

Fresno COG Regional Active Transportation Plan: Stakeholder Kickoff

May 2, 2017

Fresno Council of Governments

Fehr & Peers

VRPA



Agenda

- Introductions
- Project background
- Key milestones
- Jurisdiction contact point
- Data needs
- Online map for internal feedback
- Crowdsource+ tool for public feedback
- Action items

Why create a Regional Active Transportation Plan?

- Support funding of bicycle and pedestrian projects by laying groundwork for active transportation program grant applications
- Implement the 2014 RTP/SCS and lay the groundwork for 2018. 2014 goals:
 - Create safe, convenient, and continuous routes for cyclists
 - Create pedestrian and bicycling networks directly connected to other modes
- Ensure every Fresno County jurisdiction is covered by an active transportation plan

Many requirements for an ATP

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.

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.

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, and other destinations.

A map and description of existing and proposed bicycle transportation facilities, including a description of bicycle facilities that serve public and private schools and, if appropriate, a description of how the five Es (Education, Encouragement, Enforcement, Engineering, and Evaluation) will be used to increase rates of bicycling to school.

A map and description of existing and proposed end-of-trip bicycle parking facilities.

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.

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.

A map and description of existing and proposed pedestrian facilities, including those at major transit hubs and those that serve public and private schools and, if appropriate, a description of how the five Es (Education, Encouragement, Enforcement, Engineering, and Evaluation) will be used to

increase rates of walking to school. Major transit hubs must include, but are not limited to, rail and transit terminals, and ferry docks and landings

A description of proposed signage providing wayfinding along bicycle and pedestrian networks to designated destinations.

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.

A description of bicycle and pedestrian safety, education, and encouragement programs conducted in the area included within the plan, efforts by the law enforcement agency having primary traffic law enforcement responsibility in the area to enforce provisions of the law impacting bicycle and pedestrian safety, and the resulting effect on collisions involving bicyclists and pedestrians.

A description of the extent of community involvement in development of the plan, including disadvantaged and underserved communities.

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, or energy conservation plans, including, but not limited to, general plans and a Sustainable Community Strategy in a Regional Transportation Plan.

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.

A description of past expenditures for bicycle and pedestrian facilities and programs, and future financial needs for projects and programs that improve safety and convenience for bicyclists and pedestrians in the plan area. Include anticipated revenue sources and potential grant funding for bicycle and pedestrian uses.

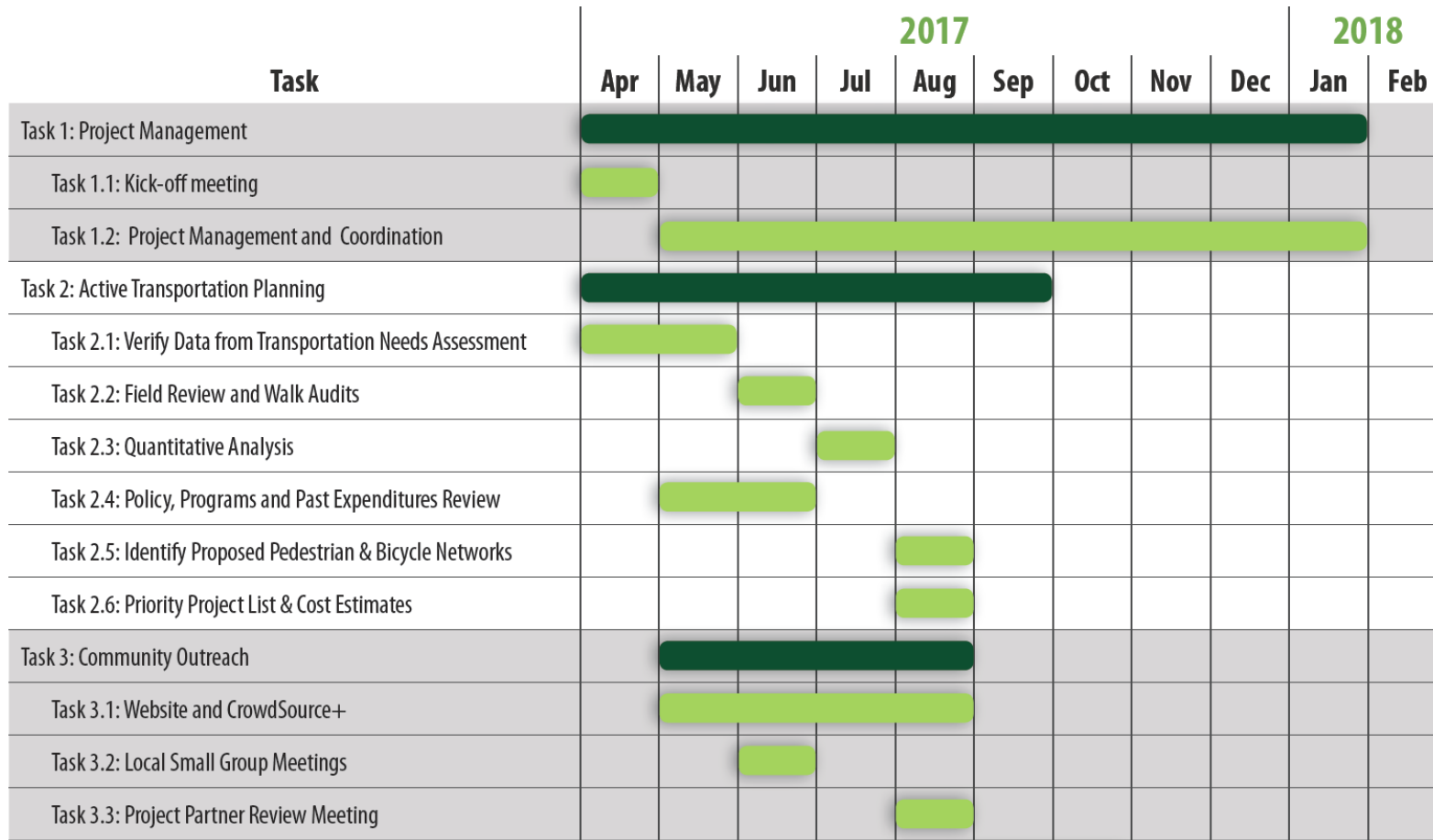
A description of steps necessary to implement the plan and the reporting process that will be used to keep the adopting agency and community informed of the progress being made in implementing the plan.

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.

Final Deliverable

- An active transportation plan that
 - Provides street-level recommendations by creating a list of prioritized projects
 - Fulfills all the requirements of the ATP guidelines for jurisdictions without ATPs
 - Incorporates priorities from ATPs created for Coalinga, Clovis, Fresno, and Selma
- To deliver this on-time (October), we will need
 - Close coordination of jurisdictions, FCOG, and consultants
 - Rapid response to data requests, draft document reviews, and other requests
 - Your local knowledge and insight

Schedule



Schedule (continued)

Task	2017							2018			
	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb
Task 4: Environmental Services					█						
Task 4.1: Define Project Description					█						
Task 4.2: Administrative Draft Initial Study / Mitigated Neg Dec					█						
Task 4.3: Screencheck and Public Review Draft IS/MND						█					
Task 4.4: Final IS/MND							█				
Task 5: Develop the Regional ATP					█						
Task 5.1: DRAFT Regional ATP					█						
Task 5.2: FINAL Regional ATP							█				
Task 6: Approval of the Regional ATP								█			
Task 6.1: FCOG Presentations										█	

Schedule for environmental review

- Currently scheduled to complete in October
 - Based on draft document and programs
 - Large changes to draft would slip schedule
- Will need your thorough review of proposed projects so that changes can be incorporated into the draft ATP

Important milestones

- Field Review and Walk Audits / Local Small Group Meetings
 - June 1 and 5-9
 - Get local input used in planning process
 - Requires preparation by jurisdictions
 - Provide venue
 - Invite key local stakeholders
 - City staff, business owners, schools, community groups, bike/ped advocates, disadvantaged community groups, others they deem important
 - County meeting will vary somewhat

Important milestones

- Field Review and Walk Audits / Local Small Group Meetings (continued)
 - Two meetings per day, 9 AM and 2 PM
 - FCOG will coordinate scheduling with help of circuit planner
 - Proposed pairs
 - 1: Huron/County
 - 5: Kingsburg/Parlier
 - 6: Reedley/Orange Cove
 - 7: Fowler/Sanger
 - 8: Mendota/Firebaugh
 - 9: San Joaquin/Kerman

Important milestones

- Partner Review Meeting
 - August 1
 - Purpose: present recommendations to jurisdictions
 - Public invited
- Individual Jurisdiction Review Meetings
 - August 3-8
 - Purpose: get local feedback on recommendations that will be incorporated into draft ATP
 - Led by jurisdictions
 - Materials provided by Fehr & Peers
 - Marked-up materials returned by August 11 to Fehr & Peers by FedEx

Important milestones

- Draft ATP available for comment
 - September 15
 - Comments due September 29
- Final ATP delivered
 - October 15

Main contact point needed for each jurisdiction

- County
- Firebaugh
- Fowler
- Huron
- Kerman
- Kingsburg
- Mendota
- Orange Cove
- Parlier
- Reedley
- San Joaquin
- Sanger

Data collection

- We have much already, but need your local expertise
- Data will be used to prepare for local meetings
 - May 9 first priority data
 - May 23 second priority data

Data needs: First priority

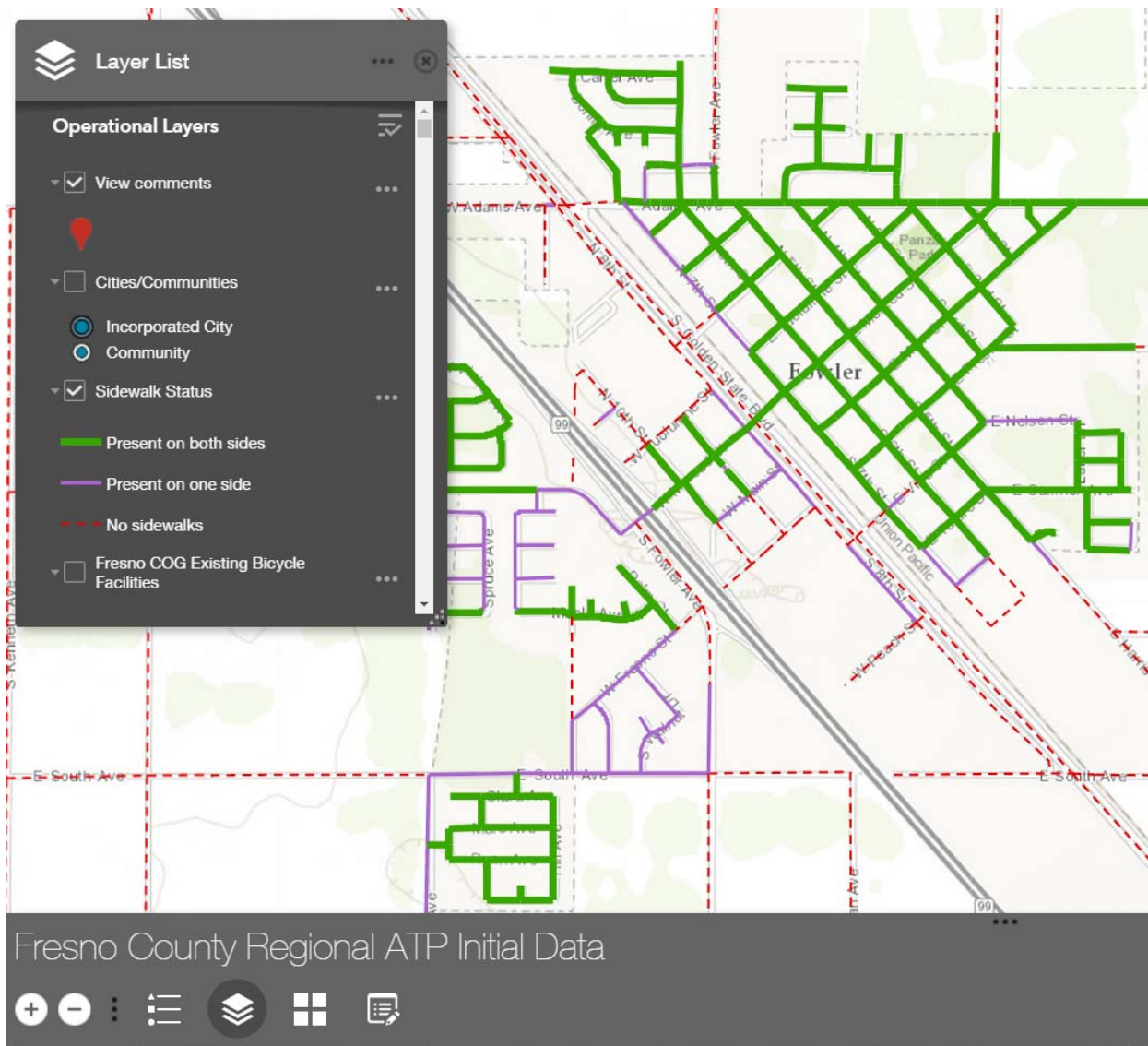
- Collision data from police, if do not use SWITRS
 - Some may use Crossroads
 - We will use SWITRS and TIMS otherwise
 - GIS format if available
- General plans if not online
 - Orange Cove, Parlier, San Joaquin
- Any other bike or pedestrian related plans or studies

Data needs: Second priority

- Bike/ped count data, if any
- Last five years of expenditures on bike and ped facilities and programs
- Bike parking locations
 - Schools, public buildings, parks, others
- Municipal codes or links to codes
- Education, encouragement, enforcement programs
 - City, police, public works, community groups
- Safe routes to school programs
- Any existing wayfinding/signage programs

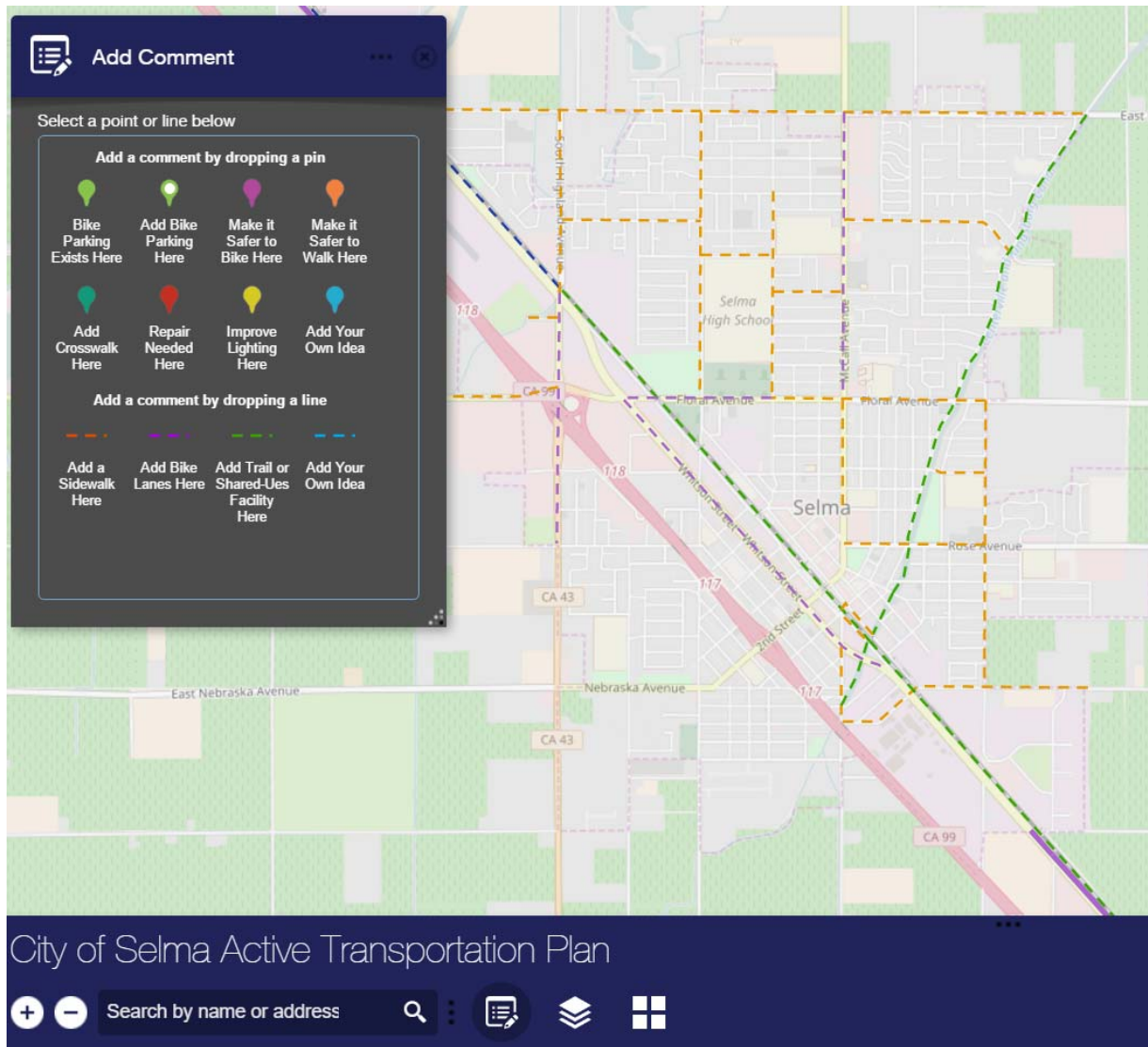
Internal data review map

- http://gis.fehrandpeers.com/FCOGRegATP_Data/



Crowdsource+ Example

- <http://gis.fehrandpeers.com/SelmaATP/>



Any outstanding questions?

Action items

- Provide main contact point
- Schedule local meeting
- Invite interested parties to local meeting
- Provide first priority data by May 9
- Provide second priority data by May 23
- Review and comment on existing data

Local meeting scheduling: June

- 1: Huron/County
- 5: Kingsburg/Parlier
- 6: Reedley/Orange Cove
- 7: Fowler/Sanger
- 8: Mendota/Firebaugh
- 9: San Joaquin/Kerman

Thank you!

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