



Chapter 14

SAN JOAQUIN

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

EXISTING CONDITIONS

The City of San Joaquin is located in central Fresno County, roughly 20 miles southwest of the City of Fresno (see Figure 1-1).

Existing Bicycle & Pedestrian Facilities

There are 14.7 miles of sidewalks and 2 miles of bikeways within San Joaquin. These networks are summarized in Table 14-1 and depicted in Figures 14-1 and 14-2.

Table 14-1: Summary of Existing Walking & Bicycling Facilities in San Joaquin

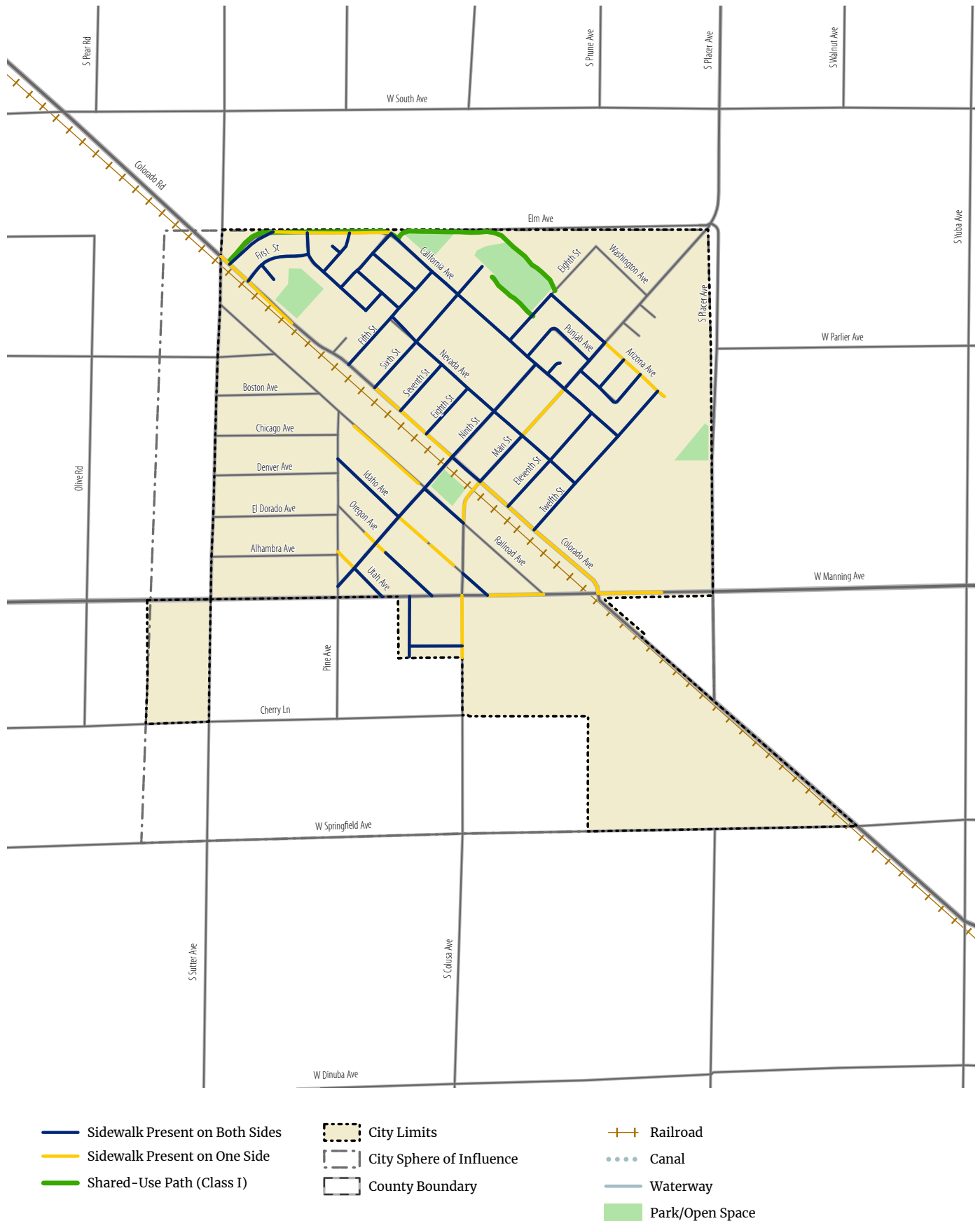
Facility Type	Miles
Sidewalk	14.7
Shared Use Path (Class I)	0.9
Bike Lane (Class II)*	1.1
Bike Route (Class III)*	0.0
Separated Bikeway (Class IV)*	0.0

**Distance measured by centerline*

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

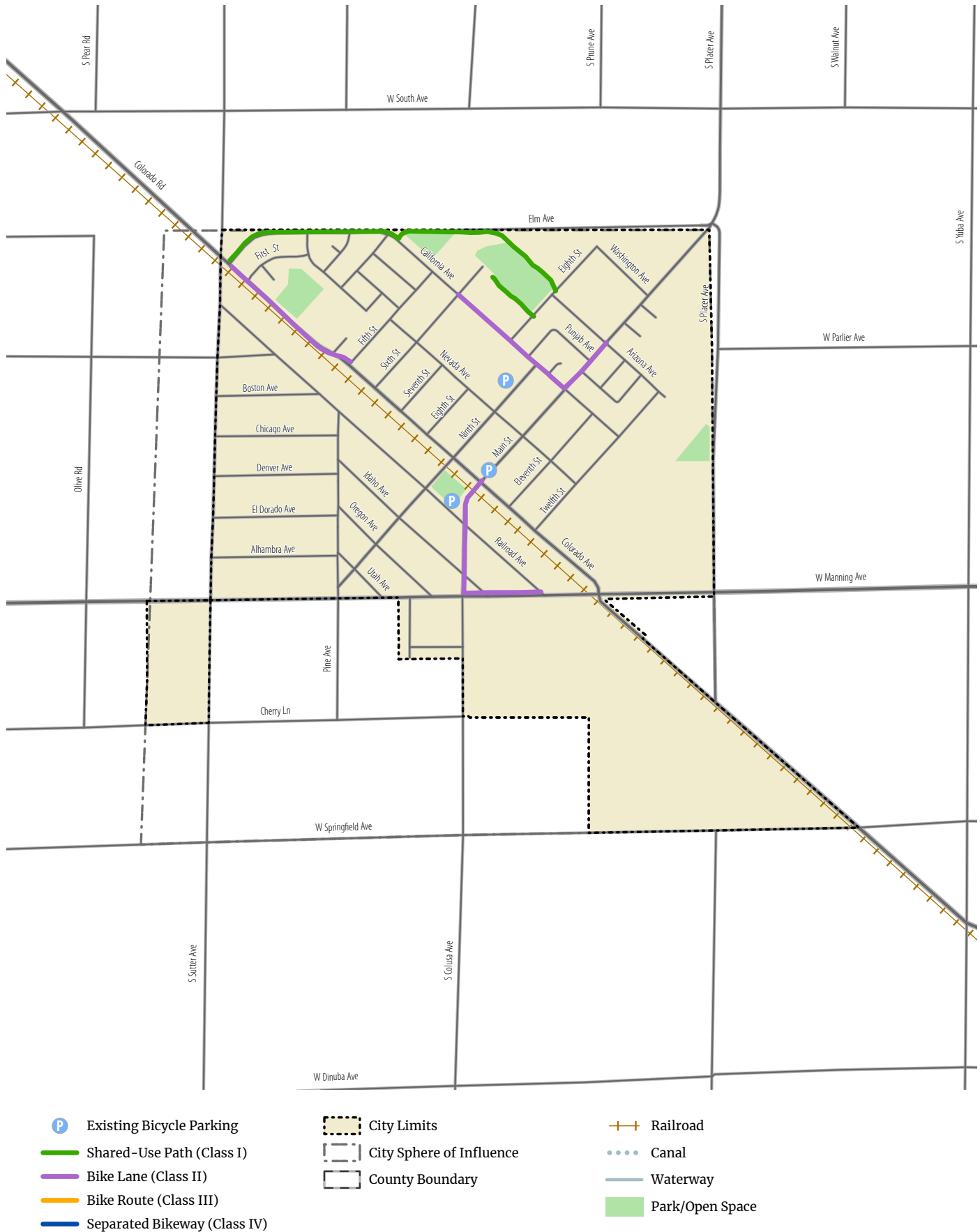
- » At the north edge of the city, paths connect to a park with playground equipment and other amenities.
- » There are several sidewalk gaps along core roadways, especially along Colorado Road and Main Street.
- » Railroad tracks bisect the city and poor pedestrian facilities hinder safe and comfortable crossings.
- » Bicycle facilities are intermittent through the city.

Figure 14-1: Existing Walking Facilities in San Joaquin



Source: Fehr & Peers, 2023

Figure 14-2: Existing Bicycling Facilities in San Joaquin



Source: Fehr & Peers, 2023

Plans and Policies Related to Active Transportation

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

- » City of San Joaquin General Plan (2014)
- » City of San Joaquin 2040 Community Plan (2011)
- » City of San Joaquin Mobility and Revitalization Plan (2013)
- » Municipal Code of San Joaquin

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

The City of San Joaquin has spent more than \$700,000 on walking and bicycling improvements over the last five years. Recent expenditures on bicycle and pedestrian facilities are summarized in Table 14-2.

Table 14-2: Active Transportation Expenditures in San Joaquin, 2018-2023

Project	Project Cost	Year Completed
Pedestrian and Bicycle Trail - Elm and First	\$461,000	2020
Lighting Project on San Joaquin Sports Park Walking Trail	\$375,000	2021
Main Street Sidewalk and Bicycle Project	\$235,000	2022
Bike lane, crosswalk, other maintenance, and other misc.	\$210,000	2019-2023

Source: City of San Joaquin 2023

Maintenance

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

Education & Encouragement Programs

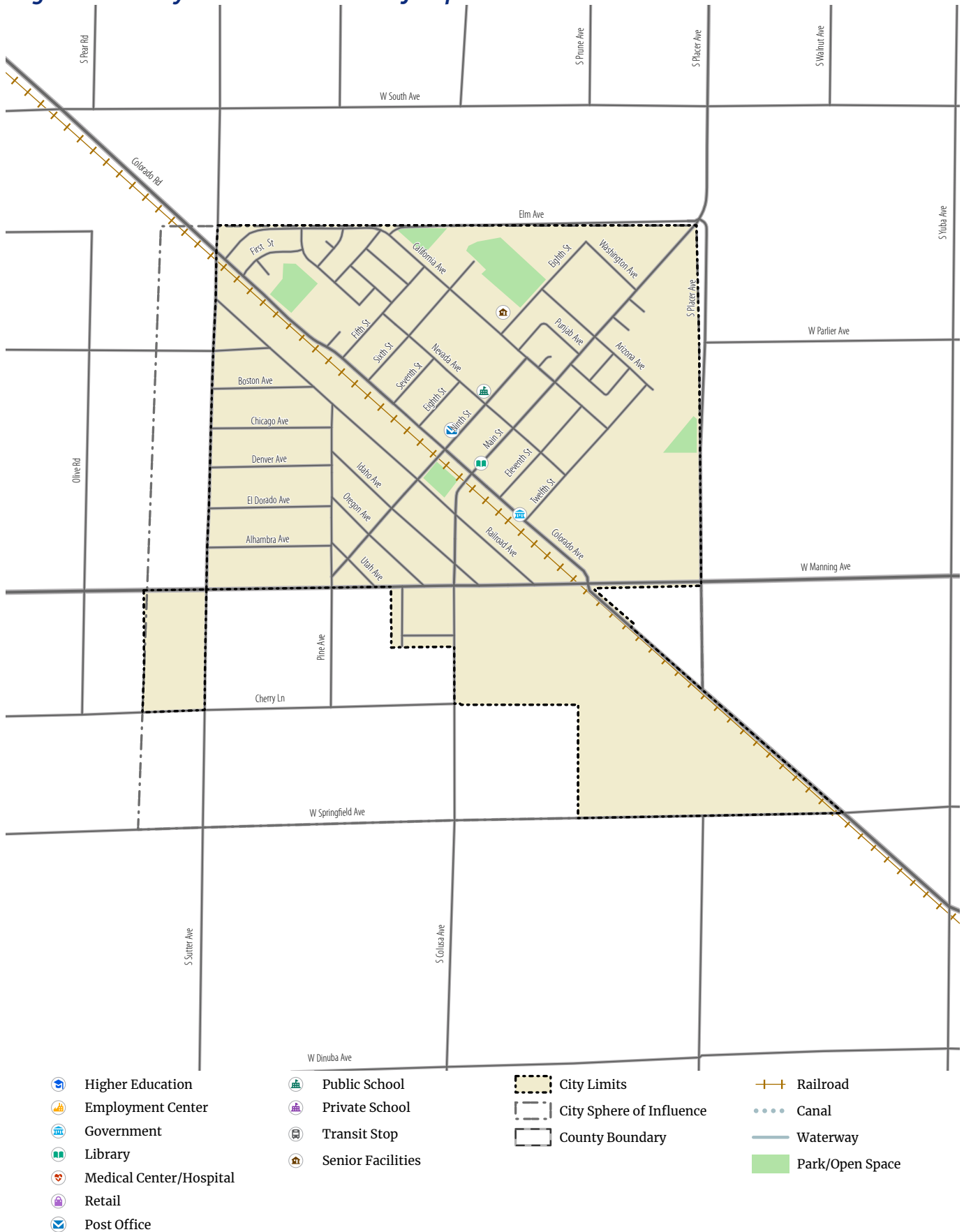
Although efforts have been reduced since the Covid-19 pandemic and due to recent concerns about gang violence, San Joaquin conducted a bike rodeo and education campaign when bike racks were installed at San Joaquin Elementary School. A bike repair workshop was also recently held. Helmets and bikes are frequently given away during the end-of-year holiday season.

San Joaquin police have also conducted crosswalk yielding and speed enforcement in response to notifications from the school and the public about problem locations.

Key Destinations

Figure 14-3 shows key destinations for bicyclists and pedestrians in the City of San Joaquin. Highlights include San Joaquin Elementary School, San Joaquin Branch Library, and businesses along Main Street.

Figure 14-3: Key Destinations in San Joaquin



Source: Fehr & Peers, 2023

Disadvantaged Communities

San Joaquin meets all of the Active Transportation Program criteria for disadvantaged communities, described in Chapter 2, Existing Conditions.

- » **Median Household Income:** All households in San Joaquin make less than 65 percent of the state median.
- » **Free & Reduced Price Meals for Schools:** The single school in San Joaquin, San Joaquin Elementary School, has between 85 percent and 90 percent of students eligible for free or reduced price meals.
- » **CalEnviroScreen:** San Joaquin is within the 15 percent to 20 percent most disadvantaged areas in the state.
- » **Healthy Places Index:** San Joaquin is within the 10 percent most disadvantaged areas in the state.
- » **Federal Climate & Economic Justice Tool:** San Joaquin exceeds 3-4 categories in the Climate & Economic Justice Screen.
- » **US DOT Equitable Transportation Community Disadvantaged Community Tool:** San Joaquin is ranked in the 10 percent most disadvantaged areas in the state.
- » **FCOG Environmental Justice Areas:** All of San Joaquin is considered disadvantaged by this definition.

Because all of San Joaquin 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.



Peter Rusconi Park

Existing Trips

Based on the U.S. Census American Community Survey, approximately 2 percent of San Joaquin workers commute to work by walking and 0 percent commute to work by bicycling. These shares are lower than the statewide averages, as shown in Table 14-3. 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 the city is higher than shown here.

Table 14-3: Trips to Work by Walking and Bicycling in San Joaquin

Jurisdiction	Walk		Bicycle	
	Estimate	Share	Estimate	Share
San Joaquin	64	2.0%	0	0.0%
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 two total injury collisions reported between 2016 and 2021 in San Joaquin. None of the collisions in this time period involved people walking or bicycling.



PLANNED NETWORKS

The planned walking and biking networks for San Joaquin are summarized in Table 14-4 and shown in Figures 14-4 and 14-5. The networks include shared-use paths, bike lanes and routes, sidewalks, and crosswalk improvements. The proposed networks are designed to connect to San Joaquin’s multi-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 cost, and priority. 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 14-5 also presents planned bike parking for San Joaquin. These planned bike parking locations supplement existing locations by adding parking at parks and near retail areas.

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

Table 14-4: Summary of Planned Walking and Biking Facilities in San Joaquin

Facility Type	Existing (Miles)	Planned (Miles)	Total (Miles)
Sidewalk	14.7	1.9	16.6
Shared Use Path (Class I)	0.9	2.9	3.8
Bike Lane (Class II)*	1.1	1.2	2.3
Bike Route (Class III)*	0.0	0.8	0.8
Separated Bikeway (Class IV)*	0.0	1.0	1.0

**Distance measured by centerline*

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

Costs to implement these facilities are summarized in Table 14-5.

Table 14-5: Cost of Planned Walking and Biking Facilities in San Joaquin

Facility Type	Cost Per Mile	High Priority	Total
Sidewalk	\$369,600	\$286,300	\$685,300
Shared Use Path (Class I)	\$955,700	-	\$2,761,973
Bike Lane (Class II)	\$401,400	\$244,854	\$469,638
Bike Route (Class III)	\$16,000	\$12,960	\$12,960
Separated Bikeway (Class IV)	\$633,600	\$443,520	\$652,608
Crossing Improvements		\$724,800	\$924,800
Total		\$1,712,434	\$5,507,279

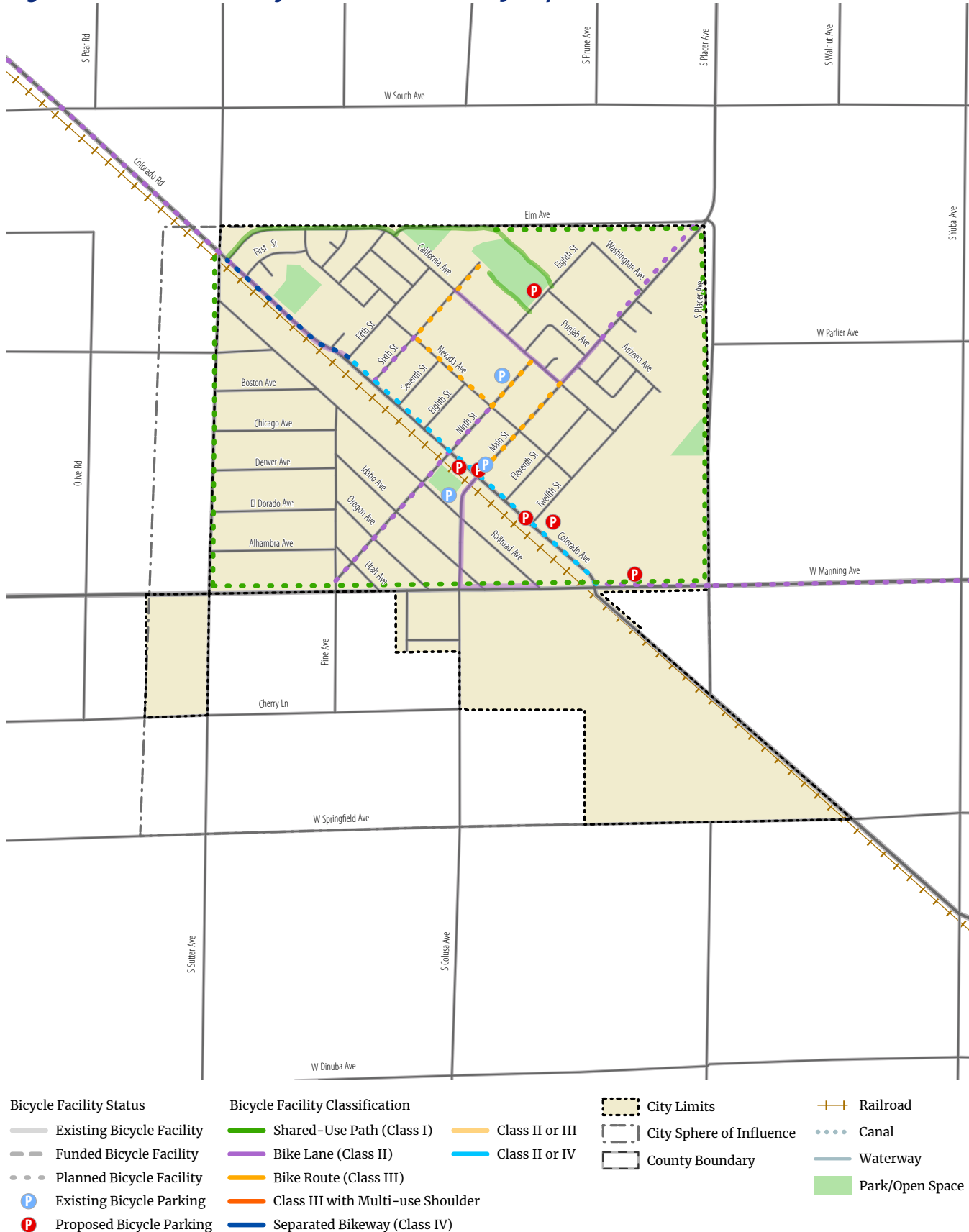
Source: Fehr & Peers, 2023

Figure 14-4: Planned Walking Facilities in San Joaquin



Source: Fehr & Peers, 2023

Figure 14-5: Planned Bicycle Facilities in San Joaquin



Source: Fehr & Peers, 2023