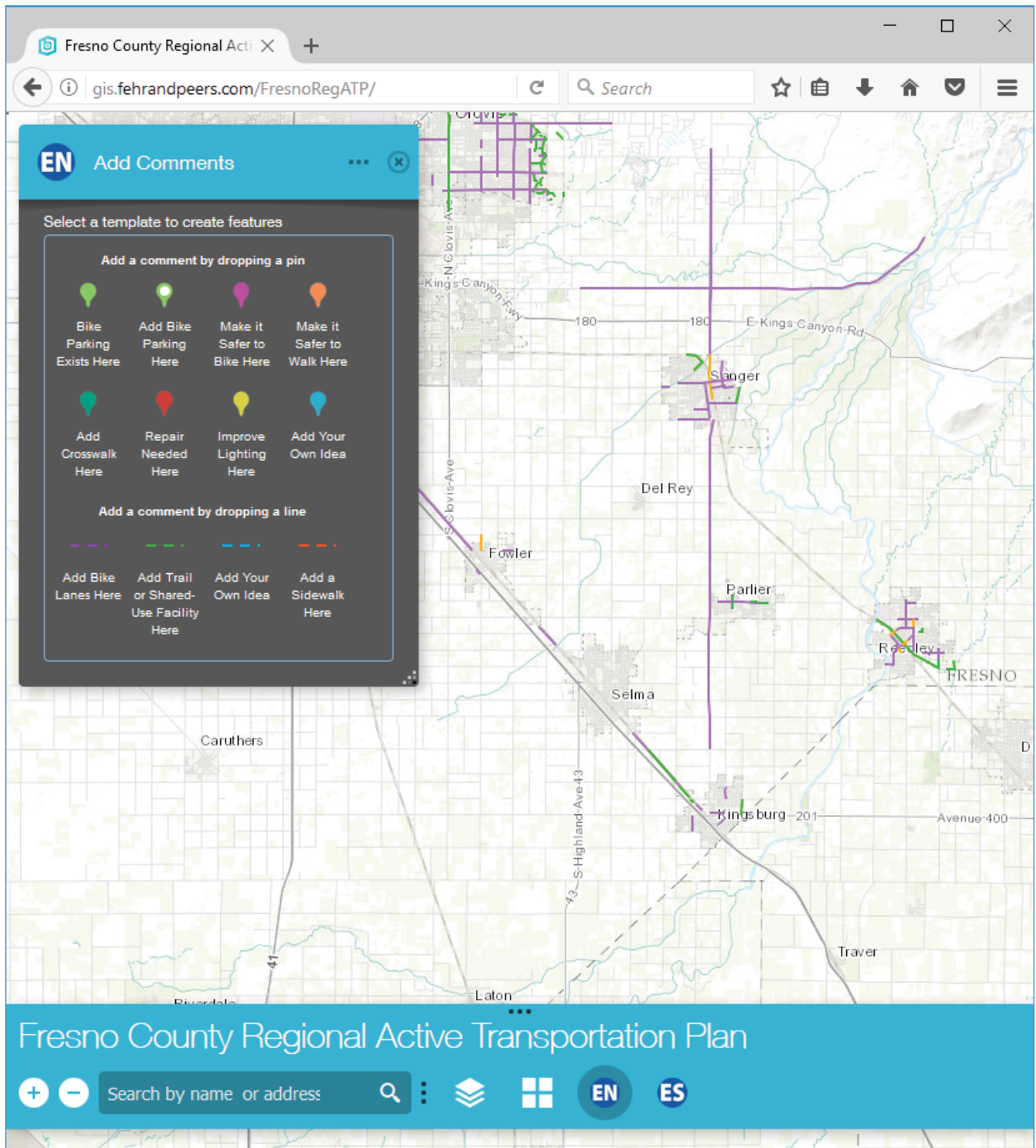
## OUTREACH BY LOCAL COMMUNITY GROUPS

Local community groups Cultiva La Salud and Leadership Counsel for Justice and Accountability, who work with local disadvantaged communities in Fresno County, informed their members about the ATP process, brought community members to ATP and RTP meetings and workshops, and communicated members' needs. Cultiva La Salud also held a workshop with Orange Cove residents specifically to obtain input for the Active Transportation Plan. A report from that workshop is included at the end of this appendix.



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# REGIONAL ACTIVE TRANSPORTATION PLAN SUMMARY REPORT

Orange Cove | 2017



## RATP SUMMARY REPORT ORANGE COVE

### Overview of Cultiva

Cultiva La Salud is a community-based initiative working in the San Joaquin Valley to advance health equity. We believe that everyone should have the opportunity to live a full healthy life in optimal health. Cultiva's efforts center on interventions aimed at improving access to healthy foods and opportunities for physical activity in locations with high rates of chronic disease and documented deficits in resources to promote healthy lifestyles. Latino residents in the San Joaquin Valley face an over-saturation of fast food restaurants and convenience stores and lack of access to affordable and healthy foods and beverages. Latinos also often live in impoverished places which lack safe places to be physically active. These factors have led to alarming rates of obesity and chronic disease among Latinos.

### Active Transportation in Orange Cove

Over the past two years, Cultiva has engaged Latino residents of Orange Cove in conversations related to the infrastructure needs in their community to support active transportation. Latino residents have participated in Cumbia Rides (group bike rides), and walking groups. These activities have allowed residents to reflect on daily barriers to walking and biking. Issues shared by residents have ranged from limited and dilapidated infrastructure to animal control challenges.

The City of Orange Cove has been actively working in partnership with Cultiva La Salud to identify ways to improve the health of residents through investment in projects that help promote more walking and biking in the community. During the 2016 call for proposals, the City of Orange Cove applied for Active Transportation funds to pave a walking trail behind the local middle school and high school – currently there is only a dirt path. The much needed trail was unfortunately not selected for funding, leaving many residents disappointed with the process.

### Community Engagement

Cultiva La Salud hosted a workshop to engage residents in the Regional Active Transportation Plan (RATP) process. Cultiva used flyers (Attachment A) to promote the event and worked collaboratively with the City of Orange Cove to conduct calls to residents. The City also allowed the use of the Orange Cove Community Center free of charge for the workshop. Cultiva's Community Outreach Specialist conducted outreach for more than two weeks throughout the City. The Community Outreach Specialist shared the announcement flyer at parent meetings at the schools, with City Staff, online, at Zumba classes, and with individuals who were walking or biking near the community center. City staff and elected officials were also invited to participate.



## RATP SUMMARY REPORT

### ORANGE COVE

In order to ensure maximum participation of residents, Cultiva made accommodations for a children's corner, to entertain children while parents participated in the workshop, as well as provided a healthy dinner for all participants. The Cultiva team also raffled a youth bike at the end of the workshop to entice greater participation.

#### Orange Cove and Fresno County Regional Active Transportation Plan

The Fresno Council of Governments (COG) implemented the RATP given the demonstrated need in creating a regional plan. More than a quarter of the municipalities, served by Fresno COG, lacked an Active Transportation Plan which is an important component to score competitively in future application processes.



To help provide background and information to Latino residents, Cultiva hosted a pre-RATP workshop following the attached agenda (Attachment B). This workshop served to help community residents understand the RATP as well as provide preparation for the projects residents felt would benefit the community and increase walking and biking opportunities. Staff from Cultiva shared a presentation (Attachment C) on active transportation and the regional plan. The focus of the evening was ensuring residents were well informed regarding the type of projects that could be considered in the RATP.

The evening included group discussions where participants at each table had the opportunity to discuss active transportation needs in the City of Orange Cove. Participants were provided maps as well as flip charts to mark immediate needs in the community (Attachment D). Residents expressed needs similar to those shared with Cultiva at the Cumbia Rides. Loose dogs, the unpaved dirt path behind the middle school and high school, and the need to serve neighborhoods north of Railroad Avenue. Others voiced needs including improved crosswalks and signage near schools, sidewalk maintenance on Park Boulevard, and lighting. Residents also began identifying specific projects for the city such as the following:

- Blinking school crossing and lighting on South Avenue and 11th street, near Citrus Middle School and Sheridan Elementary; and on Center Street for McCord Elementary
- Lighting on Souza Street
- Extended Bike Trail on South Avenue and Anchor Avenue
- Crosswalks and safe crossings to United Health Centers from Park Boulevard



## RATP SUMMARY REPORT ORANGE COVE

In addition, to potential projects, participants reflected and shared on their vision for prioritizing projects at a county level. The highest priorities both locally and county-wide were areas around schools and historically disenfranchised neighborhoods, in older parts of the city/county. Residents of Orange Cove shared that across the county, priority should be given to infrastructure projects near schools to ensure children are able to walk and bike safely to and from school. Additionally, major thoroughfares or known streets with connections to schools was also voiced as a priority for bike lanes and sidewalk improvements. An example of this is the need for better sidewalks on Anchor Avenue, north of Park Boulevard and Center Street, which children use to get across town to the only middle school and high school in the city.

### Outcomes

- Participants of the workshop were encouraged to participate in the upcoming June 6th meeting hosted by the Fresno COG consulting team, Fehr and Peers.
- The projects and ideals shared at this pre-workshop will help provide key insight to the consultant team (see attachment D).
- In addition, residents challenged each other to bring one or two friends who could echo and voice the need for improved active transportation opportunities in the City of Orange Cove.



### ATTACHMENTS:

- A RATP Community Workshop Flyers
- B Pre\_RATP Workshop Agenda
- C Presentation on Active Transportation & the Regional Plan
- D Maps & Flip Charts



**2409 Merced St. Ste. 101, Fresno, CA 93721 | 559.498.0870 | [CultivaLaSalud.org](http://CultivaLaSalud.org)**

# Attachment A

# REGIONAL ACTIVE TRANSPORTATION PLANNING

Join us to talk about ways we can promote walking and biking in Orange Cove. The County will be developing a Regional Active Transportation Plan. Your input can help the County identify the needs and set priorities to help create a healthier and safer Orange Cove for all. Your voice is needed.



**May 23<sup>rd</sup> | 6:00 - 7:30 pm**  
**Orange Cove Community Center**  
**1705 Anchor Avenue, Orange Cove**



For more information contact:  
Andrea Islas at 559.498.0870 x110  
or [Andrea@CultivaLaSalud.org](mailto:Andrea@CultivaLaSalud.org)

Made possible with funding from the  
Centers for Disease Control and Prevention



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# PLAN REGIONAL DE TRANSPORTE ACTIVO

Acompáñenos para hablar sobre maneras de promover la caminata y el ciclismo en Orange Cove. El Condado desarrollara un Plan Regional de Transporte Activo. Su participación e ideas ayudaran al condado a identificar las necesidades y establecer prioridades para crear una comunidad más saludable y seguro en Orange Cove. Su voz es necesaria.



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Para más información contacte:  
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Financiado por los Centros para el Control y  
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Financiado por los Centros para el Control y  
Prevención de Enfermedades.



# Attachment B



**Regional Active Transportation  
May 23, 2017  
6:00pm-8:00pm**

**Agenda**

5:00 pm	Welcome and Introductions
5:15 pm	Overview of Cultiva
5:30 pm	Regional Active Transportation
6:15 pm	RATP Projects in Orange Cove & Priority
6:50 pm	Next Steps & Close: Meeting 6/6/17 @ 2pm

# Attachment C



# ACTIVE TRANSPORTATION

Esther Postiglione, MPH





## WHAT DO WE DO?

- Increase access to healthy food
  - Incentivize healthy food retailers
  - Disincentivize unhealthy food retailers
  - Local Food Procurement
- **Increase opportunities for physical activity**
  - Shared use of school space
  - Safe Routes to School
  - Policies that promote walking and biking

# REGIONAL ACTIVE TRANSPORTATION



## WHAT IS ACTIVE TRANSPORTATION

- Any form of human-powered transportation - walking, cycling, using a wheelchair, in-line skating or skateboarding. There are many ways to engage in active transportation, whether it is walking to the bus stop or cycling to school/work

# EXAMPLES OF ACTIVE TRANSPORTATION



## WHAT IS A REGIONAL ACTIVE TRANSPORTATION PLAN?

- Vision for how the County implement active transportation projects county-wide.
  - Provides street-level recommendations by prioritizing projects
  - Fulfills all requirements of the ATP guidelines for jurisdictions without ATPs
  - Incorporates priorities from existing ATPs- Clovis, Coalinga, & Fresno
- Support funding for bike and ped projects by laying the groundwork for grant applications

# ACTIVE TRANSPORTATION FUNDING

## Sources

- Regional-Council of Governments (COG)
- Statewide- California Transportation Commission

## Uses

- Infrastructure
- Non-Infrastructure
- Active Transportation Plans



# COG GOALS

1. Increase the proportion of trips accomplished by biking and walking
2. Increase safety and mobility of non-motorized users
3. Advance active transportation efforts of regional agencies to achieve greenhouse gas reduction goals as established pursuant to Senate Bill 375 and Senate Bill 391
4. Enhance public health, including reduction of childhood obesity through use of programs including, but not limited to, projects eligible for Safe Routes to School Program funding.
5. Ensure that disadvantaged communities fully share in the benefits of the program
6. Provide a broad spectrum of projects to benefit many types of active transportation users.

# WHY IS THIS IMPORTANT?

- Benefits our health –increase physical activity
- Benefits our environment- decrease air pollution
- Increase safety- for children and elderly
- Improves property values
- Saves money- gas, car maintenance, insurance
- What else?

# RECAP OF LAST ATP MEETING

# INCREASE SIDEWALKS AND BIKE LANES ON ANCHOR AVE





# ADD A WALKING/BIKING TRAIL BEHIND ORANGE COVE HIGH SCHOOL



# DEVELOPMENT OF A BIKE LANE ON CENTER AVENUE

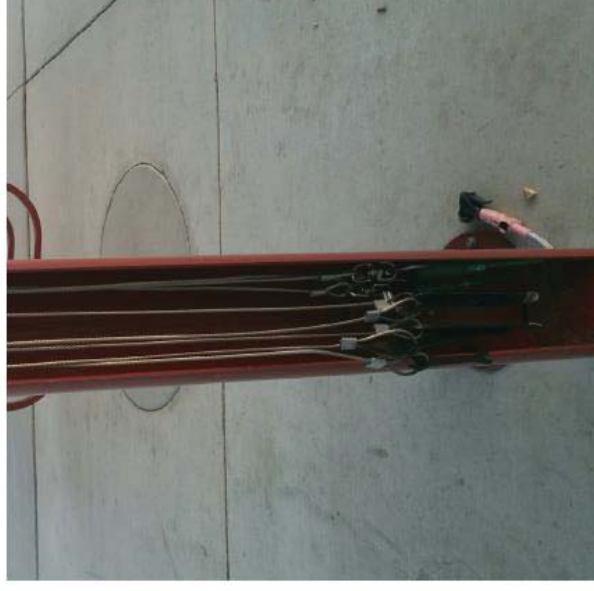


# EDUCATIONAL PROGRAMS

## Educational Programs

- Bicycle and Pedestrian safety education programs
- Safe routes to school programs for children
- Walking School Bus
- Bicycle Trains
- Crossing guard training

## Amenities



## OTHER PRIORITIES

- Loose Dogs
- Lighting
- Sidewalks behind the middle school and high school





WHAT SPECIFIC PROJECTS WOULD YOU  
LIKE TO SEE IN ORANGE COVE?

HOW WOULD YOU PRIORITIZE  
PROJECTS IN ORANGE COVE?

QUESTIONS?

# THANK YOU!



Esther Postiglione, MPH  
Program Manager- REACH  
[Esther@CultivaLaSalud.org](mailto:Esther@CultivaLaSalud.org)  
559.498-0870 x106





# Attachment D

## RATP Workshop in Orange Cove

May 23, 2017

*What projects would you like to see in Orange Cove and how would you like to see them prioritized?*

### Group 1:

1. McCord blinking light
2. More light on Souza Street
3. Loose Dogs
4. People going through residential trash cans
5. Extend bike trail behind apartments on South Ave & Anchor Ave (community center fence)

### Group 2:

1. Sidewalks on Park Blvd, big trees left big holes on sidewalk – we'd like to see planted trees or the holes covered up
2. Walk path no lights from 8<sup>th</sup> to 10<sup>th</sup>, it's very dark

### Group 3:

1. Sidewalks by United Health Centers & all surrounding areas by McCord Elementary
2. Loose Dogs
3. Bling Crosswalks at Citrus Middle School
4. Education on street safety

### Group 4:

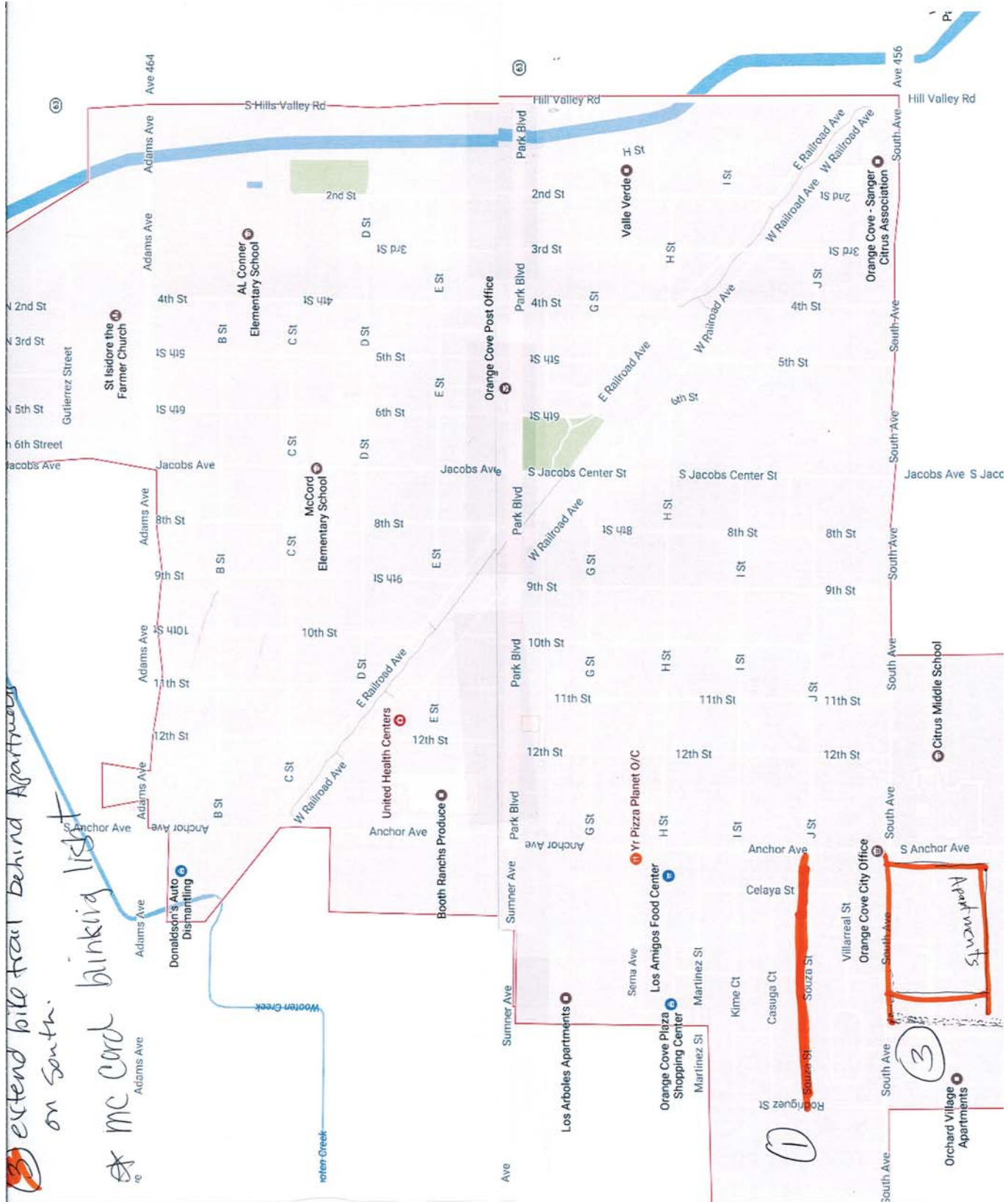
1. Crosswalk Sheridan Elementary School
2. Improve Drainage system at McCord Elementary
3. Complete sidewalk Adams Ave

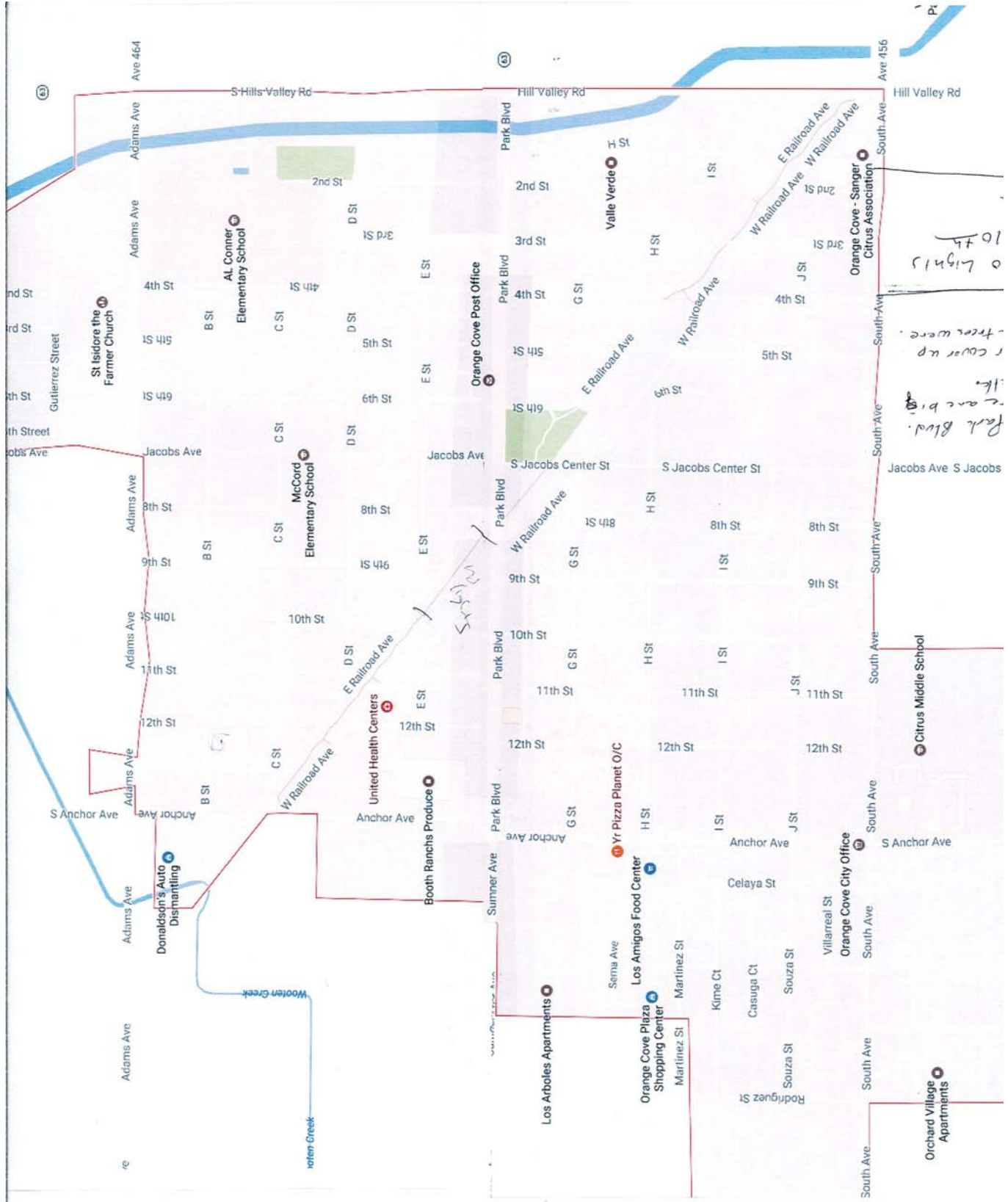
### Group 5:

1. All Sidewalks that connect to school
2. Sidewalks to clinics and groceries
3. Lights
4. Leisure activity projects

extend bike trail behind Apartments  
on South.

Mc Cord  
biking list





0 Lights  
10th  
r cover up  
the  
Park Blvd  
Citrus Middle School

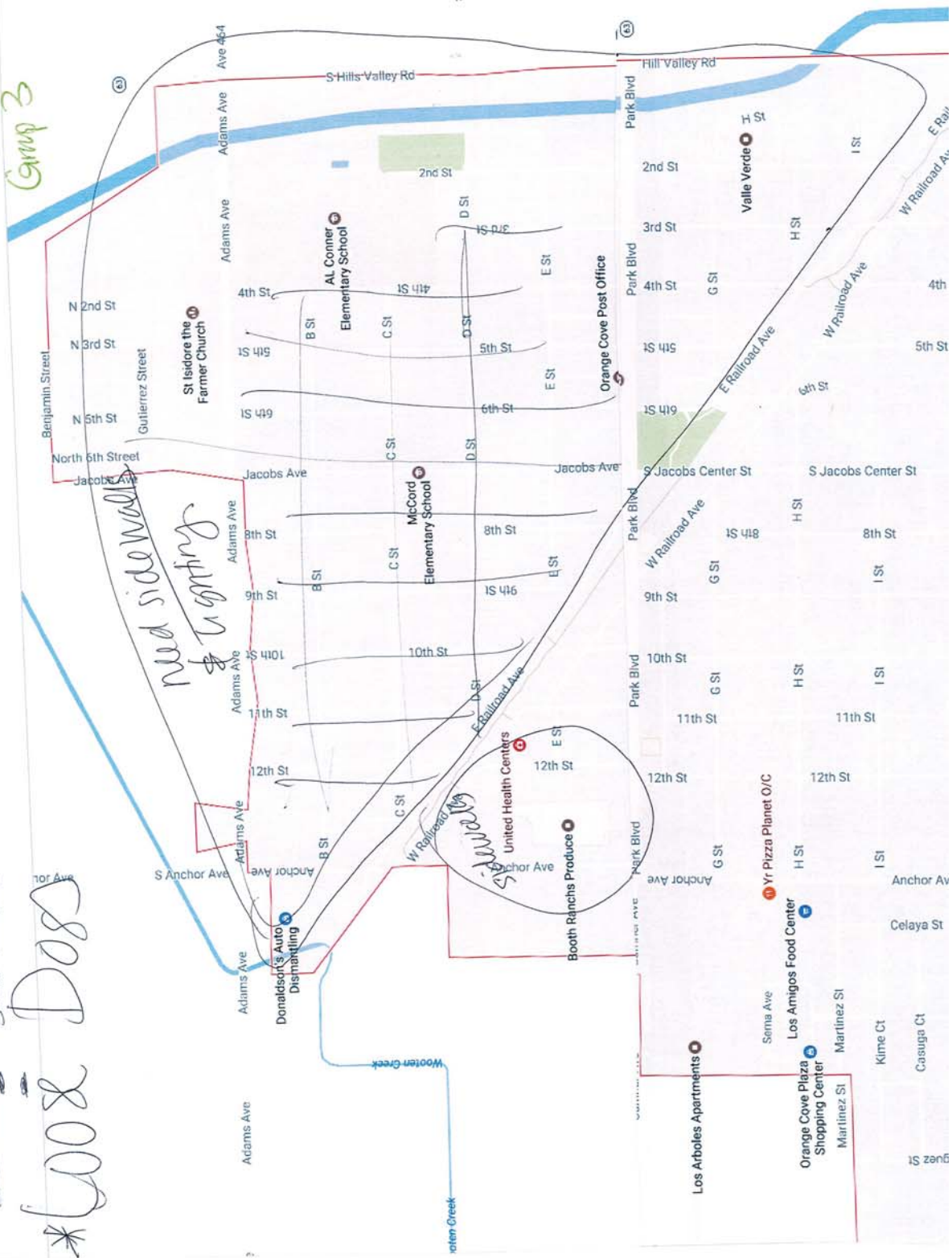
Priorities

Safety to go out and walk to store & school  
Side walks make it safe for kids to get to destination

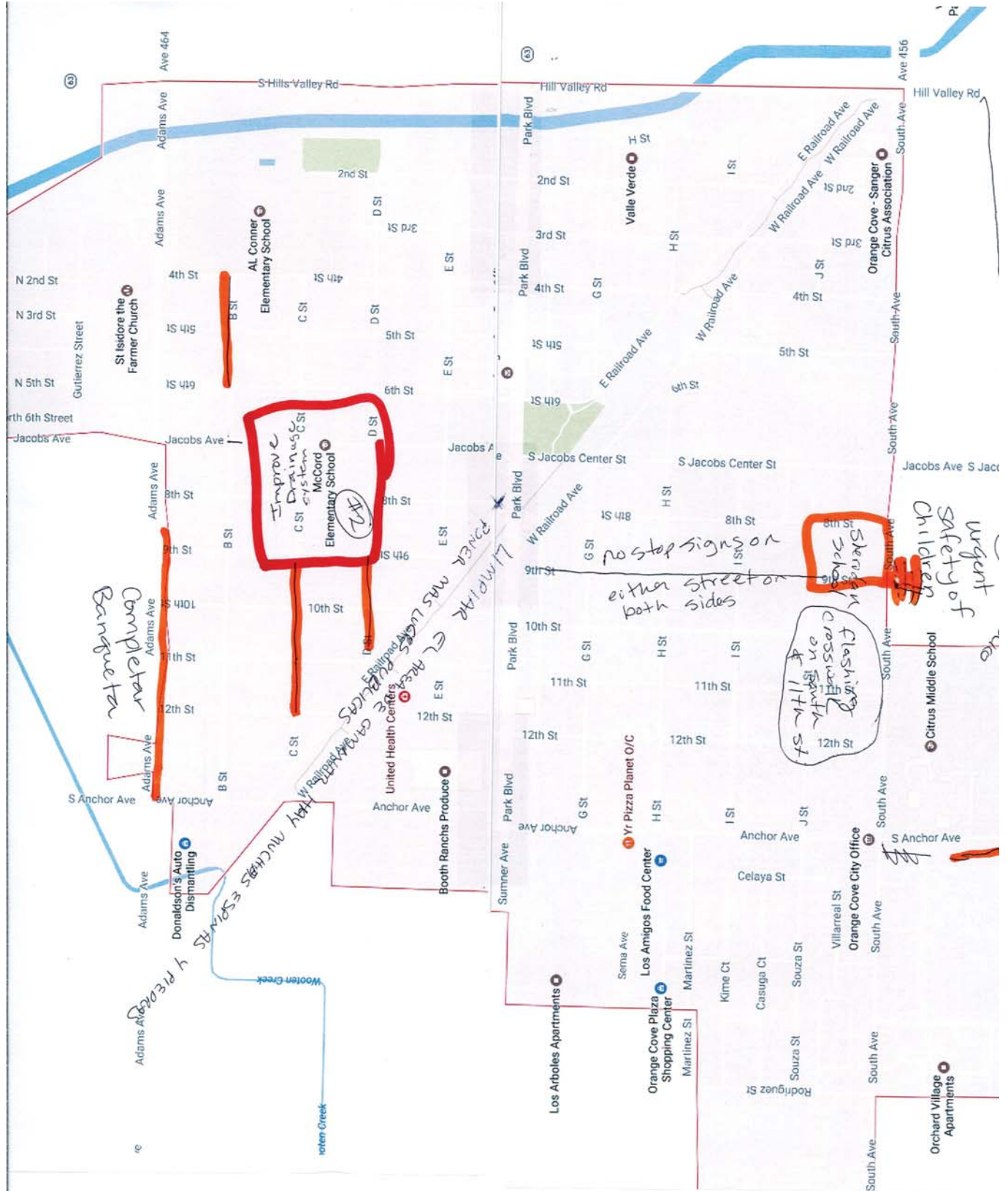
\*Cool Dogs

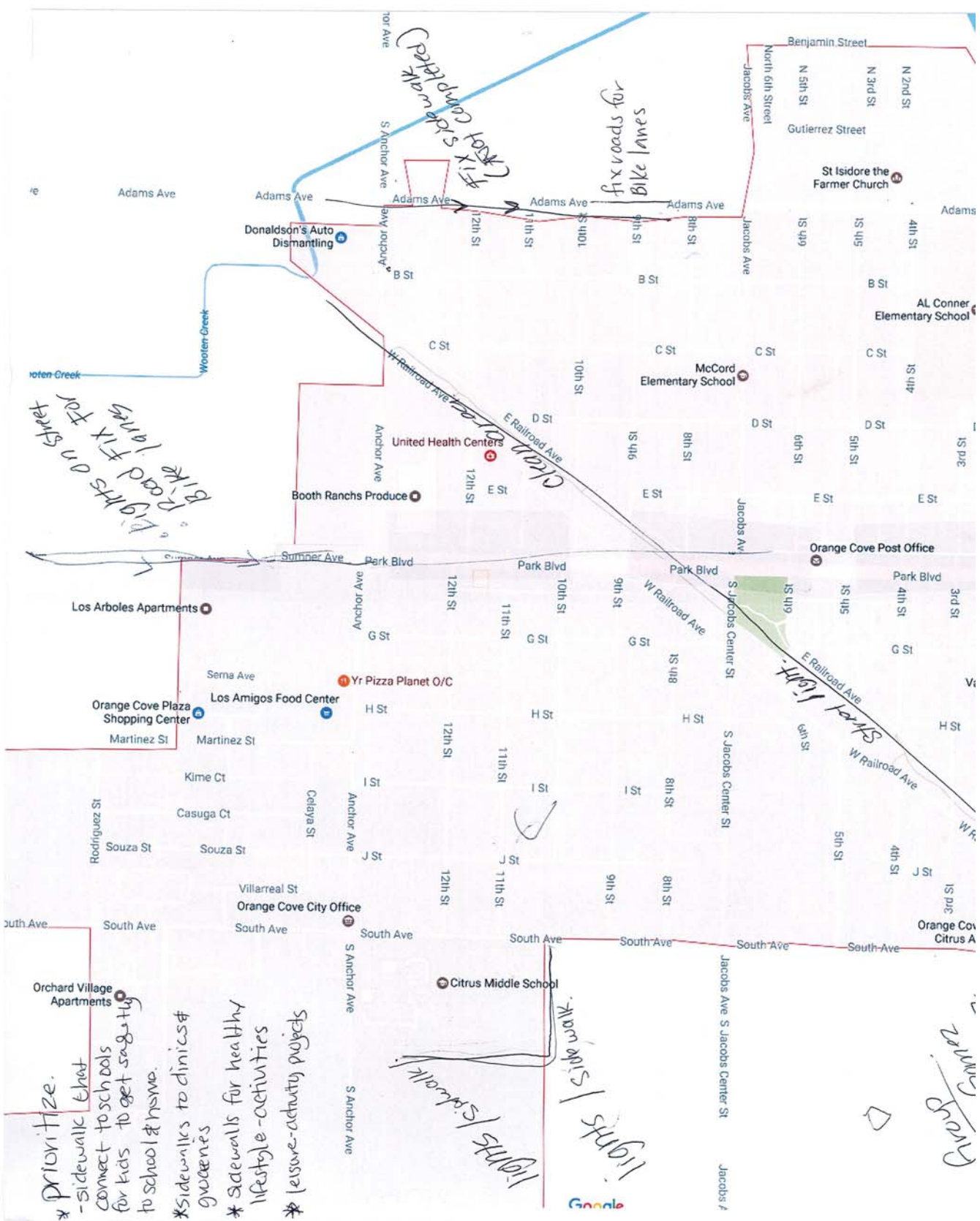
Group 3

Need sidewalks & lighting



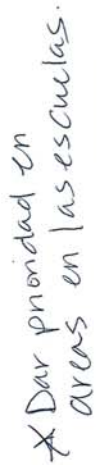






- \* Prioritize.
  - sidewalk that connect to schools for kids to get safely to school & home.
- \* Sidewalks to clinics & groceries
- \* Sidewalks for healthy lifestyle-activities
- \* Leisure-activity projects

Orange Cove





## REGIONAL TRANSPORTATION PLAN WORKSHOPS

Fresno COG hosted 15 workshops across the county to receive input on the development of a new Fresno COG regional transportation plan. Posters were provided for each meeting describing the active transportation plan development project and maps depicting bicycle and pedestrian networks for the cities in which each meeting was held. Comments cards were provided to the public, and comments reflecting active transportation issues were forwarded to the team developing the ATP. A summary of attendance at each meeting and comments received is provided below.

*Table B-2: RTP Workshops Summary*

Location	Date	Attendees	Bike/ Pedestrian Comments
Clovis	June 8, 2017	20	13
North Fresno	June 12, 2017	16	11
Lanare	June 13, 2017	17	11
Malaga	June 13, 2017	8	7
Parlier	June 21, 2017	18	14
Reedley	June 22, 2017	34	13
Cantua Creek	June 21, 2017	22	7
Firebaugh	June 27, 2017	17	7
Fresno	June 29, 2017	78	49
Huron	July 6, 2017	14	6
Kerman	June 5, 2017	14	10
Mendota	June 12, 2017	21	6
Orange Cove	June 20, 2017	57	36
Sanger	June 20, 2017	11	13
Selma	June 28, 2017	7	

Source: Fresno Council of Governments, 2017, Fehr & Peers, 2017

## PROJECT WEB PAGE

Fresno COG hosted a web page dedicated to development of the ATP. This page included general information about the project, the project schedule, information about public meetings, and links to project documents.

## LOCAL WORKSHOPS TO REVIEW DRAFT NETWORKS

After the project team created draft project networks, each city held a workshop to receive public input on their local proposed networks. Fresno COG also hosted a workshop in Fresno to obtain public input on all the proposed networks. A summary of attendance and maps with the input collected are provided below.

*Table B-1: Local Needs Workshops Summary*

Jurisdiction	Date	Time	Location	Attendees
Fresno County	August 2, 2017	4:00 PM	Fresno COG	6
Firebaugh	August 7, 2017	3:00 PM	Firebaugh Community Center	0
Fowler	August 8, 2017	4:00 PM	City Hall	2
Huron	August 9, 2017	6:00 PM	John Palacios Community Center	4
Kerman	August 7, 2017	4:00 PM	City Council Chambers	Est. 2
Kingsburg	August 14, 2017	5:30 PM	City Council Chambers	Est. 3
Mendota <sup>1</sup>				
Orange Cove <sup>2</sup>				
Parlier	August 3, 2017	5:00 PM	City Hall	4
Reedley	August 24, 2017	6:00 PM	Reedley Community Center	0
San Joaquin	August 7, 2017	4:30 PM	City Hall	7
Sanger	August 8, 2017	6:00 PM	Sanger Community Center	0

1- Meeting not held

2- Cancelled, but feedback received from Cultiva La Salud

Source: Fehr & Peers, 2017





