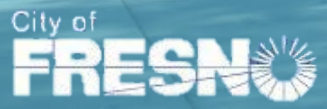


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# CITY COUNCIL HEARING



FEHR & PEERS

December 15, 2016

# INTRODUCTION

## active transportation plan

- » The Active Transportation Plan is a comprehensive guide outlining the vision for active transportation in the City
- » Strives to improve the accessibility and connectivity of the bicycle and pedestrian network for all residents

# INTRODUCTION

## purpose of the active transportation plan

- Update 2010 Bicycle, Pedestrian & Trails Master Plan
- Provide guidance and prioritization for the development of bicycle and pedestrian networks to better connect people to their destinations
- Meet funding requirements

# INTRODUCTION

## items of discussion

- » Project Background and Goals
- » Community Outreach & Participation
- » Pedestrian and Bicycle Networks
- » Plan Implementation
- » General Plan Amendment & Environmental Assessment



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# DEVELOPING THE ACTIVE TRANSPORTATION PLAN

# PROJECT GOALS

## objectives for active transportation plan

- Equitably improve safety and perceived safety of walking and bicycling
- Increase walking and bicycling trips by creating user-friendly facilities
- Improve geographic equity of access to walking and bicycling facilities
- Fill key gaps in walking & bicycling network

# PLAN DEVELOPMENT

## planning process





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# COMMUNITY ENGAGEMENT



# COMMUNITY ENGAGEMENT

## hearing from the community

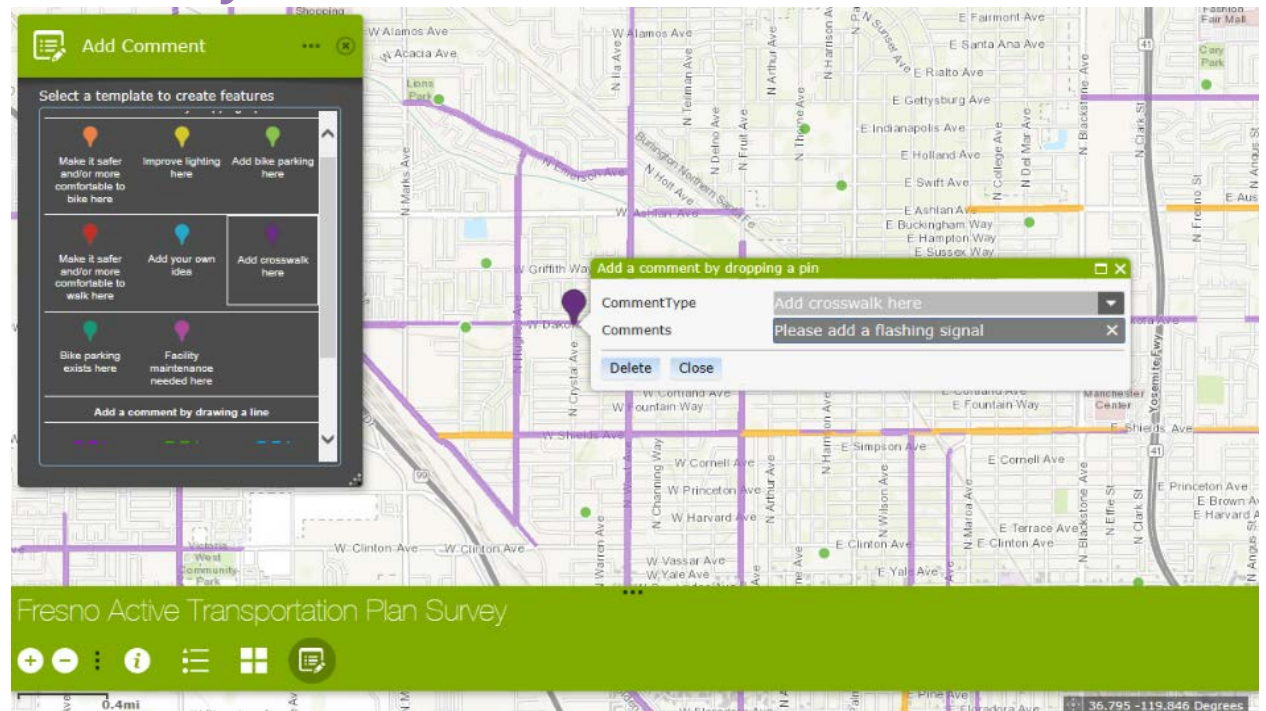
- » Stakeholder Meetings:
  - Apr 2016: Develop goals
  - July 2016: Feedback on draft networks
  - Oct 2016: Feedback on draft plan
- » Public Workshops
  - May 2016: Desires for the plan
  - Aug 2016: Feedback on draft networks



# COMMUNITY ENGAGEMENT

## hearing from the community

### » Online Map Survey



# COMMUNITY ENGAGEMENT

## summary of community input

- » Add facilities to major streets/complete planned network
- » Add protected bike lanes
- » Improve lighting
- » Disparities between North & South Fresno
- » Maintenance Issues



# COMMUNITY ENGAGEMENT

## summary of community input

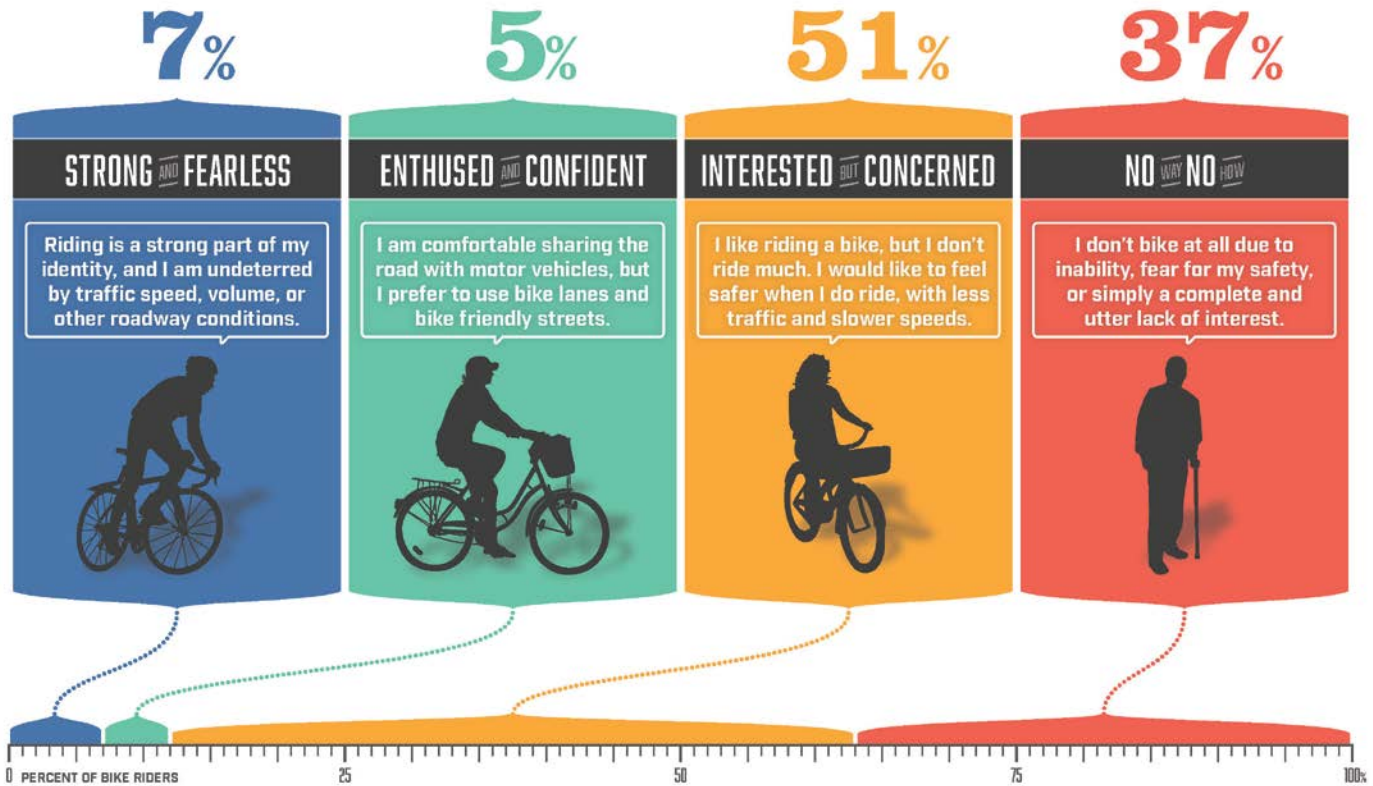
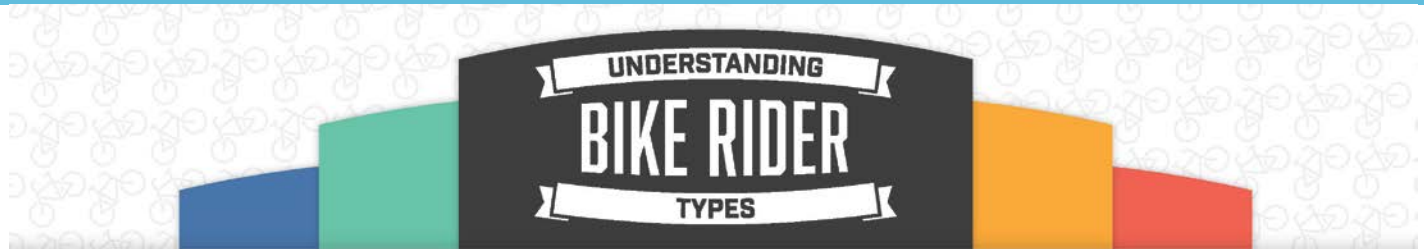
- » Concerns with loose dogs
- » Improve narrow sidewalks
- » Make it safer to cross streets, especially near schools
- » Add bicycle parking
- » Add landscaping

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# BICYCLE NETWORK

# BICYCLE USERS



0 PERCENT OF BIKE RIDERS 25 50 75 100%

SOURCE: JENNIFER DILL, "Four Types of Cyclists", August 11, 2015



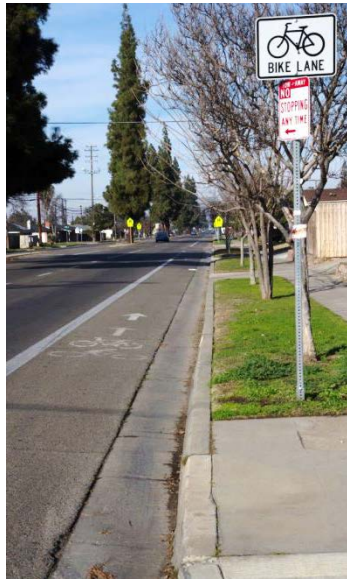


# BICYCLE FACILITIES

Class III



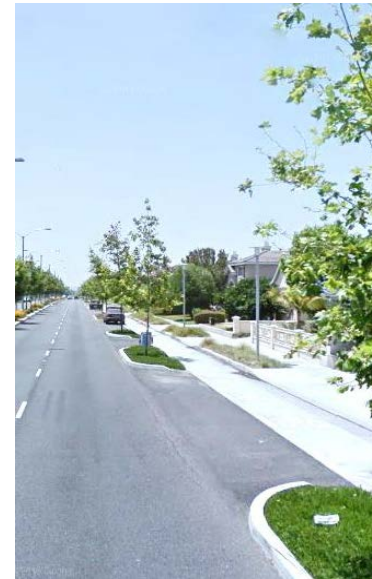
Class II



Class II  
Buffered



Class IV



Class I

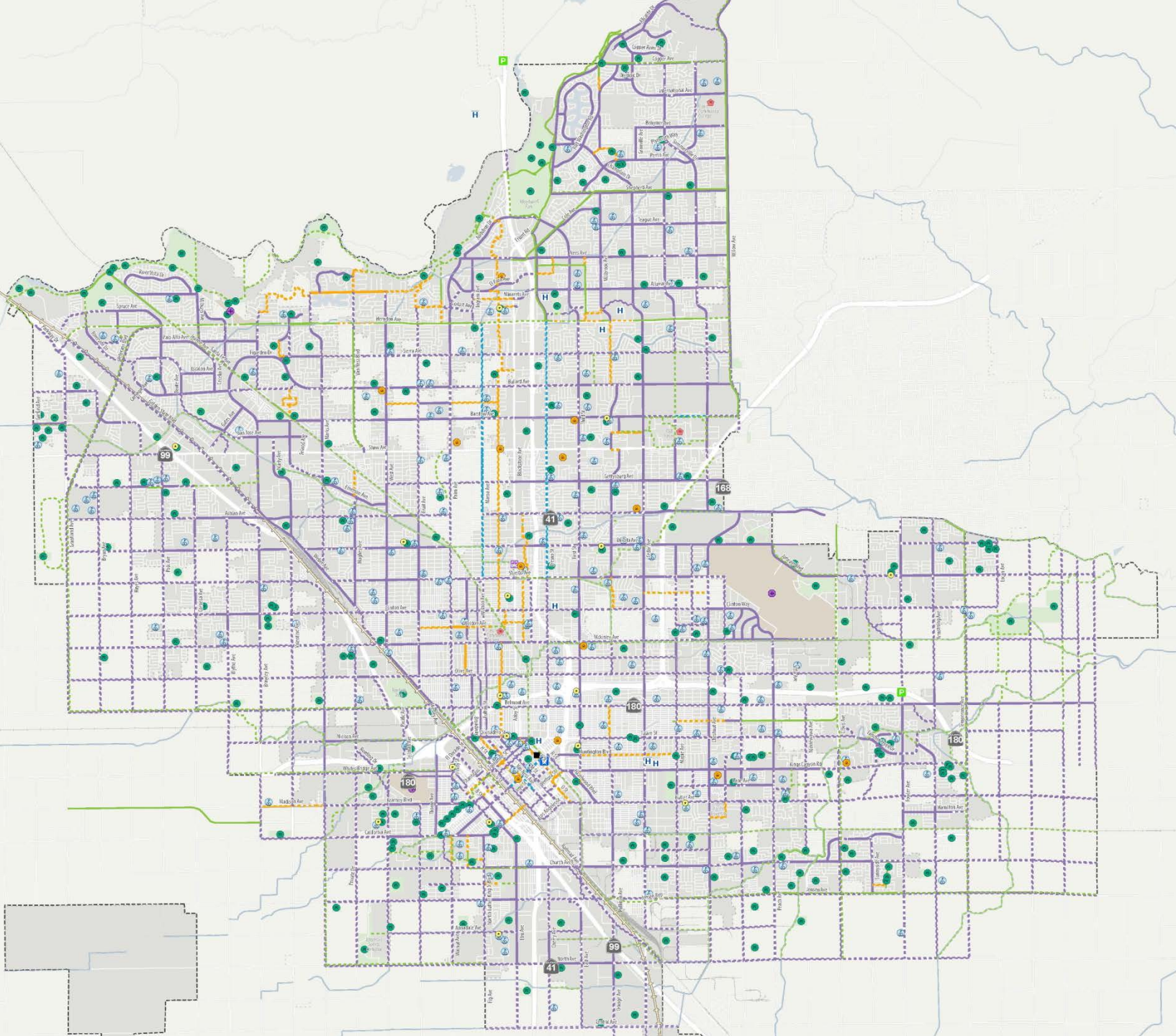


Least Separation  Most Separation



PLAN

big



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# PLANNED NETWORKS

## bicycle build out network

Type	Existing	Proposed	Total
Class I Bike Paths	38	166	204
Class II Bike Lanes	431	691	1,122
Class III Bike Routes	22	69	91
Class IV Separated Bikeways	0	21	21
<b>Total miles</b>	<b>491</b>	<b>947</b>	<b>1,438</b>



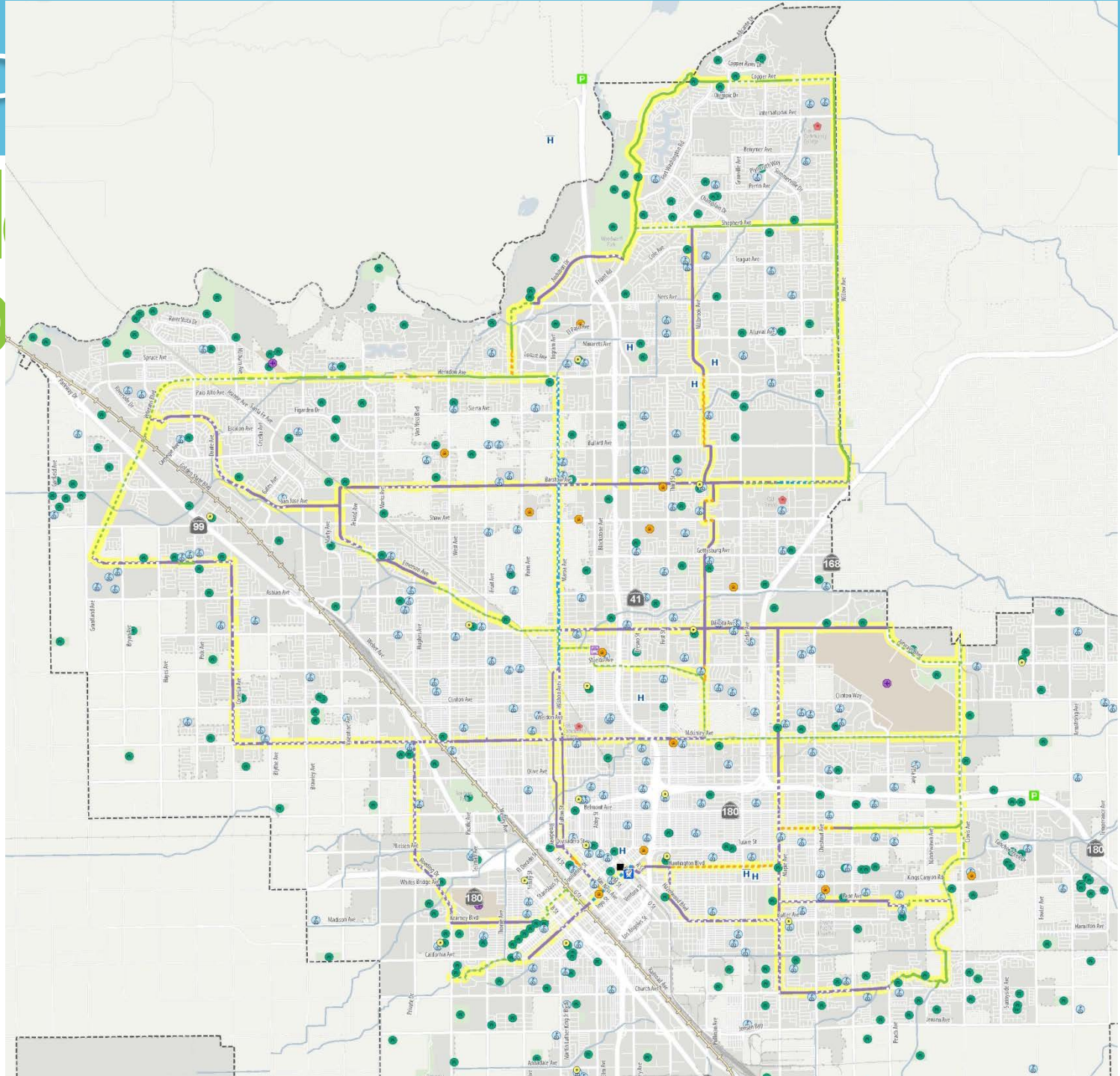
# PLANNED NETWORKS

## bicycle priority network

- » Focus on connecting city & key destinations
- » Create a backbone network of lower-stress facilities that attract more bicycle riders

PLANNED

bicycl  
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# WALKING NETWORK



# PLANNED NETWORKS

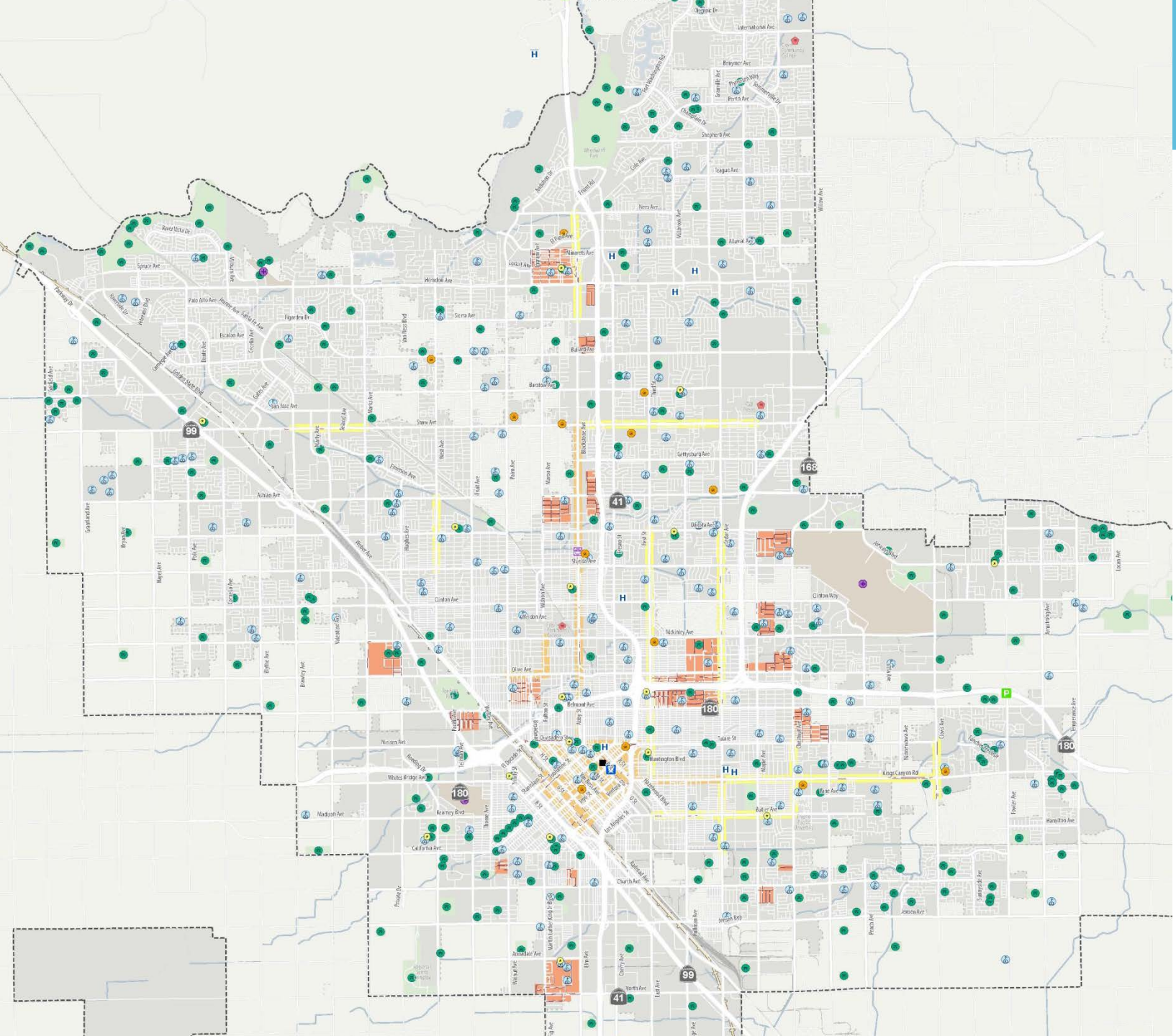
## developing the pedestrian network

- » Identify missing sidewalks & pedestrian needs based on input from public workshops and online map survey
- » Prioritize areas for pedestrian infrastructure improvements



# PLAN

# people



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# PLANNED NETWORKS

## pedestrian improvements



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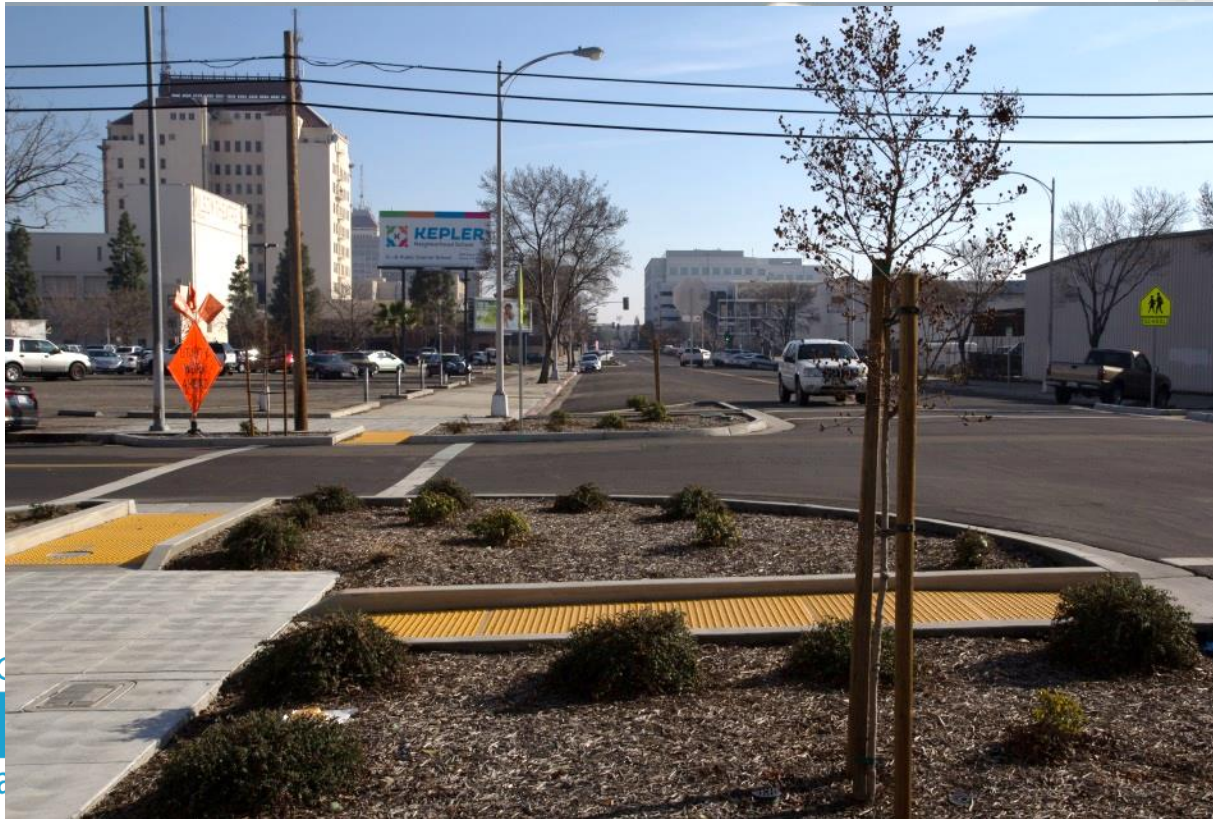


FEHR PEERS



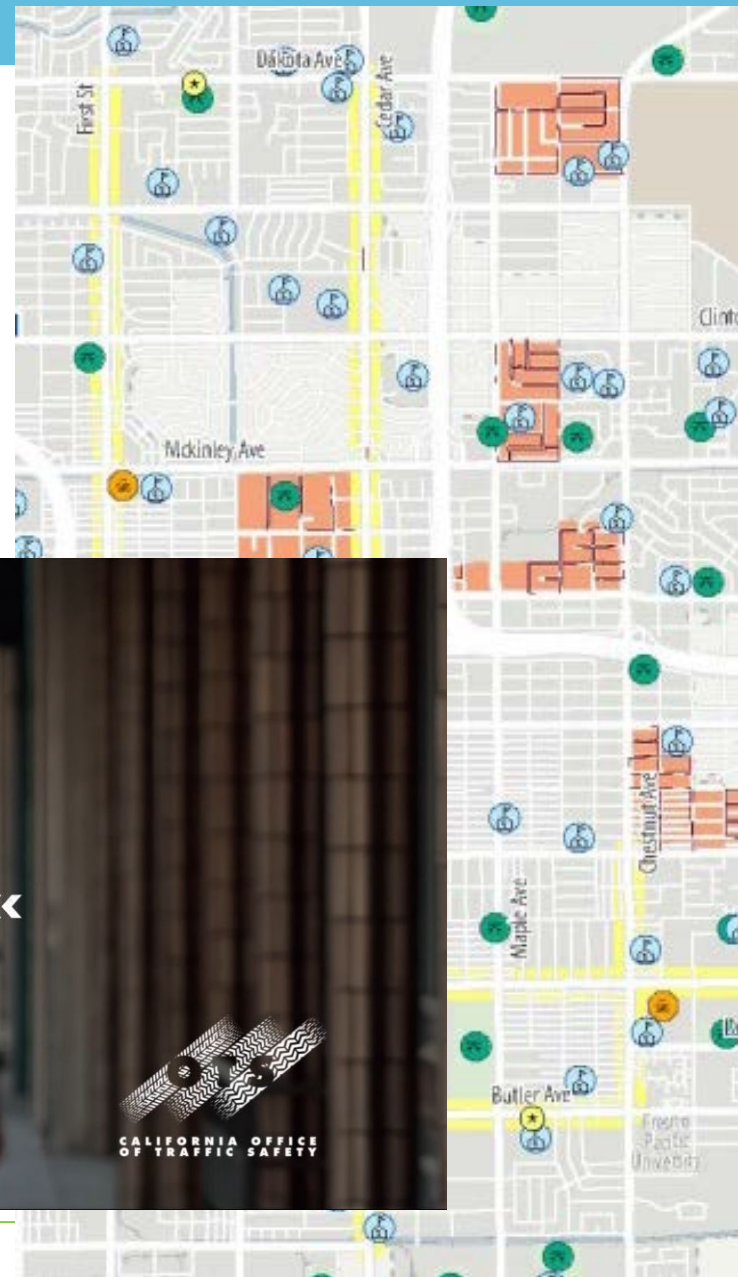
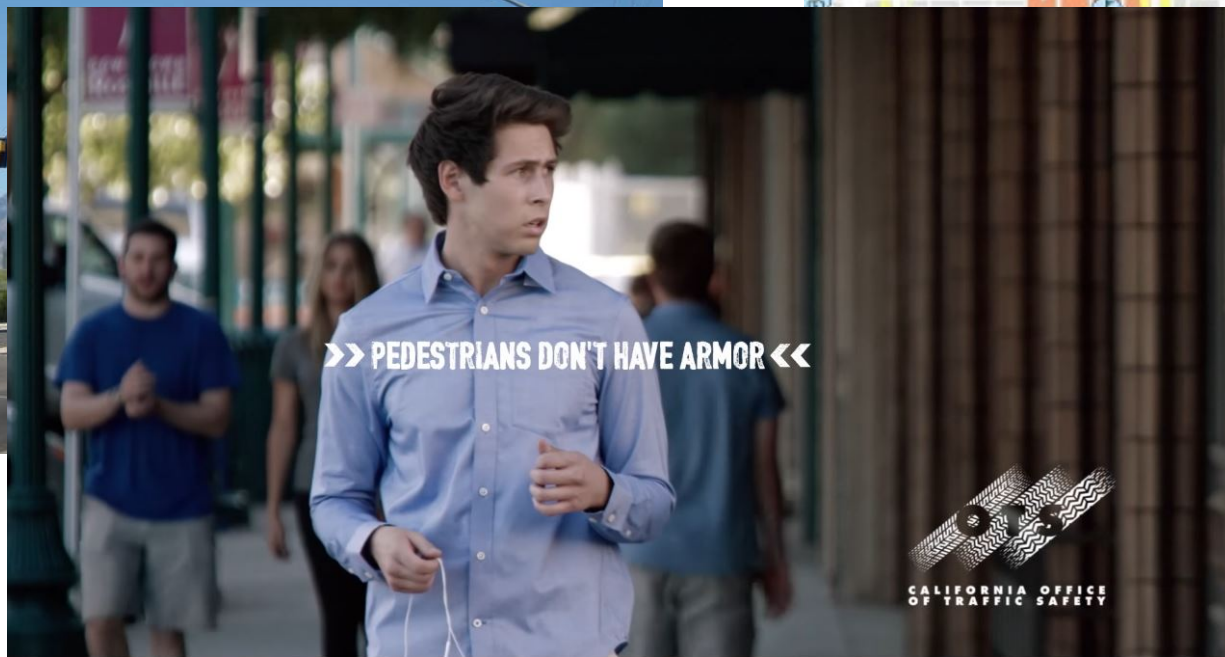
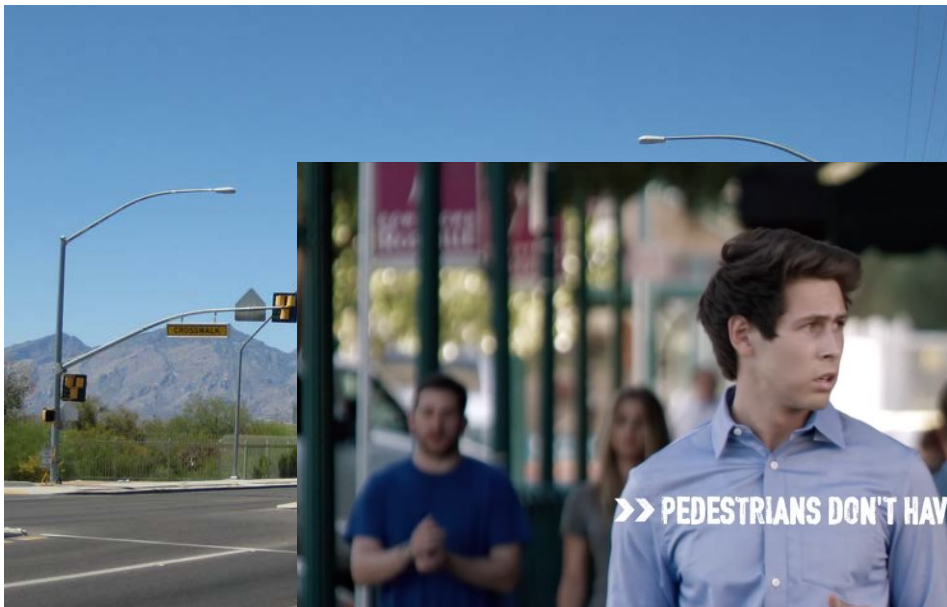
# PLANNED NETWORKS

## pedestrian improvements



# PLANNED NETWORKS

## pedestrian improvements





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# PLAN IMPLEMENTATION



# PLAN IMPLEMENTATION

## implementing <sup>the</sup> planned networks

- Priority is the priority networks
- Specific active transportation projects, such as Midtown Trail
- As part of development on adjacent properties through development code & city standards
- In conjunction with maintenance and roadway projects

# PLAN IMPLEMENTATION

## estimating <sup>the</sup> cost

- » “Planning-level” cost estimate; not necessarily direct cost to City as some may be constructed by development

Type	High Priority	Medium Priority	Low Priority	Total
Bikeways (incl. trails)	\$89.8 million	\$264 million	\$602 million	\$955.8 M
Sidewalks	\$24.9 million	\$94 million	\$247 million	\$365.9 M
Total	\$114.7 M	\$358 M	\$849 M	\$1,321.7 M

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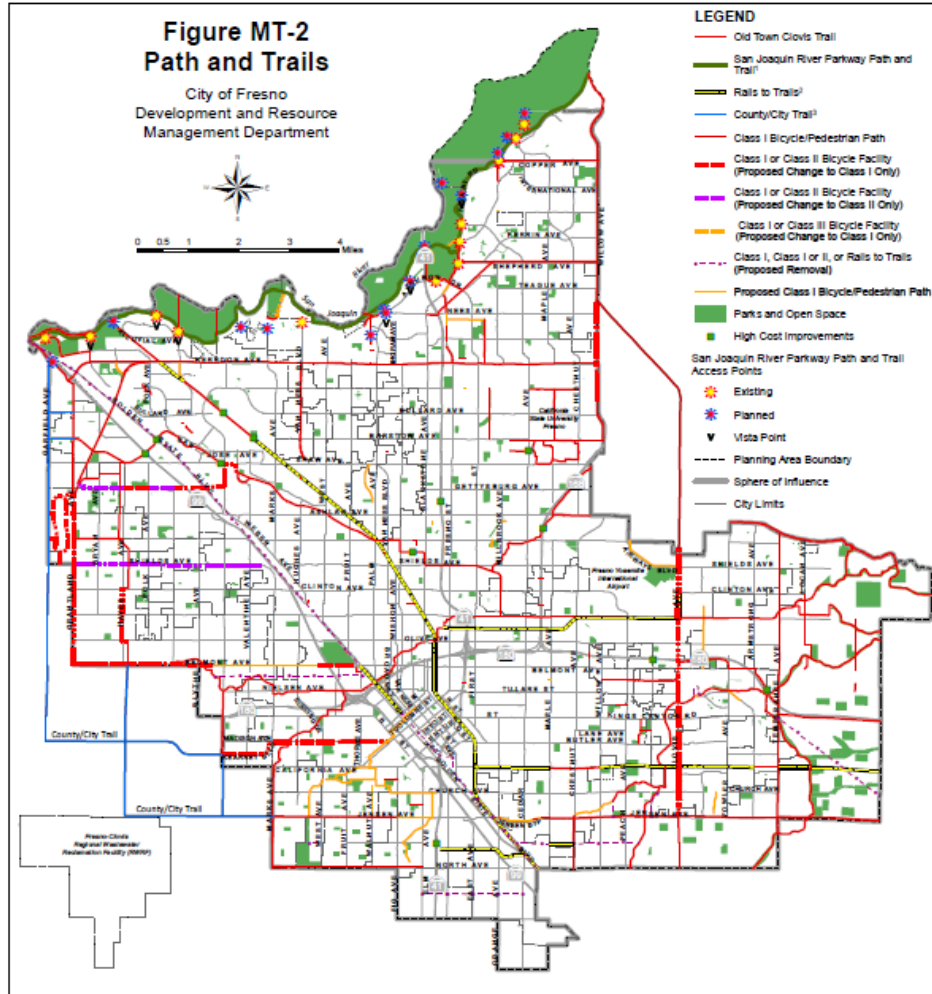


# GENERAL PLAN AMENDMENT & ENVIRONMENTAL CLEARANCE





# GENERAL PLAN AMENDMENT





# GENERAL PLAN AMENDMENT

## public comment plan amendment A-15-016

- » Council District Project Review Committees
  - Districts 2 and 4: Recommended approval
  - District 3: Reviewed
  - Tower /Fulton Districts: Recommended Approval
  - Districts 1, 5, and 6: Lacked quorum, but informally supportive
- » Airport Land Use Commission made finding of consistency



# GENERAL PLAN AMENDMENT

## environmental analysis

- Mitigated Negative Declaration was prepared for the project.
- Project specific mitigation measures apply to:
  - Any sites with hazardous materials
  - Protecting the operation and maintenance of canals

# staff recommendation

- » **ADOPT** Environmental Assessment No. A-16-015 a Mitigated Negative Declaration dated November 17, 2016;
- » **RESOLUTION** – Adopting the Active Transportation Plan and Approving Plan Amendment Application No. A-16-015, to amend the Fresno General Plan Map (Figure MT-2: Paths and Trails) and related text, as described in Exhibit B;

# NEXT STEPS

## what's next?

- » Coordinate with Parks Master Plan
- » Pursue grant funding for ATP projects on priority network
- » Update plan every five years



# THANK YOU

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# QUESTIONS?

