Fresno County Measure C
Safe Routes to Schools (SRTS) Program
Policies and Guidelines

The SRTS program was identified in 2024 being derived from funds not expended in existing programs from the 2006 Measure C Extension. Beginning in 2023, the SRTS Subcommittee met to discuss and identify investment needs to support educational institutions throughout the County, specifically in priority communities. The goals of the Measure C Safe Routes to School allocation are to support transportation projects serving primary and secondary students in accessing public school facilities to:

- Enhance the safety of children walking or biking to school;
- Prioritize schools with significant safety concerns or risk to children bicycling or walking to school based on crash data, traffic analysis, or traffic behavior around primary and secondary schools; and
- Support disadvantaged and low-income communities with fewer transportation safety options to ensure all children have access to safe routes.

In addition to improving safety and accessibility of routes that children take to school in Fresno County, the Measure C SRTS program works to support walking and biking as a safe and accessible option for students by addressing high-risk areas, improving infrastructure, and fostering community engagement. Equity is a key focus, ensuring that students from disadvantaged and low-income communities and those with disabilities benefit from safer streets and active transportation opportunities.

Safe Routes to School projects must directly improve safety and convenience for public primary or secondary school students to walk and/or bike to school. Safe Routes to Schools infrastructure projects must be located within two miles of a public school or within the vicinity of a public-school bus stop; and the school community, including students, parents, caregivers, teachers, and staff, must be the intended beneficiaries of the project.

Transportation infrastructure improvements near or around primary or secondary public school facilities to improve safety, eliminate risky elements and provide access public school facilities are the primary initiatives of this program funding. Funds could be used for preliminary design and environmental studies, engineering, land acquisition, and construction.

Who Can Apply?

All Fresno County rural cities and county areas outside the Fresno/Clovis Metro Area. These areas include City of Coalinga, City of Firebaugh, City of Fowler, City of Huron, City of Kerman, City of Kingsburg, City of Mendota, City of Orange Cove, City of Parlier, City of Reedley, City of San Joaquin, City of Sanger, City of Selma, and County of Fresno are eligible for SRTS funding. The local government must be the primary applicant if a school

district is interested in applying where the project is located. Project funds must be managed by the local government.

Program Application Areas and Funding Priority

Consistent with the recommendation of the Safe Routes to School Subcommittee, which was accepted by the Fresno COG Policy Board on May 29, 2025, priority will be given to proposed projects located within **one-half mile** of a primary or secondary public-school facility in thirteen of the incorporated cities of Fresno County and the County of Fresno. Priority will be given to projects within rural areas to bridge the gap in inequity, safety, accessibility, and quality of life for youth, parents and staff serving educational institutions in the Fresno region.

Funding Availability

It is estimated there will be a total of $6 million available for this one-time funding opportunity. No local match is required; however, consideration will be given to projects where local match funding is available.

Funding Cycle

Eligible projects could apply for a maximum of up to $1.5 million. Funding will be awarded to the best-qualified project(s) based on the amount available. If there are no qualified projects submitted in each funding cycle, the amount will be rolled into the subsequent year's funding pool. The Fresno COG Policy Board reserves the right not to fund any projects or to fund less than the amount available for a given funding cycle.

Project Selection Process

A panel that includes Fresno COG and FCTA staff, and COG member agencies will review, evaluate, score and rank the proposed projects. The selected project(s) will go through Fresno COG Transportation Technical Committee, Policy Advisory Committee, and Policy Board for endorsement, and will be presented to Fresno County Transportation Authority for final approval.

The scoring committee consists of one representative from each of the following entities:

1. Fresno Council of Governments
2. Fresno County Transportation Authority
3. Urban Representative
4. Eastside Cities
5. Westside Cities
6. County of Fresno
7. the public – school district
8. the public –health/safety

9. the public – other sectors

Safe Routes to School Capital Improvement Program

Eligible Activities

Eligible capital improvement projects include pedestrian, bicycle, and other infrastructure improvements that will support and enhance safe accessibility to primary and secondary education facilities. Applicants should document how the proposed projects will improve safety for students walking or bicycling to school; improve traffic safety and minimize traffic and hazardous traffic behavior; provide a range of transportation options, facility improvements, and better access; generate equity across primary and secondary campuses in Fresno County and provide increased value for both students, teachers, and neighboring residents and create a more attractive public facility.

Capital Improvement Projects include but not limited to:

- Improvements to bike and pedestrian facilities
- Streetscape Enhancement and Traffic Calming Options
- Intelligent Transportation Systems (ITS)
- Other infrastructure upgrade to support active modes of transportation(e.g. curb, gutter, sidewalk, and bulb outs)

Funds can be used for preliminary design, environmental studies, engineering, land acquisition and construction.

Project Evaluation

1. *School Proximity*

   The project must be located near the priority primary or secondary school areas as described in the Program Application Areas section. Projects located in closest proximity to a school campus will be given a higher scoring priority.

2. *Project Characteristics*

   SRTS projects prioritizing the number of schools, better quality of life, and innovative approaches will be given a higher scoring priority.
   Here are key characteristics:

   1. Quantity
      Projects serving more than one school site by targeting shared routes, major intersections, or corridor improvements will be considered to have a greater impact. More schools targeted will mean higher pedestrian and bike traffic, increasing the need for safety measures.
   2. Pavement Installation
      Projects upgrading dirt paths to paved paths near schools is essential for accessibility and overall student well-being. Due to uneven surfaces and loose gravel, this increases risk of fall and stability for children. This upgrade shall increase active modes of travel and ensure year-round reliability of the path. A paved path shall also provide designated, separate space for pedestrians and cyclists.

3. Innovation

Projects improving efficiency and sustainability will be given higher scoring priority. The inclusion of real-time traffic and safety data in a project such as school-zone speed enforcement cameras with automated alerts or AI-powered traffic monitoring to detect unsafe driver behavior near schools will be considered as innovative approaches. Other sustainable solutions such as integrating e-bikes and e-scooters will be considered.

3. *Safety Improvements*

SRTS projects should focus on infrastructure and design solutions that reduce conflicts with vehicles and enhance visibility such as the following:

1. Pedestrian Improvements
   - Sidewalks & Crosswalks
     - New or widened sidewalks with ADA-compliant curb ramps.
     - High-visibility crosswalks (zebra or ladder-style) to alert drivers.
     - Raised crosswalks to slow traffic and increase pedestrian visibility.
   - Traffic Control & Signal Enhancements
     - HAWK Signals (High-Intensity Activated Crosswalks) at mid-block or low visibility crossings.
     - Pedestrian countdown timers at signalized intersections.
     - Pedestrian refuge islands in wide streets to provide refuge waiting areas.
   - School Zone Enhancements
     - Flashing beacons and school zone speed limits during arrival/dismissal.
     - Speed humps or cushions to slow down vehicles.
     - Curb extensions (bulb-outs) to shorten crossing distances, improve visibility and slow traffic
2. Bicycle Improvements
   - Bike Lanes & Paths
     - Protected bike lanes (separated by curbs, planters, or barriers).
     - Buffered bike lanes with extra painted space between bikes and traffic.
     - Shared-use paths (off-street trails) for safe biking and walking.
   - Intersection Treatments for Cyclists
     - Bike boxes at intersections to give cyclists priority at red lights.
     - Dedicated bike signals to prevent conflicts with turning vehicles.
     - Green pavement markings to highlight bike lane crossings.
3. Visibility
   - Better Street Lighting
     - Enhanced lighting at crosswalks and along sidewalks.
     - Motion Sensor crosswalk signs and flashing beacons.
     - Solar-powered LED crosswalk signs.
   - Signage & Pavement Markings
     - "School Zone," "Yield to Pedestrians," and "Bike Route" signs.
     - Reflective pavement markings for nighttime visibility.
4. Traffic Calming Measures
   - Reducing Vehicle Speeds
     - Chicanes (curved street designs) to naturally slow down drivers.
     - Raised intersections that prioritize pedestrians.
     - Roundabouts to replace high-speed intersections.
     - Road diets features

4. *Project Impact*

The highest scored project in this category will include crash, injury or accident data reporting the number of bike/ped crashes near the school, severity of accidents, speed studies, and reports from school officials. Additionally, reports of bike and pedestrian counts [number of student using sidewalks, bike lanes, and crossings] will be helpful in project evaluation. The reports must include current conditions and images and maps of the safety improvement project area.

5. *Project Readiness*

The highest scored project in this category will include anticipated implementation actions such as programming of funds for infrastructure projects such as formal action by the City Council or Board of Supervisors. The grantee agency must obtain all permits, clearances, approvals for the project within 24 months of the project being selected for support under this program. Projects within Caltrans' right of way must demonstrate collaborative efforts and agreements to proceed with said project.

6. *Long-term Maintenance*

The purpose of Safe Routes to School is to improve safety for students walking or bicycling to school, improve traffic safety, provide better access and minimize traffic and dangerous traffic behavior in and around the schools sites for students from primary and secondary schools. Ensuring projects are maintained beyond completion ensures the benefit of investment in school safety and maintaining the positive impacts. Additionally maintaining the physical appearance of the project area long after implementation is essential to ensuring the usage of the facilities.

7. *Community Support*

The applicant will provide letters of support for the project. Letters of support may be from a variety of stakeholders, including but not limited to the following.

- School District
- School staff
- Parents
- Advocacy Groups
- Caltrans
- City officials

8. Subjective Evaluation

The scoring committee shall use this category to consider factors of overriding concerns. Examples may include, but are not limited to: value or quality of project, how the project addresses safety issues within the school zones, how the project will contribute to improve accessibility to the school campus by reducing, and safety improvements, etc.

Scoring Criteria

I. School Proximity (maximum 15 points)

1. *Serves a school within ½ mile (max 15 points)*
2. *Serves a school within one mile (max 10 points)*
3. *Within 2 miles of a school (max 5 points)*

II. Project Characteristics (maximum 15 points)

1. *Quantity Served (max 5 points)*
   Projects supporting improvements for more than one campus will receive a max of 5 points. The minimum required is two schools.
2. *Pavement Installation (max 5 points)*
   Projects supporting development that raises the quality of infrastructure students, parents, and/or caregivers utilize while accessing school campuses without environmental hazards such as flooding, dirt paths, or safety concerns. Thus, projects providing paved paths for active modes of transportation to school campuses will receive a max of 5 points.
3. *Innovation (max 5 points)*
   Projects supporting development of sustainable and/or Intelligent Transportation Systems (ITS) to advance efficiency and safety for school sites will receive a max of 5 points.

III. Safety Improvements (maximum 20 points)

1. *Pedestrian Improvements (max 5 points)*
   Projects that address improvements to sidewalks, crosswalks, traffic controls, and/or school zone enhancements. The project will receive maximum 5 points for addressing this criteria.
2. *Bicycle Improvements (max 5 points)*
   Projects that improve bike lanes and paths as well as intersection treatments for cyclists. The project will receive maximum 5 points for addressing this criteria.
3. *Visibility Improvements (max 5 points)*
   Projects that promote visibility with installation of better lighting, flashing beacons, signage, and pavement marking in the project area will receive maximum 5 points.
4. *Traffic Calming (max 5 points)*
   Projects which reduce vehicle speeds by design or the reduction and elimination of vehicles during peak times. Additionally, projects implementing designated drop-off and pick-up zones will be scored favorably. The project area will receive maximum 5 points.

IV. Project Impact/ Need (maximum 23 points)

Project applications should include crash, injury and accident data, speed surveys, reports from school safety officers or administration, and images of existing and proposed conditions. Projects outlining the impact of implementation and describing the need to provide a safe and pedestrian friendly environment will be awarded maximum of 23 points.

V. Project Readiness (maximum 10 points)

Projects that showcase an expedited schedule in addition to commitments from project partners (School District or Caltrans) will be scored higher. Projects with the best overall project schedule will be key to advancing the success of the SRTS program. Projects with an anticipated completion prior to September 2028 will receive a maximum of 10 points.

VI. Long-term Maintenance (maximum 10 points)

Projects that will effectively be maintained after completion will receive a maximum of 10 points.

VII. Community Support (maximum 2 points)

Projects that are developed through an inclusive planning process with stakeholders, including but not limited to school staff, parents, community groups, elected and local officials will be scored higher. Projects that include a demonstration of community involvement and support will receive maximum of 2 points.

VIII. Subjective Evaluation (max 5 points)

The scoring committee may use this category to consider factors of overriding concerns. Examples may include, but are not limited to: quality of project, how the project addresses issues in the school zones, how the project will contribute to reducing barriers for students accessing campus, and safety impact, etc.