

## Appendix A

# PLAN CONFORMANCE WITH ACTIVE TRANSPORTATION PROGRAM GUIDELINES

The tables in this appendix identify where this plan fulfills each requirement in the California Transportation Commission 2023 Active Transportation Program Guidelines Appendix A, Active Transportation Plan for Disadvantaged Communities Guidance for Plans, for each jurisdiction.

**Table A-1: Coalinga Conformance with ATP Guidelines**

Item	Requirement	Pages
A	<b>Mode Share:</b> 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.	Existing: 3-6, 5-14 Increase: 3-6
B	<b>Description of Land Use/Destinations:</b> 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, major transit hubs, and other destinations. Major transit hubs must include, but are not limited to, rail and transit terminals, and ferry docks and landings.	Existing: 2-1 to 2-4, 5-5 to 5-6 Proposed: App. C
C	<b>Pedestrian Facilities:</b> A map and description of existing and proposed pedestrian facilities, including those at major transit hubs and those that serve public and private schools.	Existing: 5-1 to 5-2 Proposed: 5-16 to 5-17
D	<b>Bicycle Facilities:</b> A map and description of existing and proposed bicycle transportation facilities including those at major transit hubs and those that serve public and private schools.	Existing: 5-1, 5-3 Proposed: 5-16, 5-18
E	<b>Bicycle Parking:</b> A map and description of existing and proposed end-of-trip bicycle parking facilities. Include 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. Also include 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: 3-4, 5-3, App. C Proposed: 5-16, 5-18
F	<b>Wayfinding:</b> A description of existing and proposed signage providing wayfinding along bicycle and pedestrian networks to designated destinations.	Existing: 3-5 Proposed: 1-19, 3-5
G	<b>Non-Infrastructure:</b> A description of existing and proposed bicycle and pedestrian education and encouragement programs conducted in the area included within the plan.	Existing: 5-5 Proposed: 3-4 to 3-5
H	<b>Collision Analysis:</b> 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: 5-14 to 5-15 Goal: 3-6
I	<b>Equity Analysis:</b> Identify census tracts that are considered disadvantaged or low-income and identify bicycle and pedestrian needs of those disadvantaged or low-income residents, including lack connectivity to key destinations, mobility challenges, public health concerns, and safety issues.	5-1, 5-7 to 5-13
J	<b>Community Engagement:</b> A description of the extent of community involvement in development of the plan, including disadvantaged and underserved communities.	1-4, App. B
K	<b>Coordination:</b> 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, housing or energy conservation plans, including, but not limited to, general plans and a Sustainable Community Strategy in a Regional Transportation Plan, and local or regional housing plans or process improvements that are adopted or in development.	1-22, 3-1, 5-5, App. C
L	<b>Prioritization:</b> 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.	4-1, App. D
M	<b>Funding:</b> A description of future financial needs for projects and programs that improve safety and convenience for bicyclists and pedestrians in the plan area. Include anticipated cost, revenue sources and potential funding for bicycle and pedestrian uses.	4-2 to 4-3, 5-16, App. D, App. E
N	<b>Implementation:</b> 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.	4-1
O	<b>Maintenance:</b> 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.	5-5
P	<b>Resolution:</b> 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.	App. H

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

Item	Requirement	Pages
A	<b>Mode Share:</b> 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.	Existing: 3-6, 6-9 Increase: 3-6
B	<b>Description of Land Use/Destinations:</b> 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, major transit hubs, and other destinations. Major transit hubs must include, but are not limited to, rail and transit terminals, and ferry docks and landings.	Existing: 2-1 to 2-4, 6-5 Proposed: App. C
C	<b>Pedestrian Facilities:</b> A map and description of existing and proposed pedestrian facilities, including those at major transit hubs and those that serve public and private schools.	Existing: 6-1 to 6-2 Proposed: 6-11 to 6-12
D	<b>Bicycle Facilities:</b> A map and description of existing and proposed bicycle transportation facilities including those at major transit hubs and those that serve public and private schools.	Existing: 6-1, 6-3 Proposed: 6-11, 6-13
E	<b>Bicycle Parking:</b> A map and description of existing and proposed end-of-trip bicycle parking facilities. Include 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. Also include 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: 3-4, 6-3, App. C Proposed: 6-11, 6-13
F	<b>Wayfinding:</b> A description of existing and proposed signage providing wayfinding along bicycle and pedestrian networks to designated destinations.	Existing: 3-5 Proposed: 1-19, 3-5
G	<b>Non-Infrastructure:</b> A description of existing and proposed bicycle and pedestrian education and encouragement programs conducted in the area included within the plan.	Existing: 6-4 Proposed: 3-4 to 3-5
H	<b>Collision Analysis:</b> 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: 6-9 to 6-10 Goal: 3-6
I	<b>Equity Analysis:</b> Identify census tracts that are considered disadvantaged or low-income and identify bicycle and pedestrian needs of those disadvantaged or low-income residents, including lack connectivity to key destinations, mobility challenges, public health concerns, and safety issues.	6-1, 6-7 to 6-8
J	<b>Community Engagement:</b> A description of the extent of community involvement in development of the plan, including disadvantaged and underserved communities.	1-4, App. B
K	<b>Coordination:</b> 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, housing or energy conservation plans, including, but not limited to, general plans and a Sustainable Community Strategy in a Regional Transportation Plan, and local or regional housing plans or process improvements that are adopted or in development.	1-22, 3-1, 6-4, App. C
L	<b>Prioritization:</b> 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.	4-1, App. D
M	<b>Funding:</b> A description of future financial needs for projects and programs that improve safety and convenience for bicyclists and pedestrians in the plan area. Include anticipated cost, revenue sources and potential funding for bicycle and pedestrian uses.	4-2 to 4-3, 6-11, App. D, App. E
N	<b>Implementation:</b> 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.	4-1
O	<b>Maintenance:</b> 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.	6-4
P	<b>Resolution:</b> 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.	App. H

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

Item	Requirement	Pages
A	<b>Mode Share:</b> 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.	Existing: 3-6, 7-14 Increase: 3-6
B	<b>Description of Land Use/Destinations:</b> 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, major transit hubs, and other destinations. Major transit hubs must include, but are not limited to, rail and transit terminals, and ferry docks and landings.	Existing: 2-1 to 2-4, 7-5 Proposed: App. C
C	<b>Pedestrian Facilities:</b> A map and description of existing and proposed pedestrian facilities, including those at major transit hubs and those that serve public and private schools.	Existing: 7-1 to 7-2 Proposed: 7-16 to 7-17
D	<b>Bicycle Facilities:</b> A map and description of existing and proposed bicycle transportation facilities including those at major transit hubs and those that serve public and private schools.	Existing: 7-1, 7-3 Proposed: 7-16, 7-18
E	<b>Bicycle Parking:</b> A map and description of existing and proposed end-of-trip bicycle parking facilities. Include 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. Also include 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: 3-4, 7-3, App. C Proposed: 7-16, 7-18
F	<b>Wayfinding:</b> A description of existing and proposed signage providing wayfinding along bicycle and pedestrian networks to designated destinations.	Existing: 3-5 Proposed: 1-19, 3-5
G	<b>Non-Infrastructure:</b> A description of existing and proposed bicycle and pedestrian education and encouragement programs conducted in the area included within the plan.	Existing: 7-4 Proposed: 3-4 to 3-5
H	<b>Collision Analysis:</b> 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: 7-14 to 7-15 Goal: 3-6
I	<b>Equity Analysis:</b> Identify census tracts that are considered disadvantaged or low-income and identify bicycle and pedestrian needs of those disadvantaged or low-income residents, including lack connectivity to key destinations, mobility challenges, public health concerns, and safety issues.	7-1, 7-6 to 7-12
J	<b>Community Engagement:</b> A description of the extent of community involvement in development of the plan, including disadvantaged and underserved communities.	1-4, App. B
K	<b>Coordination:</b> 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, housing or energy conservation plans, including, but not limited to, general plans and a Sustainable Community Strategy in a Regional Transportation Plan, and local or regional housing plans or process improvements that are adopted or in development.	1-22, 3-1, 7-4, App. C
L	<b>Prioritization:</b> 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.	4-1, App. D
M	<b>Funding:</b> A description of future financial needs for projects and programs that improve safety and convenience for bicyclists and pedestrians in the plan area. Include anticipated cost, revenue sources and potential funding for bicycle and pedestrian uses.	4-2 to 4-3, 7-16, App. D, App. E
N	<b>Implementation:</b> 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.	4-1
O	<b>Maintenance:</b> 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.	7-4
P	<b>Resolution:</b> 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.	App. H

**Table A-4: Huron Conformance with ATP Guidelines**

Item	Requirement	Pages
A	<b>Mode Share:</b> 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.	Existing: 3-6, 8-11 Increase: 3-6
B	<b>Description of Land Use/Destinations:</b> 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, major transit hubs, and other destinations. Major transit hubs must include, but are not limited to, rail and transit terminals, and ferry docks and landings.	Existing: 2-1 to 2-4, 8-4 to 8-5 Proposed: App. C
C	<b>Pedestrian Facilities:</b> A map and description of existing and proposed pedestrian facilities, including those at major transit hubs and those that serve public and private schools.	Existing: 8-1 to 8-2 Proposed: 8-13 to 8-14
D	<b>Bicycle Facilities:</b> A map and description of existing and proposed bicycle transportation facilities including those at major transit hubs and those that serve public and private schools.	Existing: 8-1, 8-3 Proposed: 8-13, 8-15
E	<b>Bicycle Parking:</b> A map and description of existing and proposed end-of-trip bicycle parking facilities. Include 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. Also include 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: 3-4, 8-3, App. C Proposed: 8-13, 8-15
F	<b>Wayfinding:</b> A description of existing and proposed signage providing wayfinding along bicycle and pedestrian networks to designated destinations.	Existing: 3-5 Proposed: 1-19, 3-5
G	<b>Non-Infrastructure:</b> A description of existing and proposed bicycle and pedestrian education and encouragement programs conducted in the area included within the plan.	Existing: 8-4 Proposed: 3-4 to 3-5
H	<b>Collision Analysis:</b> 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 8-12 Goal: 3-6
I	<b>Equity Analysis:</b> Identify census tracts that are considered disadvantaged or low-income and identify bicycle and pedestrian needs of those disadvantaged or low-income residents, including lack connectivity to key destinations, mobility challenges, public health concerns, and safety issues.	8-1, 8-7 to 6-10
J	<b>Community Engagement:</b> A description of the extent of community involvement in development of the plan, including disadvantaged and underserved communities.	1-4, App. B
K	<b>Coordination:</b> 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, housing or energy conservation plans, including, but not limited to, general plans and a Sustainable Community Strategy in a Regional Transportation Plan, and local or regional housing plans or process improvements that are adopted or in development.	1-22, 3-1, 8-4, App. C
L	<b>Prioritization:</b> 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.	4-1, App. D
M	<b>Funding:</b> A description of future financial needs for projects and programs that improve safety and convenience for bicyclists and pedestrians in the plan area. Include anticipated cost, revenue sources and potential funding for bicycle and pedestrian uses.	4-2 to 4-3, 8-13, App. D, App. E
N	<b>Implementation:</b> 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.	4-1
O	<b>Maintenance:</b> 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.	8-4
P	<b>Resolution:</b> 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.	App. H

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

Item	Requirement	Pages
A	<b>Mode Share:</b> 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.	Existing: 3-6, 9-14 Increase: 3-6
B	<b>Description of Land Use/Destinations:</b> 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, major transit hubs, and other destinations. Major transit hubs must include, but are not limited to, rail and transit terminals, and ferry docks and landings.	Existing: 2-1 to 2-4, 9-6 Proposed: App. C
C	<b>Pedestrian Facilities:</b> A map and description of existing and proposed pedestrian facilities, including those at major transit hubs and those that serve public and private schools.	Existing: 9-1 to 9-2 Proposed: 9-16 to 9-17
D	<b>Bicycle Facilities:</b> A map and description of existing and proposed bicycle transportation facilities including those at major transit hubs and those that serve public and private schools.	Existing: 9-1, 9-3 Proposed: 9-16, 9-18
E	<b>Bicycle Parking:</b> A map and description of existing and proposed end-of-trip bicycle parking facilities. Include 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. Also include 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: 3-4, 9-3, App. C Proposed: 9-16, 9-18
F	<b>Wayfinding:</b> A description of existing and proposed signage providing wayfinding along bicycle and pedestrian networks to designated destinations.	Existing: 3-5 Proposed: 1-19, 3-5
G	<b>Non-Infrastructure:</b> A description of existing and proposed bicycle and pedestrian education and encouragement programs conducted in the area included within the plan.	Existing: 9-5 Proposed: 3-4 to 3-5
H	<b>Collision Analysis:</b> 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: 9-14 to 9-15 Goal: 3-6
I	<b>Equity Analysis:</b> Identify census tracts that are considered disadvantaged or low-income and identify bicycle and pedestrian needs of those disadvantaged or low-income residents, including lack connectivity to key destinations, mobility challenges, public health concerns, and safety issues.	9-1, 9-7 to 9-12
J	<b>Community Engagement:</b> A description of the extent of community involvement in development of the plan, including disadvantaged and underserved communities.	1-4, App. B
K	<b>Coordination:</b> 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, housing or energy conservation plans, including, but not limited to, general plans and a Sustainable Community Strategy in a Regional Transportation Plan, and local or regional housing plans or process improvements that are adopted or in development.	1-22, 3-1, 9-4, App. C
L	<b>Prioritization:</b> 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.	4-1, App. D
M	<b>Funding:</b> A description of future financial needs for projects and programs that improve safety and convenience for bicyclists and pedestrians in the plan area. Include anticipated cost, revenue sources and potential funding for bicycle and pedestrian uses.	4-2 to 4-3, 9-16, App. D, App. E
N	<b>Implementation:</b> 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.	4-1
O	<b>Maintenance:</b> 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.	9-5
P	<b>Resolution:</b> 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.	App. H

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

Item	Requirement	Pages
A	<b>Mode Share:</b> 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.	Existing: 3-6, 10-15 Increase: 3-6
B	<b>Description of Land Use/Destinations:</b> 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, major transit hubs, and other destinations. Major transit hubs must include, but are not limited to, rail and transit terminals, and ferry docks and landings.	Existing: 2-1 to 2-4, 10-5 to 10-6 Proposed: App. C
C	<b>Pedestrian Facilities:</b> A map and description of existing and proposed pedestrian facilities, including those at major transit hubs and those that serve public and private schools.	Existing: 10-1 to 10-2 Proposed: 10-17 to 10-18
D	<b>Bicycle Facilities:</b> A map and description of existing and proposed bicycle transportation facilities including those at major transit hubs and those that serve public and private schools.	Existing: 10-1, 10-3 Proposed: 10-17, 10-19
E	<b>Bicycle Parking:</b> A map and description of existing and proposed end-of-trip bicycle parking facilities. Include 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. Also include 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: 3-4, 10-3, App. C Proposed: 10-17, 10-19
F	<b>Wayfinding:</b> A description of existing and proposed signage providing wayfinding along bicycle and pedestrian networks to designated destinations.	Existing: 3-5 Proposed: 1-19, 3-5
G	<b>Non-Infrastructure:</b> A description of existing and proposed bicycle and pedestrian education and encouragement programs conducted in the area included within the plan.	Existing: 10-5 Proposed: 3-4 to 3-5
H	<b>Collision Analysis:</b> 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: 10-15 to 10-16 Goal: 3-6
I	<b>Equity Analysis:</b> Identify census tracts that are considered disadvantaged or low-income and identify bicycle and pedestrian needs of those disadvantaged or low-income residents, including lack of connectivity to key destinations, mobility challenges, public health concerns, and safety issues.	6-1, 10-7 to 10-14
J	<b>Community Engagement:</b> A description of the extent of community involvement in development of the plan, including disadvantaged and underserved communities.	1-4, App. B
K	<b>Coordination:</b> 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, housing or energy conservation plans, including, but not limited to, general plans and a Sustainable Community Strategy in a Regional Transportation Plan, and local or regional housing plans or process improvements that are adopted or in development.	1-22, 3-1, 10-4, App. C
L	<b>Prioritization:</b> 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.	4-1, App. D
M	<b>Funding:</b> A description of future financial needs for projects and programs that improve safety and convenience for bicyclists and pedestrians in the plan area. Include anticipated cost, revenue sources and potential funding for bicycle and pedestrian uses.	4-2 to 4-3, 10-17, App. D, App. E
N	<b>Implementation:</b> 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.	4-1
O	<b>Maintenance:</b> 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.	6-4
P	<b>Resolution:</b> 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.	App. H

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

Item	Requirement	Pages
A	<b>Mode Share:</b> 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.	Existing: 3-6, 11-9 Increase: 3-6
B	<b>Description of Land Use/Destinations:</b> 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, major transit hubs, and other destinations. Major transit hubs must include, but are not limited to, rail and transit terminals, and ferry docks and landings.	Existing: 2-1 to 2-4, 11-5 Proposed: App. C
C	<b>Pedestrian Facilities:</b> A map and description of existing and proposed pedestrian facilities, including those at major transit hubs and those that serve public and private schools.	Existing: 11-1 to 11-2 Proposed: 11-11 to 11-12
D	<b>Bicycle Facilities:</b> A map and description of existing and proposed bicycle transportation facilities including those at major transit hubs and those that serve public and private schools.	Existing: 11-1, 11-3 Proposed: 11-11, 11-13
E	<b>Bicycle Parking:</b> A map and description of existing and proposed end-of-trip bicycle parking facilities. Include 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. Also include 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: 3-4, 6-3, App. C Proposed: 6-11, 6-13
F	<b>Wayfinding:</b> A description of existing and proposed signage providing wayfinding along bicycle and pedestrian networks to designated destinations.	Existing: 3-5 Proposed: 1-19, 3-5
G	<b>Non-Infrastructure:</b> A description of existing and proposed bicycle and pedestrian education and encouragement programs conducted in the area included within the plan.	Existing: 11-4 Proposed: 3-4 to 3-5
H	<b>Collision Analysis:</b> 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: 11-9 to 11-10 Goal: 3-6
I	<b>Equity Analysis:</b> Identify census tracts that are considered disadvantaged or low-income and identify bicycle and pedestrian needs of those disadvantaged or low-income residents, including lack connectivity to key destinations, mobility challenges, public health concerns, and safety issues.	11-1, 11-6 to 11-8
J	<b>Community Engagement:</b> A description of the extent of community involvement in development of the plan, including disadvantaged and underserved communities.	1-4, App. B
K	<b>Coordination:</b> 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, housing or energy conservation plans, including, but not limited to, general plans and a Sustainable Community Strategy in a Regional Transportation Plan, and local or regional housing plans or process improvements that are adopted or in development.	1-22, 3-1, 11-4, App. C
L	<b>Prioritization:</b> 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.	4-1, App. D
M	<b>Funding:</b> A description of future financial needs for projects and programs that improve safety and convenience for bicyclists and pedestrians in the plan area. Include anticipated cost, revenue sources and potential funding for bicycle and pedestrian uses.	4-2 to 4-3, 11-11, App. D, App. E
N	<b>Implementation:</b> 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.	4-1
O	<b>Maintenance:</b> 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.	11-4
P	<b>Resolution:</b> 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.	App. H



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

Item	Requirement	Pages
A	<b>Mode Share:</b> 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.	Existing: 3-6, 12-9 Increase: 3-6
B	<b>Description of Land Use/Destinations:</b> 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, major transit hubs, and other destinations. Major transit hubs must include, but are not limited to, rail and transit terminals, and ferry docks and landings.	Existing: 2-1 to 2-4, 12-4 to 12-5 Proposed: App. C
C	<b>Pedestrian Facilities:</b> A map and description of existing and proposed pedestrian facilities, including those at major transit hubs and those that serve public and private schools.	Existing: 12-1 to 12-2 Proposed: 12-10 to 12-11
D	<b>Bicycle Facilities:</b> A map and description of existing and proposed bicycle transportation facilities including those at major transit hubs and those that serve public and private schools.	Existing: 12-1, 12-3 Proposed: 12-10, 12-12
E	<b>Bicycle Parking:</b> A map and description of existing and proposed end-of-trip bicycle parking facilities. Include 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. Also include 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: 3-4, 12-3, App. C Proposed: 12-10, 12-12
F	<b>Wayfinding:</b> A description of existing and proposed signage providing wayfinding along bicycle and pedestrian networks to designated destinations.	Existing: 3-5 Proposed: 1-19, 3-5
G	<b>Non-Infrastructure:</b> A description of existing and proposed bicycle and pedestrian education and encouragement programs conducted in the area included within the plan.	Existing: 12-4 Proposed: 3-4 to 3-5
H	<b>Collision Analysis:</b> 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: 12-9 Goal: 3-6
I	<b>Equity Analysis:</b> Identify census tracts that are considered disadvantaged or low-income and identify bicycle and pedestrian needs of those disadvantaged or low-income residents, including lack connectivity to key destinations, mobility challenges, public health concerns, and safety issues.	12-1, 12-6 to 12-8
J	<b>Community Engagement:</b> A description of the extent of community involvement in development of the plan, including disadvantaged and underserved communities.	1-4, App. B
K	<b>Coordination:</b> 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, housing or energy conservation plans, including, but not limited to, general plans and a Sustainable Community Strategy in a Regional Transportation Plan, and local or regional housing plans or process improvements that are adopted or in development.	1-22, 3-1, 12-4, App. C
L	<b>Prioritization:</b> 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.	4-1, App. D
M	<b>Funding:</b> A description of future financial needs for projects and programs that improve safety and convenience for bicyclists and pedestrians in the plan area. Include anticipated cost, revenue sources and potential funding for bicycle and pedestrian uses.	4-2 to 4-3, 12-10, App. D, App. E
N	<b>Implementation:</b> 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.	4-1
O	<b>Maintenance:</b> 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.	11-4
P	<b>Resolution:</b> 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.	App. H

**Table A-9: Parlier Conformance with ATP Guidelines**

Item	Requirement	Pages
A	<b>Mode Share:</b> 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.	Existing: 3-6, 13-12 Increase: 3-6
B	<b>Description of Land Use/Destinations:</b> 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, major transit hubs, and other destinations. Major transit hubs must include, but are not limited to, rail and transit terminals, and ferry docks and landings.	Existing: 2-1 to 2-4, 13-6 Proposed: App. C
C	<b>Pedestrian Facilities:</b> A map and description of existing and proposed pedestrian facilities, including those at major transit hubs and those that serve public and private schools.	Existing: 13-1 to 13-2 Proposed: 13-14 to 13-15
D	<b>Bicycle Facilities:</b> A map and description of existing and proposed bicycle transportation facilities including those at major transit hubs and those that serve public and private schools.	Existing: 13-1, 13-3 Proposed: 13-14, 13-16
E	<b>Bicycle Parking:</b> A map and description of existing and proposed end-of-trip bicycle parking facilities. Include 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. Also include 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: 3-4, 13-3, App. C Proposed: 13-14, 13-16
F	<b>Wayfinding:</b> A description of existing and proposed signage providing wayfinding along bicycle and pedestrian networks to designated destinations.	Existing: 3-5 Proposed: 1-19, 3-5
G	<b>Non-Infrastructure:</b> A description of existing and proposed bicycle and pedestrian education and encouragement programs conducted in the area included within the plan.	Existing: 13-4 Proposed: 3-4 to 3-5
H	<b>Collision Analysis:</b> 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: 13-12 to 13-13 Goal: 3-6
I	<b>Equity Analysis:</b> Identify census tracts that are considered disadvantaged or low-income and identify bicycle and pedestrian needs of those disadvantaged or low-income residents, including lack connectivity to key destinations, mobility challenges, public health concerns, and safety issues.	13-1, 13-7 to 13-11
J	<b>Community Engagement:</b> A description of the extent of community involvement in development of the plan, including disadvantaged and underserved communities.	1-4, App. B
K	<b>Coordination:</b> 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, housing or energy conservation plans, including, but not limited to, general plans and a Sustainable Community Strategy in a Regional Transportation Plan, and local or regional housing plans or process improvements that are adopted or in development.	1-22, 3-1, 13-4, App. C
L	<b>Prioritization:</b> 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.	4-1, App. D
M	<b>Funding:</b> A description of future financial needs for projects and programs that improve safety and convenience for bicyclists and pedestrians in the plan area. Include anticipated cost, revenue sources and potential funding for bicycle and pedestrian uses.	4-2 to 4-3, 13-14, App. D, App. E
N	<b>Implementation:</b> 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.	4-1
O	<b>Maintenance:</b> 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.	13-5
P	<b>Resolution:</b> 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.	App. H

**Table A-10: San Joaquin Conformance with ATP Guidelines**

Item	Requirement	Pages
A	<b>Mode Share:</b> 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.	Existing: 3-6, 14-7 Increase: 3-6
B	<b>Description of Land Use/Destinations:</b> 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, major transit hubs, and other destinations. Major transit hubs must include, but are not limited to, rail and transit terminals, and ferry docks and landings.	Existing: 2-1 to 2-4, 14-4 to 14-5 Proposed: App. C
C	<b>Pedestrian Facilities:</b> A map and description of existing and proposed pedestrian facilities, including those at major transit hubs and those that serve public and private schools.	Existing: 14-1 to 14-2 Proposed: 14-8 to 14-9
D	<b>Bicycle Facilities:</b> A map and description of existing and proposed bicycle transportation facilities including those at major transit hubs and those that serve public and private schools.	Existing: 14-1, 14-3 Proposed: 14-8, 14-10
E	<b>Bicycle Parking:</b> A map and description of existing and proposed end-of-trip bicycle parking facilities. Include 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. Also include 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: 14-1, 14-3, App. C Proposed: 14-8, 14-10
F	<b>Wayfinding:</b> A description of existing and proposed signage providing wayfinding along bicycle and pedestrian networks to designated destinations.	Existing: 3-5 Proposed: 1-19, 3-5
G	<b>Non-Infrastructure:</b> A description of existing and proposed bicycle and pedestrian education and encouragement programs conducted in the area included within the plan.	Existing: 14-4 Proposed: 3-4 to 3-5
H	<b>Collision Analysis:</b> 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: 14-7 Goal: 3-6
I	<b>Equity Analysis:</b> Identify census tracts that are considered disadvantaged or low-income and identify bicycle and pedestrian needs of those disadvantaged or low-income residents, including lack connectivity to key destinations, mobility challenges, public health concerns, and safety issues.	14-1, 14-6
J	<b>Community Engagement:</b> A description of the extent of community involvement in development of the plan, including disadvantaged and underserved communities.	1-4, App. B
K	<b>Coordination:</b> 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, housing or energy conservation plans, including, but not limited to, general plans and a Sustainable Community Strategy in a Regional Transportation Plan, and local or regional housing plans or process improvements that are adopted or in development.	1-22, 3-1, 14-4, App. C
L	<b>Prioritization:</b> 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.	4-1, App. D
M	<b>Funding:</b> A description of future financial needs for projects and programs that improve safety and convenience for bicyclists and pedestrians in the plan area. Include anticipated cost, revenue sources and potential funding for bicycle and pedestrian uses.	4-2 to 4-3, 14-8, App. D, App. E
N	<b>Implementation:</b> 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.	4-1
O	<b>Maintenance:</b> 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.	14-4
P	<b>Resolution:</b> 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.	App. H

**Table A-11: Sanger Conformance with ATP Guidelines**

Item	Requirement	Pages
A	<b>Mode Share:</b> 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.	Existing: 3-6, 15-14 Increase: 3-6
B	<b>Description of Land Use/Destinations:</b> 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, major transit hubs, and other destinations. Major transit hubs must include, but are not limited to, rail and transit terminals, and ferry docks and landings.	Existing: 2-1 to 2-4, 15-5 Proposed: App. C
C	<b>Pedestrian Facilities:</b> A map and description of existing and proposed pedestrian facilities, including those at major transit hubs and those that serve public and private schools.	Existing: 15-1 to 15-2 Proposed: 15-16 to 15-17
D	<b>Bicycle Facilities:</b> A map and description of existing and proposed bicycle transportation facilities including those at major transit hubs and those that serve public and private schools.	Existing: 15-1, 15-3 Proposed: 15-16, 15-18
E	<b>Bicycle Parking:</b> A map and description of existing and proposed end-of-trip bicycle parking facilities. Include 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. Also include 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: 3-4, 15-3, App. C Proposed: 15-16, 15-18
F	<b>Wayfinding:</b> A description of existing and proposed signage providing wayfinding along bicycle and pedestrian networks to designated destinations.	Existing: 3-5 Proposed: 1-19, 3-5
G	<b>Non-Infrastructure:</b> A description of existing and proposed bicycle and pedestrian education and encouragement programs conducted in the area included within the plan.	Existing: 15-4 Proposed: 3-4 to 3-5
H	<b>Collision Analysis:</b> 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: 15-14 to 15-15 Goal: 3-6
I	<b>Equity Analysis:</b> Identify census tracts that are considered disadvantaged or low-income and identify bicycle and pedestrian needs of those disadvantaged or low-income residents, including lack connectivity to key destinations, mobility challenges, public health concerns, and safety issues.	15-1, 15-6 to 15-13
J	<b>Community Engagement:</b> A description of the extent of community involvement in development of the plan, including disadvantaged and underserved communities.	1-4, App. B
K	<b>Coordination:</b> 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, housing or energy conservation plans, including, but not limited to, general plans and a Sustainable Community Strategy in a Regional Transportation Plan, and local or regional housing plans or process improvements that are adopted or in development.	1-22, 3-1, 15-4, App. C
L	<b>Prioritization:</b> 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.	4-1, App. D
M	<b>Funding:</b> A description of future financial needs for projects and programs that improve safety and convenience for bicyclists and pedestrians in the plan area. Include anticipated cost, revenue sources and potential funding for bicycle and pedestrian uses.	4-2 to 4-3, 15-16, App. D, App. E
N	<b>Implementation:</b> 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.	4-1
O	<b>Maintenance:</b> 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.	615-4
P	<b>Resolution:</b> 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.	App. H

**Table A-12: Fresno County Conformance with ATP Guidelines**

Item	Requirement	Pages
A	<b>Mode Share:</b> 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.	Existing: 3-6, 16-66 Increase: 3-6
B	<b>Description of Land Use/Destinations:</b> 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, major transit hubs, and other destinations. Major transit hubs must include, but are not limited to, rail and transit terminals, and ferry docks and landings.	Existing: 2-1 to 2-4, 16-15 to 16-21, 17-1, 17-14 to 17-19 Proposed: App. C
C	<b>Pedestrian Facilities:</b> A map and description of existing and proposed pedestrian facilities, including those at major transit hubs and those that serve public and private schools.	Existing: 16-1 to 16-7, 16-14, 17-1 to 17-7 Proposed: 16-74 to 16-77, 16-80 to 16-83, 17-70 to 17-71
D	<b>Bicycle Facilities:</b> A map and description of existing and proposed bicycle transportation facilities including those at major transit hubs and those that serve public and private schools.	Existing: 16-1, 16-8 to 16-14, 17-1, 17-8 to 17-13 Proposed: 16-74, 16-78 to 16-79, 16-84 to 16-87, 17-70, 17-72 to 17-77
E	<b>Bicycle Parking:</b> A map and description of existing and proposed end-of-trip bicycle parking facilities. Include 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. Also include 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: 3-4, 16-8 to 16-13, 17-8 to 17-13, App. C Proposed: 16-74, 16-78 to 16-79, 16-84 to 16-87, 17-72 to 17-77
F	<b>Wayfinding:</b> A description of existing and proposed signage providing wayfinding along bicycle and pedestrian networks to designated destinations.	Existing: 3-5 Proposed: 1-19, 3-5
G	<b>Non-Infrastructure:</b> A description of existing and proposed bicycle and pedestrian education and encouragement programs conducted in the area included within the plan.	Existing: no info Proposed: 3-4 to 3-5
H	<b>Collision Analysis:</b> 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: 16-67 to 16-73, 17-20, 17-64 to 17-69 Goal: 3-6
I	<b>Equity Analysis:</b> Identify census tracts that are considered disadvantaged or low-income and identify bicycle and pedestrian needs of those disadvantaged or low-income residents, including lack connectivity to key destinations, mobility challenges, public health concerns, and safety issues.	6-14, 16-22 to 16-65, 17-20 to 17-63
J	<b>Community Engagement:</b> A description of the extent of community involvement in development of the plan, including disadvantaged and underserved communities.	1-4, App. B
K	<b>Coordination:</b> 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, housing or energy conservation plans, including, but not limited to, general plans and a Sustainable Community Strategy in a Regional Transportation Plan, and local or regional housing plans or process improvements that are adopted or in development.	1-22, 3-1, 16-14, App. C
L	<b>Prioritization:</b> 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.	4-1, App. D
M	<b>Funding:</b> A description of future financial needs for projects and programs that improve safety and convenience for bicyclists and pedestrians in the plan area. Include anticipated cost, revenue sources and potential funding for bicycle and pedestrian uses.	4-2 to 4-3, 16-74, App. D, App. E
N	<b>Implementation:</b> 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.	4-1

Item	Requirement	Pages
O	<b>Maintenance:</b> 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.	16-15
P	<b>Resolution:</b> 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.	App. H