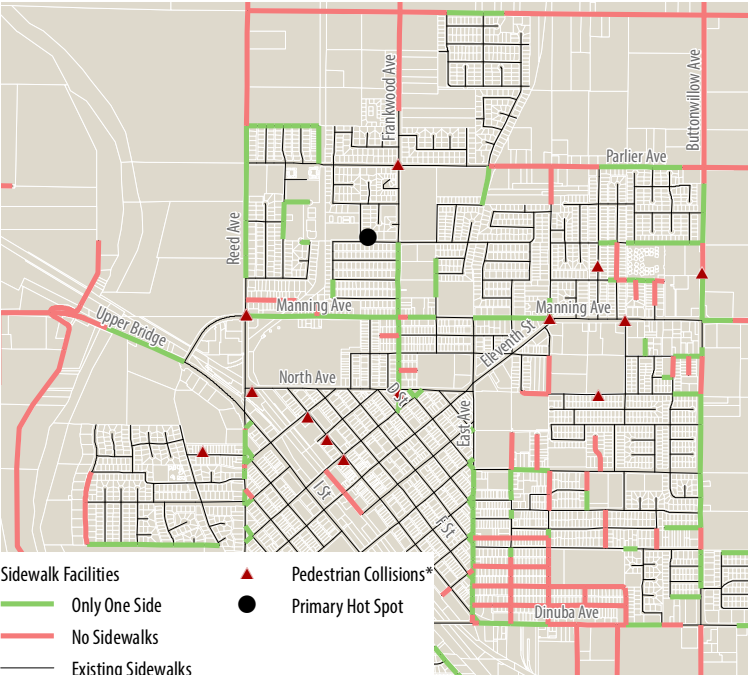


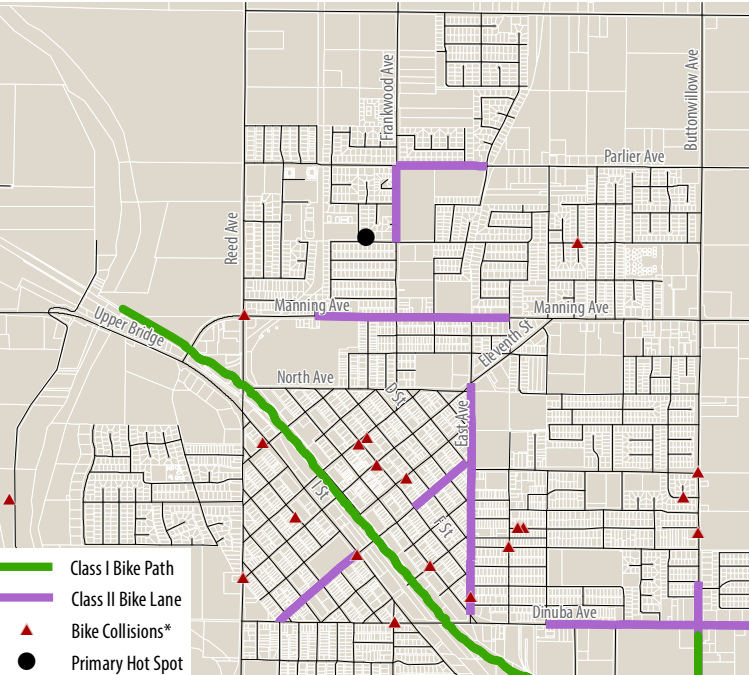


Adventist Medical Center, Reedley

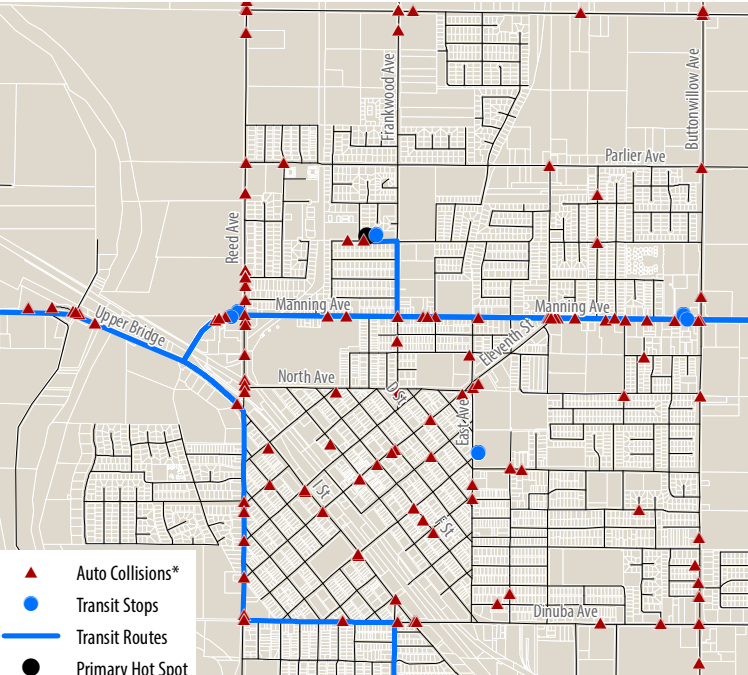
Existing Pedestrian Facilities



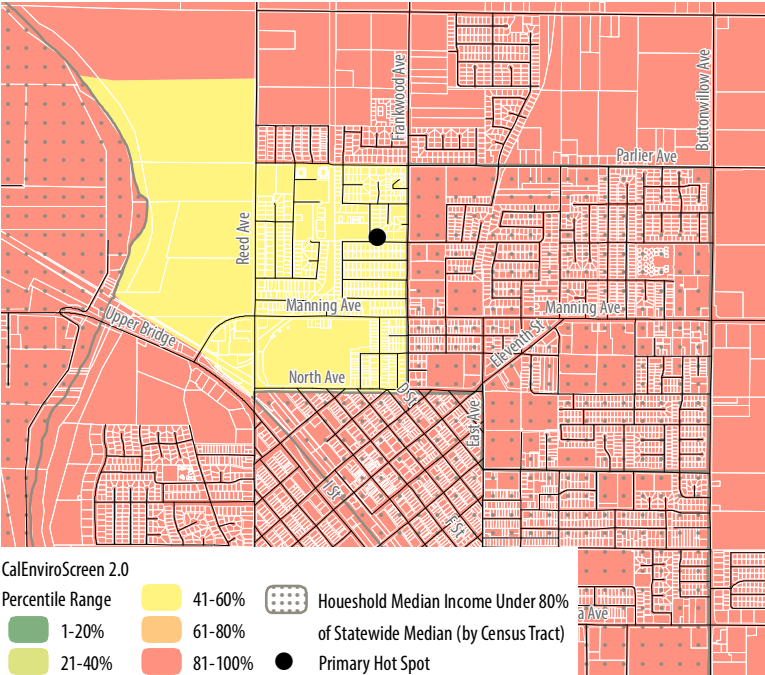
Existing Bike Facilities



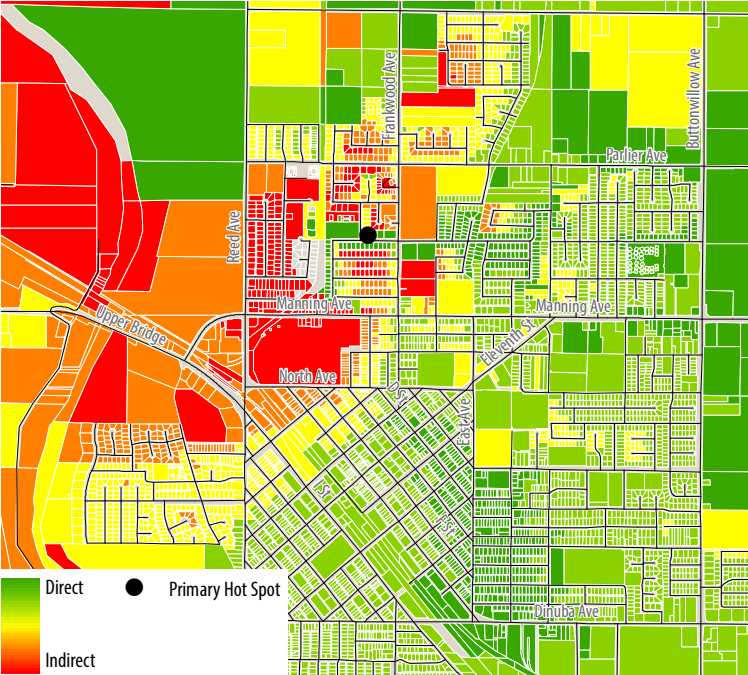
Existing Transit and Auto Facilities



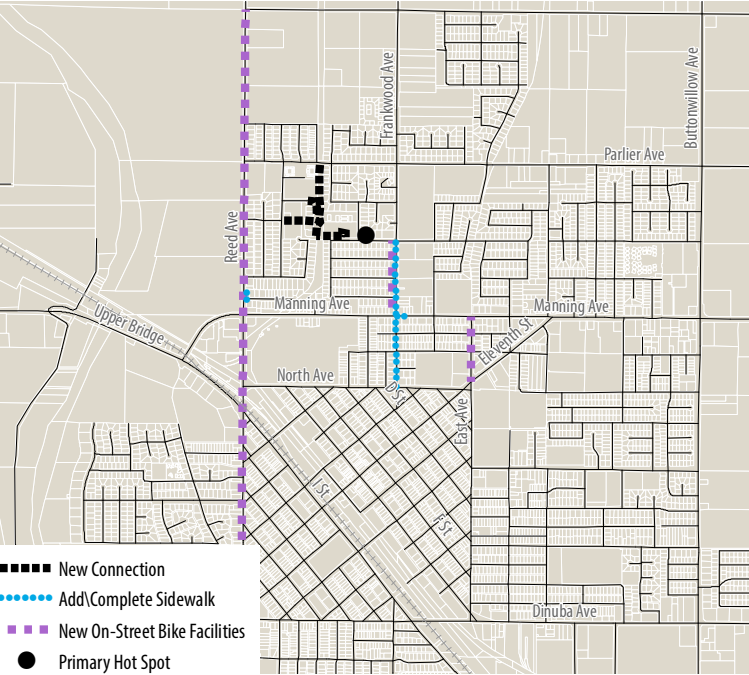
CalEnviroScreen 2.0 Percentile and Low Median Income



Route Directness (Existing Conditions)

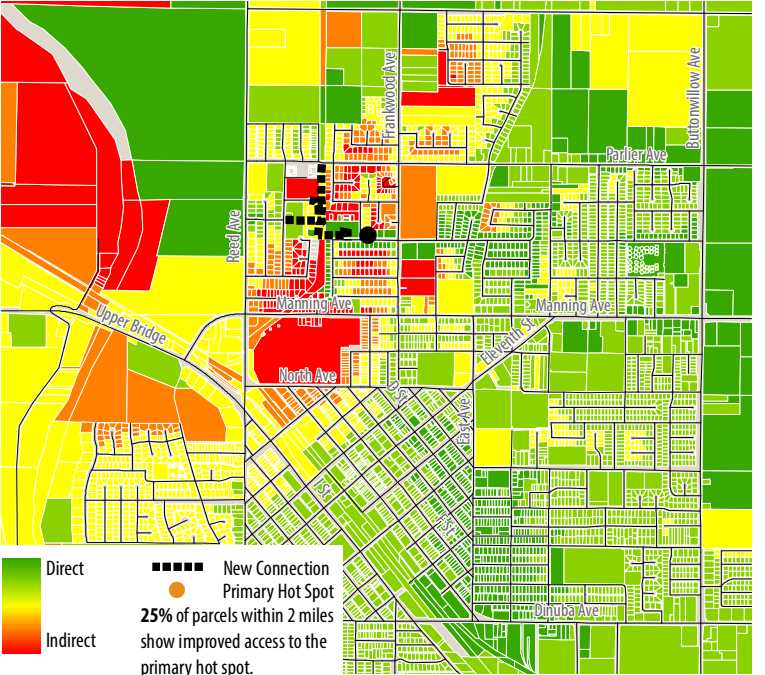


Findings and Recommendations



- *Collisions shown are from 2008-2012. Priority listed in all caps.
- New Bike/Ped Connection:** ■■■■■■
- Add connection from the parking lot to Carob Ave on the northwest corner of the campus - **HIGH**
 - Connect west side of lot to Kip Patrick Dr/ Hope Ave intersection (desire line) - **HIGH**
- Add/Complete Sidewalk:** ●●●●●●
- Fill gap on north side of Manning Ave from Frankwood Ave to east for 100' - **HIGH**
 - Fix sidewalk on the east side of Reed Ave from 100' north of Manning Ave to 130' south of Ponderosa Ave - **HIGH**
 - Add sidewalks on both sides of Frankwood Ave from Cypress Ave to North Ave - **HIGH**
- New On-Street Bike Facilities:** ■■■■■■
- Gaps on Frankwood Ave from Manning Ave to Cypress Ave - **HIGH**
- Transit:**
- Add closer stop to Adventist location - **HIGH**
 - Add shelters and signage to bus stops near Reedley college - **HIGH**
- Auto:**
- Good access to major roadways
 - Parking on location and available nearby
- East Ave from Manning Ave to 11th St to connect to existing facilities - **MEDIUM**
- Reed Ave within City limits - **MEDIUM**

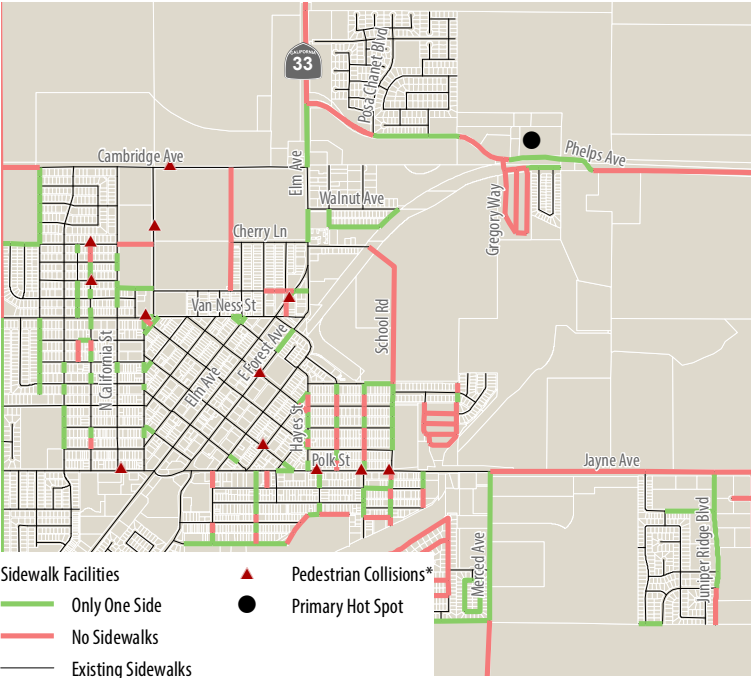
Route Directness with Enhancements



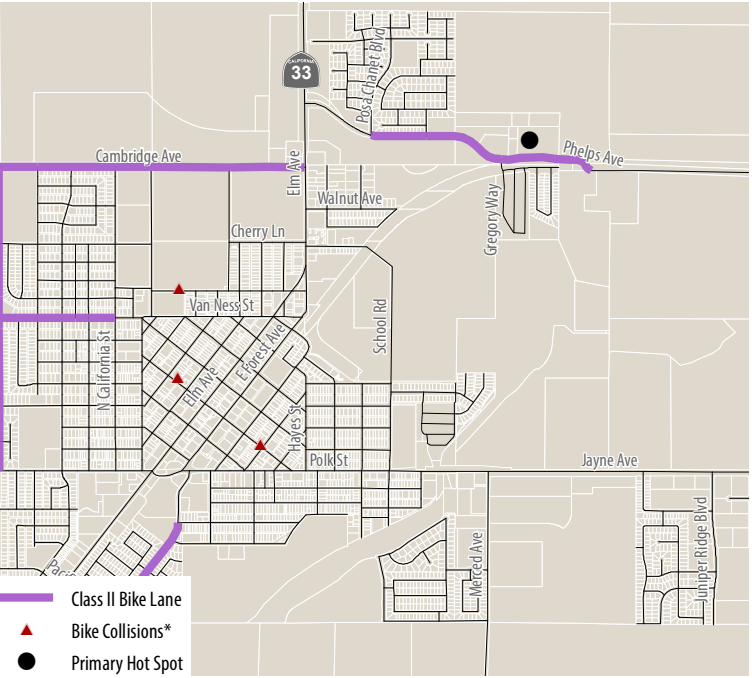


Coalinga Regional Medical Center

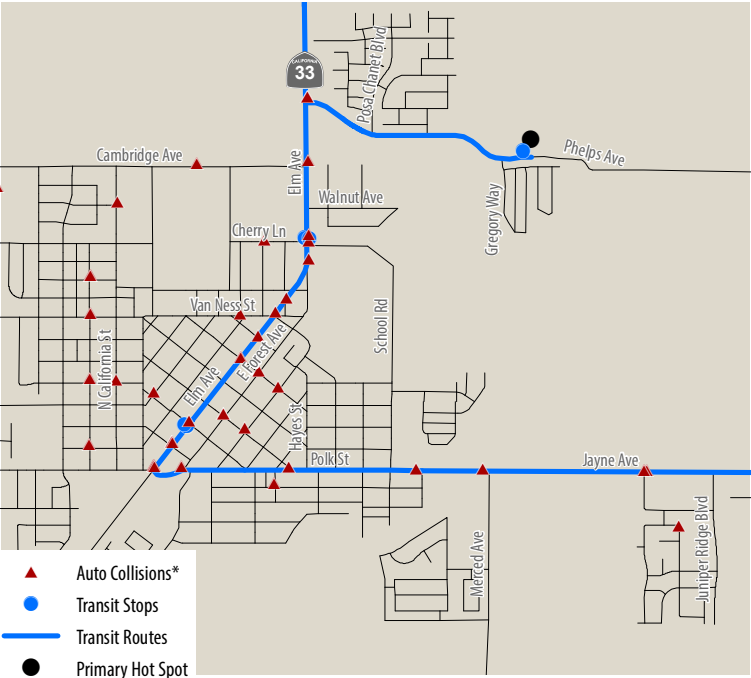
Existing Pedestrian Facilities



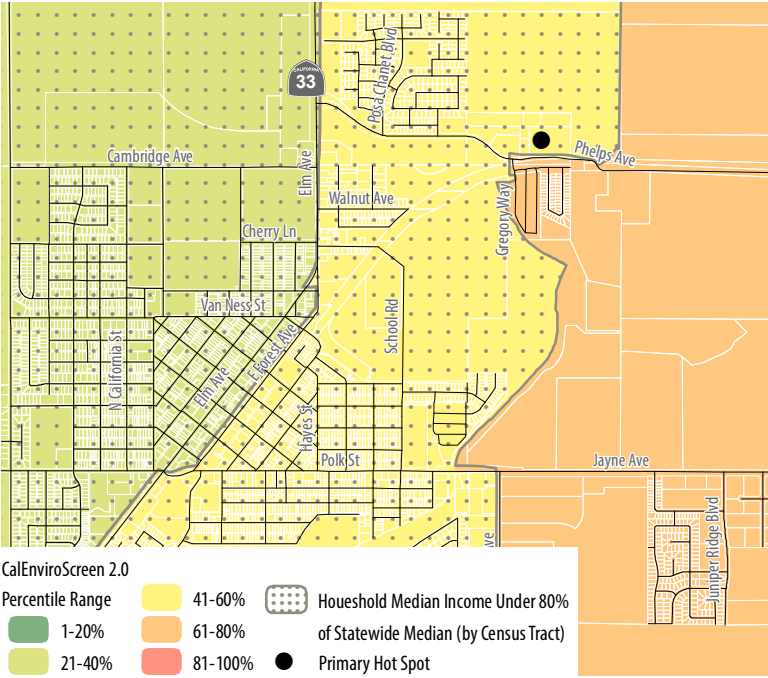
Existing Bike Facilities



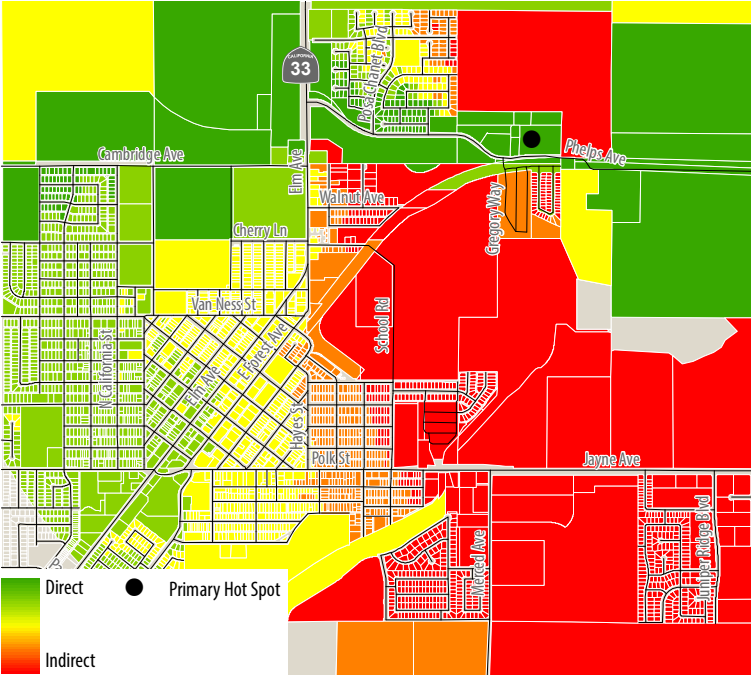
Existing Transit and Auto Facilities



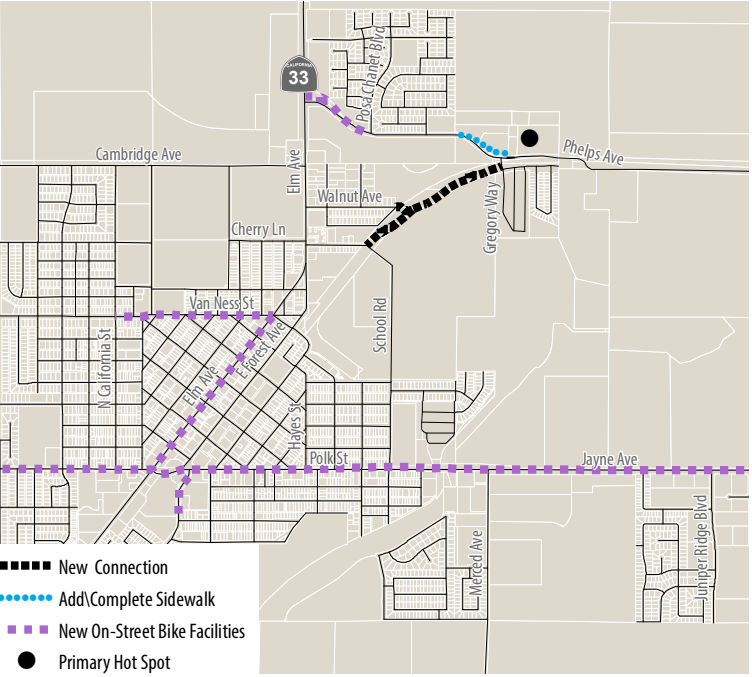
CalEnviroScreen 2.0 Percentile and Low Median Income



Route Directness (Existing Conditions)



Findings and Recommendations



*Collisions shown are from 2008-2012. Priority listed in all caps.

New Bike/Ped Connection: ■■■■■■

- Create off-street multi-use bike/ped path from Cherry Ln to Walnut Ave, and from Walnut Ave to Gregory Wy across existing bridge over Los Gatos Creek - **HIGH**
- Add pedestrian crossing at Gregory Wy and Phelps Ave - **HIGH**

Add/Complete Sidewalk: ●●●●●●

- North side of Phelps Ave from Medical Center property boundary west to existing sidewalk - **HIGH**

New On-Street Bike Facilities: ■■■■■■

- Van Ness St from California St to Elm Ave (SR 33) - **HIGH**
- Elm Ave (SR 33) from Polk St to Phelps Ave - **HIGH**
- Phelps Ave from Posa Chanet Blvd to Elm Ave (SR33) - **MEDIUM**

Transit:

- Increase transit frequency at the Medical Center, and add shelter and bench - **HIGH**

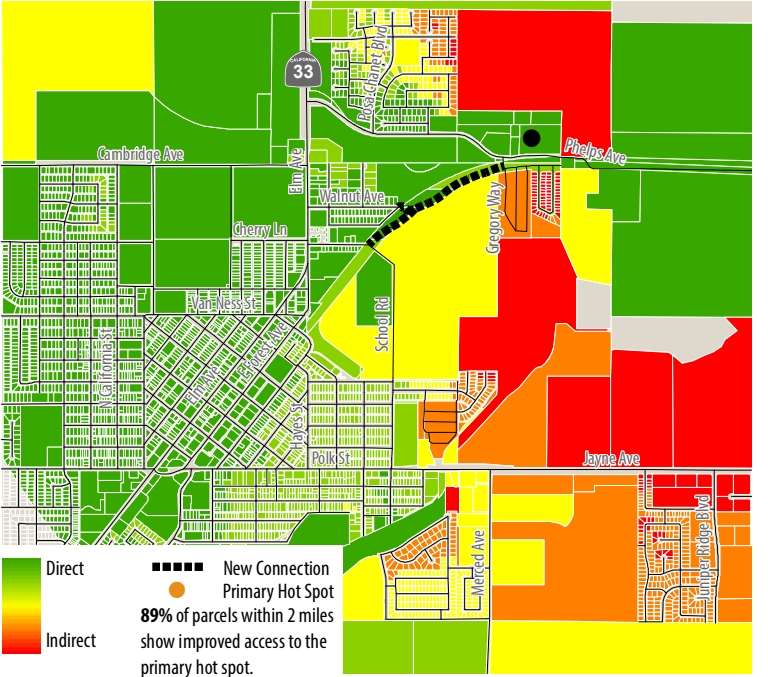
Auto:

- Good access to major roadways
- Parking on location and available nearby

• Polk St from Monterey Ave to Enterprise Pkwy - **LOW**

• Forest Ave from Polk St to Houston St - **MEDIUM**

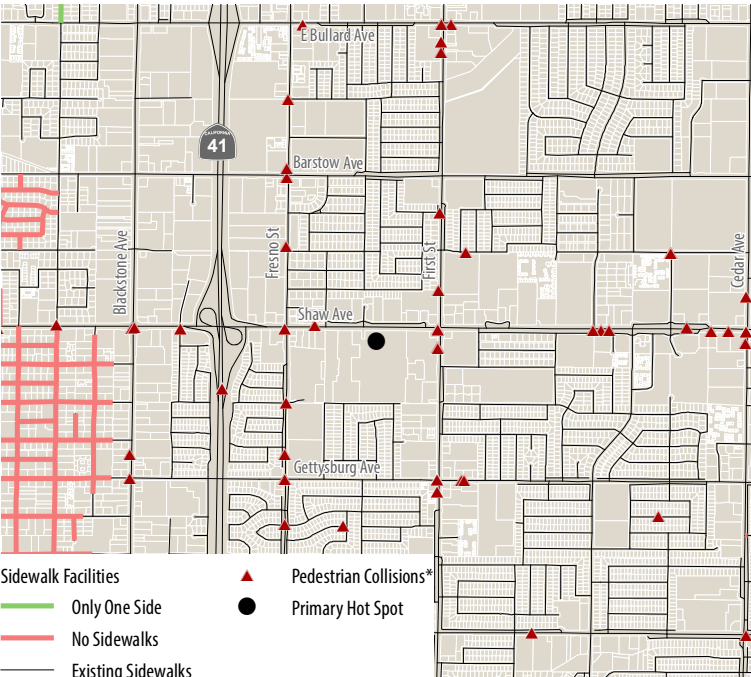
Route Directness with Enhancements



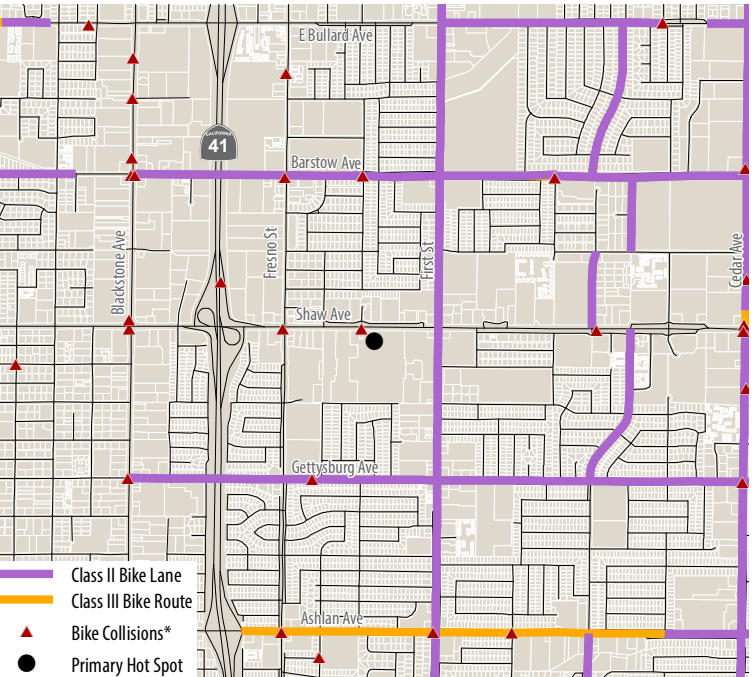


Fashion Fair Mall

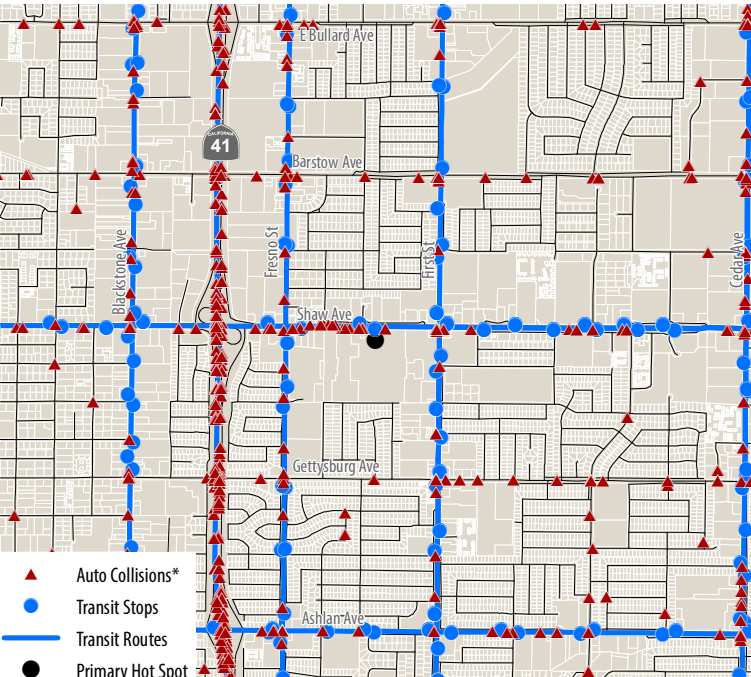
Existing Pedestrian Facilities



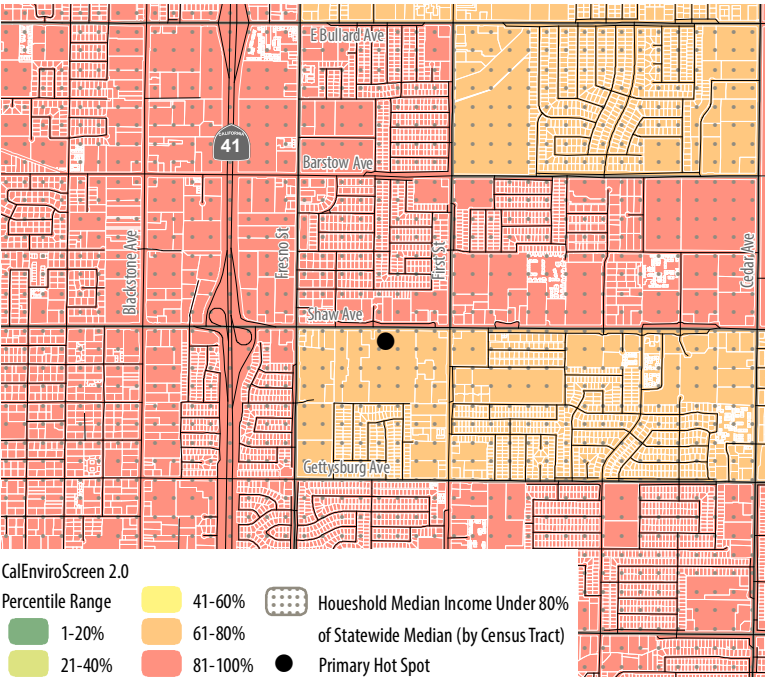
Existing Bike Facilities



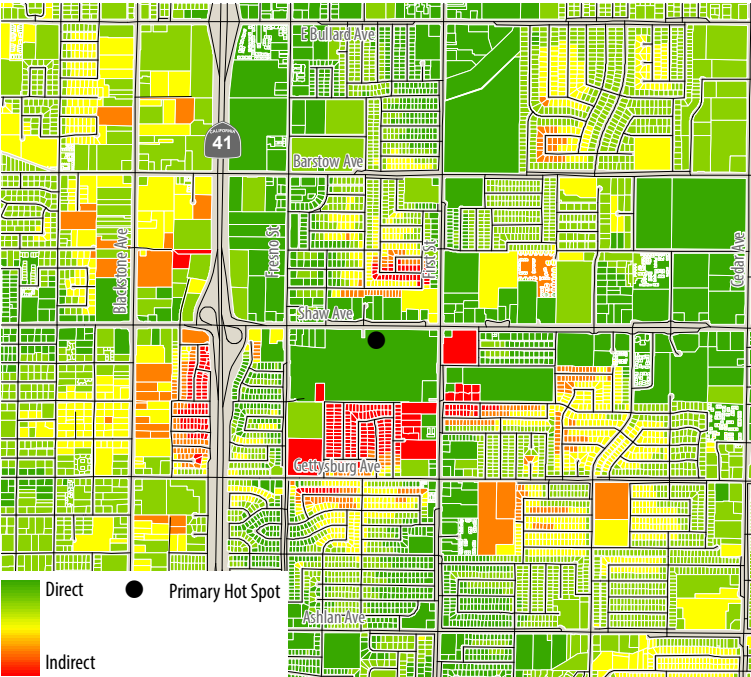
Existing Transit and Auto Facilities



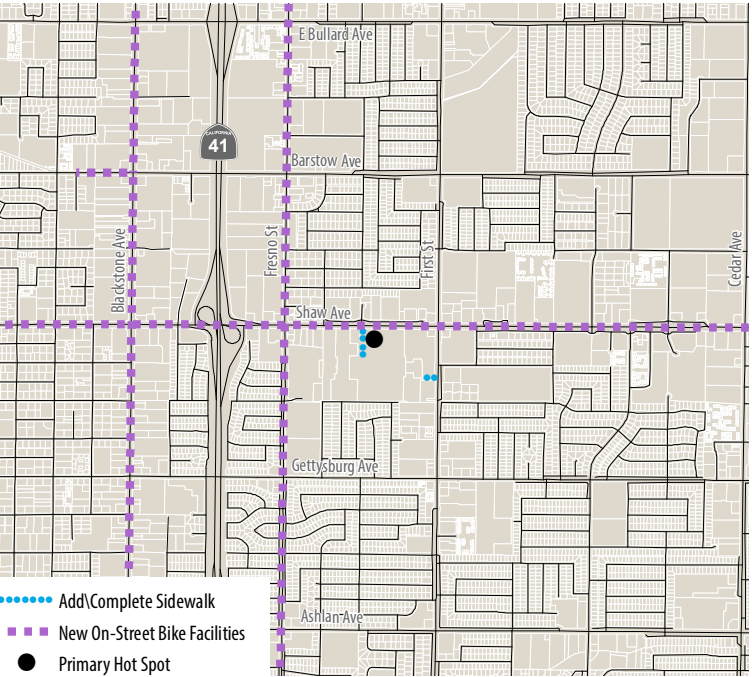
CalEnviroScreen 2.0 Percentile and Low Median Income



Route Directness (Existing Conditions)



Findings and Recommendations



*Collisions shown are from 2008-2012.
Priority listed in all caps.

Add/Complete Sidewalks:

- Add sidewalks inside property line to the north connecting to bus stops at Angus St and Shaw Ave - **MEDIUM**
- Add sidewalks inside property line connecting to bus stops at Fremont Ave and First Street - **MEDIUM**
- Fill gap on Barstow Ave west of Maroa Ave and east of Wilson Ave (located 1.4 miles west) - **LOW**

Add On-Street Bike Facilities:

- Shaw Ave from Palm Ave to Chestnut Ave - **HIGH**
- Fresno St from McKinley Ave to Sierra Ave - **HIGH**
- Blackstone Ave from Divisadero St to Herndon Ave - **HIGH**
- Maroa Ave from McKinley Ave to Barstow Ave - **MEDIUM**
- Fill gap at Barstow Ave from Blackstone Ave to San Pablo Ave - **HIGH**
- Dakota Ave from Blackstone Ave to Maroa Ave (located 2 miles southwest) - **MEDIUM**

- Complete Fresno State planned improvements on Barstow Ave between Willow Ave and Chestnut Ave (located 2.5 miles east) - **LOW**

Other Bike Facilities:

- Class I Path connecting Dakota Ave at Blackstone Ave with Dakota Ave at Palm Ave - **LOW**
- Complete Fresno State planned improvements adding Class I Path near Barstow Ave between Chestnut Ave and Cedar Ave (located 2 miles southwest) - **LOW**
- Add short term bike parking at all entrances, with at least two points of contact that allows both frame and wheel to be locked - **MEDIUM**
- Add long-term bike parking - **LOW**

Transit:

- Add shelter to stop at First St and southeast corner of property in front of Kaiser Permanente building - **HIGH**
- Add shelter to stop ID on Fresno St at southwest corner of property - **HIGH**

Auto:

- Good access to major roadways
- Parking on location and available nearby

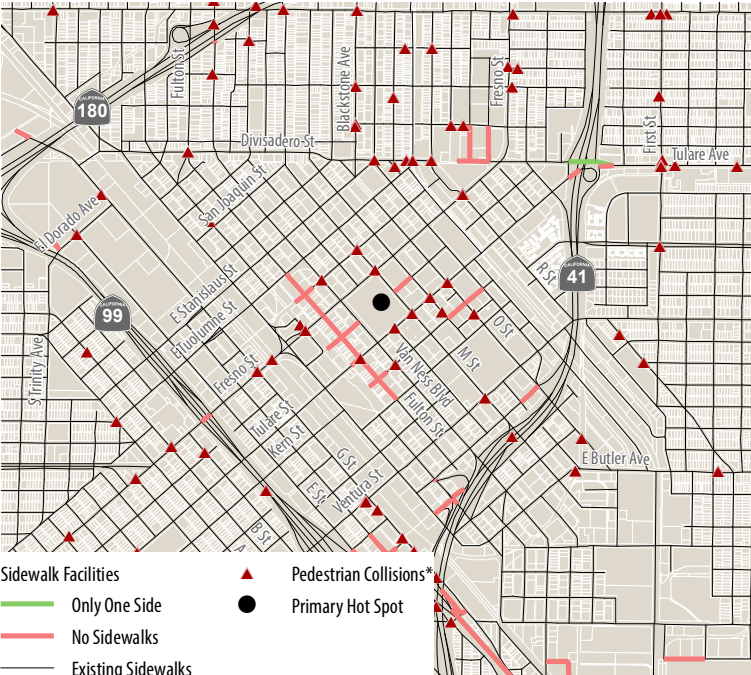
Route Directness Enhancements

Not applicable,
no added connections

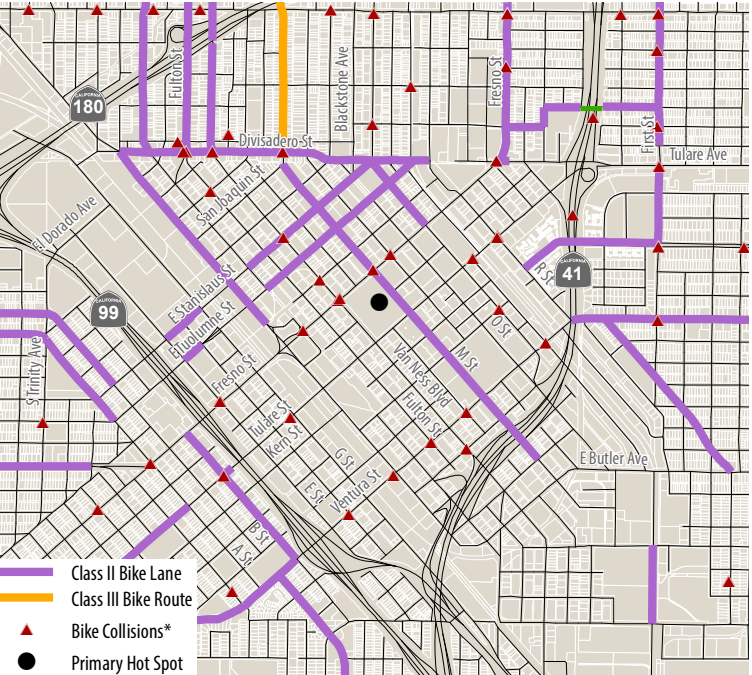


Fresno County Superior Court

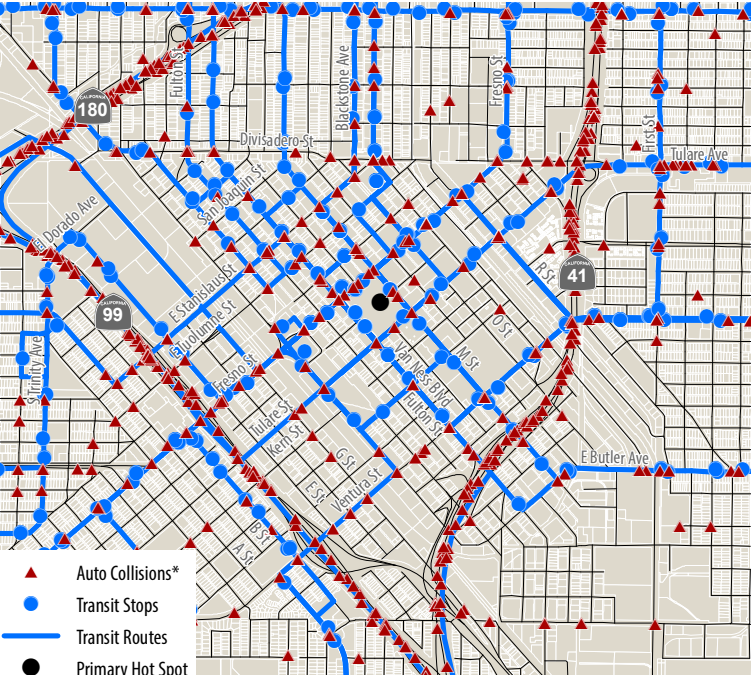
Existing Pedestrian Facilities



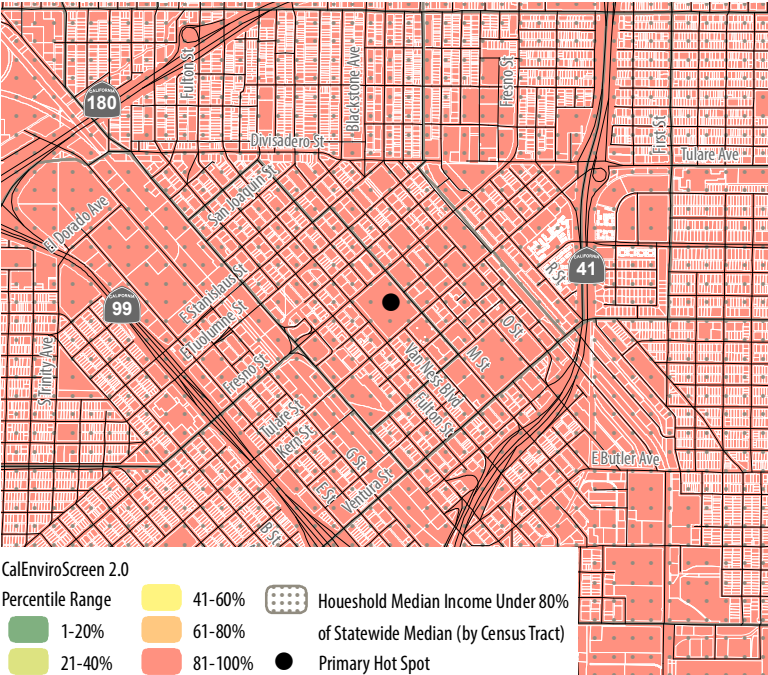
Existing Bike Facilities



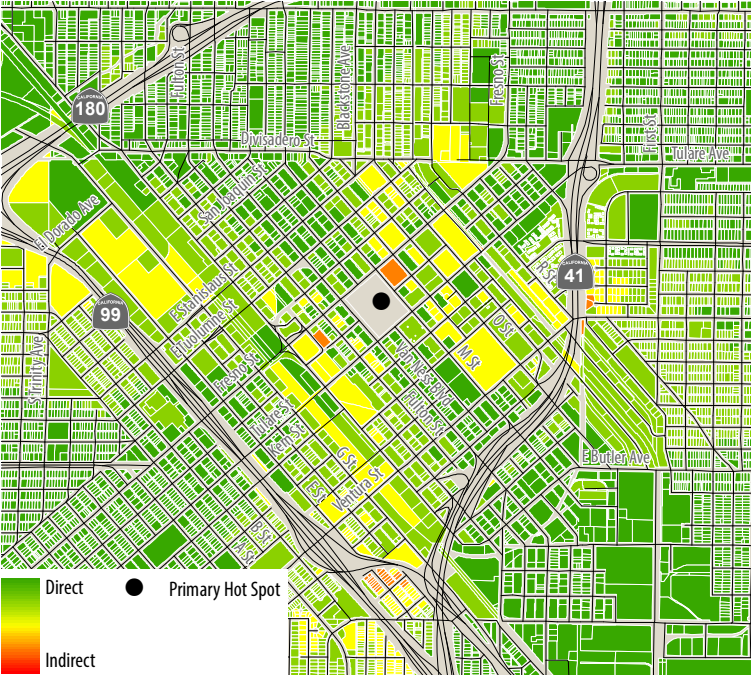
Existing Transit and Auto Facilities



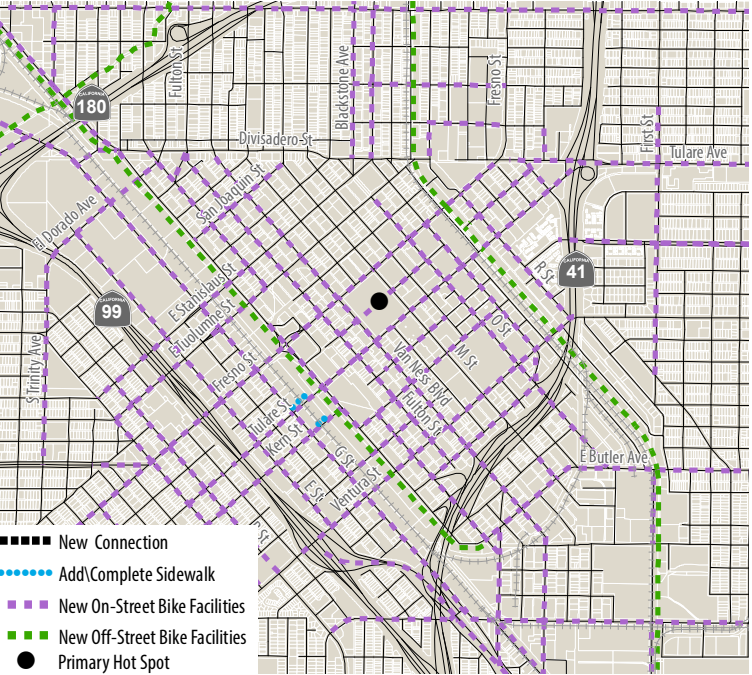
CalEnviroScreen 2.0 Percentile and Low Median Income



Route Directness (Existing Conditions)



Findings and Recommendations



*Collisions shown are from 2008-2012.

Priority listed in all caps.

Add/Complete Sidewalks:

- Complete gap in sidewalk on Tulare St from rail crossing to G St - **HIGH**
- Complete gap in sidewalk on Kern St across rail crossing - **HIGH**

Add On- /Off-Street Bike Facilities:

- Currently showing 2010 BMP planned facilities, upcoming modifications from the Fresno Active Transportation Plan, the High Speed Rail Station Plan, and the Downtown Plan will reassess this area.

Transit:

- Good access via multiple routes

Auto:

- Good access

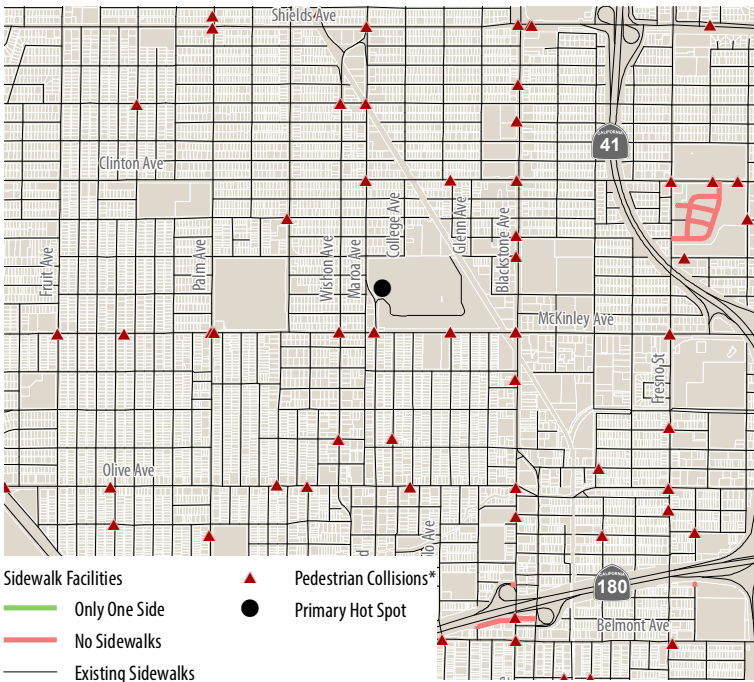
Route Directness Enhancements

Not applicable,
no added connections

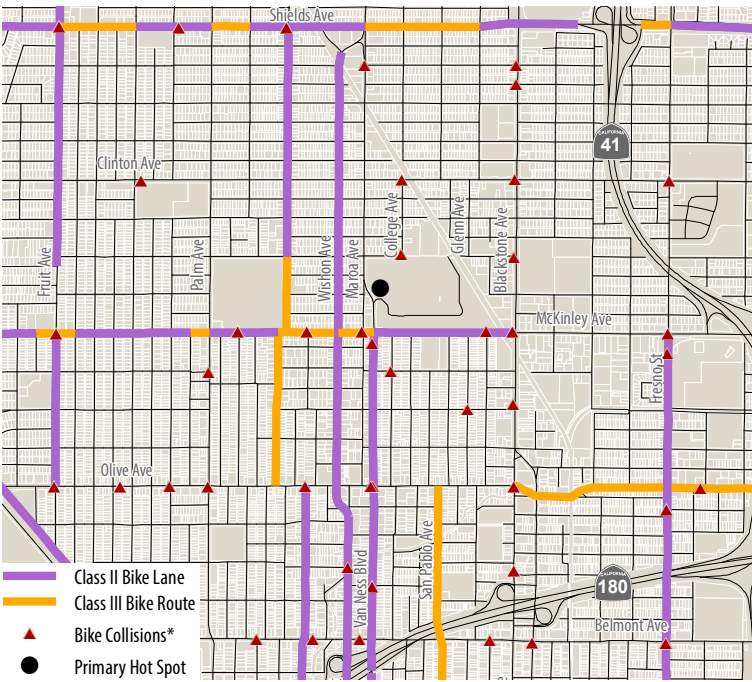


Fresno City College

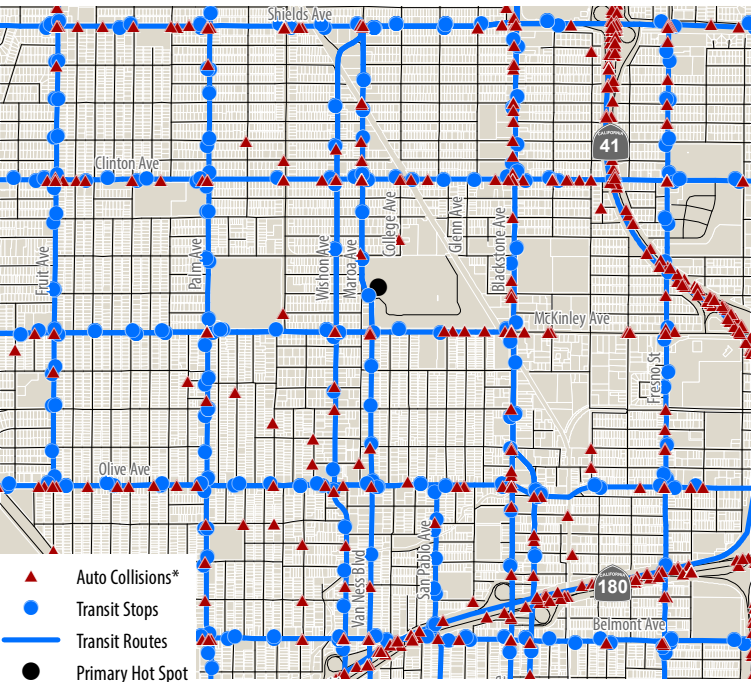
Existing Pedestrian Facilities



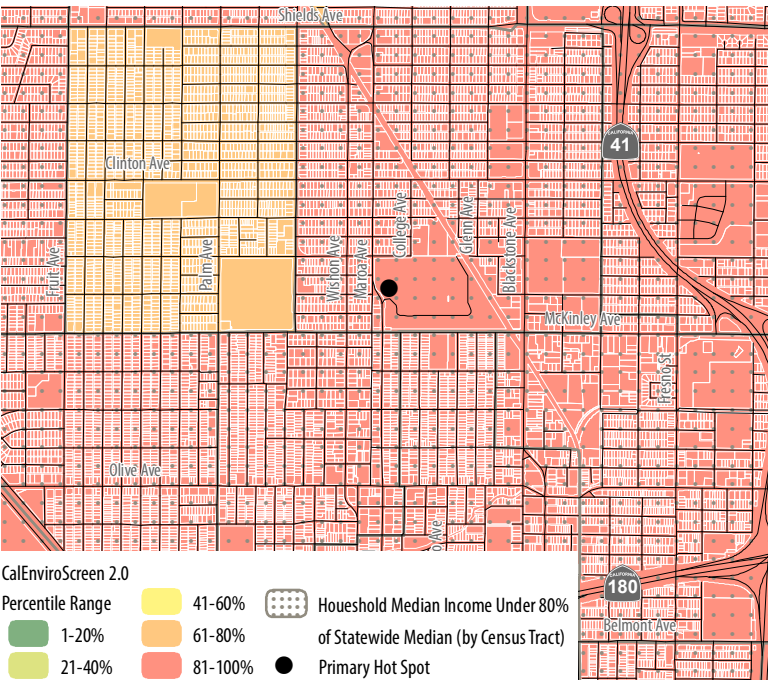
Existing Bike Facilities



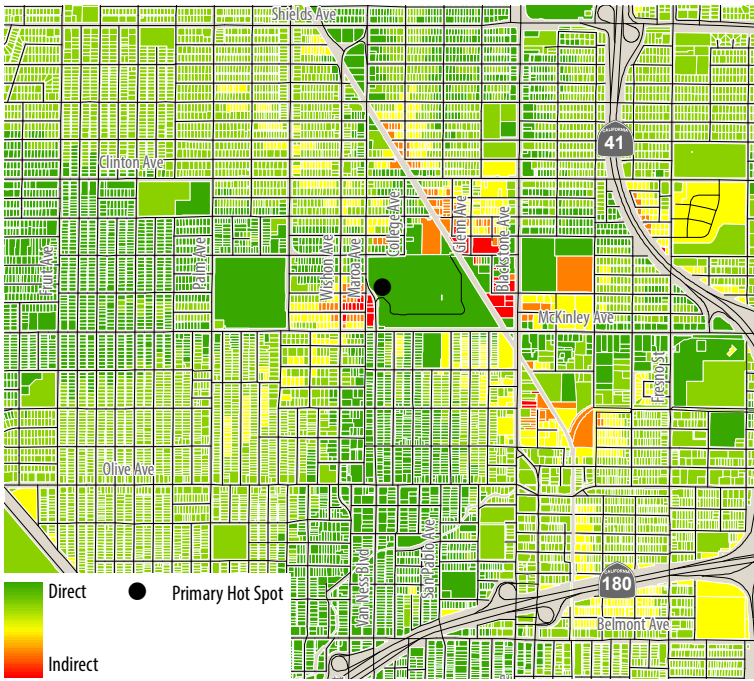
Existing Transit and Auto Facilities



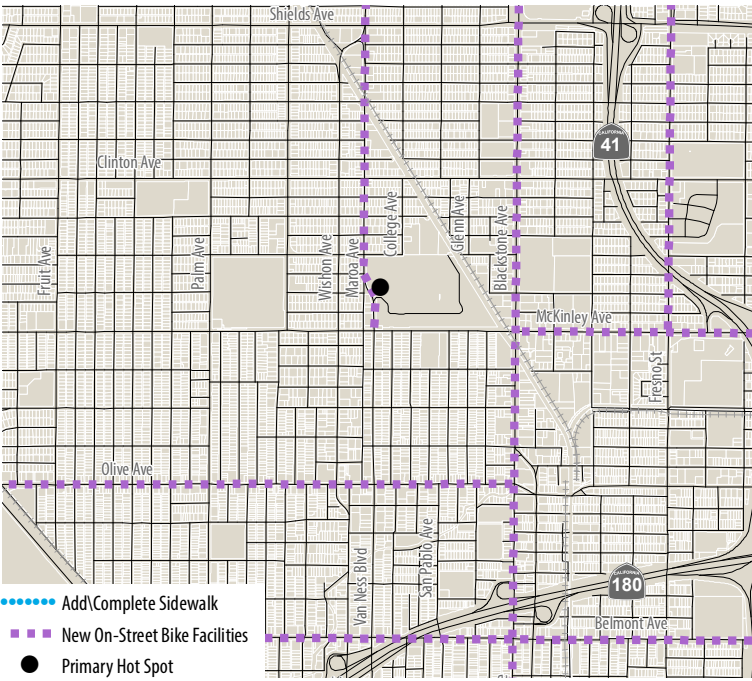
CalEnviroScreen 2.0 Percentile and Low Median Income



Route Directness (Existing Conditions)



Findings and Recommendations



*Collisions shown are from 2008-2012.
Priority listed in all caps.

Sidewalk:

- Good coverage

Add On-Street Bike Facilities:

- McKinley Ave from Chestnut Ave to existing facility at Blackstone Ave - **HIGH**
- McKinley Ave from West Ave to Cornelia Ave (located 2 miles west) - **LOW**
- Maroa Ave from McKinley Ave to Shields Ave - **HIGH**
- Maroa Ave from Barstow Ave to Shields Ave (located 2 miles north) - **MEDIUM**
- Blackstone Ave from Divisadero St to Barstow Ave - **HIGH**
- Belmont Ave from Cedar Ave to H St (located 1 mile south) - **LOW**
- Fresno St from McKinley Ave to Shaw Ave - **LOW**

Transit:

- Good access
- Multiple stops and frequent service

Auto:

- Good access to major roadways
- Parking on location and available nearby

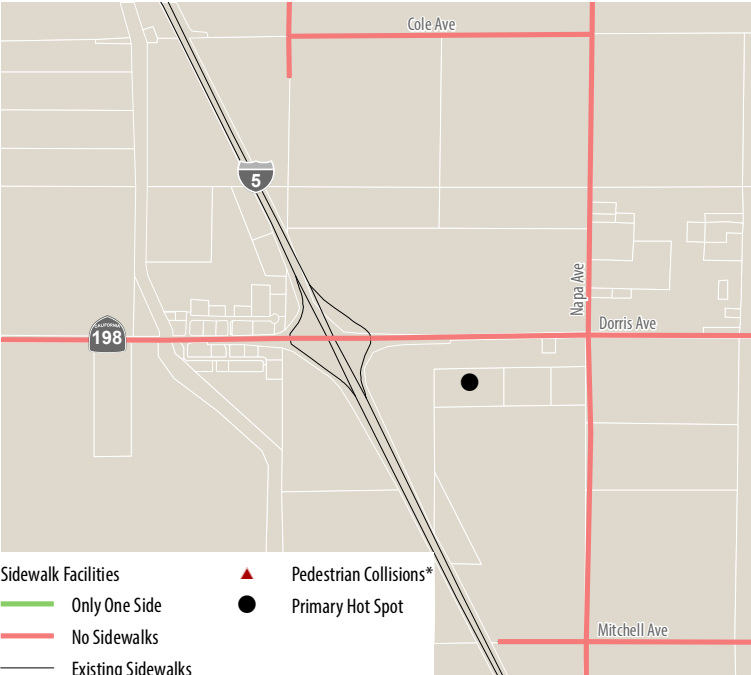
Route Directness Enhancements

Not applicable,
no added connections

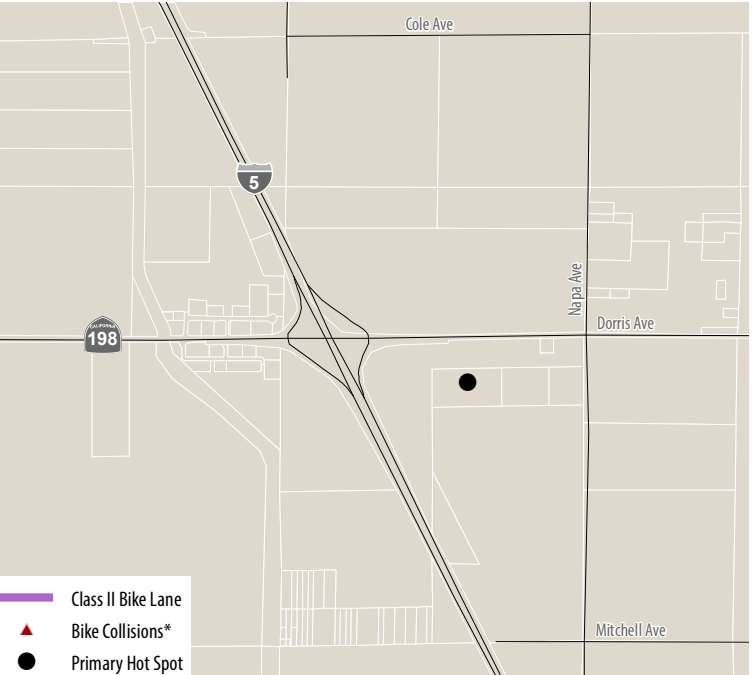


Harris Ranch

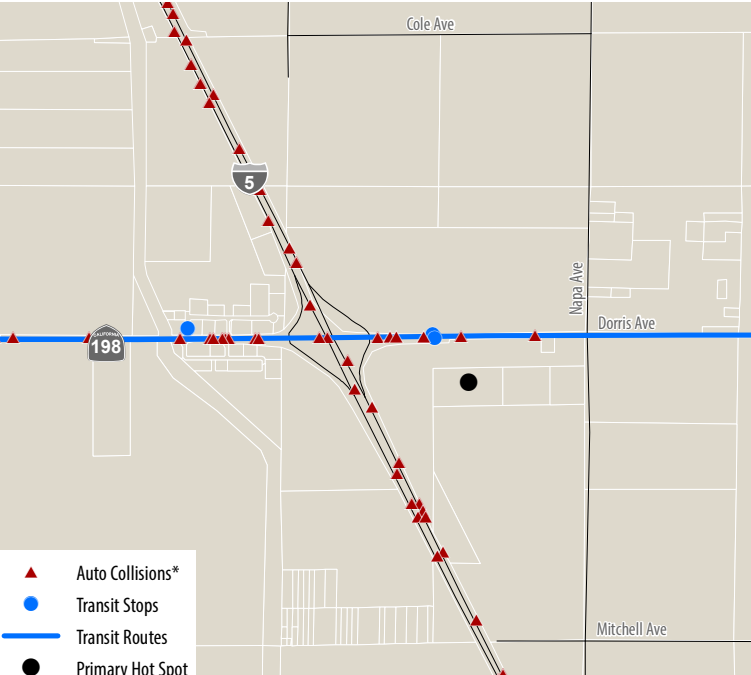
Existing Pedestrian Facilities



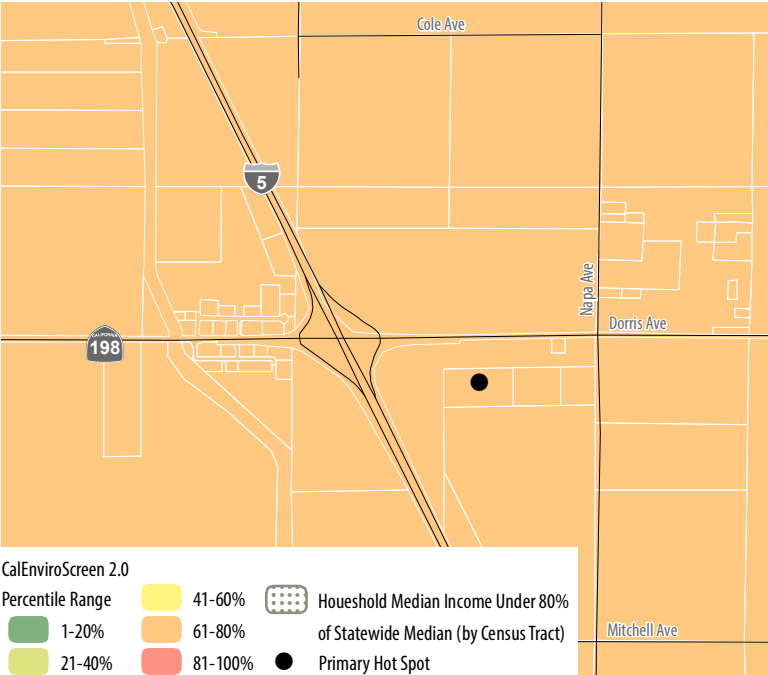
Existing Bike Facilities



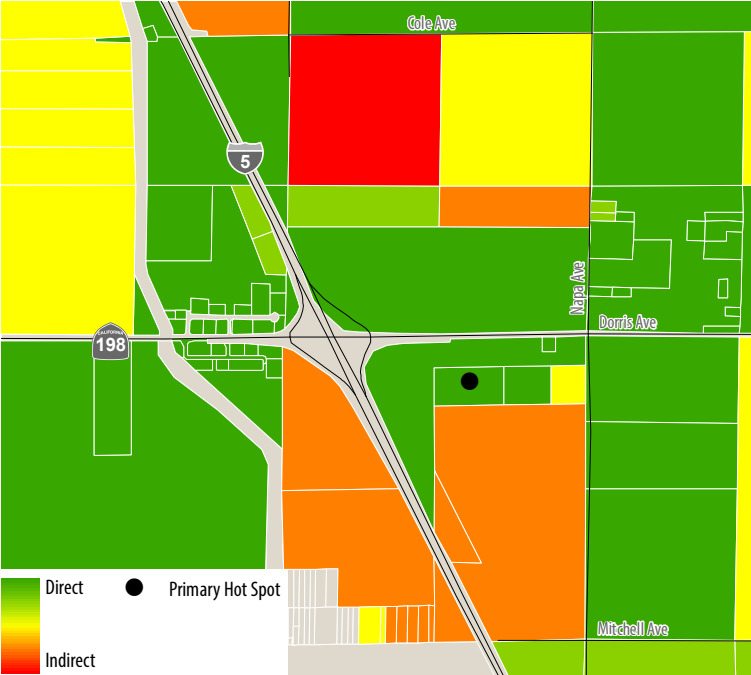
Existing Transit and Auto Facilities



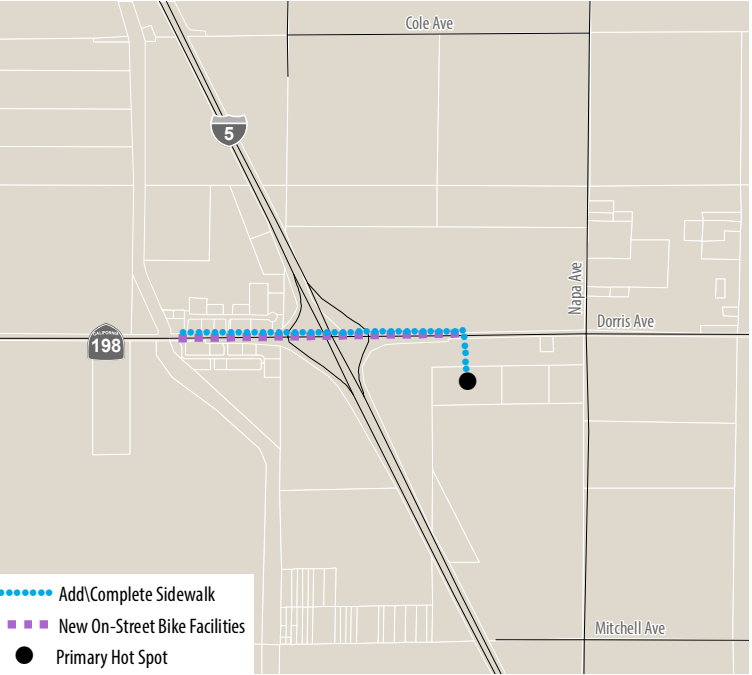
CalEnviroScreen 2.0 Percentile and Low Median Income



Route Directness (Existing Conditions)



Findings and Recommendations



*Collisions shown are from 2008-2012.
Priority listed in all caps.

Add/Complete Sidewalk:.....

- Connect bus stops to employment center - **HIGH**
- Connect to other side of I-5 on Dorris Ave (SR 198) - **LOW**

Add On-Street Bike Facilities:

- Doris Ave (SR 198) from Harris Ranch exit to other side of I-5 - **LOW**

Transit:

- Four stops per day, connecting to Huron and Coalinga
- Add additional transit service - **MEDIUM**
- Add shelters for transit stops - **HIGH**

Auto:

- Good access to major roadways
- Parking on location and available nearby

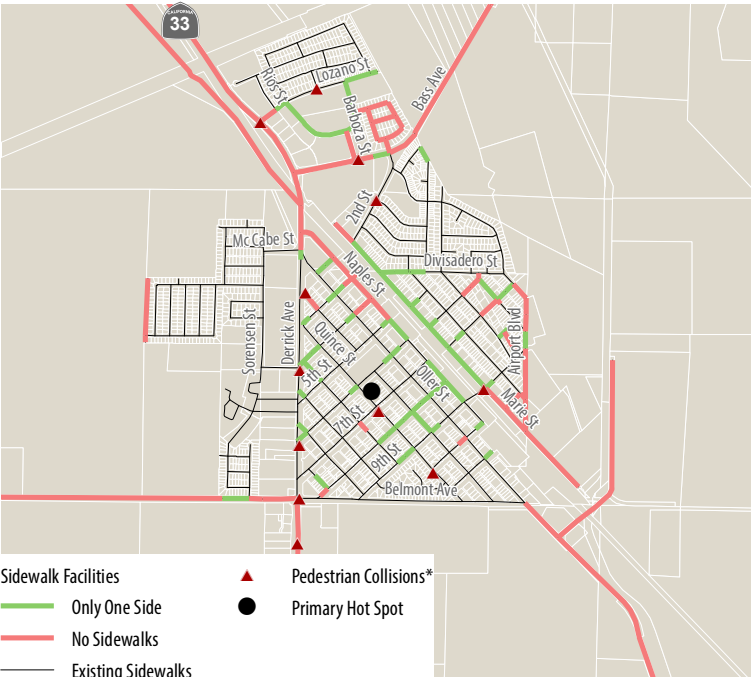
Route Directness Enhancements

Not applicable,
no added connections

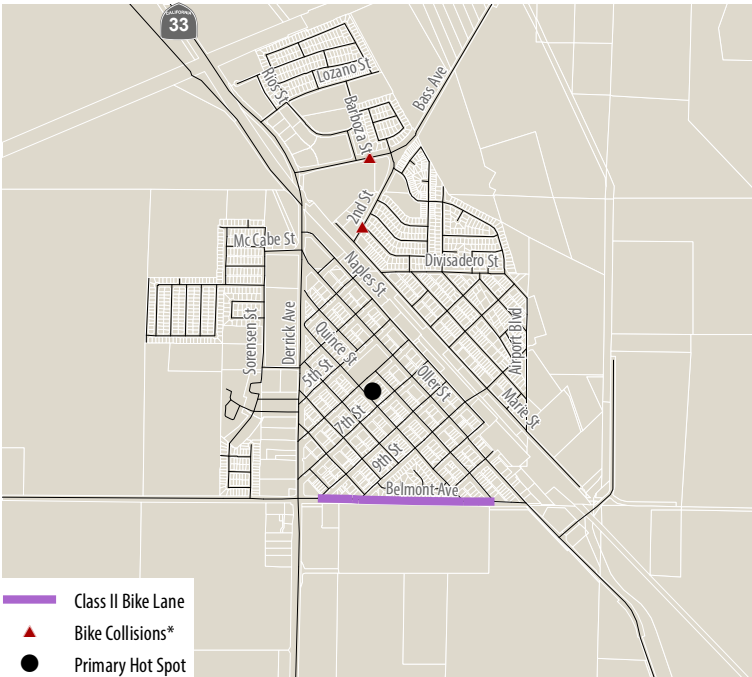


Mendota Department of Motor Vehicles

Existing Pedestrian Facilities



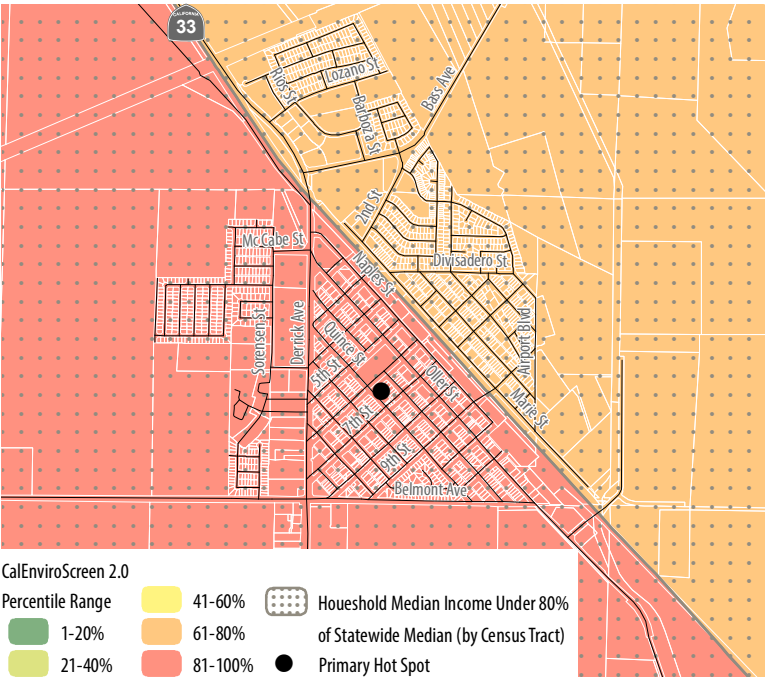
Existing Bike Facilities



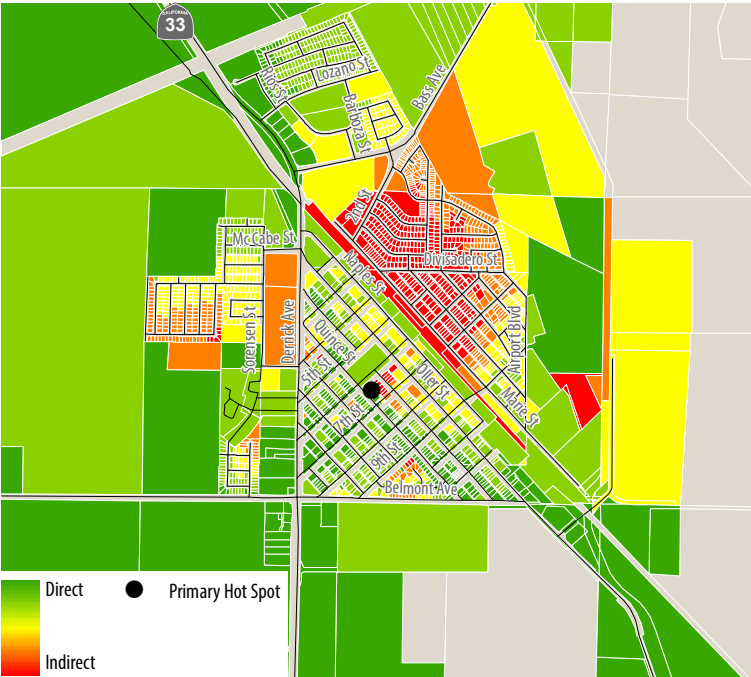
Existing Transit and Auto Facilities



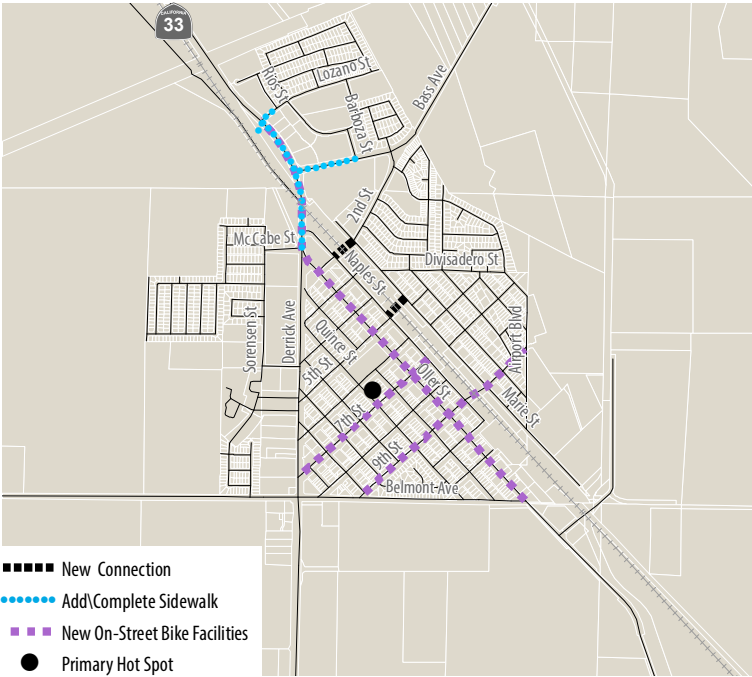
CalEnviroScreen 2.0 Percentile and Low Median Income



Route Directness (Existing Conditions)



Findings and Recommendations



*Collisions shown are from 2008-2012.
Priority listed in all calls.

New Bike\Ped\Auto Connection: ■■■■■■

- Between 2nd St\Marie St and 2nd St Naples St (across rail) - **HIGH**
- Between 5th St\Marie St and Naples north of 5th Ave (across rail) - **HIGH**

Add\Complete Sidewalk: ●●●●●●

- Bass Ave from Barboza St to SR 33 - **MEDIUM**
- Lozano St from SR 33 to Rios St - **MEDIUM**
- SR 33 from Lozano St to McCabe St - **MEDIUM**
- Across greenbelt from Lozano St\SR 33 to connect paved path (desire line) - **MEDIUM**

Add On-Street Bike Facilities: ■■■■■■

- 7th St from SR 33 to Oller St - **HIGH**
- Oller St from McCabe St to Belmont Ave - **HIGH**
- SR 33 From Lozano St to McCabe Ave - **MEDIUM**
- 9th St from Belmont Ave to Oller St - **LOW**
- 9th St from Oller St to Airport Blvd - **MEDIUM**

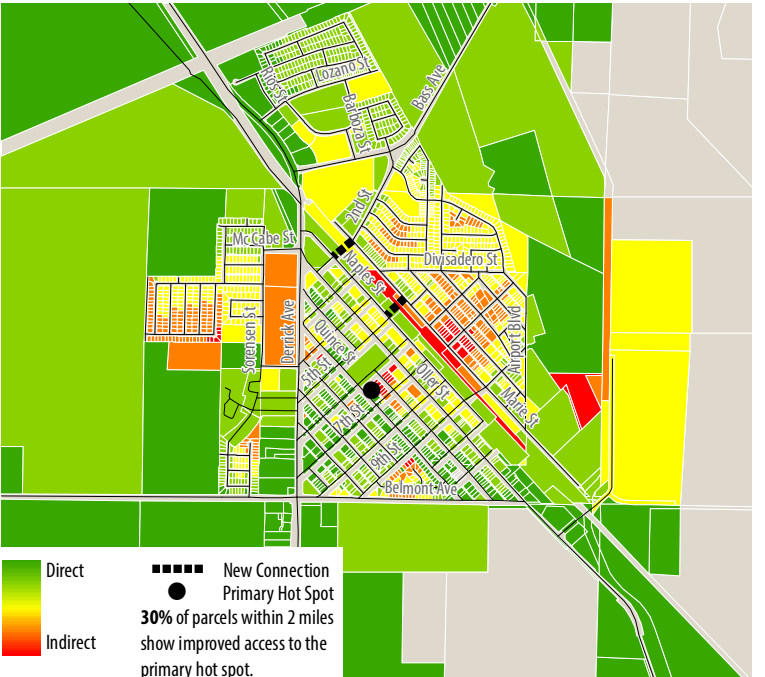
Transit:

- Intracity service available twice daily each direction (Firebaugh, Mendota, Kerman, Fresno)
- Add more frequent service - **HIGH**

Auto:

- Good access to major roadways
- Parking on location and available nearby

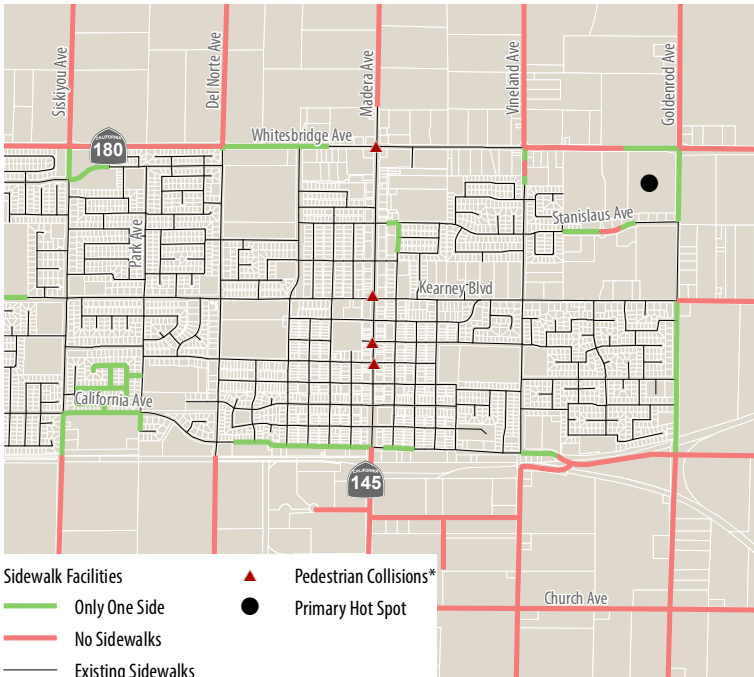
Route Directness Enhancements



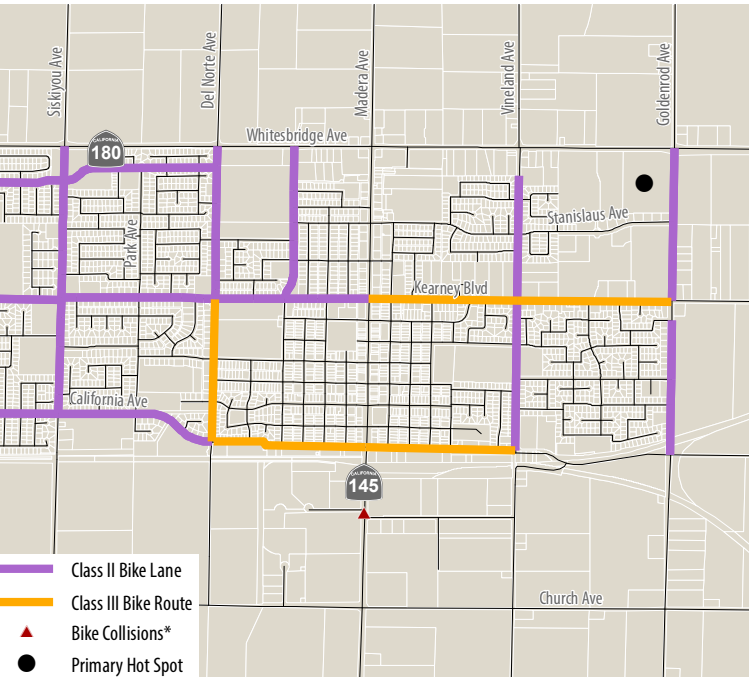


Walmart, Kerman

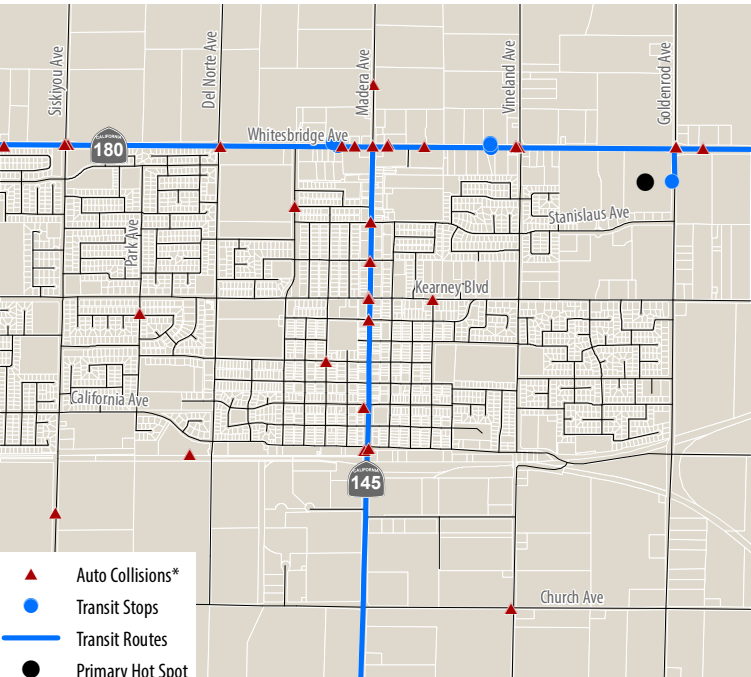
Existing Pedestrian Facilities



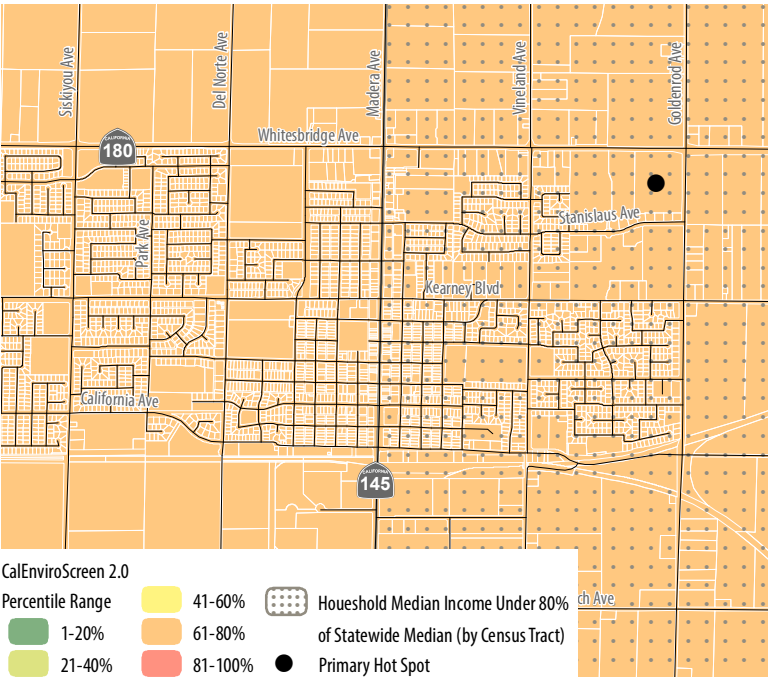
Existing Bike Facilities



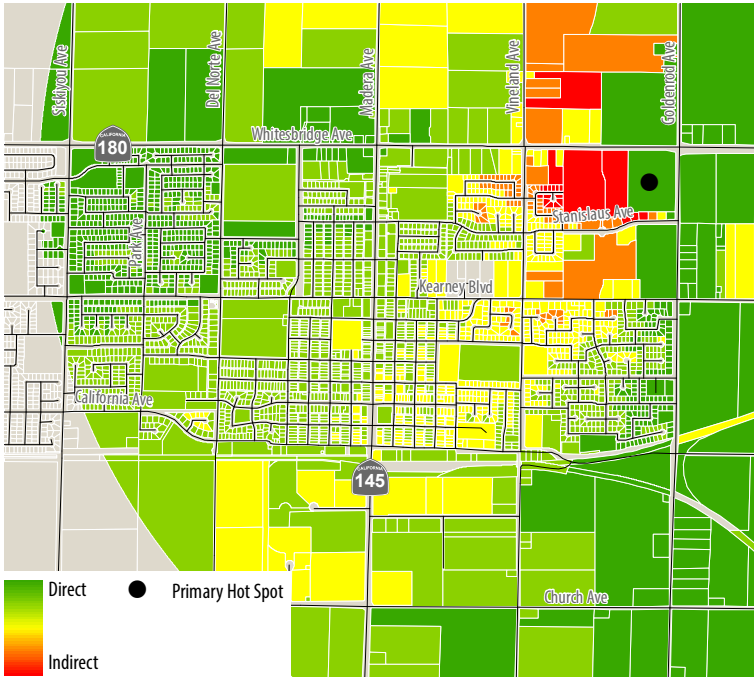
Existing Transit and Auto Facilities



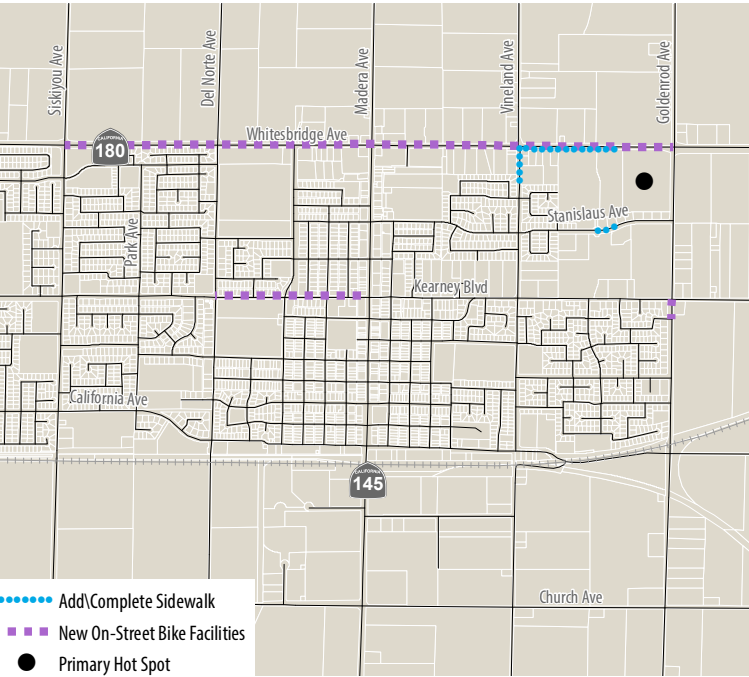
CalEnviroScreen 2.0 Percentile and Low Median Income



Route Directness (Existing Conditions)



Findings and Recommendations



*Collisions shown are from 2008-2012.
Priority listed in all caps.

Add/Complete Sidewalk:

- Complete sidewalk on southside of Whitesbridge Ave (SR 180) from Walmart parking lot to Vineland Ave - **HIGH**
- Complete sidewalk on Vineland Ave from Whitesbridge Ave (SR 180) to existing sidewalk north of San Joaquin Ave - **MEDIUM**
- Complete sidewalk on north side of Stanislaus Ave from roundabout to existing sidewalk - **LOW**

Add On-Street Bike Facilities: - - - - -

- North side of Kearney Blvd from Del Norte Ave to Madera Ave (SR 45) (Class III recommended due to width considerations) - **HIGH**
- Goldenrod Ave from Kearney Blvd to G St (Class III recommended due to width considerations)- **MEDIUM**
- Whitesbridge Ave (SR 180) from Siskiyou Ave to Goldenrod Ave - **MEDIUM**

Transit:

- Four stops per day, connecting to Huron and Coalinga
- Increase service frequency and improve signage to stop on Goldenrod Avenue on east side of Walmart property - **HIGH**

Auto:

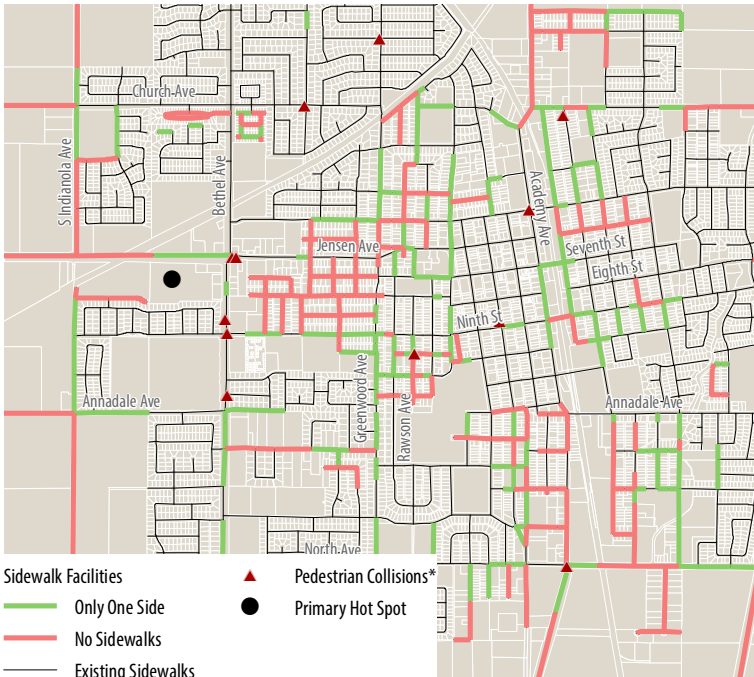
- Good access to major roadways
- Parking on location and available nearby

Not applicable,
no added connections

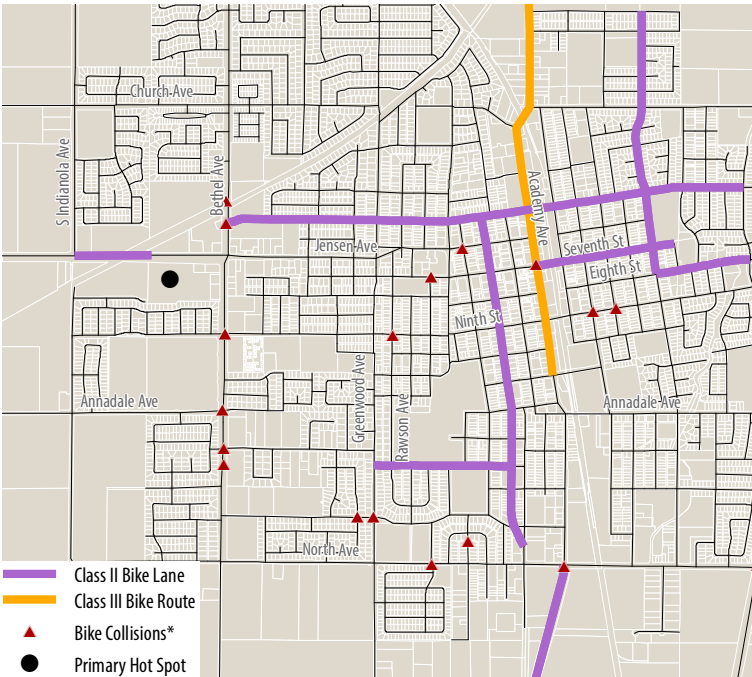


Walmart, Sanger

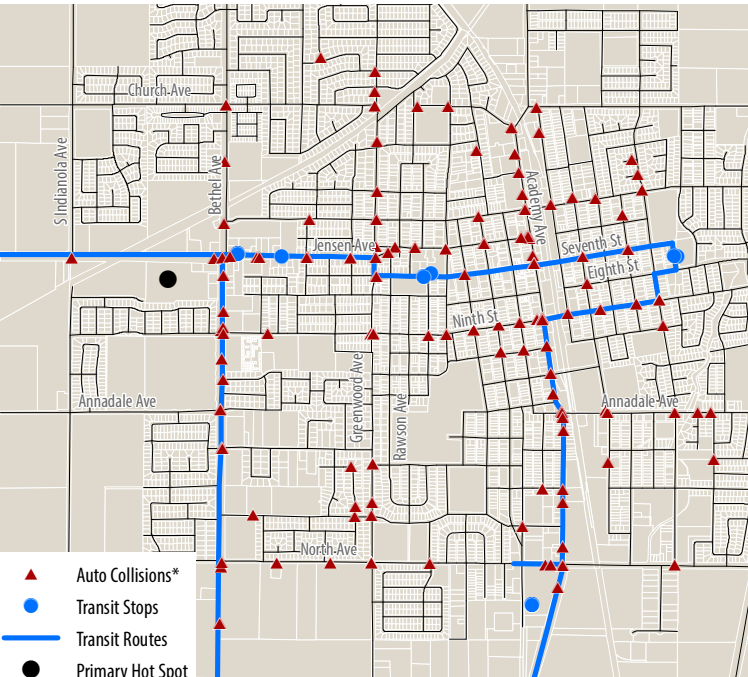
Existing Pedestrian Facilities



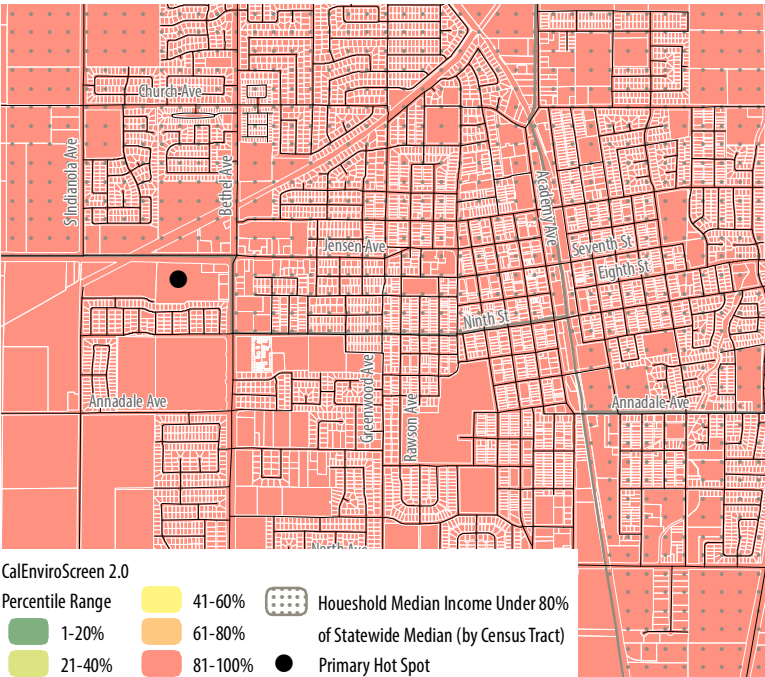
Existing Bike Facilities



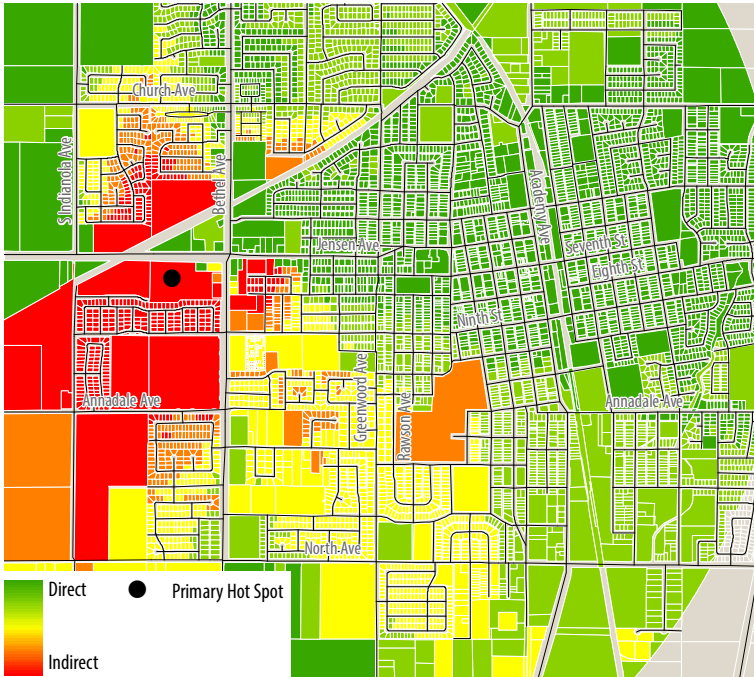
Existing Transit and Auto Facilities



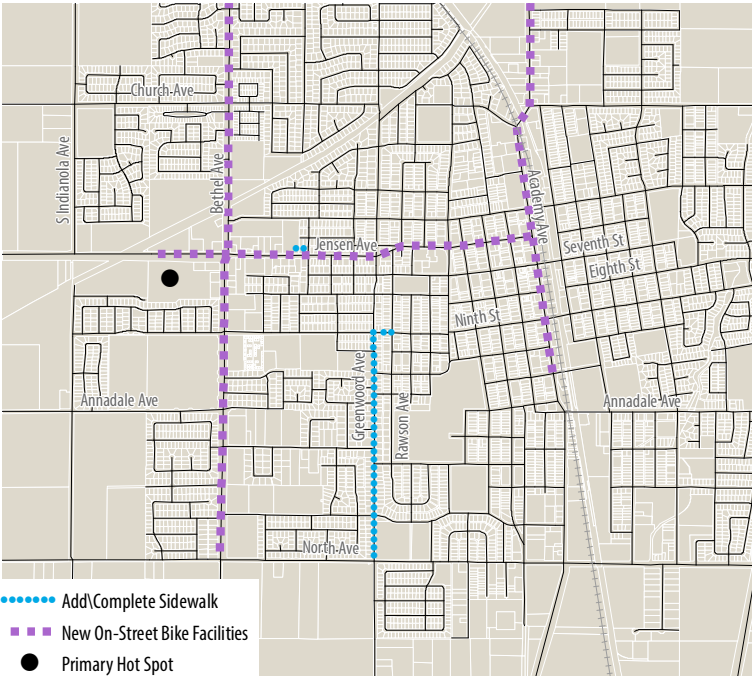
CalEnviroScreen 2.0 Percentile and Low Median Income



Route Directness (Existing Conditions)



Findings and Recommendations



*Collisions shown are from 2008-2012.
Priority listed in all caps.

Add/Complete Sidewalk:

- Fill gap on north side of Jensen Ave from Lyon Ave to the west for 150' - **HIGH**
- Fill gap on Ninth St from Rawson Ave to mid-way to Greenwood Ave - **HIGH**
- Greenwood Ave between Ninth St to North Ave - **HIGH**

Add On-Street Bike Facilities:

- Bethel Ave from North Ave to Acacia Ave - **MEDIUM**
- Jensen Ave from west end of Walmart parking lot to Academy Ave - **HIGH**
- Upgrade Academy Ave from Eleventh St to California Ave to Class II with striping and signing - **MEDIUM**

Transit:

- Increase transit service - **HIGH**
- Install bus shelter on eastbound Jensen Ave - **HIGH**
- Add signage to both east and westbound locations on Jensen Ave - **HIGH**

Auto:

- Good access to major roadways
- Parking on location and available nearby

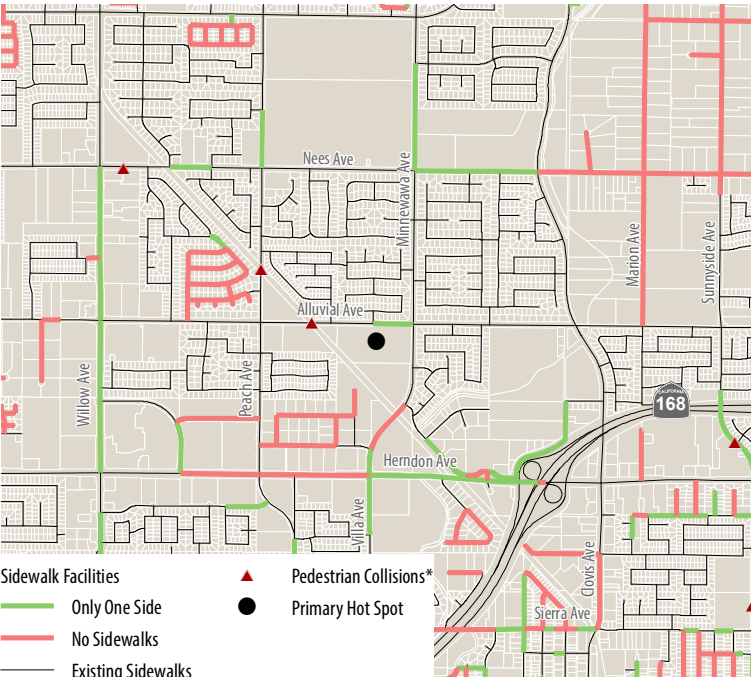
Route Directness Enhancements

Not applicable,
no added connections

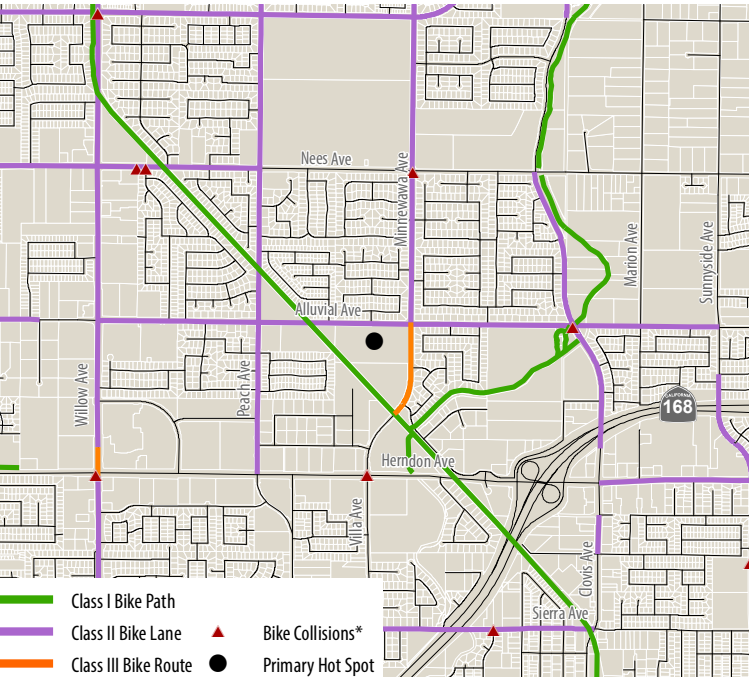


Wawona Frozen Foods

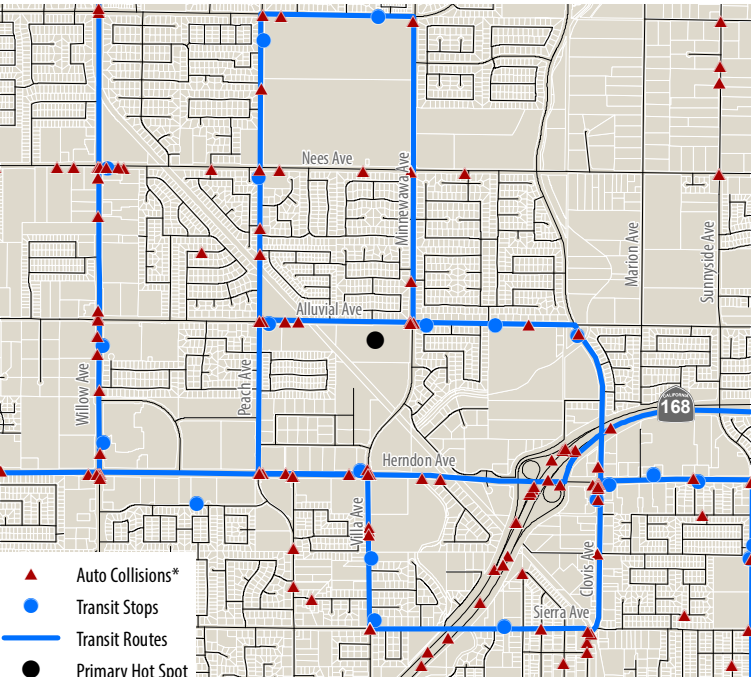
Existing Pedestrian Facilities



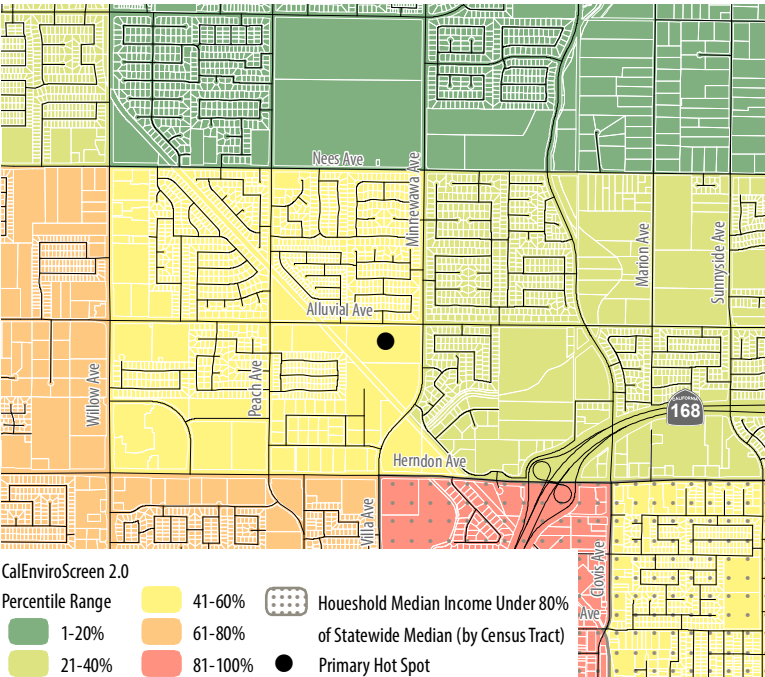
Existing Bike Facilities



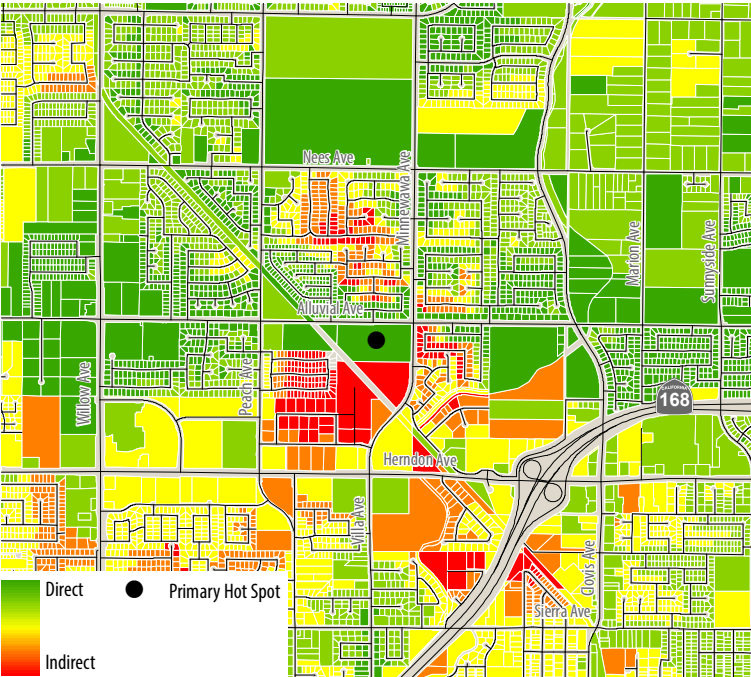
Existing Transit and Auto Facilities



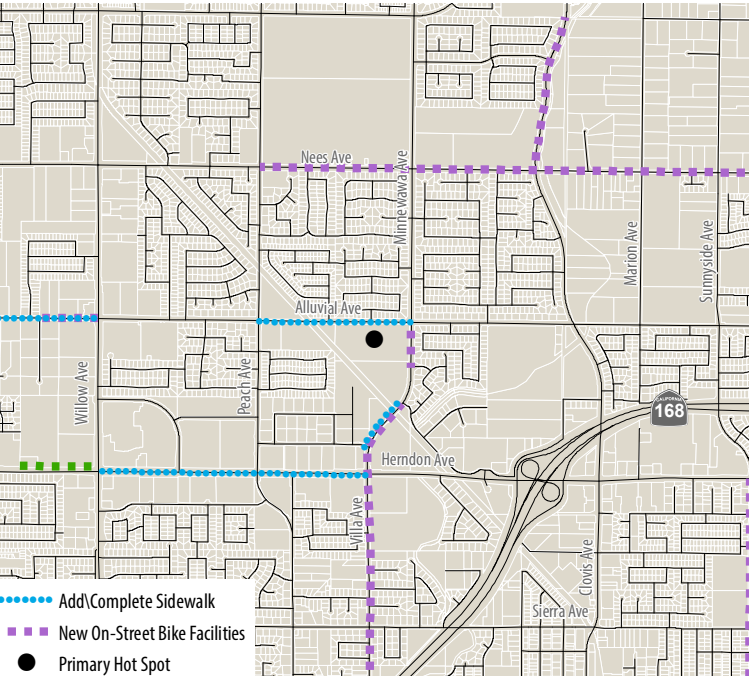
CalEnviroScreen 2.0 Percentile and Low Median Income



Route Directness (Existing Conditions)



Findings and Recommendations



*Collisions shown are from 2008-2012. Priority listed in all caps.

Add/Complete Sidewalk:

- Fill gap in sidewalk on Villa Ave between Fir Ave and Minnewawa Ave - **HIGH**
- South side of Alluvial Ave between Minnewawa Ave and Peach Ave - **HIGH**
- Fill gaps on both sides of Herndon Ave between Willow Ave and Villa Ave - **LOW**
- Gaps on Alluvial Ave between Backer Ave and Chestnut Ave - **MEDIUM**

New On-Street Bike Facilities:

- Clovis Ave between Nees Ave and Teague Ave - **LOW**
- Nees Ave between Peach Ave and Locan Ave - **MEDIUM**
- West side of Minnewawa Ave from Chennault Ave to Alluvial Ave - **MEDIUM**
- Villa Ave from Alluvial Ave to Gettysburg Ave - **MEDIUM**

- Sunnyside Ave between Gettysburg Ave and Herndon Ave - **LOW**
- Bullard Ave from Willow Ave to Fowler Ave (located 1.5 miles south) - **LOW**
- Chestnut Ave from Bullard Ave to Herndon Ave (located 1.4 miles south) - **LOW**
- Fill gaps on Alluvial Ave from Willow Ave to Paula Ave - **MEDIUM**

New Off-Street Bike Facilities:

- Fill gaps in Class I Path on north side of Herndon Ave between Willow Ave and existing Class I Path - **MEDIUM**

Transit:

- Good access

Auto:

- Good access to major roadways
- Parking on location and available nearby

Route Directness Enhancements

Not applicable,
no added connections