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Safer Routes to School

Report to Council - April 23, 2020

Prioritization of Projects

As Adopted by City Council March 2, 2017

Prioritization Tool

Access & Equity

Active Transportation Project Prioritization Tool						
Variables		Score	Description	[Insert Project Name]	[Insert Project Name]	[Insert Project Name]
Access and Equity				Project Score	Project Score	Project Score
A-1	Accessibility	5	Project addresses an accessibility complaint from a person with a disability filed with the office of the ADA Coordinator.			
		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.			
		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	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	5	Identified as a high priority in the Active Transportation Plan.			
		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.			
		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	2	The percent of households with zero automobiles in the project area is \geq 50%.			
		0	The percent of households with zero automobiles in the project area is $<$ 50%.			
Total:		30		0	0	0

Prioritization Tool

Connectivity

Active Transportation Project Prioritization Tool						
Variables		Score	Description	[Insert Project Name]	[Insert Project Name]	[Insert Project Name]
Connectivity				Project Score	Project Score	Project Score
C-1	Connectivity to Existing Network	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	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	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	4	Project is located within 1/4 mile of an existing park.			
		4	Project is <u>not</u> 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	4	Located within 1/4 mile of grocery store, health provider, civic center, large employment center or other regional destination.			
		4	Project is <u>not</u> located within 1/2 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	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	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	2	Anchored place type - location efficiency factors will increase over time; land use supports high levels of non-motorized travel and transit use.			
		2	Transitional place type - location currently "evolving", likelihood of future development of the adjacent property.			
		0				
Total:		35		0	0	0

Prioritization Tool

Traffic Control, Mode Shift & User Comfort

Active Transportation Project Prioritization Tool						
Variables		Score	Description	[Insert Project Name]	[Insert Project Name]	[Insert Project Name]
Traffic Control, Mode Shift and User Comfort				Project Score	Project Score	Project Score
T-1	Bicycle or Pedestrian Collisions	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	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	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	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		0	0	0
Total Points Available:		100	Grand Total Score(s):	0	0	0

Active Transportation Plan Priority Areas

- Underserved neighborhoods with missing sidewalks
- Pedestrian activity areas
- Pedestrian safety enhancement corridors

Active Transportation Plan

Priority Areas - Underserved Neighborhoods

- Located in a disadvantaged community
- Identified as an area needing sidewalks during the community & stakeholder outreach process
- Located near a school or transportation corridor where additional sidewalks would better support walking for students & residents as well as improve pedestrian safety

Underserved Neighborhoods

- **Ashlan/41 neighborhood**
- Calimyrna neighborhood
- Chestnut/Belmont neighborhood
- Church/Elm neighborhood
- Del Mar neighborhood
- **Florence Avenue to Balderas Elementary School**
- Herndon/41 neighborhood
- Hidalgo Elementary neighborhood
- **Jane Addams neighborhood**
- Maple/Church area
- **Muir Elementary School neighborhood**
- Norseman Elementary School neighborhood
- North Avenue neighborhood
- Pinedale - **COMPLETED**
- Roeding Park neighborhood
- Scandinavian neighborhood
- West of Edison area
- Yosemite Middle School neighborhood

Active Transportation Plan

Priority Areas - Pedestrian Activity Areas

- Existing or planned development patterns & land use result in higher levels of pedestrian activity
- Well-connected grid network of streets with a mix of uses that generate pedestrian activity
- Street with commercial establishments oriented toward the sidewalk and street
- Multi-modal corridors

Pedestrian Activity Areas

- Downtown Fresno
- Tower District – Olive Avenue: Palm Avenue to Van Ness Avenue
- Blackstone Avenue/Abby Street: Divisadero Street to Shaw Avenue (BRT corridor)
- Ventura Avenue: Downtown Fresno to Cedar Avenue (BRT corridor)

Active Transportation Plan

Priority Areas - Pedestrian Safety Enhancement Corridors

- High vehicle traffic volumes
- High vehicle traffic speeds
- Large commercial centers and/or educational campuses
- Long spacing (1/4 mile or more) between controlled crosswalks

Pedestrian Safety Enhancement Corridors

- Blackstone Avenue: Alluvial Avenue to Sierra Avenue (BRT corridor)
- Shaw Avenue: Brawley Avenue to Marks Avenue
- Shaw Avenue: Blackstone Avenue to Maple Avenue
- West Avenue: Ashlan Avenue to Shields Avenue
- First Street: Dakota Avenue to Ventura Avenue
- Cedar Avenue: Dakota Avenue to Belmont Avenue
- Cedar Avenue: Kings Canyon Road to California Avenue
- Kings Canyon Road: Cedar Avenue to Clovis Avenue (BRT corridor)
- Chestnut Avenue: Tulare Street to Butler Avenue
- Clovis Avenue: Tulare Street to East Park Circle Drive
- Butler Avenue: First Street to Chestnut Avenue

Additional Prioritization Factors

- Public complaint of gap in the existing circulation system
- Unlikelihood of future development of the adjacent property
- Absence of alternative accessible path
- Impact of the adjacent community based on proximity to:
 - Government offices & facilities
 - Transportation
 - Public accommodations & employers

Funding Opportunities

Funding Sources

- Active Transportation Program (ATP)
- Highway Safety Improvement Program (HSIP)
- Congestions Mitigation and Air Quality Improvement (CMAQ)
- Community Development Block Grant (CDBG)
- Measure C
- Senate Bill 1

Timelines for Project Buildout

Capital Improvement Program Projects

- Tulare Avenue – Sixth Street to Cedar Avenue, Rowell Elementary School, Jackson Elementary School, Roosevelt High School – Construction Summer 2022
- Polk Avenue – Shaw Avenue to Gettysburg Avenue, Teague Elementary School – Construction Spring 2022
- Floradora Avenue – 9th Street to Cedar Avenue, Yosemite Middle School – Construction not yet scheduled
- Blythe Avenue – Weldon Avenue to McKinley Avenue, McKinley Elementary School and El Capitan Middle School – Construction not yet scheduled
- McKinley Avenue – Cecilia Avenue to Blyther Avenue, McKinley Elementary School and El Capitan Middle School – Construction not yet scheduled
- Gettysburg Avenue, east of Polk Avenue – Teague Elementary School – Construction Spring 2022

Capital Improvement Program Projects

- Ashlan Avenue – Effie Street to State Route 41, Pyle Elementary School – Construction Summer 2020
- Barton/ Avenue Florence Avenue sidewalks – Balderas Elementary School – Construction Spring 2021
- *McKinley Avenue – Marks Avenue to Hughes Avenue, Jane Addams Elementary School – Construction Summer 2023*
- *Clinton Avenue – Marks Avenue to Brawley Avenue, Hanh Phan Tilley Elementary School – Construction not yet scheduled*
- *Ashlan Avenue – Polk Avenue to Cornelia Avenue, Central High East Campus – Construction Summer 2022*
- *Thomas Avenue, Dudley Avenue, Elizabeth Street, Dennett Street, Broadway Avenue - John Muir Elementary – Construction not yet scheduled*

McKinley Avenue

Marks Avenue to Hughes Avenue
Jane Addams Elementary School



McKinley Avenue

Marks Avenue to Hughes Avenue

Jane Addams Elementary School

NEC MCKINLEY/MARKS



NORTH SIDE MCKINLEY



Tulare Avenue

Sixth Street to Cedar Avenue

Rowell Elementary School, Jackson Elementary School, Roosevelt High School



Polk Avenue

Shaw Avenue to Gettysburg Avenue

Teague Elementary

POLK – SHAW TO GETTYSBURG



GETTYSBURG WEST OF POLK



Dudley Avenue

Thomas Avenue at Echo Avenue

John Muir Elementary School

DUDLEY AVENUE



THOMAS AVENUE AT ECHO AVENUE



Challenges

Project Challenges

- Right of Way
- Utility Poles
- Curb & Gutter
- Drainage
- Funding Cycles

Tulare Avenue

Sixth Street to Cedar Avenue

Rowell Elementary School, Jackson Elementary School, Roosevelt High School

RIGHT OF WAY



UTILITY POLES



Cornelia Avenue at University Avenue



McKinley Avenue at Forestiere Avenue

McKinley Elementary School, El Capitan Middle School,
James K. Polk Elementary School



Questions
