Fresno
Trail Network Expansion Feasibility Plan

City Council, February 13, 2020

TOOLE DESIGN

MARK THOMAS

ITEMS OF DISCUSSION

- Project Purpose, Background, Overview
- Community Engagement
- Prioritization
- Selected Trail Corridors
- Staff Recommendation
- Next Steps

PROJECT PURPOSE and GOALS

- Address community desire for Class I bikeways (multi-purpose trails) in **disadvantaged communities**, as identified through the Active Transportation Plan (ATP)
- Identify and develop **grant-ready projects** for approximately 5 miles of trail

PROJECT BACKGROUND

- Funded by **Caltrans Sustainable Transportation Planning Grant Program** (Sustainable Communities) with local match from **Measure C Trails Funding**
- First step in **implementation of Class I bikeways recommendations from ATP** (166 miles of unfunded trails)
- Used **City's Active Transportation Prioritization Tool** to develop a high priority list of corridors
- Studied **feasibility of selected trail corridors, developed concept designs and estimates** for grant applications

PROJECT OVERVIEW

SPRING 2019

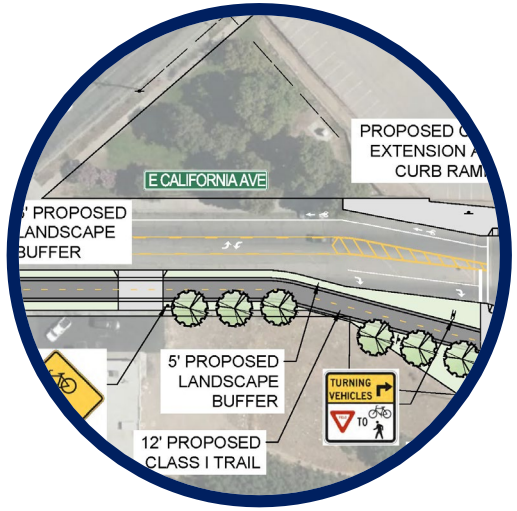
Plan Review, Data Collection, Prioritization

SUMMER 2019

Public Engagement, Feasibility Analysis, Concept Development

FALL 2019

Draft Plan, Public Comment



WINTER 2020

Final Plan and Adoption

COMMUNITY ENGAGEMENT HIGHLIGHTS

5

- 5 community meetings throughout Fresno
- Spanish and Hmong translation and interpretation
- Meetings drew a range of abilities, ages, interests, backgrounds
- Attendees: people who bike for fitness, for fun, to commute; people who walk for fitness

1

- One Walking Tour on the McKenzie Trail
- Format was a great way to discuss issues
- Neighbors were enthusiastic and supportive

64+

- Trail Advisory Committee met twice and provided valuable input
- Over 60 community participants (over 90 including advisory committee members)

WHAT WE LEARNED:

Major topics and themes

PRIORITIZATION FACTORS
from ATP Prioritization Tool

ACCESS AND EQUITY

- Accessibility (all ages and abilities)
- Equity
- Community-identified Priorities
- Vehicle Ownership/access

CONNECTIVITY

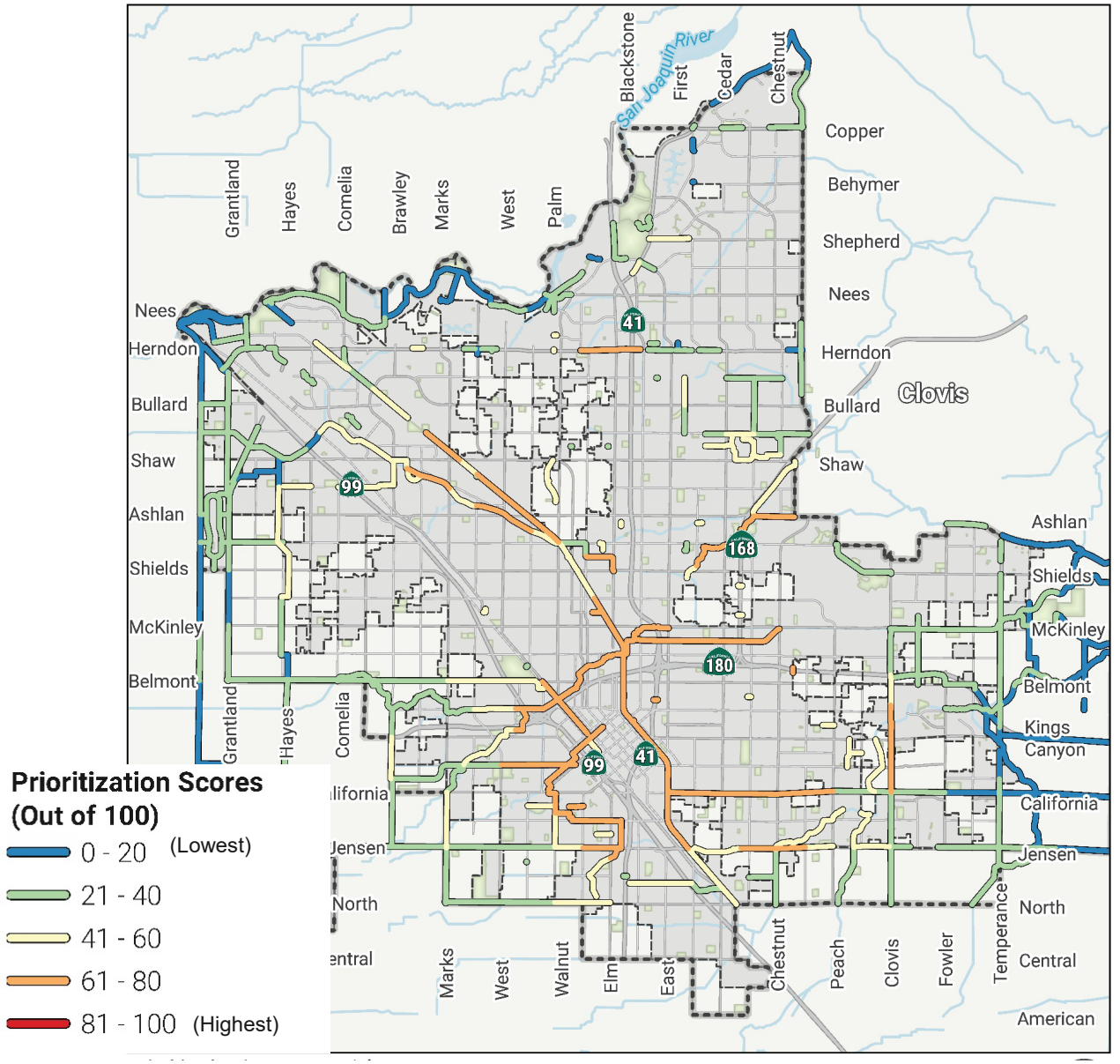
- Existing and Future Network
- Schools, Public Transit
- Parks, Key Destinations
- Regional Significance
- Place Type

TRAFFIC CONTROL, MODE SHIFT, AND USER COMFORT

- Bicycle/Pedestrian Collisions
- Potential for Mode Shift and Greenhouse Gas Reduction
- Population Density

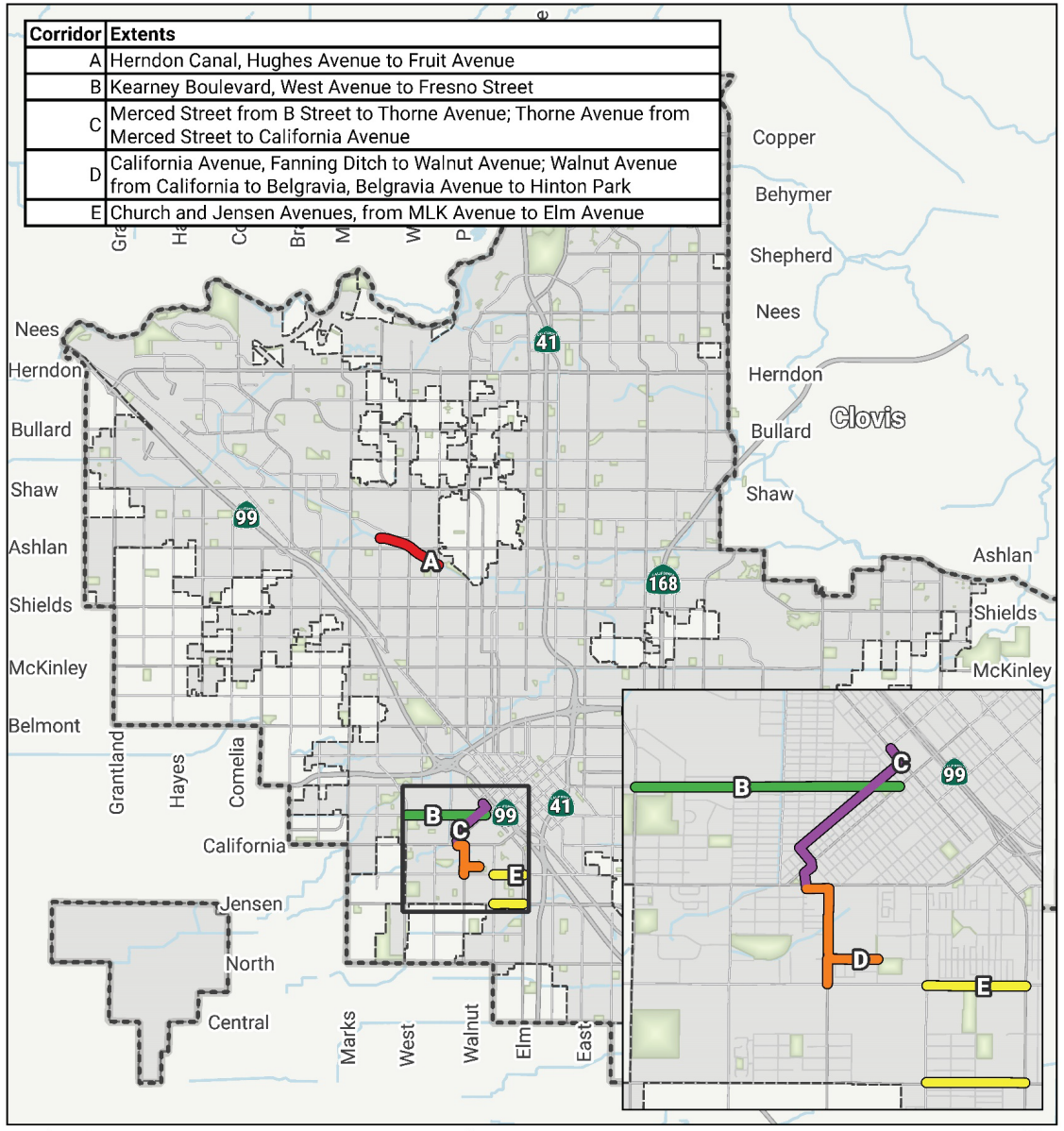
PRIORITIZATION RESULTS

- Diverse results between each set of criteria (map to map)
- City staff evaluated highest ranking corridors and recommended projects
- Recommendations vetted with Trail Advisory Committee



Selected Trail Corridors

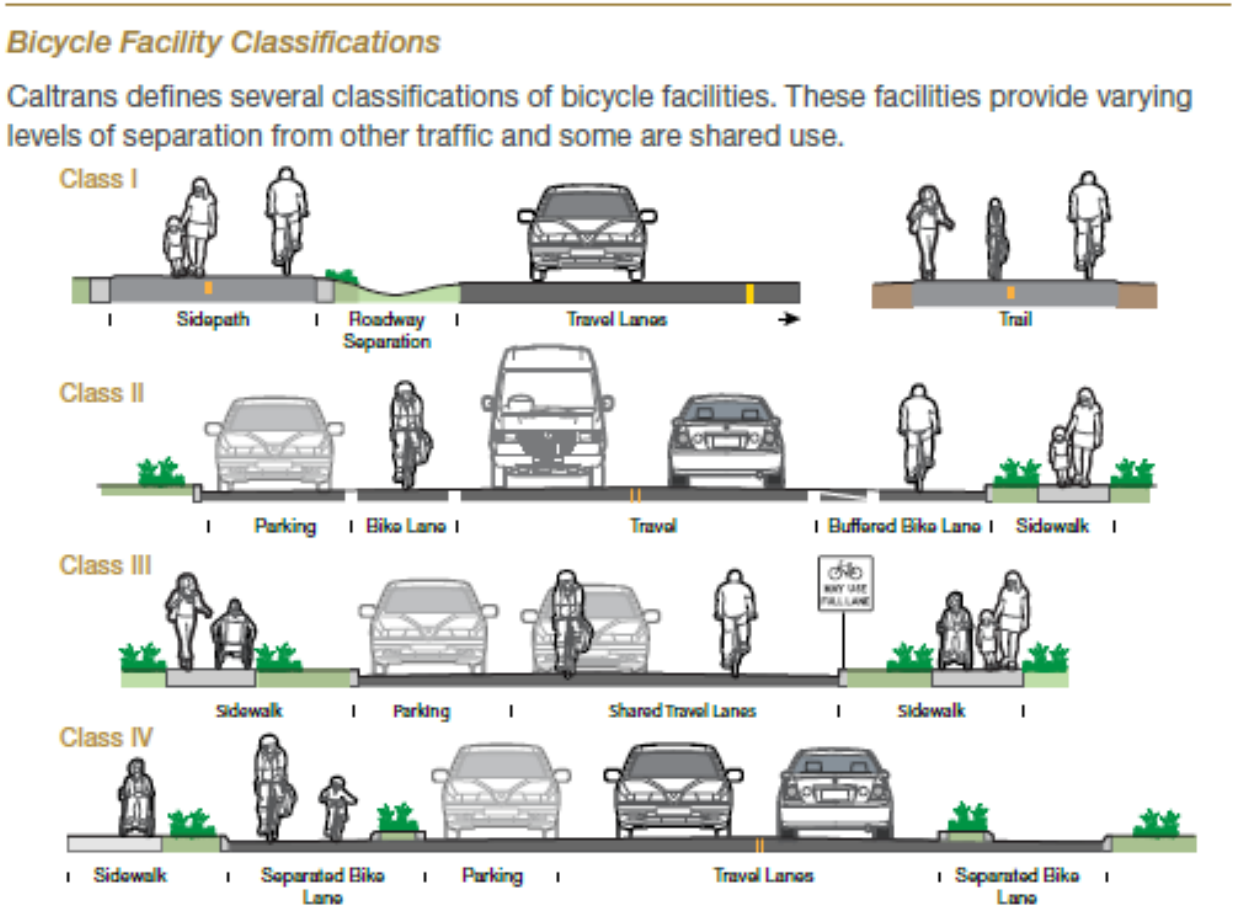
- One bankside trail segment along the Herndon Canal
- Four connected corridors selected to leverage TCC-funded trail projects and to create network in Southwest Fresno



PROPOSED FACILITY TYPES

- **Class I Trails** (multipurpose trail/sidepath) on all corridors
- **Class III Bike Route (Bike Boulevard)** on Merced Street
- **Class IV Separated Bikeways** on short segments of Church and Jensen Avenues

- **Retained existing Class II bike lanes** on most corridors



CORRIDOR A: Herndon Canal

Class I Trail, 1.1 miles

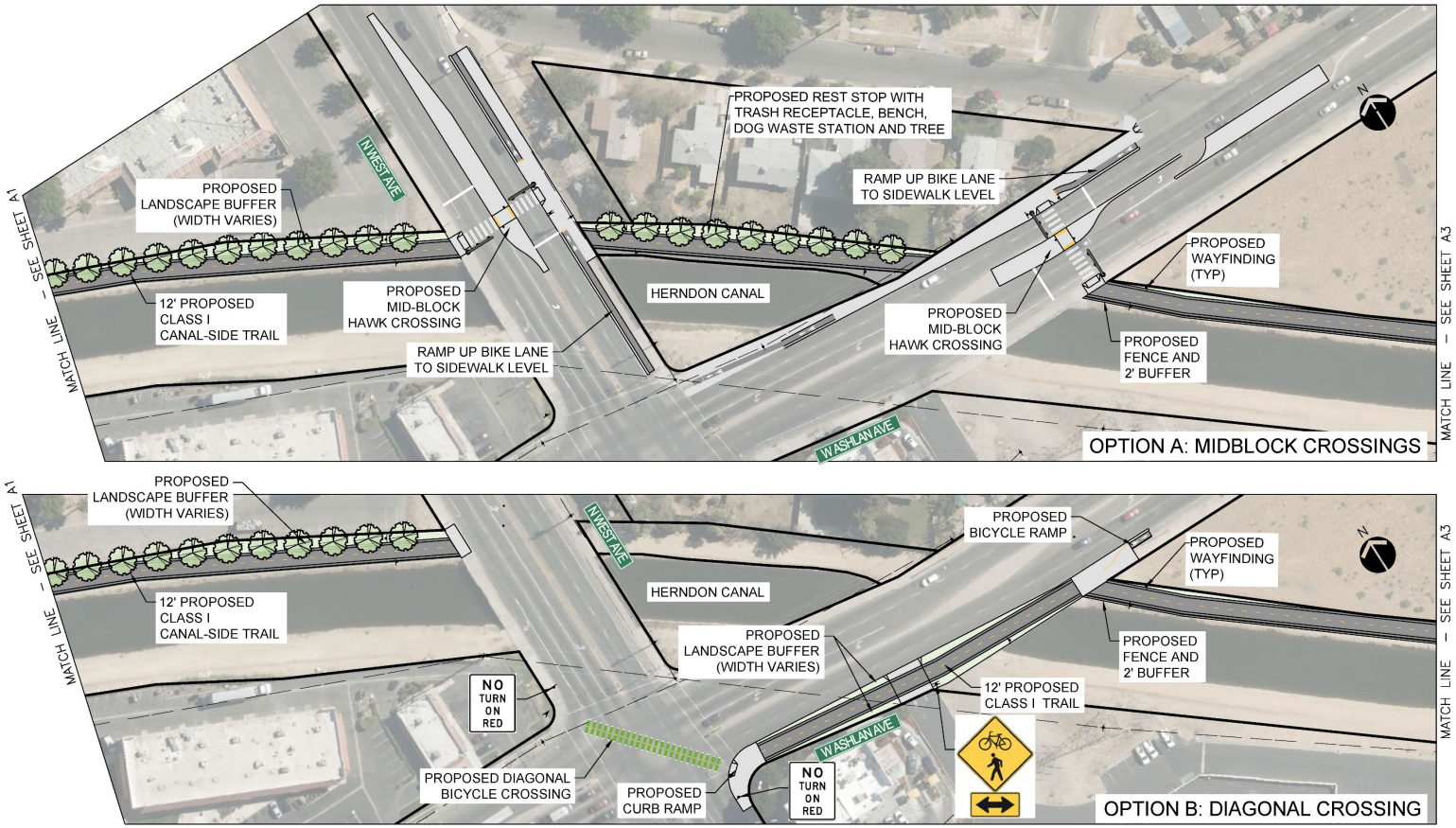
from Hughes Ave to Fruit Ave

BENEFITS

Increased bicycle/pedestrian connectivity to neighborhood, schools and shopping areas, increased recreational space

ESTIMATED COST

$2.8 to $4.4 million (two crossing options)



CORRIDOR B: Kearney Boulevard

Class I Trail, 1.3 miles

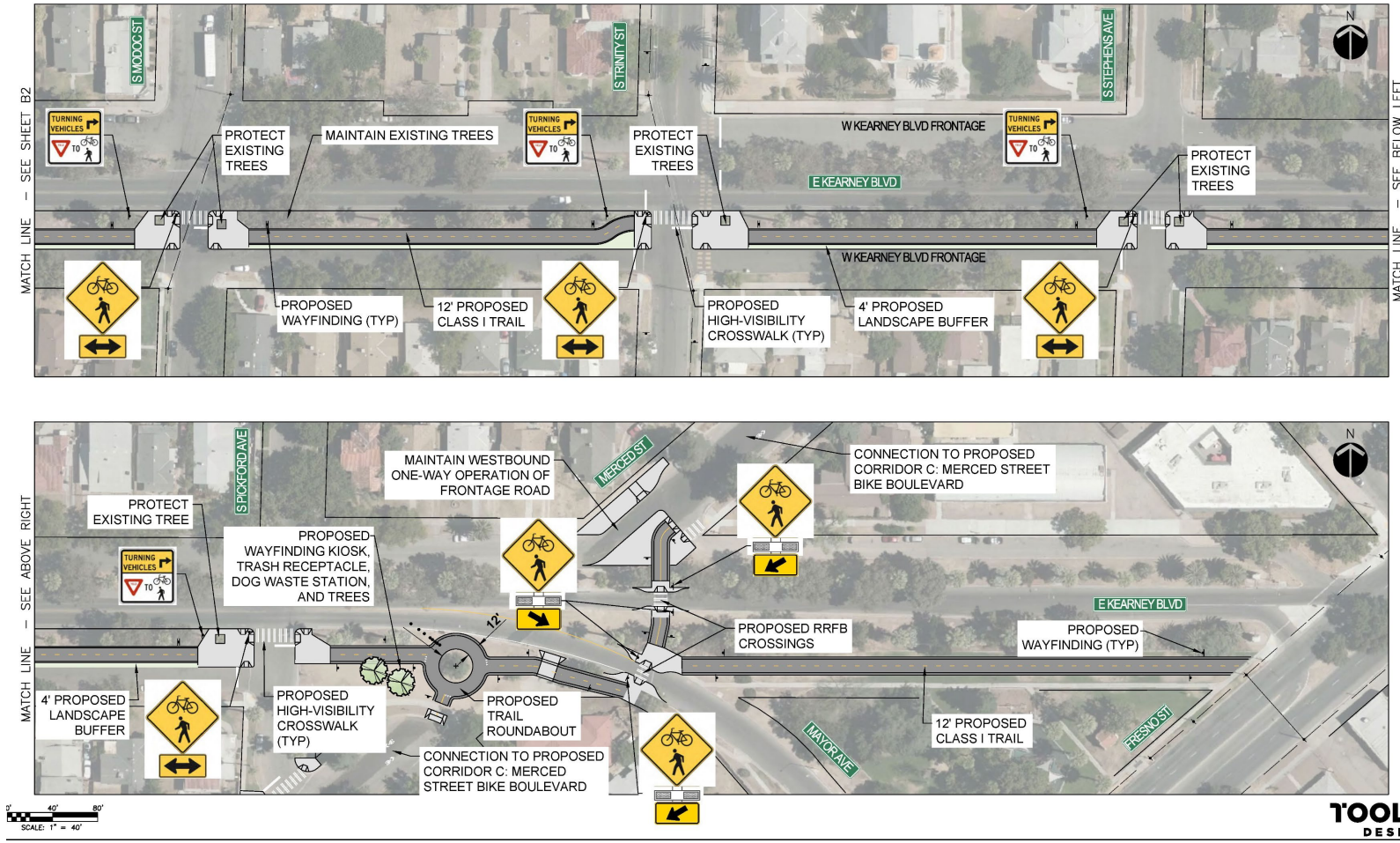
from West Ave to Fresno St

BENEFITS

Connections between Downtown and Southwest Fresno, including schools and bike lanes

ESTIMATED COST

$4.3 million



CORRIDOR C: Thorne Avenue and Merced Street

Class I Trail and Bike Boulevard, 0.92 miles

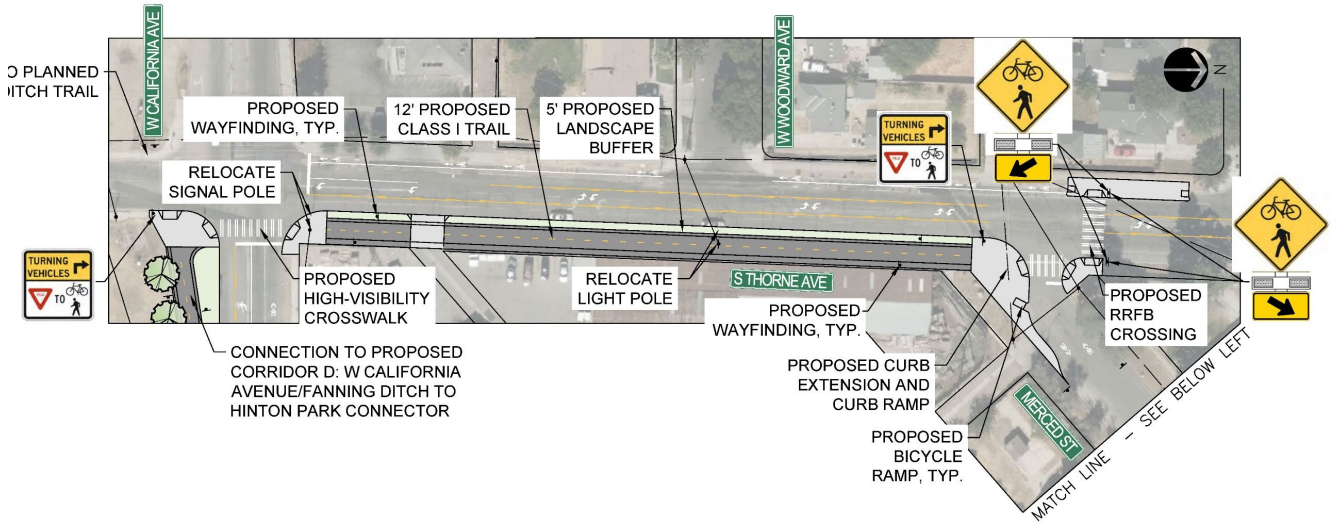
Thorne Ave from California to Merced St, Merced St from Thorne Ave to B St

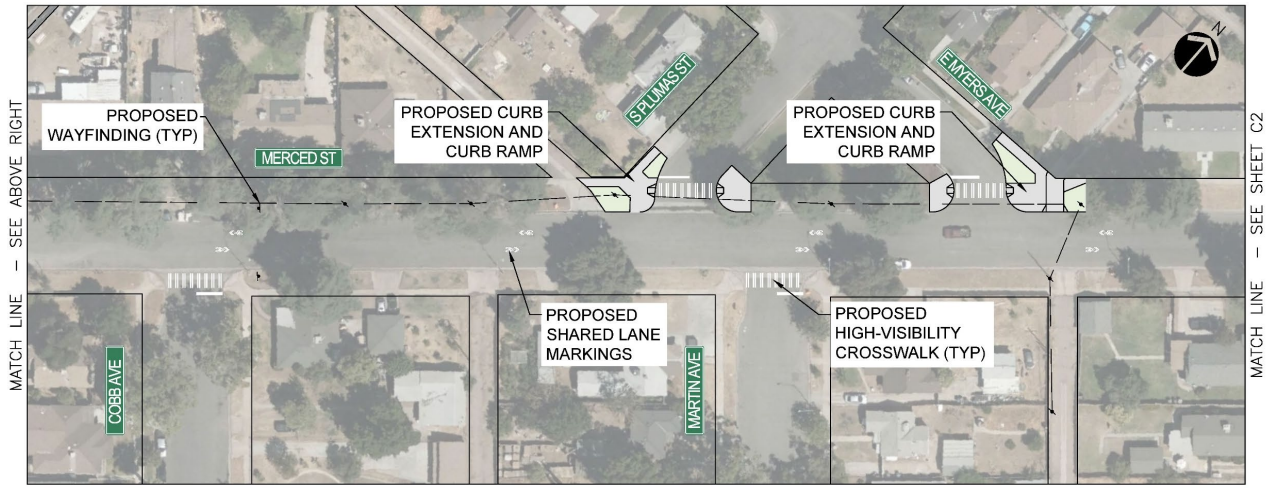
BENEFITS

Connections with Kearney Blvd trail, SW Fresno Trail (Fanning Ditch/TCC), Downtown Fresno

ESTIMATED COST

$1.1 million





CORRIDOR D: California/Walnut/Belgravia – Hinton Park Connector

Class I Trail, 0.96 miles

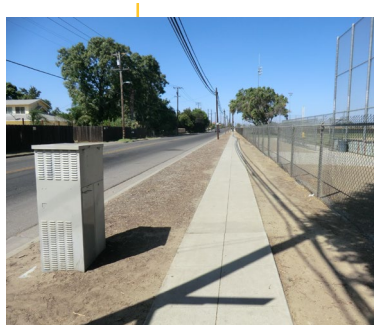
California Ave from Thorne Ave to Walnut Ave, Walnut Ave from California Ave to Church Ave, Belgravia from Walnut Ave to Fairview Trail/Hinton Park

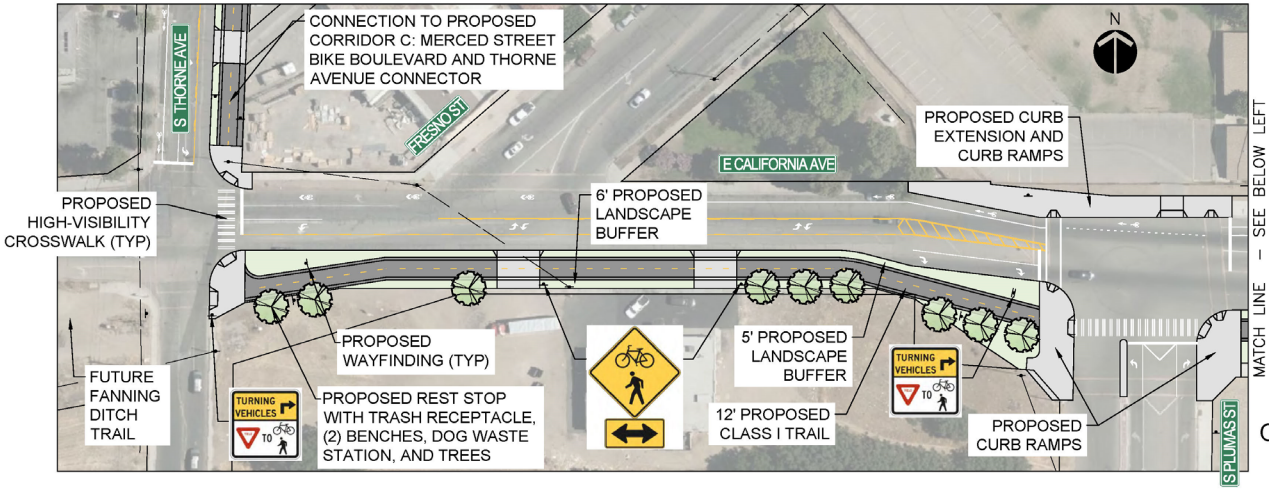
BENEFITS

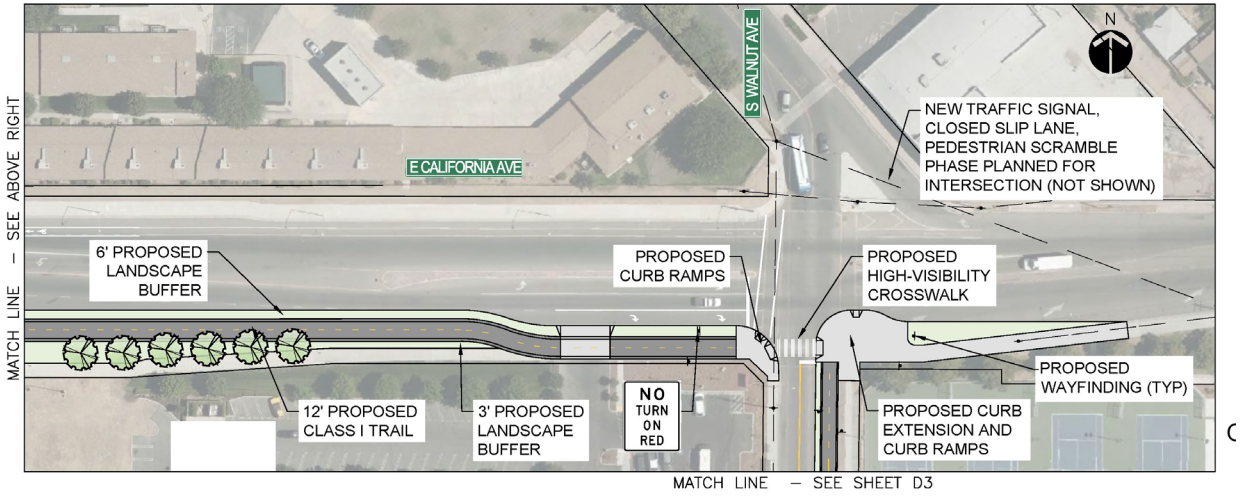
Connections to SW Fresno Trail (Fanning Ditch/TCC), Fairview Trail, and future Fresno City College West Career Technical Center, as well as library, middle schools, high school

ESTIMATED COST

$3.0 to $3.4 million (two design options)







Corridor E: Church and Jensen Avenues

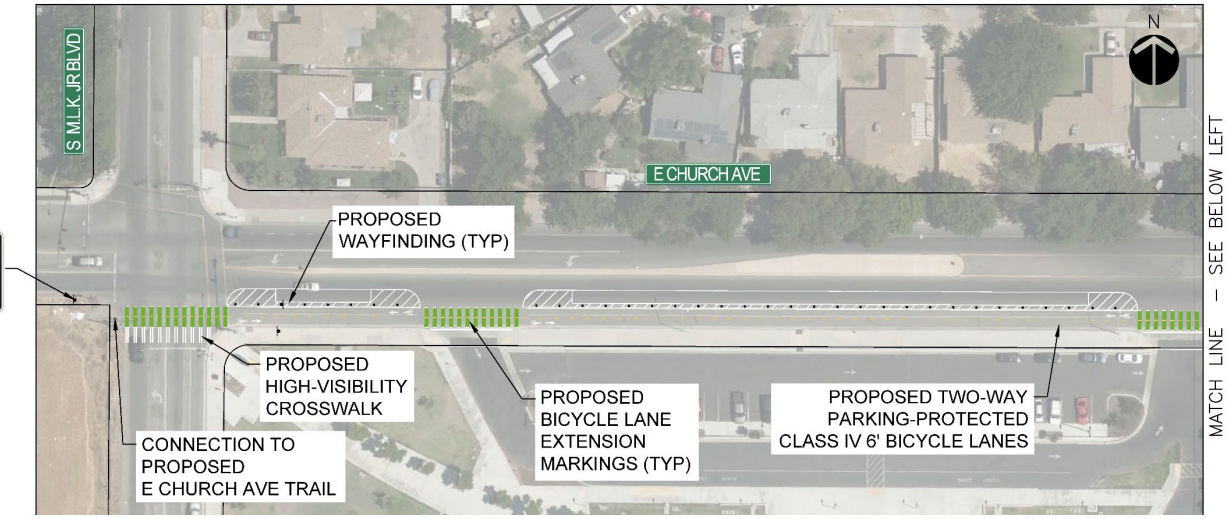
Class I Trail, 1.0 miles. Two segments, both from Martin Luther King, Jr. Boulevard to East Elm Avenue

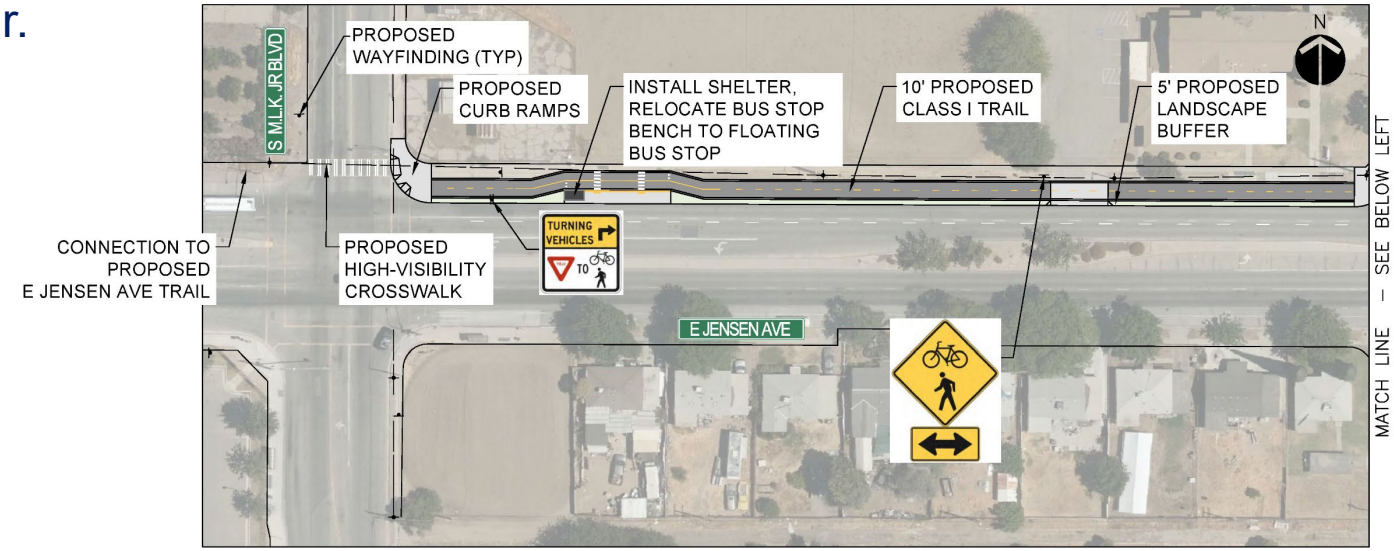
BENEFITS

Connects to/ extends trail to future Fresno City College West Career Technical Center, MLK, Jr. Blvd activity center, trails, and park

ESTIMATED COST

$2.8 million





STAFF RECOMMENDATION

- Accept the Fresno Trail Network Expansion Feasibility Plan and adopt the corridor prioritization recommendations

NEXT STEPS

- If Council adopts this Plan today, Public Works Department will pursue grant funding
- Concept plans, concept-level cost estimates, and feasibility analyses are complete and grant-ready

City of FRESNO

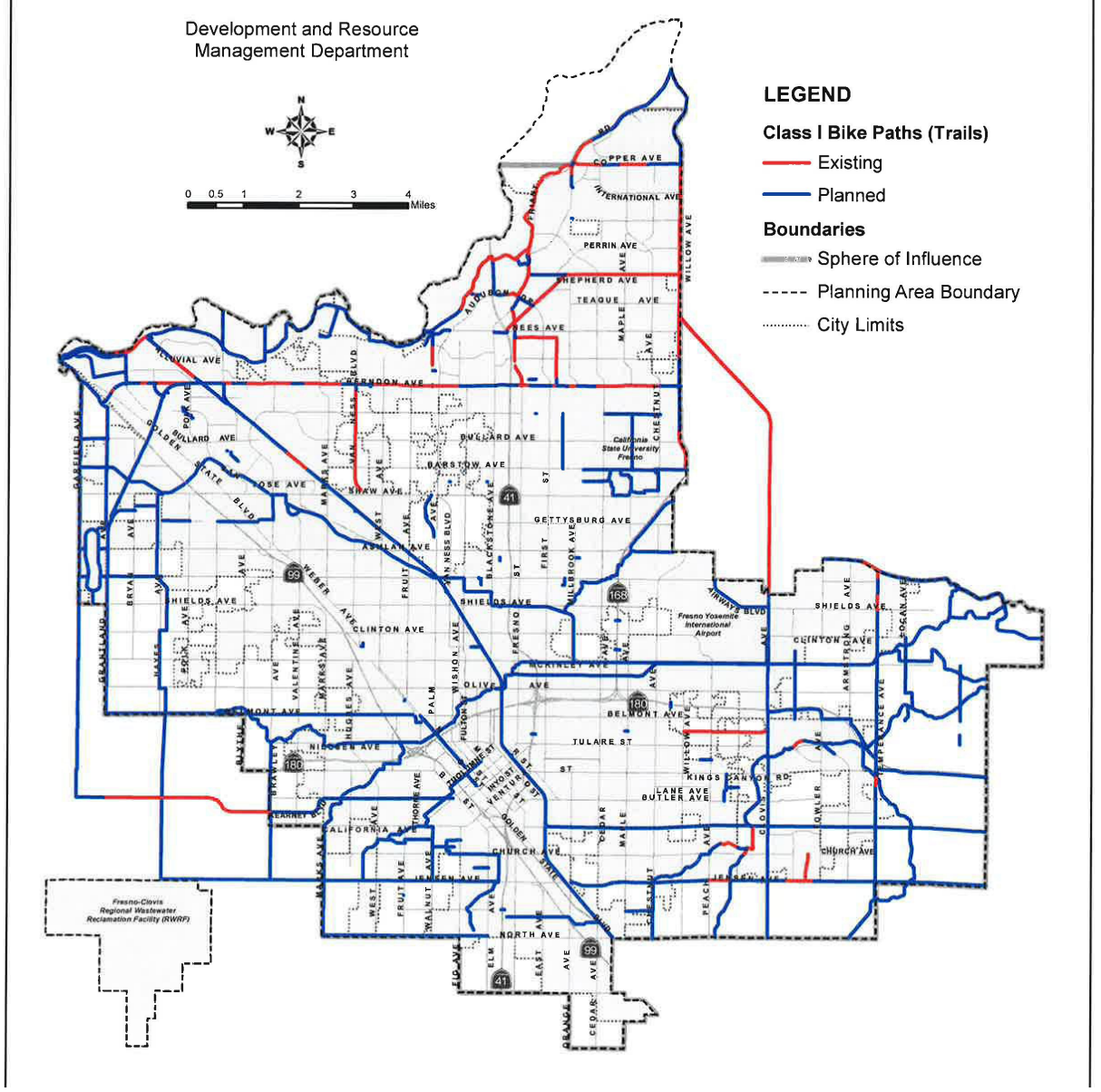
QUESTIONS

Fresno Trail Network Expansion Feasibility Plan

General Plan Amendment

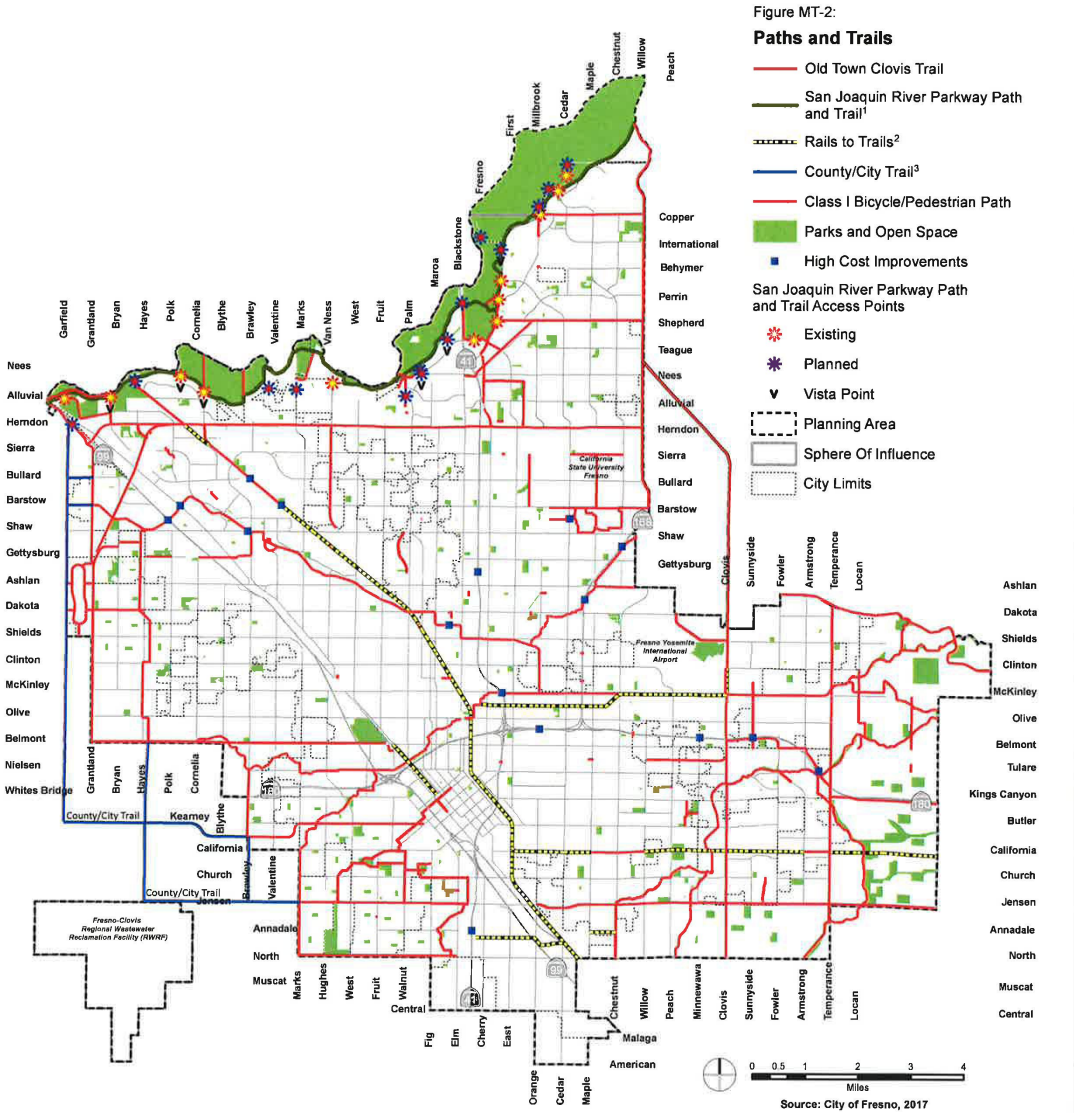
Class I Paths and Trails in conjunction with adoption of ATP

Amended Figure MT-2



Path and Trails

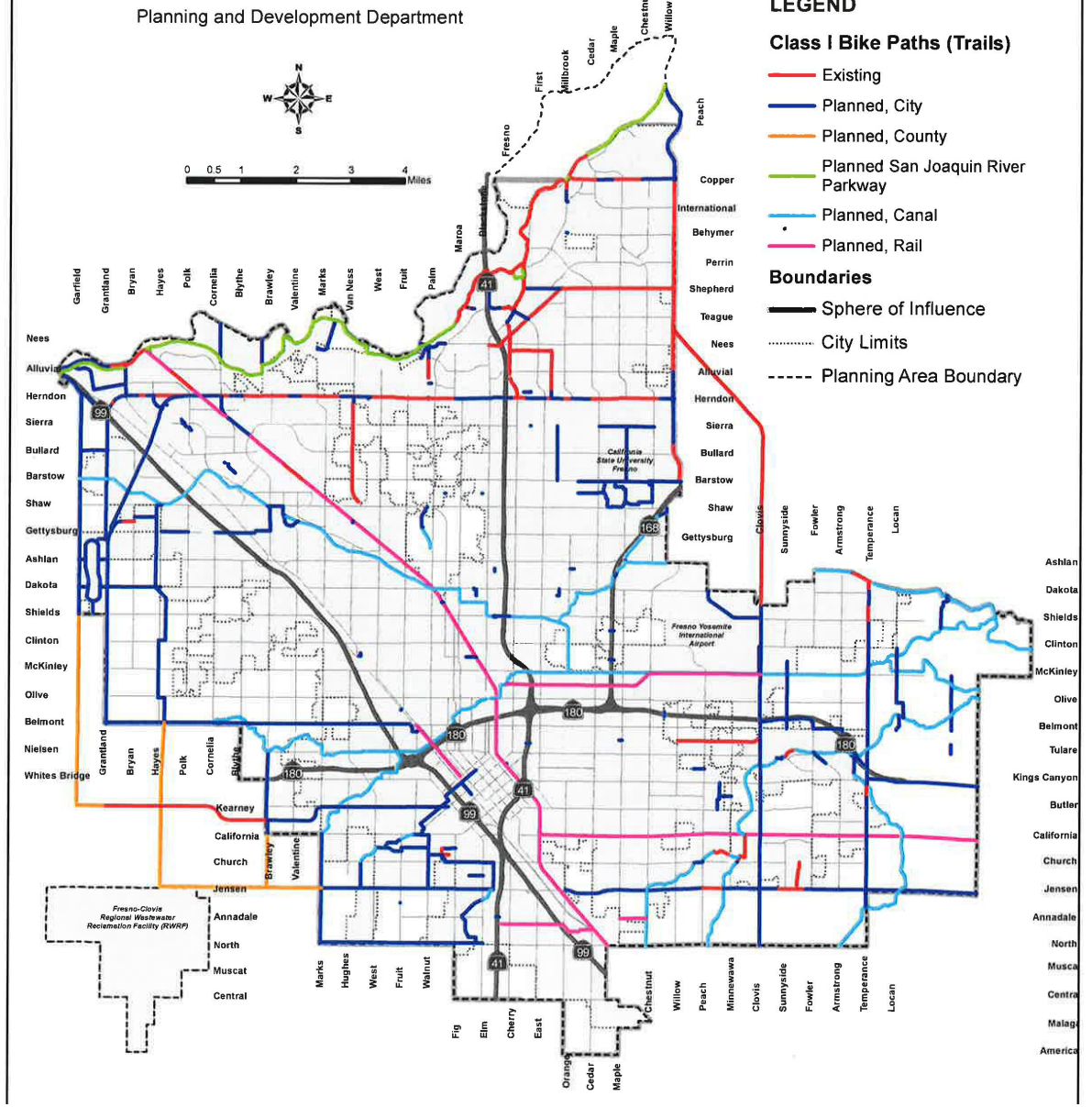
Figure MT-2



Path and Trails

Class I Paths and Trails (Existing and Proposed)

Figure MT-2



Access and Equity
Scoring Guide

Fresno Trail Network Expansion Feasibility Plan Active Transportation Project Prioritization Tool - Data Workbook						
Variables		Data Source	Metrics/Notes	Assumptions	Score	Description
Access and Equity						
A-1	Accessibility	Manual review of ADA Issues with Coordinator	Direct trail-related complaints received per ADA Coordinator for trails	ADA Coordinator confirmed no direct trail related complaints. However, trails near Inspiration Park and Polk/Gettysburg are highly requested.	5	Project addresses an accessibility complaint from a person with a disability filed with the office of the ADA Coordinator.
		Manual review Transition Plan for trails near identified barriers + Sidewalk GIS layer	ADA coordinator recommends reviewing facilities within 1/2-mile of proposed trails including high level of sidewalk gaps near trails	Sidewalk analysis conducted in GIS	4	Project addresses multiple existing barriers to access identified by the City of Fresno's ADA Transition Plan for the Public Right of Way or confirmed by the ADA Coordinator.
		Manual review Transition Plan for trails near identified barriers + Sidewalk GIS Layer	ADA coordinator recommends reviewing facilities within 1/2-mile of proposed trails including areas with low levels of sidewalk gaps near trails	Sidewalk analysis conducted in GIS	2	Project address a single existing barrier to access identified by the City of Fresno's ADA Transition Plan for the Public Right of Way or confirmed by the ADA Coordinator.
		-	-	-	0	Project does not address any existing barriers to access.
A-2	Equity	Office of Environmental Health Hazard Assessment's CalEnviroScreen 3.0 data	-	Analysis conducted in GIS	18	Project is located within severely disadvantaged census tracts as determined by the CalEnviroScreen tool (score falls into 96 to 100 percentile range).
					13	Project is located within disadvantaged census tracts as determined by the CalEnviroScreen tool (score falls into 91 to 96 percentile range).
					8	Project is located within 1/2 mile radius of disadvantaged census tracts as determined by the CalEnviroScreen tool.
					0	Project does not provide direct access to disadvantaged community.
A-3	Community Identified Priority	Manual review of existing plans and data pull from FresGo	Listed as high priority in ATP	-	5	Identified as a high priority in the Active Transportation Plan.
			All trails in Southeast and Southwest were requested by community groups in ATP	No specific trail requests identified by City in FresGo. Community-based organizations have requested South Fresno Trails.	4	Identified projects on behalf of the community through means such as FresGo and 621-City, community petitions, requests to City Staff and Council Members and community based organizations.
			Trails identified in Specific Plan areas	-	3	Requested as part of a community planning process or adopted plan in the last 5 years.
			-	-	0	Not identified through a community planning process in the last 5 years or is identified as a low priority in the Active Transportation Plan.
A-4	Vehicle Ownership	US Census, ACS 2017 data	-	Analysis conducted in GIS	2	The percent of households with zero automobiles in the project area is ≥ 50%.
					0	The percent of households with zero automobiles in the project area is < 50%.
Total:					30	

Connectivity
Scoring Guide

Fresno Trail Network Expansion Feasibility Plan
Active Transportation Project Prioritization Tool - Data Workbook

Variables		Data Source	Metrics/Notes	Assumptions	Score	Description
Connectivity						
C-1	**Connectivity to Existing Network**	Existing Bikeway and Trail Network GIS Layer	-	Analysis conducted in GIS	3	Fills a network gap between any two existing bicycle or pedestrian facilities.
					2	Connects with one existing bicycle or pedestrian facility.
					0	Provides no connections to existing bicycle or pedestrian facilities or is immediately adjacent to existing and equivalent alternative path of travel.
C-2	**Connectivity to Schools**	Citywide Public & Private Schools GIS Layer	-	Analysis conducted in GIS	15	Provides direct access to two or more K-12 schools within 1/4 mile radius of the project.
					12	Provides direct access to one K-12 school within 1/4 mile radius of the project.
					9	Provides direct access to two or more K-12 schools within 1/2 mile radius of the project.
					6	Provides direct access to one K-12 school within 1/2 mile radius of the project.
					0	Does not provide access to a K-12 school.
C-3	**Connectivity to Public Transit**	Fresno Area Express GTFS data, Bus Stop/Transit Center GIS Layer	-	Analysis conducted in GIS	4	Located within 1/2 mile of public transportation including: FAX, Amtrak, Greyhound or High Speed Rail station.
					0	Does not provide direct access to public transit.
C-4	**Connectivity to Parks**	Parks GIS Layer	-	Analysis conducted in GIS	4	Project is located within 1/4 mile of an existing park.
					4	Project is not located within 1/2 mile of a park and is located within a community where for every 1,000 residents there are 1.02 acres of parkland or less.
					2	Project is located within 1/2 mile of an existing park.
					0	Project is not located near existing parks.
C-5	**Connectivity to Key Destinations - excludes schools & parks**	Key Destinations GIS Layer, supplemented with Open Streets Map Data	-	Analysis conducted in GIS	4	Located within 1/4 mile of grocery store, health provider, civic center, large employment center or other regional destination.
					4	Project is not located within 1 mile of grocery store, health provider, civic center, large employment center or other regional destination.
					3	Located within 1/2 mile of grocery store, health provider, civic center, large employment center or other regional destination.
					0	Does not directly provide access to an activity center.
C-6	**Connectivity to Future Network**	Manual review of Capital Improvement Program	Capital Improvement Program programs identified by City staff	-	2	Fills a bikeway network gap between an existing and a funded near term (5 years) proposed facility of any type.
					0	Does not provide access to an existing bikeway or shared use paths.
C-7	**Regional Significance**	Manual review of FresnoCOG ATP Existing Bikeway and Trail Network	-	Connects to existing or proposed networks in adjacent jurisdictions/unincorporated areas	1	Provides connectivity within 1/4 mile of regional network in one or more neighboring jurisdiction(s).
				-	0	Project provides no direct connectivity to a neighboring jurisdiction's network.
C-8	**Place Type**	Need City input to identify how to show			2	Anchored place type - location efficiency factors will increase over time; land use supports high levels of non-motorized travel and transit use.
					0	Transitional place type - location currently "evolving", likelihood of future development of the adjacent property.
Total:					35	

Traffic Control, Mode Shift, User Comfort Scoring Guide

Fresno Trail Network Expansion Feasibility Plan Active Transportation Project Prioritization Tool - Data Workbook						
	Variables	Data Source	Metrics/Notes	Assumptions	Score	Description
Traffic Control, Mode Shift and User Comfort						
T-1	**Bicycle or Pedestrian Collisions**	Statewide Integrated Traffic Records System (SWITRS) data provided through the UC Berkeley Transportation Injury Mapping System (TIMS) portal	Five year range from 2013-2018 analyzed. Dataset includes only mappable collisions	Analysis conducted in GIS	20	One fatality reported within 1/4 mile of project area in the last five years AND the proposed project provides countermeasures appropriate to collision type as determined by the Local Roadway Safety Manual.
					15	Three or more bicycle or pedestrian related collisions reported with 1/4 mile of proposed project area in the last five years AND the proposed project provides countermeasures appropriate to collision type as determined by the Local Roadway Safety Manual.
					10	Two bicycle or pedestrian related collisions reported within 1/4 mile of proposed project area in the last five years AND the project provides countermeasures appropriate to collision type as determined by the Local Roadway Safety Manual.
					8	One bicycle or pedestrian related collision reported within 1/4 mile of proposed project area in the last five years AND project provides countermeasures appropriate to collision type as determined by the Local Roadway Safety Manual.
					0	Proposed path that did not experience any bicycle or pedestrian related collisions within 1/4 mile of the project area in the last five years AND/OR the proposed project does not provide countermeasures appropriate to collision type(s) as determined by the Local Roadway Safety Manual.
T-2	**Project Type**	Existing and Proposed Bikeway & Trail Network GIS Layer	Project lengths requested in Scope of Work to be 0.5-1.0 miles in length. Logical start and end points were determined to meet this request.	Analysis conducted in GIS	4	Project is ≥ 1 mile in length for Class II or IV facilities or project is ≥ 1/2 mile for Class I or sidewalk facilities or project creates a controlled crossing.
					0	Project does not meet above project type criteria.
T-3	**Potential for Mode Shift and Greenhouse Gas Reduction**	FresnCOG Transportation Demand Model 2018 ADT Projections GIS Layer	-	Analysis conducted in GIS	7	Greatest greenhouse gas reduction benefits anticipated, ADT on immediately adjacent corridor ≥ 24,000 vehicles.
					6	Greenhouse gas reduction benefits anticipated, current ADT on immediately adjacent corridor <24,000 to 12,001 vehicles.
					4	Greenhouse gas reduction benefits anticipated, current ADT on immediately adjacent corridor ≤12,000.
					0	Greenhouse gas reduction benefits negligible, current ADT on immediately adjacent corridor ≤1000 to vehicles.
T-4	**Location Efficiency: Population Density**	US Census, ACS 2017 data	-	Analysis conducted in GIS	4	Population ≥ 30,000 within 1/2 mile radius of proposed project.
					3	Population ≥ 20,000 within 1/2 mile radius of proposed project.
					2	Population ≥ 10,000 within 1/2 mile radius of proposed project.
					1	Population > 1,000 to 9,999 within 1/2 mile radius of proposed project.
					0	Population ≤ 1,000 within 1/2 mile radius of proposed project.
Total:					35	
Total Points Available:					100	