



Chapter 7

FOWLER

This chapter describes the current conditions and future plans for walking and biking in the City of Fowler.

EXISTING CONDITIONS

The City of Fowler is located 11 miles southeast of the City of Fresno. The city is located along SR 99 and Golden State Boulevard (see Figure 1-1).

Existing Bicycle & Pedestrian Facilities

There are 49.2 miles of sidewalks and 4.3 miles of bikeways within Fowler. These networks are summarized in Table 7-1 and depicted in Figures 7-1 and 7-2.

Table 7-1: Summary of Existing Walking & Bicycling Facilities in Fowler

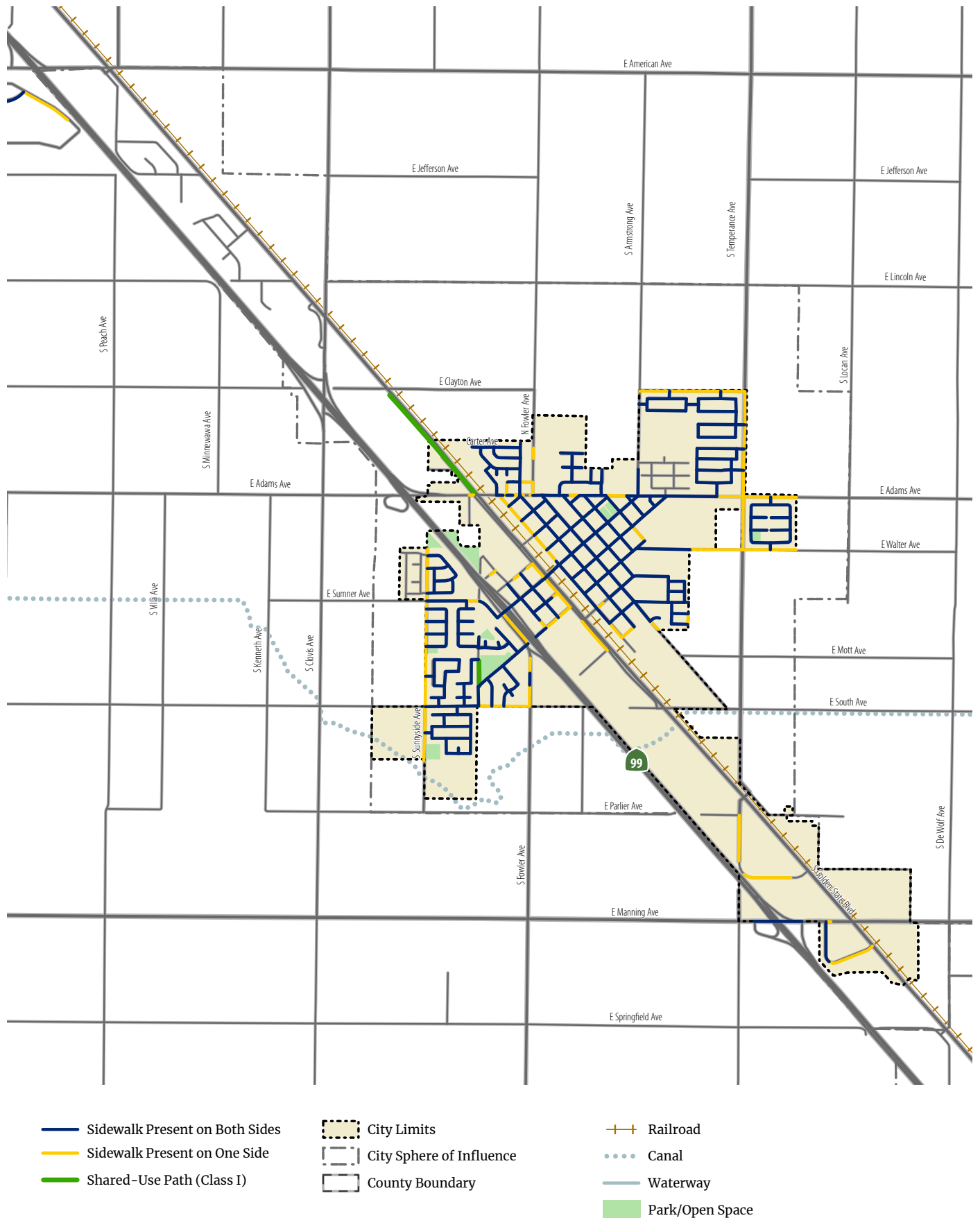
Type	Miles
Sidewalk	49.2
Shared Use Path (Class I)	0.7
Bike Lane (Class II)*	3.6
Bike Route (Class III)*	0.0
Separated Bikeway (Class IV)*	0.0

**Distance measured by centerline*

The following conditions are noted relevant to the safety and comfort of bicycling and walking in Fowler:

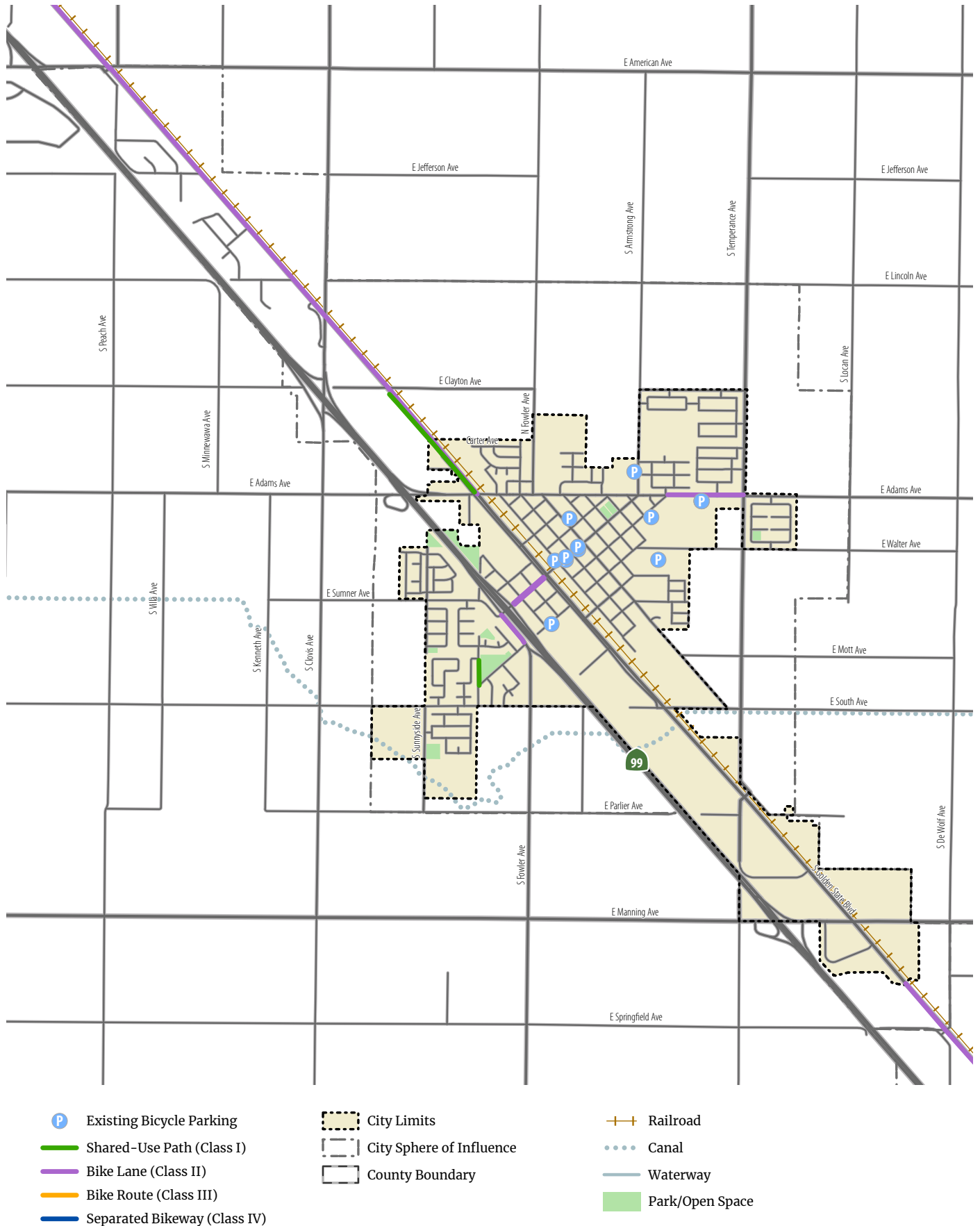
- » Sidewalks exist throughout most of the city, but there are gaps along Golden State Blvd and the railroad tracks.
- » Irregular intersections where the railroad grid aligns with major intersections create challenges for bicyclists and pedestrians.
- » Challenges walking on Adams Avenue due to sidewalk gaps, high curbs and a lack of curb ramps. (Many of the sidewalk gaps will be closed by a funded Safe Routes to Schools project.) Adams Avenue is also challenging to cross due to the sight distance challenges at the angled intersections.
- » Challenges crossing Merced Street at 10th Street due to proximity to SR 99 interchange ramps.
- » Residents reported riding their bicycles on the sidewalk due to a lack of marked bicycle lanes.

Figure 7-1: Existing Pedestrian Facilities in Fowler



Source: Fehr & Peers, 2023

Figure 7-2: Existing Bicycling Facilities in Fowler



Source: Fehr & Peers, 2023

Plans and Policies Related to Active Transportation

The following city plans and policies are relevant to biking and walking in Fowler:

- » City of Fowler General Plan (2023)
- » City of Fowler Bicycle Transportation Plan (2017)
- » Central Fowler Revitalization Plan (2007)
- » City of Fowler Standard Specifications (2008)
- » City of Fowler Standard Drawings (2008)
- » Municipal Code of Fowler, California

These plans and policies are discussed in greater detail in Appendix C. Regional, state, and federal plans and policies are also discussed in Appendix C.

Expenditures on Active Transportation Facilities

Approximately \$8,000 was spent supporting shared use paths and bike lanes in the last five years.

Maintenance

The city conducts maintenance on biking and walking facilities as needs are identified.

Education & Encouragement Programs

In 2020, Fowler conducted local active transportation safety training. The Community Pedestrian and Bicycle Safety Training (CPBST) is a statewide project of California Walks (Cal Walks) and the University of California at Berkeley's Safe Transportation Research and Education Center (SafeTREC). The CPBST engages residents and safety advocates to develop a community-driven action plan to improve walking and biking safety in their communities. In addition to infrastructure recommendations, the report included recommendations and actions for bike safety education, a walking school bus program, bike share programs, and community bike rides.

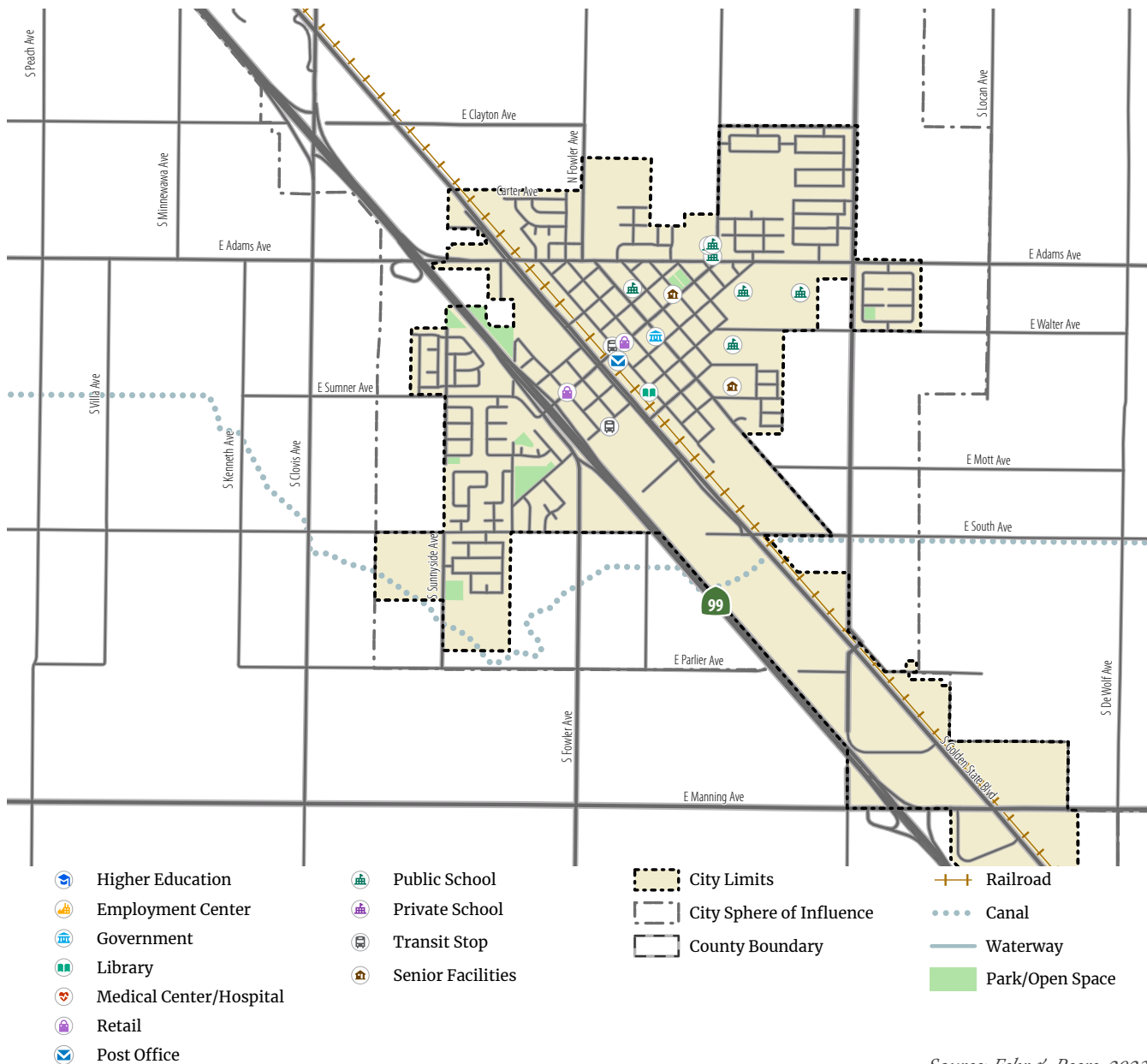


Key Destinations

Figure 7-3 shows key destinations for bicyclists and pedestrians in the City of Fowler. Highlights include

- » schools in the area, including Marshall Elementary School, John Fremont Elementary School, John Sutter Middle School, and Fowler High School
- » restaurants and businesses downtown along Merced Street, and
- » parks such as Donny Wright Park and Panzak Park.

Figure 7-3: Key Destinations in Fowler



Source: Fehr & Peers, 2023



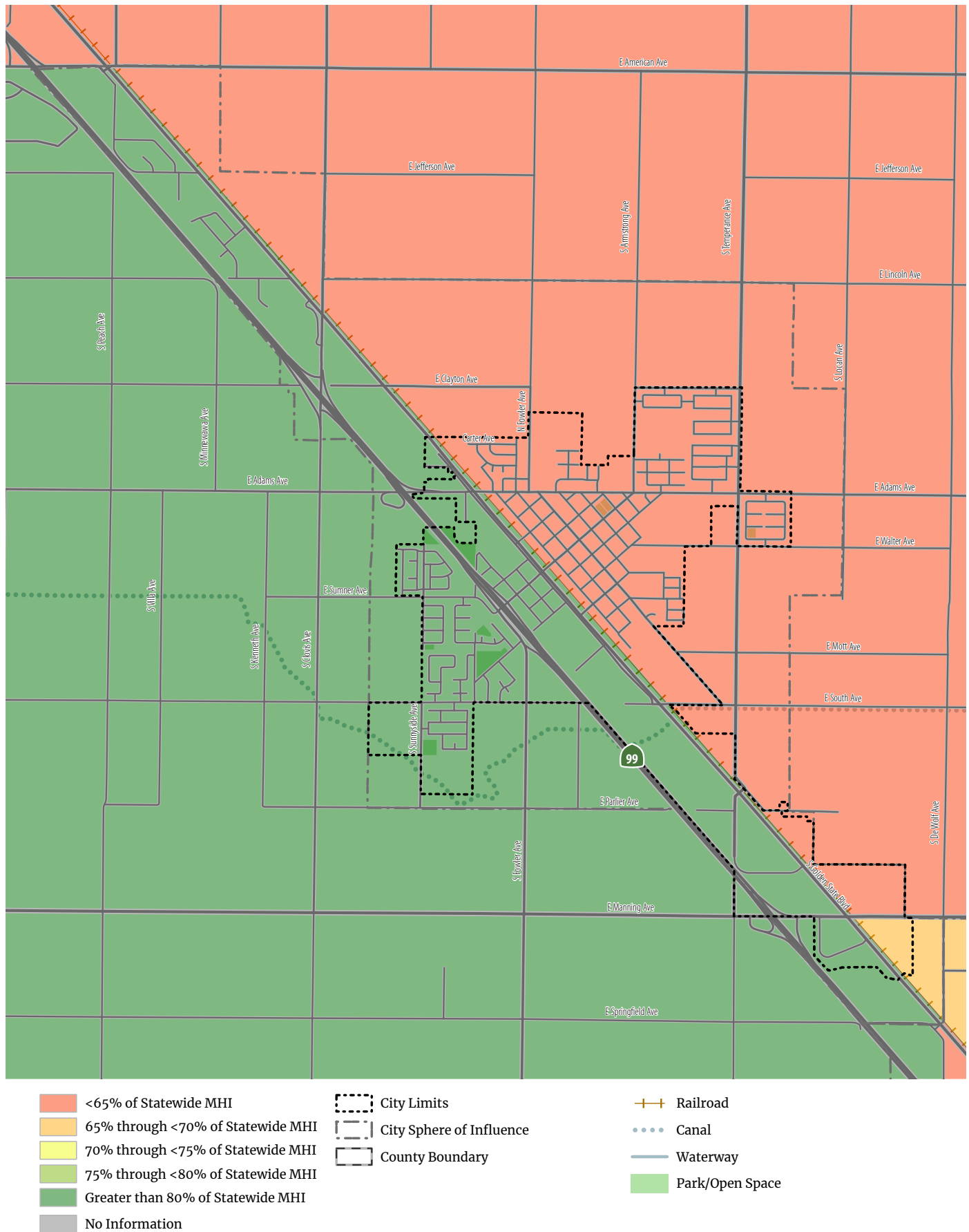
Disadvantaged Communities

All of Fowler meets one or more of the Active Transportation Program criteria for disadvantaged communities, described in Chapter 2, Existing Conditions.

- » **Median Household Income:** Households in Fowler east of the railroad tracks make less than 65 percent of the state median, as shown in Figure 7-4.
- » **Free & Reduced Price Meals for Schools:** Half of schools with available data have over 80 percent of students eligible for free or reduced price meals, as shown in Figure 7-5.
- » **CalEnviroScreen:** Fowler east of the railroad tracks is within the 10 percent most disadvantaged areas in the state, as shown in Figure 7-6.
- » **Healthy Places Index:** Fowler falls within the 20 through 25 percent most disadvantaged areas in the state.
- » **Federal Climate & Economic Justice Tool:** Fowler exceeds between 0 to 4 categories in the screening tool depending on area of the city, as shown in Figure 7-7.
- » **US DOT Equitable Transportation Community Disadvantaged Community Tool:** The west side of Fowler falls within the 10 through 15 percent most disadvantaged areas in the state, as shown in Figure 7-8.
- » **FCOG Environmental Justice Areas:** Almost all of Fowler, except for a few parcels on the southern edge of the city, is considered disadvantaged by this definitions as shown in Figure 7-9.

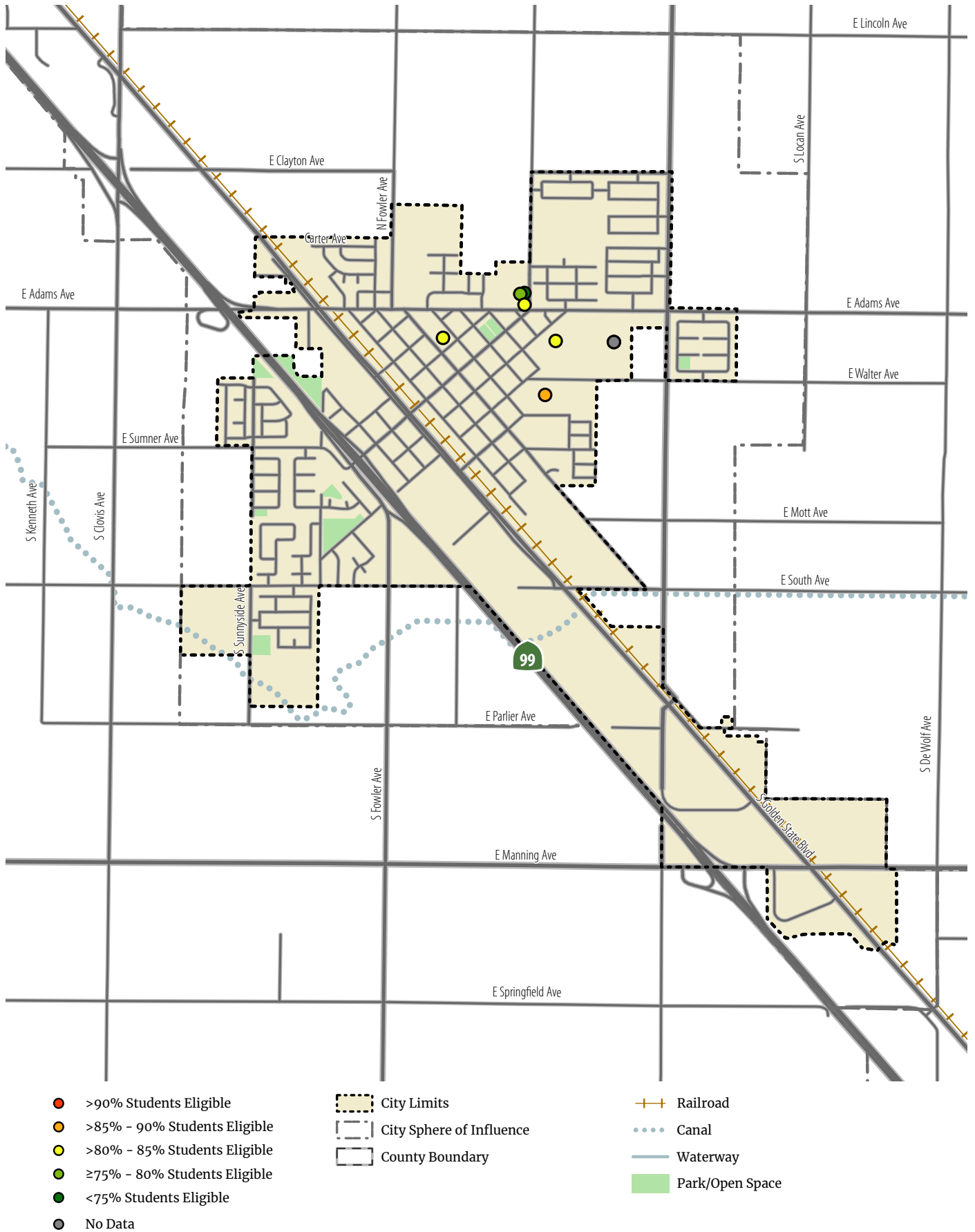
Because all of Fowler meets one or more of these criteria for disadvantaged communities, the challenges for walking and biking described at the beginning of this chapter are equity issues.

Figure 7-4: Fowler Median Household Income



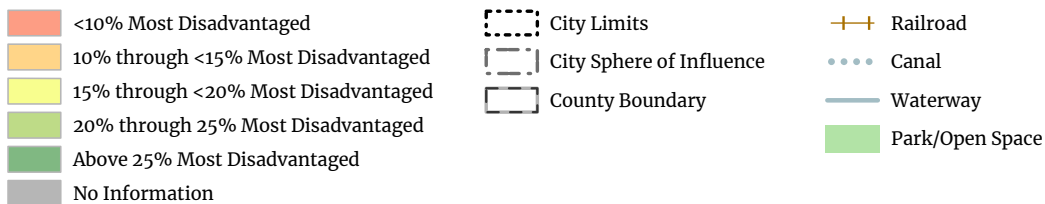
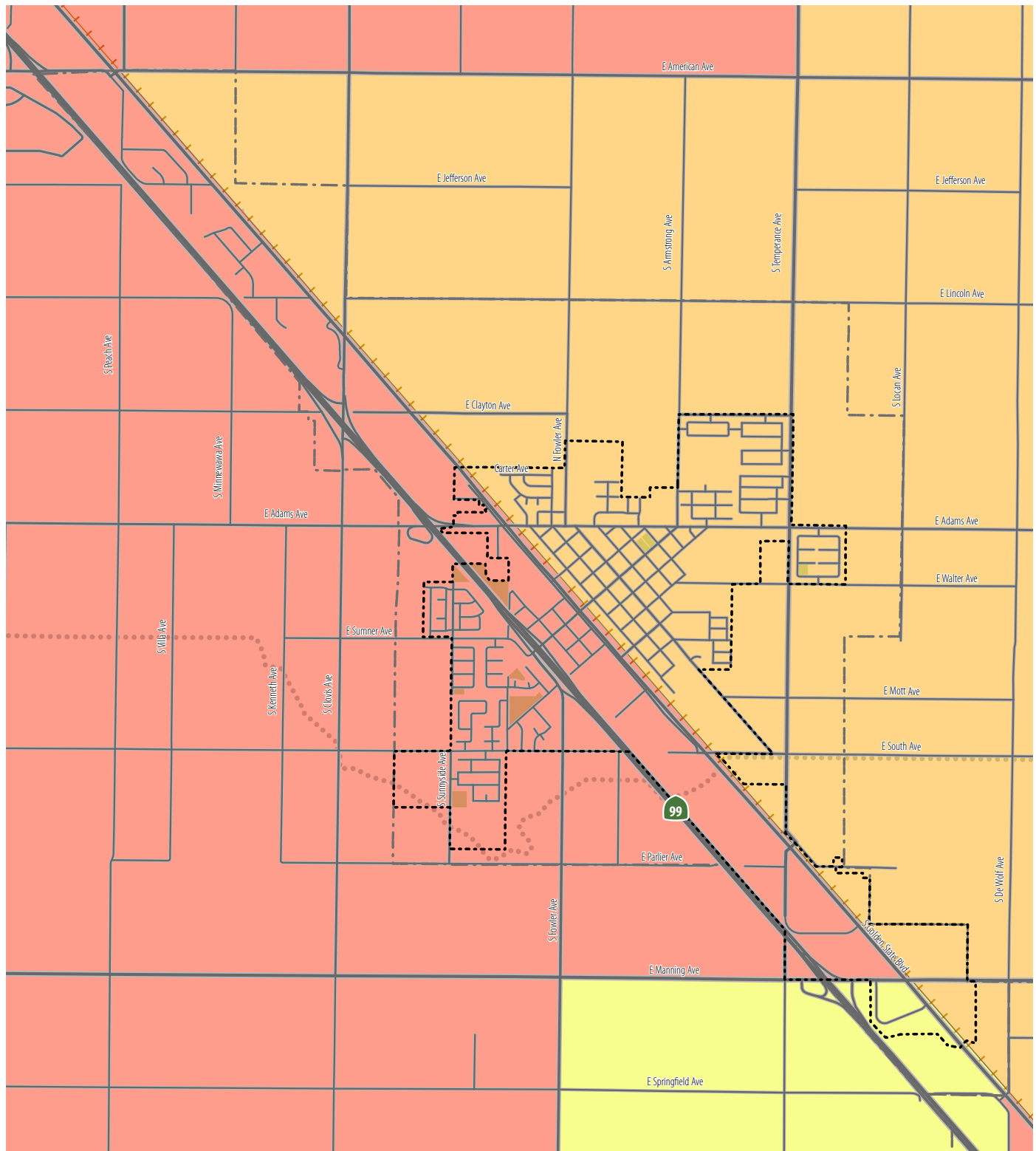
Source: US Census 2018-2022 ACS, 2023; Fehr & Peers, 2023

Figure 7-5: Fowler Schools Free & Reduced Price Meal Eligibility



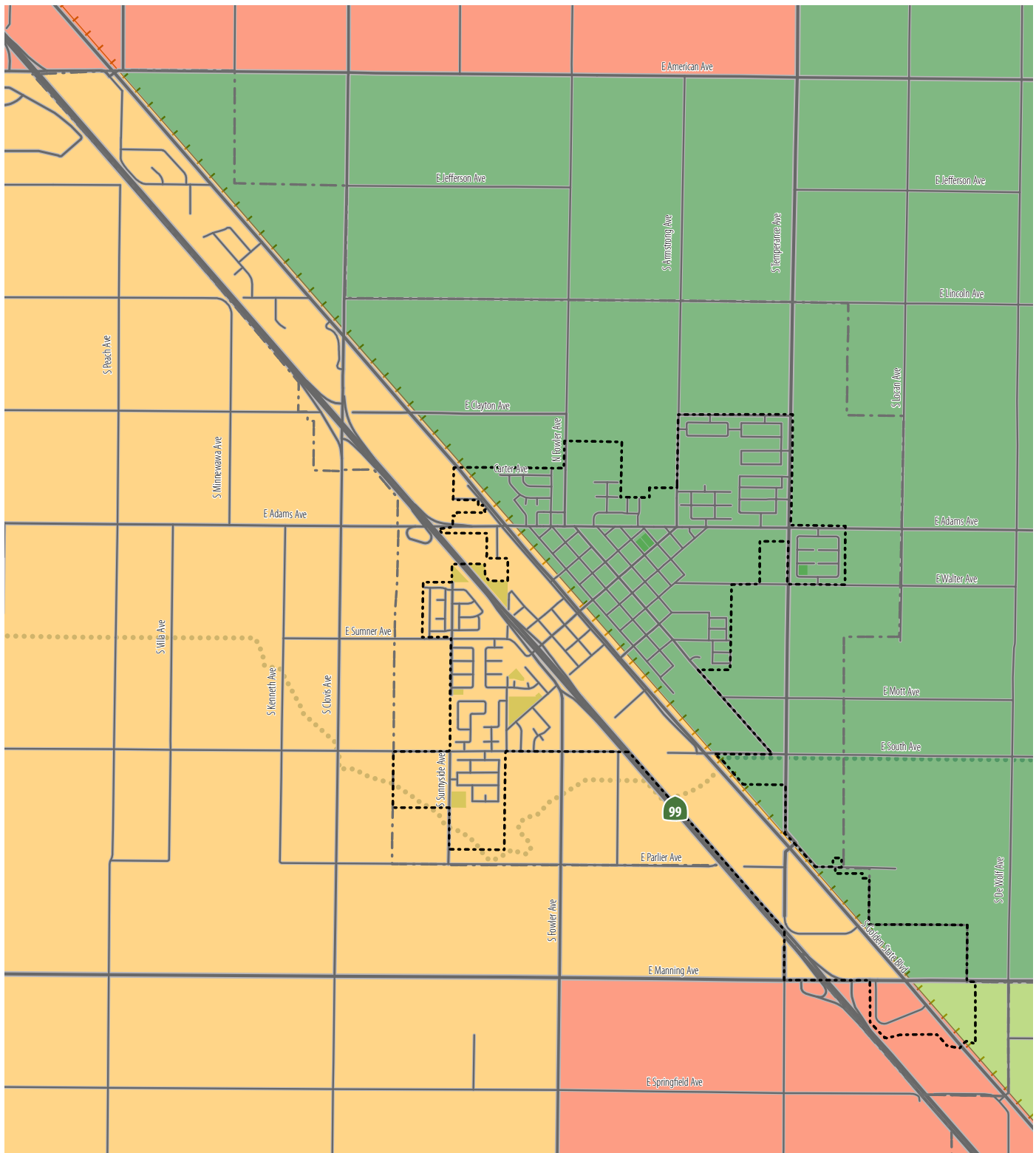
Source: California Department of Education, 2023; Fehr & Peers, 2023

Figure 7-6: Fowler CalEnviroScreen



Source: California Office of Environmental Health Hazard Assessment, 2023; Fehr & Peers, 2023

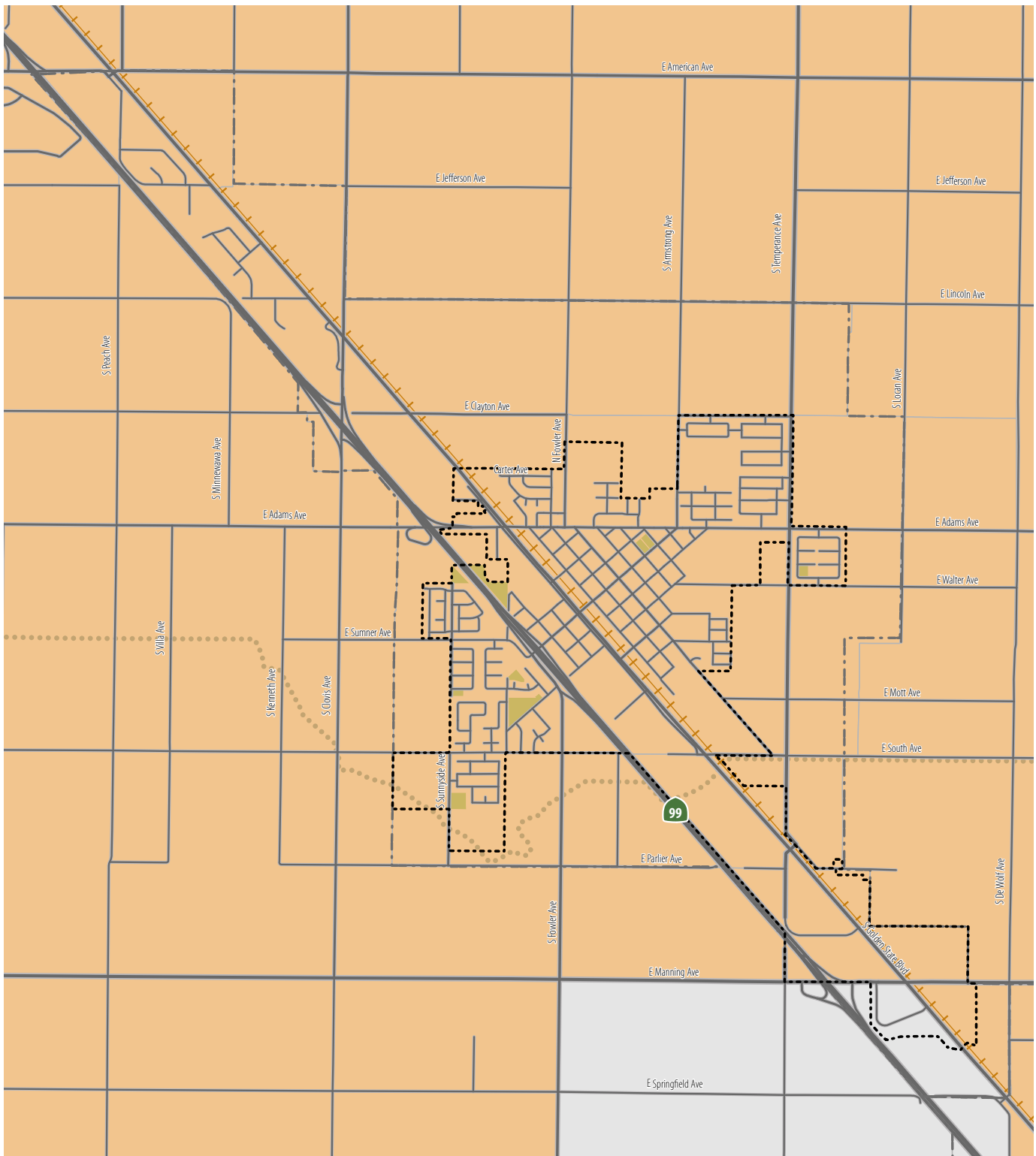
Figure 7-8: Fowler US DOT Equitable Transportation Community Screening Results



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|---|---|--|
| <10% Most Disadvantaged | City Limits | Railroad |
| 10% to <15% Most Disadvantaged | City Sphere of Influence | Canal |
| 15% to <20% Most Disadvantaged | County Boundary | Waterway |
| 20% to 25% Most Disadvantaged | | Park/Open Space |
| Above 25% Most Disadvantaged | | |

Source: US DOT, 2023; Fehr & Peers, 2023

Figure 7-9: Fowler FCOG Environmental Justice Areas



- Environmental Justice TAZ
- Non-Environmental Justice TAZ
- City Limits
- City Sphere of Influence
- County Boundary
- Railroad
- Canal
- Waterway
- Park/Open Space

Source: FCOG, 2023; Fehr & Peers, 2023



Existing Trips

Based on the U.S. Census American Community Survey, approximately zero percent of Fowler workers commute to work by walking and 0.3 percent commute to work by bicycling. These shares are much less than the statewide averages, as shown in Table 7-2. However, these statistics only include workers who walk or ride every day, not those who do so occasionally. Reliable data on non-commute trips, including trips to school, trips for shopping, and recreational trips, is not readily available and not included in these estimates. Thus, the total number of biking and walking trips in Fowler is higher than shown here.

Table 7-2 Fowler Trips to Work by Walking and Bicycling

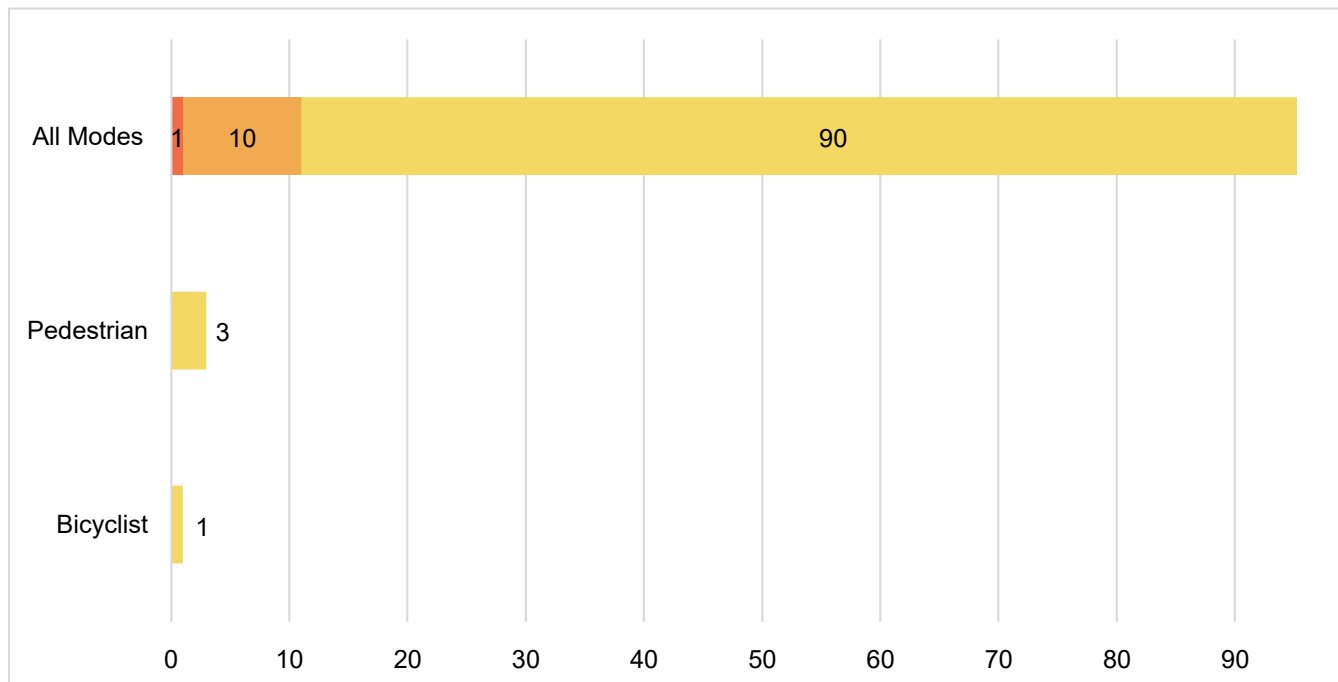
Jurisdiction	Walk		Bicycle	
	Estimate	Share	Estimate	Share
Fowler	0	0.0%	8	0.3%
California	440,483	2.4%	128,474	0.7%

*Note: Workers aged 16 years and older, excludes percentage of employees that work from home.
Source: U.S. Census 2018-2022 American Community Survey, 2023; Fehr & Peers, 2023*

Collisions

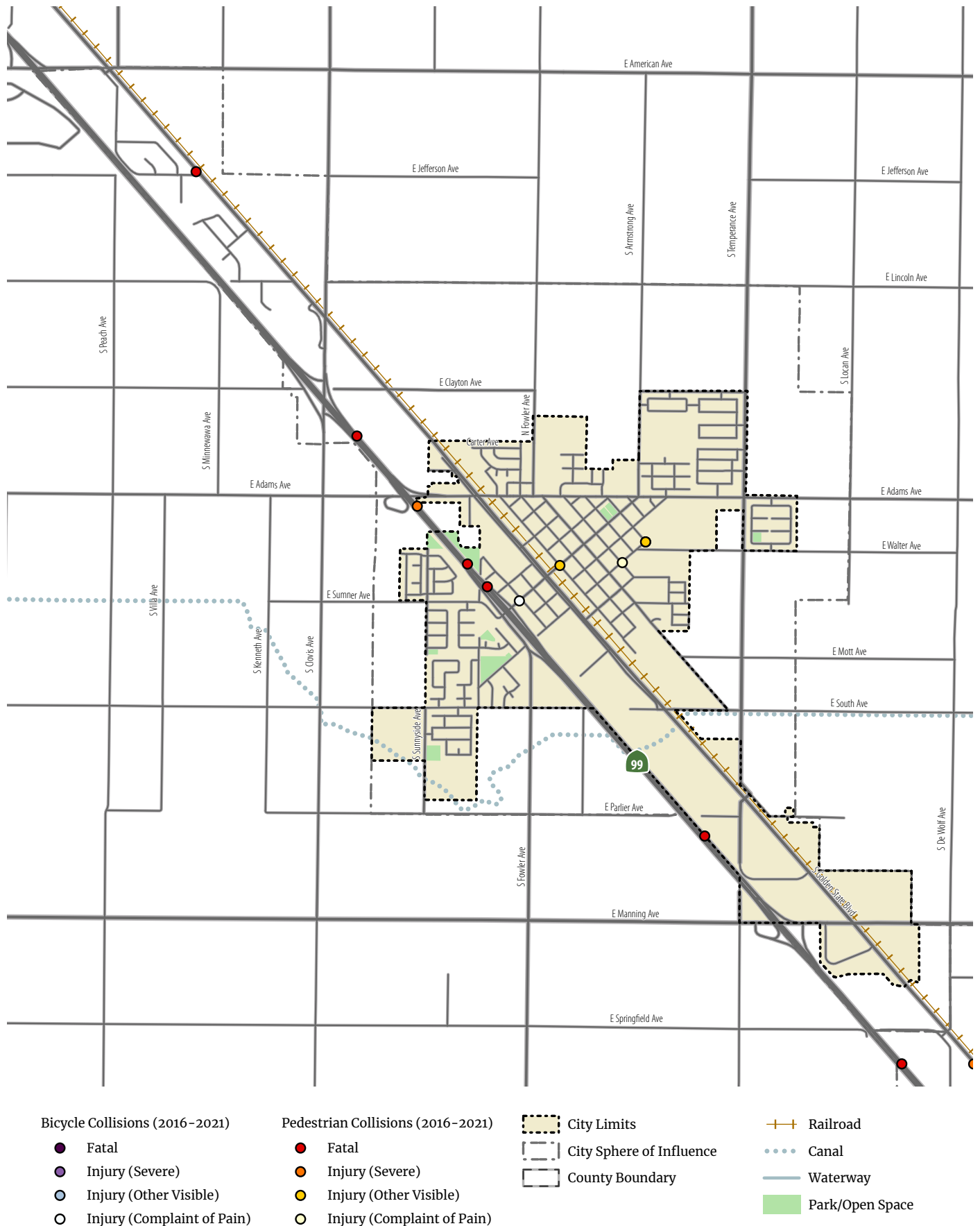
There were three injury collisions reported between 2016 and 2021 that involved a pedestrian and one injury collision that involved a bicyclist in Fowler. In this period, four percent of all collisions resulting in injury involved a bicyclist or pedestrian. Figures 7-10 and 7-11, respectively, summarize and map these collisions. This analysis excludes collisions that occurred on State Route 99.

Figure 7-10: Collisions by Severity in Fowler, 2016 -2021



Source: UC Berkeley SafeTREC, 2023; Fehr & Peers, 2023

Figure 7-11: Collisions Involving a Pedestrian or Bicyclist in Fowler



Source: UC Berkeley SafeTREC, 2023; Fehr & Peers, 2023

PLANNED NETWORKS

The planned walking and biking networks for Fowler are summarized in Table 7-3 and mapped in Figures 7-12 and 7-13. The networks include shared-use paths, bike lanes and routes, sidewalks, and crosswalk improvements. The proposed networks are designed to connect to Fowler’s shared-use paths, to provide access to key destinations, and to serve as recreational assets. The sidewalk improvements also fill gaps in the sidewalk network and add crossing improvements to enhance safety near schools and across busy roads. Appendix D includes a list of these network improvements including locations and extents, lengths, high-level estimated costs, and priorities. Additionally, several of the high priority projects have been grouped into a single project. Additional information to support a funding application for this project has been combined into a fact sheet, which is included in Appendix F.

Figure 7-13 also presents planned bike parking for Fowler. These planned bike parking locations supplement existing locations by adding parking at parks and near retail areas and other destinations.

Based on the indicators of disadvantaged communities discussed earlier in this section, these facilities all support disadvantaged communities.

Table 7-3: Summary of Planned Walking and Biking Facilities in Fowler

Facility Type	Existing (Miles)	Planned (Miles)	Total (Miles)
Sidewalk	49.2	2.6	51.8
Shared Use Path (Class I)	0.7	8.1	8.8
Bike Lane (Class II)*	3.6	5.0	8.6
Bike Route (Class III)*	0.0	2.5	2.5
Separated Bikeway (Class IV)*	0.0	1.2	1.2

**Distance measured by centerline*

Sources: Fresno Council of Governments, Fehr & Peers, 2023

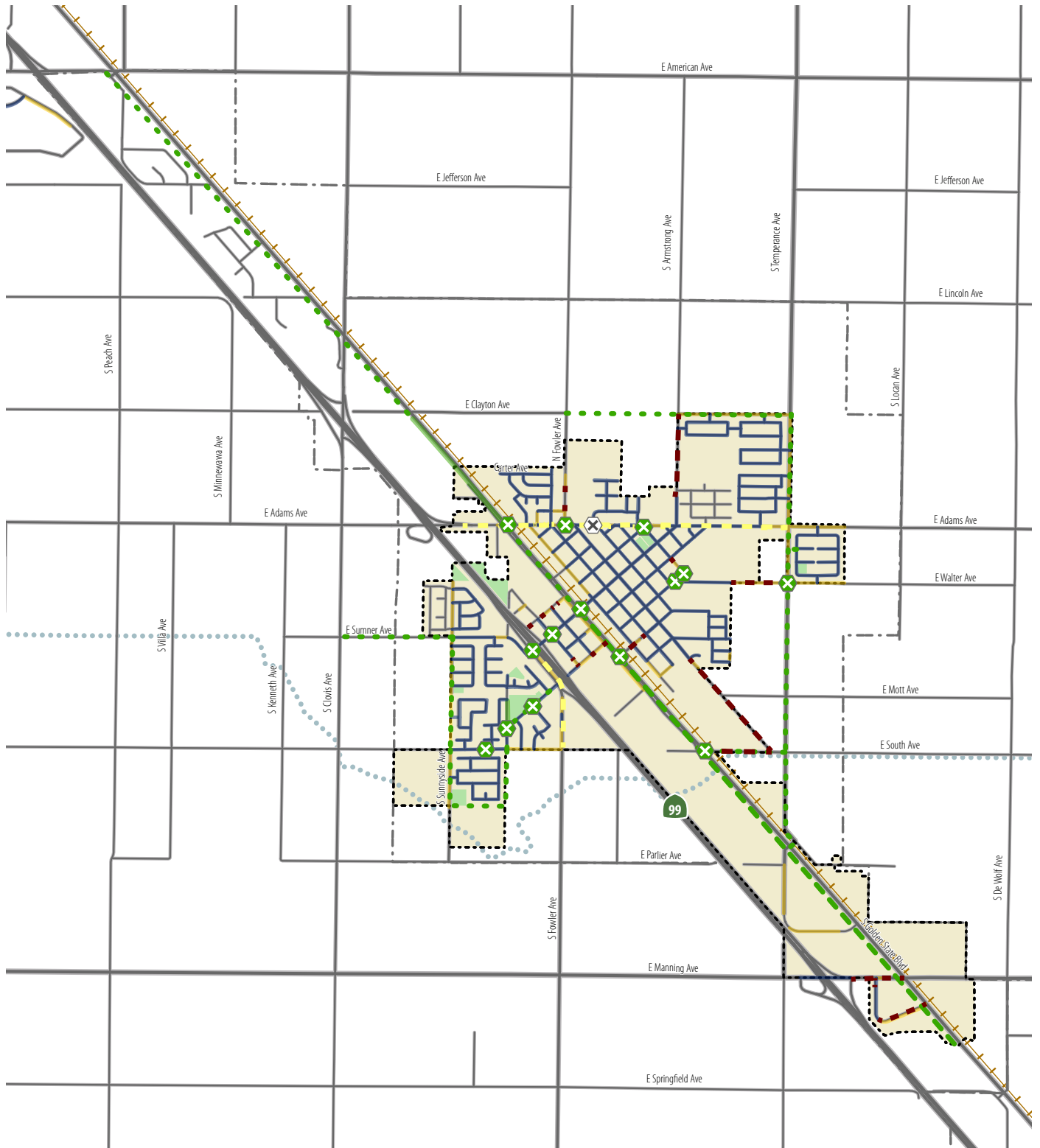
Costs to implement these facilities are summarized in Table 7-4.

Table 7-4: Cost of Planned Walking and Biking Facilities in Fowler

Facility Type	Cost Per Mile	High Priority	Total
Sidewalk	\$369,600	\$88,900	\$959,000
Shared Use Path (Class I)	\$955,700	\$477,850	\$7,693,385
Bike Lane (Class II)	\$401,400	\$505,764	\$2,007,000
Bike Route (Class III)	\$16,000	\$29,120	\$39,360
Separated Bikeway (Class IV)	\$633,600	-	\$753,984
Crossing Improvements		\$253,700	\$877,200
Total		\$1,355,334	\$12,329,929

Source: Fehr & Peers, 2023

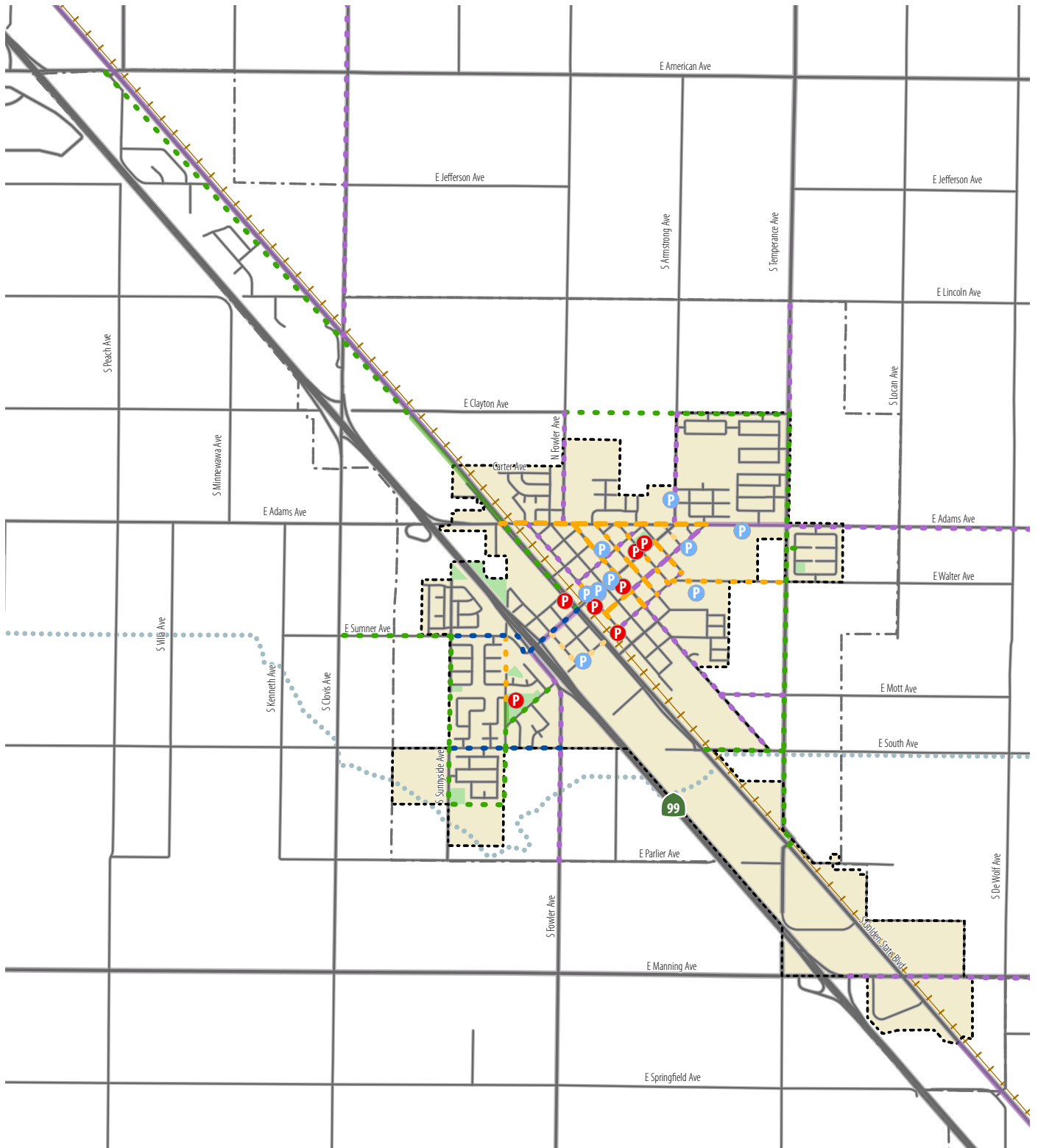
Figure 7-11: Fowler Planned Walking Facilities



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|----------------------------------|---|----------------------------|-------------------|
| Existing Facilities | Planned Facilities | City Limits | Railroad |
| — Sidewalk Present on Both Sides | — Construct Sidewalk | — City Sphere of Influence | — Canal |
| — Sidewalk Present on One Side | — Funded Sidewalk | — County Boundary | — Waterway |
| — Shared-Use Path (Class I) | — Planned Shared-Use Path (Class I) | | — Park/Open Space |
| | — Funded Shared-Use Path (Class I) | | |
| | ⊗ Intersection Improvements/Pedestrian Crossings | | |
| | ⊗ Funded Intersection Improvements/Pedestrian Crossings | | |

Source: Fehr & Peers, 2023

Figure 7-12: Fowler Planned Bicycle Facilities



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|--------------------------------|--|----------------------------|-------------------|
| Bicycle Facility Status | Bicycle Facility Classification | City Limits | Railroad |
| — Existing Bicycle Facility | — Shared-Use Path (Class I) | — City Sphere of Influence | — Canal |
| — Funded Bicycle Facility | — Bike Lane (Class II) | — County Boundary | — Waterway |
| — Planned Bicycle Facility | — Bike Route (Class III) | | — Park/Open Space |
| Ⓟ Existing Bicycle Parking | — Class III with Multi-use Shoulder | | |
| Ⓟ Proposed Bicycle Parking | — Separated Bikeway (Class IV) | | |
| | — Class II or III | | |
| | — Class II or IV | | |

Source: Fehr & Peers, 2023