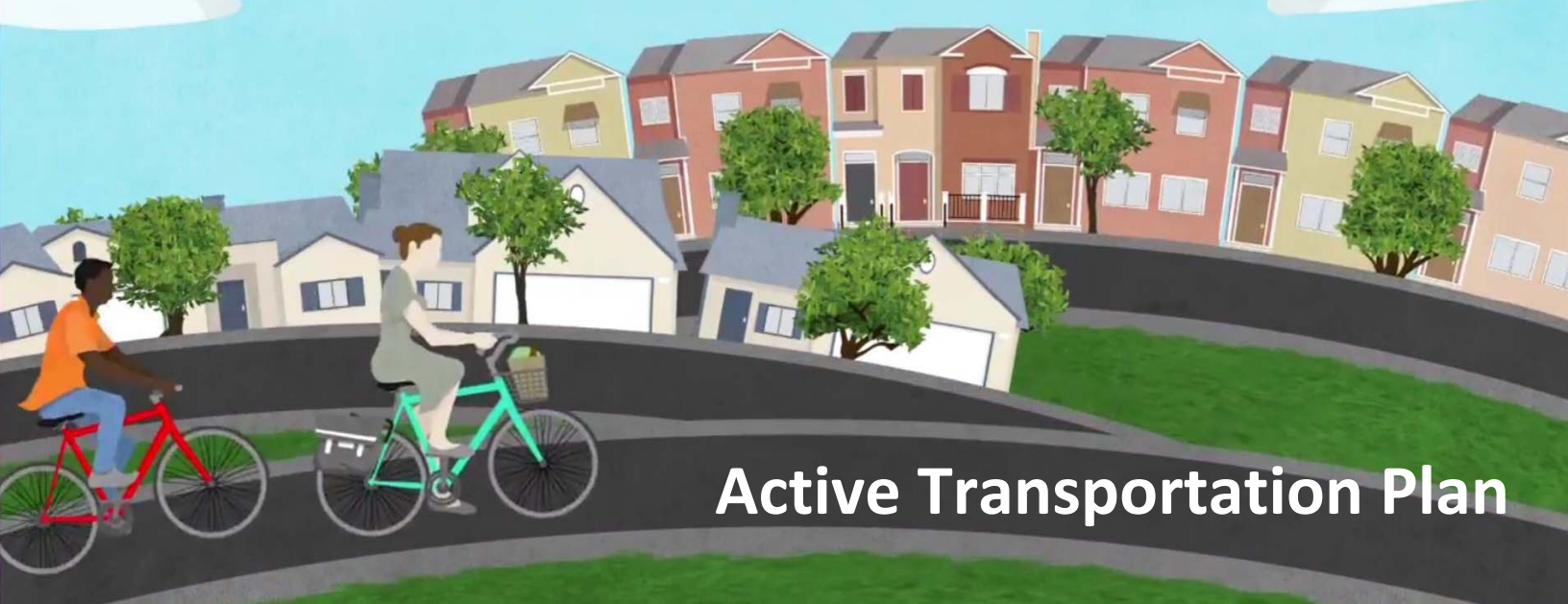


**APPENDIX E:
PUBLIC OUTREACH SUMMARY**



Active Transportation Plan

Outreach Activities Appendix



Active Transportation Plan

Outreach Activities

Webpage

- Webpage Design
- Frequently Asked Questions



Planning for Madera County's Active Future

Project Background and Overview

Introduction

Active transportation is human-powered transportation that engages people in healthy physical activity while they travel from place to place. People walking, bicycling, using strollers, wheelchairs and mobility devices, skateboarding, and rollerblading are all forms of active transportation. Active transportation is meant to include all ages and abilities and supports connectivity to transit. Connecting walking and bicycle routes to schools is an important strategy to increasing levels of active travel and keeping kids healthy and independent.

The Madera County Transportation Commission's (MCTC's) Active Transportation Plan (ATP) will identify projects to make walking and biking in Madera County more comfortable for people of all ages and abilities. It is important to plan for a future transportation system that will accommodate growth, enhance circulation, and provide mobility and accessibility for users of all transportation modes. Encouraging and building infrastructure for safe access to active transportation modes will also have the benefit of fostering health and fitness in the burgeoning population.

What's Involved

An ATP is a roadmap for developing pedestrian and bicycle infrastructure, with an emphasis on promoting walking and bicycling as viable transportation options and fostering a practical, safe, and enjoyable environment. The ATP will provide an overall vision for the future of walking and biking in Madera County with specific policies and programs to achieve the desired vision. The plan will be shaped by the feedback and values of the residents and communities participating in the planning process.

Benefits of Active Transportation

Health and Social Benefits

- Create recreational opportunities
- Enhance community values
- Promote healthy lifestyles
- Allow children to safely walk and bike to school
- Increase road safety

Environmental Benefits

- Reduce traffic congestion
- Promote slower vehicular speeds in pedestrian focus areas
- Reduce harmful carbon emissions

Economic Benefits

- Increase tourist appeal
- Increase pedestrian activity in retail areas
- Increase property values
- Reduce municipal infrastructure costs

Additional Information and Project Documents

- Frequently Asked Questions
- Project Fact Sheet
- Baseline Conditions Report (*coming soon*)
- Draft Plan (*coming soon*)

Why MCTC is Preparing an ATP

To enhance cycling for recreation as well as commuting and to coordinate previous plans and projects to ensure development of a consistent and balanced active transportation system through Madera County. The ATP is an important step to increase walking and biking activities throughout the County. Development of active transportation strategies and prioritization of active transportation corridors helps position the County for future grant opportunities and funding for infrastructure improvements.

Get the Latest News



Receive information about upcoming meetings, study products, and news updates about the project.

Plan Development Process

Key Details

The plan will include the following key considerations:

- **WHAT** is Madera County's vision for the future bicycle and pedestrian network?
- **WHERE** and what are the trends in bicycle-auto and pedestrian-auto collisions?
- **WHERE** is existing bicycling and walking activity occurring?
- **WHERE** do gaps in the existing network create barriers to biking and walking in Madera County?
- **HOW** can Madera County better serve all ages for bicycling and walking activities?
- **WHAT** facilities or programs would best meet the communities' needs and support the largest "mode shift" to bicycling and walking?

Plan Process

Key milestones in the planning process are shown below:



Get Involved

Stakeholder engagement will be an ongoing process throughout the development of the Active Transportation Plan.



Interactive online mapping tool



Online Surveys



Stakeholder focus groups



Local agency meetings



Pop-up public input stations

MCTC and the Planning Team want to hear from you!!

Do you have a question about the plan, want more information, or want to be added to our stakeholder database?

Here's how you can reach us:

Comment/Question Form:



Click here to leave us your questions, comments, or to be added to our mailing list.

Email:

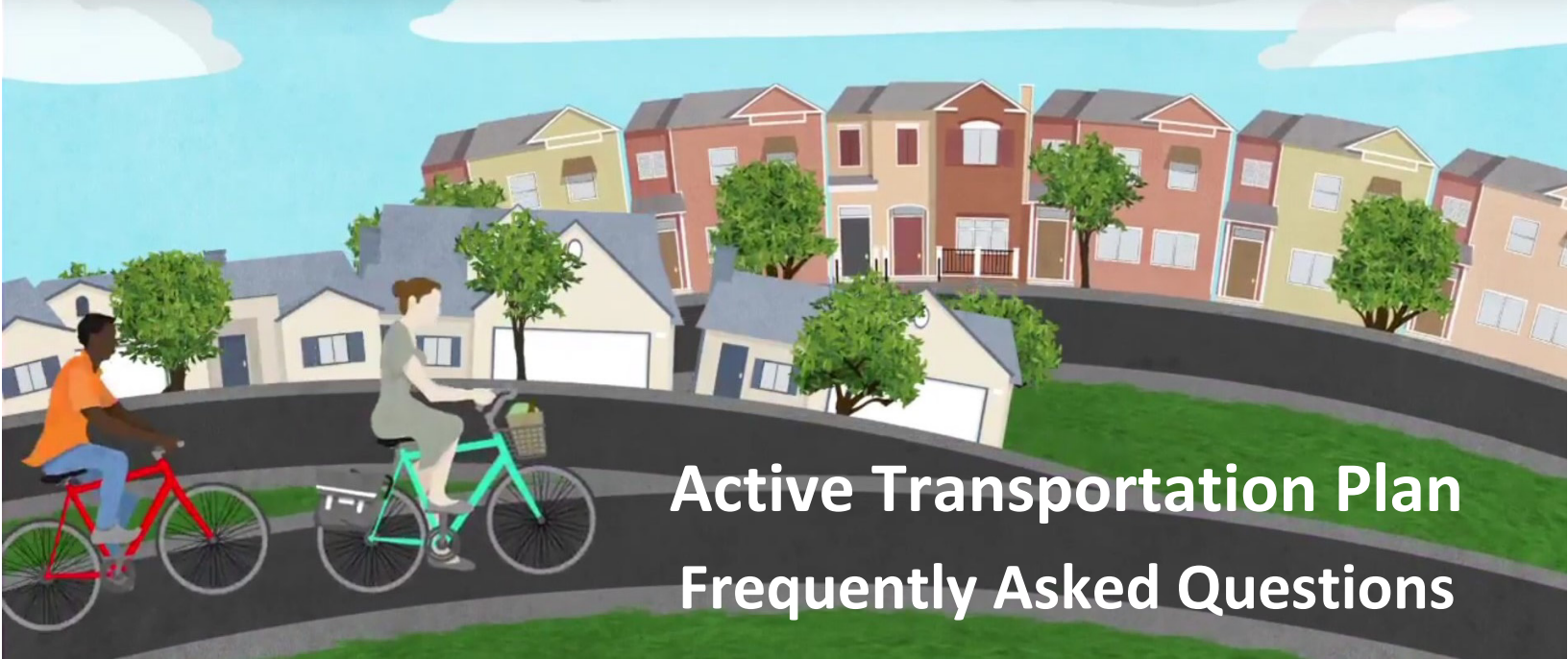


maderaatp@maderactc.org

MCTC Project Manager:



Jeff Findley
jeff@maderactc.org
(559) 675-0721



Active Transportation Plan Frequently Asked Questions

What is active transportation?

Active transportation (also known as non-motorized transportation) is any human-powered mode of travel, primarily walking and bicycling. Active transportation networks provide connectivity for walking and bicycling.

What is an Active Transportation Plan?

An Active Transportation Plan is a planning document that the Madera County Transportation Commission is preparing, which will provide recommendations to assist in the planning and delivery of cycling and walking infrastructure in the years to come.

The Active Transportation Plan will build upon current bikeways and recreational trails available in the County to create healthy, accessible, and sustainable communities where active transportation is a key element of a safe, innovative, and integrated transportation system that connects where we live, work and play. A primary objective of the plan is to provide infrastructure to encourage cycling as a viable means of transportation for both recreational and utilitarian purposes.

What modes of transportation does the Active Transportation Plan consider?

The Plan will focus, primarily, on the needs of people who walk and bike on Madera County's streets, sidewalks, and trails.

What is the project area for the development of the Active Transportation Plan?

The Plan area encompasses anything located in the County of Madera including within the City of Madera, City of Chowchilla, and unincorporated communities.

How will the Active Transportation Plan be used?

The Plan will be used to guide future walking and biking improvements, and will help the County and its partner agencies apply for grant money to implement the recommendations.

Madera County Transportation Commission

Active Transportation Plan

Frequently Asked Questions

Why does MCTC need an Active Transportation Plan?

The Madera County Transportation Commission is committed to working with its partner agencies to develop bicycle and walk-friendly communities that foster and promote active transportation, where residents and visitors can easily access community and neighborhood destinations as well as employment areas through the use of a safe, connected, and convenient network of on- and off-road active transportation facilities.

Creating bicycle and walk-friendly communities involves addressing and delivering a number of essential priorities (plans, projects, programs, etc.) that are categorized according to:

- Engineering: creating safe and convenient places to walk and ride
- Education: giving people of all ages and abilities the skills and confidence to ride
- Encouragement: creating a strong bike culture that welcomes and celebrates bicycling and walking
- Enforcement: ensuring safe roads for all users
- Evaluation and Planning: planning for bicycling and walking as safe and viable transportation options

The prepared Active Transportation Plan will define the County's vision priorities in each of the aforementioned categories and provide staff with the framework to address and implement each.

What is the scope of the Active Transportation Plan?

The goal of the Active Transportation Plan study is to encourage, promote, and enable cycling and walking in the County as viable, safe, and attractive transportation modes through the implementation of active transportation infrastructure, policy, and programming. The broad scope of the Active Transportation Plan includes the following:

- Research and assess active transportation initiatives currently being implemented within the County relating to infrastructure, programming, and policy and consolidate them to provide the basis of an active transportation strategy.
- Establish a comprehensive active transportation network of on-and off-road active transportation facilities that will encourage utilitarian and recreational travel by walking and cycling.
- Develop an implementation strategy that will guide staff in the delivery of an active transportation network.
- Strengthen Active Transportation policies, and adopt policy changes and associated processes to make cycling and walking a viable, safe, and attractive mode of travel.
- Improve programming aimed at enhancing the culture of cycling and walking, expand established programs, and develop new programs to encourage, educate and support active transportation with the County.
- Create a framework to measure and assess the progress of active transportation in the County.

Madera County Transportation Commission

Active Transportation Plan

Frequently Asked Questions

What are the challenges and benefits of delivering active transportation facilities in our County?

Madera County has a variety of challenges that will need to be addressed related to establishing active transportation as a viable way to get around. These include:

- Safety and security: riding in traffic, riding along rural roads with agricultural conflicts, unsafe pedestrian road crossings, missing or unmaintained sidewalk, and/or unmaintained roads and bike lanes.
- Existing land use patterns: low-density, single-use, auto-dependent development makes walking and cycling between destinations time consuming and unrealistic.

The following provides an overview of some of the key benefits of expanding and supporting active transportation in the County:

- Public health and safety: active modes are a healthier form of transportation, well-designed networks and purpose-built infrastructure can also greatly improve pedestrian and cyclist safety.
- Environment and sustainability: active transportation generates far less air pollution emissions and is far less carbon intensive than other forms of transportation. Improved air quality benefits children, older adults, and individuals with respiratory diseases the most.
- Economic and financial: construction and maintenance costs are far lower than other transportation infrastructure and have positive local economic development impacts.
- Community and quality of life: positive impacts on overall community and individual well-being, social cohesion, and community identity.
- Transportation and connections: improves connections to, and between, community destinations, which improves the broader transportation network, transit trips often begin and end with walking or cycling, therefore there are public transit ridership benefits.

Who is undertaking the development of the Active Transportation Plan?

The Madera County Transportation Commission is acting as the project lead for the development of the Active Transportation Plan and will be coordinating with the City of Madera, the City of Chowchilla, the North Fork Rancheria of Mono Indians, and the Picayune Rancheria of Chukchansi Indians. The County has engaged the consultant services of Fehr and Peers to assist in the development of the plan with VRPA Technologies, Inc. assisting with technical aspects and community engagement activities.

When will the Active Transportation Plan be complete?

Work on the Active Transportation Plan began in the Winter of 2016. The project will take approximately 11 months with completion of the final document expected by the Fall of 2017. Note that the schedule is subject to change and amendment.

Madera County Transportation Commission

Active Transportation Plan

Frequently Asked Questions

How can I get involved?

Madera County supports the public participation process and wants to get as many citizens involved in the Active Transportation Plan development process as possible. A primary objective in the development of the Active Transportation Plan is to maximize the opportunities for public outreach, learning, and sharing. The general public and stakeholders are being invited to provide input in a variety of ways:

- Take our Survey – survey instrument will be available at the Project website in January 2017
- Provide feedback using our online mapping tool available at the Project website in January 2017
- Join us at one of our Pop-up Community Engagement Events – check our Upcoming Events section at the Project website
- Join our Stakeholder database and we will send out updated Project information as it becomes available
- Leave us a comment or feedback on our Project website

Contacts

Madera County Transportation Commission Project Manager

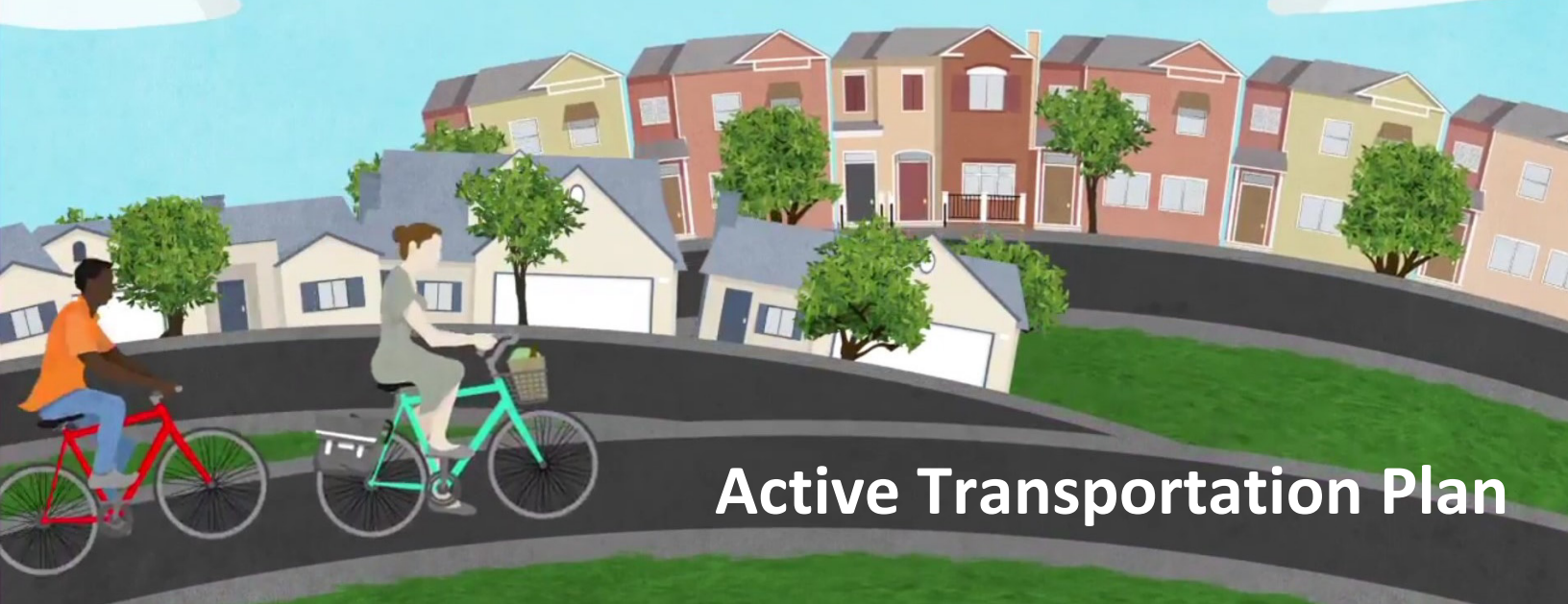
Jeff Findley, Senior Regional Planner
(559) 675-0721, Extension 16
jeff@maderactc.org

Fehr and Peers Project Manager

Patrick Gilster, Project Manager
(925) 930-7100
p.gilster@fehrandpeers.com

VRPA Technologies, Inc., Outreach Resource

Georgiena Vivian, Outreach Manager
(559) 259-9257
gvivian@vrpatechnologies.com



Active Transportation Plan

Outreach Activities

Stakeholder Advisory Committee

- Stakeholder Advisory Committee (SAC) Invite
- SAC Meeting #1 Agenda
- SAC Meeting #1 PowerPoint Presentation
- SAC Meeting #1 Comment Cards
- SAC Meeting #1 Sign-in Sheets
- SAC Meeting #1 Synopsis
- SAC Meeting #2 Save the Date Flyer
- SAC Meeting #2 PowerPoint Presentation
- SAC Meeting #2 Comment Cards
- SAC Meeting #2 Sign-in Sheets
- SAC Meeting #2 Synopsis
- Complete Streets Workshop and Training PowerPoint Presentation
- Madera Complete Street Workshop Handbook
- Complete Streets Workshop and Training Comment Cards



You Are Invited to Help Us Plan for Madera County's Active Future!

The Madera County Transportation Commission (MCTC) is currently preparing an Active Transportation Plan (ATP) for the Madera County region. The ATP will provide recommendations to assist in the planning and delivery of cycling and walking infrastructure in the years to come. MCTC and its partner agencies are committed to developing bicycle and walk-friendly communities that foster and promote active transportation.

As part of the public engagement process for this effort, MCTC has identified a list of local organizations to serve as members of a Stakeholder Advisory Committee (SAC). The purpose of the SAC is to provide both policy and technical guidance to MCTC and the planning team during development of the ATP. We would like to invite you to serve on the SAC. We are looking for your input and feedback to shape how this plan can serve the residents of Madera County and encourage a greater number of them to walk and bike on the region's trails, sidewalks, and streets.

Input and feedback received from the SAC will help to shape the planning team's recommendations and will be responsible for:

- Representing key issues and concerns and distributing project and public workshop information to their constituency
- Assisting MCTC in developing context-sensitive plan components and prioritization criteria
- Meeting with MCTC and other key stakeholders during development of the plan
- Reviewing and commenting on technical work products

We know your time is valuable, and have developed an efficient participation process. We are currently planning three (3) SAC over the next six (6) months to assist in the plan development. The weekday meetings will last approximately two (2) hours. The first meeting will be held **Thursday, March 30 at 1:30 p.m.** at the MCTC Conference Room, 2001 Howard Avenue, Suite 201, Madera.

Please RSVP no later than March 27 to Dena Graham via email at dgraham@vrpatechnologies.com or via phone at (707) 263-1735.

Please feel free to contact Jeff Findley at maderaatp@maderactc.org or (559) 675-0721 if you have any questions or would like any additional information.



Stakeholder Advisory Committee

Meeting #1 - Agenda

Madera County Transportation Commission Active Transportation Plan

Date: **Thursday, March 30, 2017**
1:30 – 3:30 p.m.

Location: Madera County Transportation Commission
Conference Room
2001 Howard Avenue, Suite 201
Madera, CA 93637

Discussion:

1. Introductions
2. Meeting Overview and Objectives
 - Project Introduction
 - Define overall Project vision and goals
 - Request available data
 - Generate ideas on how to engage the community
 - Prepare for outreach activities
3. Project Overview
 - Project Scope of Work and Timeline
 - Relationship to other planning efforts
 - Potential sensitivities to be aware of during the process
4. Stakeholder Advisory Committee Roles and Responsibilities
5. Project Vision and Goals
 - Review sample vision and goals statements
 - Select and refine vision and goals statement for the Project
6. Data
 - Discuss available data sources and data collection options
7. Community Engagement Opportunities
 - Upcoming Pop-up events
 - Public Workshop
 - Surveys
 - General outreach advice:
 - i. Stakeholders to target for participation or missed pop-up opportunities
 - ii. Key residents willing to commit to attend events and get others to attend
 - iii. Other activities to maximize community engagement
8. Next Steps



MADERA COUNTY

TRANSPORTATION COMMISSION
ACTIVE TRANSPORTATION PLAN

STAKEHOLDER ADVISORY
COMMITTEE MEETING
MARCH 30, 2017

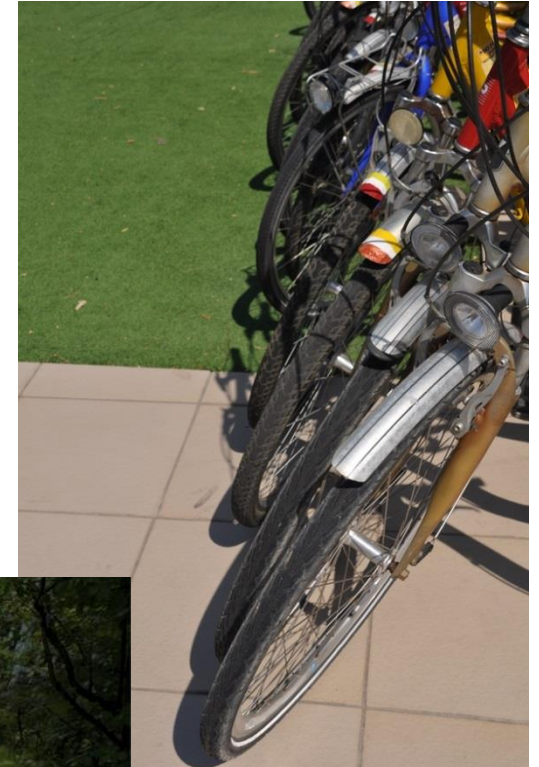


Welcome



- Introductions

- ✓ MCTC
- ✓ Project Team
- ✓ Stakeholder Advisory Committee



Meeting Overview



and Objectives

- Project introduction
- Define overall Project vision and goals
- Request available data
- Generate ideas on how to engage the community
- Prepare for outreach activities



Project Overview



- Project Scope of Work and Timeline
- Relationship to other planning efforts
- Potential sensitivities to be aware of during the process
 - ✓ Environmental issues
 - ✓ Environmental Justice issues
 - ✓ Rural area issues
 - ✓ Other outreach activities



Project Timeline



**Baseline
conditions report**

December 2016 - February 2017

**Public
Engagement &
Stakeholder
Outreach**

February - July 2017

Draft Plan

April - July 2017

**Final Plan &
Environmental**

August - October 2017

Stakeholder Committee Meetings



Responsibilities

- A policy-making organization made up of local government representatives
- Prepare transportation/other plans that reflect the Region's shared vision for its future
- Allocate scarce federal & other transportation funding resources
- Facilitate collaboration of governments, interested parties, & residents in the regional planning process
- Does not implement projects identified in its transportation plans and studies

Local Agency



Responsibilities

- MCTC member agencies
- Participate in the regional transportation planning process
- Provide data, direction & feedback on the ATP & other regional plans/studies
- Prepare local transportation plans/studies
- Implement projects identified in local & regional plans/studies

SAC Roles and

Responsibilities

- Represent the needs of your organization while thinking of the Madera County Region as a whole
- Provide direction & feedback on the ATP
- Inform your constituents & notify them of opportunities to participate



Project Vision and



Goals

- Review sample vision and goals statements
- Select and refine vision and goals statement for the Project
 - ✓ Identify planned regional bicycle and pedestrian networks
 - ✓ Improve Safety
 - ✓ Equitable Implementation of Facilities
 - ✓ Increase Walking & Biking Trips
 - ✓ Fill in Key System Gaps
 - ✓ Create a "Model Area" for Active Transportation
 - ✓ Others?

Project Vision and



Goals

- Draft Vision Statements:

- ✓ *Madera County is a family, All Ages and Abilities (AAA) bike and pedestrian friendly Region*
- ✓ *Madera County is where bicycling and walking are fully integrated into daily life, providing transportation and recreation that are both safe and convenient*
- ✓ *Riding a bicycle or walking is a comfortable and integral part of daily life in Madera County for people of all ages and abilities. This is the future envisioned by the ATP, and it signifies an evolution in the way the Madera Region accommodates people who will be riding a bicycle or walking for any trip purpose*

Data Categories



- Geographic Information System (GIS) data
- Safety Data
- Webmaps (links to baseline information such as pedestrian and retail nodes, existing facilities, etc.)
- Recommended options to collect data from local agencies



Community Engagement



Opportunities

• Pop-up Events

✓ Completed to date

- Raymond Town Hall
- Yosemite Lakes Park Town Hall
- MCTC RTP Workshop

✓ Upcoming

- Cesar Chavez Day Celebration - Madera, April 2 – In English & Spanish
- Cesar Chavez Elementary School Safe Routes to School – Madera, April 5
- First 5 Madera County Week of the Young Child – Chowchilla, April 26
- Millview Elementary School Safe Routes to School – Madera, April 27
- First 5 Madera County Week of the Young Child – Madera, April 27



Community Engagement



Opportunities

- Open House Workshop - TBD
- Online Stakeholder Survey:
<https://www.surveymonkey.com/r/MCTCATP>
[Survey](#)
- Online Public Interactive Webmap:
<http://bit.ly/MCTCBikePedSurvey>
- Website:
<http://www.maderactc.org/planning/active-transportation/>.

Community Engagement



Opportunities

- General Outreach Advise
 - ✓ Stakeholders to target for participation
 - ✓ Missed Pop-up Events
 - ✓ Key residents willing to commit to attend and get others to attend
 - ✓ Other activities to maximize community engagement



What's next?



- Open House Public Workshop – TBD
 - ✓ ATP Overview and Status
 - ✓ Vision statement and goals and objectives
 - ✓ Draft bicycle and pedestrian network development
- Contact us with any additional thoughts or comments regarding the content of this meeting
- Next Stakeholder Advisory Committee Meeting anticipated in June to review:
 - ✓ Vision statement and goals and objectives
 - ✓ Draft bicycle and pedestrian networks

MCTC Active Transportation Plan Stakeholder Advisory Committee

Thursday, March 30, 2017

Thank you for attending. Your comments and suggestions are a key component to the development of the Active Transportation Plan. Please use the back of the card if more room is needed.

Name:

Email:

Comments:

MCTC Active Transportation Plan Stakeholder Advisory Committee

Thursday, March 30, 2017

Thank you for attending. Your comments and suggestions are a key component to the development of the Active Transportation Plan. Please use the back of the card if more room is needed.

Name:

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Email:

Comments:

MCTC Active Transportation Plan Stakeholder Advisory Committee

Thursday, March 30, 2017

Thank you for attending. Your comments and suggestions are a key component to the development of the Active Transportation Plan. Please use the back of the card if more room is needed.

Name:

Email:

Comments:



**Madera County Transportation Commission Active Transportation Plan
Stakeholder Advisory Committee Meeting
Thursday, March 30, 2017 – 1:30 p.m. to 3:30 p.m.**

Name	Organization	Email	Phone
Gail Mc Intyre		msmadmc@gmail.com	706-3055
JARED CARTER	PACPWD	jcarter@co.madera.ca.gov	675-7311
Ellen Bitter	City of Madera	ebitter@cityofmadera.com	661-5472
Vickie ORTIZ	FARMERS Community & FRIENDS	VORTIZ@FARMERS.org	209 247-8600
Rosala Ramon	City of Madera	rramon@cityofmadera.com	661-5418
Paula Placencia	Lideres Campesinas	Placencia@Liderescampesinas.org	(831) 262-5553
María Rubio	Lideres Campesinas		416-75-84
Keith Helmoth	City of Madera	khelmoth@cityofmadera.com	661-5418
Criselda Miller	Leadership Counsel	gvilla@leadershipcounsel.org	(559) 312-0198
John Scarborough	City of Madera	jscarborough@cityofmadera.com	(559) 661-5494



Stakeholder Advisory Committee Meeting #1
Meeting Synopsis
Thursday, March 30, 2017
1:30 – 3:30 PM
MCTC Conference Room
2001 Howard Avenue, Suite 201
Madera, CA 93637

Attendees:

Ellen Bitter, City of Madera Engineering
Jared Carter, County of Madera Public Works
Keith Helmuth, City of Madera Engineering
Gail McIntyre, Resident, Former Board of Supervisor
Vickie Ortiz, Fairmead Community and Friends
Paula Placencia, Lideres Campesinas
Rosalva Ramirez, City of Madera Engineering
Maria Rubio, Lideres Campesinas
John Scarborough, City of Madera Parks

Griselda Villa, Leadership Counsel for Justice and Accountability

Project Staff:

Amelia Davies, MCTC
Jeff Findley, MCTC, ATP Project Manager
Hector Guerra, VRPA Technologies, Inc., Outreach Support
Troy McNeil, MCTC
Georgiana Vivian, VRPA Technologies, Inc, Outreach Manager

I. Introductions

Jeff Findley, Madera County Transportation Commission (MCTC), welcomed everyone and thanked them for attending the first Stakeholder Advisory Committee (SAC) meeting. He then asked the project team and SAC members to introduce themselves. A list of those in attendance is provided above alphabetically by name and the meeting sign-in sheet is attached.

II. Meeting Overview & Objectives

Georgiana Vivian, VRPA Technologies (VRPA), then provided a brief review of the meeting agenda and objectives, which included:

- ✓ Project introduction
- ✓ Define overall project vision and goals
- ✓ Request available data from other agencies in attendance
- ✓ Generate ideas on how to engage the community
- ✓ Prepare for outreach activities

III. Project Overview

Georgiana Vivian referenced the *Methodology* handout that attendees received, which detailed the project scope of work and identified tasks, including:

- ✓ Task 1: Project Management, Coordination and Meetings
- ✓ Task 2: Baseline Conditions
- ✓ Task 3: Public Engagement and Stakeholder Outreach
- ✓ Task 4: Bicycle and Pedestrian Network Development and Funding Analysis
- ✓ Task 5: Prepare Administrative Draft Document
- ✓ Task 6: Prepare Public Release Draft Document
- ✓ Task 7: Prepare Final Document

Ms. Vivian also discussed the Baseline Conditions Report, which addresses the existing conditions of the system and other existing plans and policies relevant to the ATP effort. When preparing the Baseline Conditions Report the project team reviewed the following plans and studies:

- ✓ MCTC RTP Final 2014 Regional Transportation Plan (RTP)
- ✓ MCTC RTP 2014 RTP Environmental Impact Report (EIR)
- ✓ Bicycle and pedestrian plans for the Cities of Madera and Chowchilla and Madera County
- ✓ City of Madera Climate Action Plan (2015)
- ✓ Caltrans Bicycle Guide for District 6 and Complete Streets Elements (June 2015)
- ✓ Other related studies and reports

When discussing the project overview, Georgianna Vivian also highlighted potential sensitivities to be aware of during the ATP process, which included:

- ✓ Environmental issues
- ✓ Environmental justice issues
- ✓ Rural area issues

IV. Stakeholder Advisory Committee/MCTC Roles and Responsibilities

Jeff Finley explained that the role of the SAC is to provide the project team with as much feedback as possible, while at the same time thinking of the Madera County region as a whole. The project team also encouraged SAC members to inform their constituents about information received at the SAC meetings and notify constituents of opportunities to participate in outreach activities.

Jeff Finley also provided a general overview of the roles and responsibilities of MCTC, which included:

- ✓ MCTC is a policy-making organization made up of local government representatives
- ✓ Prepare transportation/other plans that reflect the Regio's shared vision for its future
- ✓ Allocate scarce federal and other transportation funding resources
- ✓ Facilitate collaboration of governments, interested parties, and residents in the regional planning process
- ✓ Does not implement projects identified in its transportation plans and studies

V. Project Vision and Goals

Ms. Vivian referenced the *Other Agency ATP Vision and Goals MCTC 2014 RTP Goals and Objectives* handout provided to SAC members that listed vision statements, and goals and policies from the recently prepared City of Fresno and City of Clovis ATP. Also included in the handout were the goals and objectives from the MCTC 2014 RTP.

Next, the project team identified key items that they recommended be included in the vision and goals statement of the ATP, which included:

- ✓ Identify planned regional bicycle and pedestrian networks
- ✓ Improve safety
- ✓ Equitable Implementation of Facilities
- ✓ Increase Walking and Biking Trips
- ✓ Fill in Key System Gaps
- ✓ Create a "Model Area" for Active Transportation
- ✓ Other considerations

The project team also developed the following set of draft vision statements for review and comment from SAC members:

- ✓ Madera County is a family, All Ages and Abilities (AAA) bike and pedestrian friendly Region
- ✓ Madera County is where bicycling and walking are fully integrated into daily life, providing transportation and recreation that are both safe and convenient
- ✓ Riding a bicycle or walking is a comfortable and integral part of daily life in Madera County for people of all ages and abilities. This is the future envisioned by the ATP, and it signifies an evolution in the way the Madera region accommodates people who will be riding a bicycle or walking for any trip purpose

One comment received from the SAC was that the draft vision statements do not make mention of linking pedestrian and bicycle transportation to other modes of transportation

VI. Data

Ms. Vivian explained that the project team is using a variety of data sources in order to prepare the ATP, which include:

- ✓ Geographic Information System (GIS) data
- ✓ Safety Data
- ✓ Webmaps (links to baseline information such as pedestrian and retail nodes, existing facilities, etc.)
- ✓ Recommended options to collect data from local agencies

Jeff Finley explained that it would be beneficial to all parties if the schools participate in the webmapping and identify improvements that they would like to see prioritized. The project team added that so far it has been a challenge to get the schools to participate in the webmapping.

It was noted that it is critical for local agencies to also participate in the webmapping process and provide direction and feedback on the ATP. However, one issue that arose was that some local agencies have mapping but the mapping is not digitized in GIS. It was suggested that a call be setup between technical GIS staff so that the project team could review information provided by local agencies , discuss other related issues, and ensure that this information is “turned on” within the webmapping.

VII. Community Engagement Opportunities

The project team has recently participated in several pop-up events throughout the County of Madera. During these pop-up events the project team was able to provide mapping, project fact sheets, and web based survey instrument information. Pop-up events that the project team has participated in include:

- ✓ Raymond Town Hall
- ✓ Yosemite Lake Park Town Hall
- ✓ MCTC RTP Workshop

The project team is also preparing to participate in additional pop-up events, which include:

- ✓ Cesar Chavez Day Celebration – Madera, April 2
- ✓ Cesar Chavez Elementary School Safe Routes to School – Madera, April 5
- ✓ First 5 Madera County Week of the Young Child – Chowchilla, April 26
- ✓ Millview Elementary School Safe Routes to School – Madera, April 27
- ✓ First 5 Madera County Week of the Young Child – Madera, April 27

Georgiena Vivian requested of the SAC to inform the project team of other stakeholders or key community residents that should be targeted for participation as part of the ATP process. Ms. Vivian also requested that SAC members notify the project team of other events that may be more viable alternatives than the final three pop-up events listed above.

The Madera Flea Market and the Relay for Life of Madera were mentioned by the SAC as potential pop-up events.

VIII. Next Steps

Jeff Finley stated that the next key event for the public will be the open house public workshop, with a date that is still to be determined. The public workshop will discuss the following items:

- ✓ Finalizing the overview and status of the ATP
- ✓ Vision statement and goals and objectives
- ✓ Draft bicycle and pedestrian network development

SAC members were encouraged to contact the project team with any additional thoughts or comments regarding the content of this meeting. The next SAC meeting is anticipated to occur in June and at that time SAC members will be review the vision statement and goals and objectives, and the draft bicycle pedestrian networks.



Save the Date

Stakeholder Advisory Committee - Meeting 2

We will review the draft pedestrian and bicycle networks as well as the draft prioritization criteria.

Tuesday, August 15, 2017

10:00 a.m. to 12:00 pm

**Madera County Transportation Commission
Conference Room**

Second Floor – Citizens Business Bank Building

2001 Howard Road, Suite 201

Madera, CA 93637

RSVP no later than August 11, 2017 to Dena Graham via email at dgraham@vrpatechnologies.com or phone at (707) 263-1735.

MADERA



ACTIVE TRANSPORTATION PLAN

Madera County Transportation Commission

Stakeholder Advisory Committee

Tuesday, August 15, 2017



Agenda

- Project Overview To-Date
- Outreach and Key Takeways
- Why Update Now?
- Proposed Bicycle Network & Activity
- Pedestrian Network & Site Visits
- Project Prioritization & Activity
- Next Steps

Project Overview To-Date

- Kick-off
- Existing Conditions
- Public Outreach
- Draft Bicycle & Pedestrian Networks
- Complete Streets Policy Integration



Madera Active Transportation Plan

Illustration from Street Sense, 2008, and SafeStreets.com, 2014

PROJECT OVERVIEW

The Madera County Transportation Commission's Active Transportation Plan will identify critical projects to make walking and biking in Madera County better suited for people of all ages and abilities. It is important to plan for a future transportation system that will accommodate growth, enhance circulation, and provide mobility and accessibility for users of all transportation modes. Encouraging and building infrastructure for safe access to active transportation modes will also have the benefit of fostering health and fitness in the burgeoning population. Stay engaged throughout this process!

PLAN PROCESS

Key milestones in the planning process are shown below:

Year	Quarter	Milestone
2016-2017	2016-10-16	Baseline conditions report
Spring 2017	2017-06-04	Public Engagement & Stakeholder Outreach
Summer 2017	2017-08-06	Draft plan
Fall 2017	2017-10-17	Final plan & environmental

GET INVOLVED!

Stakeholder engagement is ongoing. Check online for upcoming dates!

- Interactive online mapping tool
- Online surveys
- Stakeholder focus groups
- Local agency meetings
- Pop-up public input stations

KEY DETAILS

The plan will include the following key considerations:

- WHAT** is the Region's vision for the future bicycle and pedestrian network?
- WHERE** and what are the trends in bicycle- and pedestrian- and walking activity?
- WHERE** is existing bicycling and walking activity occurring?
- WHERE** do gaps in the existing network create barriers to biking and walking in Madera County?
- HOW** can the Madera County region better serve all ages for bicycling and walking activities?
- WHAT** facilities or programs would best meet the transportation needs and support the largest "mode shift" to bicycling and walking?

FOR MORE INFORMATION

Jeff Findley
Madera County Transportation Commission
madract@madcract.org

559.675.8721
<http://www.madcract.org/planning/active-transportation>



Outreach Pop-Up Events

- Cesar Chavez Day
- Cesar Chavez Elementary School
- Millview Elementary School
- Relay for Life
- Week of the Young Child
- Town halls throughout

Madera County

MCTC Active Transportation Plan

Pop-Up Event - Relay for Life

Saturday, May 6, 2017

Your comments and suggestions are a key component to the development of the Active Transportation Plan. Please use the back of the card if more room is needed. Thank you!

Name: Sue First

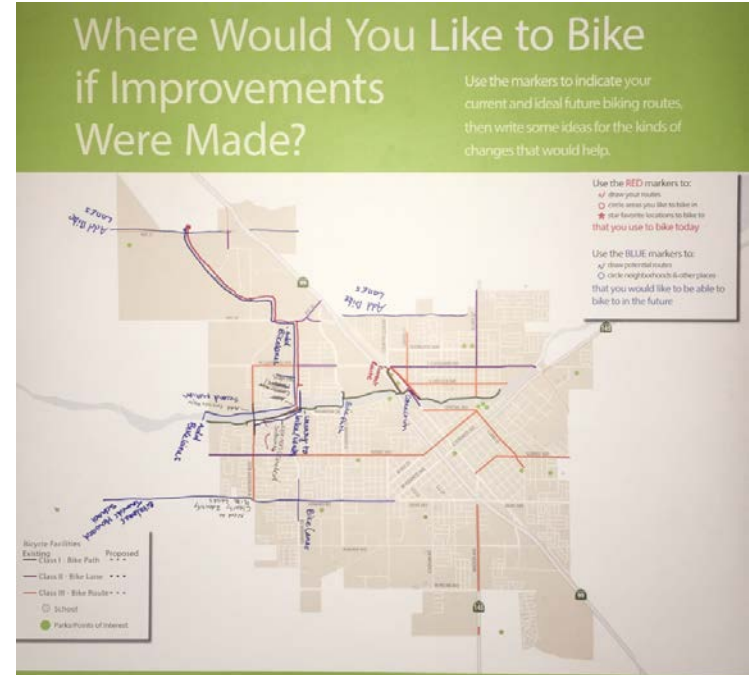
Email: happytobefirst@hotmail.com

Comments:

Having more "nature" bike
& walking trails that are not
along a street. 😊

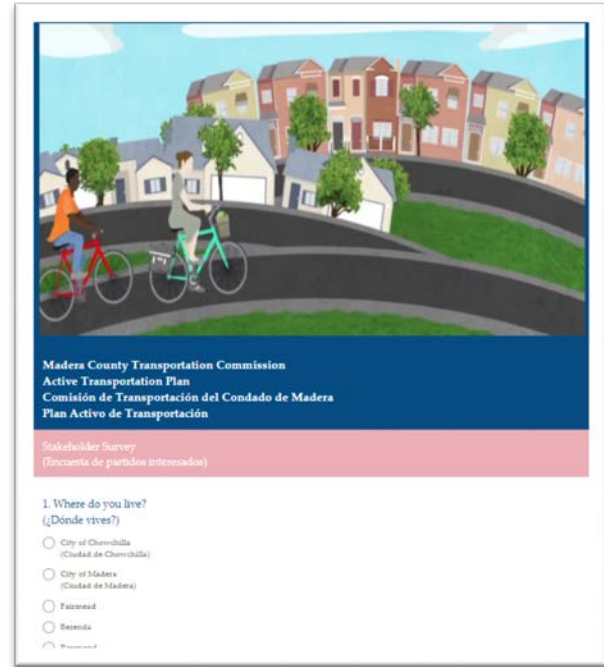
Pop-Up Key Takeaways

- Participants identified potential bicycle and pedestrian improvements throughout the County
- School routes, intersections with highways, and biking trails away from major arterials were identified as sites for potential improvements
- Stoplights, sidewalks, and bike lanes were suggested as infrastructure improvements



Online Survey

- Survey instrument allowed participants to respond in English and Spanish
- Shared on MCTC and partners' websites
- Addressed frequency and experiences of active transportation for Madera County residents

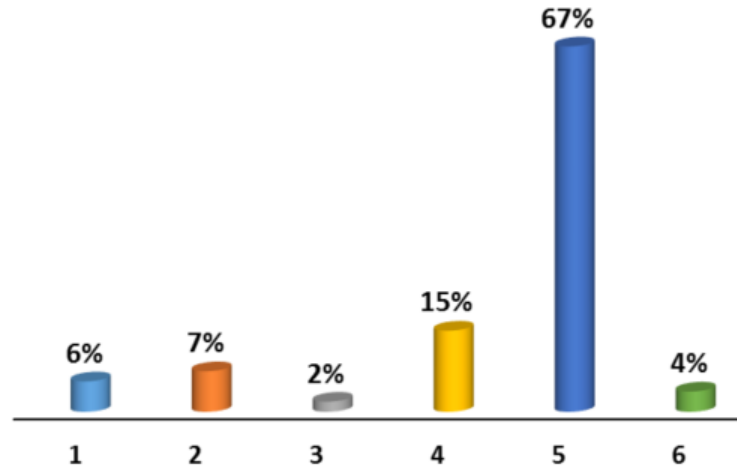


Online Survey Key Takeaways: Destinations

4. What types of trips do you currently bicycle for? Check all that apply.

1. Go to work
2. Go to school
3. Get to/from transit
4. Run errands, go shopping, or go to eat
5. Exercise/recreation
6. Other
 - ✓ Walking to the WIC Clinic
 - ✓ Any type of trip

(54 Total Selections)



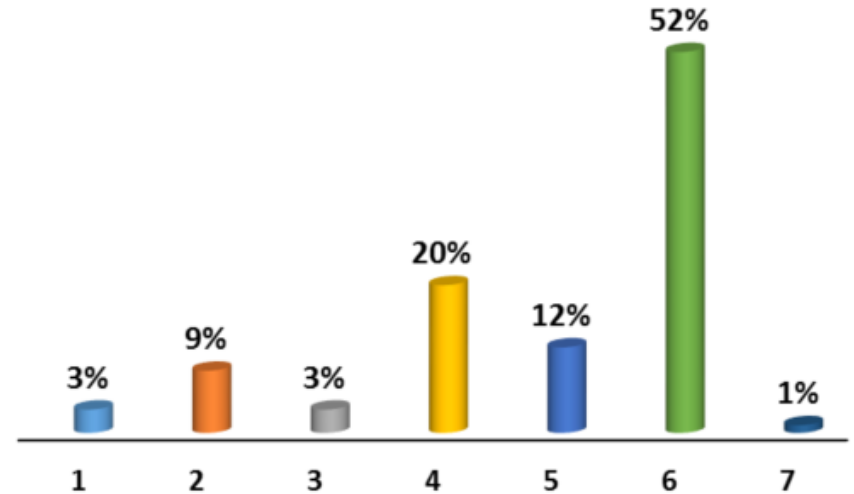
Online Survey Key Takeaways: Destinations

5. What types of trips do you currently walk for?

Check all that apply.

1. Go to work
2. Go to school
3. Get to/from transit
4. Run errands, or go to eat
5. Shopping for merchandise
6. Exercise/recreation
7. Other
 - ✓ Sometimes between businesses

(94 Total Selections)

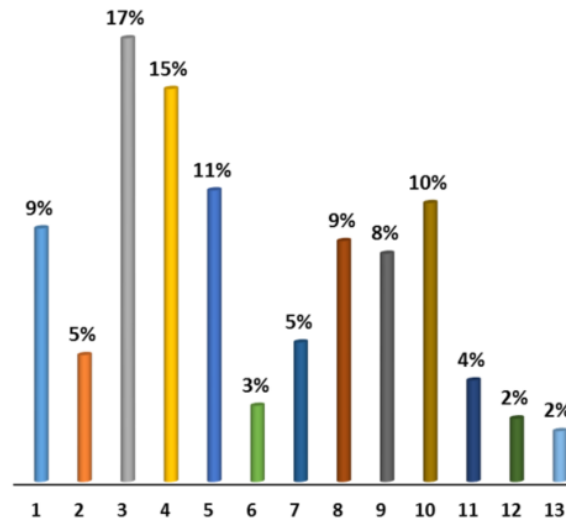


Online Survey Key Takeaways: Key Barriers

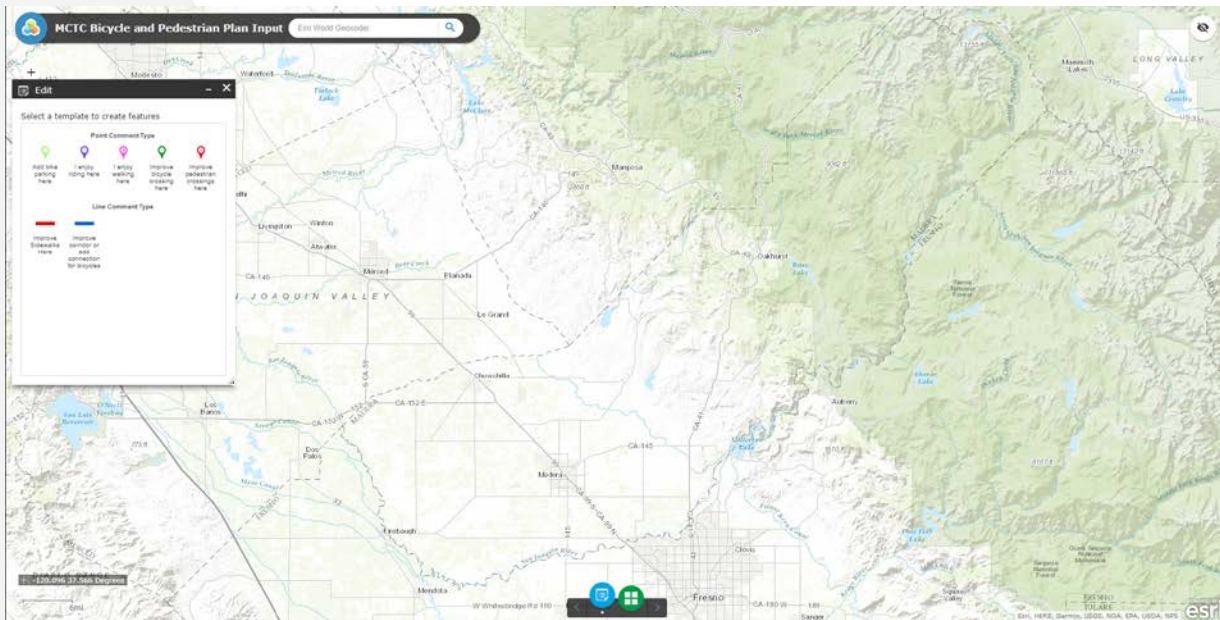
7. What are some key barriers to walking? Check all that apply.

1. Weather – too hot or too cold
2. I don't have time to walk to my destination
3. Lack of bike sidewalks
4. Lack of adequate shoulders
5. Sidewalks are in poor condition
6. Crossing signals don't give me enough time to cross
7. Too much traffic
8. I feel unsafe
9. Automobile traffic/unsafe driving behavior
10. My main destinations are too far away
11. I have too much to carry with me
12. I'm unsure of my route
13. Dress code/lack of showers at work






(213 Total Selections)



Interactive Web Map



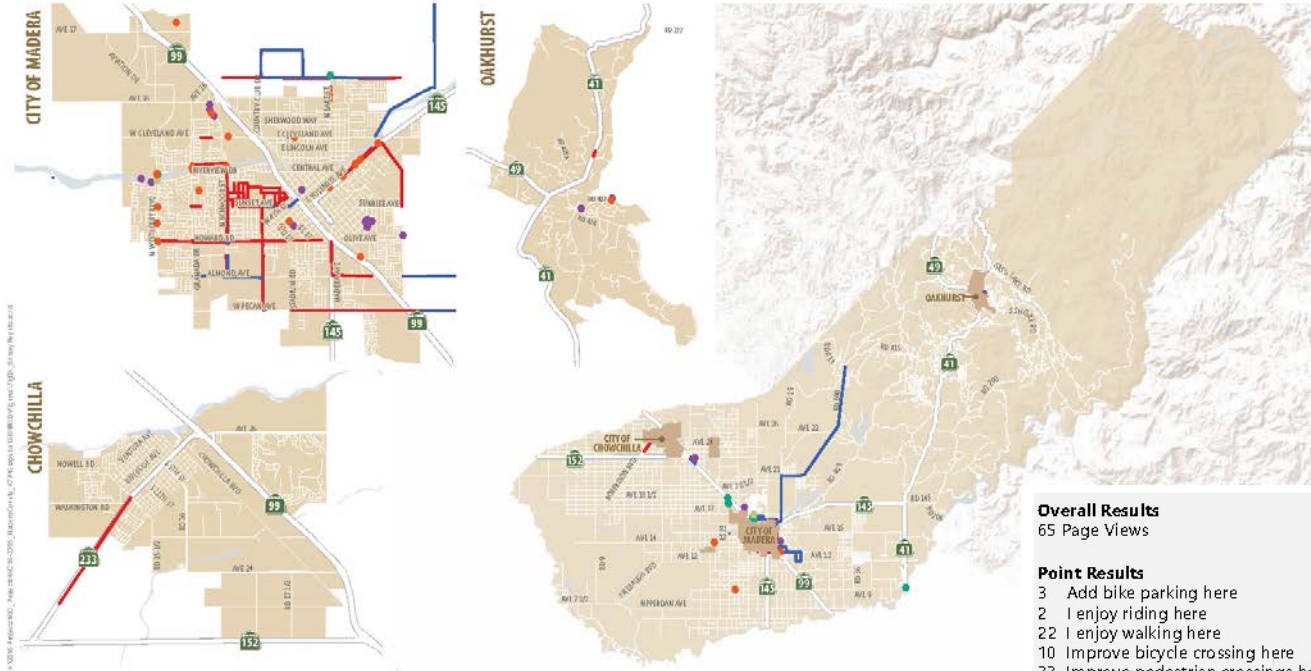
Point Comment Type

-  Add bike parking here
-  I enjoy riding here
-  I enjoy walking here
-  Improve bicycle crossing here
-  Improve pedestrian crossings here

Line Comment Type

-  Improve Sidewalks Here
-  Improve corridor or add connection for bicycles

Interactive Web Map Results



- Add bike parking here
- I enjoy riding here
- I enjoy walking here
- Improve bicycle crossing here
- Improve pedestrian crossings here
- Improve Sidewalks Here
- Improve corridor or add connection for bicycles

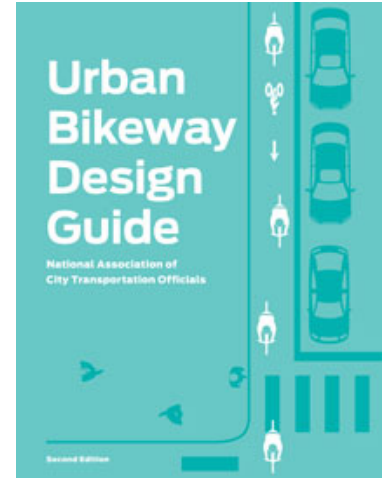
Overall Results
65 Page Views

Point Results
 3 Add bike parking here
 2 I enjoy riding here
 22 I enjoy walking here
 10 Improve bicycle crossing here
 33 Improve pedestrian crossings here

Line Results
 45 Improve corridor or add missing connection
 11 Improve corridor or add missing connection for bicycles
 88 Improve Sidewalks Here

Why Update Now?

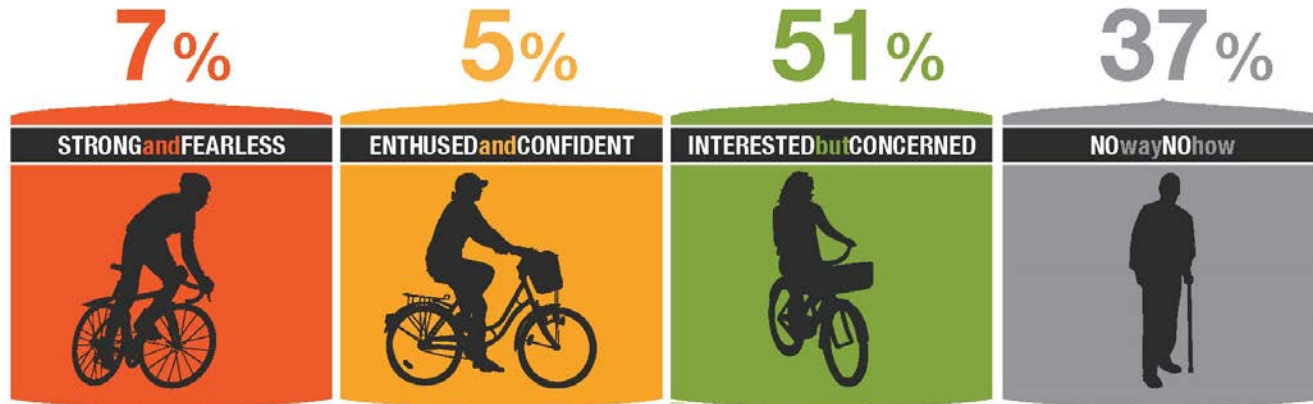
- Advances in bikeway design and innovative treatments
- Equity
- Better implementation and grant-readiness
- Less focus on pedestrian improvements previously



The NACTO Urban Bikeway Design Guide, 2nd Edition and the FHWA Separated Bike Lane Planning and Design Guide provide best practice guidance for innovative bicycle facilities in the United States.

Why Update Now?

THE FOUR TYPES OF BICYCLISTS



Understanding What Types of Cyclists Use the Network

The Four Types of Cyclists and their typical breakdown across the population are shown at right. Research has shown that the Interested but Concerned are a large segment of the population that are attracted to highly comfortable bicycle facilities on which they feel safe riding. To feel comfortable and safe, they require low traffic stress (LTS 1 or 2) roadways that access important destinations throughout the city.

Why Update Now?

LEVEL OF TRAFFIC STRESS

Level of traffic stress (LTS) is a way to evaluate the stress a bike rider will experience while riding on the road. It is used to categorize roads by the types of riders above who will be willing to use them based on:



Number of Travel Lanes



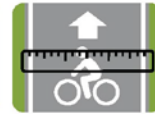
Speed of Traffic



Number of Vehicles



Presence of Bike Lanes



Width of Bike Lanes



Presence of Physical Barrier

LTS 1

Most children can feel safe riding on these streets.

LTS 2

The mainstream "interested but concerned" adult population will feel safe riding on these streets.

LTS 3

Streets that are acceptable to "enthused and confident" riders who still prefer having their own dedicated space.

LTS 4

High-stress streets with high speed limits, multiple travel lanes, limited or non-existent bikeways, and long intersection crossing distances.

LTS Calculations

Roadway characteristics and type of bicycle infrastructure are the primary variables influencing the Level of Traffic Stress (LTS). The LTS score enables the public and local jurisdictions to understand who is likely to feel comfortable riding on a given roadway.

Why Update Now?

Low-Stress Bikeway Toolbox

PATH/TRAIL (CLASS I)



BUFFERED BIKE LANES (CLASS II)

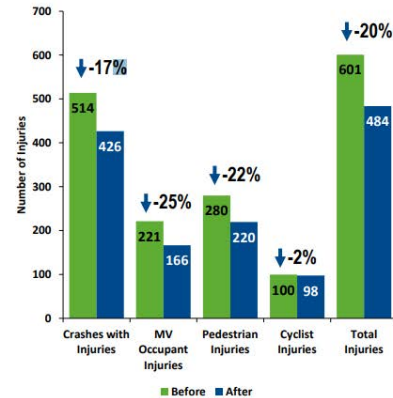


Why Update Now?

Low-Stress Bikeway Toolbox SEPARATED BIKEWAYS (CLASS IV)



Protected Bicycle Lanes with
3 years of After Data:
Before and After



One way, protected bike lane design precedents most similar to Cypress Hills St proposal with 3 years of after data include the following: 59th Ave (16th-31st), 8th Ave (Bank-23rd, 23rd-34th), Broadway (59th-47th, 33rd-26th, 23rd-18th), 1st Avenue (Houston to 34th), 2nd Ave (Houston-34th), Columbus Ave (96th-77th)
Note: Only sections of projects that included protected bicycle lanes were analyzed
Source: NYPD AIS/TAMS Crash Database



Why Update Now?

Low-Stress Bikeway Toolbox

BICYCLE BOULEVARDS (CLASS III)



Why Update Now?

Low-Stress Bikeway Toolbox

PROTECTED
INTERSECTIONS &
GREEN BIKEWAYS/
CONFLICT ZONES



Why Update Now?

Low-Stress Bikeway Toolbox

IMPLEMENTATION STRATEGIES – ROAD DIETS



Divisadero St, Fresno – 4 to 3 lane Road Diet (15,000 ADT)

Proposed Bikeway Network

Classification Overview

CLASS I MULTI-USE PATHS & CLASS IV SEPARATED BIKEWAYS

Bicycle Path

An off-street pathway that typically allows bicyclists and pedestrian only, no autos.



I'd prefer this type

Place Stickers Here
to Vote!

Cycle Track

*("Separated Bikeway" or "Protected Lane")
A fully protected, dedicated space for bicyclists in the roadway. The protection comes from some kind of raised/vertical element: a parked car, planter boxes, raised curb, or flex-hit posts.*



I'd prefer this type

Place Stickers Here
to Vote!

Proposed Bikeway Network

Classification Overview

CLASS II BUFFERED BICYCLE LANES & BICYCLE LANES

Buffered Bicycle Lane

A dedicated space for bicyclists in the roadway denoted by two white stripes that also has several feet of separation between the vehicle travel and bike lane OR the bike lane and car parking.

I'd prefer this type

Place Stickers Here
to Vote!



Bicycle Lane

A dedicated space for bicyclists in the roadway denoted by two white stripes.

I'd prefer this type

Place Stickers Here
to Vote!



Proposed Bikeway Network

Classification Overview

CLASS III BICYCLE ROUTE & BICYCLE BOULEVARDS

Bicycle Route

A street that is a designated route for bicyclist in which they share the travel lanes with autos despite often having more and faster auto traffic. They may be denoted with sharrows.

I'd prefer this type

Place Stickers Here
to Vote!



Bicycle Boulevard

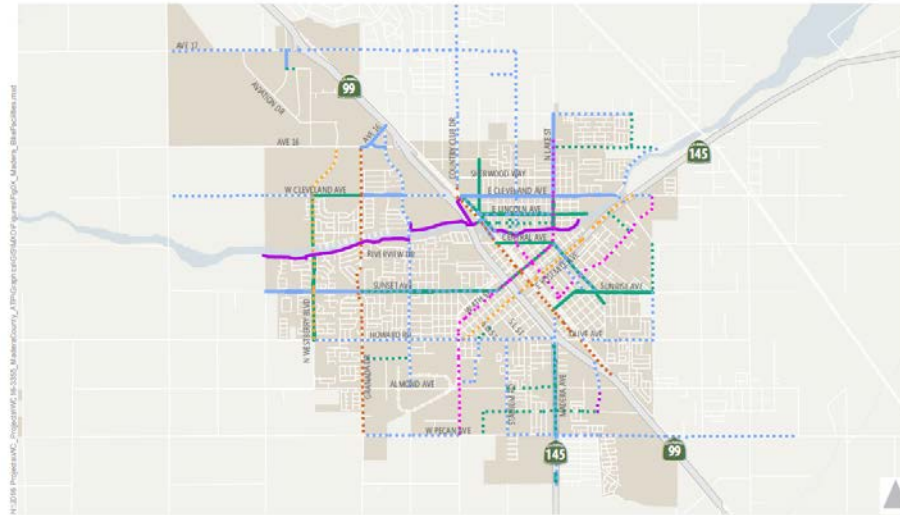
A street with low motorized traffic volumes and speeds that are designed to give bicyclists priority. This may include signs, pavement marking, and intersection crossing treatments.

I'd prefer this type

Place Stickers Here
to Vote!



Proposed Bicycle Network: City of Madera



- | Existing Bike Facilities | | Proposed Bike Facilities | |
|--------------------------|------------------------|---------------------------------|------------------------------|
| Class I - Bike Path | Class I - Bike Path | Class II B - Buffered Bike Lane | Class III B - Bike Boulevard |
| Class II - Bike Lane | Class II - Bike Lane | Class III - Bike Route | Class IV - Separated Bikeway |
| Class III - Bike Route | Class III - Bike Route | | |



Figure 1
Existing & Proposed Bike Facilities - City of Madera

Proposed Bicycle Network: City of Chowchilla

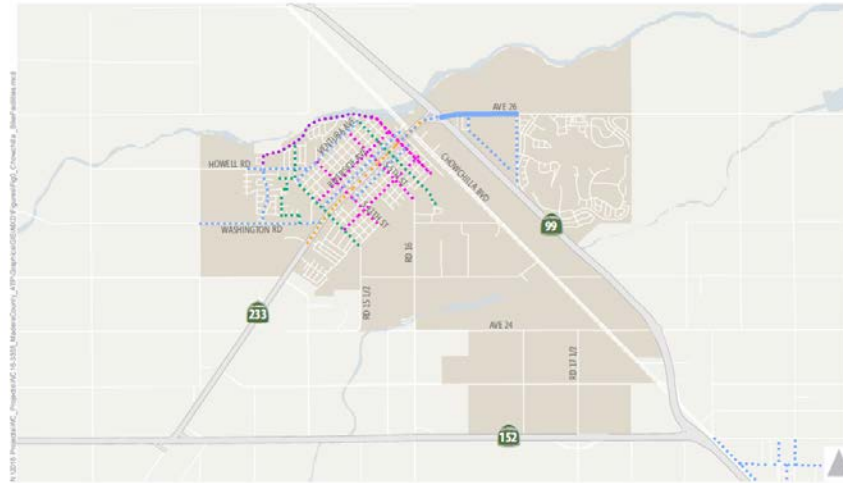
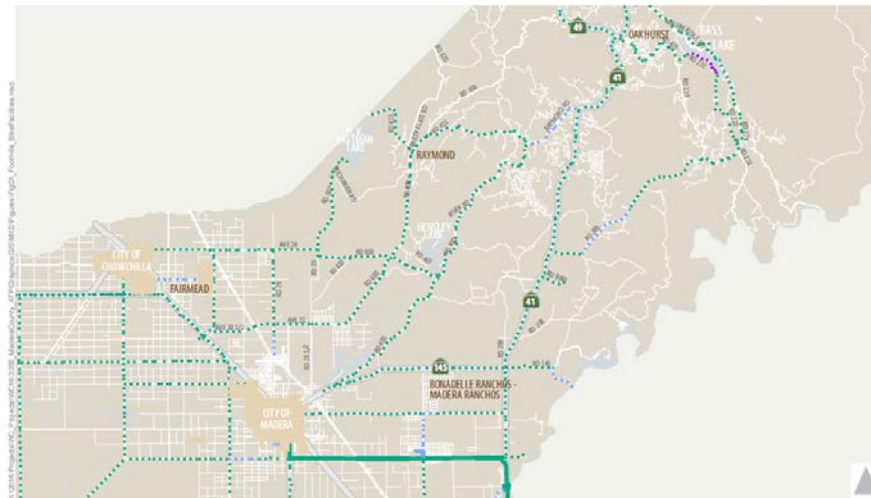


Figure 2

Existing & Proposed Bike Facilities - City of Chowchilla



Proposed Bicycle Network: Madera County Foothills



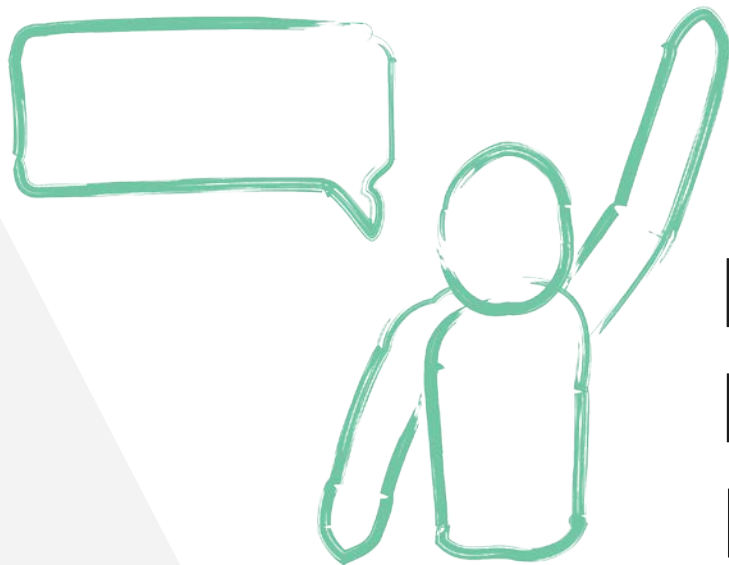
- | Existing Bike Facilities | Proposed Bike Facilities | |
|--------------------------|--------------------------|---------------------------------|
| Class I - Bike Path | Class I - Bike Path | Class II.B - Buffered Bike Lane |
| Class II - Bike Lane | Class II - Bike Lane | Class III.B - Bike Boulevard |
| Class III - Bike Route | Class III - Bike Route | Class IV - Separated Bikeway |

Figure 3



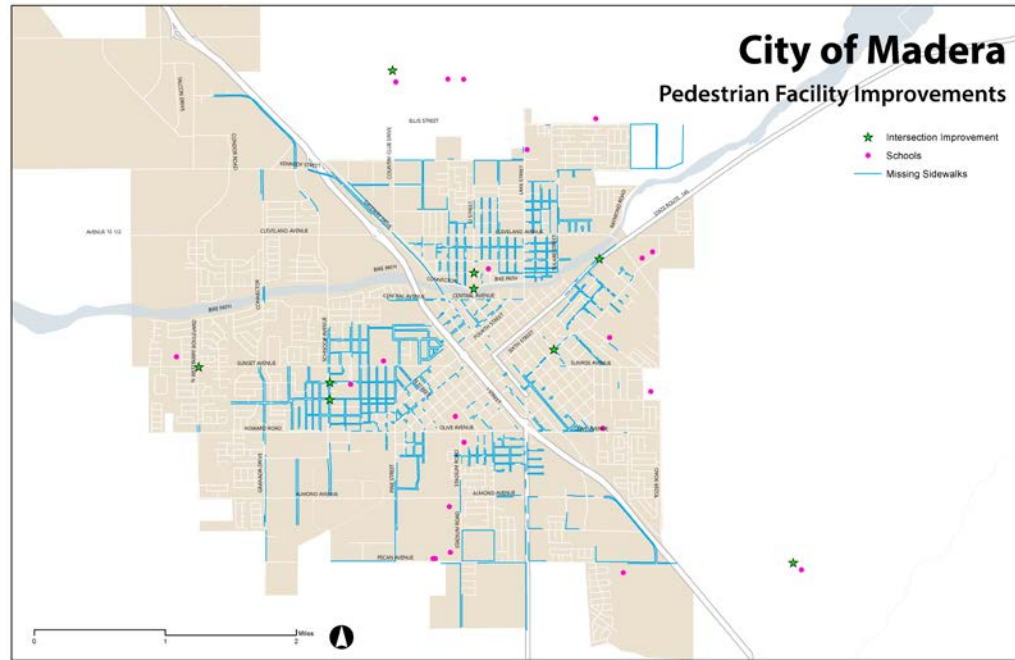
Existing & Proposed Bike Facilities - Madera County Foothills

Proposed Bicycle Network: Activity

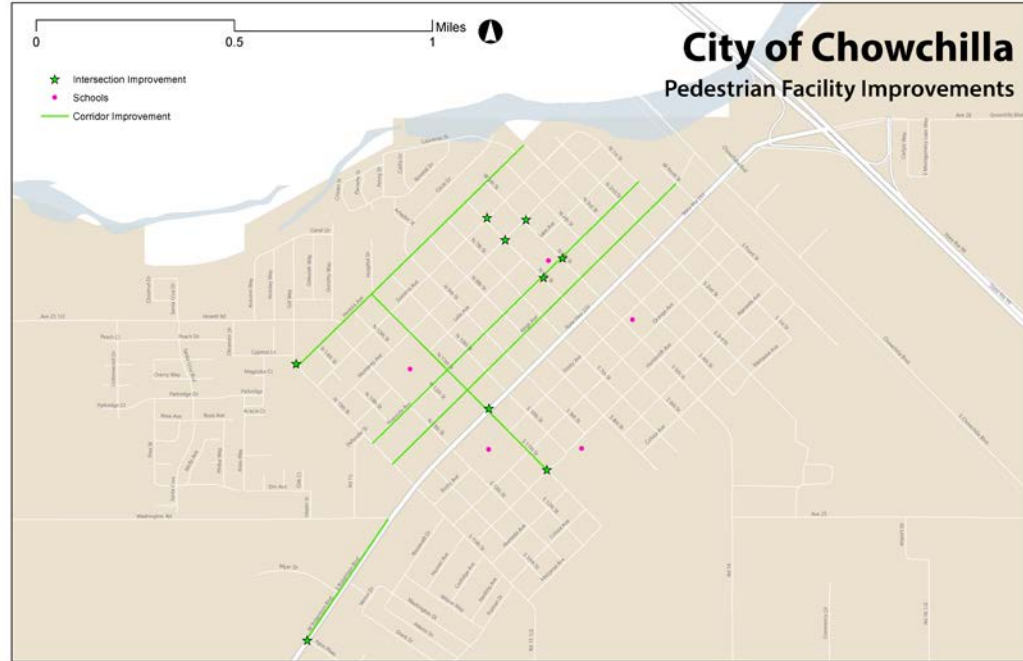


Bikeway Network Review

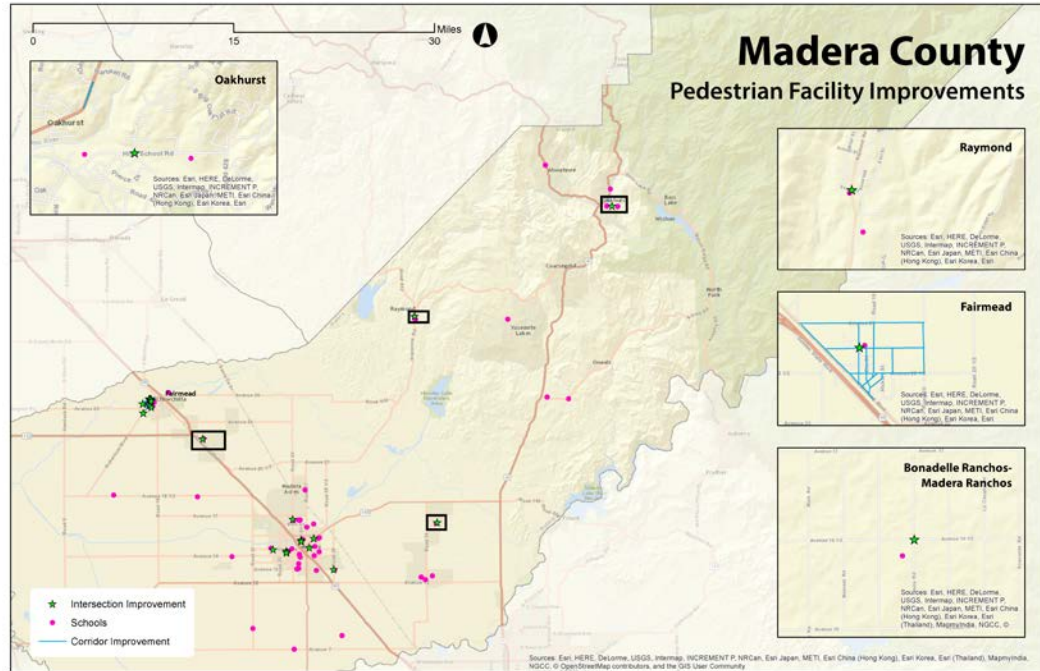
Proposed Pedestrian Projects: Madera



Proposed Pedestrian Projects: Chowchilla



Proposed Pedestrian Projects: Madera County Foothills



Proposed Pedestrian Improvements: Site Visits

- Need local agency support of pedestrian projects
- Fehr & Peers will meet with each local agency
- Review of bicycle network
- Understanding of key pedestrian issues and focus areas
- Walking audit with local agency to key destinations
- More detailed project identification

Project Prioritization

- Provides a clear framework for how to allocate funding for each local agency
- Potential to identify highest-ranked grant projects

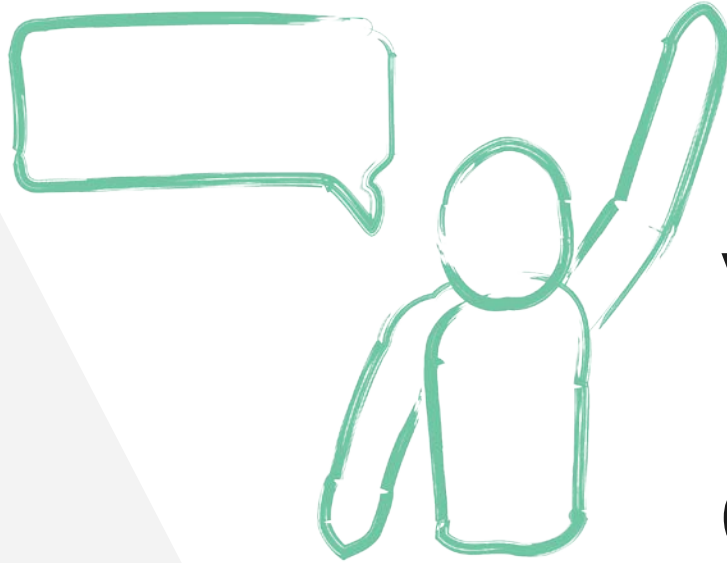
Table 9-3: Prioritized Backbone Network Infrastructure Project List

Rank	Project Number ID	Project Name	Community Selected Prioritization Criteria					Grant Criteria		Percentage of Criteria Met (Out of 100%)
			Low-Stress Facility	Inexpensive/Easily Implemented	Near Schools	Spatial Equity	Socio-Economic Equity	BMP Outreach	Safety/Collisions	
High Priority Projects (70-100 Percent of Prioritization Criteria Met)										
1	13	West Lane/Airport Way Separated Bikeways	Yes	Yes	High	High	High	Medium	High	89%
2	26	Alpine Bikeway	Yes	Yes	High	High	Medium	High	High	89%
3	33	California Street Separated Bikeway	Yes	Yes	High	High	High	Medium	High	89%
4	14	Pacific Avenue Separated Bikeway	Yes	No	High	High	Medium	High	High	83%
5	15	West Side Bikeway	Yes	Yes	High	High	Low	High	High	83%
6	6	East Bay MUD Path (Western Segment)	Yes	No	High	High	Medium	Medium	High	78%

Project Prioritization: Criteria

Common Grant Funding Criteria	Additional Potential Criteria (Community Selected)
<ul style="list-style-type: none"> Socio-economic Equity / Benefit to disadvantaged communities 	<ul style="list-style-type: none"> Spatial Equity / Connects or balances projects between different areas
<ul style="list-style-type: none"> Mode Shift / Potential for increased walking and bicycling, especially among students 	<ul style="list-style-type: none"> Demand / Support large numbers of people walking and biking
<ul style="list-style-type: none"> Safety / Potential for reducing the risk of pedestrian and bicyclist fatalities and injuries 	<ul style="list-style-type: none"> Safety / Reported collisions or perceptions of safety (e.g. Level of Traffic Stress) at a given location
<ul style="list-style-type: none"> Network Connectivity / Closing gaps and addressing barriers 	<ul style="list-style-type: none"> Backbone Network / Focus on implementing low-stress backbone network
<ul style="list-style-type: none"> Community Support / Directly requested by local communities 	<ul style="list-style-type: none"> Access to Destinations / Increases access to employment, schools, services, parks, shopping areas, etc.
<ul style="list-style-type: none"> Public Health / Outreach and promotion of healthy communities 	<ul style="list-style-type: none"> Access to Priority Development Areas / Increases access to PDAs, high-density employment and/or housing
<ul style="list-style-type: none"> Cost-effectiveness / Prioritize “cheap, quick, effective” treatments (such as restriping for road diets) 	<ul style="list-style-type: none"> Transit Access / Increases access to transit
<ul style="list-style-type: none"> Funding / Leveraging additional funding sources 	<ul style="list-style-type: none"> Non-infrastructure Efforts / Focus on parking, education, enforcement, encouragement, etc.

Project Prioritization: Criteria



**Vote on Top 5
Prioritization
Criteria**

Next Steps

- Complete Streets Policy Workshop
- Complete Streets Policy Development
- In-person Meetings/Site Visits with Local Agencies
- Finalize the Draft Regional Bikeway & Pedestrian Networks
- Prioritization Ranking
- Draft the Regional Active Transportation Plan

Thank You!

Madera CTC Project Manager

Jeff Findley, Senior Regional Planner

jeff@maderactc.org



MCTC Active Transportation Plan Stakeholder Advisory Committee

Tuesday, August 15, 2017

Thank you for attending. Your comments and suggestions are a key component to the development of the Active Transportation Plan. Please use the back of the card if more room is needed.

Name:

Email:

Comments:

MCTC Active Transportation Plan Stakeholder Advisory Committee

Tuesday, August 15, 2017

Thank you for attending. Your comments and suggestions are a key component to the development of the Active Transportation Plan. Please use the back of the card if more room is needed.

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Name:

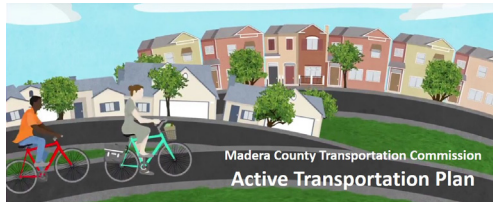
Email:

Comments:



**Madera County Transportation Commission Active Transportation Plan
Stakeholder Advisory Committee Meeting
Tuesday, August 15, 2017 – 10:00 a.m. to 12:00 p.m.**

Name	Organization	Email	Phone
Jamaica Gentry	Caltrans	jamaica.gentry@dot.ca.gov	488-7307
Pedro Ramirez	Caltrans	pedro.ramirez@dot.ca.gov	415-6792
Eun Bitter	City of Madera	ebitter@cityofmadera.com	661-5472
JARED CARTER	COUNTY OF MADERA	jcarter@co.madera.ca.gov	675-7811



Stakeholder Advisory Committee Meeting #2

Meeting Synopsis

Tuesday, August 15, 2017

10:00 – 12:00 PM

MCTC Conference Room

2001 Howard Avenue, Suite 201

Madera, CA 93637

Attendees:

Ellen Bitter, City of Madera Engineering
Jared Carter, County of Madera Public Works
Jamaica Gentry, Caltrans
Leslie Martinez, Leadership Council
Pedro Ramirez, Caltrans

Amelia Davies, MCTC
Jeff Findley, MCTC
Patrick Gilster, Fehr & Peers
Hector Guerra, VRPA
Troy McNeil, MCTC
Dylan Stone, MCTC
Patricia Taylor, MCTC
Georgiena Vivian, VRPA

Project Staff:

Reyna Castellanos, VRPA

I. Welcome

Patricia Taylor, Executive Director, Madera County Transportation Commission (MCTC), welcomed everyone and thanked them for attending the second Stakeholder Advisory Committee (SAC) meeting. Ms. Taylor stressed the importance of SAC members involvement in the Active Transportation Plan planning process, and that input received will be incorporated into the ATP.

Patrick Gilster, Fehr & Peers, then provided a brief review of the meeting agenda. A list of those in attendance is provided above alphabetically by name and the meeting sign-in sheet is attached.

II. Project Overview To-Date

Mr. Gilster explained that existing conditions have been completed and the ATP Project Team has developed the Draft Bicycle and Pedestrian Network. In addition, the Project Team is currently working on the Complete Streets Policy Development for MCTC.

III. Outreach and Key Takeaways

Mr. Gilster explained that the Project Team participated in eight (8) outreach pop-up events throughout Madera County. During these pop-up events the Project Team was able to provide mapping, project fact sheets, and web based survey instrument information. The team received a number of responses/comments from pop-up event participants, which were documented and incorporated into the Draft Bicycle and Pedestrian Network.

To assist with the ATP planning process, an online stakeholder survey was created to address frequency and experience of active transportation for Madera County residents. The survey instrument consisted of both multiple choice and open-ended discussion questions and allowed participants to respond in English or Spanish. To assist with noticing of the online survey, the Project Team sent out several eblast which contained the online survey link. The online survey was also shared on MCTC and their partner agencies websites.

Mr. Gilster added that an interactive Web Map was also created and shared on the MCTC website. The Web Map allowed participants to identify improvements that they would like to see prioritized in Madera County.

IV. Why Update Now?

Mr. Gilster discussed why the previous Bicycle and Pedestrian Networks were being updated. Key points discussed included:

- ✓ Advances in bikeway design and innovative treatment
- ✓ Re-accessing the network based on different prioritization and equity
- ✓ Better implementation and grant-readiness
- ✓ Less focus on pedestrian improvements previously

An overview of bikeway planning was provided and identified the four types of bicyclist using the Bicycle Network, which included:

- ✓ **Strong and Fearless** - Those willing to ride just about anywhere, regardless of conditions (7% of population)
- ✓ **Enthused and Confident** - Those who prefer to use bicycle lanes and bicycle friendly streets (5% of population)
- ✓ **Interested but Concerned** – Those would who would like to ride more, but safety concerns cause them to be very selective in their riding (51% of population)
- ✓ **No way No How** - Those who don't ride because of an inability, fear for safety, or lack of interest (37% of population)

One metric to evaluate what types of bicycle facilities will attract bicycle rider is Level of Traffic Stress (LTS), a measurement tool that evaluates how stressful the roadway feels to the rider. LTS scores are categorized as the following:

- ✓ **LTS 1** – Most children can feel safe riding on these streets
- ✓ **LTS 2** – The mainstream “interested but concerned,” adult population will feel safe riding on these streets
- ✓ **LTS 3** – Streets that are acceptable to “enthused and confident” riders who still prefer having their own dedicated space
- ✓ **LTS 4** – High-stress streets with high speed limits, multiple travel lanes, limited or non-existent bikeways, and long intersection crossing distances

Mr. Gilster then provided a review of the Low Stress Bikeway Toolbox and the different types of design treatments, which included:

- ✓ Path/Trail (Class I)
- ✓ Buffered Bike Lanes (Class II)
- ✓ Bicycle Boulevards (Class III)
- ✓ Separated Bikeways (Class IV)
- ✓ Protected Intersections and Green Bikeways/Conflict Zones
- ✓ Implementation Strategies – Road Diets

V. Proposed Bicycle Network & Activity

Mr. Gilster then referenced the Proposed Bicycle Network maps that the project team had prepared and displayed during the meeting. SAC members were asked to gather around the mapping and provide comments to be incorporated into the Proposed Bicycle Network. MCTC staff also displayed the

interactive webmapping to further assist SAC members during this review process. The Proposed Bicycle Network mapping consisted of the following:

- ✓ Existing and Proposed Bike Facilities – City of Madera
- ✓ Existing and Proposed Bike Facilities – City of Chowchilla
- ✓ Existing and Proposed Bike Facilities – Madera County Foothills

VI. Pedestrian Network and Site Visits

The project team has also developed mapping for the Proposed Pedestrian Network and will be reviewing these materials during the upcoming meetings with each local jurisdiction.

Mr. Gilster then provided a brief review of what will occur during the Site Visits with the local jurisdictions. Key points included:

- ✓ Need local agency support of pedestrian projects
- ✓ Fehr & Peers will meet with each local agency
- ✓ Review of bicycle network
- ✓ Understanding of key pedestrian issues and focus areas
- ✓ Walking audit with local agency to key destinations
- ✓ More detailed project identification

VII. Project Prioritization & Activity

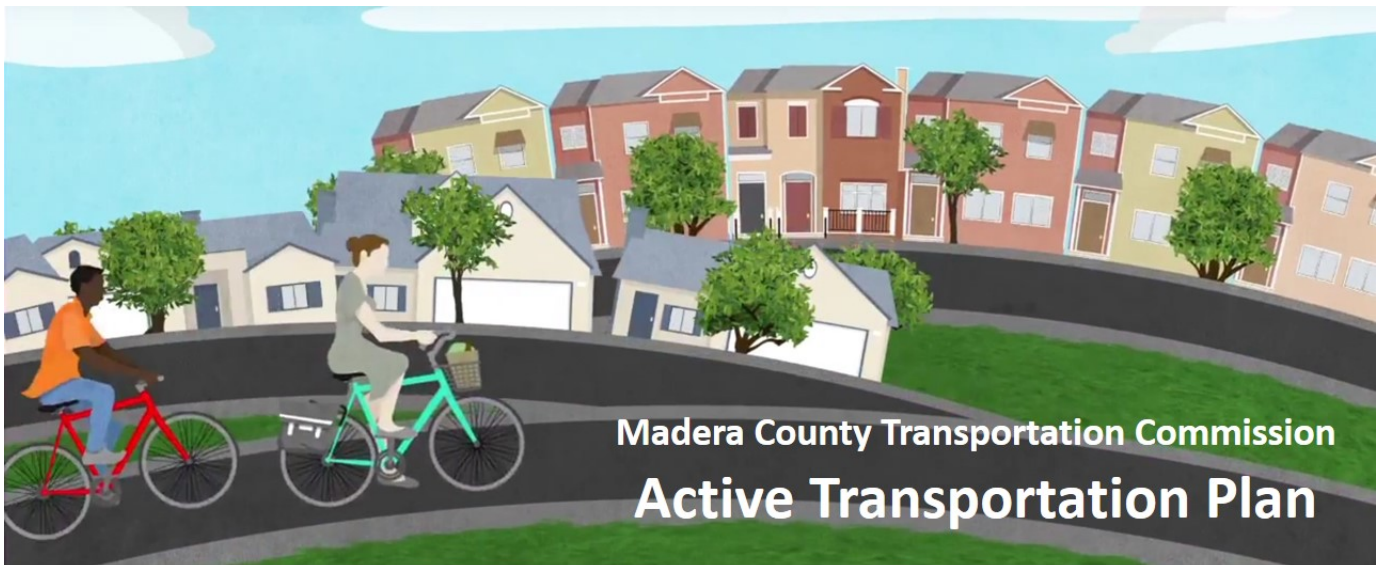
Mr. Gilster explained that the development of project prioritization will allow for a clear framework for how to allocate funding for each local jurisdiction. The Prioritized Backbone Network Infrastructure Project List from the City of Stockton's Bicycle Master Plan Update was provided to attendees as an example of Project Prioritization Criteria. The project team also distributed a handout during the meeting requesting that SAC members vote on their top five Prioritization Criteria.

Georgiena Vivian, VRPA Technologies, Inc. (VRPA), added that VRPA has prepared Draft Project Evaluation Criteria for the MCTC RTP/SCS and has provided this information to the Project Team to ensure that two criteria are consistent with each other.

VIII. Next Steps

Mr. Gilster explained that a Complete Streets Policy Workshop would be held in the afternoon from 1:00 PM to 5:00 PM. The workshop is designed to provide a history on Complete Streets, and review how Complete Streets policies are developed and implemented.

Fehr & Peers will also be participating in upcoming in-person meetings/site visits with each local jurisdiction. Information received during the SAC workshop and the in-person meetings will be used to assist in finalizing the Draft Regional Bicycle and Pedestrian Networks, and development of the Project Prioritization Criteria.



Save the Date

Complete Streets Workshop & Training

We will review best practice Complete Street strategies and policy language to create a Complete Streets Policy for the Madera region.

Tuesday, August 15, 2017

1:00 p.m. to 5:00 pm

Madera County Transportation Commission

Conference Room

Second Floor – Citizens Business Bank Building

2001 Howard Road, Suite 201

Madera, CA 93637

RSVP no later than August 11, 2017 to Dena Graham via email at dgraham@vrpatechnologies.com or phone at (707) 263-1735.

Please feel free to pass this email and flyer along to other City/County staff, elected officials, or other interested stakeholders.



MADERA

COMPLETE STREETS

Learning Objectives

1

Define Complete Streets

2

Understand history of Complete Streets

3

Assess elements of a well written Complete Streets policy

4

Develop appropriate evaluation metrics for Complete Streets

5

Review draft Complete Streets policy for Madera County

Day 1 Agenda

- ▶ Introduction
- ▶ What are Complete Streets ?
- ▶ Why are Complete Streets important?
- ▶ How to put Complete Streets on the books
- ▶ How to evaluate Complete Streets
- ▶ How to move Complete Streets from policy to practice
- ▶ How to put Complete Streets on the ground



INTRODUCTIONS

WHAT ARE COMPLETE STREETS? UNIT 1

WHAT ARE COMPLETE STREETS?

- ▶ Defining Complete Streets
- ▶ History of Complete Streets
- ▶ California's Complete Streets Policies
- ▶ Typical Local Policies
- ▶ Madera Region Policies

Gateway St

Gateway St

COUNTY OFFICES
↑ DMV

CITY HALL
COUNTY GOVERNMENT CENTER
→



What are Complete Streets?



Metro

What are Complete Streets?



Metro

What are Complete Streets?



What are Complete Streets?



What are Complete Streets?



Metro

What are Complete Streets?



Metro

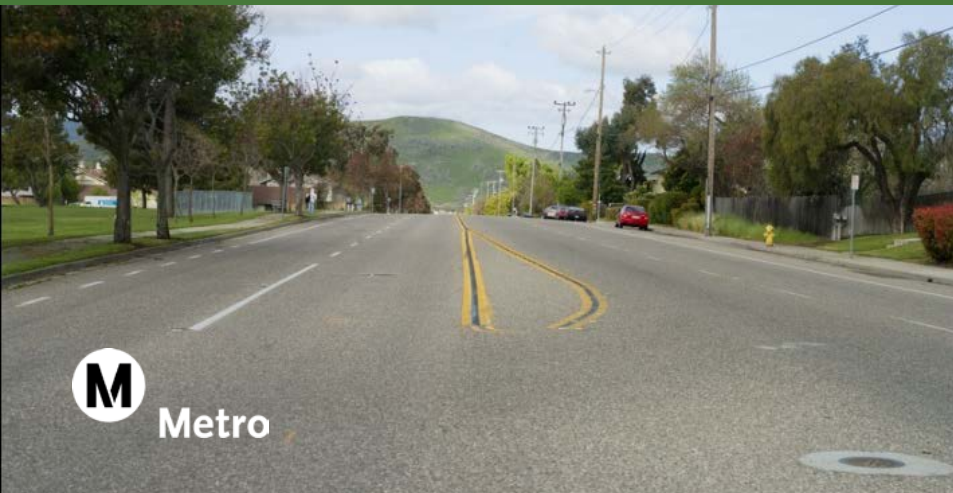
Source: Tamara Leigh Photography



SR 227 in San Luis Obispo **Before**
Source: Caltrans



SR 227 in San Luis Obispo **After**
Source: Caltrans



What are Complete Streets?



A photograph of a man in a green jacket looking at a smartphone on a city street. He is holding a coffee cup in his other hand. The background is a blurred city street with cars and buildings. A large green diagonal graphic is on the right side of the image.

DEFINING COMPLETE STREETS

Defining Complete Streets

“Complete Streets are streets for everyone. They are designed and operated to enable safe access for all users. Pedestrians, bicyclists, motorists, and public transportation users of all ages and abilities are able to safely move along and across a complete street. Complete Streets make it easy to cross the street, walk to shops, and bicycle to work. They allow buses to run on time and make it safe for people to walk to and from train stations.”



Defining Complete Streets

“A transportation facility that is planned, designed, operated, and maintained to provide safe mobility for all users, including bicyclists, pedestrians, transit vehicles, truckers, and motorists, appropriate to the function and context of the facility. Complete street concepts apply to rural, suburban, and urban areas.”

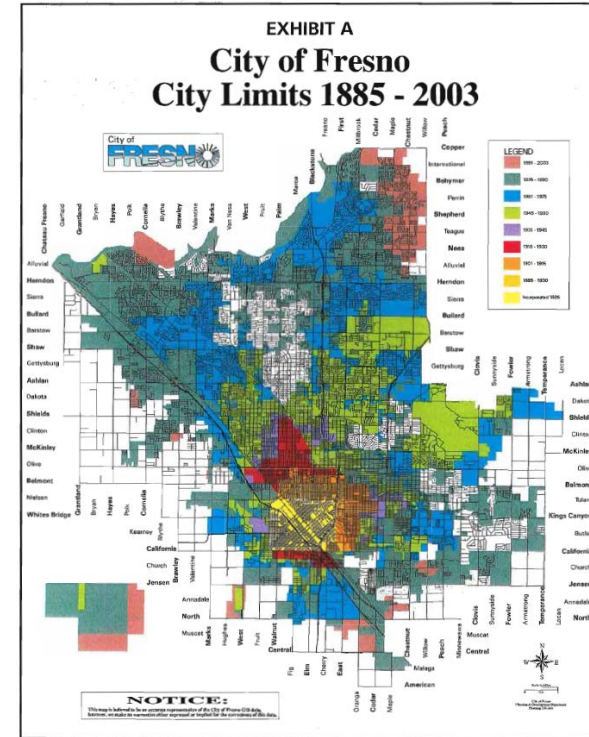


A photograph of a street scene. In the foreground, a dark-colored car is blurred, moving from left to right across the frame. In the background, there is a large, multi-story historic building with a prominent red-tiled gable roof and a small cross on top. The building has light-colored siding and several windows. To the right of the main building, there is a row of smaller, similar-style buildings. The sky is clear and blue. A large green triangular graphic element is on the right side of the image. The text 'HISTORY OF COMPLETE STREETS' is overlaid in white serif font on the left side of the image.

HISTORY OF COMPLETE STREETS

History of Complete Streets

- ▶ Post-WWII growth – beginning of American motor vehicle dependence
- ▶ US Population
 - 1946 – 141 million
 - 2010 – 309 million
- ▶ Growth occurred in a motor vehicle-dependent way



History of Complete Streets



- ▶ National Interstate and Defense Highways Act (1956)
- ▶ Motor vehicle Level of Service (LOS) significantly influences design process
- ▶ Minimal accommodations for:
 - ▶ Pedestrians
 - ▶ Bicyclists
 - ▶ Transit users

History of Complete Streets

- ▶ Early legislation
 - ▶ 1962 – MPOs established to ensure that projects are based on a continuing, cooperative, and comprehensive (3-C) planning process
 - ▶ 1971 – Oregon “bike bill”
 - ▶ 1972 – California AB 69 creates the Bicycle Program
 - ▶ 1984 – Florida State Statute 335.065



History of Complete Streets



Source: ACLU



Source: FHWA

- ▶ Federal legislation
 - ▶ 1990 – Americans with Disabilities Act includes requirements to insure ROW was accessible to pedestrians and PWDs
 - ▶ 1991 – ISTEA provides dedicated funding for multimodal infrastructure
 - ▶ 2005 – SAFETEA-LU, added additional programs that could fund bike/ped projects but National Complete Streets Coalition unsuccessfully lobbies for a Complete Streets policy
 - ▶ 2012 – MAP-21, some nods towards Complete Streets, but no policy



CALIFORNIA'S COMPLETE STREETS POLICIES

California's Complete Streets Policies

AB 1358 – the Complete Streets Act (2008)

- ▶ Guidance issued by the Office of Planning and Research
- ▶ Requires cities and counties to include Complete Streets policies as part of their General Plans
- ▶ As of January 2011, any substantive revision of the circulation element in the general plan of a California local government must include Complete Streets provisions



California's Complete Streets Policies

Other Related California Policies

- ▶ California Environmental Quality Act (CEQA)
- ▶ AB 32 – Global Warming Solutions Act (2006)
- ▶ SB 375 – Sustainable Communities and Climate Protection Act (2008)
- ▶ SB 226 – CEQA Streamlining for Infill Projects (2011)
- ▶ SB 99 – created the Active Transportation Program (ATP) (2013)
- ▶ SB 743 - LOS generally shall not be used as a significance threshold under CEQA

California's Complete Streets Policies

California Environmental Quality Act (CEQA)

- ▶ Hasn't always directly encouraged Complete Streets
- ▶ Past guidelines: single focus on motor vehicle congestion and vehicle level of service
- ▶ SB 743 addressing CEQA reform

California's Complete Streets Policies

AB 32 – Global Warming Solutions Act (2006)

- ▶ Regulations to reduce greenhouse gas emissions to 1990 levels by 2020

SB 375 – Sustainable Communities and Climate Protection Act (2008)

- ▶ Clarifies how AB 32 relates to land use and transportation
- ▶ Goal: reduce GHG and Vehicle Miles of Travel by reducing need for motor vehicle travel

California's Complete Streets Policies

SB 226 – CEQA Streamlining for Infill Projects (2011)

- ▶ Recognizes benefits of:
 - ▶ Projects in walkable/bikeable neighborhoods
 - ▶ Projects in areas with high-quality transit access



California's Complete Streets Policies

SB 99 – created the Active Transportation Program (ATP) (2013)

- ▶ Consolidated federal and state programs into one funding source:
 - ▶ Transportation Alternatives Program
 - ▶ Bicycle Transportation Account
 - ▶ Safe Routes to School



California's Complete Streets Policies

SB 743 - LOS generally shall not be used as a significance threshold under CEQA (2013)

- ▶ Office of Planning and Research (OPR) developing revisions to guidelines
- ▶ Likely to rely on Vehicle Miles of Travel (VMT)





TYPICAL LOCAL POLICIES

Local Policy

- ▶ Avoid vague, noncommittal statements
- ▶ Use clear and direct language
- ▶ Specify users and actions
- ▶ Build on existing work
- ▶ Leave no room for circumventing requirements

Local Policy

National Guidance on Local Policy Development

Complete Streets Local Policy Workbook

- ▶ Developed by Smart Growth America and National Complete Streets Coalition
- ▶ Complete Streets means more than the physical changes to a community's streets, it also means changing transportation planning, design, maintenance, and funding decisions
- ▶ Workbook describes the different ways to achieve Complete Streets, through policies, plans, executive orders, and more
- ▶ Offers a guide based on existing examples from around the country

Ten elements of comprehensive Complete Streets policies

- 1) Includes a vision for how and why the community wants to complete its streets
- 2) Specifies that “all users” includes pedestrians, bicyclists and transit passengers of all ages and abilities, as well as trucks, buses and motor vehicles
- 3) Applies to both new and retrofit projects, including design, planning, maintenance, and operations, for the entire right of way
- 4) Makes any exceptions specific and sets a clear procedure that requires high-level approval of exceptions
- 5) Encourages street connectivity and aims to create a comprehensive, integrated, connected network for all modes

Ten elements of comprehensive Complete Streets policies

- 6) Is adoptable by all agencies to cover all roads
- 7) Directs the use of the latest and best design criteria and guidelines while recognizing the need for flexibility in balancing user needs
- 8) Directs that Complete Streets solutions will complement the context of the community
- 9) Establishes performance standards with measurable outcomes
- 10) Includes specific next steps for implementation of the policy

Local Policy Example

Bicycle Master Plan Appendix B: Complete Streets Resolution (2008)

- ▶ “The Town of San Anselmo Department of Public Works shall consider the installation of Complete Streets transportation elements in each capital project and development project in the Town of San Anselmo and to implement the installation of those improvements with the framework of its Code, General Plan and Bicycle Master Plan, as feasible physically and financially.”
- ▶ Example of a weak policy (San Anselmo, CA)

Local Policy Example

The City of Hermosa Beach will improve livability and sustainability by adopting a 'living streets' policy that promotes the health and mobility of all Hermosa Beach citizens and visitors by providing high quality pedestrian, bicycling, and transit access to destinations throughout the City.

The City of Hermosa Beach will design its streets and transportation network for people, with beauty and amenities. The City will provide for the needs of drivers, transit users, bicyclists, and pedestrians, as well as users of all ages, abilities and backgrounds in all aspects of transportation related projects.

Local Policy Example

Living streets in the City of Hermosa Beach will be inviting places – with engaging architecture, street furniture, landscaping, and public art – that foster healthy economic development.

The City's living streets policy will integrate sustainable management and conservation principles addressing water, energy, materials, waste, plant life and other resources.

Local Policy Example

- ▶ City of Hermosa Beach Living Streets Policy (2013)
 - ▶ Clear and direct language
 - ▶ Includes all users and all modes
 - ▶ Affects new construction and maintenance
 - ▶ Clearly and narrowly defined exceptions
 - ▶ Considers local context
- ▶ Provides guidance for implementation
- ▶ Example of a strong policy





MADERA COUNTY'S COMPLETE STREETS POLICIES

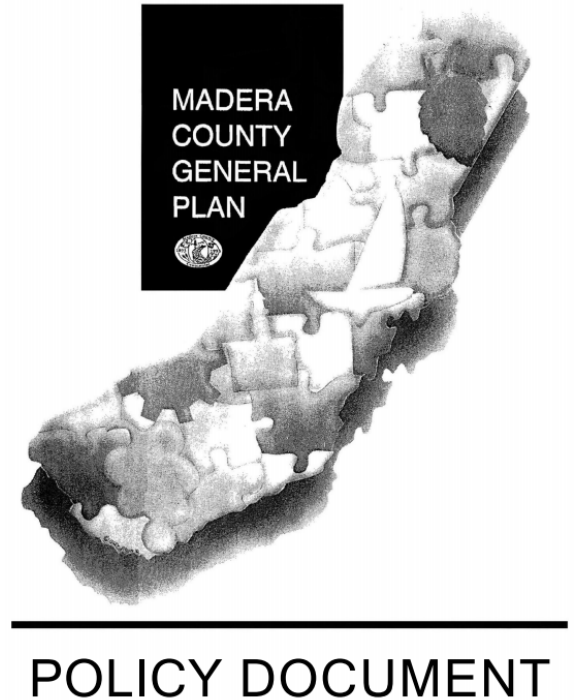
Major Policy Documents

Includes Complete Streets element:

- ▶ City of Madera

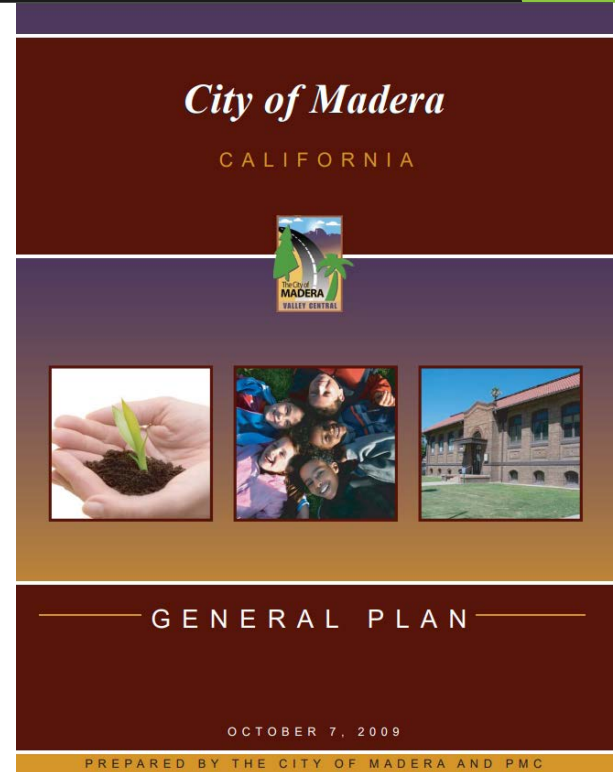
Missing Complete Streets element:

- ▶ County of Madera
- ▶ City of Chowchilla



City of Madera General Plan

- ▶ Adopted in 2009
- ▶ Established a vision for multimodal design in the City of Madera
- ▶ Defines and establishes Complete Streets policy



City of Madera General Plan

CIRCULATION AND INFRASTRUCTURE ELEMENT

CHAPTER 4

Policy CI-31 ▶

The City's roadway cross-sections shall incorporate "complete streets" concepts and be designed to safely accommodate vehicles, cyclists, pedestrians, diverse and disabled users, and transit. "Complete streets" are defined as streets that are designed for a variety of users rather than having a focus on the automobile.



A "complete street" accommodates pedestrians (on the sidewalk), bicyclists (in an onstreet designated lane) and motorists.

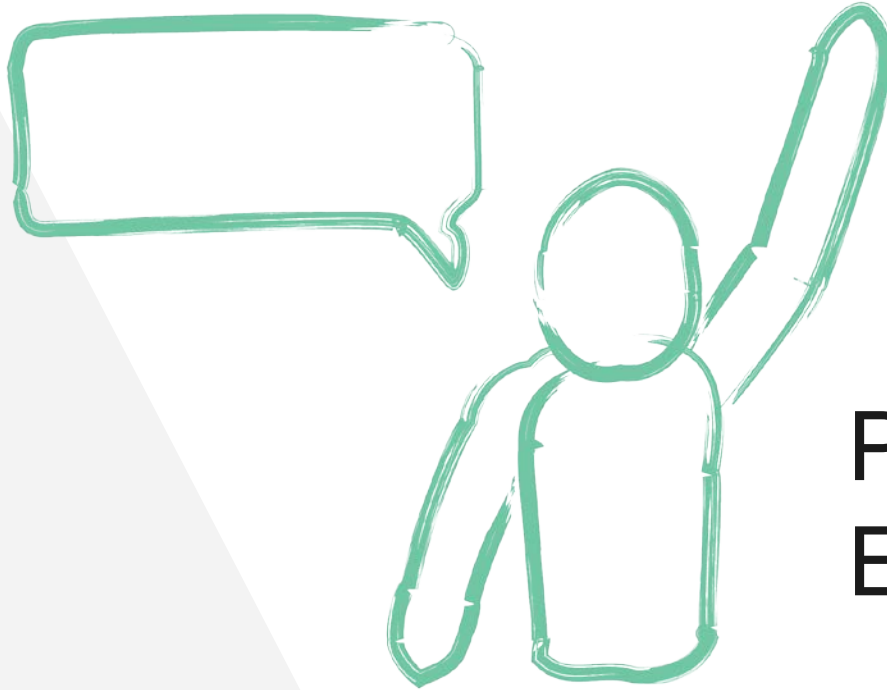
Action Item CI-31.1

Develop "Complete Street" standards for new arterial, collector, and local street construction. "Complete street" standards should include options for narrower travel way widths (on existing streets only, where needed to fit all uses into the existing right of way) and curb return radii, bike lanes, landscape strips, sidewalks that complement adjacent land uses, bus turnouts, and similar features. *Note: Proposed narrower travel way widths may not apply to State Highways.*

Policy CI-32 ▶

To maintain walkability and pedestrian safety, the City shall consider roadway width and roadway design features such as islands, pedestrian refuges, count down timers, and other such mechanisms. This policy applies to new roadway construction and existing roadways where pedestrian hazards may occur due to roadway design or width.

Small Group Activity!



Policy
Evaluation

WHY ARE COMPLETE STREETS IMPORTANT? UNIT 2

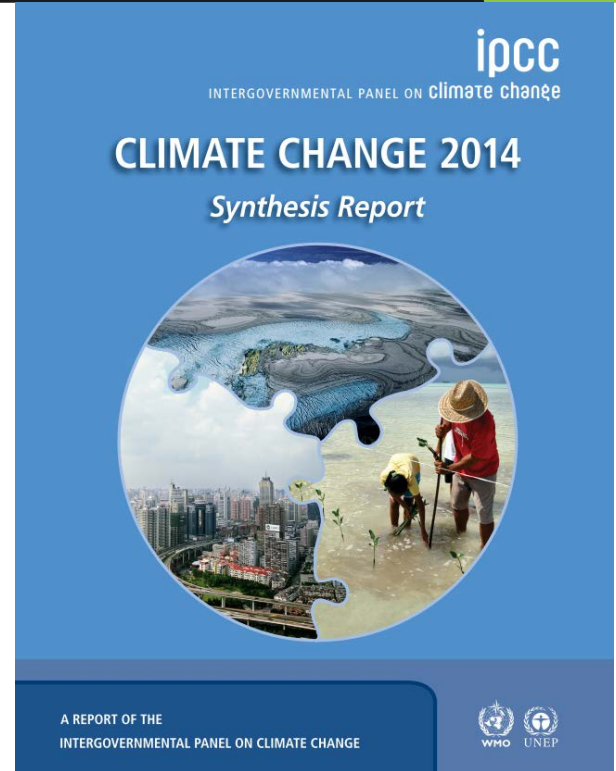


Why are Complete Streets Important?

- ▶ Climate Change & Sustainability
- ▶ Safety & Public Health
- ▶ Shifting Demographics & Changing Lifestyle
Preferences of Constituency
- ▶ Funding Opportunities & Fiscal Responsibility
- ▶ Travel Demand & Future Trends

Climate Change

- ▶ The 5th report from the Intergovernmental Panel on Climate Change (2014)
- ▶ Climate Change (CC) requires adaptation and mitigation
- ▶ Planners and government officials will control carbon emissions through cap-and-trade, regulation, taxation



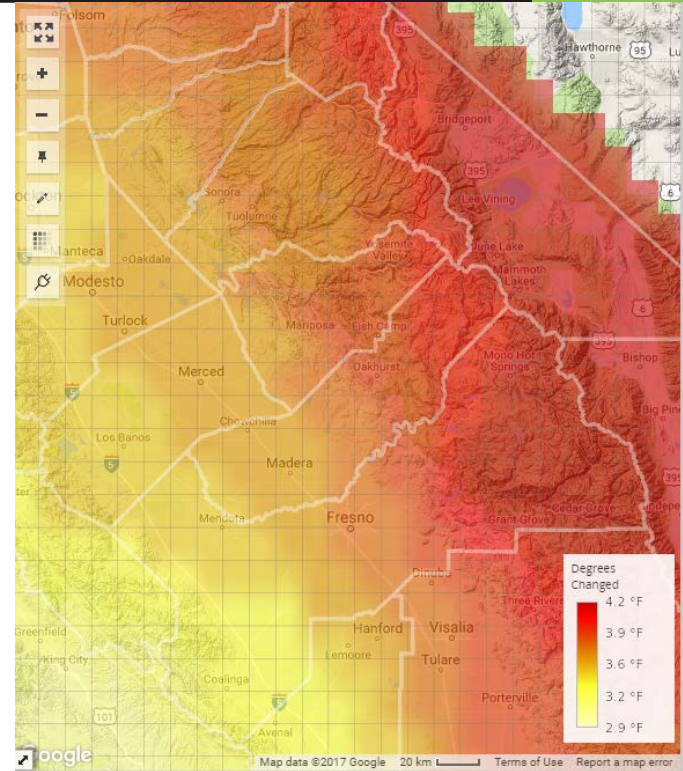
Climate Change

- ▶ “IPCC is now 95% certain that humans are the main cause of current global warming” – IPCC, 2014
- ▶ Temperature rise:
 - ▶ 2030 temperature rise – 5°
 - ▶ 2100 temperature rise – 10°
- ▶ Sea level rise:
 - ▶ 6.7” by 2030
 - ▶ 14.3” by 2050
 - ▶ 41.1” by 2100



Climate Change

Climate Change:
Projected difference in
average temperature by
the end of the century
(2070-2099)



Sustainability

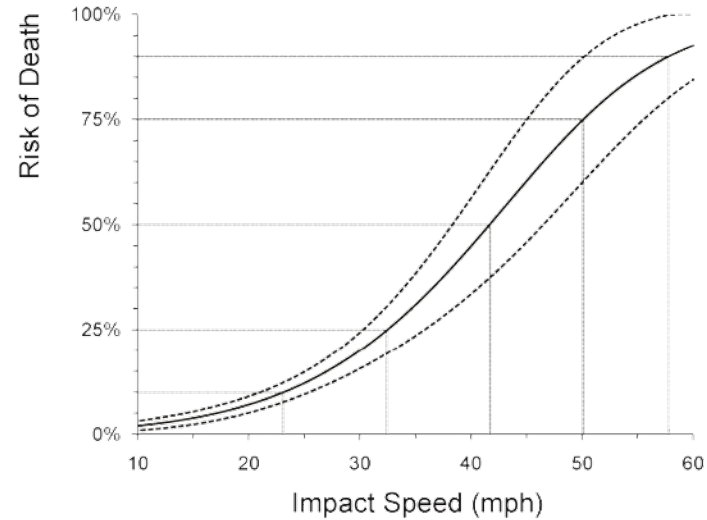
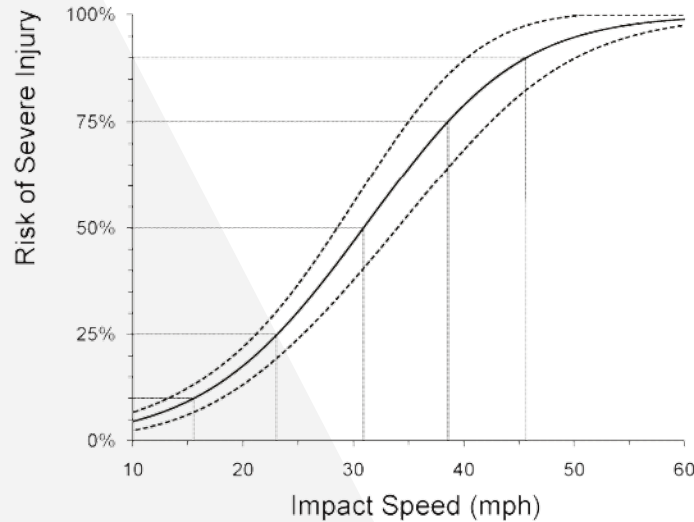
- ▶ Resource use, ecosystem-wide effects, implications for future generations
- ▶ Resilience is central to the sustainability discussion
- ▶ Focus on creating multi-benefit projects, layering on environmental improvements with transportation projects





SAFETY & PUBLIC HEALTH

Automobile Speed Relation to Injury Severity



Safety

- ▶ Urban design and walkability
- ▶ Infrastructure improvements for bicycling
- ▶ Education and programs
- ▶ California Strategic Highway Safety Plan (SHSP)



Vision Zero

- ▶ Increasing number of cities have made the commitment to eliminate all traffic deaths within a certain time frame
- ▶ Many have focused first on protecting the most vulnerable road users, such as children, older adults, and people walking and bicycling



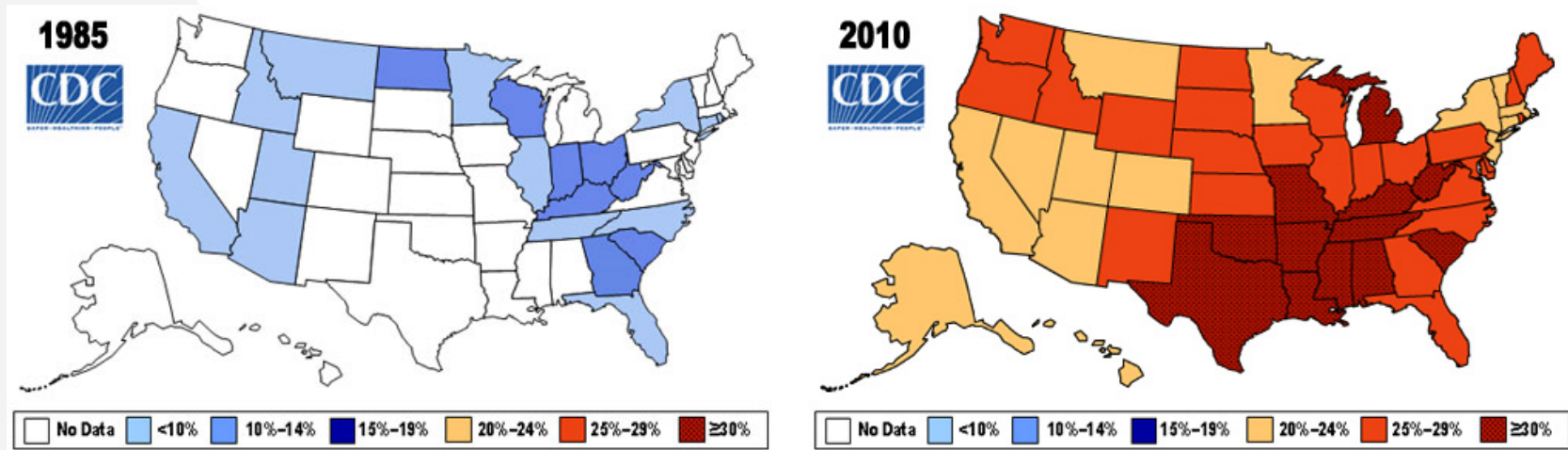


Crime Prevention Through Environmental Design (CPTED)

- ▶ City of Los Angeles has undertaken a creative new initiative called "Design Out Crime," injecting into City government the techniques of CPTED
- ▶ Program involves simple, preventive steps that developers, architects, and individuals can take to reduce crime in their homes, businesses, and neighborhoods

Public Health

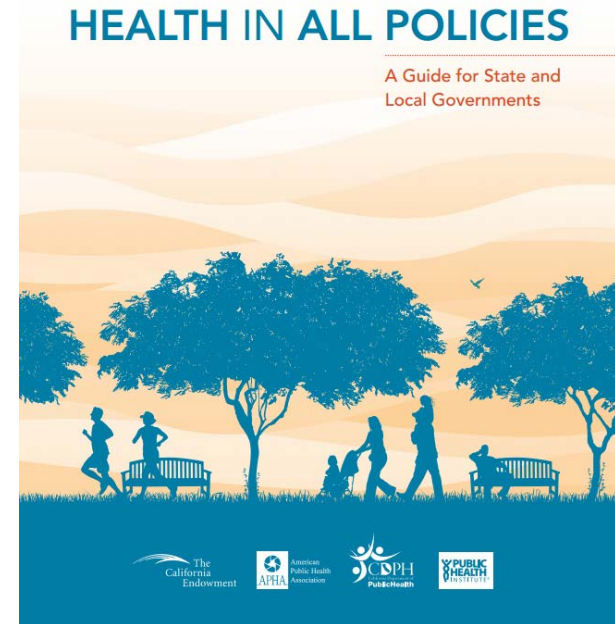
Increasing rates of obesity result in increasing healthcare costs



Public Health

Health in all Policies

- ▶ Collaborative approach to improving the health of all people by incorporating health considerations into decision-making across sectors and policy areas
- ▶ Complete Streets are listed as an example of a “low-hanging fruit” policy, essential for building morale and developing trust to encourage future investment



Mental Health

- ▶ Active transportation has been shown to improve mental health (especially in men and children)
- ▶ Complete Streets increase the sense of social connectivity & sense of community belonging

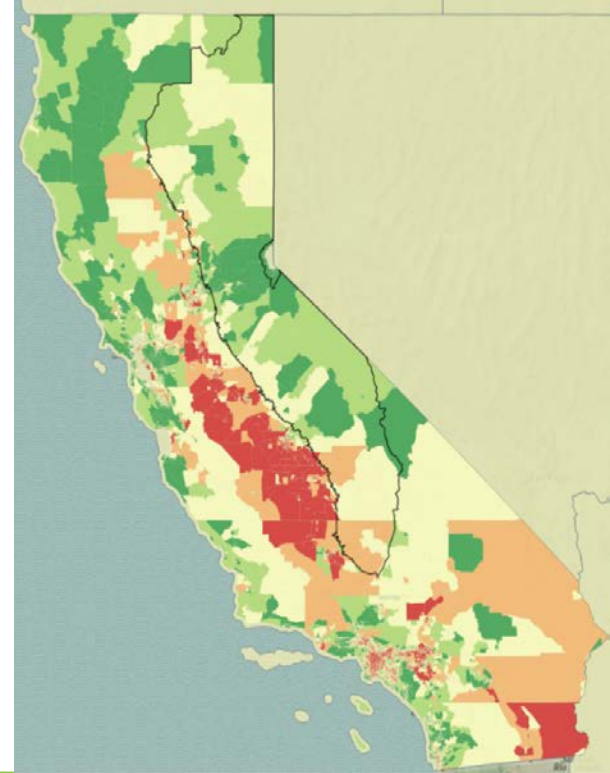
Equity

- ▶ “Incomplete” streets are particularly dangerous for people of color, older adults, children, and those living in low-income communities
- ▶ Populations suffer disproportionately from poor street design in increased likelihood of illness, injury, and death

Public Health

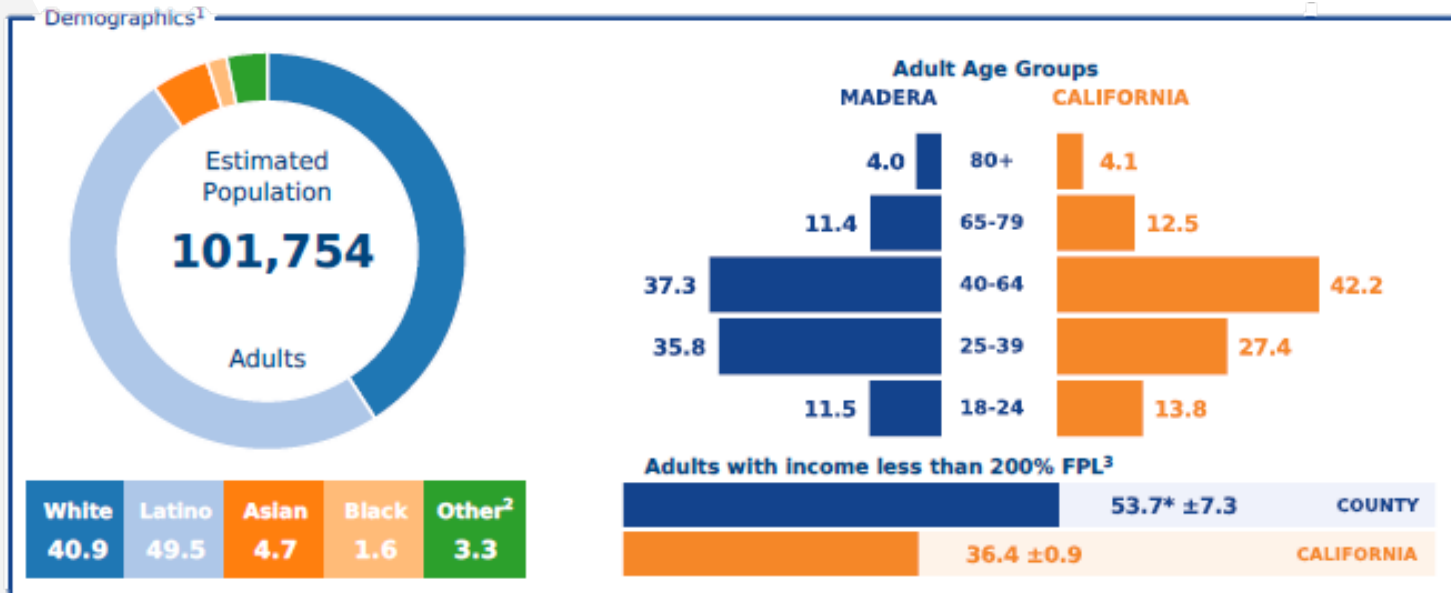
Disadvantaged Communities

- ▶ Senate Bill (SB) 535 (2012) states that a ¼ of the proceeds from the Greenhouse Gas Reduction Fund must also go to projects that benefit disadvantaged communities
- ▶ Investments are aimed at improving public health, quality of life, and economic opportunity in California's most burdened communities



Health Factors

MADERA COUNTY



Health Outcomes

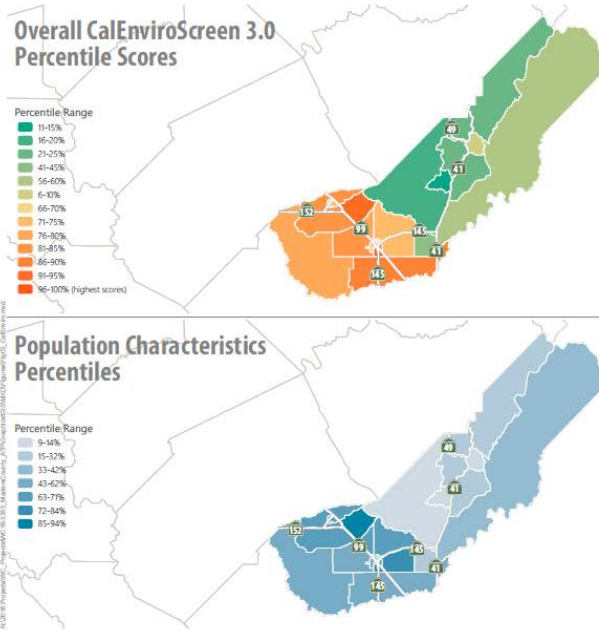
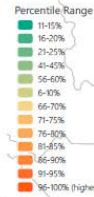
HEALTH OUTCOMES	MADERA % (95% CI)	CALIFORNIA % (95% CI)
Fair or poor health (age-adjusted) ¹⁰	23.4 (18.0 - 28.8)	20.1 (19.3 - 20.9)
Ever diagnosed with diabetes ¹¹	12.1 (7.3 - 16.9)	8.8 (8.2 - 9.4)
Ever diagnosed with high blood pressure	29.6 (22.4 - 36.7)	28.1 (27.2 - 28.9)
Current asthma ¹³	10.9 (7.2 - 14.7)	7.9 (7.4 - 8.5)
Serious psychological stress in the past year ¹⁴	9.6 (5.5 - 13.6)	8.0 (7.4 - 8.6)
Obese ¹²	34.0* (26.2 - 41.7)	25.9 (24.9 - 26.8)
OTHER FACTORS	%	%
Limited English proficiency ¹⁵	32.4 (26.8 - 38.0)	27.1 (26.5 - 27.7)
Food insecure ¹⁶	20.3 (14.2 - 26.4)	15.0 (14.3 - 15.8)

* Statistically significant difference between location and state at $p < 0.05$.

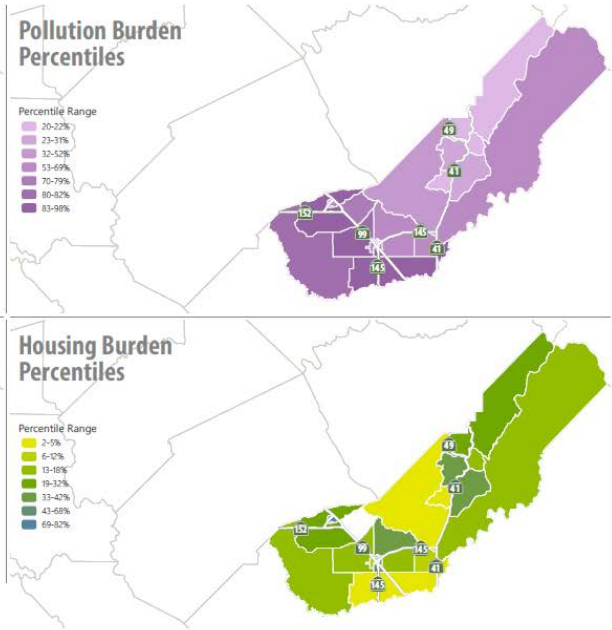
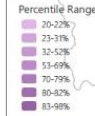
^ Estimate should be interpreted with caution because it is either unstable (coefficient of variation $\geq 40\%$) or it has a wide confidence interval ($> 20\%$).

Endnotes and additional information can be found in the online appendix at: <http://bit.ly/AppendixHPAdults>

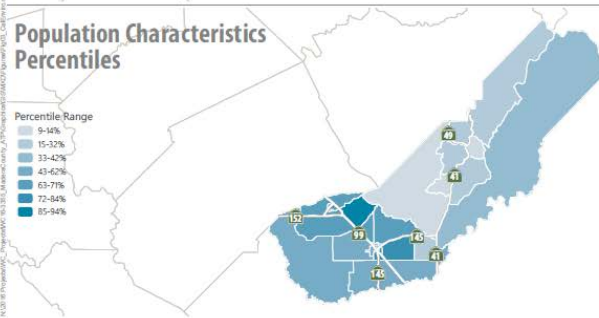
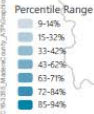
Overall CalEnviroScreen 3.0 Percentile Scores



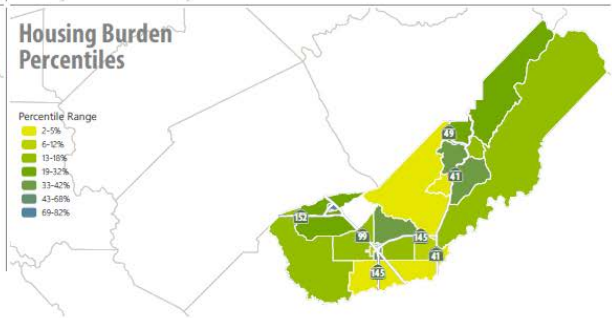
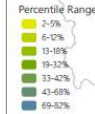
Pollution Burden Percentiles



Population Characteristics Percentiles



Housing Burden Percentiles





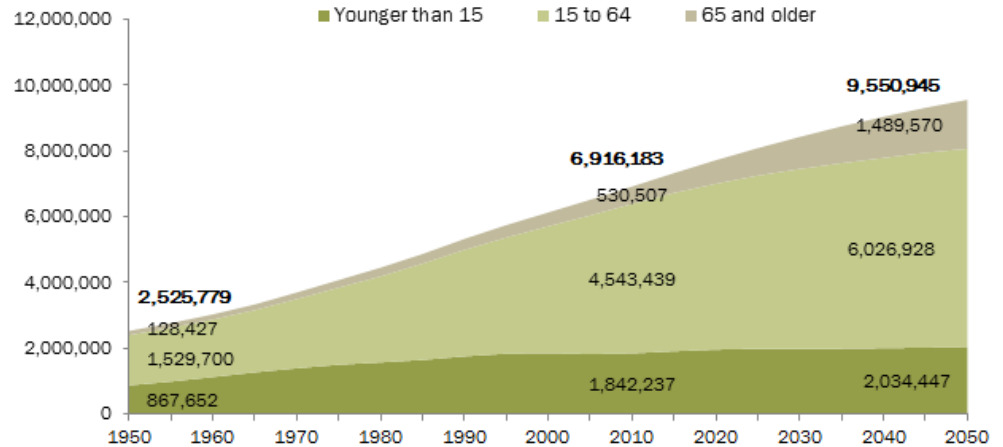
SHIFTING
DEMOGRAPHICS &
CHANGING LIFESTYLE
PREFERENCES OF
CONSTITUENCY

Shifting Demographics

- ▶ Aging of long-term residents
 - ▶ By 2030:
 - ▶ More than 8.9 million Californians will be 65 and older (11 percent in 1998 versus 17 percent in 2030)
 - ▶ One in three Californians will be over 50
- ▶ Immigration from developing countries

Estimates of the Global Population, by Age, 1950 to 2050

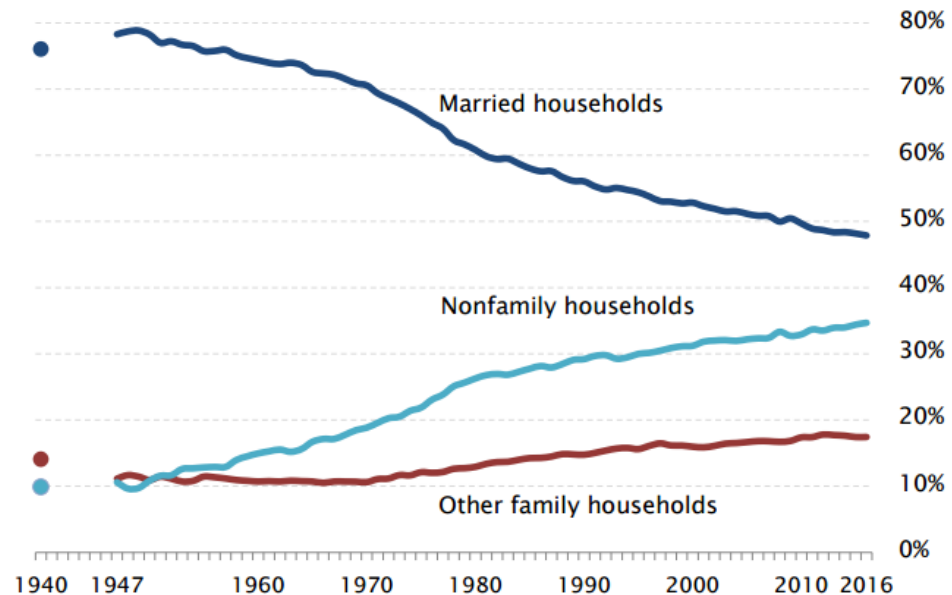
Thousands



Changing Lifestyle Preferences of Constituency

- ▶ Household types
 - Decline in married households
 - Increase in nonfamily households
- ▶ Location choices
 - Influenced by household type

Percent of households by type



A photograph of a road with a cyclist and cars, overlaid with a green graphic on the right side. The cyclist is in the foreground, wearing a blue helmet and a red backpack. The road has green painted arrows and a white crosswalk. There are cars in the background, including a silver SUV and a black car. The sky is overcast. The green graphic on the right is a semi-transparent overlay with a white diagonal line.

FUNDING OPPORTUNITIES & FISCAL RESPONSIBILITY

Funding Opportunities

- ▶ Make transportation projects more popular
- ▶ Support for reducing congestion
- ▶ Support for increasing funding for walking and biking



Funding Opportunities

Leverage county, state,
federal funds

- ▶ Caltrans' Active
Transportation Program
- ▶ TIGER Grants
- ▶ Measure M

Job creation and cost
benefit analysis



Fiscal Responsibility

- ▶ Implementing facilities for all modes at once helps to avoid costly retrofits, emergency response expenses, and increased health care costs
- ▶ A community can budget by reprioritizing projects and allocating funds to projects that improve overall mobility
 - ▶ Often at little to no additional funding
 - ▶ Many “complete street” elements are low cost, high impact, and fast to implement
- ▶ Money saved in the long-term due to prevented injuries/fatalities, and increased economic and social benefits



A photograph of three women riding bicycles on a paved path through a dense forest of tall evergreen trees. The woman in the foreground is wearing a yellow tank top and shorts, smiling and looking upwards. The woman in the middle is wearing a blue patterned jacket and sunglasses. The woman in the background is wearing a white tank top with an American flag design and sunglasses. A large, bright green triangular graphic is on the right side of the image. The text 'FUTURE TRENDS' is overlaid in white, bold, sans-serif font.

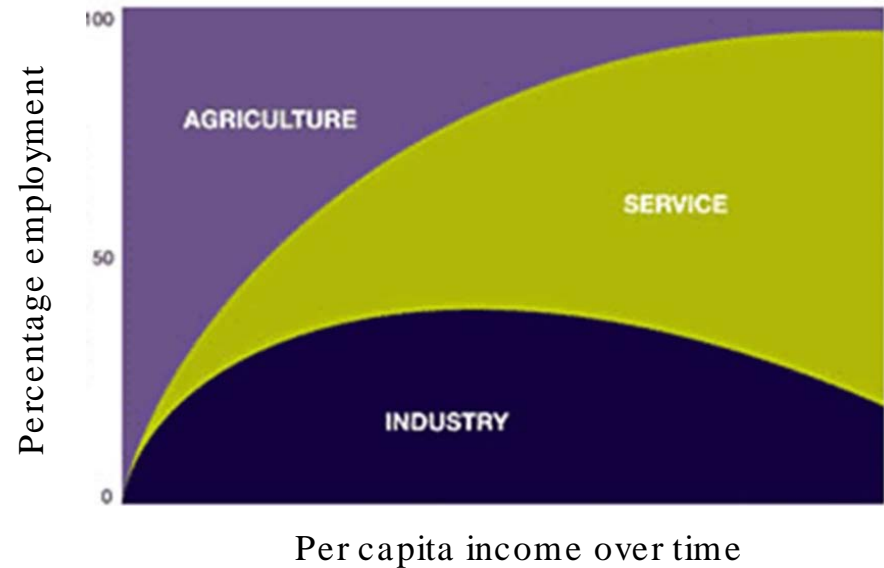
FUTURE TRENDS

Future Trends

Technological Advances

- ▶ Replacement of industrial sectors with service and specialty industries that thrive on face-to-face contact
- ▶ Advances in telecommunications and transportation

Growth in the Service Economy



Future Trends

Transportation Network Companies (TNCs)

- ▶ Rideshare companies that connect users and drivers through smartphones and a peer-to-peer network using demand-responsive and on-demand platforms
- ▶ As this “mode” becomes more prevalent, considerations for pick-up/drop-off and waiting areas in the design of transportation infrastructure will be necessary



Future Trends

Vehicle Automation

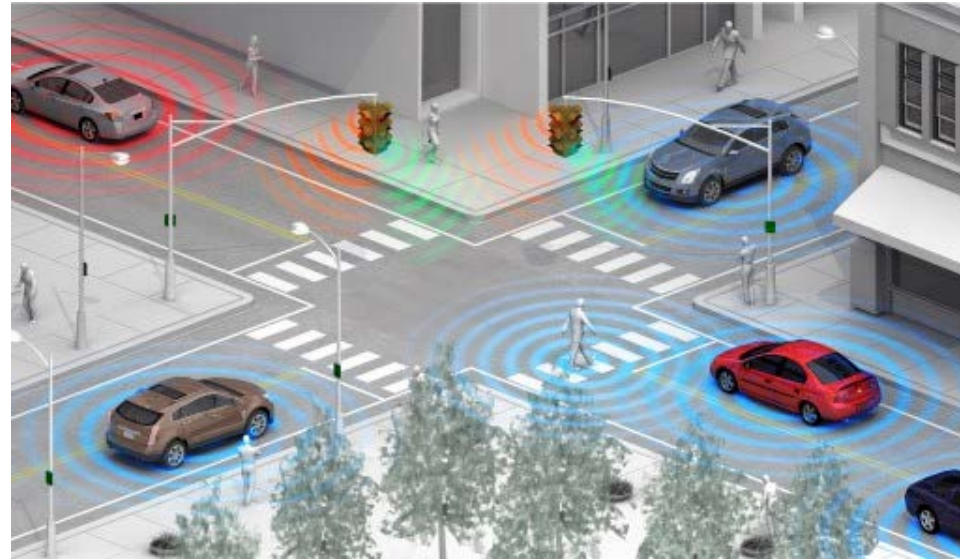
- ▶ Policy and recommendations on the testing, licensing, and regulation of "self-driving" vehicles has begun
- ▶ California has enacted legislation that expressly permits operation of self-driving vehicles under certain conditions
- ▶ National Highway Traffic Safety Administration (NHTSA) has defined the five levels of automation
- ▶ Full automation (level 4) aims to result in improved safety and mobility, and reduced congestion, travel time, and parking requirements



Future Trends

Intelligent Transportation Systems/ Transportation Communication

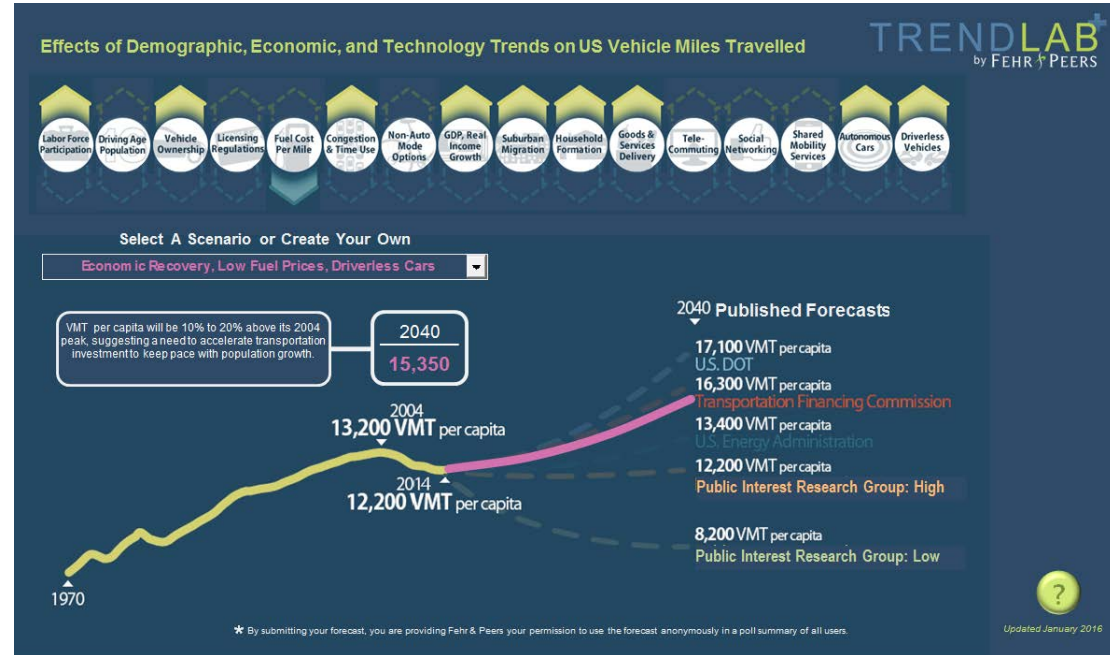
- ▶ FHWA has issued new guidelines to help state/local agencies prepare for technology that will enable connected vehicles
- ▶ Vehicle-to-infrastructure strategies should start being considered in long-range transportation plans
- ▶ Cooperation needed to integrate statewide and regional ITS architectures



Future Trends

Forecasting vs. Reality

- ▶ Can look at trends to predict future travel behavior
- ▶ However, there are many variables and we can not predict how things will change into the future
- ▶ Forecasting should inform our decisions, but not dictate them





HOW TO PUT COMPLETE STREETS ON THE BOOKS UNIT 3

How to Put Complete Streets on the Books

- ▶ Goal Setting and Visioning for a City
- ▶ Integrating Complete Streets into Local Planning Processes
- ▶ Place Types, Street Typologies, and Layered Networks
- ▶ How to Handle Caltrans Facilities



GOAL-SETTING AND VISIONING FOR A CITY

Goal-Setting and Visioning for a City

Policy Hierarchy

Vision

A desired end-state



Goals

Detailed outcomes of the Vision



Objectives

“How” and “what” of goals



Performance Measures

Goal-Setting and Visioning for a City

A Note on Performance Measures

- ▶ *Outcomes* are things you influence
 - ▶ Bicycle mode share
 - ▶ Pedestrian mode share
 - ▶ Number of bicyclist- or pedestrian-involved traffic fatalities
- ▶ *Outputs* are things you control
 - ▶ Miles of protected bike lanes
 - ▶ Miles of sidewalks
 - ▶ Number of pedestrian crossings of arterial roadways
 - ▶ Number of projects at locations with an above-expected crash rate

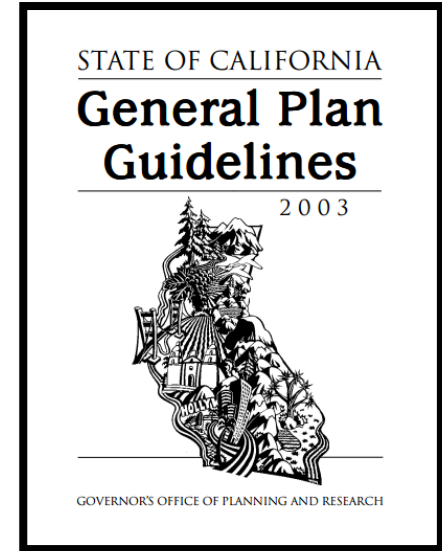


INTEGRATING COMPLETE STREETS INTO LOCAL PLANNING PROCESSES

Integrating Complete Streets

General Plan

- ▶ Each California City and County must prepare a comprehensive, long-term general plan to guide its future
- ▶ Contains seven elements:
 1. Land use
 2. Circulation
 3. Housing
 4. Conservation
 5. Open space
 6. Noise
 7. Safety
- ▶ AB 1358 (the Complete Streets Act) requires that complete streets be included in the circulation element
- ▶ General Plans often incorporate bicycle/pedestrian plans (or adopt by reference)



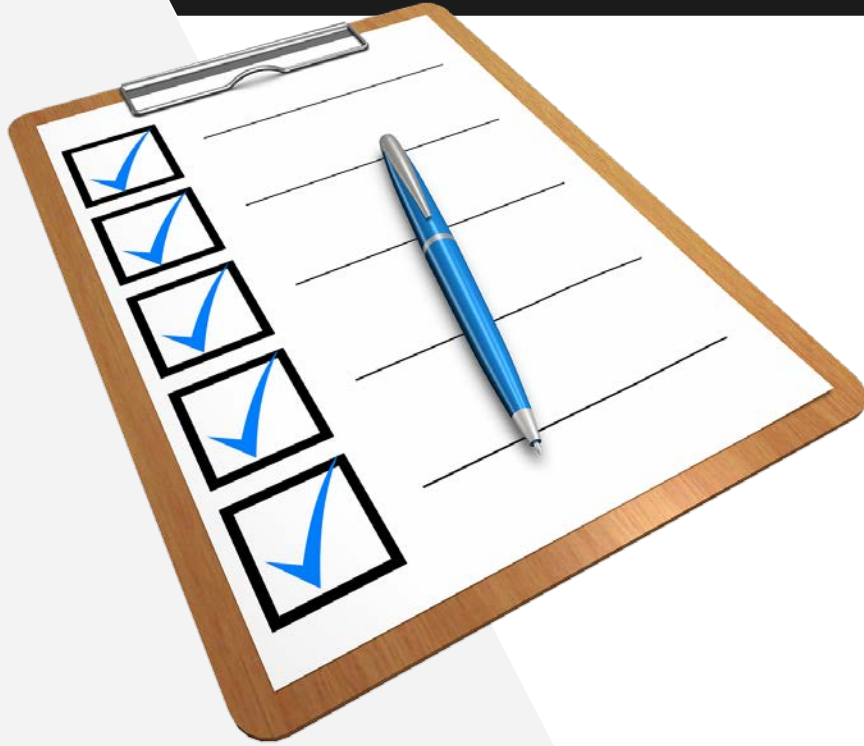
Integrating Complete Streets

Entitlement Process

- ▶ The legal method of obtaining the necessary approvals for the right to develop property for a desired use
- ▶ May include:
 - ▶ Traffic Impact Studies
 - ▶ Impact Fees
 - ▶ Mitigation Fees
 - ▶ In-lieu Mitigation Programs



Integrating Complete Streets



Development Review Checklists

- ▶ Consistency with modal plans
- ▶ Consistency with design standards
- ▶ Procedural Considerations
- ▶ Number of review points
- ▶ Stages of design process
- ▶ Departments involved
- ▶ Advocates involved
- ▶ Exception process

Integrating Complete Streets

Regional Transportation Plans (RTPs)

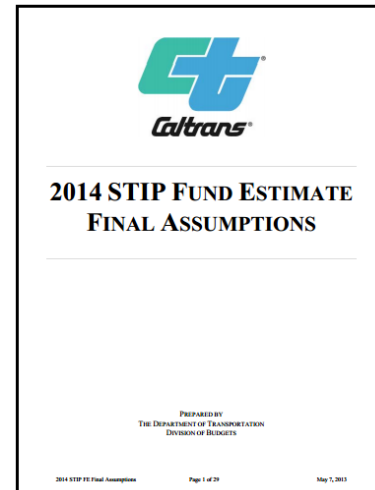
- ▶ MPOs and RTPAs prepare an RTP every four or five years; submit to Caltrans and the California Transportation Commission (CTC)

State Transportation Improvement Program (STIP)

- ▶ Includes projects from the state's Regional Transportation Plans

California Transportation Plan (CTP)

- ▶ A statewide, long-range transportation plan that defines goals, policies, and strategies to meet future mobility needs with minimum 20-year planning horizon





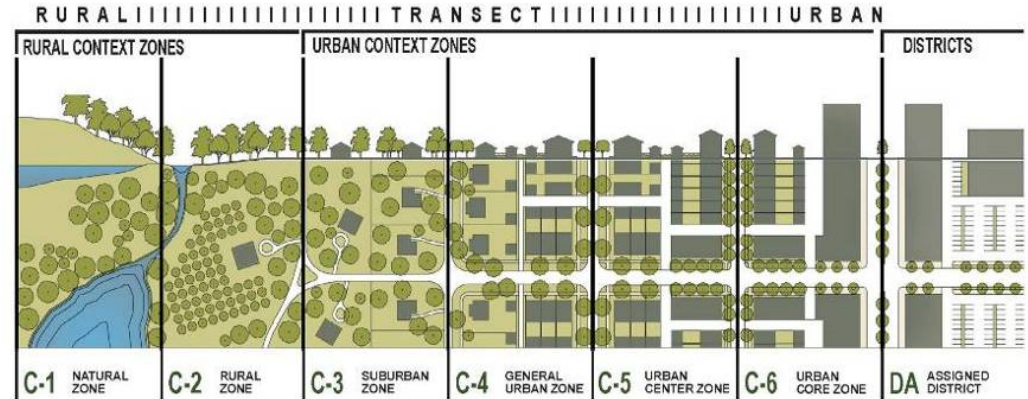
PLACE TYPES, STREET TYPOLOGIES, & LAYERED NETWORKS

Place-Types and Context

Evolve functional classification to typologies that address:

- ▶ Mobility
- ▶ Access
- ▶ Speed
- ▶ Development density
- ▶ Form (height, setback)
- ▶ Modal priority
- ▶ Parking

Recognize that roadway function can change along its length



Street Typologies

- ▶ New Complete Streets Manual uses “Enhanced Networks”
- ▶ Context and Network Sensitive
 - ▶ **Motor vehicle emphasis**
 - ▶ Transit emphasis
 - ▶ Bicycle emphasis
 - ▶ Pedestrian emphasis



Street Typologies

- ▶ Motor vehicle emphasis
- ▶ **Transit emphasis**
- ▶ Bicycle emphasis
- ▶ Pedestrian emphasis



Street Typologies

- ▶ Motor vehicle emphasis
- ▶ Transit emphasis
- ▶ **Bicycle emphasis**
- ▶ Pedestrian emphasis



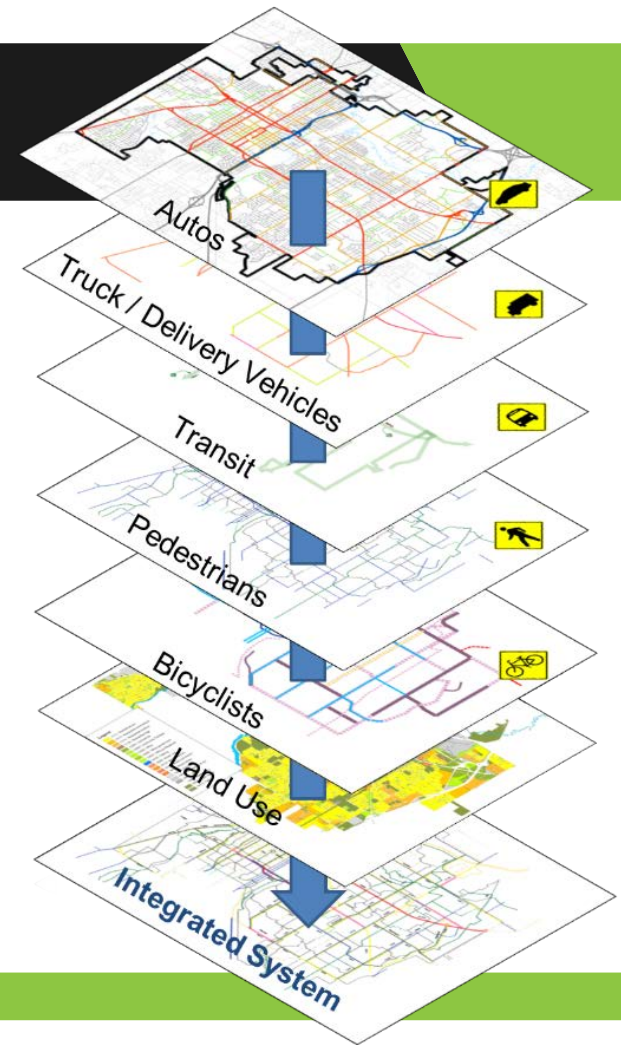
Street Typologies

- ▶ Motor vehicle emphasis
- ▶ Transit emphasis
- ▶ Bicycle emphasis
- ▶ **Pedestrian emphasis**



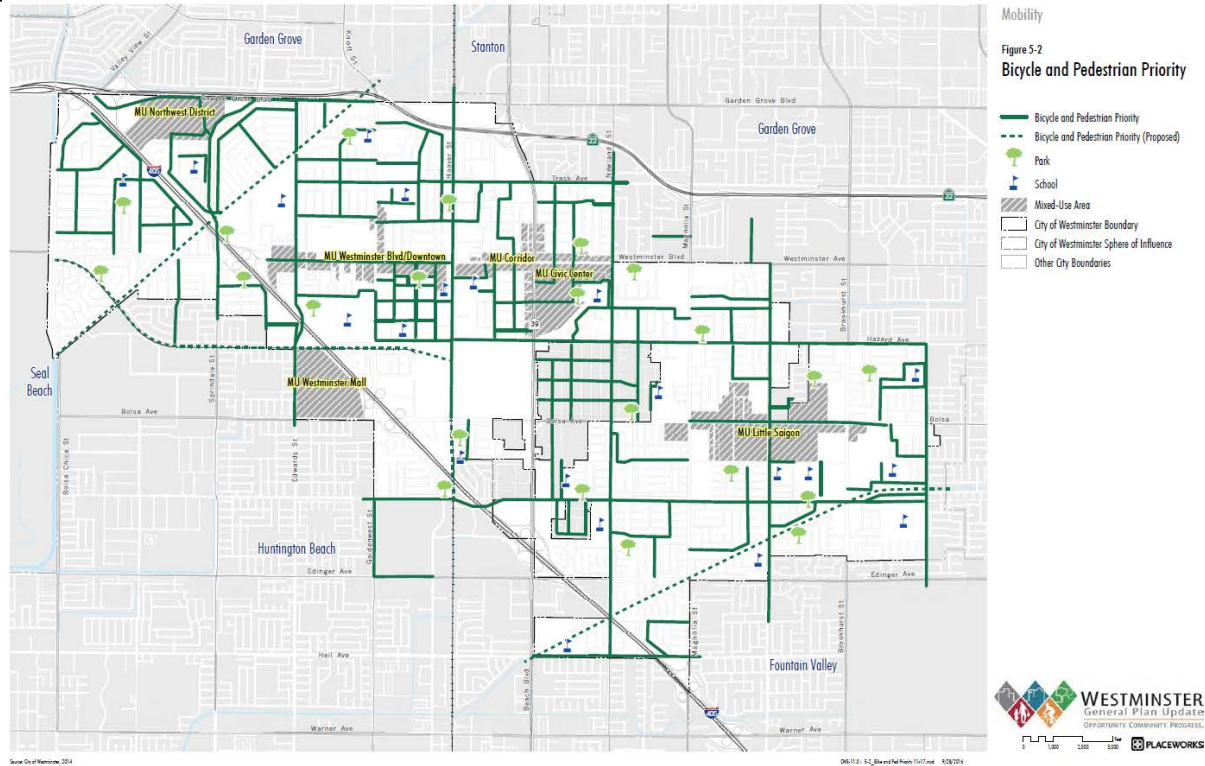
Layered Network

- ▶ Prioritizes a series of arterial corridors for (no particular order):
 - ▶ Motor vehicles
 - ▶ Transit riders
 - ▶ Bicyclists
 - ▶ Pedestrians
- ▶ Local context is important
- ▶ *Planning Urban Roadway Systems*, an ITE Recommended Practice, recommends principles for design and performance of an entire roadway network



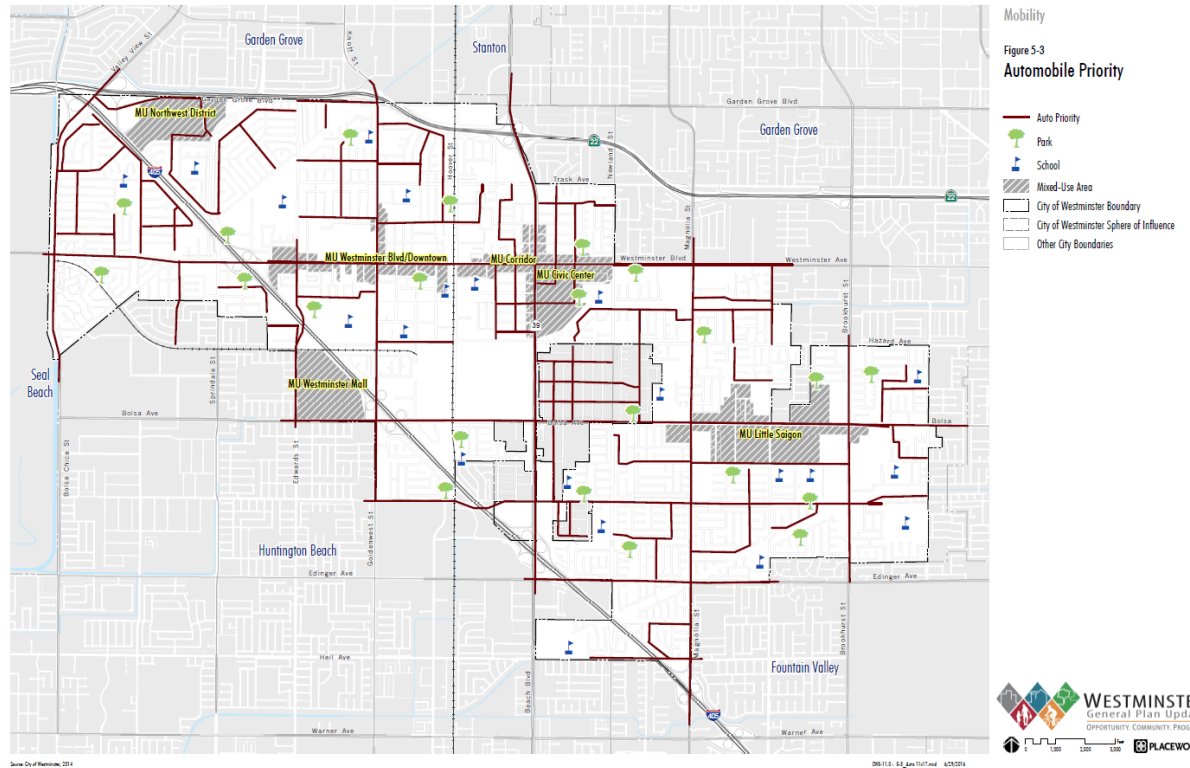
Layered Network

Westminster, CA



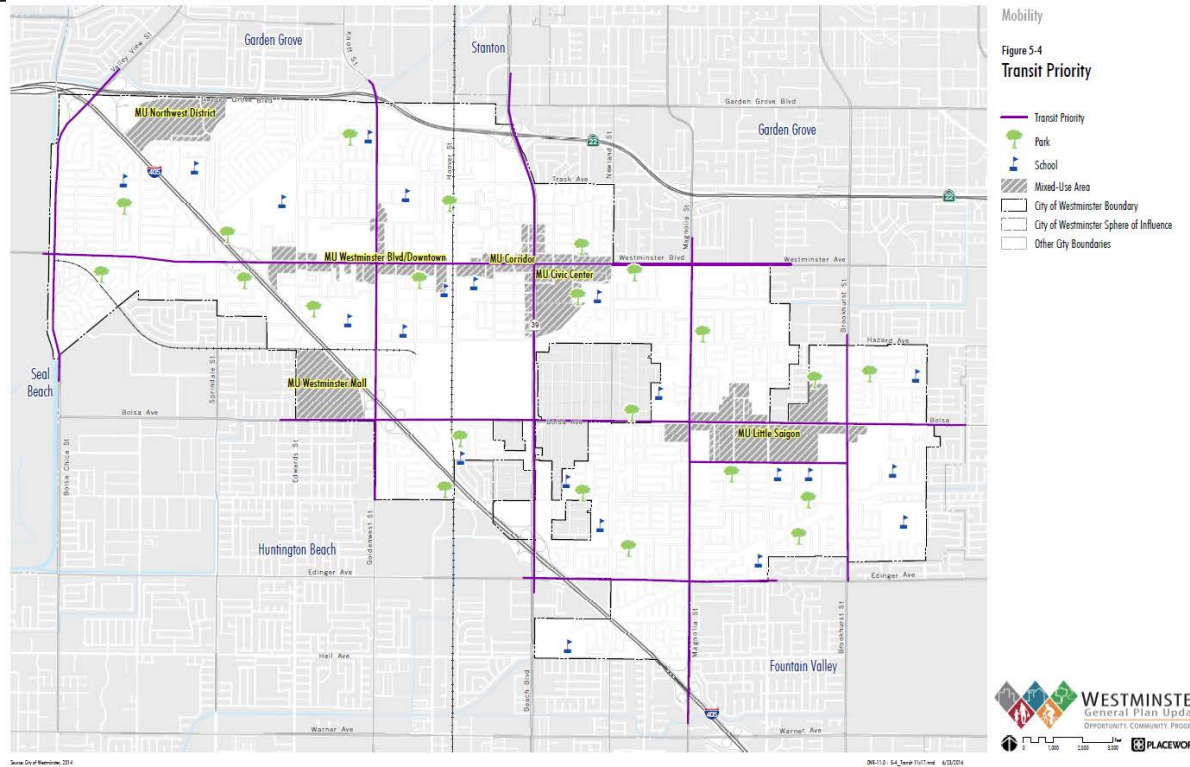
Layered Network

Westminster, CA



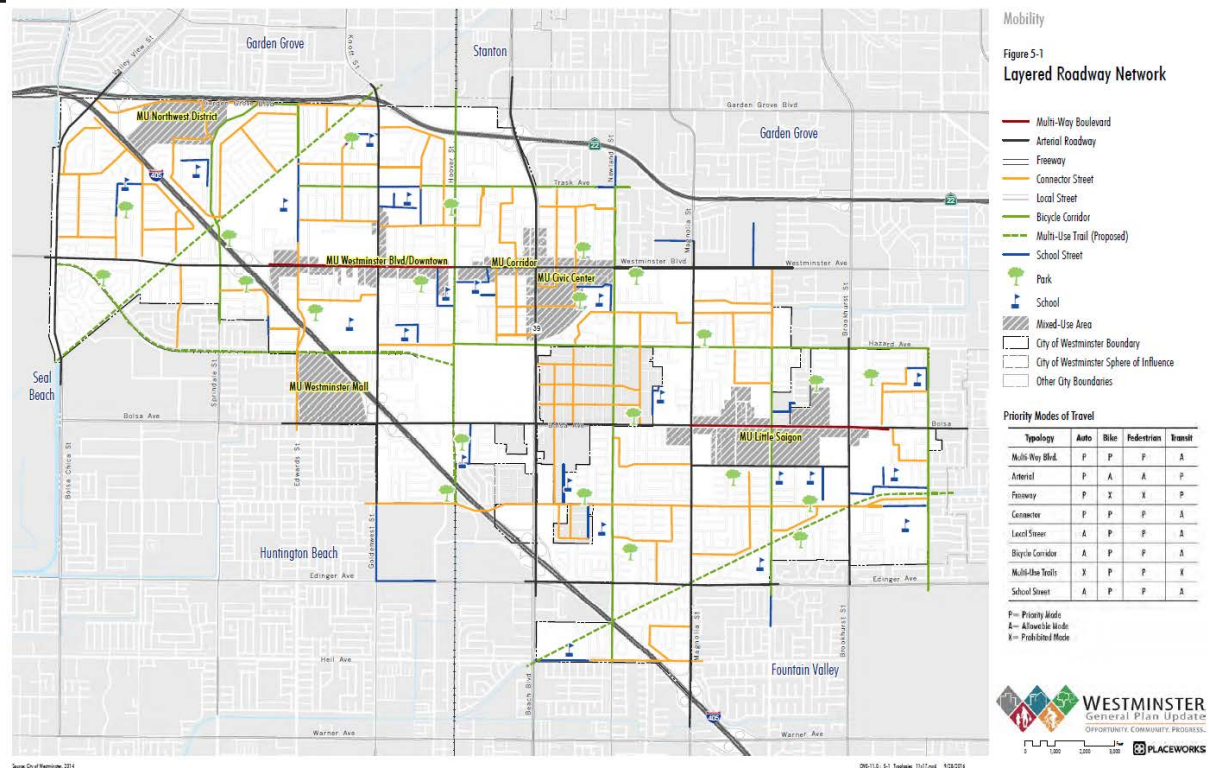
Layered Network

Westminster, CA



Layered Network

Westminster, CA





RURAL AND SMALL TOWN CONTEXTS

Unique Issues of Rural Contexts

Some of the major issues for Complete Streets policy and implementation in rural contexts include:

- ▶ Main Streets are often highways
- ▶ Presence of commercial vehicles in town centers
- ▶ Planning for dispersed, low density population



Small Town and Rural Complete Streets Resources

Small Town and Rural Multimodal Networks Guide (FHWA)

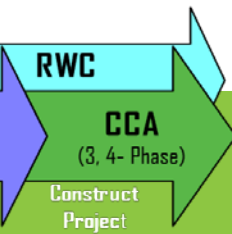
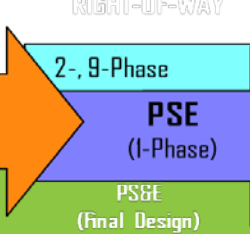
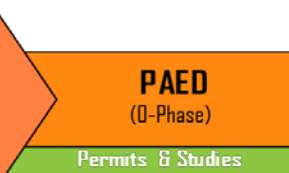
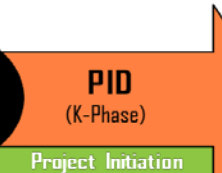
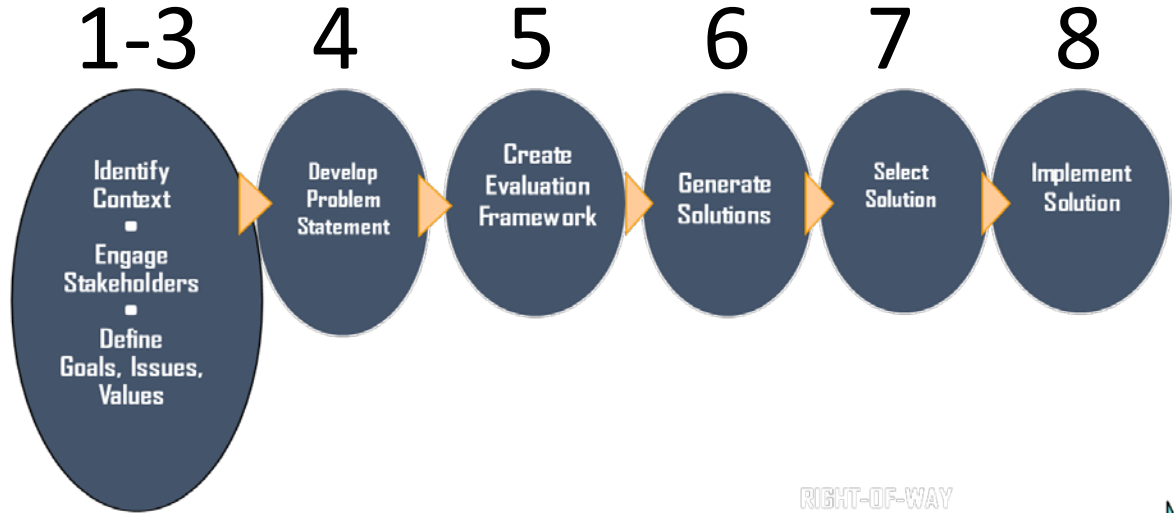
- ▶ Assessment of best practices for rural and small town contexts:

“In many small towns and rural communities, active transportation is even more common than it is in urban areas.. Many small and rural communities are located on State and county roadways that were built to design standards that favor high-speed motorized traffic, resulting in a system that makes walking and bicycling less safe and uncomfortable. These roadways can be retrofitted and redesigned over time to provide a transportation network that better serves the safety, health, and economic interests of the community.”



How to Handle Caltrans Facilities

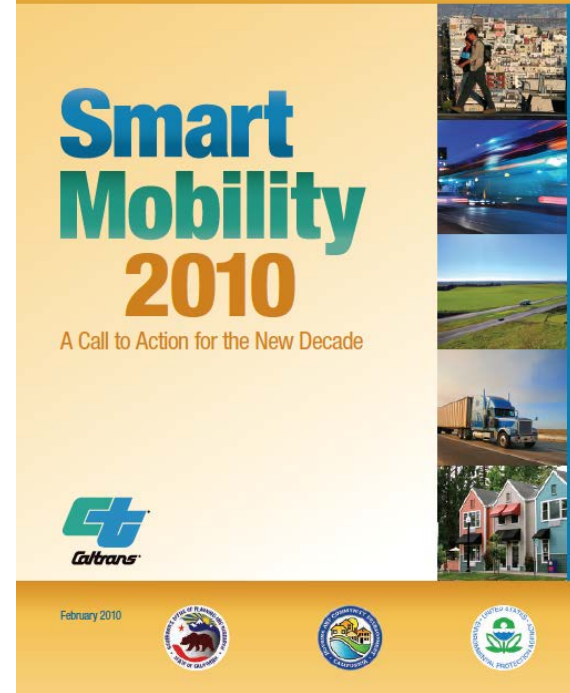
Context Sensitive Solutions and Caltrans Project Development phases



How to Handle Caltrans Facilities

Caltrans Smart Mobility Framework

- ▶ Smart Mobility 2010: A Call to Action for the New Decade
 - ▶ Funded through an EPA Smart Growth Implementation Assistance Grant
 - ▶ A planning framework to guide and assess how well plans, programs, and projects meet the definition of “Smart Mobility”
 - ▶ Framework can be applied to various levels of plans, programs, projects



How to Handle Caltrans Facilities

California Strategic Highway Safety Plan (SHSP)

- ▶ What it is
 - ▶ A statewide-coordinated safety plan that provides a comprehensive framework for reducing highway fatalities and serious injuries on all public roads
- ▶ What it does
 - ▶ Highlights challenges to roadway users
 - ▶ Paints the picture of fatalities experienced on California roads
 - ▶ Proposed high level strategies to reduce fatalities for each challenge
 - ▶ Serves as a guide for the implementation of projects and activities



California Strategic Highway Safety Plan *Version 2*



How to Handle Caltrans Facilities

Complete Intersection Guide

- ▶ Identifies actions that will improve safety and mobility for bicyclists and pedestrians at intersections and interchanges
- ▶ Tools and techniques to improve bicycle and pedestrian transportation using basic guiding principles for common intersection types

Complete Intersections:

A Guide to Reconstructing Intersections and Interchanges for Bicyclists and Pedestrians



How to Handle Caltrans Facilities

Main Street, California

- ▶ A Guide for Improving Community and Transportation Vitality
- ▶ “Main streets that also function as California State Highways (State highways) are challenged with balancing local needs for a vibrant community street with the public’s need for roadways that provide local, regional and statewide connections.”



Main Street, California

A Guide for Improving Community and Transportation Vitality

How to Handle Caltrans Facilities

California Office of Traffic Safety (OTS) Assessment Technical Assistance Program

- ▶ Pedestrian Safety Assessments (PSAs)
 - ▶ Description and Purpose
 - ▶ Ultimate Objectives
 - ▶ Components
- ▶ Bicycle Safety Assessments (BSAs)

Subtopic	Benchmarks		
Collision history and collision reports	Does not have set practices for data review	Reviews data only following fatalities or other high-profile incident	Creates annual reports or employs other comprehensive monitoring practice
Pedestrian traffic control devices (signs, markings, and signals) facilities	N/A	Does not have an inventory of signs, markings, and signals	Maintains an inventory of pedestrian signs, markings, and signals
Speed limits and speed surveys	Does not have set practices for speed limit reviews	Reviews data only in response to reported concerns or frequent collisions	Employs comprehensive practice to proactively review speed limits such as USLIMITS

How to Handle Caltrans Facilities

Pedestrian Safety Action Plan (PSAP)

- ▶ Assessment of current policies, practices, or design guidelines
 - ▶ Goals/objectives/commitment
 - ▶ Data collection, analysis, and prioritization
 - ▶ Land use and site design
 - ▶ Public involvement
 - ▶ Engineering countermeasures
 - ▶ Education, Enforcement
 - ▶ Evaluation/accountability
 - ▶ Funding
- ▶ As needed, re-write policies
- ▶ The compilation of policies becomes the PSAP

How to Develop a Pedestrian Safety Action Plan



FHWA-SA-05-12
Revised March 2009



Pedestrian and Bicycle
Information Center

A woman with long blonde hair, wearing a dark jacket and a backpack, is riding a silver bicycle across a city street. The street has white lane markings and a crosswalk. In the background, there are trees, a building, and a clear blue sky. A large green graphic overlay covers the right side of the image, featuring a faint silhouette of a tree and a car. The text 'REGIONAL COMPLETE STREETS POLICIES' is overlaid in white, serif font across the center of the image.

REGIONAL COMPLETE STREETS POLICIES

Common challenges for regional complete streets policies include:

- ▶ Defining role of regional government in Complete Streets policy work
- ▶ Mechanisms to encourage municipalities to pursue Complete Streets projects
- ▶ Addressing a wide variety of planning contexts across a large geographic area

Example: Complete Streets Corridor Working Group (Sacramento Area Council of Governments)

Recent Meetings:

- ▶ June: Retrofit of Mid Century Autocentric Corridors
- ▶ July: Low Stress Bikeways
- ▶ August: Place Making, Public Art and Green Streets
- ▶ September: Approaches to Current and Emerging Transportation Technologies
- ▶ October: Performance Measurement, Project Prioritization and Funding
- ▶ November: Case Study Wrap-up



Example: Complete Streets Checklist (Metropolitan Transportation Commission)

METROPOLITAN TRANSPORTATION COMMISSION
Complete Streets

Sponsor login | MTC staff login

Home / projects | Checklists | Cities | Sponsors | MTC users | External users

Search

Search Clear

Name

Sponsor

County

- Alameda
- Contra Costa
- Marin
- Napa
- San Francisco
- San Mateo
- Santa Clara
- Solano
- Sonoma

Year

Search Clear

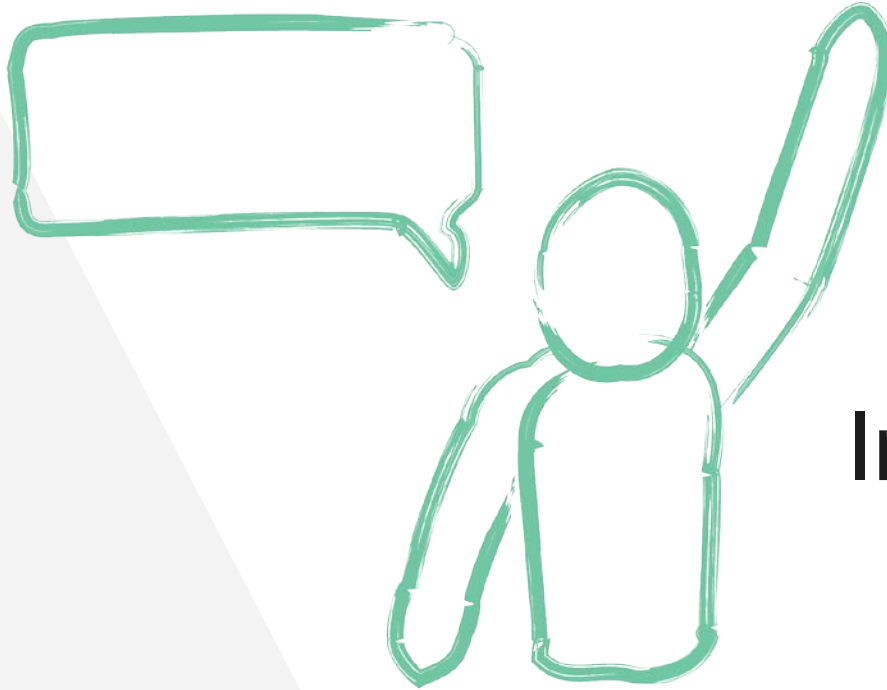
Projects

Showing projects 1 - 20 of 875 found.

← Previous 1 2 3 4 5 6 7 8 9 ... 43 44 Next →

Project	Sponsor	County
Walnut Boulevard Bicycle and Pedestrian Improvements at Walnut Heights Elementary Created 7/20/2017 Updated 7/20/2017	Walnut Creek	Contra Costa
Downtown Streets Rehabilitation Project Created 7/13/2017 Updated 7/13/2017	Martinez	Contra Costa
Los Gatos Creek Trail to Highway 9 Trailhead Connection Created 6/28/2017 Updated 6/28/2017	Los Gatos	Santa Clara
Caltrain Electrification (Peninsula Corridor Electrification Project) Created 5/17/2017 Updated 5/17/2017	Caltrain	San Francisco
Bayshore Multi-Modal Facility Final Design Created 5/8/2017 Updated 5/8/2017	San Francisco City/County	San Francisco
Pedestrian and Bicyclists Infrastructure Improvements Created 5/1/2017 Updated 5/1/2017	Sunnyvale	Santa Clara
Homestead Road at Homestead High School Pedestrian and Bicycle Improvements Project Created 5/1/2017 Updated 5/1/2017	Sunnyvale	Santa Clara
Santa Clara School Access Improvements Created 5/1/2017 Updated 5/1/2017	Santa Clara City	Santa Clara
San Francisco US 101/I-280 Managed Lanes Created 4/25/2017 Updated 4/25/2017	San Francisco County Transportation Authority	San Francisco
Geary BRT Ph. 1 Created 4/24/2017 Updated 4/24/2017	San Francisco Municipal Trans. Agency (SFMTA)	San Francisco

Small Group Activity!



Implementation



HOW TO EVALUATE COMPLETE STREETS UNIT 4

How to Evaluate Complete Streets

- ▶ Why evaluate your Complete Streets?
- ▶ Measuring Effectiveness
- ▶ Metrics
- ▶ Examples of Innovative Evaluation



WHY EVALUATE YOUR COMPLETE STREET?

Why Evaluate your Complete Street?

- ▶ Make sure Complete Streets projects are working towards the right goals
 - ▶ Economy
 - ▶ Environment
 - ▶ Place
 - ▶ Safety
 - ▶ Equity
 - ▶ Public Health
- ▶ Apply the right performance metrics





MEASURING EFFECTIVENESS

Measuring Effectiveness

- ▶ Process-oriented thinking
 - Focus is on what has to be done, rather than think about the outcome
 - Measures *outputs*
- ▶ Outcome-oriented thinking
 - End goal is always on the mind
 - Measures *outcomes*
- ▶ Complete Streets requires both
 - The process of developing complete streets (goals, vision, design, etc.) is just as important as implementing a completed project

Measuring Effectiveness

- ▶ Value of Process vs. Outcome
- ▶ The tools available to quantify the effectiveness of Complete Streets projects are imperfect:
 - ▶ Attempting to quantify complicated behavioral outcomes
 - ▶ Limited research available to draw from
- ▶ Why value process?
 - ▶ Research for yourself what works and what doesn't (improve your ability to quantify for next time)
 - ▶ ..and maybe you'll find the outcome you were looking for!

Measuring Effectiveness

Value of Process, Post-SB 743

- ▶ SB 743 elevates the importance of being able to quantify (and predict) Complete Streets effectiveness
- ▶ Measuring effectiveness...
 - ▶ Improves your ability to forecast outcomes of future projects
 - ▶ Adds to the body of California and national research
 - ▶ Ultimately increases the defensibility of the CEQA process

SB 743

Widening the understanding of transportation impacts beyond just the driver's perspective

A black fountain pen with a silver nib is positioned diagonally across the frame. Below it, a ruler with markings from 5 to 10 is visible. The background is a light-colored surface, possibly a desk or paper, with a large, bright green diagonal shape on the right side. The word "METRICS" is written in large, white, sans-serif capital letters across the center.

METRICS

Metrics: Safety

- ▶ Ensuring people are able to safely travel to their destinations is a fundamental transportation goal
- ▶ Common measures:
 - ▶ Fatalities
 - ▶ Number of fatalities; by mode, age, gender, income, race, ethnicity, and disability status
 - ▶ Total number of fatalities suffered by all users
 - ▶ Serious Injuries
 - ▶ Number of injuries; by mode, age, gender, income, race, ethnicity, and disability status
 - ▶ Rate of serious injuries as measured per 100,000 miles/use; by mode, age, gender, income, race, ethnicity, and disability status
 - ▶ Progress toward achieving zero serious injuries

Metrics: Equity

- ▶ Transportation services and infrastructure often impact certain populations and neighborhoods disproportionately
- ▶ Common measures:
 - ▶ Access
 - ▶ Place



Metrics: Economy

- ▶ Complete Streets can contribute to economic performance and add marketing value to your city
- ▶ Common measures:
 - ▶ Opportunities
 - ▶ Value



Metrics: Environment

- ▶ Minimizing the impact on the natural environment is an important goal of Complete Streets
- ▶ Common measures:
 - ▶ Air Quality
 - ▶ Stormwater runoff



Metrics: Public Health

- ▶ Complete Streets make it easy to integrate health indicators into project evaluation
- ▶ Common measures:
 - ▶ Bicycling trips to primary and secondary school
 - ▶ “Last mile” connection to transit: 1/2-mile for walking, 3 miles for bicycling
 - ▶ Emergency response and travel time to health facilities
 - ▶ Number of trees retained and/or planted
 - ▶ Use of native plants/trees



Metrics: Activity Counts & Ridership

- ▶ Impact of Complete Streets projects on usage of new infrastructure and amenities
- ▶ Common measures:
 - ▶ # of bicyclists/pedestrians per unit time
 - ▶ Net increase in revenue
 - ▶ Types & characteristics of user



Metrics: Access

- ▶ Complete Streets allow people to safely and reliably access destinations by all modes
- ▶ Common measures:
 - ▶ Travel time
 - ▶ Last mile connections to transit
 - ▶ Percent of people living/working within proximity to low-stress facility
 - ▶ Low-stress biking and walking facilities that connect to key destinations





HOW TO PUT COMPLETE STREETS ON THE GROUND UNIT 5

How to Put Complete Streets on the Ground

- ▶ Standards versus Guidance: What's the difference?
- ▶ Modifying Design Standards
- ▶ California Guidance on Complete Streets
- ▶ National Guidance on Complete Streets

STANDARDS VERSUS GUIDANCE: WHAT'S THE DIFFERENCE?

Standards versus Guidance

- ▶ Caltrans Highway Design Manual
 - ▶ “This manual establishes uniform policies and procedures to carry out the State highway design functions of the Department. It is neither intended as, nor does it establish, a legal standard for these functions”.
 - ▶ California Streets and Highways Code Section 891: All city, county, regional, and other local agencies responsible for the development or operation of bikeways or roadways where bicycle travel is permitted shall utilize all minimum safety design criteria and uniform specifications and symbols for signs, markers, and traffic control devices established pursuant to Sections 890.6 and 890.8, except as provided in subdivision (b).
- ▶ The American Association of State Highway and Transportation Officials’ (AASHTO), A Policy on Geometric Design of Highways and Streets (the “Green Book”)
- ▶ Local manuals or street design standards
- ▶ The California Fire Code

Standards versus Guidance

California Manual on Uniform Traffic Control Devices (California MUTCD)

- ▶ Design standards for traffic control devices
- ▶ California Vehicle Code Sections 21400 and 21401
- ▶ Standard (“shall”), guidance (“should”), options (“may”), and support



Standards versus Guidance

Work Area Traffic Control Handbook (WATCH)

- ▶ Baseline of implementation
- ▶ Conforms to CA MUTCD
- ▶ 2016 edition has greater emphasis on bikes
 - ▶ Bike lanes
 - ▶ Sharrows
- ▶ New standards when implementing traffic control
 - ▶ Changing standards affect design and implementation
 - ▶ Changes in how staff addresses additional bike/ped safety concerns

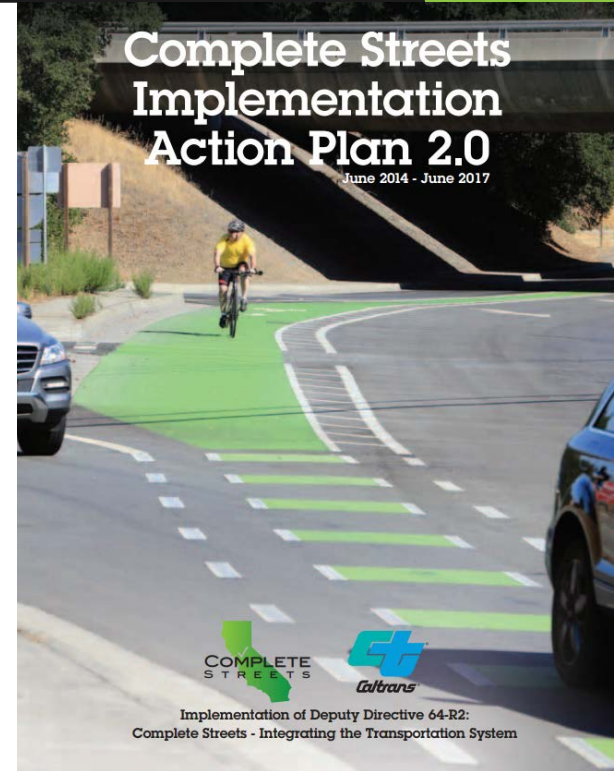
Standards versus Guidance

- ▶ Public entities may be liable for injuries caused by a dangerous condition of public property
- ▶ Adhering to standards provides design immunity
- ▶ There are ways to minimize liability
- ▶ Alternative: conduct project as an experiment

California Guidance on Complete Streets

Caltrans Complete Streets Implementation Action Plan 2.0

- ▶ Actions required to implement DD-64-R2, including priorities and responsible units
- ▶ Eight categories:
 1. Guidance, Manuals, and Handbooks
 2. Policy and Plans
 3. Funding and Project Selection
 4. Awareness and Outreach
 5. Data and Performance Measures
 6. Training
 7. Research
 8. Partnerships and Coordination



California Guidance on Complete Streets

Main Street, California

- ▶ A Guide for Improving Community and Transportation Vitality
- ▶ “Main streets that are both a community street and a State highway typically have motorized traffic speeds of less than 40 miles per hour and serve pedestrians, bicyclists, transit riders and drivers.”



California Guidance on Complete Streets

Main Streets Principles:

1. Flexibility in Design
2. Partnerships: Caltrans, Communities and Stakeholders
3. Main Streets for All
4. Livable Main Streets
5. Sustainable Main Streets



California Guidance on Complete Streets - Local

Orange County Complete Streets Initiative Design Handbook

- ▶ Provides policy and design best practices guidelines for the improvement of streets and pedestrian areas throughout Orange County
- ▶ Menu of complete street policies that range from basic to advanced, allowing jurisdictions to tailor a complete streets approach that addresses their individual needs and takes into account existing infrastructure



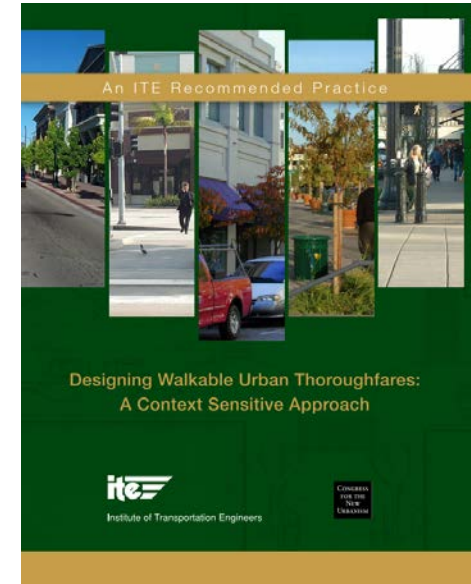


NATION GUIDANCE ON COMPLETE STREETS

National Guidance on Complete Streets

Designing Walkable Urban Thoroughfares: A Context Sensitive Approach

- ▶ Developed by ITE in conjunction with Urban Land Institute
- ▶ Developed in response to interest for improving both mobility choices and community character by creating and enhancing walkable communities
- ▶ A Complete Streets policy creates a routine process for providing for all travel modes whenever a street is built, altered, or maintained
- ▶ Recommendations of this report can help communities implement Complete Streets policies



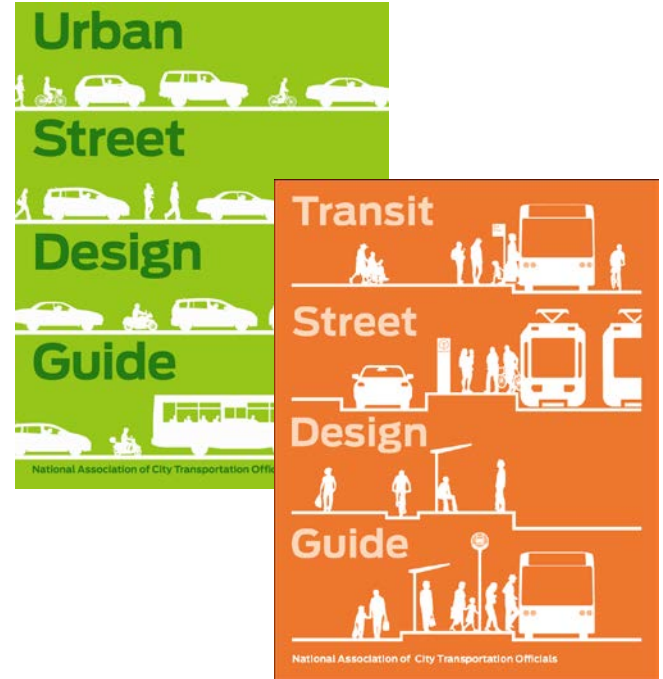
National Guidance on Complete Streets

- ▶ Street Design: Part 1—Complete Streets
 - ▶ Developed by FHWA
- ▶ Looks at how Complete Streets policies can help make the transportation system more accessible to all travelers
- ▶ Explains several of the Federal laws and FHWA regulations pertaining to transportation planning and project development that support the concept of Complete Streets
- ▶ Defines the roles of State DOTs, MPOs, local governments, and transit operators in Complete Streets

National Guidance on Complete Streets

NACTO

- ▶ Committed to raising the state of the practice for street design and transportation
- ▶ Guides include
 - ▶ Urban Street Design Guide
 - ▶ Transit Street Design Guide
 - ▶ Urban Bikeway Design Guide



National Guidance on Complete Streets

- ▶ ADA Standards for Accessible Design (2010)
 - ▶ Sets minimum requirements – both scoping and technical – for newly designed and constructed facilities
 - ▶ Each facility shall be designed and constructed in such a manner that the facility is readily accessible to and usable by individuals with disabilities
- ▶ Proposed Guidelines for Accessible Rights-of-Way (PROWAG)
 - ▶ Proposes accessibility guidelines for the design, construction, and alteration of pedestrian facilities in the public right-of-way
 - ▶ Guidelines ensure that sidewalks, pedestrian street crossings, pedestrian signals, and other facilities for pedestrian circulation and use constructed or altered in the public right-of-way by state and local governments are readily accessible to and usable by pedestrians with disabilities

A photograph of several wooden pencils with silver erasers, held in a black mesh pencil holder. The pencils are arranged in a fan shape, with some in sharp focus and others blurred. The background is dark, and a large green diagonal shape is on the right side of the image.

REVIEW DRAFT VISION STATEMENT

NCSC: 10 Elements of Complete Streets Policy

- ▶ **Vision:** The policy establishes a motivating vision for why the community wants Complete Streets: to improve safety, promote better health, make overall travel more efficient, improve the convenience of choices, or for other reasons.
- ▶ **All users and modes:** The policy specifies that “all modes” includes walking, bicycling, riding public transportation, driving trucks, buses and automobiles and “all users” includes people of all ages and abilities.
- ▶ **All projects and phases:** All types of transportation projects are subject to the policy, including design, planning, construction, maintenance, and operations of new and existing streets and facilities.
- ▶ **Clear, accountable exceptions:** Any exceptions to the policy are specified and approved by a high-level official.
- ▶ **Network:** The policy recognizes the need to create a comprehensive, integrated and connected network for all modes and encourages street connectivity.
- ▶ **Jurisdiction:** All other agencies that govern transportation activities can clearly understand the policy’s application and may be involved in the process as appropriate.
- ▶ **Design:** The policy recommends use of the latest and best design criteria and guidelines, while recognizing the need for design flexibility to balance user needs in context.
- ▶ **Context sensitivity:** The current and planned context—buildings, land use, transportation, and community needs—is considered in when planning and designing transportation solutions.
- ▶ **Performance measures:** The policy includes performance standards with measurable outcomes.
- ▶ **Implementation steps:** Specific next steps for implementing the policy are described.

Vision Statement Draft

- ▶ The Madera County Transportation Commission (MCTC) will consider and incorporate all modes and users in the planning and design of its transportation system. In doing so, MCTC envisions the greater Madera region to accommodate a transportation system that encourages active transportation, supports independent mobility and accessibility for all citizens, improves safety, reduces environmental impacts and greenhouse gas emissions, and supports greater social interaction and community identity by providing safe and convenient travel. This integrated, comprehensive transportation network will support all modes and people of all ages and abilities through safe, well designed facilities for pedestrians, transit, bicyclists, drivers, and equestrians. This will be accomplished in the Madera-region through the creation and maintenance of complete streets that reflect the needs of all users and the unique contexts of the surrounding built and natural environments.

Final
Questions?

MADERA 
COMPLETE STREETS



FEHR & PEERS

MADERA
COMPLETE STREETS
WORKSHOP WORKBOOK



Learning Objectives

1

Define Complete Streets

2

Understand history of Complete Streets

3

Assess elements of a well written Complete Streets policy

4

Develop appropriate evaluation metrics for Complete Streets

5

Review draft Complete Streets policy for Madera County

Day 1: Agenda

- ▶ Introduction
- ▶ What are Complete Streets?
- ▶ Why are Complete Streets important?
- ▶ How to put Complete Streets on the books
- ▶ How to evaluate Complete Streets
- ▶ How to move Complete Streets from policy to practice
- ▶ How to put Complete Streets on the ground

FEHR PEERS



INTRODUCTIONS

FEHR PEERS



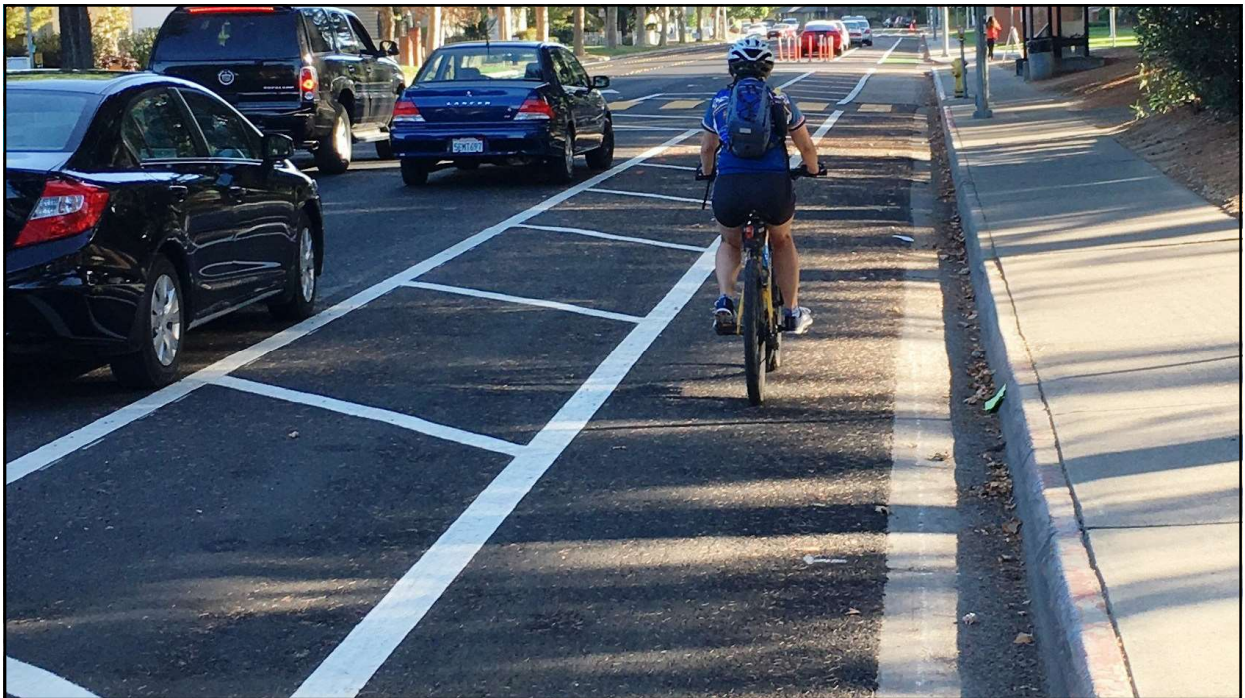
WHAT ARE COMPLETE STREETS? UNIT 1

FEHR & PEERS

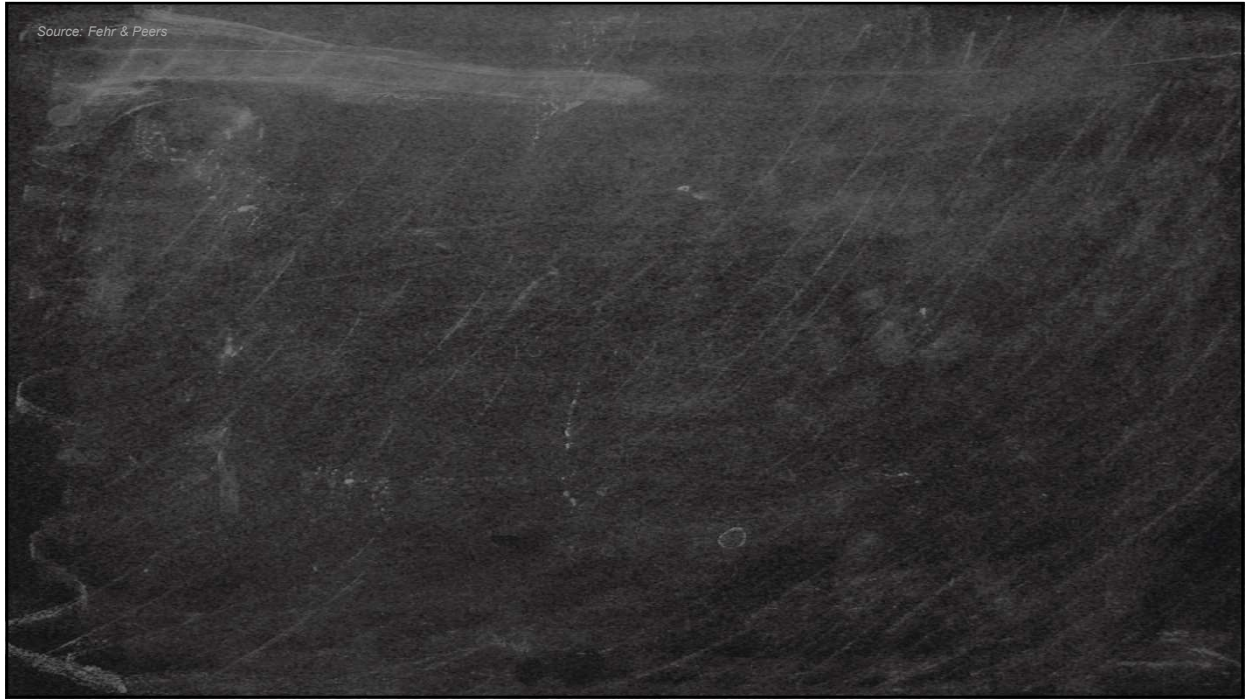
WHAT ARE COMPLETE STREETS?

- ▶ Defining Complete Streets
- ▶ History of Complete Streets
- ▶ California's Complete Streets Policies
- ▶ Typical Local Policies
- ▶ Madera Region Policies

FEHR & PEERS

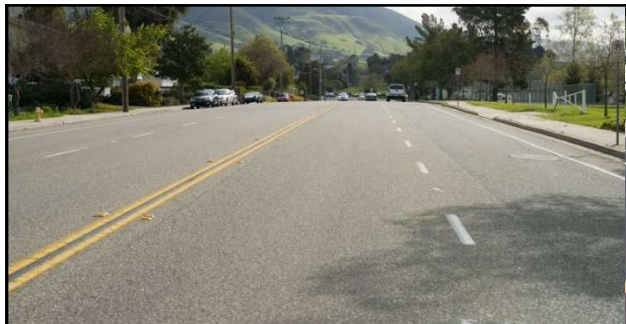








Source: Tamara Leigh Photography



SR 227 in San Luis Obispo **Before**
Source: Ca trans



SR 227 in San Luis Obispo **After**
Source: Ca trans



A photograph of a man looking at a smartphone, overlaid with a green graphic and text.

DEFINING
COMPLETE
STREETS

FEHR PEERS

Defining Complete Streets

“Complete Streets are streets for everyone. They are designed and operated to enable safe access for all users. Pedestrians, bicyclists, motorists, and public transportation users of all ages and abilities are able to safely move along and across a complete street. Complete Streets make it easy to cross the street, walk to shops, and bicycle to work. They allow buses to run on time and make it safe for people to walk to and from train stations.”



Defining Complete Streets

“A transportation facility that is planned, designed, operated, and maintained to provide safe mobility for all users, including bicyclists, pedestrians, transit vehicles, truckers, and motorists, appropriate to the function and context of the facility. Complete street concepts apply to rural, suburban, and urban areas.”

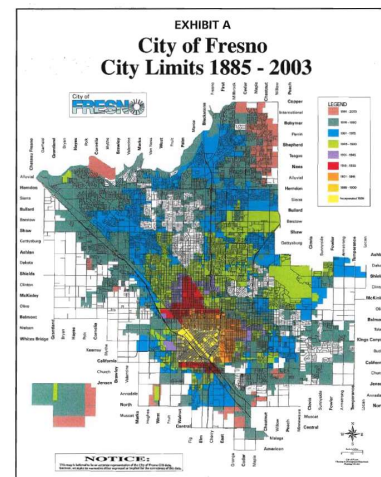


HISTORY OF COMPLETE STREETS

FEHR PEERS

History of Complete Streets

- ▶ Post-WWII growth – beginning of American motor vehicle dependence
- ▶ US Population
 - ▷ 1946 – 141 million
 - ▷ 2010 – 309 million
- ▶ Growth occurred in a motor vehicle-dependent way



FEHR PEERS

Source: City of Fresno

History of Complete Streets



- ▶ National Interstate and Defense Highways Act (1956)
- ▶ Motor vehicle Level of Service (LOS) significantly influences design process
- ▶ Minimal accommodations for:
 - ▷ Pedestrians
 - ▷ Bicyclists
 - ▷ Transit users

History of Complete Streets

- ▶ Early legislation
 - ▷ 1962 – MPOs established to ensure that projects are based on a continuing, cooperative, and comprehensive (3-C) planning process
 - ▷ 1971 – Oregon “bike bill”
 - ▷ 1972 – California AB 69 creates the Bicycle Program
 - ▷ 1984 – Florida State Statute 335.065



History of Complete Streets



Source: ACLU



Source: FHWA

FEHR PEERS

▶ Federal legislation

- ▶ 1990 – Americans with Disabilities Act includes requirements to insure ROW was accessible to pedestrians and PWDs
- ▶ 1991 – ISTEA provides dedicated funding for multimodal infrastructure
- ▶ 2005 – SAFETEA-LU, added additional programs that could fund bike/ped projects but National Complete Streets Coalition unsuccessfully lobbies for a Complete Streets policy
- ▶ 2012 – MAP-21, some nods towards Complete Streets, but no policy

CALIFORNIA'S COMPLETE STREETS POLICIES

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California's Complete Streets Policies

AB 1358 – the Complete Streets Act (2008)

- ▶ Guidance issued by the Office of Planning and Research
- ▶ Requires cities and counties to include Complete Streets policies as part of their General Plans
- ▶ As of January 2011, any substantive revision of the circulation element in the general plan of a California local government must include Complete Streets provisions



FEHR PEERS

Source: Sky Yim, Model Design Manual for Living Streets

California's Complete Streets Policies

Other Related California Policies

- ▶ California Environmental Quality Act (CEQA)
- ▶ AB 32 – Global Warming Solutions Act (2006)
- ▶ SB 375 – Sustainable Communities and Climate Protection Act (2008)
- ▶ SB 226 – CEQA Streamlining for Infill Projects (2011)
- ▶ SB 99 – created the Active Transportation Program (ATP) (2013)
- ▶ SB 743 - LOS generally shall not be used as a significance threshold under CEQA

California's Complete Streets Policies

California Environmental Quality Act (CEQA)

- ▶ Hasn't always directly encouraged Complete Streets
- ▶ Past guidelines: single focus on motor vehicle congestion and vehicle level of service
- ▶ SB 743 addressing CEQA reform

California's Complete Streets Policies

AB 32 – Global Warming Solutions Act (2006)

- ▶ Regulations to reduce greenhouse gas emissions to 1990 levels by 2020

California's Complete Streets Policies

SB 375 – Sustainable Communities and Climate Protection Act (2008)

- ▶ Clarifies how AB 32 relates to land use and transportation
- ▶ Goal: reduce GHG and Vehicle Miles of Travel by reducing need for motor vehicle travel

California's Complete Streets Policies

SB 226 – CEQA Streamlining for Infill Projects (2011)

- ▶ Recognizes benefits of:
 - ▷ Projects in walkable/bikeable neighborhoods
 - ▷ Projects in areas with high-quality transit access



California's Complete Streets Policies

SB 99 – created the Active Transportation Program (ATP) (2013)

- ▶ Consolidated federal and state programs into one funding source:
 - ▶ Transportation Alternatives Program
 - ▶ Bicycle Transportation Account
 - ▶ Safe Routes to School



California's Complete Streets Policies

SB 743 - LOS generally shall not be used as a significance threshold under CEQA (2013)

- ▶ Office of Planning and Research (OPR) developing revisions to guidelines
- ▶ Likely to rely on Vehicle Miles of Travel (VMT)





Local Policy

- ▶ Avoid vague, noncommittal statements
- ▶ Use clear and direct language
- ▶ Specify users and actions
- ▶ Build on existing work
- ▶ Leave no room for circumventing requirements

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Local Policy

National Guidance on Local Policy Development

Complete Streets Local Policy Workbook

- ▶ Developed by Smart Growth America and National Complete Streets Coalition
- ▶ Complete Streets means more than the physical changes to a community's streets, it also means changing transportation planning, design, maintenance, and funding decisions
- ▶ Workbook describes the different ways to achieve Complete Streets, through policies, plans, executive orders, and more
- ▶ Offers a guide based on existing examples from around the country

Local Policy

Ten elements of comprehensive Complete Streets policies

- 1) Includes a vision for how and why the community wants to complete its streets
- 2) Specifies that "all users" includes pedestrians, bicyclists and transit passengers of all ages and abilities, as well as trucks, buses and motor vehicles
- 3) Applies to both new and retrofit projects, including design, planning, maintenance, and operations, for the entire right of way
- 4) Makes any exceptions specific and sets a clear procedure that requires high-level approval of exceptions
- 5) Encourages street connectivity and aims to create a comprehensive, integrated, connected network for all modes

Local Policy

Ten elements of comprehensive Complete Streets policies

- 6) Is adoptable by all agencies to cover all roads
- 7) Directs the use of the latest and best design criteria and guidelines while recognizing the need for flexibility in balancing user needs
- 8) Directs that Complete Streets solutions will complement the context of the community
- 9) Establishes performance standards with measurable outcomes
- 10) Includes specific next steps for implementation of the policy

Local Policy Example

Bicycle Master Plan Appendix B: Complete Streets Resolution (2008)

- ▶ “The Town of San Anselmo Department of Public Works shall consider the installation of Complete Streets transportation elements in each capital project and development project in the Town of San Anselmo and to implement the installation of those improvements with the framework of its Code, General Plan and Bicycle Master Plan, as feasible physically and financially.”
- ▶ Example of a weak policy (San Anselmo, CA)

Local Policy Example

The City of Hermosa Beach will improve livability and sustainability by adopting a 'living streets' policy that promotes the health and mobility of all Hermosa Beach citizens and visitors by providing high quality pedestrian, bicycling, and transit access to destinations throughout the City.

The City of Hermosa Beach will design its streets and transportation network for people, with beauty and amenities. The City will provide for the needs of drivers, transit users, bicyclists, and pedestrians, as well as users of all ages, abilities and backgrounds in all aspects of transportation related projects.

Local Policy Example

Living streets in the City of Hermosa Beach will be inviting places – with engaging architecture, street furniture, landscaping, and public art – that foster healthy economic development.

The City's living streets policy will integrate sustainable management and conservation principles addressing water, energy, materials, waste, plant life and other resources.

Local Policy Example

- ▶ City of Hermosa Beach Living Streets Policy (2013)
 - Clear and direct language
 - Includes all users and all modes
 - Affects new construction and maintenance
 - Clearly and narrowly defined exceptions
 - Considers local context
- ▶ Provides guidance for implementation
- ▶ Example of a strong policy



FEHR PEERS

Source: Smart Growth America

MADERA COUNTY'S COMPLETE STREETS POLICIES

FEHR PEERS

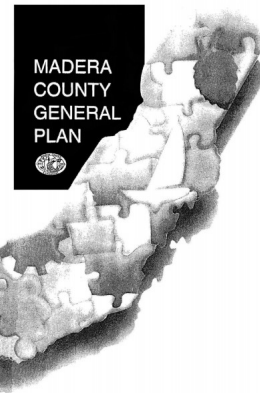
Major Policy Documents

Includes Complete Streets element:

- ▶ City of Madera

Missing Complete Streets element:

- ▶ County of Madera
- ▶ City of Chowchilla

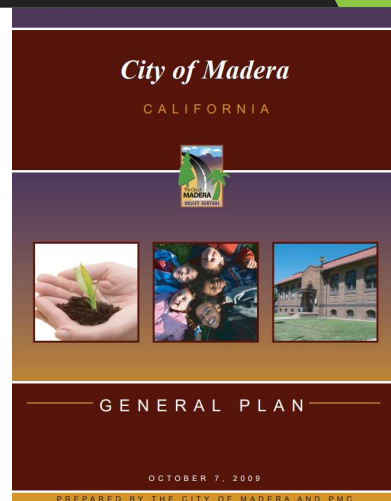


POLICY DOCUMENT

FEHR PEERS

City of Madera General Plan

- ▶ Adopted in 2009
- ▶ Established a vision for multimodal design in the City of Madera
- ▶ Defines and establishes Complete Streets policy



FEHR PEERS

Policy CI-31▶

The City's roadway cross-sections shall incorporate "complete streets" concepts and be designed to safely accommodate vehicles, cyclists, pedestrians, diverse and disabled users, and transit. "Complete streets" are defined as streets that are designed for a variety of users rather than having a focus on the automobile.



A "complete street" accommodates pedestrians (on the sidewalk), bicyclists (in an on-street designated lane) and motorists.

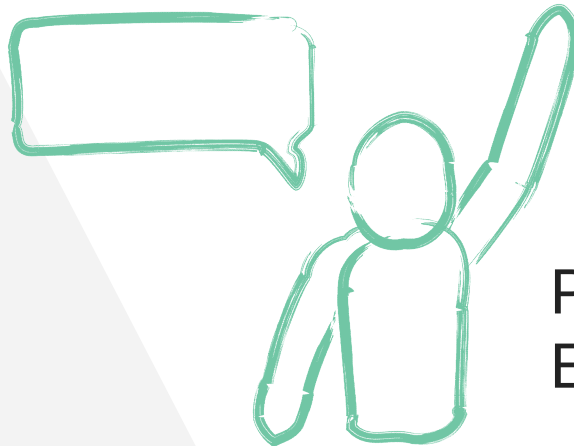
Action Item CI-31.1

Develop "Complete Street" standards for new arterial, collector, and local street construction. "Complete street" standards should include options for narrower travel way widths (on existing streets only, where needed to fit all uses into the existing right of way) and curb return radii, bike lanes, landscape strips, sidewalks that complement adjacent land uses, bus turnouts, and similar features. *Note: Proposed narrower travel way widths may not apply to State Highways.*

Policy CI-32▶

To maintain walkability and pedestrian safety, the City shall consider roadway width and roadway design features such as islands, pedestrian refuges, count down timers, and other such mechanisms. This policy applies to new roadway construction and existing roadways where pedestrian hazards may occur due to roadway design or width.

Small Group Activity!



Policy Evaluation

What are 'Complete Streets'?

Instructions: Chose one of the Complete Streets Policies and read through it. Take a moment to understand the structure and components and decide what you think is strong or weak about the Policy. We will break into small groups after you have had a chance to absorb and answer the questions. Be prepared to share your policy critically and compare it those that other people have reviewed.

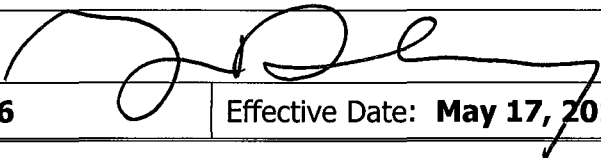
Name & location of Policy: _____

How is the Policy organized? What sections does it contain & what is left out?

- | | | |
|---|---|---|
| Y | N | Is the Policy clear in intent? |
| Y | N | Does it water down its directives or use indirect language? |
| Y | N | Does it specifically reference multiple modes? Which ones? _____ |
| Y | N | Does it apply to both new and retrofit projects? |
| Y | N | Does it name specific design guidance? Which? _____ |
| Y | N | Does it lay out a clear process for implementation & exceptions? |
| Y | N | Does it include directives relating to maintenance? |
| Y | N | Does it include performance measure(s)? |

Overall, what are the Policy's strengths?

Overall, what are the Policy's weaknesses?

City and County of Denver		POLICY	Public Works Department
Subject:		Complete Streets	
Approved:			
		Manager of Public Works	
Number: 26	Effective Date: May 17, 2011	Page: 1 of 2	

GENERAL

This policy supports the vision and strategies outlined in Strategic Transportation Plan, as well as Greenprint Denver, Blueprint Denver, Strategic Parking Plan, and Denver Moves, to invest in a more sustainable, balanced, and multimodal transportation system.

This policy shall be in accordance with other guidelines that relate to the design and operation of public right-of-ways.

The primary reference of governing body authority is Denver Revised Municipal Code ("DRMC") Chapter 49: Streets, Sidewalks and Other Public Ways and Chapter 54: Traffic Regulations.

- Sec. 49-82. - The Manager of Public Works shall determine the need for public streets to, adjacent to, or within land areas to be developed or redeveloped and shall require the dedication and construction of such needed public streets.
- Sec. 54-42. - The City Traffic Engineer shall be responsible for that phase of engineering which deals with planning and geometric design of streets, highways and abutting lands and with traffic operation thereon.

DEFINITIONS

Complete Streets is defined as a practice to promote safe and convenient access for all users along and across travel ways in the context of the overall transportation network, land use patterns, and community needs.

Transportation infrastructure is defined as any facility designed for transporting people and goods including, but not limited to, sidewalks, trails, bike lanes, highways, streets, bridges, tunnels, railroads, mass transportation, and parking systems.

All Users are defined as, but not limited to, pedestrians, bicyclists, transit users, emergency responders, freight haulers, motorists, and users of all ages, abilities, and incomes.

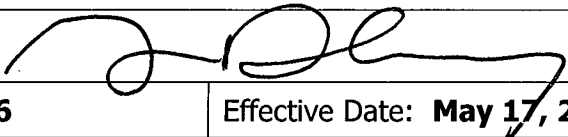
PURPOSE

The purpose of this policy is to establish a procedure by which Public Works shall incorporate Complete Streets into the routine planning, design, implementation, and operation of transportation infrastructure to accommodate the needs of all users in a safe, efficient, and reliable manner which provides for a livable, connected and sustainable city.

PROCEDURE

1. Public Works shall integrate the practice of promoting safe and convenient access for all users into plans, manuals, rules and regulations, and programs, as appropriate.
2. Public Works shall review all construction, reconstruction, and maintenance projects that affect the City's multimodal transportation infrastructure for Complete Streets. Prior to work, projects shall be assessed based on the existing and future context of the affected transportation infrastructure within the overall multimodal network, as identified by recognized plans including those with pedestrian, bicycle, and transit guidelines.

No one design standard, treatment, or typical section constitutes Complete Streets. The practice of promoting safe and convenient access for all users takes guidance from, but not limited to, the most recent

City and County of Denver	POLICY	Public Works Department
Subject: Complete Streets		
Approved: 		Manager of Public Works
Number: 26	Effective Date: May 17, 2011	Page: 2 of 2

versions of Manual for Uniform Traffic Control Devices (MUTCD), the *Americans with Disabilities Act Accessibility Guidelines (ADAAG)*, and the Association for State Highway Transportation Officials (AASHTO) *Guide for Development of Bicycle Facilities*.

- Public Works shall seek opportunities to apply Complete Streets to already funded projects or programs; or shall pursue discretionary funding from various resources for projects whose purpose is promoting safe and convenient access for all users, when appropriate.

EXCEPTIONS

The Manager of Public Works or his or her designee may approve an exception to this policy based upon one or more of the following criteria:

- Maintenance activities designed to keep transportation facilities in serviceable condition (e.g., mowing, cleaning, sweeping, spot repair and surface treatments such as chip seal, or interim measures on detour routes),
- Reconstruction of the right-of-way is due to an emergency,
- Bicycle, pedestrians, and or motorized vehicles are prohibited by law from using the facility,
- Contrary to acceptable guidance on public health, safety, or welfare,
- Cost is excessively disproportionate to the need for probable use, and
- Other factors indicate an absence of need, including future need (e.g. parallel facilities provide adequate accommodation for other users).

End of Document

<p align="center"><u>City of Hermosa Beach</u> Administrative Policy #</p>	<p align="center"><u>Date:</u> Approved by: City Council</p>
<p align="center"><u>SUBJECT:</u> Living Streets Policy</p>	<p align="center">Authority: Public Works Department & Community Development Department Mayor, _____</p>

PURPOSE

The City of Hermosa Beach will improve livability and sustainability by adopting a ‘living streets’ policy that promotes the health and mobility of all Hermosa Beach citizens and visitors by providing high quality pedestrian, bicycling, and transit access to destinations throughout the City.

The City of Hermosa Beach will design its streets and transportation network for people, with beauty and amenities. The City will provide for the needs of drivers, transit users, bicyclists, and pedestrians, as well as users of all ages, abilities and backgrounds in all aspects of transportation related projects.

Living streets in the City of Hermosa Beach will be inviting places – with engaging architecture, street furniture, landscaping, and public art – that foster healthy economic development.

The City’s living streets policy will integrate sustainable management and conservation principles addressing water, energy, materials, waste, plant life and other resources.

DEFINITION

1. Are for people of all ages, physical abilities and income levels whether they walk, bicycle, ride transit, or drive (this is complete streets)
2. Integrate connectivity and traffic calming with pedestrian-oriented site and building design
3. Create opportunities for people to meet and interact
4. Involve local people in their design
5. Are inviting places
6. Foster healthy commerce
7. Strengthen and enhance neighborhoods
8. Encourage active and healthy lifestyles
9. Integrate environmental stewardship
10. Vary in character by neighborhood, density, and function

The living streets movement is about changing the way transportation agencies and communities approach *every* street project and transform transportation practice.

STREET NETWORK / CONNECTIVITY

The City of Hermosa Beach is a highly urbanized, built-out City characterized by small lots and a dense grid-based street network.

(A) *Multi-modal.* The City of Hermosa Beach will design, operate and maintain a transportation system that provides a connected network of streets and facilities that accommodate all modes of travel.

(B) *Enhancement.* The City will actively seek opportunities to repurpose or enhance rights-of-way to enhance connectivity for pedestrians, bicyclists and transit users. Alleys, pedestrian walk-streets, the Strand and the Greenbelt provide special opportunities to enhance non-motorized uses and connections.

(C) *Destinations.* The City will focus resources on enhancing non-motorized connectivity to services, schools, parks, civic uses, regional connections and commercial uses.

(D) *Development projects.* The City will require large new developments and redevelopment projects to maintain or enhance connectivity, such as through interconnected street networks with small blocks and non-motorized connections. The City will require smaller projects to maintain or enhance non-motorized connections when practical.

(E) *Regional connectivity.* The City will work with agencies and neighboring communities to incorporate living streets principles into regional transportation networks.

(F) *Environment.* The City will focus on improving the function of storm water and urban runoff management systems.

JURISDICTION

The City will broadly incorporate living streets principles into the design, construction and operation of the local and regional transportation network.

(A) *Applicability generally.* This living streets policy is intended to cover all development and redevelopment in the public domain, all street improvement assessment districts, and private development and redevelopment that creates publicly accessible streets and non-motorized ways within Hermosa Beach.

Street projects broadly include those involving new construction, reconstruction, retrofits, repaving, rehabilitation, or changes in the allocation of pavement space on existing public streets, or phases thereof.

Living streets may be achieved through single projects or incrementally through a series of smaller improvements or projects over time.

(B) *City government.* Every City department, including Administration, Public Works, Community Development, Community Resources, Police and Fire will follow the Policy.

(C) *Private developers.* The City requires all developers and builders of projects on private property that create or affect publicly accessible streets and non-motorized facilities and to obtain and comply with the City's standards.

(D) *Permit authority.* The City requires agencies that Hermosa Beach has permitting authority over to comply with this Policy, such as local and state agencies, water agencies and special districts, all utilities, and service contractors.

(E) *Independent jurisdiction.* The City encourages and will help agencies not under Hermosa Beach's jurisdiction to comply with this Policy, such as the Hermosa Beach City School District and Caltrans.

(F) *Regional entities.* The City will work closely with regional agencies and adjacent cities to promote compliance with this Policy, such as Los Angeles County, Caltrans, Los Angeles County Metropolitan Transportation Authority, Southern California Regional Rail Authority, Southern California Association of Governments and South Bay Cities Council of Governments.

EXCEPTIONS

Living streets principles and practices will be included in the projects to which the Policy is applicable, as well as other plans and manuals, except under one or more of the following conditions:

(A) *Maintenance.* The project involves ordinary or emergency maintenance activities designed to keep assets in serviceable condition, such as mowing, cleaning, sweeping, spot repair, concrete joint repair, or pothole filling, or when interim measures are implemented on temporary detour or haul routes.

(B) *Council decision.* The City Council exempts a project due to excessive and disproportionate cost of establishing a bicycle or pedestrian way or facility, or transit enhancement as part of a project.

(C) *Administrative decision.* The Directors of Public Works and the Community Development Department jointly determine the project is not practically feasible or is not cost effective and/or prohibitive.

Exceptions will be documented and made available for public inspection prior to a discretionary decision or upon an administrative decision. Guidelines and procedures for evaluating these factors may be established by the City.

DESIGN

The Hermosa Beach City Council declares it is the City of Hermosa Beach's policy to:

(A) *Adopt guidelines.* Adopt new living streets design guidelines to guide the planning, funding, design, construction, operation, and maintenance of new and modified streets in Hermosa Beach, while remaining flexible to the unique circumstances of different streets where sound engineering and planning judgment produce context sensitive designs.

(B) *Implement guidelines.* Incorporate the living streets design guidelines principles into all City plans, manuals, rules, regulations and programs as appropriate.

(C) *Pedestrians.* Provide well-designed pedestrian accommodations on streets and crossings unless an equivalent alternative is available or physical conditions preclude an alternative. Pedestrian accommodations can take numerous forms, such as traffic signals, roundabouts, traffic calming measures like bulb-outs or curb extensions, buffer zones, sidewalks, shared streets or shared-use pathways that provide a safe pedestrian-friendly environment, and perpendicular curb ramps, among others.

(D) *Bicycles.* Provide well-designed bicycle accommodations along streets, unless safety would be significantly compromised after considering bicycle accommodating solutions. Bicycle accommodations can take numerous forms, such as the use of bicycle boulevards, striping, slow speed or low auto volume streets, traffic calming, signs, and pavement markings, among others.

(E) *Special needs.* Enhance the safety, access, convenience and comfort of all users of all ages, abilities and backgrounds. The City understands that children, seniors, and persons with disabilities will require special accommodations. The term "non-motorized" in this policy may include a wide range of devices and alternative modes of travel.

(F) *Landscaping.* Where physical conditions are conducive, landscaping shall be planted whenever a street is newly constructed, reconstructed, or relocated.

CONTEXT SENSITIVITY

(A) *Compatibility.* The City of Hermosa Beach will plan its streets in harmony with the adjacent land uses and neighborhoods.

(B) *Process.* The City will solicit input from local stakeholders during the planning process.

(C) *Placemaking.* The City will design streets with a strong sense of place. We will use architecture, landscaping, streetscaping, public art, signage and other elements to reflect or enhance the community and neighborhood.

(D) *Commerce*. The City will coordinate street improvements with merchants along retail and commercial corridors to develop or enhance vibrant and livable districts.

(E) *Environment*. The City will integrate natural features, such as topography, drainage and trees into the design of our streets and rights-of-way. The City will incorporate context sensitive sustainable storm water and urban runoff management strategies into projects.

PERFORMANCE MEASURES

The City will evaluate this living streets policy using the following performance measures:

Bicycles

1. Increase in total miles of on-street bikeways defined by streets with clearly marked or signed bicycle accommodation
2. Increase in number of bicycle parking facilities
3. Significant increase in bicycle ridership

Pedestrians

4. Increase in total miles of streets with pedestrian accommodation (goal – all)
5. Decrease in number and severity of pedestrian-vehicle and bicycle-vehicle crashes
6. Decrease in number of pedestrian-vehicle and bicycle-vehicle fatalities (goal – 0)

Transit

7. Increase in new public transit facilities, including bus stop shelters

Environment

8. Improve storm water management, following National Pollutant Discharge Elimination System (NPDES) standards

Placemaking

9. Increase public art, landscape, street furniture, or other streetscape improvements
10. Increase in sales tax revenue along improved streets or rights-of-way

The City will identify funds and create a methodology to collect data related to those performance measures.

IMPLEMENTATION

(A) *Project Team*. The Director of Public Works and the Director of Community Development will jointly oversee the implementation of this policy. The project team will biannually provide a written report to City Council evaluating the City's progress and advise on implementation.

(B) *Inventory*. The City will maintain a comprehensive inventory of the pedestrian and bicycling facility infrastructure integrated with the City's geographic information systems (GIS) database and will prioritize projects to eliminate gaps in pedestrian and bikeways networks.

(C) *Capital Improvement Project Prioritization.* The City will reevaluate Capital Improvement Projects prioritization to encourage implementation of pedestrian, bicycle, and transit improvements.

(D) *Revisions to Existing and Creation of New Plans and Policies.* The City of Hermosa Beach will incorporate living streets principles into existing and future plans, manuals, rules, regulations and programs, such as the City's General Plan, Specific Plans, bicycle master plan, pedestrian transportation plan, Safe Routes to School, Americans with Disabilities Act Transition Plan, street tree and landscape plan, and sustainable storm water and urban runoff management transition plan.

(E) *Staff Training and Coordination.* The City will train pertinent City staff on the content of the living streets principles and best practices for implementing the policy. The City will also utilize inter-departmental project coordination to promote the most responsible and efficient use of fiscal resources for activities that occur within the public right-of-way.

(F) *Street Manual.* The City will create and adopt a living streets design manual to support implementation of this policy.

(G) *Funding.* The City will actively seek sources of appropriate funding to implement living streets.

General policy considerations for street maintenance and improvements for the City of Midland Complete Streets Program

Preamble:

“Complete Streets” is the term given to streets that accommodate all forms of travel, including automobiles, bicycles, pedestrians, personal mobility devices, transit and freight in a safe environment on designated City streets.

The City of Midland adopted a Master Street Plan which proposes a network of streets with design features that will accommodate pedestrians and vehicular movement. The Plan includes a bicycle plan that specifically defines proposed trails, on-street bike lanes and bike routes.

The guiding policy for a Complete Streets Program for the City of Midland is to design, operate and maintain designated City streets to promote safe and convenient access for all users. The City proposes to do this in a manner consistent with and supportive of the surrounding community. This can be accomplished with improvements that may include an array of facilities and amenities recognized as contributing to the Complete Streets Program.

The City of Midland supports the concept of “Complete Streets” and will implement a policy to review changes of transportation facilities on local streets. This will be done in keeping with the goal of accommodating all forms of travel and in keeping with the design specifications of the Master Street Plan. The policy recognizes that all streets are different and in each case user needs must be balanced with the benefit to the entire community.

Policy:

1. Sidewalks, shared use paths, street crossings, including under and over passes, pedestrian signals, signs, transit stops and other facilities will be designed, constructed, operated and maintained so that pedestrians including those with disabilities, can travel safely and independently.
2. The Complete Streets Program will address the need for bicyclist and pedestrians to cross and travel on streets even where there is infrequent use. Therefore, the design policy of intersections and interchanges will be to accommodate and to consider the Complete Streets Program for bicyclists and pedestrians in a manner that is safe, accessible and a benefit to the entire community.
3. The Complete Streets Program will consider as a part of any new or reconstruction of designated streets and right of ways the above policy guidelines for the benefit of the entire community and non-motorized transportation.

STAFF REPORT

CITY MANAGER'S OFFICE



Date: December 19, 2012
To: Mayor and Members of the City Council
John R. Gillison, City Manager
From: Michael Parmer, Management Aide, City Manager's Office
Subject: **SECOND READING TO ADOPT ORDINANCE NO. 857 AUTHORIZING THE CITY COUNCIL TO ADOPT A COMPLETE STREETS PROGRAM**

RECOMMENDATION

Staff recommends that the City Council conduct a second reading and adopt Ordinance No. 857 entitled, "**An Ordinance of the City Council of the City of Rancho Cucamonga, California, Adopting a Complete Streets Program.**"

PURPOSE

On December 5, 2012, City Council conducted a first reading to introduce Ordinance No. 857 entitled, "**An Ordinance of the City Council of the City of Rancho Cucamonga, California, Adopting a Complete Streets Program.**" This action allows for the second reading and approval of Ordinance No. 857 adopting a Complete Streets Program. The ordinance will implement the Goals and Policies of Chapter 3 (Community Mobility) of the City of Rancho Cucamonga General Plan to provide Complete Streets by providing specific implementation guidelines, principles, and practices so that transportation improvements are planned, designed, constructed, operated and maintained to encourage multi-modal transportation and promote operation. This ordinance is intended to identify and sustain existing implementation efforts that build off the Complete Streets framework and identifies specific implementation steps, performance measures, community engagement, and a multi-departmental team to focus on Complete Streets.

In addition to enhancing the safety, access, convenience and comfort of all users of all ages and abilities on public right of ways, formalizing the Complete Streets Program will increase the City of Rancho Cucamonga's ability to leverage additional resources including funding and will make the City more competitive when pursuing funding opportunities.

FISCAL IMPACT

The adoption of this Complete Streets Program will not have an adverse effect on the general fund.

Respectfully submitted,

A handwritten signature in black ink, appearing to be "M. Parmer", is written over the text "Respectfully submitted,".

Michael Parmer, Management Aide

Attachments: Ordinance No. 857

ORDINANCE NO. 857

AN ORDINANCE OF THE CITY OF RANCHO CUCAMONGA,
CALIFORNIA, ADOPTING A COMPLETE STREETS PROGRAMA. Recitals.

1. On May 19, 2010, the City of Rancho Cucamonga adopted the 2010 General Plan, which set forth policies and goals to encourage Complete Streets through the Community Mobility Section of the General Plan.

2. Chapter 3 (Community Mobility) of the City of Rancho Cucamonga's General Plan includes Goal CM-1 to: "Provide an integrated and balanced multi-modal transportation network of Complete Streets to meet the needs of all users and transportation modes," and Policies CM-1.1, CM-1.2, CM-1.3, CM-1.4, CM-1.5, CM-1.6, CM-2.1, CM-3.1, CM-3.2, CM-3.6, CM-3.7, CM-3.10, CM-3.11, CM-3.12, CM-3.14, CM-3.15, CM-4.1, CM-4.2, CM-5.3, CM-5.4, and CM-6.2 to implement the City of Rancho Cucamonga's goal of providing Complete Streets.

3. Adoption of this Ordinance will implement the Goals and Policies of Chapter 3 (Community Mobility) of the City of Rancho Cucamonga General Plan to provide Complete Streets.

4. All legal prerequisites prior to the adoption of this Ordinance have occurred.

B. Ordinance. The City Council of the City of Rancho Cucamonga hereby finds, determines, and ordains as follows:

1. Recitals. The City Council hereby specifically finds that all of the facts set forth in the Recitals, Part A, of this Ordinance are true and correct.

2. Purpose. The purpose of this Ordinance is to implement the General Plan's goals of providing Complete Streets and to enable the streets of Rancho Cucamonga to provide safe, convenient, and comfortable routes for walking, bicycling, and public transportation that encourage increased use of these modes of transportation, enable convenient travel as part of daily activities, improve the public welfare by addressing a wide array of health and environmental problems, and meet the needs of all users of the streets, including bicyclists, children, persons with disabilities, pedestrians, users of public transportation, and seniors, while continuing to maintain a safe and effective transportation system for motorists and movers of commercial goods.

3. Definitions. The following words and phrases, whenever used in this Ordinance, shall have the meanings defined in this section unless the context clearly requires otherwise:

a. "Complete Streets Infrastructure" means design features that contribute to a safe, convenient, or comfortable travel experience for Users, including but not limited to features such as: sidewalks; shared use paths; bicycle lanes; equestrian trails, automobile lanes; paved shoulders; street trees, landscaping and planting strips, including native plants where possible; curbs; accessible curb ramps; crosswalks; pedestrian and traffic signals, including countdown and accessible signals; signage, including pedestrian-oriented signs; pedestrian-scale lighting; street furniture and benches; bicycle parking facilities; public transportation stops and facilities; transit priority signalization and traffic calming devices

b. "Street" means any right of way, public or private (in new construction areas), including arterials, connectors, alleys, ways, lanes, and roadways by any other designation, as well as bridges, tunnels, and any other portions of the transportation network.

c. "Street Project" means the construction, reconstruction, retrofit, maintenance of any Street, and includes the planning, design, approval and construction.

d. "Users" mean individuals that use Streets, including bicyclists, children, persons with disabilities, motorists, movers of commercial goods, pedestrians, users of public transportation, seniors, youth, and families.

4. Infrastructure Required for Safe Travel.

a. The City will make Complete Streets practices a routine part of everyday operations, approach every transportation project and program as an opportunity to improve public and private Streets and the transportation network for all Users, and work in coordination with other departments, agencies, and jurisdictions to achieve Complete Streets.

b. Consistent with the General Plan, and or approved Specific Plan, every Street Project on public or private Streets will incorporate Complete Streets Infrastructure sufficient to enable reasonably safe travel along and across the right of way for each category of Users; provided, however, that such infrastructure may be excluded, upon written approval by City Engineer or his designee where documentation and supporting data indicate one of the following bases for the exemption:

1. Use by a specific category of Users is prohibited by law;
2. The cost would be excessively disproportionate to the need or probable future use over the long term;
3. There is an absence of current and future need; or
4. Significant adverse impacts outweigh the positive effects of the infrastructure.

c. The City Engineer will provide an annual report to the City Council listing the public and private Street Projects undertaken in the past year and briefly summarizing the Complete Streets Infrastructure used in those projects and, if applicable, the basis for excluding Complete Streets Infrastructure from those projects.

e. If the safety and convenience of Users can be improved within the scope of pavement resurfacing, restriping, or signalization operations on public or private Streets, such projects may include Complete Streets Infrastructure to increase safety for Users.

f. The Planning Department and Engineering Services Department shall review existing plans, zoning, and subdivision codes, laws, procedures, rules, regulations, guidelines, programs, templates, and design manuals including the Trail Implementation Plan, Development Code, General Plan, Standard Drawings for Public Improvements, and Standard Conditions to ensure consistency with the General Plan.

g. The Engineering Services Department shall develop or revise street standards and design manuals, including cross-section templates and design treatment details, to ensure that standards support and do not impede Complete Streets. The Engineering Services Department shall coordinate design guidelines with street classifications and revise them to include Complete Streets Infrastructure, such as bicycle lanes, sidewalks, street crossings, and planting strips. Such revisions may be coordinated with revisions to the Development Code, Trail Implementation Plan, Development Code, General Plan, Standard Drawings for Public Improvements, and Standard Conditions.

h. The Building and Safety Services Department and Engineering Services Department shall ensure that sidewalks, crosswalks, public transportation stops and facilities, and other aspects of the transportation right of way are compliant with the Americans with Disabilities Act, and shall ensure that the City of Rancho Cucamonga ADA Transition Plan includes a prioritization method for enhancements, and shall revise if necessary.

i. The Planning Department and Engineering Services Department shall continue to require street infrastructure consistent with the General Design Guidelines of the Development Code and consistent with the policies of the General Plan regarding Complete Streets that encourage and create pedestrian-oriented activities.

j. The Planning and Engineering Services Departments shall continue to implement the General Plan Policies and goals to encourage Complete Street Infrastructure including connecting transit opportunities, pedestrian friendly commercial streets, and goals for future transportation opportunities like Bus Rapid Transit (BRT).

k. The City will make training available to Planning, Engineering, and Public Works personnel regarding the implementation and integration of multimodal infrastructure and techniques.

5. Performance Measures and Implementation.

a. The City will evaluate how well City streets are serving each category of Users through the following data collection and performance measures:

1. Total miles of on-street bikeways defined by streets with clearly marked or signed bicycle accommodation.
2. Total miles of streets with pedestrian accommodation.
3. Number of missing or non-compliant curb ramps along City streets.
4. Number of new trees planted along City streets
5. Number and severity of pedestrian-vehicle and bicycle-vehicle crashes.
6. Number of pedestrian-vehicle and bicycle-vehicle fatalities.
7. Track Fitnessgram data of students from school districts in Rancho Cucamonga.
8. Comprehensive Citywide sidewalk inventory.
9. Sales tax revenue.
10. Total miles of pedestrian trails throughout the City.
11. Number of truncated domes on sidewalks to support visually impaired residents.

12. Amount of air pollution (in tons) caused by automobiles.
 - b. The City shall conduct targeted outreach and encourage public participation in its decisions concerning street design and use. Community input includes:
 1. Trails Advisory Committee.
 2. Park and Recreation Commission.
 - c. The City will institute the following implementation strategy with this Complete Streets policy:
 1. **Advisory Group.** The City will establish an inter-departmental advisory committee to oversee the implementation of this policy. The committee will include members of Public Works, Community Services Development, Engineering Services Department, Planning Department, and City Manager's office from the City of Rancho Cucamonga. The committee may include representatives from the bicycling, youth and elderly community, and other advocacy organizations, as relevant. This committee will meet no less than twice per year and evaluate the City's progress and provide advice on implementation.
 2. **Capital Improvement Project Prioritization.** The City will reevaluate Capital Improvement Projects prioritization to encourage implementation of bicycle, pedestrian, and transit improvements.
 3. **Safe Routes to School Plan.** The City will maintain and update a Safe Routes to School Plan and continue to encourage local community member participation.
 4. **Other Plans.** The City will maintain and update a Bicycle Transportation Plan, an Americans with Disabilities Act Transition Plan, Capital Improvement Program, and an approved Street Tree list and a Tree Preservation Ordinance.
 5. **Pedestrian Safety Campaign.** The City will maintain and support a comprehensive pedestrian safety campaign. This plan engages local community members, City Leaders, and law enforcement to encourage safe walking and biking throughout the City. Campaign messages (i.e. graphic elements, road markings, signs) will support pedestrian safety efforts.
 6. **Greenhouse Gas Inventory 2020 Forecast Plan.** The City, in coordination with SANBAG, shall maintain and update the San Bernardino County Regional Community Greenhouse Gas Inventory 2020 Forecast report to identify amount and trends in automobile air pollution.
 7. **Storm Water Management.** The City will prepare and implement a plan to transition to sustainable storm water management techniques along our streets.
 8. **Traffic Sign Inventory.** The City will maintain an inventory of all signs located throughout the city.
 9. **Staff Training.** The City will train Advisory Group members and City staff on the content of the Complete Streets principles and best practices for implementing the policy.

10. Coordination. The City will utilize inter-departmental project coordination to promote the most responsible and efficient use of fiscal resources for activities that occur within the public right of way.

11. Funding. The City will actively seek sources of appropriate funding to implement Complete Streets.

12. All initial planning and design studies, health impact assessments, environmental reviews, and other project reviews for projects requiring funding or approval by the City shall: (1) evaluate the effect of the proposed project on safe, comfortable, and convenient travel by all Users, and (2) identify measures to mitigate any adverse impacts on such travel that are identified.

6. Statutory Construction and Severability.

a. This Ordinance shall be construed so as not to conflict with applicable federal or state laws, rules, or regulations. Nothing in this Ordinance authorizes the City to impose any duties or obligations in conflict with limitations on local authority established by federal or state law at the time such action is taken.

b. If any section, subsection, sentence, clause, phrase, or word of this Ordinance is, for any reason, deemed or held by the decision of any court of competent jurisdiction, to be invalid or unconstitutional or preempted by legislative enactment, such decision shall not affect the validity of the remaining portions of this Ordinance. The City Council hereby declares that it would have adopted this Ordinance and each section, subsection, sentence, clause, phrase, or words thereof, regardless of the fact that any one or more sections, subsections, clauses, phrases, or words might subsequently be held preempted or unconstitutional.

c. This Ordinance is intended to implement the Complete Streets Goals and Policies of the 2010 General Plan and is exempt from the requirements of the California Environmental Quality Act of 1970, as amended, and the Guidelines promulgated thereunder, pursuant to Section 21080.17 of the Public Resource Code and Section 15282(i) of Division 6 Title 14 of the California Code of Regulation.

7. The City Clerk shall certify to the adoption of this Ordinance and shall cause the same to be published in accordance with all applicable legal requirements.

ORDINANCE NO. 857
December 19, 2012
Page 6

PASSED, APPROVED, AND ADOPTED this ___ day of _____ 2012.

AYES:

NOES:

ABSENT:

ABSTAINED:

L. Dennis Michael, Mayor

ATTEST:

Janice C. Reynolds, City Clerk

I, JANICE C. REYNOLDS, CITY CLERK of the City of Rancho Cucamonga, California, do hereby certify that the foregoing Ordinance was introduced at a Regular Meeting of the Council of the City of Rancho Cucamonga held on the ___ day of _____ 2012, and was passed at a Regular Meeting of the City Council of the City of Rancho Cucamonga held on the ___ day of _____ 2012.

Executed this ___ day of _____ 2012, at Rancho Cucamonga, California.

Janice C. Reynolds, City Clerk



WHY ARE COMPLETE STREETS IMPORTANT? UNIT 2

FEHR & PEERS

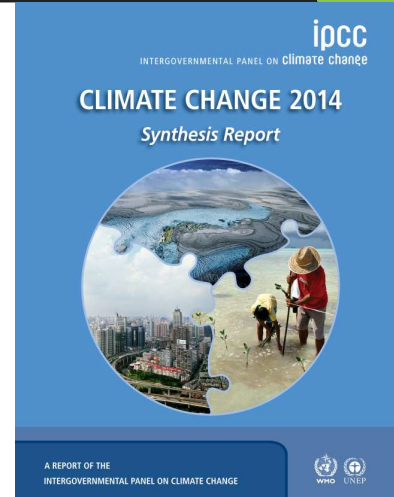
Why are Complete Streets Important?

- ▶ Climate Change & Sustainability
- ▶ Safety & Public Health
- ▶ Shifting Demographics & Changing Lifestyle Preferences of Constituency
- ▶ Funding Opportunities & Fiscal Responsibility
- ▶ Travel Demand & Future Trends

FEHR & PEERS

Climate Change

- ▶ The 5th report from the Intergovernmental Panel on Climate Change (2014)
- ▶ Climate Change (CC) requires adaptation and mitigation
- ▶ Planners and government officials will control carbon emissions through cap-and-trade, regulation, taxation



FEHR & PEERS

Source: Intergovernmental Panel on Climate Change

Climate Change

- ▶ “IPCC is now 95% certain that humans are the main cause of current global warming” – IPCC, 2014
- ▶ Temperature rise:
 - ▷ 2030 temperature rise – 5°
 - ▷ 2100 temperature rise – 10°
- ▶ Sea level rise:
 - ▷ 6.7” by 2030
 - ▷ 14.3” by 2050
 - ▷ 41.1” by 2100

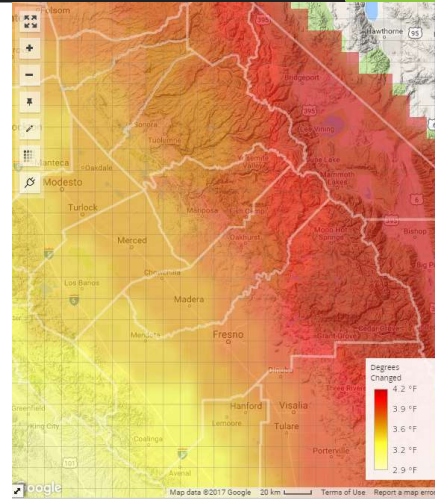


FEHR & PEERS

State Route 1 is vulnerable to rising sea level. Source: Caltrans

Climate Change

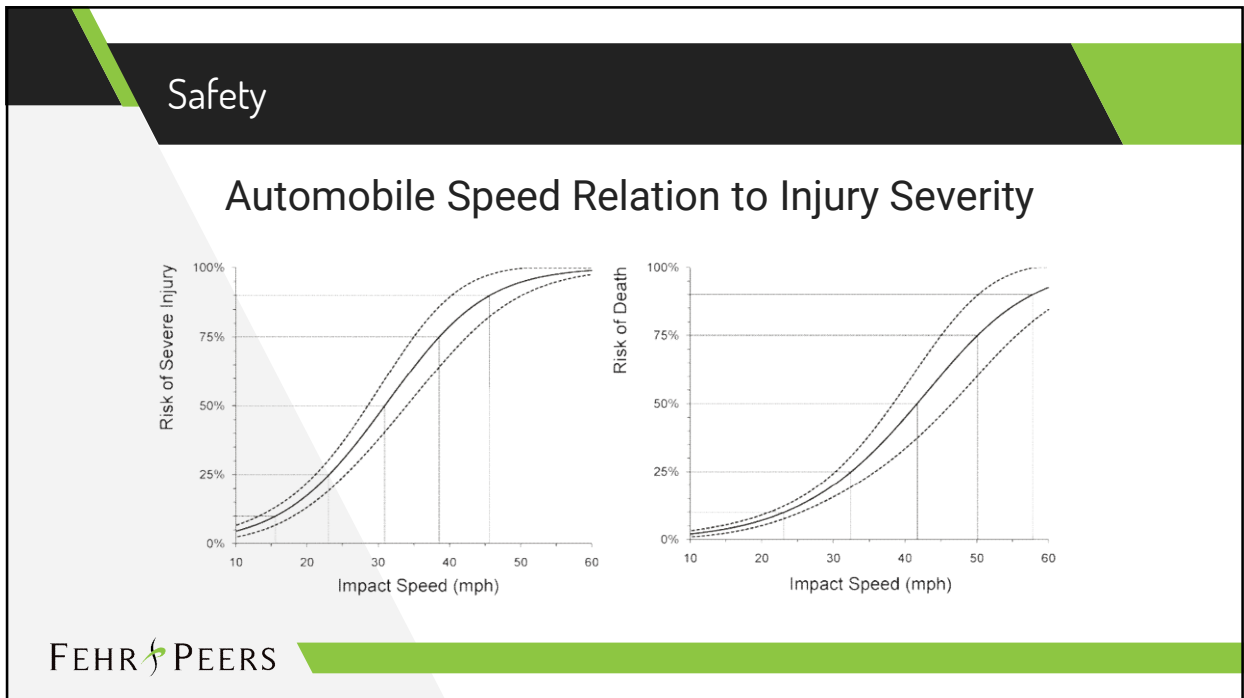
Climate Change:
Projected difference in
average temperature by
the end of the century
(2070-2099)



Sustainability

- ▶ Resource use, ecosystem-wide effects, implications for future generations
- ▶ Resilience is central to the sustainability discussion
- ▶ Focus on creating multi-benefit projects, layering on environmental improvements with transportation projects





Safety

- ▶ Urban design and walkability
- ▶ Infrastructure improvements for bicycling
- ▶ Education and programs
- ▶ California Strategic Highway Safety Plan (SHSP)



FEHR & PEERS

Biking School Bus" in Davis, CA, Source: Fehr & Peers

Safety

Vision Zero

- ▶ Increasing number of cities have made the commitment to eliminate all traffic deaths within a certain time frame
- ▶ Many have focused first on protecting the most vulnerable road users, such as children, older adults, and people walking and bicycling



FEHR & PEERS

Source: Strong Towns

Safety

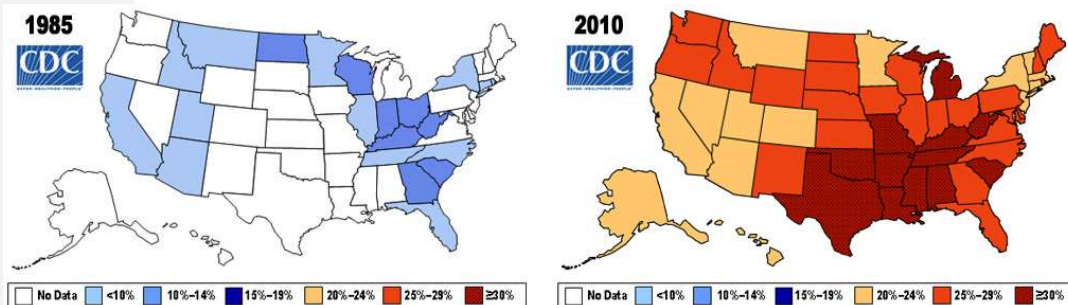


Crime Prevention Through Environmental Design (CPTED)

- ▶ City of Los Angeles has undertaken a creative new initiative called "Design Out Crime," injecting into City government the techniques of CPTED
- ▶ Program involves simple, preventive steps that developers, architects, and individuals can take to reduce crime in their homes, businesses, and neighborhoods

Public Health

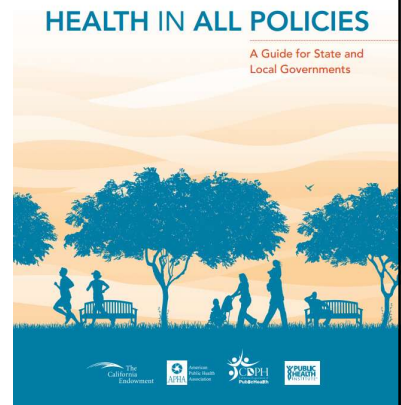
Increasing rates of obesity result in increasing healthcare costs



Public Health

Health in all Policies

- ▶ Collaborative approach to improving the health of all people by incorporating health considerations into decision-making across sectors and policy areas
- ▶ Complete Streets are listed as an example of a “low-hanging fruit” policy, essential for building morale and developing trust to encourage future investment



Public Health

Mental Health

- ▶ Active transportation has been shown to improve mental health (especially in men and children)
- ▶ Complete Streets increase the sense of social connectivity & sense of community belonging

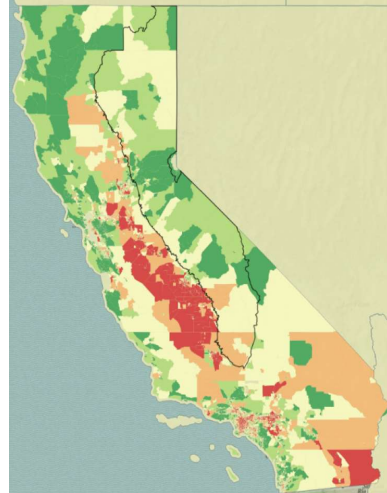
Equity

- ▶ “Incomplete” streets are particularly dangerous for people of color, older adults, children, and those living in low-income communities
- ▶ Populations suffer disproportionately from poor street design in increased likelihood of illness, injury, and death

Public Health

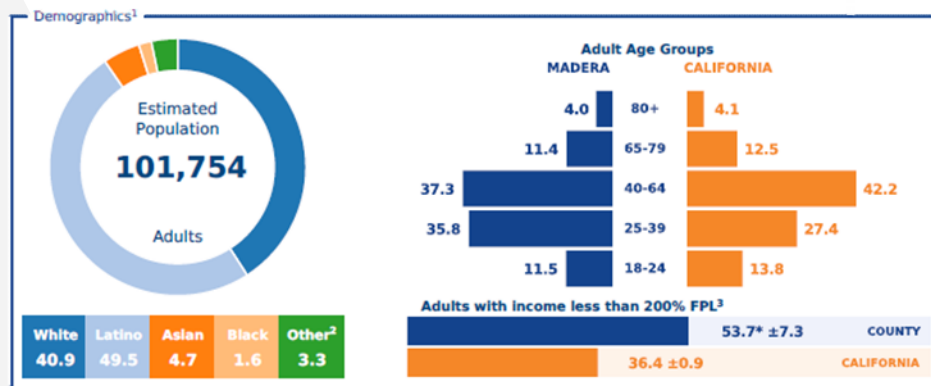
Disadvantaged Communities

- ▶ Senate Bill (SB) 535 (2012) states that a ¼ of the proceeds from the Greenhouse Gas Reduction Fund must also go to projects that benefit disadvantaged communities
- ▶ Investments are aimed at improving public health, quality of life, and economic opportunity in California's most burdened communities



Health Factors

MADERA COUNTY

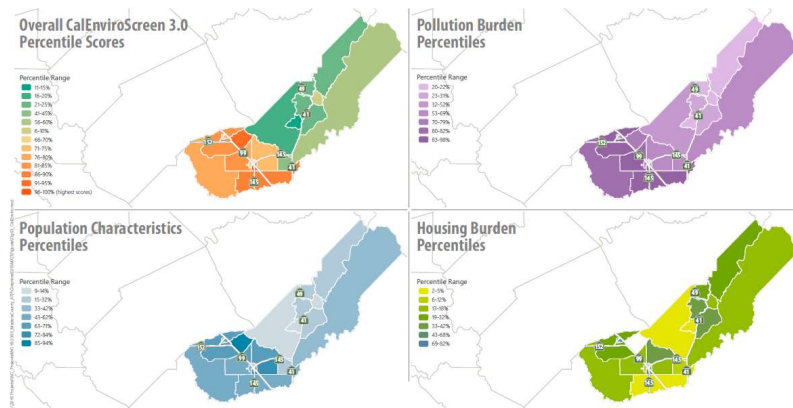


Health Outcomes

HEALTH OUTCOMES	MADERA % (95% CI)	CALIFORNIA % (95% CI)
Fair or poor health (age-adjusted) ¹⁰	23.4 (18.0 - 28.8)	20.1 (19.3 - 20.9)
Ever diagnosed with diabetes ¹¹	12.1 (7.3 - 16.9)	8.8 (8.2 - 9.4)
Ever diagnosed with high blood pressure	29.6 (22.4 - 36.7)	28.1 (27.2 - 28.9)
Current asthma ¹³	10.9 (7.2 - 14.7)	7.9 (7.4 - 8.5)
Serious psychological stress in the past year ¹⁴	9.6 (5.5 - 13.6)	8.0 (7.4 - 8.6)
Obese ¹²	34.0* (26.2 - 41.7)	25.9 (24.9 - 26.8)
OTHER FACTORS	% (95% CI)	% (95% CI)
Limited English proficiency ¹⁵	32.4 (26.8 - 38.0)	27.1 (26.5 - 27.7)
Food insecure ¹⁶	20.3 (14.2 - 26.4)	15.0 (14.3 - 15.8)

* Statistically significant difference between location and state at $p < 0.05$.
 † Estimate should be interpreted with caution because it is either unstable (coefficient of variation $\geq 40\%$) or it has a wide confidence interval ($> 20\%$).
 Endnotes and additional information can be found in the online appendix at: <http://bit.ly/AppendixHPAdults>

CalEnviroScreen

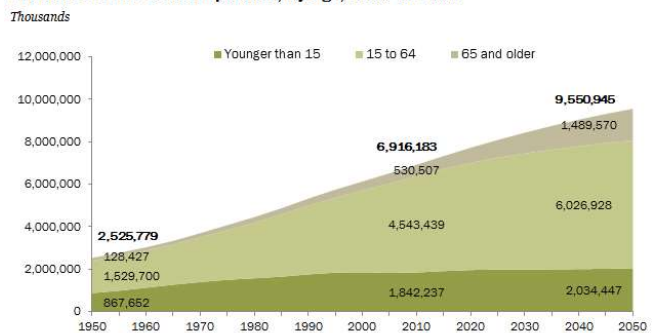




Shifting Demographics

- ▶ Aging of long-term residents
 - ▷ By 2030:
 - ▷ More than 8.9 million Californians will be 65 and older (11 percent in 1998 versus 17 percent in 2030)
 - ▷ One in three Californians will be over 50
- ▶ Immigration from developing countries

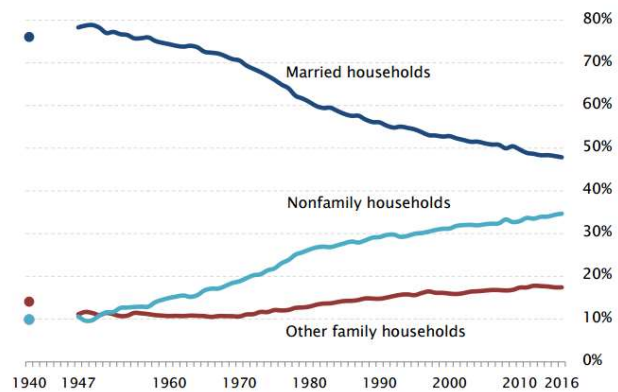
Estimates of the Global Population, by Age, 1950 to 2050



Changing Lifestyle Preferences of Constituency

- ▶ Household types
 - ▷ Decline in married households
 - ▷ Increase in nonfamily households
- ▶ Location choices
 - ▷ Influenced by household type

Percent of households by type



FUNDING
OPPORTUNITIES
& FISCAL
RESPONSIBILITY

Funding Opportunities

- ▶ Make transportation projects more popular
- ▶ Support for reducing congestion
- ▶ Support for increasing funding for walking and biking



FEHR & PEERS

Source: www.phoenix.gov

Funding Opportunities

- Leverage county, state, federal funds
- ▶ Caltrans' Active Transportation Program
 - ▶ TIGER Grants
 - ▶ Measure M
- Job creation and cost benefit analysis



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Fiscal Responsibility

- ▶ Implementing facilities for all modes at once helps to avoid costly retrofits, emergency response expenses, and increased health care costs
- ▶ A community can budget by reprioritizing projects and allocating funds to projects that improve overall mobility
 - Often at little to no additional funding
 - Many “complete street” elements are low cost, high impact, and fast to implement
- ▶ Money saved in the long-term due to prevented injuries/fatalities, and increased economic and social benefits



FEHR & PEERS

Source: Eric Fredericks

FUTURE TRENDS

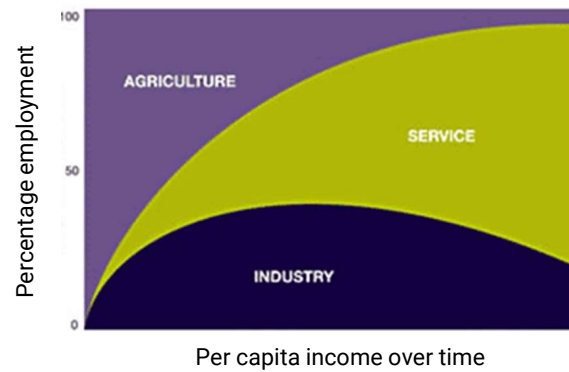
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Future Trends

Technological Advances

- ▶ Replacement of industrial sectors with service and specialty industries that thrive on face-to-face contact
- ▶ Advances in telecommunications and transportation

Growth in the Service Economy



Future Trends

Transportation Network Companies (TNCs)

- ▶ Rideshare companies that connect users and drivers through smartphones and a peer-to-peer network using demand-responsive and on-demand platforms
- ▶ As this "mode" becomes more prevalent, considerations for pick-up/drop-off and waiting areas in the design of transportation infrastructure will be necessary



Future Trends

Vehicle Automation

- ▶ Policy and recommendations on the testing, licensing, and regulation of "self-driving" vehicles has begun
- ▶ California has enacted legislation that expressly permits operation of self-driving vehicles under certain conditions
- ▶ National Highway Traffic Safety Administration (NHTSA) has defined the five levels of automation
- ▶ Full automation (level 4) aims to result in improved safety and mobility, and reduced congestion, travel time, and parking requirements

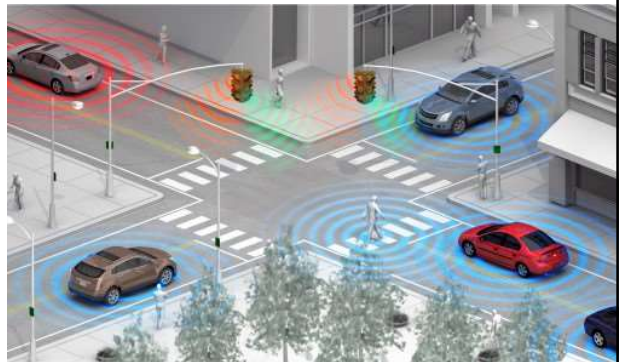


Source: Center for American Progress

Future Trends

Intelligent Transportation Systems/ Transportation Communication

- ▶ FHWA has issued new guidelines to help state/local agencies prepare for technology that will enable connected vehicles
- ▶ Vehicle-to-infrastructure strategies should start being considered in long-range transportation plans
- ▶ Cooperation needed to integrate statewide and regional ITS architectures

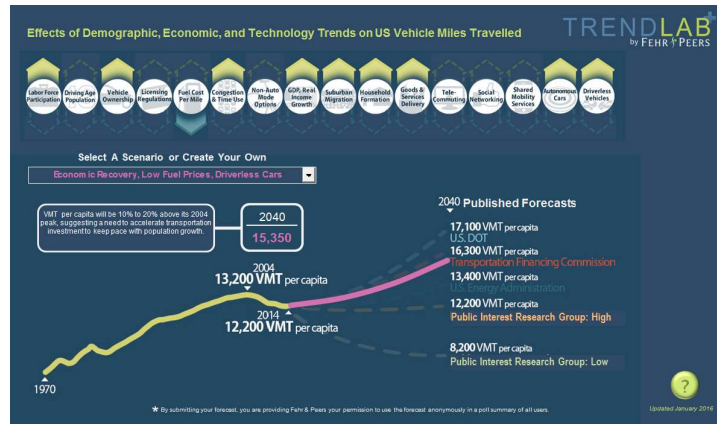


Source: NOCoE

Future Trends

Forecasting vs. Reality

- ▶ Can look at trends to predict future travel behavior
- ▶ However, there are many variables and we can not predict how things will change into the future
- ▶ Forecasting should inform our decisions, but not dictate them



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Source: Fehr & Peers

HOW TO PUT COMPLETE STREETS ON THE BOOKS

UNIT 3

FEHR & PEERS

How to Put Complete Streets on the Books

- ▶ Goal Setting and Visioning for a City
- ▶ Integrating Complete Streets into Local Planning Processes
- ▶ Place Types, Street Typologies, and Layered Networks
- ▶ How to Handle Caltrans Facilities

FEHR PEERS



GOAL-SETTING AND VISIONING FOR A CITY

FEHR PEERS

Goal-Setting and Visioning for a City

Policy Hierarchy



Goal-Setting and Visioning for a City

A Note on Performance Measures

- ▶ *Outcomes* are things you influence
 - ▷ Bicycle mode share
 - ▷ Pedestrian mode share
 - ▷ Number of bicyclist- or pedestrian-involved traffic fatalities
- ▶ *Outputs* are things you control
 - ▷ Miles of protected bike lanes
 - ▷ Miles of sidewalks
 - ▷ Number of pedestrian crossings of arterial roadways
 - ▷ Number of projects at locations with an above-expected crash rate



INTEGRATING COMPLETE STREETS INTO LOCAL PLANNING PROCESSES

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Integrating Complete Streets

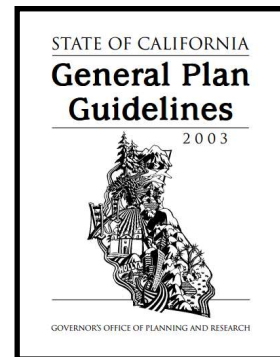
General Plan

- ▶ Each California City and County must prepare a comprehensive, long-term general plan to guide its future

- ▶ Contains seven elements:

1. Land use
2. Circulation
3. Housing
4. Conservation
5. Open space
6. Noise
7. Safety

- ▶ AB 1358 (the Complete Streets Act) requires that complete streets be included in the circulation element
- ▶ General Plans often incorporate bicycle/pedestrian plans (or adopt by reference)



FEHR & PEERS

Source: Governor's Office of Planning and Research

Integrating Complete Streets

Entitlement Process

- ▶ The legal method of obtaining the necessary approvals for the right to develop property for a desired use
- ▶ May include:
- ▶ Traffic Impact Studies
- ▶ Impact Fees
- ▶ Mitigation Fees
- ▶ In-lieu Mitigation Programs



Source: latimesblogs.latimes.com

Integrating Complete Streets



Development Review Checklists

- ▶ Consistency with modal plans
- ▶ Consistency with design standards
- ▶ Procedural Considerations
- ▶ Number of review points
- ▶ Stages of design process
- ▶ Departments involved
- ▶ Advocates involved
- ▶ Exception process

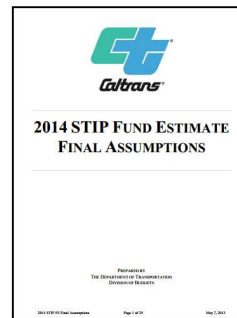
Integrating Complete Streets

Regional Transportation Plans (RTPs)

- ▶ MPOs and RTPAs prepare an RTP every four or five years; submit to Caltrans and the California Transportation Commission (CTC)

State Transportation Improvement Program (STIP)

- ▶ Includes projects from the state's Regional Transportation Plans
- ### California Transportation Plan (CTP)
- ▶ A statewide, long-range transportation plan that defines goals, policies, and strategies to meet future mobility needs with minimum 20-year planning horizon



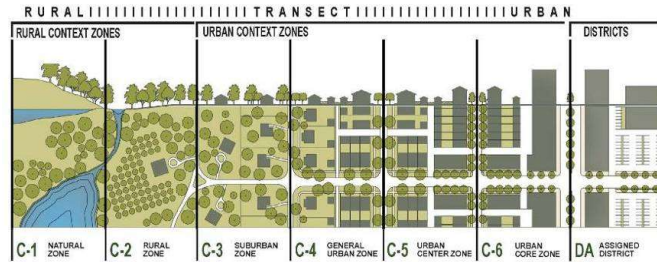
PLACE TYPES,
STREET
TYPOLOGIES,
& LAYERED
NETWORKS

Place-Types and Context

Evolve functional classification to typologies that address:

- Mobility
- Access
- Speed
- Development density
- Form (height, setback)
- Modal priority
- Parking

Recognize that roadway function can change along its length



Street Typologies

- New Complete Streets Manual uses “Enhanced Networks”
- Context and Network Sensitive
 - **Motor vehicle emphasis**
 - Transit emphasis
 - Bicycle emphasis
 - Pedestrian emphasis



Street Typologies

- ▷ Motor vehicle emphasis
- ▷ **Transit emphasis**
- ▷ Bicycle emphasis
- ▷ Pedestrian emphasis



FEHR & PEERS

Source: Fehr and Peers

Street Typologies

- ▷ Motor vehicle emphasis
- ▷ Transit emphasis
- ▷ **Bicycle emphasis**
- ▷ Pedestrian emphasis



FEHR & PEERS

Source: Fehr and Peers

Street Typologies

- ▶ Motor vehicle emphasis
- ▶ Transit emphasis
- ▶ Bicycle emphasis
- ▶ **Pedestrian emphasis**

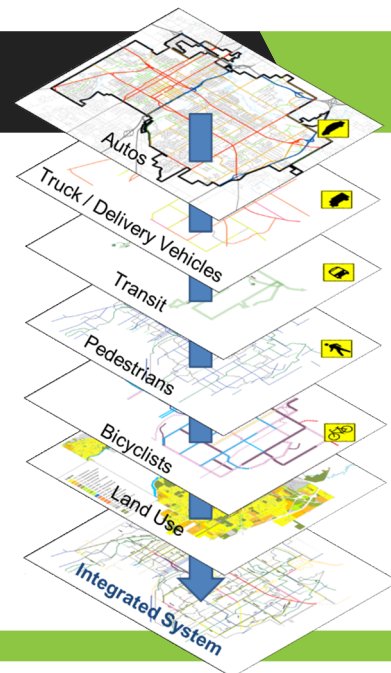


FEHR & PEERS

Source: Fehr and Peers

Layered Network

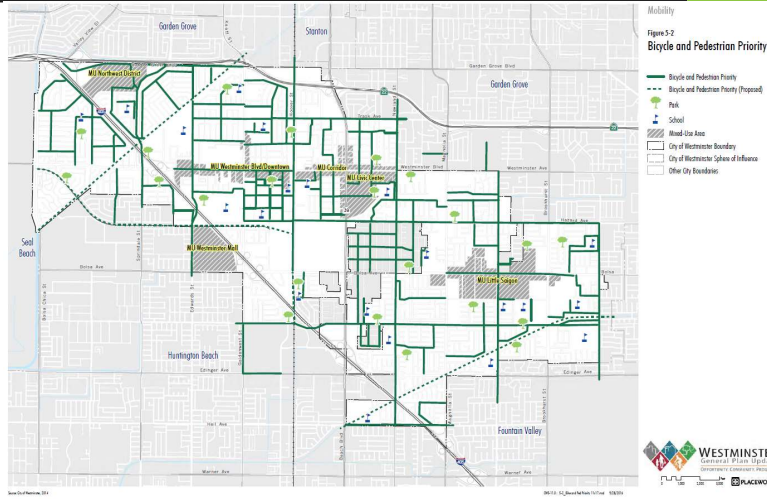
- ▶ Prioritizes a series of arterial corridors for (no particular order):
 - ▶ Motor vehicles
 - ▶ Transit riders
 - ▶ Bicyclists
 - ▶ Pedestrians
- ▶ Local context is important
- ▶ *Planning Urban Roadway Systems*, an ITE Recommended Practice, recommends principles for design and performance of an entire roadway network



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Layered Network

Westminster, CA

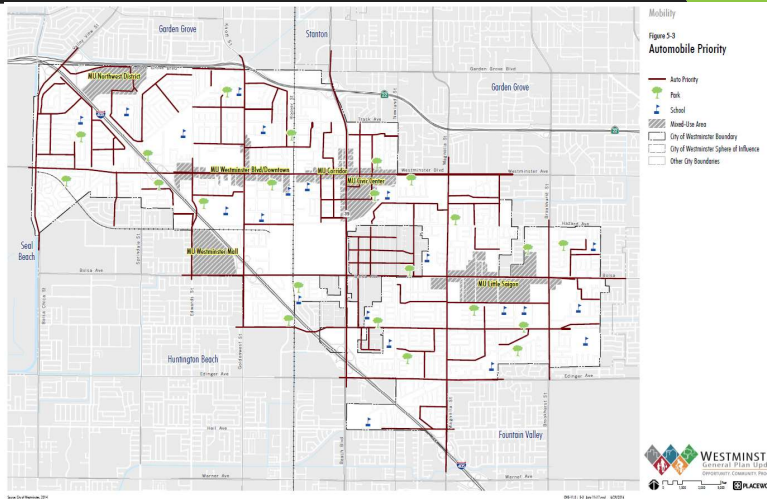


FEHR PEERS

Source: Fehr and Peers

Layered Network

Westminster, CA

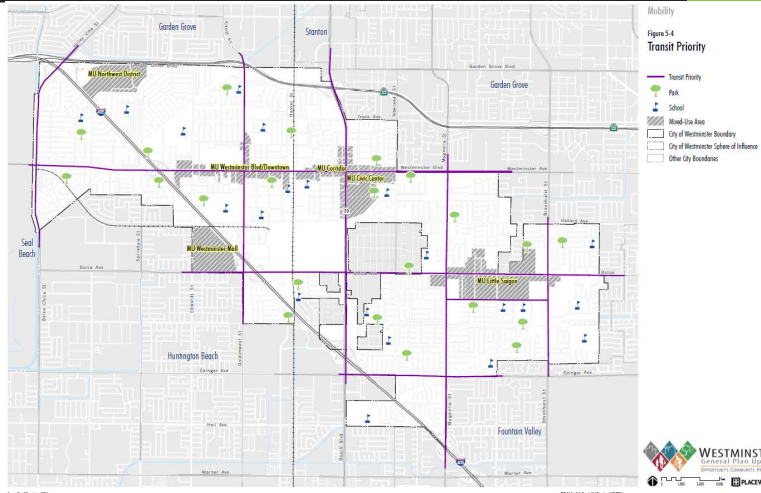


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Source: Fehr and Peers

Layered Network

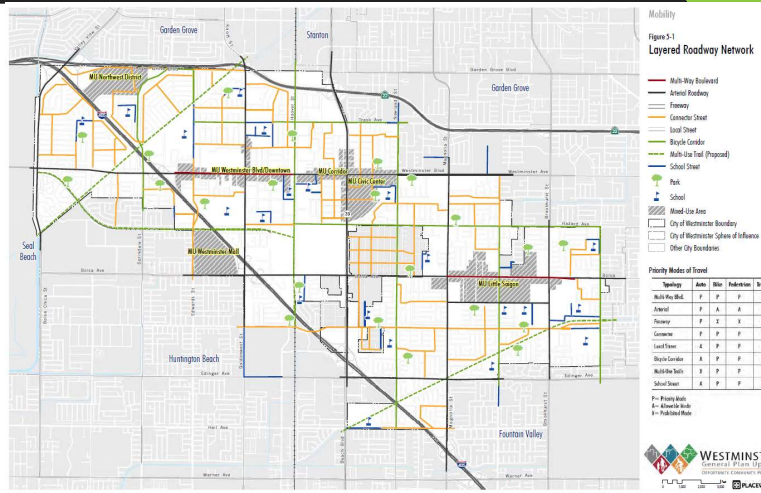
Westminster, CA



FEHR PEERS

Layered Network

Westminster, CA




FEHR PEERS



Unique Issues of Rural Contexts

Some of the major issues for Complete Streets policy and implementation in rural contexts include:

- ▶ Main Streets are often highways
- ▶ Presence of commercial vehicles in town centers
- ▶ Planning for dispersed, low density population



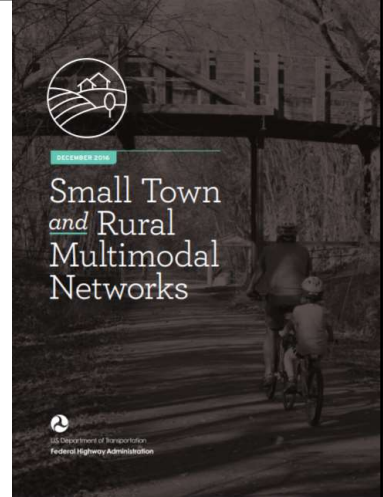
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Small Town and Rural Complete Streets Resources

Small Town and Rural Multimodal Networks Guide (FHWA)

- Assessment of best practices for rural and small town contexts:

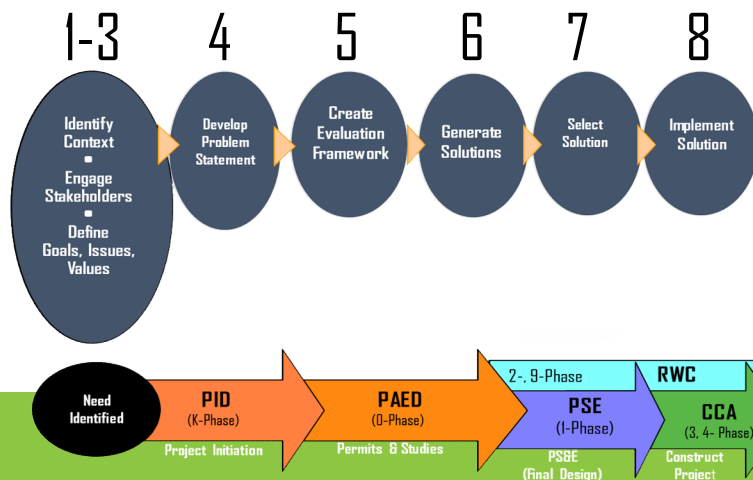
"In many small towns and rural communities, active transportation is even more common than it is in urban areas...Many small and rural communities are located on State and county roadways that were built to design standards that favor high-speed motorized traffic, resulting in a system that makes walking and bicycling less safe and uncomfortable. These roadways can be retrofitted and redesigned over time to provide a transportation network that better serves the safety, health, and economic interests of the community."



FEHR PEERS

How to Handle Caltrans Facilities

Context Sensitive Solutions and Caltrans Project Development phases

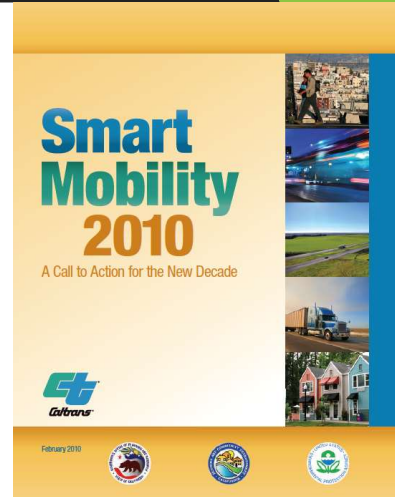


FEHR PEERS

How to Handle Caltrans Facilities

Caltrans Smart Mobility Framework

- ▶ Smart Mobility 2010: A Call to Action for the New Decade
 - ▶ Funded through an EPA Smart Growth Implementation Assistance Grant
 - ▶ A planning framework to guide and assess how well plans, programs, and projects meet the definition of "Smart Mobility"
 - ▶ Framework can be applied to various levels of plans, programs, projects



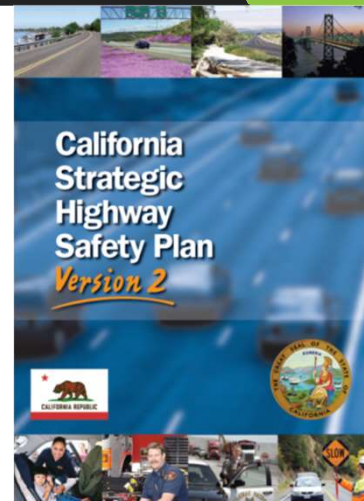
FEHR PEERS

Source: Caltrans

How to Handle Caltrans Facilities

California Strategic Highway Safety Plan (SHSP)

- ▶ What it is
 - ▶ A statewide-coordinated safety plan that provides a comprehensive framework for reducing highway fatalities and serious injuries on all public roads
- ▶ What it does
 - ▶ Highlights challenges to roadway users
 - ▶ Paints the picture of fatalities experienced on California roads
 - ▶ Proposed high level strategies to reduce fatalities for each challenge
 - ▶ Serves as a guide for the implementation of projects and activities



FEHR PEERS

How to Handle Caltrans Facilities

Complete Intersection Guide

- ▶ Identifies actions that will improve safety and mobility for bicyclists and pedestrians at intersections and interchanges
- ▶ Tools and techniques to improve bicycle and pedestrian transportation using basic guiding principles for common intersection types

Complete Intersections:

A Guide to Reconstructing Intersections and Interchanges for Bicyclists and Pedestrians



FEHR PEERS

How to Handle Caltrans Facilities

Main Street, California

- ▶ A Guide for Improving Community and Transportation Vitality
- ▶ “Main streets that also function as California State Highways (State highways) are challenged with balancing local needs for a vibrant community street with the public’s need for roadways that provide local, regional and statewide connections.”



Main Street, California

A Guide for Improving Community and Transportation Vitality

FEHR PEERS

Source: Main Street, California

How to Handle Caltrans Facilities

California Office of Traffic Safety (OTS) Assessment Technical Assistance Program

- ▶ Pedestrian Safety Assessments (PSAs)
 - ▷ Description and Purpose
 - ▷ Ultimate Objectives
 - ▷ Components
- ▶ Bicycle Safety Assessments (BSAs)

Subtopic	Benchmarks		
Collision history and collision reports	Does not have set practices for data review	Reviews data only following fatalities or other high-profile incident	Creates annual reports or employs other comprehensive monitoring practice
Pedestrian traffic control devices (signs, markings, and signals) facilities	N/A	Does not have an inventory of signs, markings, and signals	Maintains an inventory of pedestrian signs, markings, and signals
Speed limits and speed surveys	Does not have set practices for speed limit reviews	Reviews data only in response to reported concerns or frequent collisions	Employs comprehensive practice to proactively review speed limits such as USLIMITS

How to Handle Caltrans Facilities

Pedestrian Safety Action Plan (PSAP)

- ▶ Assessment of current policies, practices, or design guidelines
 - ▷ Goals/objectives/commitment
 - ▷ Data collection, analysis, and prioritization
 - ▷ Land use and site design
 - ▷ Public involvement
 - ▷ Engineering countermeasures
 - ▷ Education, Enforcement
 - ▷ Evaluation/accountability
 - ▷ Funding
- ▶ As needed, re-write policies
- ▶ The compilation of policies becomes the PSAP

How to Develop a Pedestrian Safety Action Plan





Regional Policies

Common challenges for regional complete streets policies include:

- ▶ Defining role of regional government in Complete Streets policy work
- ▶ Mechanisms to encourage municipalities to pursue Complete Streets projects
- ▶ Addressing a wide variety of planning contexts across a large geographic area

Example: Complete Streets Corridor Working Group (Sacramento Area Council of Governments)

Recent Meetings:

- ▶ June: Retrofit of Mid Century Autocentric Corridors
- ▶ July: Low Stress Bikeways
- ▶ August: Place Making, Public Art and Green Streets
- ▶ September: Approaches to Current and Emerging Transportation Technologies
- ▶ October: Performance Measurement, Project Prioritization and Funding
- ▶ November: Case Study Wrap-up



Example: Complete Streets Checklist (Metropolitan Transportation Commission)

[Home](#) / [projects](#) / [Checklists](#) / [Cities](#) / [Sponsors](#) / [MTC users](#) / [External users](#)

Sponsor login | MTC staff login

Search

Name Name
 Sponsor Sponsor
 County

- Alameda
- Contra Costa
- Marin
- Napa
- San Francisco
- San Mateo
- Santa Clara
- Solano
- Sonoma

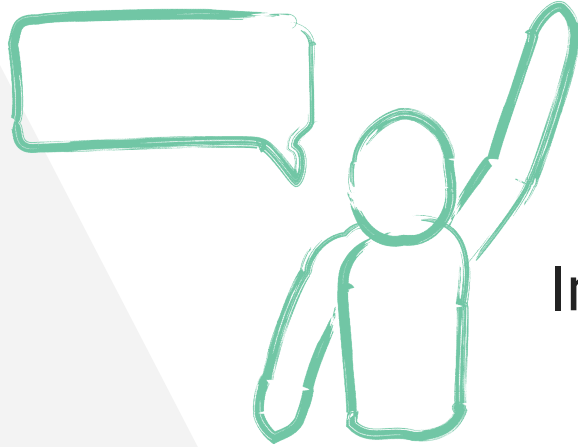
Year

Projects

Showing projects 1 - 20 of 875 found. -- Previous 1 2 3 4 5 6 7 8 9 -- 43 44 Next --

Project	Sponsor	County
Walnut Boulevard Bicycle and Pedestrian Improvements at Walnut Heights Elementary Created 7/20/2017 Updated 7/20/2017	Walnut Creek	Contra Costa
Downtown Streets Rehabilitation Project Created 7/13/2017 Updated 7/13/2017	Martinez	Contra Costa
Los Gatos Creek Trail to Highway 9 Trailhead Connection Created 6/28/2017 Updated 6/28/2017	Los Gatos	Santa Clara
Caltrain Electrification (Peninsula Corridor Electrification Project) Created 5/17/2017 Updated 5/17/2017	Caltrain	San Francisco
Bayshore Multi-Modal Facility Final Design Created 5/9/2017 Updated 5/9/2017	San Francisco City/County	San Francisco
Pedestrian and Bicyclist Infrastructure Improvements Created 5/1/2017 Updated 5/1/2017	Sunnyvale	Santa Clara
Homestead Road at Homestead High School Pedestrian and Bicycle Improvements Project Created 5/1/2017 Updated 5/1/2017	Sunnyvale	Santa Clara
Santa Clara School Access Improvements Created 5/1/2017 Updated 5/1/2017	Santa Clara City	Santa Clara
San Francisco US 101/280 Managed Lanes Created 4/25/2017 Updated 4/25/2017	San Francisco County Transportation Authority	San Francisco
Geary BRT Ph. 1 Created 4/24/2017 Updated 4/24/2017	San Francisco Municipal Trans Agency (SFMTA)	San Francisco

Small Group Activity!



Implementation



How to Put Complete Streets on the Books

Think Break

Instructions: Take a moment to reflect on the questions below. The intent is to help you frame your municipality's Complete Streets goals and ideas for how Complete Streets can be integrated into local planning. If you already have a Policy, now is a time to reflect on that Policy, its strengths and weaknesses, as well as to articulate your community's Complete Streets goals.

If you DO NOT have a Complete Streets Policy in place:

What General Plan vision(s) would you want a Policy to help achieve?

What Policies and mechanisms are already in place that would support Complete Streets implementation?

What are the near-term adoption steps to consider?

If you do DO have a Complete Streets Policy already in place:

How is the Policy integrated into local planning? _____

What components, strengths, weaknesses does it have? _____

Has it been achieving its intended goals? Why or why not? _____



How to Evaluate Complete Streets

- ▶ Why evaluate your Complete Streets?
- ▶ Measuring Effectiveness
- ▶ Metrics
- ▶ Examples of Innovative Evaluation

FEHR & PEERS



Why Evaluate your Complete Street?

- ▶ Make sure Complete Streets projects are working towards the right goals
 - ▷ Economy
 - ▷ Environment
 - ▷ Place
 - ▷ Safety
 - ▷ Equity
 - ▷ Public Health
- ▶ Apply the right performance metrics



MEASURING EFFECTIVENESS

FEHR & PEERS

Measuring Effectiveness

- ▶ Process-oriented thinking
 - ▷ Focus is on what has to be done, rather than think about the outcome
 - ▷ Measures *outputs*
- ▶ Outcome-oriented thinking
 - ▷ End goal is always on the mind
 - ▷ Measures *outcomes*
- ▶ Complete Streets requires both
 - ▷ The process of developing complete streets (goals, vision, design, etc.) is just as important as implementing a completed project

FEHR & PEERS

Measuring Effectiveness

- ▶ Value of Process vs. Outcome
- ▶ The tools available to quantify the effectiveness of Complete Streets projects are imperfect:
 - ▷ Attempting to quantify complicated behavioral outcomes
 - ▷ Limited research available to draw from
- ▶ Why value process?
 - ▷ Research for yourself what works and what doesn't (improve your ability to quantify for next time)
 - ▷ ...and maybe you'll find the outcome you were looking for!

Measuring Effectiveness

Value of Process, Post-SB 743

- ▶ SB 743 elevates the importance of being able to quantify (and predict) Complete Streets effectiveness
- ▶ Measuring effectiveness...
 - ▷ Improves your ability to forecast outcomes of future projects
 - ▷ Adds to the body of California and national research
 - ▷ Ultimately increases the defensibility of the CEQA process

SB 743

Widening the understanding of transportation impacts beyond just the driver's perspective



METRICS

FEHR & PEERS

Metrics: Safety

- ▶ Ensuring people are able to safely travel to their destinations is a fundamental transportation goal
- ▶ Common measures:
 - ▷ Fatalities
 - ▷ Number of fatalities; by mode, age, gender, income, race, ethnicity, and disability status
 - ▷ Total number of fatalities suffered by all users
 - ▷ Serious Injuries
 - ▷ Number of injuries; by mode, age, gender, income, race, ethnicity, and disability status
 - ▷ Rate of serious injuries as measured per 100,000 miles/use; by mode, age, gender, income, race, ethnicity, and disability status
 - ▷ Progress toward achieving zero serious injuries

FEHR & PEERS

Metrics: Equity

- ▶ Transportation services and infrastructure often impact certain populations and neighborhoods disproportionately
- ▶ Common measures:
 - ▷ Access
 - ▷ Place



FEHR & PEERS

Source: Fehr and Peers

Metrics: Economy

- ▶ Complete Streets can contribute to economic performance and add marketing value to your city
- ▶ Common measures:
 - ▷ Opportunities
 - ▷ Value



FEHR & PEERS

Metrics: Environment

- ▶ Minimizing the impact on the natural environment is an important goal of Complete Streets
- ▶ Common measures:
 - ▷ Air Quality
 - ▷ Stormwater runoff



FEHR PEERS

Metrics: Public Health

- ▶ Complete Streets make it easy to integrate health indicators into project evaluation
- ▶ Common measures:
 - ▷ Bicycling trips to primary and secondary school
 - ▷ "Last mile" connection to transit: ½-mile for walking, 3 miles for bicycling
 - ▷ Emergency response and travel time to health facilities
 - ▷ Number of trees retained and/or planted
 - ▷ Use of native plants/trees



FEHR PEERS

Source: Streetfilms.org

Metrics: Activity Counts & Ridership

- ▶ Impact of Complete Streets projects on usage of new infrastructure and amenities
- ▶ Common measures:
 - ▷ # of bicyclists/pedestrians per unit time
 - ▷ Net increase in revenue
 - ▷ Types & characteristics of user



Metrics: Access

- ▶ Complete Streets allow people to safely and reliably access destinations by all modes
- ▶ Common measures:
 - ▷ Travel time
 - ▷ Last mile connections to transit
 - ▷ Percent of people living/working within proximity to low-stress facility
 - ▷ Low-stress biking and walking facilities that connect to key destinations





HOW TO PUT COMPLETE STREETS ON THE GROUND UNIT 5

FEHR & PEERS

How to Put Complete Streets on the Ground

- ▶ Standards versus Guidance: What's the difference?
- ▶ Modifying Design Standards
- ▶ California Guidance on Complete Streets
- ▶ National Guidance on Complete Streets

FEHR & PEERS

STANDARDS VERSUS GUIDANCE: WHAT'S THE DIFFERENCE?

FEHR PEERS

Standards versus Guidance

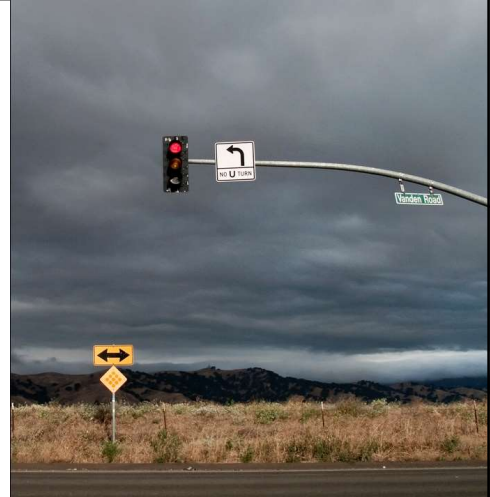
- ▶ Caltrans Highway Design Manual
 - ▷ “This manual establishes uniform policies and procedures to carry out the State highway design functions of the Department. It is neither intended as, nor does it establish, a legal standard for these functions”.
 - ▷ California Streets and Highways Code Section 891: All city, county, regional, and other local agencies responsible for the development or operation of bikeways or roadways where bicycle travel is permitted shall utilize all minimum safety design criteria and uniform specifications and symbols for signs, markers, and traffic control devices established pursuant to Sections 890.6 and 890.8, except as provided in subdivision (b).
- ▶ The American Association of State Highway and Transportation Officials’ (AASHTO), A Policy on Geometric Design of Highways and Streets (the “Green Book”)
- ▶ Local manuals or street design standards
- ▶ The California Fire Code

FEHR PEERS

Standards versus Guidance

California Manual on Uniform Traffic Control Devices (California MUTCD)

- ▶ Design standards for traffic control devices
- ▶ California Vehicle Code Sections 21400 and 21401
- ▶ Standard (“shall”), guidance (“should”), options (“may”), and support



Standards versus Guidance

Work Area Traffic Control Handbook (WATCH)

- ▶ Baseline of implementation
- ▶ Conforms to CA MUTCD
- ▶ 2016 edition has greater emphasis on bikes
 - ▶ Bike lanes
 - ▶ Sharrows
- ▶ New standards when implementing traffic control
 - ▶ Changing standards affect design and implementation
 - ▶ Changes in how staff addresses additional bike/ped safety concerns

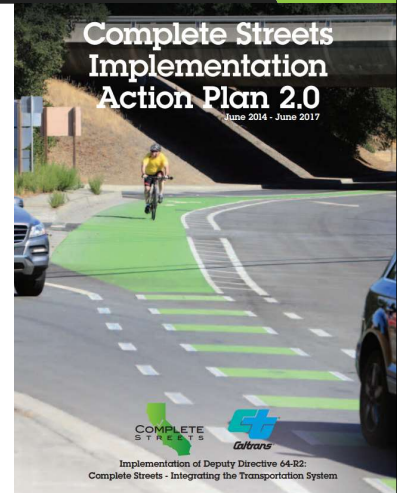
Standards versus Guidance

- ▶ Public entities may be liable for injuries caused by a dangerous condition of public property
- ▶ Adhering to standards provides design immunity
- ▶ There are ways to minimize liability
- ▶ Alternative: conduct project as an experiment

California Guidance on Complete Streets

Caltrans Complete Streets Implementation Action Plan 2.0

- ▶ Actions required to implement DD-64-R2, including priorities and responsible units
- ▶ Eight categories:
 1. Guidance, Manuals, and Handbooks
 2. Policy and Plans
 3. Funding and Project Selection
 4. Awareness and Outreach
 5. Data and Performance Measures
 6. Training
 7. Research
 8. Partnerships and Coordination



California Guidance on Complete Streets

Main Street, California

- ▷ A Guide for Improving Community and Transportation Vitality
- ▷ “Main streets that are both a community street and a State highway typically have motorized traffic speeds of less than 40 miles per hour and serve pedestrians, bicyclists, transit riders and drivers.”



California Guidance on Complete Streets

Main Streets Principles:

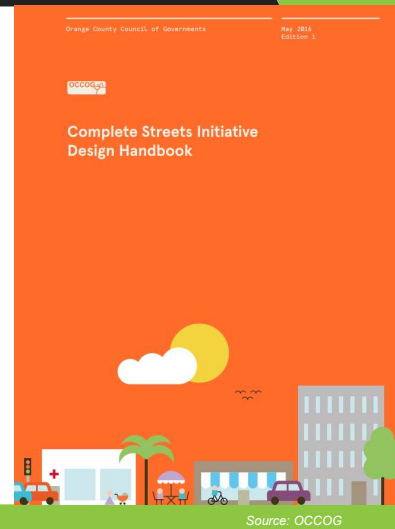
1. Flexibility in Design
2. Partnerships: Caltrans, Communities and Stakeholders
3. Main Streets for All
4. Livable Main Streets
5. Sustainable Main Streets



California Guidance on Complete Streets - Local

Orange County Complete Streets Initiative Design Handbook

- ▶ Provides policy and design best practices guidelines for the improvement of streets and pedestrian areas throughout Orange County
- ▶ Menu of complete street policies that range from basic to advanced, allowing jurisdictions to tailor a complete streets approach that addresses their individual needs and takes into account existing infrastructure



NATIONAL GUIDANCE ON COMPLETE STREETS

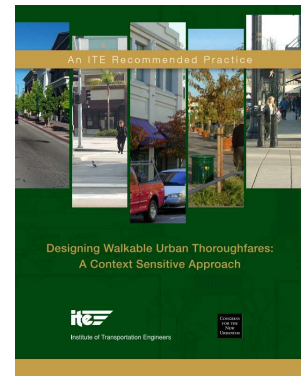
FEHR PEERS

National Guidance on Complete Streets

Designing Walkable Urban Thoroughfares:

A Context Sensitive Approach

- ▶ Developed by ITE in conjunction with Urban Land Institute
- ▶ Developed in response to interest for improving both mobility choices and community character by creating and enhancing walkable communities
- ▶ A Complete Streets policy creates a routine process for providing for all travel modes whenever a street is built, altered, or maintained
- ▶ Recommendations of this report can help communities implement Complete Streets policies



National Guidance on Complete Streets

- ▶ Street Design: Part 1 – Complete Streets
 - ▷ Developed by FHWA
- ▶ Looks at how Complete Streets policies can help make the transportation system more accessible to all travelers
- ▶ Explains several of the Federal laws and FHWA regulations pertaining to transportation planning and project development that support the concept of Complete Streets
- ▶ Defines the roles of State DOTs, MPOs, local governments, and transit operators in Complete Streets

National Guidance on Complete Streets

NACTO

- ▶ Committed to raising the state of the practice for street design and transportation
- ▶ Guides include
 - ▷ Urban Street Design Guide
 - ▷ Transit Street Design Guide
 - ▷ Urban Bikeway Design Guide



National Guidance on Complete Streets

- ▶ ADA Standards for Accessible Design (2010)
 - ▷ Sets minimum requirements – both scoping and technical – for newly designed and constructed facilities
 - ▷ Each facility shall be designed and constructed in such a manner that the facility is readily accessible to and usable by individuals with disabilities
- ▶ Proposed Guidelines for Accessible Rights-of-Way (PROWAG)
 - ▷ Proposes accessibility guidelines for the design, construction, and alteration of pedestrian facilities in the public right-of-way
 - ▷ Guidelines ensure that sidewalks, pedestrian street crossings, pedestrian signals, and other facilities for pedestrian circulation and use constructed or altered in the public right-of-way by state and local governments are readily accessible to and usable by pedestrians with disabilities



REVIEW DRAFT VISION STATEMENT

FEHR PEERS

NCSC: 10 Elements of Complete Streets Policy

- ▶ **Vision:** The policy establishes a motivating vision for why the community wants Complete Streets: to improve safety, promote better health, make overall travel more efficient, improve the convenience of choices, or for other reasons.
- ▶ **All users and modes:** The policy specifies that “all modes” includes walking, bicycling, riding public transportation, driving trucks, buses and automobiles and “all users” includes people of all ages and abilities.
- ▶ **All projects and phases:** All types of transportation projects are subject to the policy, including design, planning, construction, maintenance, and operations of new and existing streets and facilities.
- ▶ **Clear, accountable exceptions:** Any exceptions to the policy are specified and approved by a high-level official.
- ▶ **Network:** The policy recognizes the need to create a comprehensive, integrated and connected network for all modes and encourages street connectivity.
- ▶ **Jurisdiction:** All other agencies that govern transportation activities can clearly understand the policy’s application and may be involved in the process as appropriate.
- ▶ **Design:** The policy recommends use of the latest and best design criteria and guidelines, while recognizing the need for design flexibility to balance user needs in context.
- ▶ **Context sensitivity:** The current and planned context—buildings, land use, transportation, and community needs—is considered in when planning and designing transportation solutions.
- ▶ **Performance measures:** The policy includes performance standards with measurable outcomes.
- ▶ **Implementation steps:** Specific next steps for implementing the policy are described.

FEHR PEERS

Vision Statement Draft

- ▶ The Madera County Transportation Commission (MCTC) will consider and incorporate all modes and users in the planning and design of its transportation system. In doing so, MCTC envisions the greater Madera region to accommodate a transportation system that encourages active transportation, supports independent mobility and accessibility for all citizens, improves safety, reduces environmental impacts and greenhouse gas emissions, and supports greater social interaction and community identity by providing safe and convenient travel. This integrated, comprehensive transportation network will support all modes and people of all ages and abilities through safe, well designed facilities for pedestrians, transit, bicyclists, drivers, and equestrians. This will be accomplished in the Madera-region through the creation and maintenance of complete streets that reflect the needs of all users and the unique contexts of the surrounding built and natural environments.

Final Questions?

MADERA 
COMPLETE STREETS

Draft Vision Statement

The Madera County Transportation Commission (MCTC) will consider and incorporate all modes and users in the planning and design of its transportation system. In doing so, MCTC envisions the greater Madera region to accommodate a transportation system that encourages active transportation, supports independent mobility and accessibility for all citizens, improves safety, reduces environmental impacts and greenhouse gas emissions, and supports greater social interaction and community identity by providing safe and convenient travel. This integrated, comprehensive transportation network will support all modes and people of all ages and abilities through safe, well designed facilities for pedestrians, transit, bicyclists, drivers, and equestrians. This will be accomplished in the Madera-region through the creation and maintenance of complete streets that reflect the needs of all users and the unique contexts of the surrounding built and natural environments.

Quiz (Answers are on following page)

QUESTIONS
1. Name three types of users who are particularly burdened by streets that are incomplete. (1 point per answer)
2. Name three ways in which shifting demographics and changing lifestyle preferences affect the way we plan our streets.
3. Name two general goals of Complete Streets policy.
4. What are two potential broad goals for a Complete Streets project?
5. What policy documents in Madera County do not contain Complete Streets elements?

ANSWERS (In Order)
<ul style="list-style-type: none"> • Children • Older adults • People of color • People with mobility challenges • People with disabilities • Those living in low-income communities • Pedestrians • Bicyclists • People who are transit-dependent
<ul style="list-style-type: none"> • Aging of long-term residents • Immigration from developing countries • Shifts away from married-couple households with children to other types • Young adults delaying marriage and childbearing • Families with children are most attracted to suburban lifestyles and homogeneous neighborhoods • Single adults and married couples without children tend to find the amenities and dynamism of the central city more appealing • Central city neighborhoods becoming more attractive places to live • Increased demand for housing in some formerly run down neighborhoods • Millennials are largest generation in US history; have less money than previous generations • Sharing economy • Creative class provides highest paying jobs; tend to concentrate in cities
<ul style="list-style-type: none"> • Maximize the benefits of transit service and improve access to public transit • Maximize multi-modal benefits and efficiencies • Improve safety for all users on the transportation network • Facilitate multi-jurisdictional coordination and leverage partnerships • Establish active transportation improvements as integral elements of the countywide transportation system • Foster healthy, equitable, and economically vibrant communities where all residents have greater mobility choices
<ul style="list-style-type: none"> • Economy • Environment • Place • Safety • Equity • Public Health
<ul style="list-style-type: none"> • County General Plan • City of Chowchilla

MCTC Active Transportation Plan Complete Streets Workshop & Training

Tuesday, August 15, 2017

Thank you for attending. Your comments and suggestions are a key component to the development of the Active Transportation Plan. Please use the back of the card if more room is needed.

Name:

Email:

Comments:

MCTC Active Transportation Plan Complete Streets Workshop & Training

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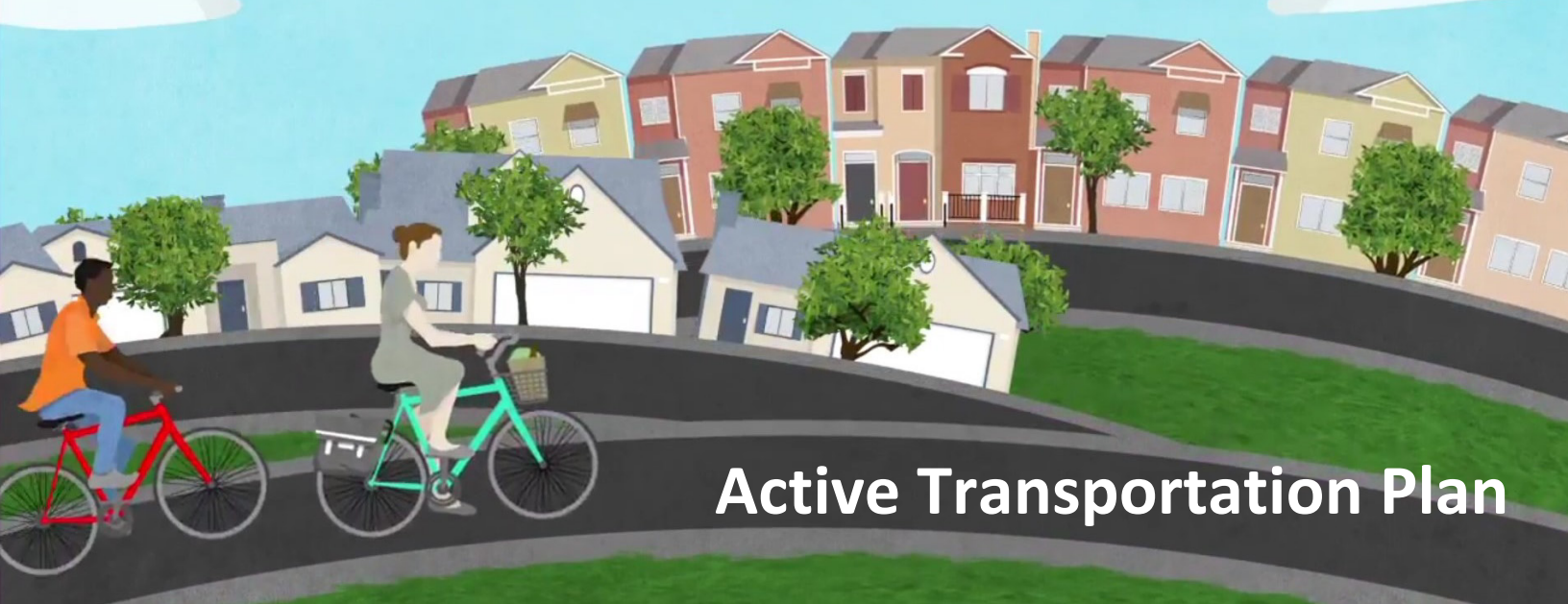
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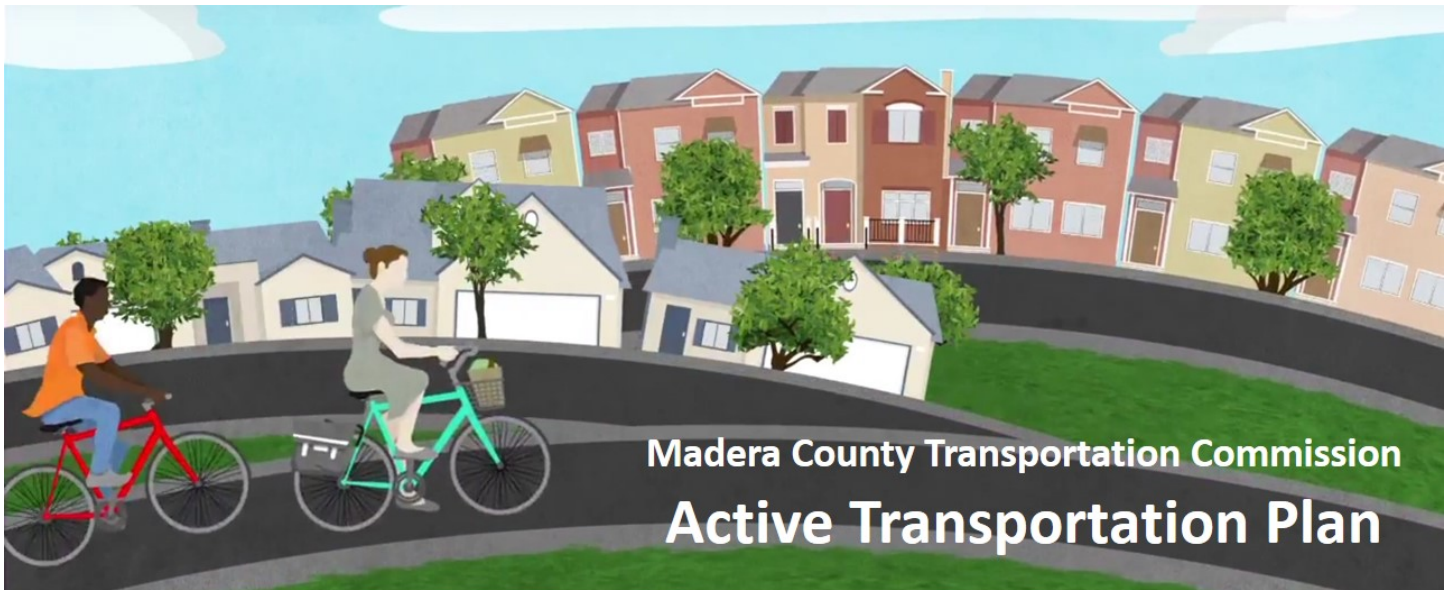
Comments:



Active Transportation Plan

Outreach Activities Stakeholder Survey

- ATP Stakeholder Survey Eblast
- ATP Stakeholder Survey Analysis



Planning for Madera County's Active Future

The Madera County Transportation Commission (MCTC) is currently preparing an Active Transportation Plan (ATP) for Madera County. Active transportation is any human-powered mode of travel, primarily walking and bicycling. The ATP will provide recommendations to assist in the planning and delivery of cycling and walking infrastructure in the years to come.

MCTC and its partner agencies are committed to developing bicycle and walk-friendly communities that foster and promote active transportation. The feedback and values of participating residents and communities will shape development of the ATP.

MCTC and the Planning Team want to hear from you!!

Please complete the ATP Stakeholder Survey by visiting:

https://www.surveymonkey.com/r/MCTCATP_Survey

Please also help identify key walking and biking locations in Madera County using our Interactive Webmap:

<http://bit.ly/MCTCBikePedSurvey>

The attached Fact Sheet provides additional information about the ATP development process. Please feel free to pass this email, survey link, and fact sheet along to family, friends, colleagues, and other interested stakeholders.



Illustration from Your Madera 2040 and ValleyVisions 2014



PROJECT OVERVIEW

The Madera County Transportation Commission's Active Transportation Plan will identify critical projects to make walking and biking in Madera County better suited for people of all ages and abilities. It is important to plan for a future transportation system that will accommodate growth, enhance circulation, and provide mobility and accessibility for users of all transportation modes. Encouraging and building infrastructure for safe access to active transportation modes will also have the benefit of fostering health and fitness in the burgeoning population. Stay engaged throughout this process!



PLAN PROCESS

Key milestones in the planning process are shown below:



GET INVOLVED!

Stakeholder engagement is ongoing. Check online for upcoming dates!



Interactive online mapping tool



Online Surveys



Stakeholder focus groups



Local agency meetings



Pop-up public input stations



KEY DETAILS

The plan will include the following key considerations:

WHAT is Madera County's vision for the future bicycle and pedestrian network?

WHERE and what are the trends in bicycle-auto and pedestrian-auto collisions?

WHERE is existing bicycling and walking activity occurring?

WHERE do gaps in the existing network create barriers to biking and walking in Madera County?

HOW can Madera County better serve all ages bicycling and walking?

WHAT facilities or programs would best meet the communities' needs and support the largest "mode shift" to bicycling and walking?



FOR MORE INFORMATION



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Madera County Transportation Commission



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559.675.0721



<http://www.maderactc.org/planning/active-transportation>

We apologize for any duplicate mailings you may receive.

We look forward to hearing from you. Visit our webpage at <http://www.maderactc.org/planning/active-transportation/> for additional information.



Stakeholder Survey

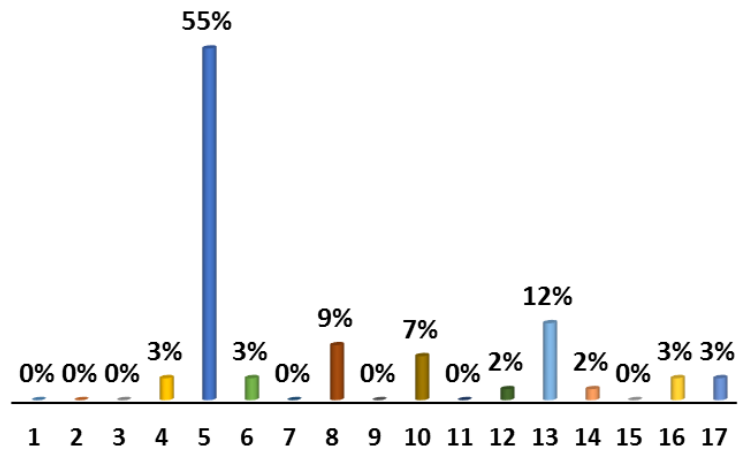
As part of the Madera County Transportation Commission (MCTC) Active Transportation Plan (ATP) planning process, an online stakeholder survey was created to receive input from the community. To assist with noticing of the stakeholder survey, the ATP Project Team sent out several eblast which contained the stakeholder survey link. The ATP Project Team also provided the stakeholder survey link to MCTC partner agencies and requested that these agencies forward the stakeholder survey information to their constituents. Furthermore, the ATP Project Team participated in eight (8) pop-up events in Madera County, and distributed flyers that contained the stakeholder survey link.

The ATP Stakeholder Survey consisted of both multiple choice and open-ended discussion questions in both English and Spanish. Survey participants were told that responses and information received from the survey would be used to complete the planning documents related to the ATP. Participants were also informed that their responses and information would not be shared, or sold for other purposes.

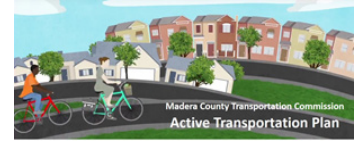
Answers from all surveys were totaled and have been graphically displayed. Numbers in parentheses following each question correspond to the total number of selections received by survey participants.

1. Where do you live?

1. Ahwahnee
2. Bass Lake
3. Berenda
4. City of Chowchilla
5. City of Madera
6. Coarsegold
7. Fairmead
8. Fresno County
9. Madera Foothills
10. Madera Ranchos
11. Merced County
12. North Fork
13. Oakhurst
14. Raymond
15. Rio Mesa or Southeastern Madera County
16. Western Madera County
17. Other
 - ✓ East Madera – SR 145 & Road 29
 - ✓ Madera County, northeast of City

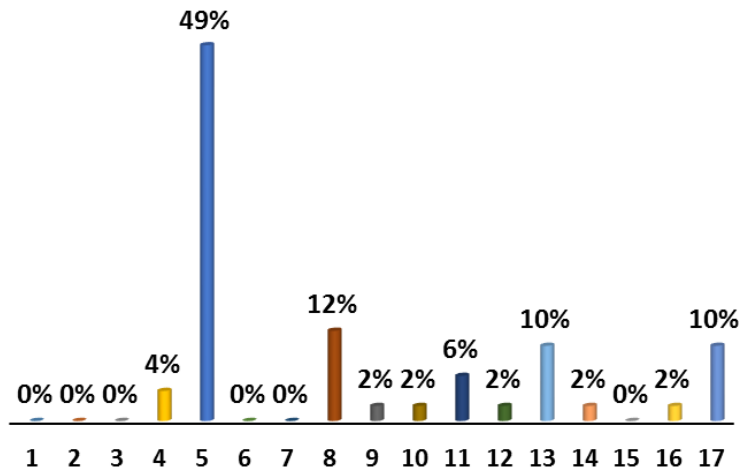


(58 Total Selections)



2. Where do you work?

1. Ahwahnee
2. Bass Lake
3. Berenda
4. City of Chowchilla
5. City of Madera
6. Coarsegold
7. Fairmead
8. Fresno County
9. Madera Foothills
10. Madera Ranchos
11. Merced County
12. North Fork
13. Oakhurst
14. Raymond
15. Rio Mesa or Southeastern Madera County
16. Western Madera County
17. Other
 - ✓ City of Fresno
 - ✓ Disabled/Retired (4)



(51 Total Selections)

3. What roads or paths do you use most often to bike or walk?

Bike Responses

- ✓ Sunrise Street
- ✓ Road 26 ½ to Avenue 12
- ✓ State Route 145 and Avenue 13
- ✓ Use bike lanes on 6th St. to downtown
- ✓ Granada Drive
- ✓ Town County Park area
- ✓ Frontage Road out to State Route 152, Avenue 12 to Madera Ranchos, Road 600 to Raymond, and Road 400 to Hensley Lake
- ✓ Fresno River Trail
- ✓ Road 29, Road 400
- ✓ Bike lanes and sidewalks
- ✓ Road 37 and Avenue 13
- ✓ County Roads in Bonadelle Ranchos
- ✓ Barsotti neighborhood, Schnoor Street/Granada Drive area, 4th Street, Sunset Avenue, Downtown, Fresno River Trail
- ✓ Local Roads, trails, county roads with wide shoulders
- ✓ Avenue 12, State Route 41, Frontage Road to Woodward Park
- ✓ From home to work on Road 29 and Avenue 14 1/2
- ✓ None because I do not feel safe biking in the City of Madera
- ✓ Sunset Avenue
- ✓ Howard Road
- ✓ Bedford Drive, Lane Drive, Avenue 18, and Road 26
- ✓ Road 600, Road 613, Downtown Raymond area, historic areas, Raymond Bridge recreation areas, Raymond Community Park connections, to and from Raymond School
- ✓ Westgate Drive, Riverview Drive, Avenue 18 ½



- ✓ Sunset Avenue
- ✓ Road 228 and Road 225
- ✓ Avenue 14 between Avenue 28 and Calvary Cemetery
- ✓ Riverview Trail

- ✓ Robertson Boulevard
- ✓ Many on the westside of Madera
- ✓ Wish I could on State Route 41
- ✓ There is no good place to ride that is not too hilly

Walk Responses

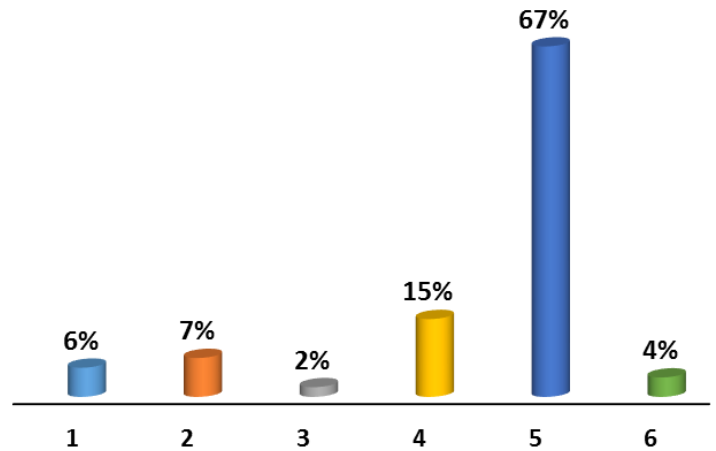
- ✓ Riverside Drive, Sunset Avenue, Via Cerioni
- ✓ Maple Street and Stadium Road to the school
- ✓ Lincoln Avenue and D Street
- ✓ Lincoln Avenue and D Street, Lake Street and Sierra Street
- ✓ Pecan Avenue (Ugly streets, poorly arranged)
- ✓ Riverside Drive, Carrey Avenue
- ✓ Road 26 ½ to Avenue 12
- ✓ Santa Fe Street, State Route 145 and Avenue 15
- ✓ Yosemite Avenue
- ✓ Lincoln Avenue, Columbia Street and Riverside Drive
- ✓ Columbia Street, Lincoln Avenue and Riverside Drive
- ✓ Gary Lane and Almond Avenue
- ✓ Schnoor Street, Cleveland Avenue
- ✓ Road 28
- ✓ Cleveland Avenue
- ✓ E Street, Yosemite Avenue
- ✓ Vernon McCullough River Trail
- ✓ Town County Park area
- ✓ Venturi Tract and adjacent areas
- ✓ Public Health Campus and nearby cemetery
- ✓ Fresno River Trail
- ✓ Ellis Street, Kennedy Street, Adell Street
- ✓ Off Avenue 12, around the immediate neighborhood
- ✓ Trail along the river or sidewalks
- ✓ County Roads in Bonadelle Ranchos
- ✓ Barsotti neighborhood, Schnoor Street/Granada Drive area, 4th St., Sunset Avenue, Downtown, Fresno River Trail

- ✓ Canals, sidewalks, roadside trails
- ✓ Downtown Madera and Chowchilla neighborhoods
- ✓ By Riverview Drive
- ✓ 4th Street and around Madera High School
- ✓ Sunset Avenue
- ✓ Sunset Avenue
- ✓ Road 428, Big Oak Flat, Indian Springs Road, School Road, Pierce Lake Drive
- ✓ Yosemite Avenue, Cleveland Avenue, Mase Street, Sherwood Avenue, Dell Street, Tulare Street, Kennedy Street, Sonora Street
- ✓ Road 600, Road 613, Downtown Raymond area, historic areas, Raymond Bridge recreation areas, Raymond Community Park connections, to and from Raymond School
- ✓ Granada Drive, Riverview Drive, Sunset Avenue and the river path
- ✓ Sunset Avenue
- ✓ Road 228
- ✓ North Fork Mill Site Trail
- ✓ Avenue 14 between Road 28 and Calvary Cemetery
- ✓ State Road 41
- ✓ Mainberry Drive
- ✓ Greenhills Estate
- ✓ Vernon McCullough River Trail
- ✓ Indian Springs Road, School Road and Crane Valley Road
- ✓ State Road 41 to Vons or hiking on Louis Creek Trail
- ✓ Mudge Ranch
- ✓ Road 427



4. What types of trips do you currently bicycle for? Check all that apply.

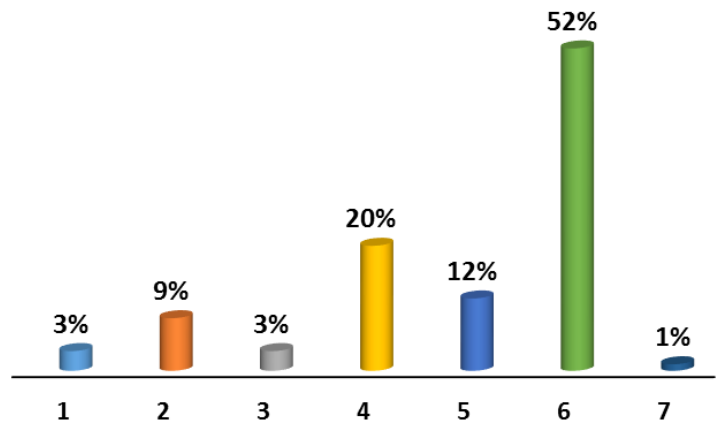
1. Go to work
2. Go to school
3. Get to/from transit
4. Run errands, go shopping, or go to eat
5. Exercise/recreation
6. Other
 - ✓ Walking to the WIC Clinic
 - ✓ Any type of trip



(54 Total Selections)

5. What types of trips do you currently walk for? Check all that apply.

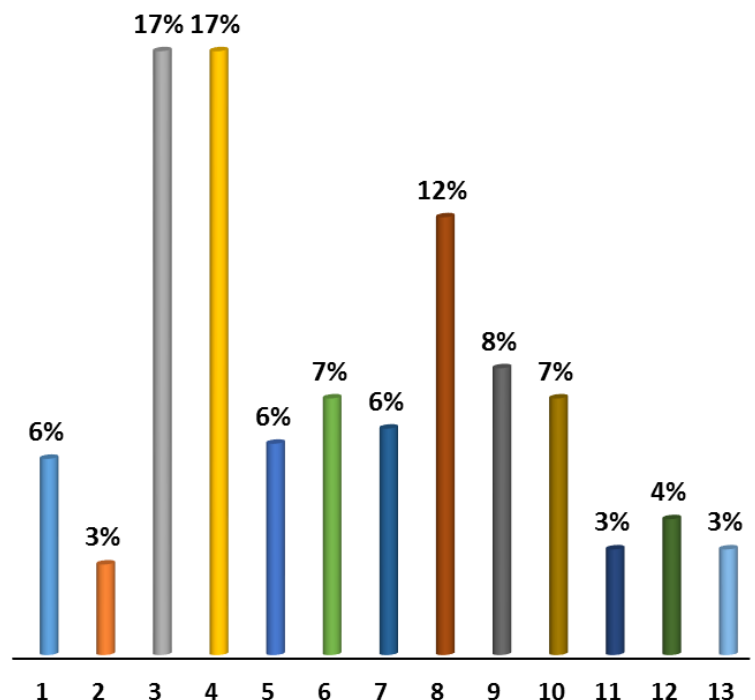
1. Go to work
2. Go to school
3. Get to/from transit
4. Run errands, or go to eat
5. Shopping for merchandise
6. Exercise/recreation
7. Other
 - ✓ Sometimes between businesses



(94 Total Selections)

6. What are some key barriers to bicycling? Check all that apply.

1. Weather – too hot or too cold
2. I don't have time to bike to my destination
3. Lack of bike lanes
4. Lack of adequate shoulders
5. Bike lanes are in poor condition
6. Bike paths end before my destination
7. Too much traffic
8. I feel unsafe
9. Automobile traffic/unsafe driving behavior
10. My main destinations are too far away
11. I have too much to carry with me





- 12. I'm unsure of my route
- 13. Dress code/lack of showers at work

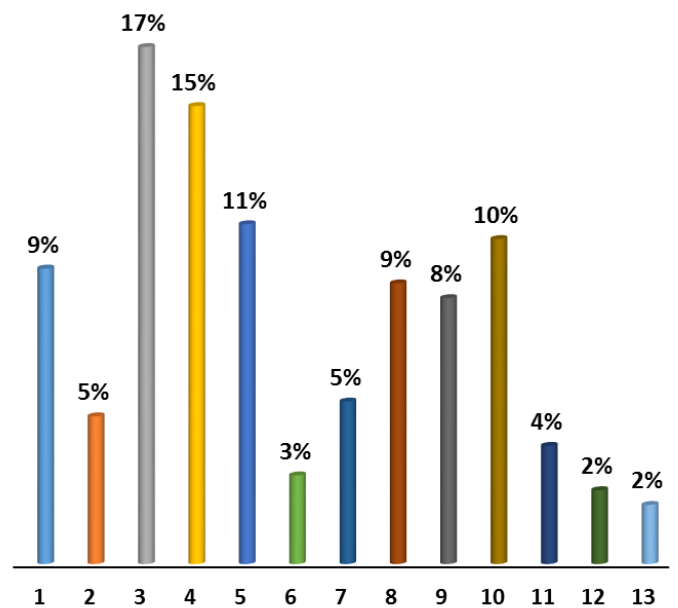
(233 Total Selections)

*In addition to selecting all answers that apply, some respondents provided the following comments:

- ✓ There is no way to use a bicycle to Avenue 28
- ✓ There are many loose dogs
- ✓ Parked cars don't always see scooters in the bike lane
- ✓ I live in the foothills – topography unsuitable
- ✓ The combination of lack of cycling infrastructure and significant elevation changes in the residential areas adjacent to the “downtown” are major challenges to biking in the area
- ✓ The lack of bike rack availability at the business/location I am going to. There is not safe place for locking up the bike
- ✓ Lack of bicycle parking at employment and destinations
- ✓ Too hilly
- ✓ Need bike and walk trails as there are none in my area. There are also no lanes or sidewalks

7. What are some key barriers to walking? Check all that apply.

- 1. Weather – too hot or too cold
- 2. I don't have time to walk to my destination
- 3. Lack of bike sidewalks
- 4. Lack of adequate shoulders
- 5. Sidewalks are in poor condition
- 6. Crossing signals don't give me enough time to cross
- 7. Too much traffic
- 8. I feel unsafe
- 9. Automobile traffic/unsafe driving behavior
- 10. My main destinations are too far away
- 11. I have too much to carry with me
- 12. I'm unsure of my route
- 13. Dress code/lack of showers at work



(213 Total Selections)

*In addition to selecting all the answers that apply, some respondents provided the following comments:

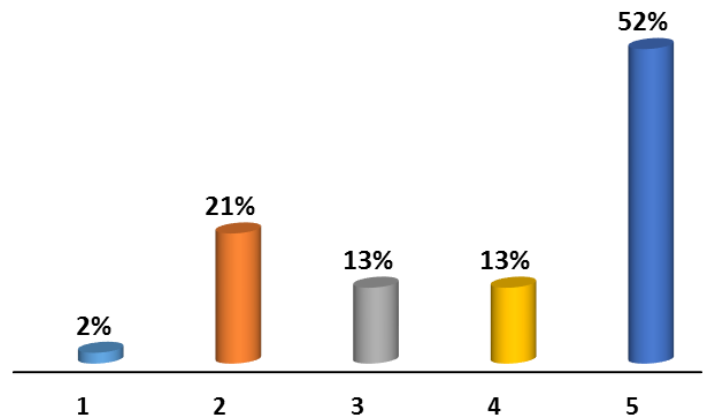
- ✓ There is no pedestrian crossing
- ✓ No dedicated paths available
- ✓ Lazy



8. How often do you Bike to an everyday destination like work, school, grocery store, post office, friend's house, restaurants, or transit?

1. Everyday
2. At least once per week
3. At least once per month
4. At least once per year
5. Never

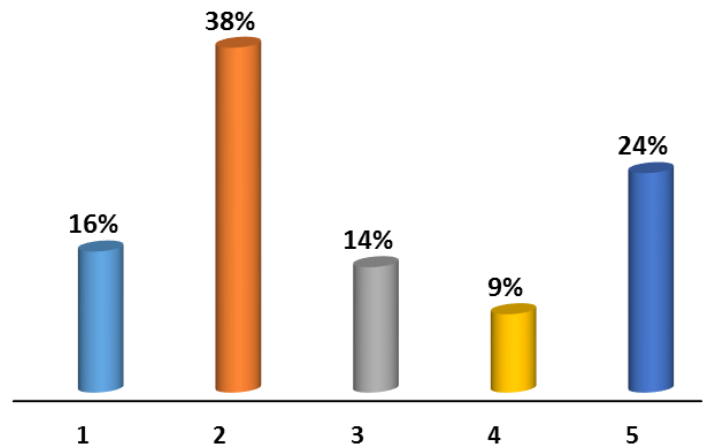
(56 Total Selections)



9. How often do you Walk to an everyday destination like work, school, grocery store, post office, friend's house, restaurants, or transit?

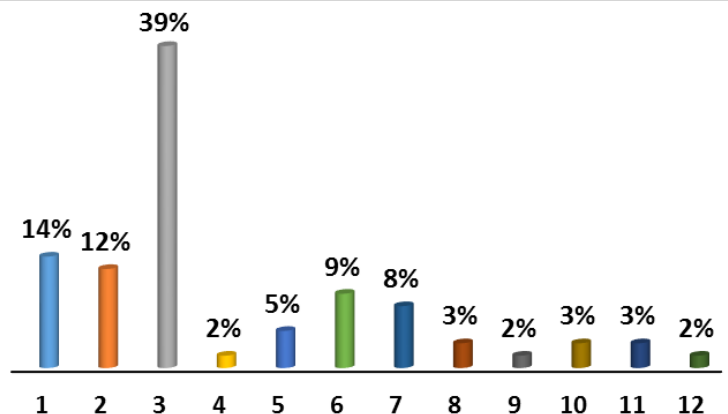
1. Everyday
2. At least once per week
3. At least once per month
4. At least once per year
5. Never

(58 Total Selections)



10. What would make bicycling or walking more appealing?

1. Better connections between bikeways and/or sidewalks
2. Protected, family-friendly bikeways
3. Improved conditions on existing streets like better shoulders, better bike lanes, paths and/or sidewalks, including better lighting, wider paths, etc.
4. More bicycle and pedestrian safety education training
5. Increased accessibility to public transportation
6. More and safer bicycle parking
7. Safer crossings of major streets
8. Better way findings signage
9. Showers and lockers at work
10. Electric bikes





11. Nothing would make me bike or walk more

12. Other

- ✓ Oakhurst is a beautiful town and could use more attention on the sidewalks and roads. SR 41 needs to be re-done all the way up to Road 632. We have a sidewalk by McDonald’s that has been damaged for years, making it difficult to walk there

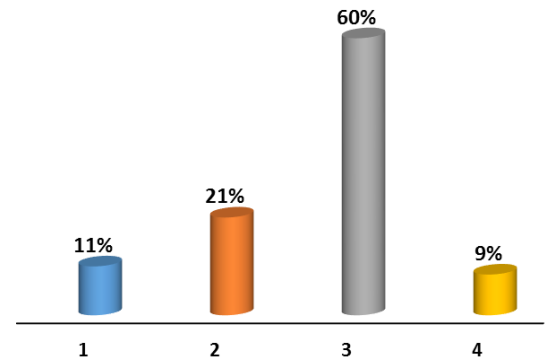
*Question 10 was designed for a single answer/response. However, many respondents noted multiple answers in the “Other” section.

(66 Total Selections)

11. What types of cyclist do you consider yourself to be?

1. Strong and Fearless
2. Enthused and Confident
3. Interested but Concerned
4. No Way No How

(57 Total Selections)

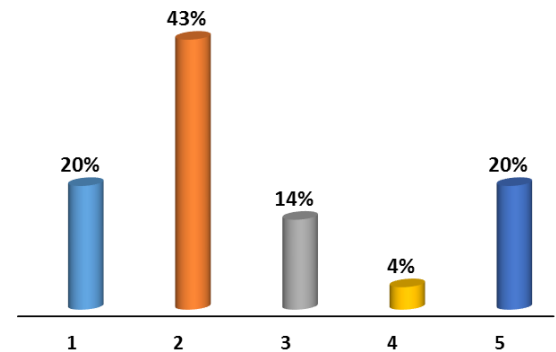


12. What is the best way to keep you updated on this project?

1. Project website
2. Email
3. Social Media
4. Text
5. In-person meetings or events

*Question 12 was designed for a single answer/response. However, many respondents noted multiple answers in the “Other” section.

(56 Total Selections)



13. Please share your goals or expected outcomes for this Plan.

- ✓ I would like the city to be safe to walk and ride bikes and have more lights. I would like you to arrange Avenue 14 1/2 and Avenue 13. These streets have many children and Road 25
- ✓ Improved sidewalks for walking and safe areas for children to ride bikes. I walk my children daily from Maple Court and Stadium Road to take them to Alpha School. The right side is very insecure, there is not a sidewalk and we have to walk through puddles of water by passing cars. It is dangerous
- ✓ Improve the streets and house sidewalks that are in bad condition



- ✓ We want more attention to the people that live in poorer areas. Our houses are very old and there is no place for our children to play. Please more places for our children to play
- ✓ Better quality streets, when saving money only half the job gets done. Of course, they are limited to so many meetings and do their work as it should be. More control to cut the trees for better visibility when driving. Pecan Avenue has sewers that are up and the work is very poor
- ✓ Listening to community members, investing in improving areas affected, redesigning public transport, reducing pollution and improving health. Pedestrian crossing on Sunrise Avenue. Arlington Road does not have light and is dangerous at night. Valeria Avenue does not have a light. Carrey Avenue has unsafe sidewalks. Pedestrian crossing on the middle of the block next to the Catholic Church
- ✓ Listen to the communities about needs. More services to my community. SR 145 and Avenue 7 1/2 need to be fixed
- ✓ Little by little the projects are completed to improve roads and sidewalks for the welfare of all
- ✓ My goals are healthy children, and safer walking
- ✓ All of Madera needs sidewalks. The lighting at Cross Street is obscure and there are many dogs
- ✓ Would like the services in our community. Please put sidewalks on Lincoln Street to Washington School for safety. Pan America Park is also in very bad condition
- ✓ Let us scatter and achieve all goals. I would like to have a sidewalk from D Street and Lincoln Street. There is a section of terrace to my children's school, Washington School
- ✓ To put something at Carlos and Lincoln Street because daily there are many accidents. A light on the 145 and Gary as it is a battle to return to the left lane when you come into Gary Lane and go towards the center of Madera or go to grab the SR 99 to the north. Also, a light at Gary Lane and the stadiums. When crossing to Alpha School the cars that come from the stadium do not give them any chance for the students to pass. Almond Street does not have a bench and is very dangerous
- ✓ Bike paths and walking paths are safe routes for electric scooters
- ✓ More resources and information available in newspaper and other public locations
- ✓ Improved walking and biking infrastructure
- ✓ Safer bike routes and sidewalks
- ✓ We have lived on Claremont Drive in Venturi Tract for 30 years. We have wished for sidewalks the entire time
- ✓ To prioritize locations where bike lane or paths should be installed
- ✓ Expand bicycle and walking opportunities
- ✓ Goal is to improve sidewalks and bike lanes for the community. I think improvements to both will help improve active living in the community
- ✓ No more money wasted on bike or walk paths. What we have now is already the best imaginable
- ✓ Safer routes to schools and services for children and people that don't have auto transportation
- ✓ I really hope for safe travel between Madera and Fresno. Secondly, safe travel from Madera Ranchos to Madera. Some very dangerous areas remain between Madera Ranchos and the Community College (no shoulder)
- ✓ Would love to see Madera be less auto dependent however it's just not safe to ride a bicycle and not accommodated for by local business.
- ✓ To have paths connecting west and east Madera. Bike path along the full length of the river. Safe routes to points of interest
- ✓ Identify focus routes and realistic projects, better coordination between major employers, schools and local agencies to improve alternate modes

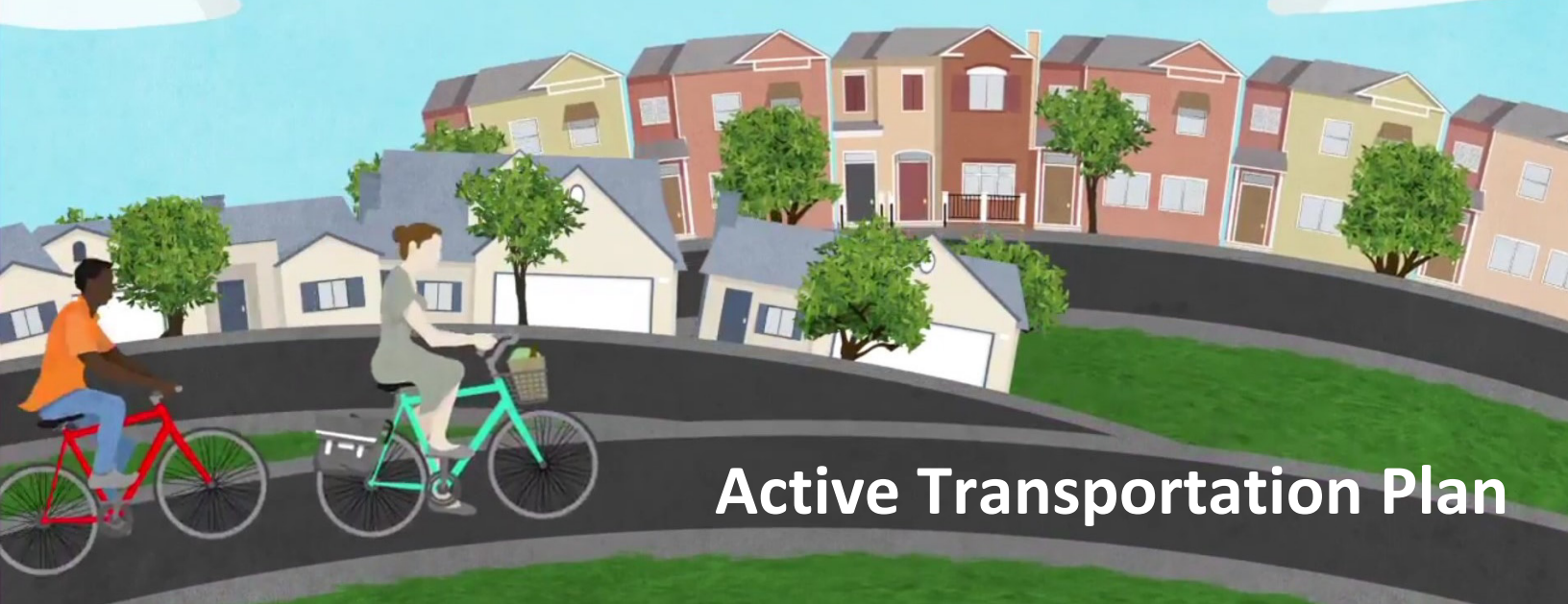


- ✓ Opportunity for public input and community contributions followed by some proposals
- ✓ Safer streets with lights
- ✓ Would like to see disadvantaged communities considered for additional transportation funding. Also, would like to see older towns, like Raymond, have some funding for defining walking trails, bike paths, and horse trails. Walking paths defined around the historic town areas, incorporating the existing historic railway path, incorporating the park horse trails along the Raymond bridge and Chowchilla River area...getting enhancements to that area, and creating bike lanes through the foothills that are connected in some way to Madera. We have numerous bike clubs and races that use our town and area for biking and the interest in this is here
- ✓ A plan for walking paths/sidewalks for schools without bus service
- ✓ improved access for MCOE students to campuses via bike lanes and sidewalks
- ✓ Consistent attention to how it looks and getting repaired as occurred. Have sidewalks made walk able and put there, we still have too many spots that are not finished developed.
- ✓ Have adequate bike lanes and sidewalks that are safe for residents. Having security that you will be safe would be more appealing for me to use my bike or walk to destinations.
- ✓ Increase access to bikeways for Chowchilla residents.
- ✓ I hope that there are more trails established for recreational biking/walking/running
- ✓ I hope that something can be done with the roads on SR 41 and SR 49 in towns such as Coarsegold, Oakhurst, and Mariposa
- ✓ I think the area of downtown Oakhurst needs to be more friendly and accessible to walkers and bike riders. It is too far for me to ride to town, but riding in town should be possible

(39 Total Selections)

14. Additional Information.

This section requested additional information from respondents including name, city, email address and phone number. Received responses have not been included due to the person nature of the information.



Active Transportation Plan

Outreach Activities

Information Booths and Pop-up Events

- ATP Event Display Boards
- ATP Fact Sheet
- Stakeholder Survey and Online Interactive Mapping Tool Flyer
- Comment Cards
- Informational Booths
- Cesar Chavez Day Celebration
- Cesar Chavez Elementary – Walk to School Event
- First 5 Madera County – Week of the Young Child Event
- Millview Elementary – Walk to School Event
- Madera Relay for Life Event



What Kind of Bicyclist Are You?

Research has shown that most people fall into one of four categories with regard to attitudes about bicycling. Read the description of the four “types” of bicyclists below, and place a sticker to vote for which statement best reflects your attitude towards bicycling.



Strong and Fearless

“Riding is a strong part of my identity, and I am undeterred by traffic speed, volume, or other roadway conditions.”



Enthusied and Confident

“I am comfortable sharing the road with motor vehicles, but I prefer to use bike lanes and bike friendly streets.”



Interested but Concerned

“I like riding a bike, but I don’t ride much. I would like to feel safer when I do ride, with less traffic and slower speeds.”



No Way No How

“I don’t bike at all due to inability, fear for my safety, or simply a complete and utter lack of interest.”



How Should the ATP

Prioritize Walking & Biking Improvements?

Many improvements for walking and biking have been identified and will be developed through the ATP planning process. Inevitably, there are more ideas for improvements than there are funds in any given year. What are the most important criteria for local jurisdictions to consider in implementing projects?

Use the stickers to vote on the elements are most important in helping us prioritize.



Safety

Reported collisions or perceptions of safety at a given location

Place Stickers Here!

Strongly Support

Neutral

Strongly Disagree



Demand

Support large numbers of people walking and biking

Place Stickers Here!

Strongly Support

Neutral

Strongly Disagree



Public Support

Community voicing support for the project should be weighed heavily

Place Stickers Here!

Strongly Support

Neutral

Strongly Disagree



Cost

Prioritize "low-hanging fruit" and low cost projects versus expensive projects

Place Stickers Here!

Strongly Support

Neutral

Strongly Disagree



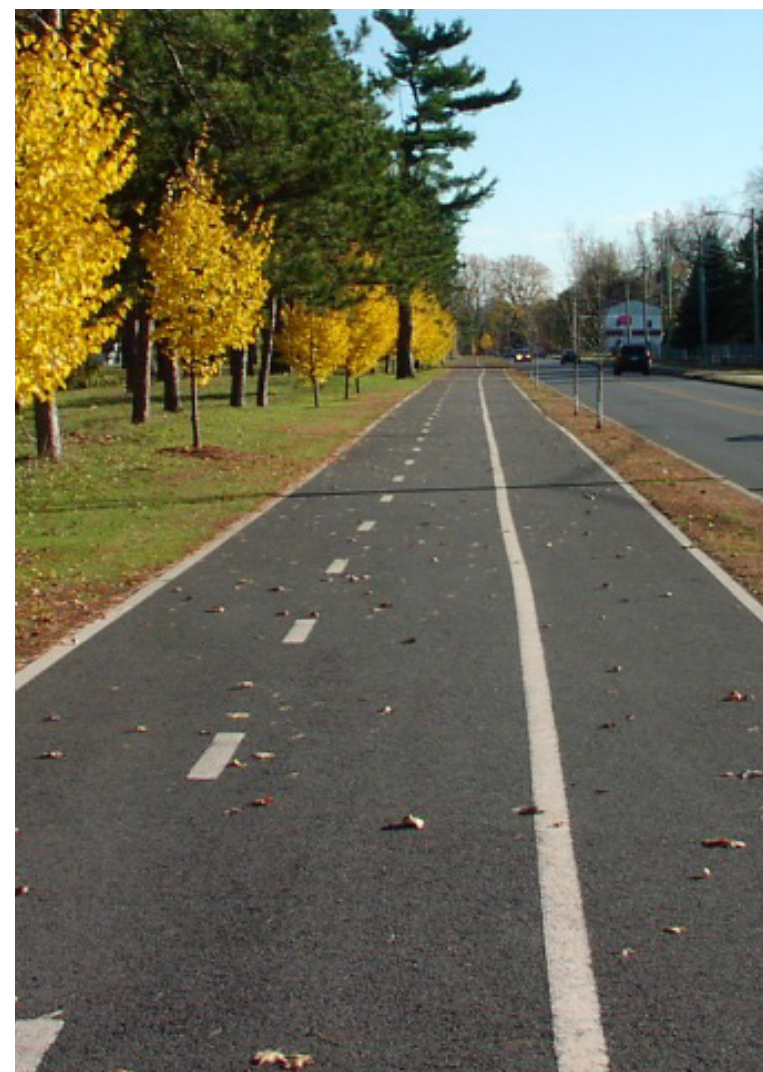
What Kinds of Bicycle Facilities Would You Like?

There are many different kinds of bicycle facilities, some of which may be more protected from car traffic and appeal to a wider range of ages and abilities and some may have faster moving cars and be better suited to more confident, seasoned bicyclists.

Use the stickers to vote for the bicycle facility types would you prefer to be prioritized.

Bicycle Path

An off-street pathway that typically allows bicyclists and pedestrian only, no autos.



I'd prefer this type

Place Stickers Here
to Vote!

Cycle Track

("Separated Bikeway" or "Protected Lane")

A fully protected, dedicated space for bicyclists in the roadway. The protection comes from some kind of raised/vertical element: a parked car, planter boxes, raised curb, or flex-hit posts.



I'd prefer this type

Place Stickers Here
to Vote!

Buffered Bicycle Lane

A dedicated space for bicyclists in the roadway denoted by two white stripes that also has several feet of separation between the vehicle travel and bike lane OR the bike lane and car parking.

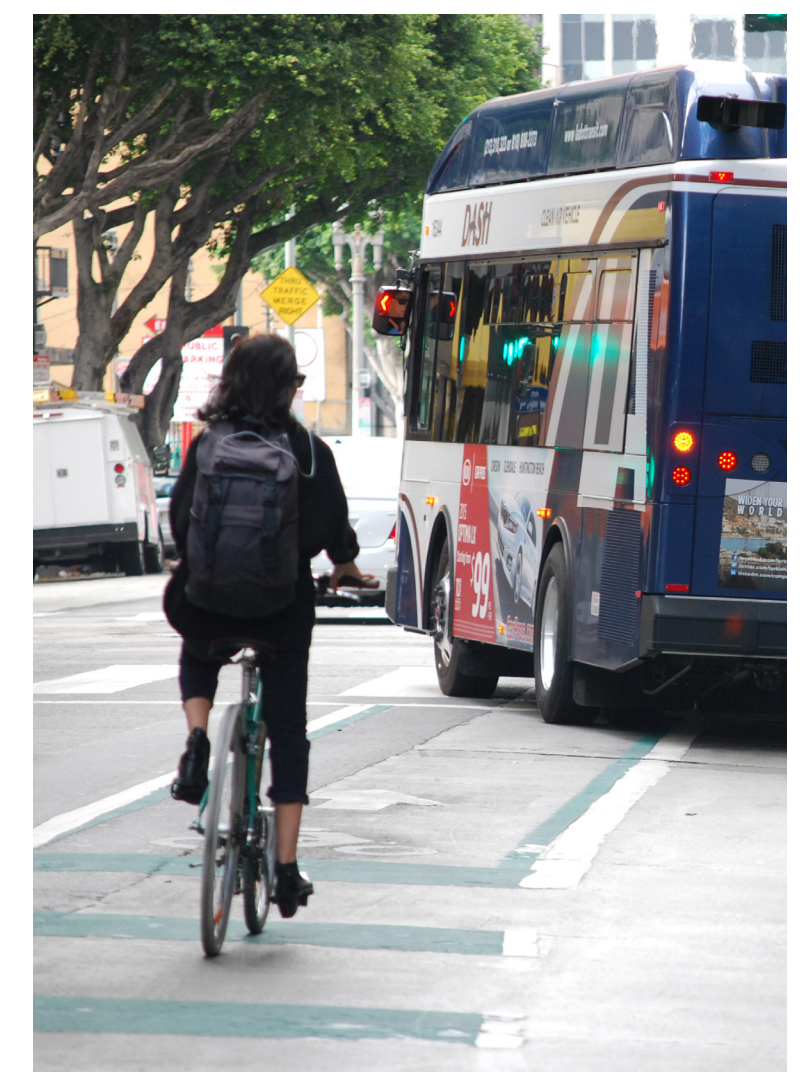


I'd prefer this type

Place Stickers Here
to Vote!

Bicycle Lane

A dedicated space for bicyclists in the roadway denoted by two white stripes.



I'd prefer this type

Place Stickers Here
to Vote!

Bicycle Route

A street that is a designated route for bicyclist in which they share the travel lanes with autos despite often having more and faster auto traffic. They may be denoted with sharrowes.



I'd prefer this type

Place Stickers Here
to Vote!

Bicycle Boulevard

A street with low motorized traffic volumes and speeds that are designed to give bicyclists priority. This may include signs, pavement marking, and intersection crossing treatments.



I'd prefer this type

Place Stickers Here
to Vote!

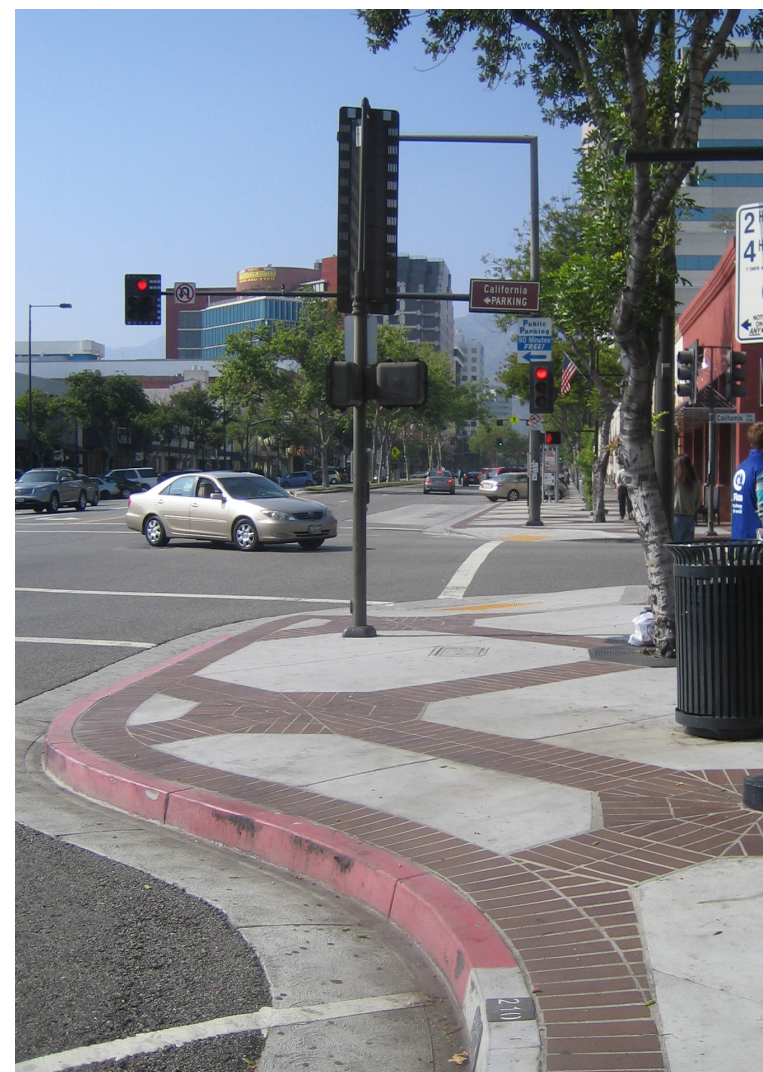


What Kinds of Pedestrian Facilities Would You Like?

There are many different kinds of pedestrian facilities which require varying levels of investments and work to make the pedestrian environment more safe and comfortable for all users. Use the stickers to vote for the pedestrian facility types you would prefer to be prioritized and see in your community.

Curb Extensions

Also known as “bulb-outs,” these extensions help to tighten curb radii to reduce vehicle speeds and to reduce pedestrian crossing distances and exposure to vehicles. Low-cost, interim materials can be used in the short-term.



I'd prefer this type

Place Stickers Here to Vote!

High-visibility Crosswalks

Crosswalks that are striped as wide or wider than the walkway it connects to and allows automobile users to better see crosswalks and pedestrians. These can be done in conjunction with median refuges as shown to the right.



I'd prefer this type

Place Stickers Here to Vote!

Enhanced Ped Crossings

Include better pedestrian crossing treatments where there is no signalized crossing. This includes Rectangular Rapid Flashing Beacons (pictured to the right) on lower volume streets or Pedestrian Hybrid Beacons on higher volume streets.

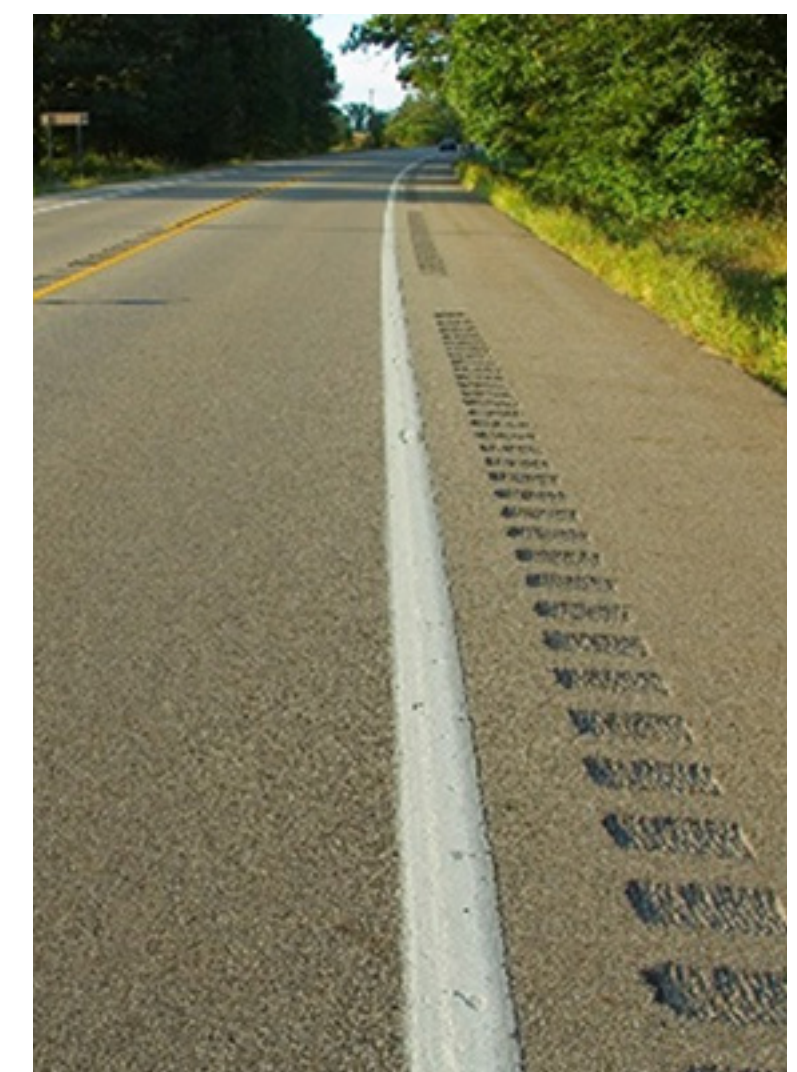


I'd prefer this type

Place Stickers Here to Vote!

Wider Shoulders

For areas outside of downtowns or commercial areas, wider shoulders can provide a more comfortable walking experience where sidewalks are not typically present such as rural or mountain locations.



I'd prefer this type

Place Stickers Here to Vote!

Lighting & Streetscape

Lighting focused toward the sidewalk or path rather than into the street for automobiles. Street trees, landscaping, and other pedestrian amenities such as wayfinding are included in this category.

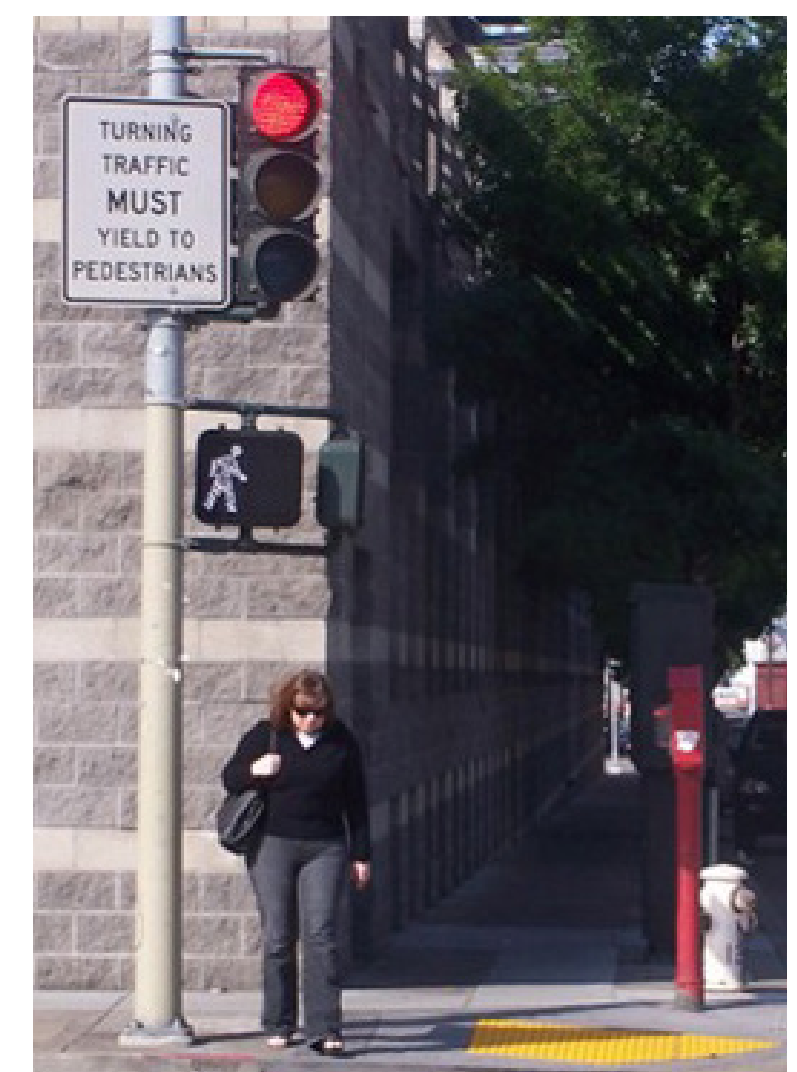


I'd prefer this type

Place Stickers Here to Vote!

Signalized Intersections

Existing and planned signalized intersections can include protected turning phases to reduce vehicle conflicts with pedestrians. Leading pedestrian intervals or pedestrian scrambles prioritize pedestrians at crossings.



I'd prefer this type

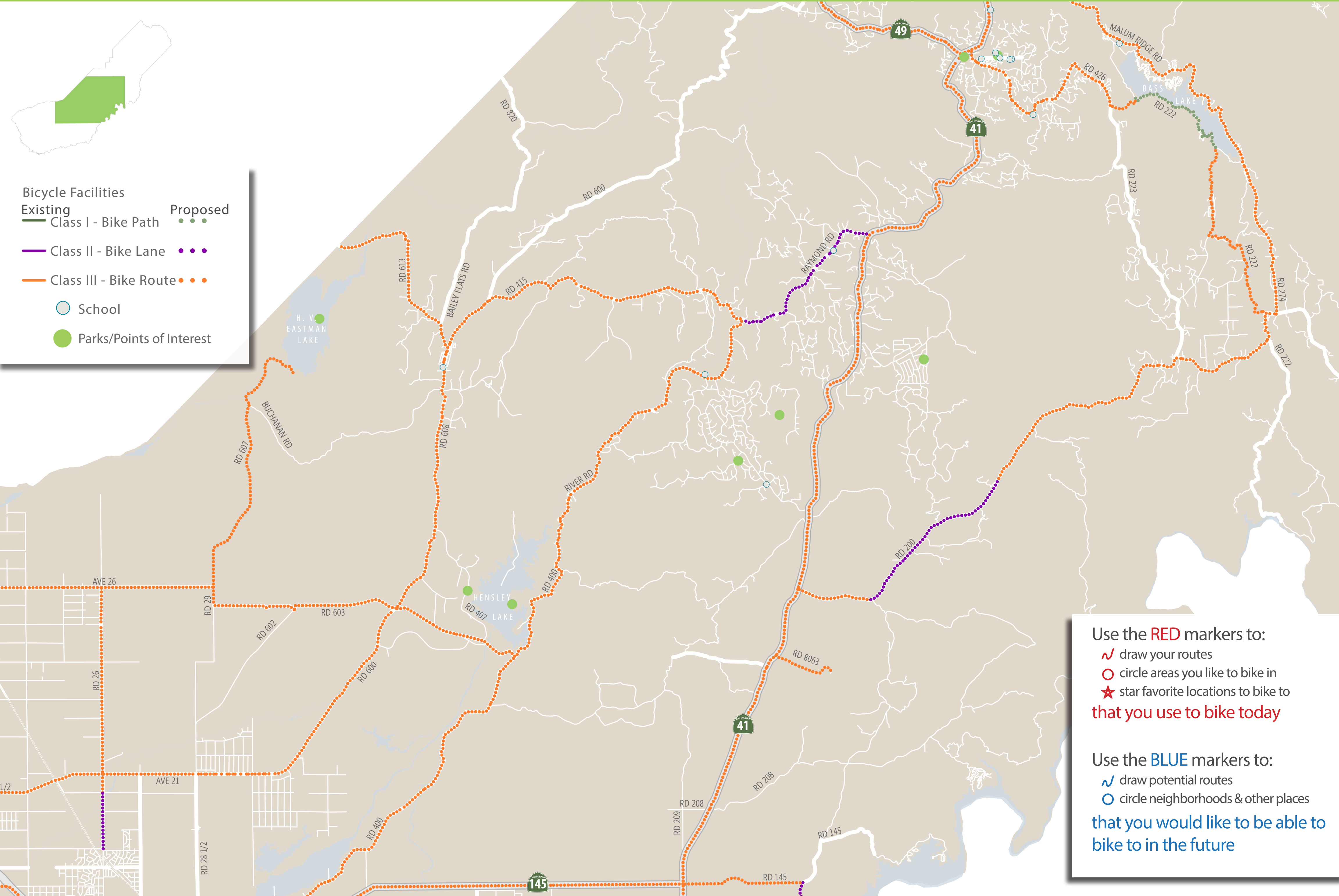
Place Stickers Here to Vote!



Where Do You Bike in Madera County Today?

Where Would You Like to Bike if Improvements Were Made?

Use the markers to indicate your current and ideal future biking routes, then write some ideas for the kinds of changes that would help.



What kinds of improvements would enable you to get where you want to be?

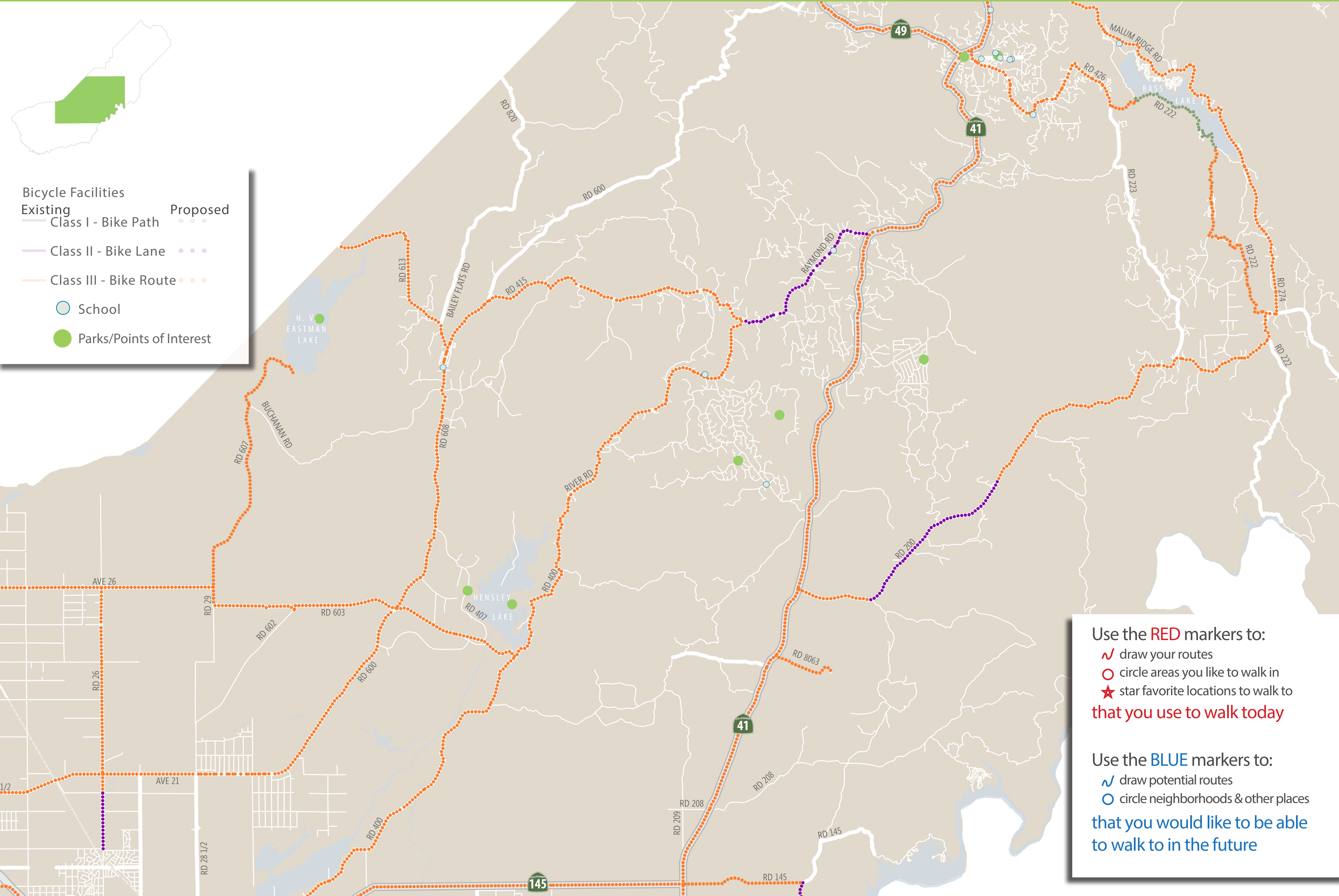
Write in Ideas Here!



Where Do You Walk in Madera County Today?

Where Would You Like to Walk if Improvements Were Made?

Use the markers to indicate your current and ideal future walking routes, then write some ideas for the kinds of changes that would help.



What kinds of improvements would enable you to get where you want to be?

Write in Ideas Here!



Where Do You



Bike in Chowchilla



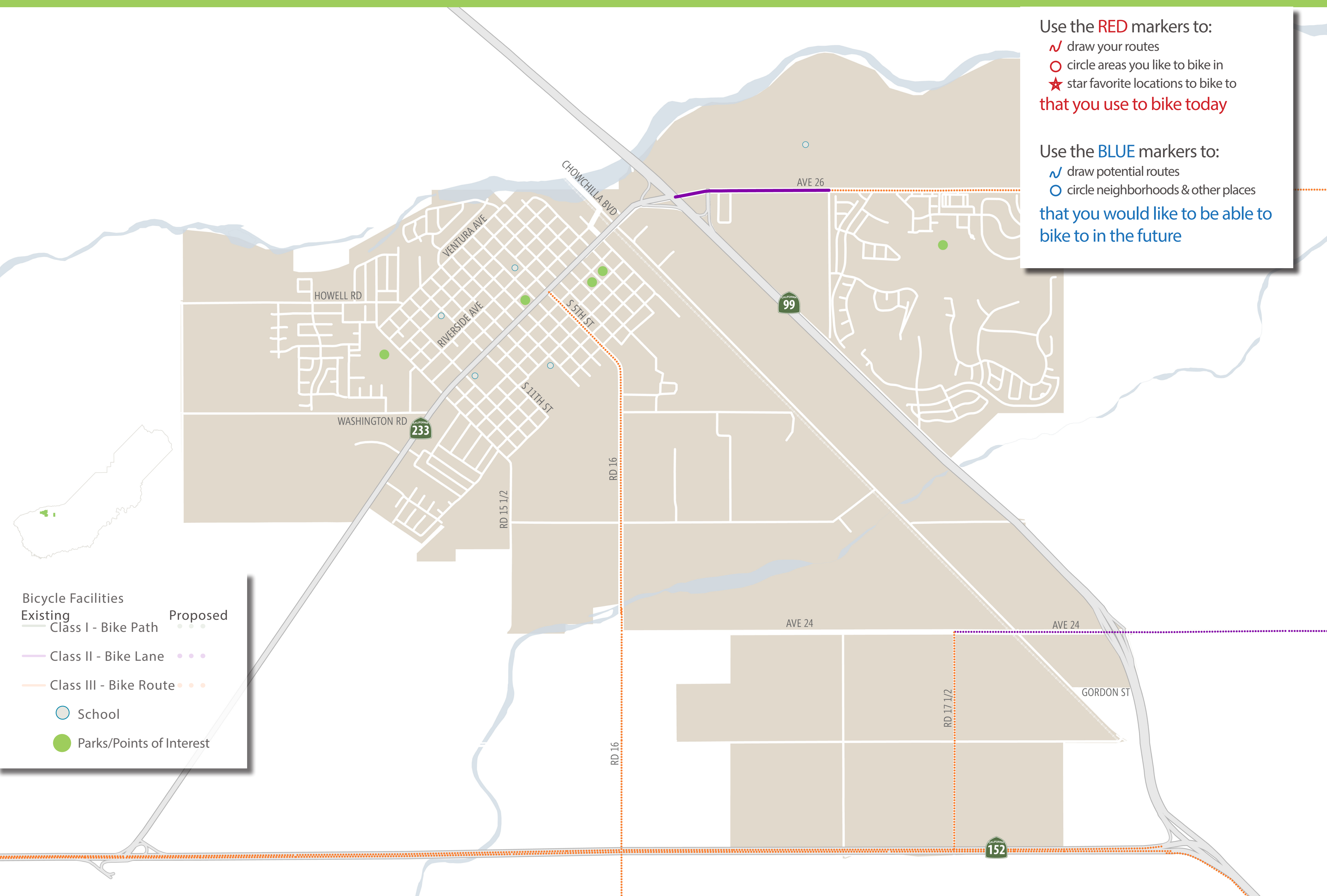
Today?

Where Would You Like to Bike if Improvements Were Made?

Use the markers to indicate your current and ideal future biking routes, then write some ideas for the kinds of changes that would help.

Use the **RED** markers to:
✓ draw your routes
○ circle areas you like to bike in
★ star favorite locations to bike to
that you use to bike today

Use the **BLUE** markers to:
✓ draw potential routes
○ circle neighborhoods & other places
that you would like to be able to bike to in the future



What kinds of improvements would enable you to get where you want to be?

Write in Ideas Here!



Where Do You



Walk in Chowchilla

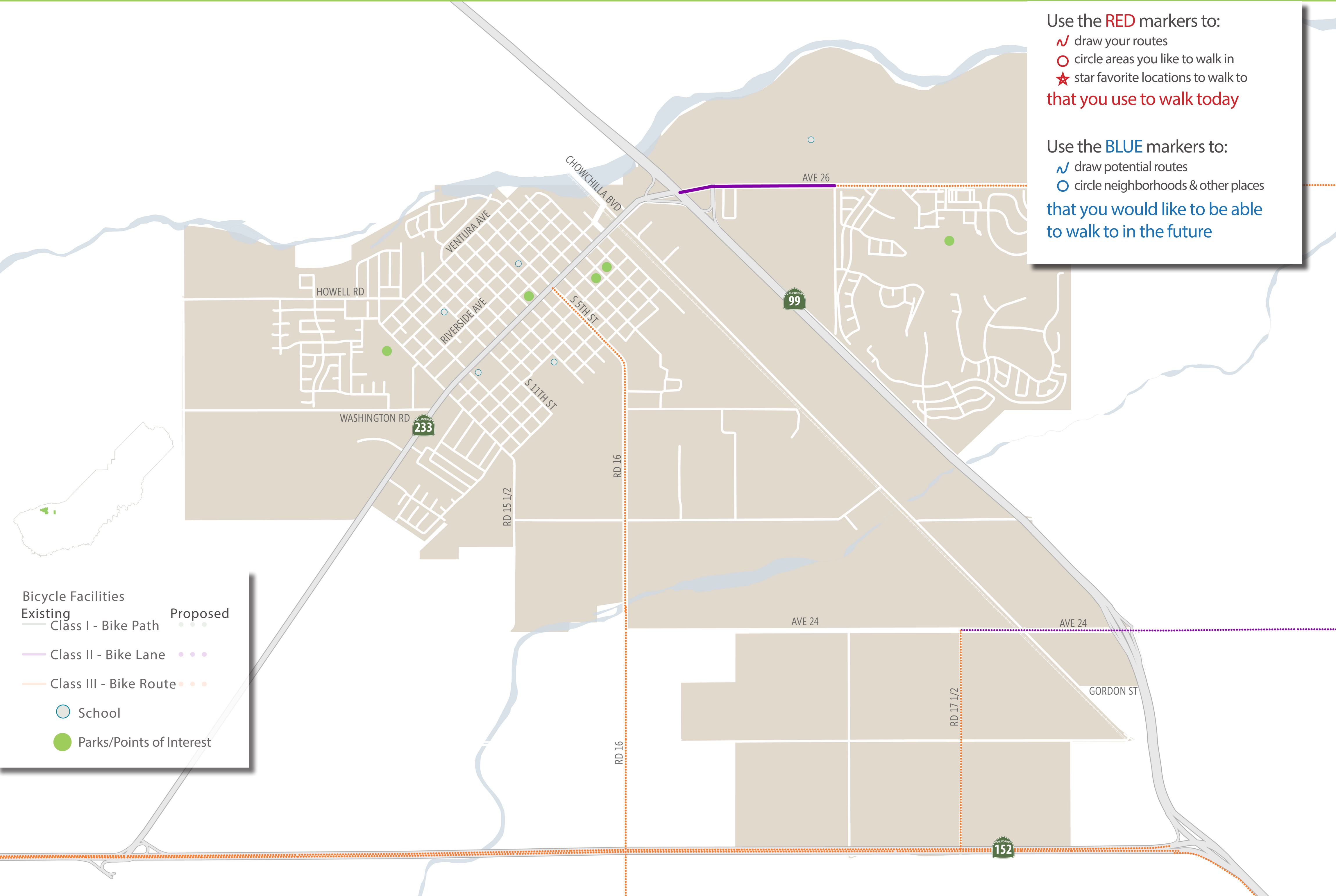


Today?

Where Would You Like to Walk if Improvements Were Made?

Use the markers to indicate your current and ideal future walking routes, then write some ideas for the kinds of changes that would help.

- Use the **RED** markers to:
- ✓ draw your routes
 - circle areas you like to walk in
 - ★ star favorite locations to walk to that you use to walk today
- Use the **BLUE** markers to:
- ✓ draw potential routes
 - circle neighborhoods & other places that you would like to be able to walk to in the future



What kinds of improvements would enable you to get where you want to be?

Write in Ideas Here!



Where Do You



Bike in Madera



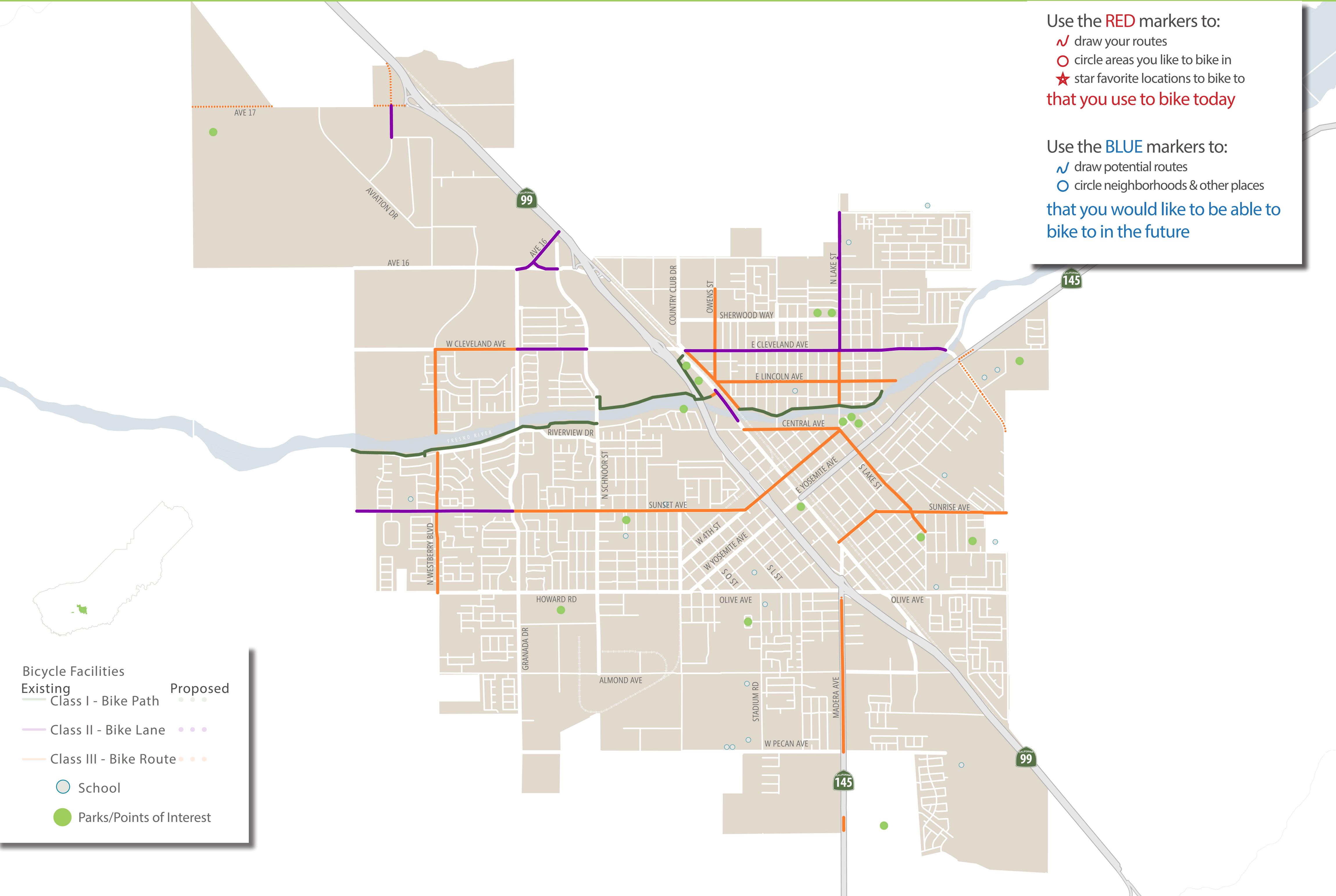
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What kinds of improvements would enable you to get where you want to be?

Write in Ideas Here!

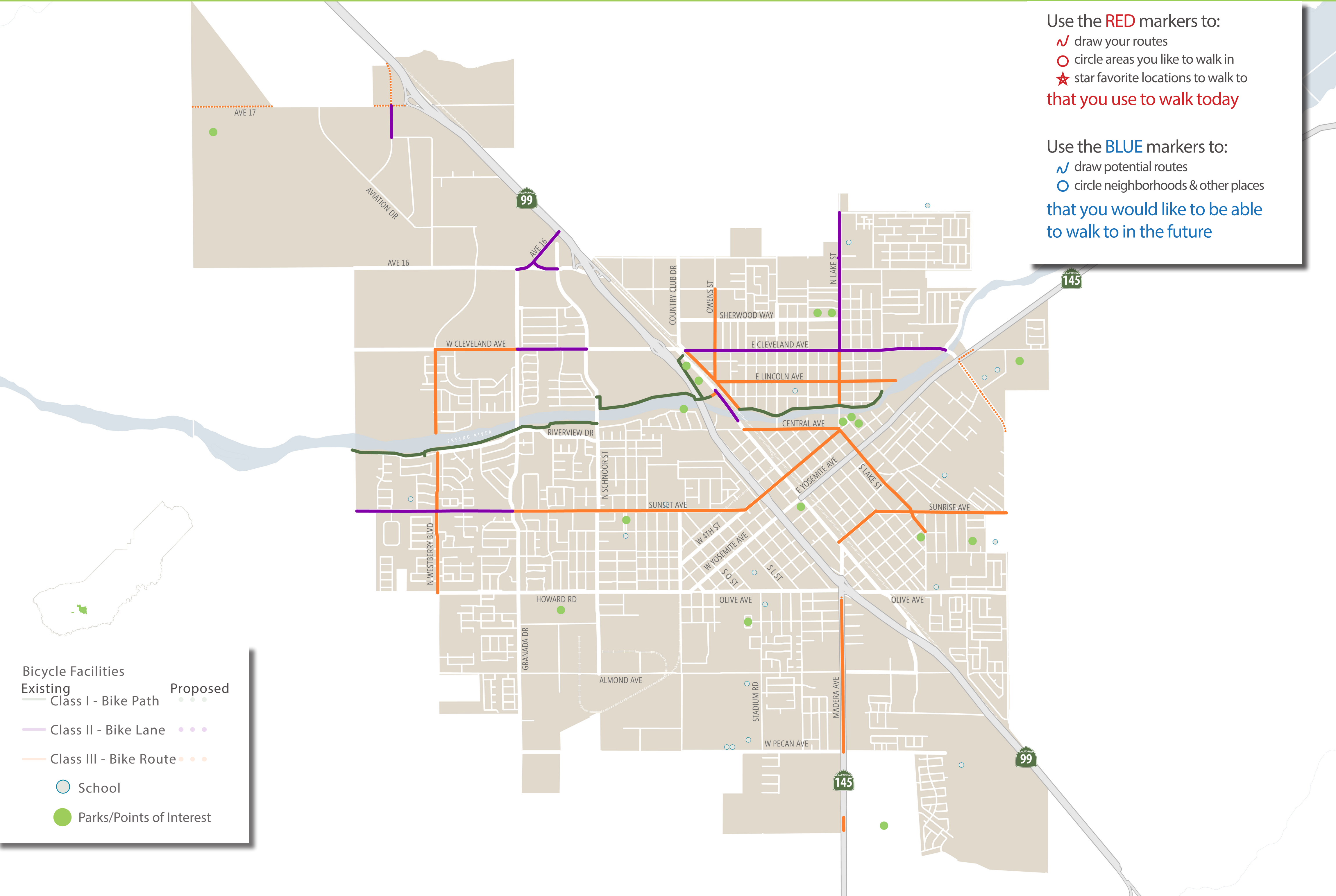


Where Do You Walk in Madera Today?

Where Would You Like to Walk if Improvements Were Made?

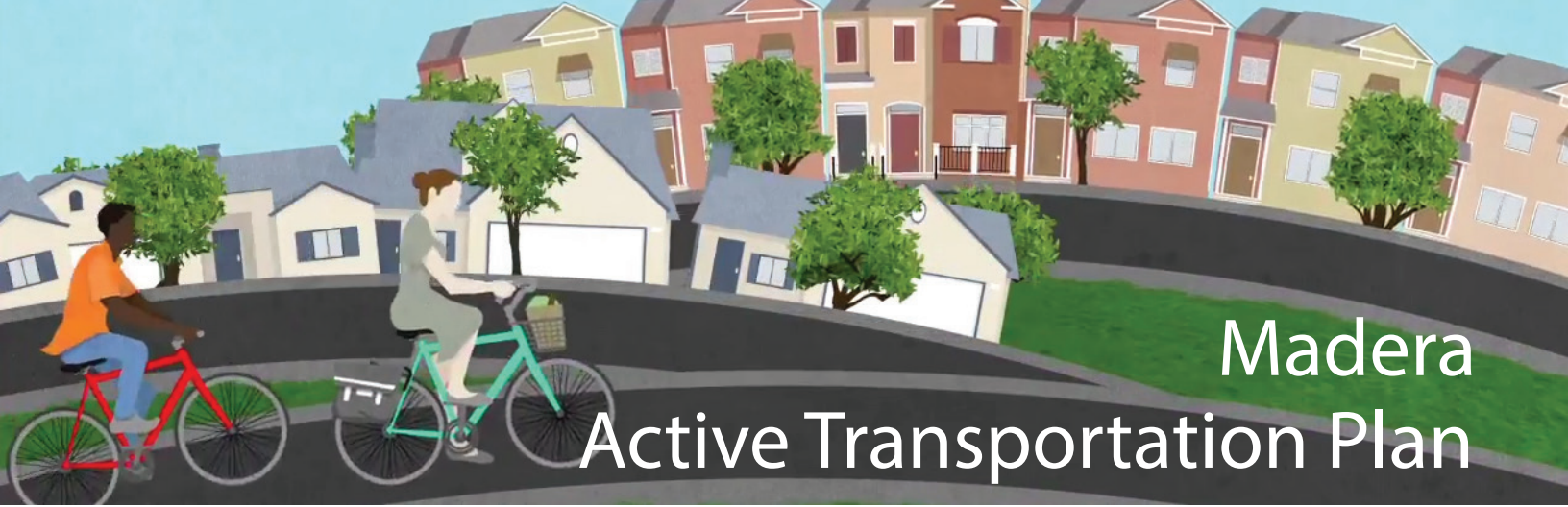
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- Use the **RED** markers to:
- ✓ draw your routes
 - circle areas you like to walk in
 - ★ star favorite locations to walk to that you use to walk today
- Use the **BLUE** markers to:
- ✓ draw potential routes
 - circle neighborhoods & other places that you would like to be able to walk to in the future



What kinds of improvements would enable you to get where you want to be?

Write in Ideas Here!



Madera Active Transportation Plan

Illustration from Your Madera 2040 and ValleyVisions 2014



PROJECT OVERVIEW

The Madera County Transportation Commission's Active Transportation Plan will identify critical projects to make walking and biking in Madera County better suited for people of all ages and abilities. It is important to plan for a future transportation system that will accommodate growth, enhance circulation, and provide mobility and

accessibility for users of all transportation modes. Encouraging and building infrastructure for safe access to active transportation modes will also have the benefit of fostering health and fitness in the burgeoning population. Stay engaged throughout this process!



PLAN PROCESS

Key milestones in the planning process are shown below:



GET INVOLVED!

Stakeholder engagement is ongoing. Check online for upcoming dates!



Interactive online mapping tool



Online Surveys



Stakeholder focus groups



Local agency meetings



Pop-up public input stations



KEY DETAILS

The plan will include the following key considerations:

WHAT is the Region's vision for the future bicycle and pedestrian network?

WHERE and what are the trends in bicycle-auto and pedestrian-auto collisions?

WHERE is existing bicycling and walking activity occurring?

WHERE do gaps in the existing network create barriers to biking and walking in Madera County?

HOW can the Madera County region better serve all ages for bicycling and walking activities?

WHAT facilities or programs would best meet the communities' needs and support the largest "mode shift" to bicycling and walking?



FOR MORE INFORMATION



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Madera County Transportation Commission



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maderaatp@maderactc.org



<http://www.maderactc.org/planning/active-transportation>

Madera County Transportation Commission (MCTC) Active Transportation Plan (ATP)

MCTC and the ATP Planning Team need YOUR help!!

Please complete the ATP Stakeholder Survey by visiting:

https://www.surveymonkey.com/r/MCTCATP_Survey

Your responses and information will be used to complete the planning documents related to the ATP. They will not be shared, or sold for other purposes.

If you have questions or need additional information, visit the Plan webpage at:

<http://www.maderactc.org/planning/active-transportation/>

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<http://www.maderactc.org/planning/active-transportation/>

MCTC Active Transportation Plan

Pop-Up Event – Cesar Chavez Elementary,
Safe Routes to School

Sunday, April 2, 2017

Your comments and suggestions are a key component to the development of the Active Transportation Plan. Please use the back of the card if more room is needed. Thank you!

Name:

Email:

Comments:

MCTC Active Transportation Plan

Pop-Up Event – Cesar Chavez Elementary,
Safe Routes to School

Sunday, April 2, 2017

Your comments and suggestions are a key component to the development of the Active Transportation Plan. Please use the back of the card if more room is needed. Thank you!

Name:

Email:

Comments:

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MCTC Active Transportation Plan

Pop-Up Event – Cesar Chavez Elementary,
Safe Routes to School

Sunday, April 2, 2017

Your comments and suggestions are a key component to the development of the Active Transportation Plan. Please use the back of the card if more room is needed. Thank you!

Name:

Email:

Comments:



Madera County Transportation Commission
ATP Outreach Booth Event
Information Booth Event Synopsis

Thursday, February 23, 2017

6:00 PM – 8:00 PM

Supervisor Tom Wheeler Town Hall
Raymond-Knowles Elementary School – Cafeteria
31828 Road 600, Raymond, CA

Attendees

20 Members of the General Public

7 Agency Staff (County of Madera, CAL FIRE, Sheriff's Office, and VRPA Technologies, Inc.)

Event Description

Madera County Supervisor Tom Wheeler held a Town Hall in the Community of Raymond on February 23, 2017 from 6:00 PM to 8:00 PM in the Raymond-Knowles Elementary School Cafeteria. The Town Hall session was held in an open house, presentation, and question and answer style format and attendees arrived at various times throughout the night. A short overview of the Active Transportation Plan (ATP) planning process being conducted by the Madera County Transportation Commission (MCTC) was provided during the Town Hall presentation session and attendees were invited to visit the ATP information booth. Attendees were able to review materials and provide their comments on ATP mapping related to where they currently walk or bike and where they would like to see future pedestrian and bicycle facilities. An introductory flyer was also provided to all attendees, which included an overview of the ATP planning process. ATP project team staff were present at the Town Hall and available to respond to any questions or comments that attendees had. In addition, a flyer with the webpage address to the MCTC ATP Online mapping tool and on-line survey were distributed to all attendees. A copy of the informational flyer, webpage flyer, and mapping displaying attendee comments from this and other Town Hall and Workshop sessions are attached for reference.



Madera County Transportation Commission
ATP Outreach Booth Event
Information Booth Event Synopsis

Wednesday, February 28, 2017

6:00 PM – 8:00 PM

Supervisor Tom Wheeler Town Hall

Yosemite Lakes Park Clubhouse

30250 Yosemite Springs Parkway, Coarsegold, CA

Attendees

25 Members of the General Public

9 Agency Staff (County of Madera, CAL FIRE, Sheriff's Office, and VRPA Technologies, Inc.)

Event Description

Madera County Supervisor Tom Wheeler held a Town Hall in the Community of Yosemite Lakes Park (YLP) on February 28, 2017 from 6:00 PM to 8:00 PM in the YLP Clubhouse. The Town Hall session was held in an open house, presentation, and question and answer style format and attendees arrived at various times throughout the night. A short overview of the Active Transportation Plan (ATP) planning process being conducted by the Madera County Transportation Commission (MCTC) was provided during the Town Hall presentation session and attendees were invited to visit the ATP information booth. Attendees were able to review materials and provide their comments on ATP mapping related to where they currently walk or bike and where they would like to see future pedestrian and bicycle facilities. An introductory flyer was also provided to all attendees, which included an overview of the ATP planning process. ATP project team staff were present at the Town Hall and available to respond to any questions or comments that attendees had. In addition, a flyer with the webpage address to the MCTC ATP Online mapping tool and on-line survey were distributed to all attendees. A copy of the informational flyer, webpage flyer, and mapping displaying attendee comments from this and other Town Hall and Workshop sessions are attached for reference.



Madera County Transportation Commission
ATP Outreach Booth Event
Information Booth Event Synopsis

Thursday, March 9, 2017

5:30 PM – 7:30 PM

MCTC RTP/SCS Workshop

Webster Elementary School – Cafeteria

36477 Ruth Avenue, Madera, CA

Attendees

3 Members of the General Public

6 Agency Staff (MCTC, City of Chowchilla, City of Madera, and VRPA Technologies, Inc.)

Event Description

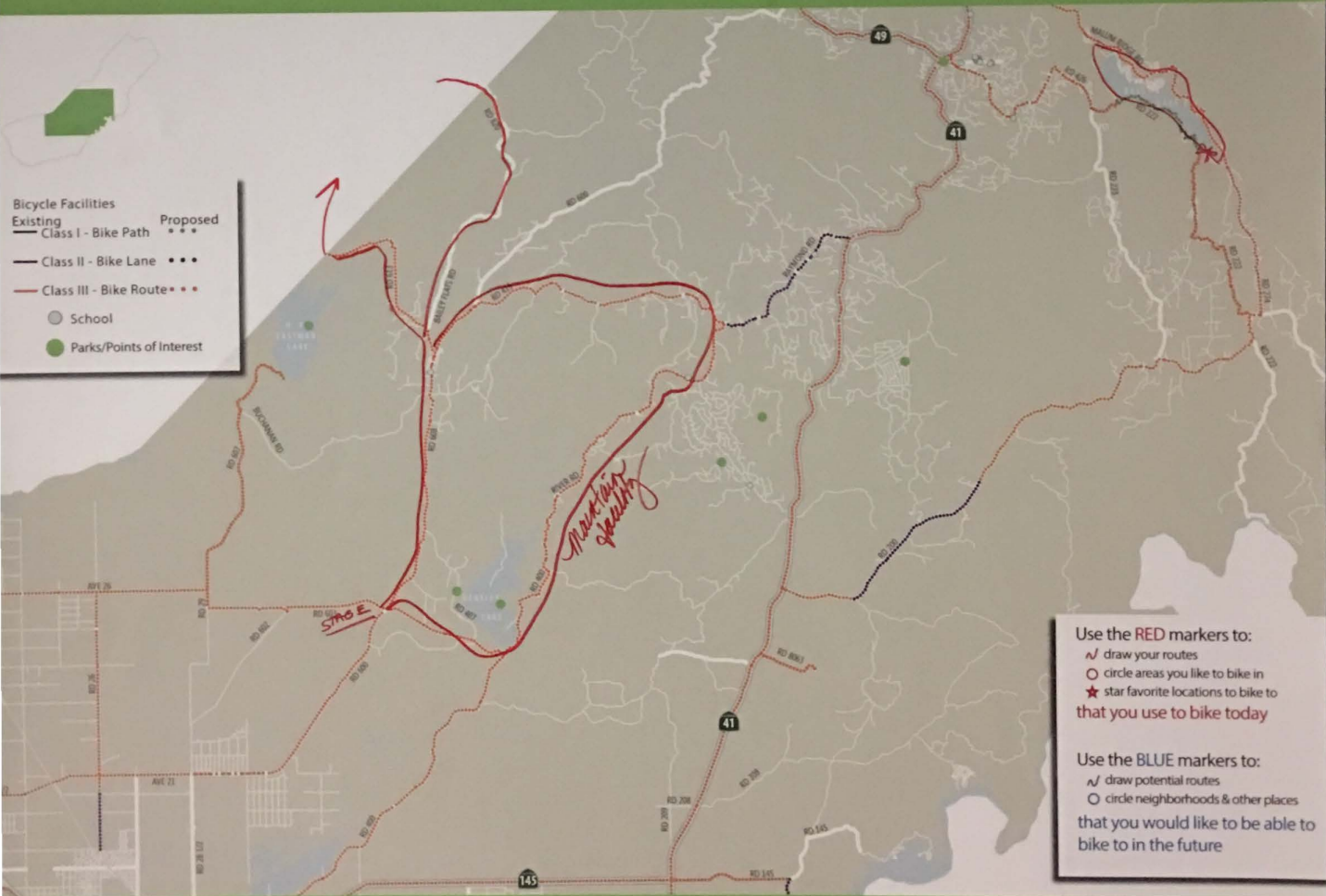
The Madera County Transportation Commission (MCTC) held a public workshop regarding the 2014 and 2018 Regional Transportation Plans in the Madera Ranchos Community on March 9, 2017 from 5:30 PM to 7:30 PM in the Webster Elementary School Cafeteria. The workshop was held in an open house, presentation, and question and answer style format and attendees arrived at various times throughout the night. A short overview of the Active Transportation Plan (ATP) planning process being conducted by the Madera County Transportation Commission (MCTC) was provided during the workshop and attendees were invited to visit the ATP information booth. Attendees were able to review materials and provide their comments on ATP mapping related to where they currently walk or bike and where they would like to see future pedestrian and bicycle facilities. An introductory flyer was also provided to all attendees, which included an overview of the ATP planning process. ATP project team staff were present at the workshop and available to respond to any questions or comments that attendees had. In addition, a flyer with the webpage address to the MCTC ATP Online mapping tool and on-line survey were distributed to all attendees. A copy of the informational flyer, webpage flyer, and mapping displaying attendee comments from this and other Town Hall and Workshop sessions are attached for reference.



Where Do You Bike in Madera County Today?

Where Would You Like to Bike if Improvements Were Made?

Use the markers to indicate your current and ideal future biking routes, then write some ideas for the kinds of changes that would help.



What kinds of improvements would enable you to get where you want to be?

Write Ideas Here!

Raymond

- Mountain Biking Trails @ Raymond Bridge + develop walking trails + ATM bike trails from bridge
- Bike from Hops lay lake to Raymond using the railroad easements
- Hops trail development from Lakes to Raymond - expand with trails + facilities from Raymond Bridge area

Raymond

- Raymond = Develop existing Rail tracks as walking - Bike paths - Meet w/ Bike Groups that use Rd 600-613 - Beathu as competitive Biking Route
- Develop walking path through town - Historic sites + Museum cemetery - gold Rush era.

Raymond

- Trail from Raymond Community Park to Hops lay lake

nts would enable you to get where you want to be?

- Raymond
- Mountain Biking trails @ Raymond Bridge + develop walking trails + MTN Bike trails from bridge
 - Bike from Hensley lake to Raymond using the railroad easements

◦ Horse trail Development from Lakes to Raymond - expand existing trails + facilities from Raymond Bridge area

- Raymond
- Raymond = Develop existing ^{Easements} Rail tracks as walking - Bike paths -
 - Meet w/ Bike groups that use Rd 600-613 - Bentley as competitive Biking Route
 - Develop walking path through town - Historic sites + Museum cemetery - gold Rush era.

◦ Horse trail from Raymond Community Park to Hensley lake



Where Do You **Bike**

in Raymond Today?

Where Would You Like to Bike if Improvements Were Made?



Use the markers to indicate your current and ideal future **biking** routes, then write some ideas for the kinds of changes that would help

Use the **RED** markers to:

- draw your routes
 - circle areas you like to bike in
 - star favorite locations to bike to
- that you use to bike today

Use the **BLUE** markers to:

- draw potential routes
 - circle neighborhoods & other places
- that you would like to be able to bike to in the future

What kinds of improvements would enable you to get where you want to be?

Bike path

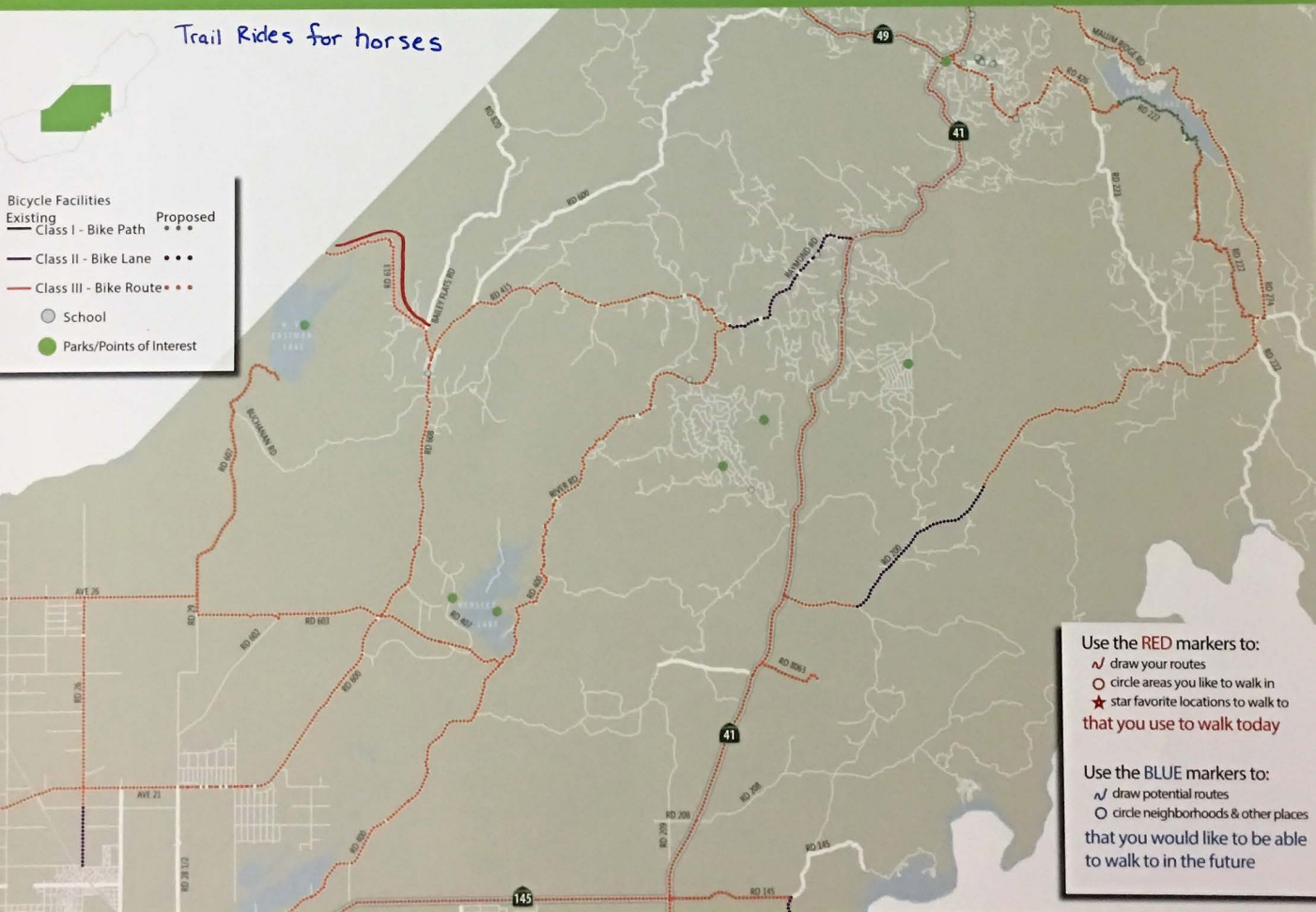
new facilities & park



Where Do You Walk in Madera County Today?

Where Would You Like to Walk if Improvements Were Made?

Use the markers to indicate your current and ideal future walking routes, then write some ideas for the kinds of changes that would help.



What kinds of improvements would enable you to get where you want to be?

Write in Ideas Here!

Trail Rides for horses

Bicycle Facilities

Existing

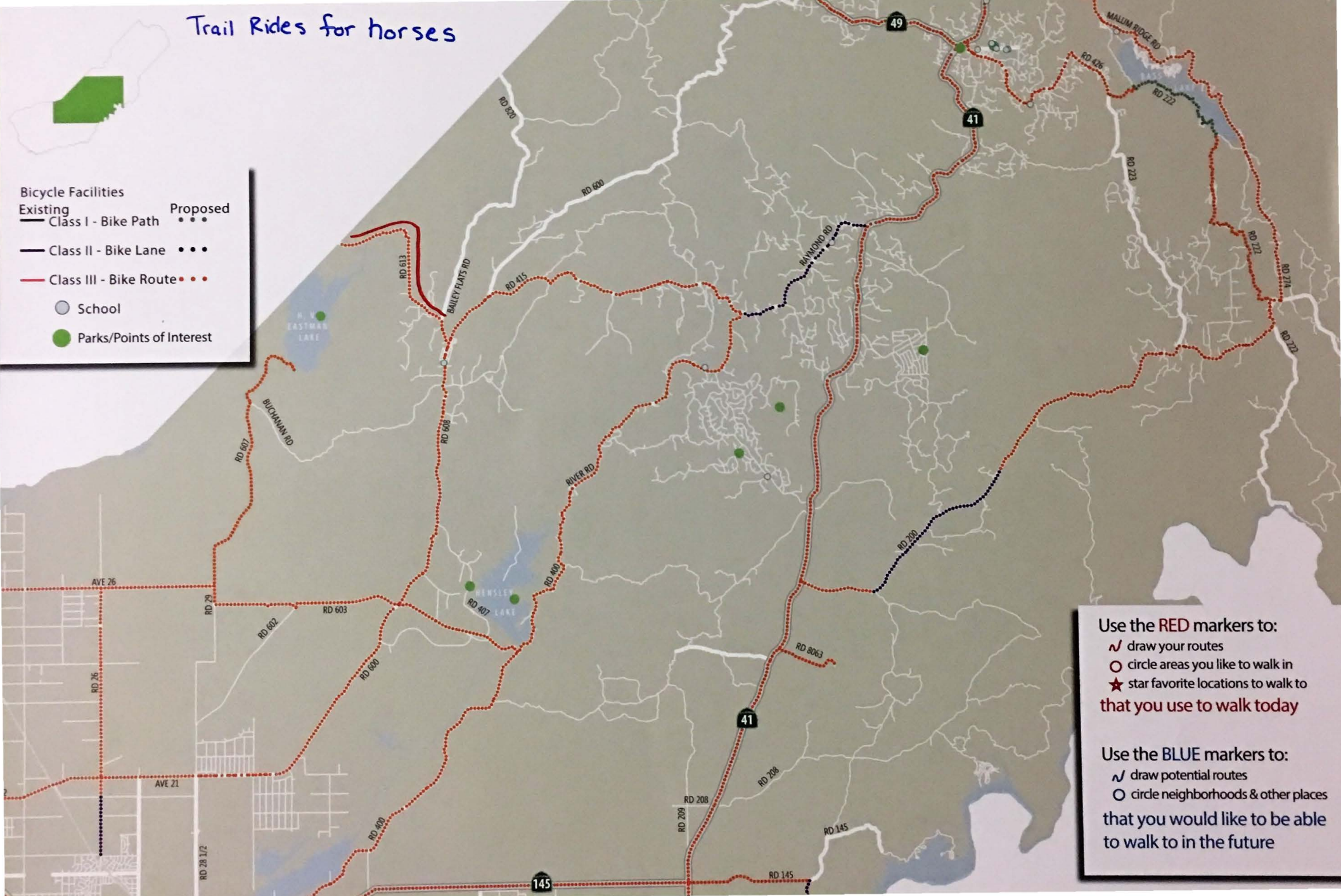
- Class I - Bike Path
- Class II - Bike Lane
- Class III - Bike Route

Proposed

- Class I - Bike Path
- Class II - Bike Lane
- Class III - Bike Route

○ School

● Parks/Points of Interest



Use the RED markers to:

- draw your routes
- circle areas you like to walk in
- star favorite locations to walk to that you use to walk today

Use the BLUE markers to:

- draw potential routes
- circle neighborhoods & other places that you would like to be able to walk to in the future



Madera County Transportation Commission
ATP Outreach Booth Event
Information Booth Event Synopsis

Sunday, April 2, 2017

2:00 PM – 4:00 PM

Cesar Chavez Day Celebration

Centennial Park

701 E. 5th Street, Madera, CA 93638

Staff Attendees

2 Project Team Staff (VRPA Technologies, Inc.)

Information Booth Visitors

25 Members of the General Public

Event Description

The Madera Coalition for Community Justice held the 23rd Annual Cesar Chavez Day Celebration on April 2, 2017 from 2:00 PM to 4:00 PM at Centennial Park. The event had keynote speakers, music, dancing, food vendors, and information booths. Attendees arrived at various times in the afternoon to participate in the event activities.

Cesar Chavez Day attendees were invited to visit the Madera County Transportation Commission (MCTC) Active Transportation Plan (ATP) information booth. At the information booth attendees were able to review materials and provide their comments on comment cards and ATP mapping related to where they currently walk or bike and where they would like to see future pedestrian and bicycle facilities. An introductory flyer was also provided to all attendees, which included an overview of the ATP planning process. ATP project team staff were present at the event and available to respond to any questions or comments that attendees had. In addition, a flyer with the webpage address to both the MCTC ATP stakeholder survey and online mapping tool were distributed to all attendees. A copy of the informational flyer, webpage flyer, comment cards, and mapping displaying attendee comments are attached for reference.



Bike in Madera Today?

Where Would You Like to Bike if Improvements Were Made?

Use the markers to indicate your current and ideal future biking routes, then write some ideas for the kinds of changes that would help.



Use the **RED** markers to:
 ✓ draw your routes
 ○ circle areas you like to bike in
 ★ star favorite locations to bike to
 that you use to bike today

Use the **BLUE** markers to:
 ✓ draw potential routes
 ○ circle neighborhoods & other places
 that you would like to be able to
 bike to in the future

- Bicycle Facilities**
- | | |
|----------------------------|----------------------------|
| Existing | Proposed |
| — Class I - Bike Path | --- Class I - Bike Path |
| — Class II - Bike Lane | --- Class II - Bike Lane |
| — Class III - Bike Route | --- Class III - Bike Route |
| ○ School | |
| ● Parks/Points of Interest | |

What kinds of improvements would enable you to get where you want to be?

Write in Ideas Here!



Walk in Madera



Today?

Where Would You Like to Walk if Improvements Were Made?

Use the markers to indicate your current and ideal future walking routes, then write some ideas for the kinds of changes that would help.

Use the RED markers to:

- ✓ draw your routes
- circle areas you like to walk in
- ★ star favorite locations to walk to that you use to walk today

Use the BLUE markers to:

- ✓ draw potential routes
- circle neighborhoods & other places that you would like to be able to walk to in the future



What kinds of improvements would enable you to get where you want to be?

- * Safer walking area near E st. Side walks/crossings.
- * Need safe crossings going to D's Shopping Center. Very unsafe. Have to run to cross.

Write in Ideas Here!

MCTC Active Transportation Plan

Pop-Up Event - Cesar Chavez Day Celebration

Sunday, April 2, 2017

Your comments and suggestions are a key component to the development of the Active Transportation Plan. Please use the back of the card if more room is needed. Thank you!

Name:

Email:

Comments:

Near Brige Store by
Riverside Ave. many accidents
have. occurred due to lack of
light signal / crosswalk.



Madera County Transportation Commission
ATP Outreach Booth Event
Information Booth Event Synopsis

Wednesday, April 5, 2017

6:45 AM – 8:30 AM

Walk to School Day – Cesar Chavez Elementary School
Parksdale Village II Community Center
13549 Wood Street, Madera, CA 93638

Staff Attendees

2 Project Team Staff (VRPA Technologies, Inc.)

Information Booth Visitors

40 Members of the General Public

Event Description

The Madera County Public Health Department held a Walk to School Day event on April 5, 2017 from 6:45 AM to 8:30 AM at the Parksdale Village II Community Center. The event contained healthy food, physical fitness activities, and safety equipment giveaways to Cesar Chavez Elementary School students. Parents and children were in attendance, and the event concluded with attendees walking to Cesar Chavez Elementary School.

Walk to School Day attendees were invited to visit the Madera County Transportation Commission (MCTC) Active Transportation Plan (ATP) information booth. At the information booth attendees were able to review materials and provide their comments on comment cards and ATP mapping related to where they currently walk or bike and where they would like to see future pedestrian and bicycle facilities. An introductory flyer was also provided to all attendees, which included an overview of the ATP planning process. ATP project team staff were present at the event and available to respond to any questions or comments that attendees had. In addition, a flyer with the webpage address to both the MCTC ATP stakeholder survey and online mapping tool were distributed to all attendees. A copy of the informational flyer, webpage flyer, comment cards, and mapping displaying attendee comments are attached for reference.



Walk in Madera



Today?

Where Would You Like to Walk if Improvements Were Made?

Use the markers to indicate your current and ideal future walking routes, then write some ideas for the kinds of changes that would help.

- Use the RED markers to:
- ✓ draw your routes
 - circle areas you like to walk in
 - ★ star favorite locations to walk to that you use to walk today
- Use the BLUE markers to:
- ✓ draw potential routes
 - circle neighborhoods & other places that you would like to be able to walk to in the future



What kinds of improvements would enable you to get where you want to be?

Write in Ideas Here!

Almond Ave at Ave. 13 needs some kind of traffic light or stop sign it is dangerous during early work hour school traffic.

MCTC Active Transportation Plan

Pop-Up Event - Cesar Chavez Elementary,
Safe Routes to School

Wednesday, April 5, 2017

Your comments and suggestions are a key component to the development of the Active Transportation Plan. Please use the back of the card if more room is needed. Thank you!

Name: LUIS FLORES

Email: LUIS.FLORES61@ME.COM

Comments: I HAVE (3) BOYS THAT WALK TO CESAR CHAVEZ
ELEMENTARY. THEY CROSS AT AVE. 13 & RD. 29.

I AM ALWAYS WORRIED BECAUSE SOME DRIVERS
DO NOT LOOK OUT FOR THE KIDS

MCTC Active Transportation Plan

Pop-Up Event - Cesar Chavez Elementary,
Safe Routes to School

Wednesday, April 5, 2017

Your comments and suggestions are a key component to the development of the Active Transportation Plan. Please use the back of the card if more room is needed. Thank you!

Name:

Maria Navarro

Email:

marianavarro@madera.usd.org

Comments:

We need stop lights at the corner of Pecan Ave and Rd. 29. We also need sidewalks so the children will be safe walking to and from school. Thank you!!!

MCTC Active Transportation Plan

Pop-Up Event – Cesar Chavez Elementary,
Safe Routes to School

Wednesday, April 5, 2017

Your comments and suggestions are a key component to the development of the Active Transportation Plan. Please use the back of the card if more room is needed. Thank you!

Name:

Herica Rodriguez

Email:

hericarodriguez@moderawsd.org

Comments:

Stop lights at Pecan & 29.
Sidewalks

MCTC Active Transportation Plan

Pop-Up Event - Cesar Chavez Elementary,
Safe Routes to School

Wednesday, April 5, 2017

Your comments and suggestions are a key component to the development of the Active Transportation Plan. Please use the back of the card if more room is needed. Thank you!

Name:

LOWIE CHAVIRA

Email:

Comments:

HEAVY TRUCKS, CARS
PASSING BY. NEED LIGHTS

on STOP Sign

MCTC Active Transportation Plan

Pop-Up Event - Cesar Chavez Elementary,
Safe Routes to School

Wednesday, April 5, 2017

Your comments and suggestions are a key component to the development of the Active Transportation Plan. Please use the back of the card if more room is needed. Thank you!

Name:

Mary L. Castro

Email:

Comments:

w e need stop lights
at school intersections
cesar chavez.

MCTC Active Transportation Plan

Pop-Up Event - Cesar Chavez Elementary,
Safe Routes to School

Wednesday, April 5, 2017

Your comments and suggestions are a key component to the development of the Active Transportation Plan. Please use the back of the card if more room is needed. Thank you!

Name: Joanna Pacheco.

Email:

Comments:

The Street Pream and 29 Rd
need stop signs with light to know
when they need to stop.

For people that don't see good with signs
with light more they gonna see & know.

MCTC Active Transportation Plan

Pop-Up Event - Cesar Chavez Elementary,
Safe Routes to School

Wednesday, April 5, 2017

Your comments and suggestions are a key component to the development of the Active Transportation Plan. Please use the back of the card if more room is needed.

Thank you!

Name:

Dawn Horsham

Email:

dawnhorsham@maderausd.org

Comments:

Our students would greatly benefit from a stop light at Road 29 + Ave 13. Also, sidewalks on Road 29, so students can walk on the sidewalk + not in the street. Thank you!

MCTC Active Transportation Plan

Pop-Up Event - Cesar Chavez Elementary,
Safe Routes to School

Wednesday, April 5, 2017

Your comments and suggestions are a key component to the development of the Active Transportation Plan. Please use the back of the card if more room is needed.

Thank you!

Name:

Linda Seagle

Email:

linda.seagle@madera.usd.org

Comments:

stop light at Pecan / Rd 12
sidewalks by Chavez on
Pecan / Rd 12

MCTC Active Transportation Plan

Pop-Up Event - Cesar Chavez Elementary,
Safe Routes to School

Wednesday, April 5, 2017

Your comments and suggestions are a key component to the development of the Active Transportation Plan. Please use the back of the card if more room is needed. Thank you!

Name: Consuelo Arvizu

Email: ConsueloFigueroa95@gmail.com

Comments:

Necesitamos luces en la Cesar Chavez
Mas Seguridad y llo vivo en la ave 12 y mis
hijos se trasportan en el Bass y los carros
No paran Necesitamos Seguridad y que
Pratollen alas horas de la parada las
habas So 7:05 Am y 3:15 pm gracias

MCTC Active Transportation Plan

Pop-Up Event - Cesar Chavez Elementary,
Safe Routes to School

Wednesday, April 5, 2017

Your comments and suggestions are a key component to the development of the Active Transportation Plan. Please use the back of the card if more room is needed. Thank you!

Name: Mania Sepulveda

Email:

Comments: Necesitamos banquetas para que los niños caminen y que demanden a las personas que no tienen perros amarrados y andan sueltos son muy peligrosas pueden morder a los niños.

MCTC Active Transportation Plan

Pop-Up Event - Cesar Chavez Elementary,
Safe Routes to School

Wednesday, April 5, 2017

Your comments and suggestions are a key component to the development of the Active Transportation Plan. Please use the back of the card if more room is needed. Thank you!

Name:

Sandra Rodriguez

Email:

Comments:

Queremos mas Banquetas
Queremos luses.

Queremos que los Perros
sean enserrados para poder
caminar. sin miedo.

MCTC Active Transportation Plan

Pop-Up Event - Cesar Chavez Elementary,
Safe Routes to School

Wednesday, April 5, 2017

Your comments and suggestions are a key component to the development of the Active Transportation Plan. Please use the back of the card if more room is needed. Thank you!

Name: LIDIA MADRIZ

Email:

Comments: Nosotros pedimos de favor nos ayuden a poner luces en los 4 stop de la Escuela Cesar Chavez y Vanquetas sobre la 13 Ave. Seguridad, patrullar en las afueras de la Cesar Chavez

MCTC Active Transportation Plan

Pop-Up Event - Cesar Chavez Elementary,
Safe Routes to School

Wednesday, April 5, 2017

Your comments and suggestions are a key component to the development of the Active Transportation Plan. Please use the back of the card if more room is needed. Thank you!

Name:

Lora Isquith

Email:

LoraIsquith@maderaused.org

Comments:

It would be very helpful to have a stop light at the intersection of Ave 13 & Rd. 29. It is dangerous for our students.

MCTC Active Transportation Plan

Pop-Up Event - Cesar Chavez Elementary,
Safe Routes to School

Wednesday, April 5, 2017

Your comments and suggestions are a key component to the development of the Active Transportation Plan. Please use the back of the card if more room is needed. Thank you!

Name:

Cindy Bitter

Email:

cindy.bitter@mvalerausd.org

Comments:

We could use traffic lights
by the school (Cesar Chavez)

(needs to be safer) Thank you

MCTC Active Transportation Plan

Pop-Up Event - Cesar Chavez Elementary,
Safe Routes to School

Wednesday, April 5, 2017

Your comments and suggestions are a key component to the development of the Active Transportation Plan. Please use the back of the card if more room is needed. Thank you!

Name:

Leticia Rendon Martinez

Email:

Comments:

we se sitamos Lucez y
En la escuela Cesar Chavez
y van que las para los

niños por el area
AVE 13. por favor

MCTC Active Transportation Plan

Pop-Up Event - Cesar Chavez Elementary,
Safe Routes to School

Wednesday, April 5, 2017

Your comments and suggestions are a key component to the development of the Active Transportation Plan. Please use the back of the card if more room is needed. Thank you!

Name: Margarita Cervantes

Email:

Comments: we need a stop sign at 13 1/2 Road 29
and cross lights.

MCTC Active Transportation Plan

Pop-Up Event - Cesar Chavez Elementary,
Safe Routes to School

Wednesday, April 5, 2017

Your comments and suggestions are a key component to the development of the Active Transportation Plan. Please use the back of the card if more room is needed.
Thank you!

Name:

Erma Hernandez

Email:

Comments:

Necesitamos más luces
mas stop. Para que nuestros
niños puedan caminar
seguros ala escuela.

MCTC Active Transportation Plan

Pop-Up Event - Cesar Chavez Elementary,
Safe Routes to School

Wednesday, April 5, 2017

Your comments and suggestions are a key component to the development of the Active Transportation Plan. Please use the back of the card if more room is needed. Thank you!

Name:

Gloria Tiznado portillo

Email:

Comments:

Mis niños caminan para la escuela y necesitamos que el ojalá donde cruzan mis niños los carros a veces no se paran y es un peligro porque cualquier gobierno que nos tenemos que parar no lo hacemos.

MCTC Active Transportation Plan

Pop-Up Event - Cesar Chavez Elementary,
Safe Routes to School

Wednesday, April 5, 2017

Your comments and suggestions are a key component to the development of the Active Transportation Plan. Please use the back of the card if more room is needed. Thank you!

Name: Eldina Merino / Janet Morales

Email: Cortezeliq@com

Comments: By avenue 13 1/2 & 29 we need, we need
a crossing lines and we need two more stop light
because kids walk and theirs alot of cars that
don't stop and the Buses are coming and going.

MCTC Active Transportation Plan

Pop-Up Event - Cesar Chavez Elementary,
Safe Routes to School

Wednesday, April 5, 2017

Your comments and suggestions are a key component to the development of the Active Transportation Plan. Please use the back of the card if more room is needed. Thank you!

Name:

Lisa Williams

Email:

LisaWilliams@madera.usd.org

Comments:

We need sidewalks and a
stoplight to our students
can walk to and from
school safely

MCTC Active Transportation Plan

Pop-Up Event – Cesar Chavez Day Celebration

Sunday, April 2, 2017

Your comments and suggestions are a key component to the development of the Active Transportation Plan. Please use the back of the card if more room is needed. Thank you!

Name: Jesus Ballesteros

Email:

Comments: Se Necesitan
Mas alumbramientos Publico

MCTC Active Transportation Plan

Pop-Up Event - Cesar Chavez Day Celebration

Sunday, April 2, 2017

Your comments and suggestions are a key component to the development of the Active Transportation Plan. Please use the back of the card if more room is needed. Thank you!

Name:

Rogelio Jimenez

Email:

Comments:

We need our roads and streets repaired
Pot holes, cracked streets
more lights on major streets.

MCTC Active Transportation Plan

Pop-Up Event - Cesar Chavez Day Celebration

Sunday, April 2, 2017

Your comments and suggestions are a key component to the development of the Active Transportation Plan. Please use the back of the card is more room is needed. Thank you!

Name:

Elodiler

Email:

Comments:

me gustaria que
que haya transporte a los
los que cambian mas
de 30 minutos



Madera County Transportation Commission
ATP Outreach Booth Event
Information Booth Event Synopsis

Wednesday, April 26, 2017

3:00 PM – 5:00 PM

First 5 Madera County Week of the Young Child

Veterans Memorial Park

145 Robertson Blvd, Chowchilla, CA 93610

Staff Attendees

2 Project Team Staff (VRPA Technologies, Inc.)

Information Booth Visitors

15 Members of the General Public

Event Description

First 5 Madera County held a Week of the Young Child event on April 26, 2017 from 3:00 PM to 5:00 PM at Veterans Memorial Park. The event contained physical fitness activities, face painting, science experiments, music, food vendors, and information booths. Attendees arrived at various times in the afternoon to participate in the event activities.

Week of the Young Child attendees were invited to visit the Madera County Transportation Commission (MCTC) Active Transportation Plan (ATP) information booth. At the information booth attendees were able to review materials and provide their comments on comment cards and ATP mapping related to where they currently walk or bike and where they would like to see future pedestrian and bicycle facilities. An introductory flyer was also provided to all attendees, which included an overview of the ATP planning process. ATP project team staff were present at the event and available to respond to any questions or comments that attendees had. In addition, a flyer with the webpage address to both the MCTC ATP stakeholder survey and online mapping tool were distributed to all attendees. A copy of the informational flyer, webpage flyer, comment cards, and mapping displaying attendee comments are attached for reference.



Bike in Chowchilla



Today?

Where Would You Like to Bike if Improvements Were Made?

Use the markers to indicate your current and ideal future biking routes, then write some ideas for the kinds of changes that would help.

Use the RED markers to:
✓ draw your routes
○ circle areas you like to bike in
★ star favorite locations to bike to that you use to bike today

Use the BLUE markers to:
✓ draw potential routes
○ circle neighborhoods & other places that you would like to be able to bike to in the future



Bicycle Facilities

Existing	Proposed
— Class I - Bike Path	•••
— Class II - Bike Lane	•••
— Class III - Bike Route	•••
○ School	
● Parks/Points of Interest	

What kinds of improvements would enable you to get where you want to be?

Write in Ideas Here!

MCTC Active Transportation Plan

Pop-Up Event - Week of the Young Child

Wednesday, April 26, 2017

Your comments and suggestions are a key component to the development of the Active Transportation Plan. Please use the back of the card if more room is needed. Thank you!

Name: Arvel Turner

Email: arvelturner@yahoo.com

Comments: There should be bike lanes on the overpass on Robertson Blvd. and the highway 99 crossing.

MCTC Active Transportation Plan

Pop-Up Event - Week of the Young Child

Wednesday, April 26, 2017

Your comments and suggestions are a key component to the development of the Active Transportation Plan. Please use the back of the card if more room is needed. Thank you!

Name:

Raquel

Email:

raquel84jimenezmercado@gmail.com

Comments:

Need bike lanes on Ventura Avenue

MCTC Active Transportation Plan

Pop-Up Event - Week of the Young Child

Wednesday, April 26, 2017

Your comments and suggestions are a key component to the development of the Active Transportation Plan. Please use the back of the card if more room is needed. Thank you!

Name:

Yolanda Vasquez.

Email:

Comments:

At Stop Sign by 20th Ave
near Prison, many crashes
have occurred, lack of safety,
need more visible street signs,
& crosswalks.



Walk in Chowchilla Today?

Where Would You Like to Walk if Improvements Were Made?

Use the markers to indicate your current and ideal future walking routes, then write some ideas for the kinds of changes that would help.

Use the **RED** markers to:

- ✓ draw your routes
- circle areas you like to walk in
- ★ star favorite locations to walk to that you use to walk today

Use the **BLUE** markers to:

- ✓ draw potential routes
- circle neighborhoods & other places that you would like to be able to walk to in the future



What kinds of improvements would enable you to get where you want to be?

Write in Ideas Here!



Madera County Transportation Commission
ATP Outreach Booth Event
Information Booth Event Synopsis

Thursday, April 27, 2017

6:45 AM – 8:30 AM

Walk to School Day – Millview Elementary School
Millview Sports Complex
1609 Clinton Street, Madera, CA 93638

Staff Attendees

2 Project Team Staff (VRPA Technologies, Inc.)

Information Booth Visitors

25 Members of the General Public

Event Description

The Madera County Public Health Department held a Walk to School Day event on April 27, 2017 from 6:45 AM to 8:30 AM at the Millview Sports Complex. The event contained healthy food, physical fitness activities, and safety equipment giveaways to Millview Elementary School students. Parents and children were in attendance, and the event concluded with attendees walking to Millview Elementary School.

Walk to School Day attendees were invited to visit the Madera County Transportation Commission (MCTC) Active Transportation Plan (ATP) information booth. At the information booth attendees were able to review materials and provide their comments on comment cards and ATP mapping related to where they currently walk or bike and where they would like to see future pedestrian and bicycle facilities. An introductory flyer was also provided to all attendees, which included an overview of the ATP planning process. ATP project team staff were present at the event and available to respond to any questions or comments that attendees had. In addition, a flyer with the webpage address to both the MCTC ATP stakeholder survey and online mapping tool were distributed to all attendees. A copy of the informational flyer, webpage flyer, and mapping displaying attendee comments are attached for reference.

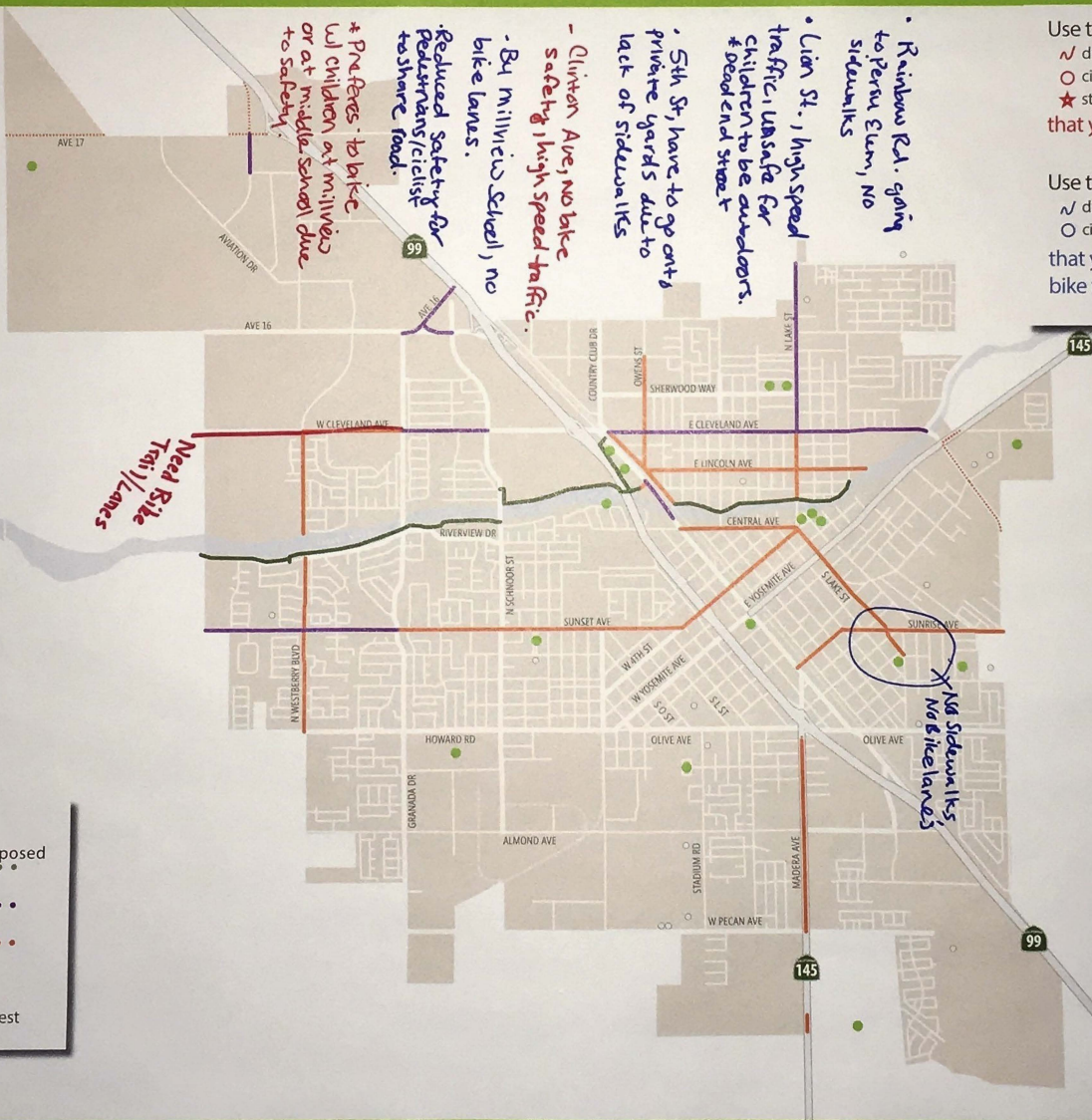


Bike in Madera

Today?

Where Would You Like to Bike if Improvements Were Made?

Use the markers to indicate your current and ideal future biking routes, then write some ideas for the kinds of changes that would help.



- Use the RED markers to:
- ✓ draw your routes
 - circle areas you like to bike in
 - ★ star favorite locations to bike to that you use to bike today
- Use the BLUE markers to:
- ✓ draw potential routes
 - circle neighborhoods & other places that you would like to be able to bike to in the future

Bicycle Facilities

Existing Proposed

- Class I - Bike Path
- Class II - Bike Lane
- Class III - Bike Route
- School
- Parks/Points of Interest

What kinds of improvements would enable you to get where you want to be?

Write in Ideas Here!



Walk in Madera Today?

Where Would You Like to Walk if Improvements Were Made?

Use the markers to indicate your current and ideal future walking routes, then write some ideas for the kinds of changes that would help.

Use the RED markers to:
 ✓ draw your routes
 ○ circle areas you like to walk in
 ★ star favorite locations to walk to that you use to walk today

Use the BLUE markers to:
 ✓ draw potential routes
 ○ circle neighborhoods & other places that you would like to be able to walk to in the future



Bicycle Facilities

Existing
 Class I - Bike Path

Proposed
 Class II - Bike Lane
 Class III - Bike Route

○ School
 ● Parks/Points of Interest

What kinds of improvements would enable you to get where you want to be?

Write in Ideas Here!



Madera County Transportation Commission
ATP Outreach Booth Event
Information Booth Event Synopsis

Saturday, May 6, 2017

9:00 AM – 5:00 PM

Madera Relay for Life

Lions Town and Country Park

2300 Howard Road, Madera, CA 93628

Staff Attendees

2 Project Team Staff (VRPA Technologies, Inc.)

Information Booth Visitors

30 Members of the General Public

Event Description

The Madera Relay for Life event was held on May 6, 2017 from 12:00 AM to 11:59 PM at Lions Town and Country Park. The ATP Project Team operated an information booth from 9:00 AM to 5:00 PM. The event contained an opening ceremony, walking on a designated path, games and entertainment, food vendors, and information booths. Participants and visitors arrived at various times in the morning and afternoon.

Madera Relay for Life attendees were invited to visit the Madera County Transportation Commission (MCTC) Active Transportation Plan (ATP) information booth. At the information booth attendees were able to review materials and provide their comments on comment cards and ATP mapping related to where they currently walk or bike and where they would like to see future pedestrian and bicycle facilities. An introductory flyer was also provided to all attendees, which included an overview of the ATP planning process. ATP project team staff were present at the event and available to respond to any questions or comments that attendees had. In addition, a flyer with the webpage address to both the MCTC ATP stakeholder survey and online mapping tool were distributed to all attendees. A copy of the informational flyer, webpage flyer, comment cards, and mapping displaying attendee comments are attached for reference.

MCTC Active Transportation Plan

Pop-Up Event - Relay for Life

Saturday, May 6, 2017

Your comments and suggestions are a key component to the development of the Active Transportation Plan. Please use the back of the card if more room is needed. Thank you!

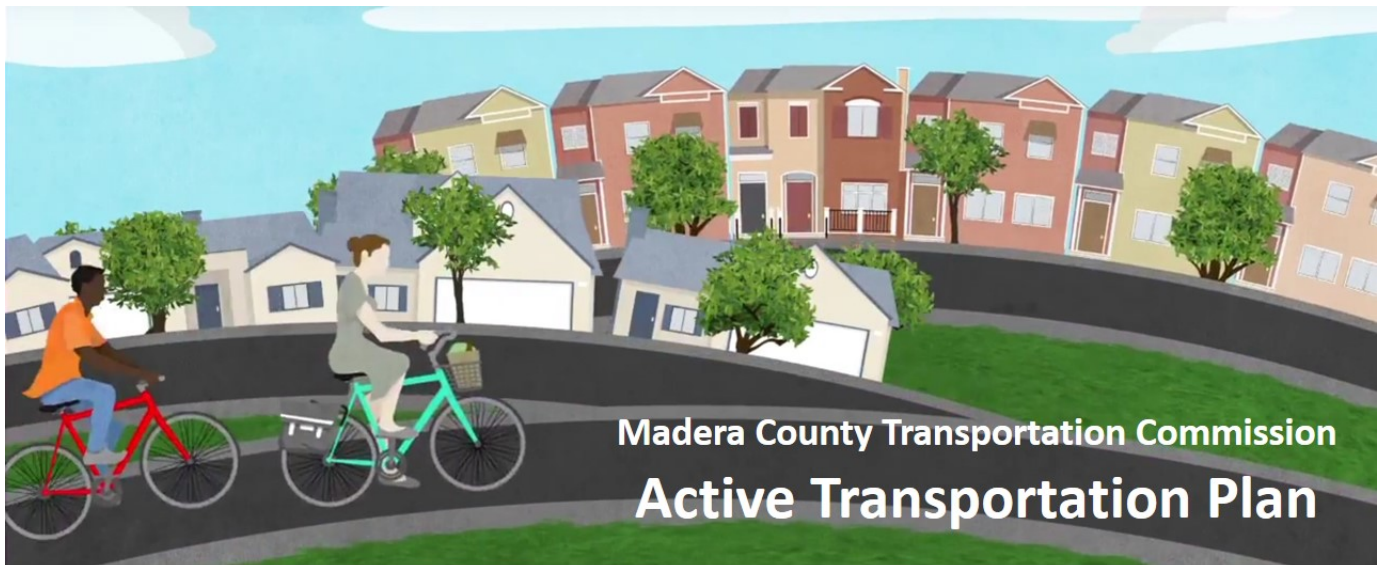
Name: Sue First

Email: happytobefirst@hotmail.com

Comments:

Having more "nature" bike

& walking trails that are not
along a street. 😊



Save the Date

Stakeholder Advisory Committee - Meeting 3

We will review the recently released Draft Active Transportation Plan (ATP) and related environmental document. The documents can be reviewed and downloaded at the following link: <http://www.maderactc.org/planning/active-transportation/>.

Monday, April 23, 2018

10:00 a.m. to 12:00 pm

**Madera County Transportation Commission Conference Room
Second Floor – Citizens Business Bank Building**

2001 Howard Road, Suite 201

Madera, CA 93637

RSVP no later than April 19, 2018 to Dena Graham via email at dgraham@vrpatechnologies.com or phone at (707) 263-1735.

INTERPRETING SERVICES

Interpreting services are not provided at MCTC's public meetings unless requested at least three (3) business days in advance. Please contact MCTC at (559) 675-0721 during regular business hours to request interpreting services.

Servicios de interprete no son ofrecidos en las juntas públicas de MCTC al menos de que se soliciten con tres (3) días de anticipación. Para solicitar éstos servicios por favor contacte a Evelyn Espinosa at (559) 675-0721 x 15 durante horas de oficina.



Stakeholder Advisory Committee

Meeting #3 - Agenda

Madera County Transportation Commission Active Transportation Plan

Date: **Monday, April 23, 2018**
10:00 a.m. – 12:00 p.m.

Location: Madera County Transportation Commission
Conference Room
2001 Howard Avenue, Suite 201
Madera, CA 93637

Discussion:

1. Introductions
2. Meeting Overview & Objectives
 - SAC input on Administrative Draft ATP and related environmental document
 - Review timeline and next steps
3. Project Status and Review of Project Goals
 - Project Status
 - Project Goals
 - ✓ Expand pedestrian and bicycle access throughout Madera County for both visitors and residents
 - ✓ Improve and maintain existing bicycle and pedestrian facilities across Madera County
 - ✓ Increase walking and bicycling in Madera County
 - ✓ Improve safety and accessibility across Madera County through active transportation facilities
 - ✓ Increase awareness and appreciation of active transportation through public engagement
 - ✓ Provide a comprehensive inventory of existing and proposed bicycle and pedestrian facilities in the Madera Region
4. Review Administrative Draft ATP
 - Active Transportation Plan
 - City of Madera Active Transportation Network
 - City Chowchilla Active Transportation Network
 - Unincorporated Madera County Active Transportation Network
 - Evaluation and Performance Measures
5. Review Initial Study/Negative Declaration for the Madera County Active Transportation Plan
6. Next Steps

MADERA COUNTY TRANSPORTATION COMMISSION ACTIVE TRANSPORTATION PLAN

STAKEHOLDER ADVISORY COMMITTEE MEETING #3

APRIL 23, 2018



Welcome



- Introductions

- ✓ MCTC
- ✓ Project Team
- ✓ Stakeholder Advisory Committee



Meeting Overview



and Objectives

- Review of Project Status and Project Goals
- Gather input from SAC on Administrative Draft ATP and related environmental document
- Review Timeline and Next Steps



Project Status



- **Project Status – Work completed since the last SAC in August**

- ✓ Complete Streets Policy Workshop & Policy Development
- ✓ In-Person Meetings/Site Visits with Local Agencies
- ✓ Finalize Draft Regional Bikeway & Pedestrian Networks
- ✓ Prioritization Ranking
- ✓ Draft the Regional Active Transportation Plan
- ✓ Prepare Draft Environmental Document



Project Goals



- Expand pedestrian and bicycle access throughout Madera County for both visitors and residents
- Improve and maintain existing bicycle and pedestrian facilities across Madera County
- Increase walking and bicycling in Madera County
- Improve safety and accessibility across Madera County through active transportation facilities
- Increase awareness and appreciation of active transportation through public engagement
- Provide a comprehensive inventory of existing and proposed bicycle and pedestrian facilities in the Madera Region

Project Timeline



Meetings #1 and #2 - Completed

**Stakeholder Committee Meeting
#3 – In Process**

Active Transportation



Plan Organization

- **Introduction** - a long-range, comprehensive bicycle and pedestrian network across Madera County considering local networks for the City of Madera, the City of Chowchilla, select unincorporated communities as well as countywide connections
- **Existing Conditions** – current baseline conditions across the County relative to the active transportation network (demographics, existing facilities, current policies)
- **City and County Active Transportation Networks** – active transportation networks for the City of Madera, the City of Chowchilla, and select unincorporated communities with prioritization of active transportation facilities, including multi-use recreational trails
- **Education Programs and Safe Routes to School** – guidance on Safe Routes to School and other active transportation programs that facilitate travel to local schools

Active Transportation

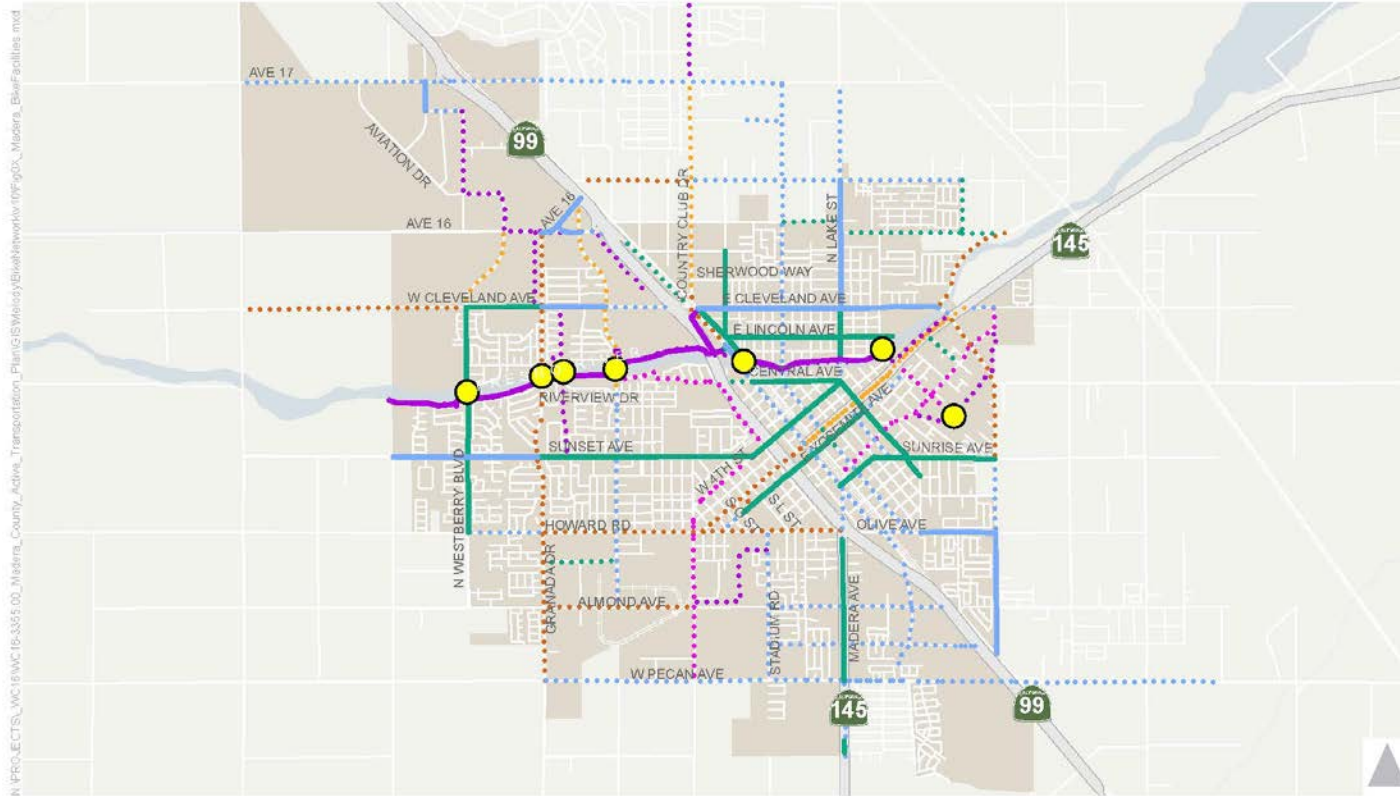


Plan Organization

- **Available Funding Report** – current and anticipated funding streams for active transportation projects
- **Performance Measures** – key measures for the prioritization of unfunded projects
- **Appendices**
 - ✓ Existing Conditions Report
 - ✓ Americans with Disabilities Act and Active Transportation
 - ✓ Bikeway Design Guidelines
 - ✓ Prioritized Project Lists
 - ✓ Public Outreach Summary

City of Madera Active

Transportation Network – Bicycle Facilities



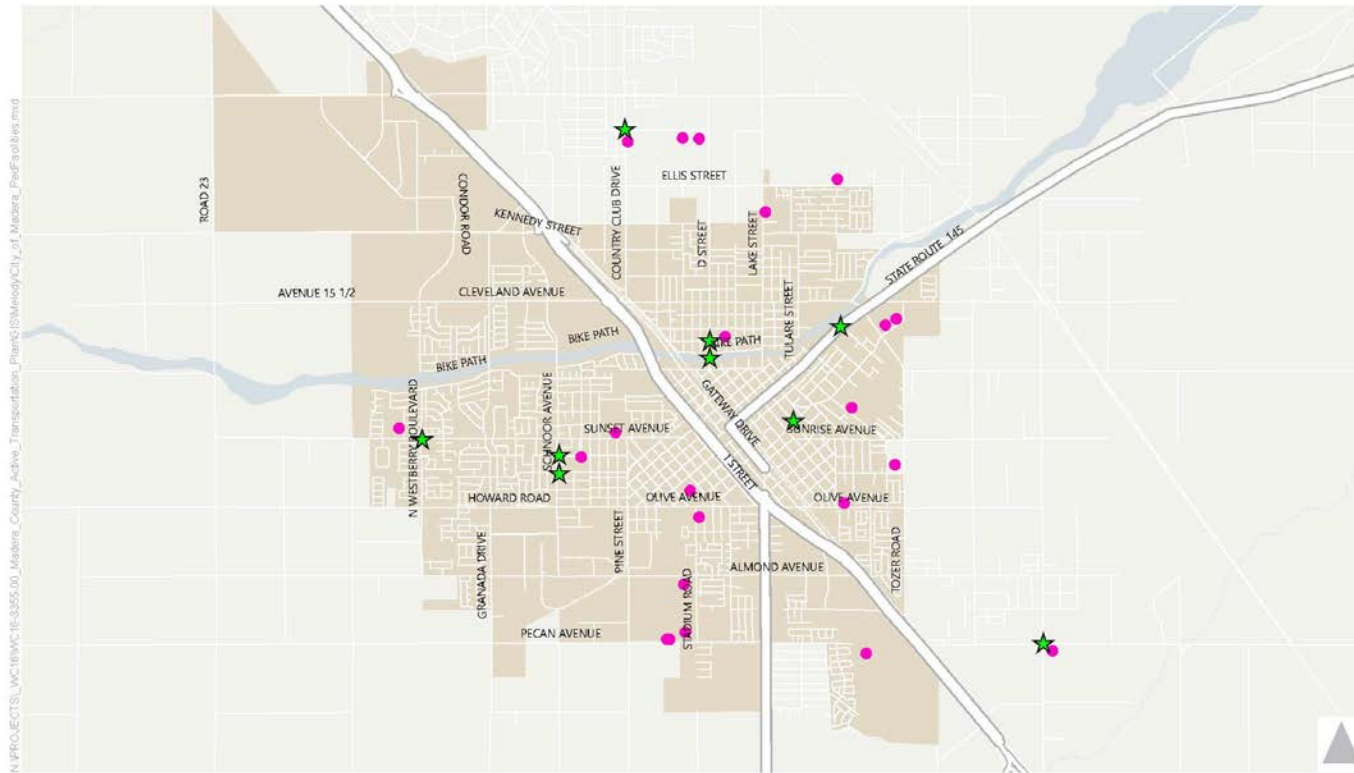
- | | | |
|---------------------------------|---------------------------------|---|
| Existing Bike Facilities | Proposed Bike Facilities | Proposed Pedestrian/Bicycle Bridge |
| Class I - Bike Path | Class I - Bike Path | Proposed Pedestrian/Bicycle Bridge |
| Class II - Bike Lane | Class II - Bike Lane | |
| Class III - Bike Route | Class III - Bike Route | |
| | Class II.B - Buffered Bike Lane | |
| | Class III.B - Bike Boulevard | |
| | Class IV - Separated Bikeway | |



Figure 8



Transportation Network – Pedestrian Facilities



N:\PROJECTS\WC\16\WC-16-3355-00_Madera_County_Active_Transportation_Plan\GIS\Meody\City_of_Madera_PedFacilities.mxd

- ★ Intersection Improvement
- Schools



Figure 9
City of Madera
Pedestrian Facility Improvements

City of Chowchilla Active

Transportation Network – Bicycle Facilities

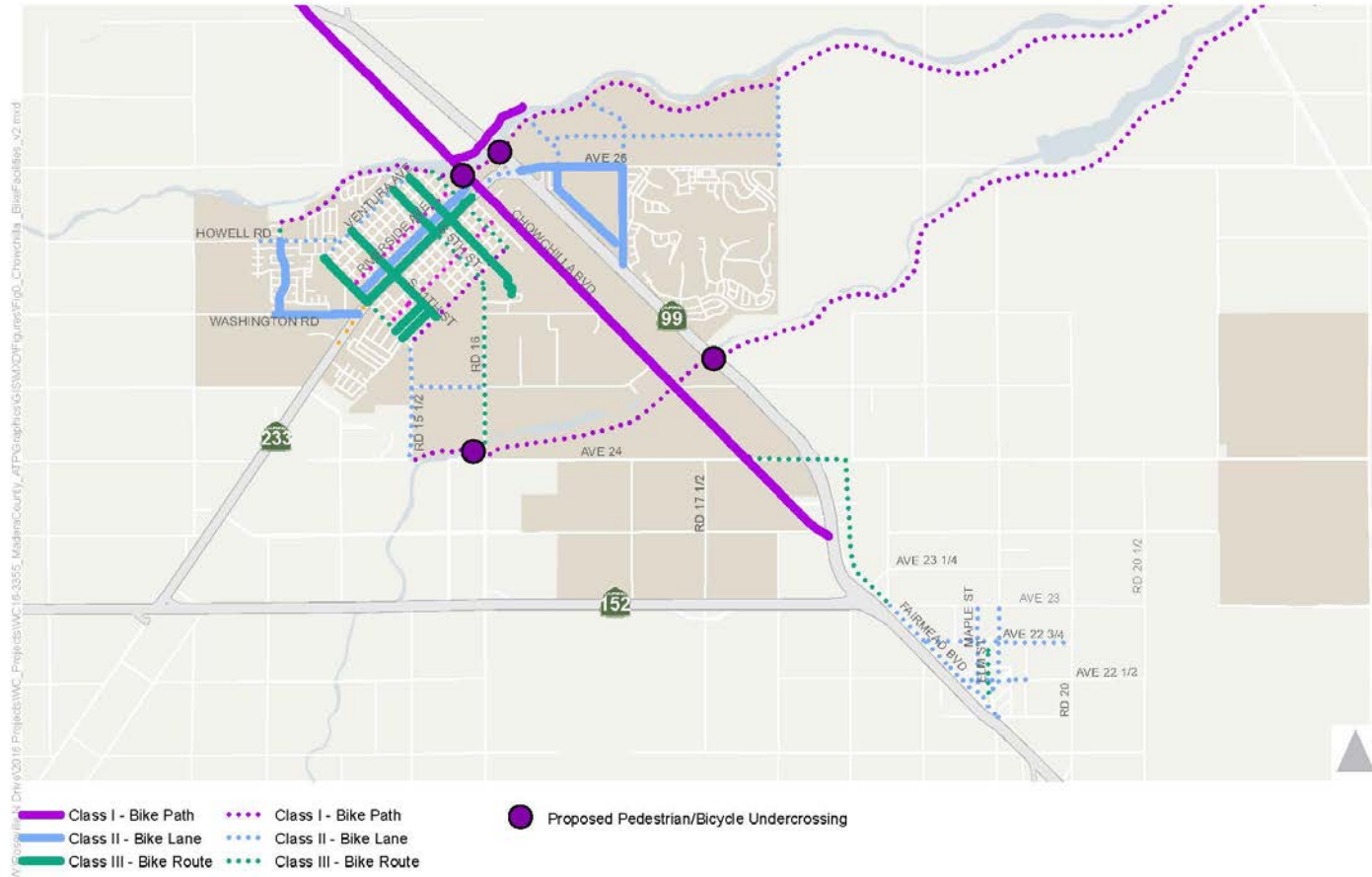


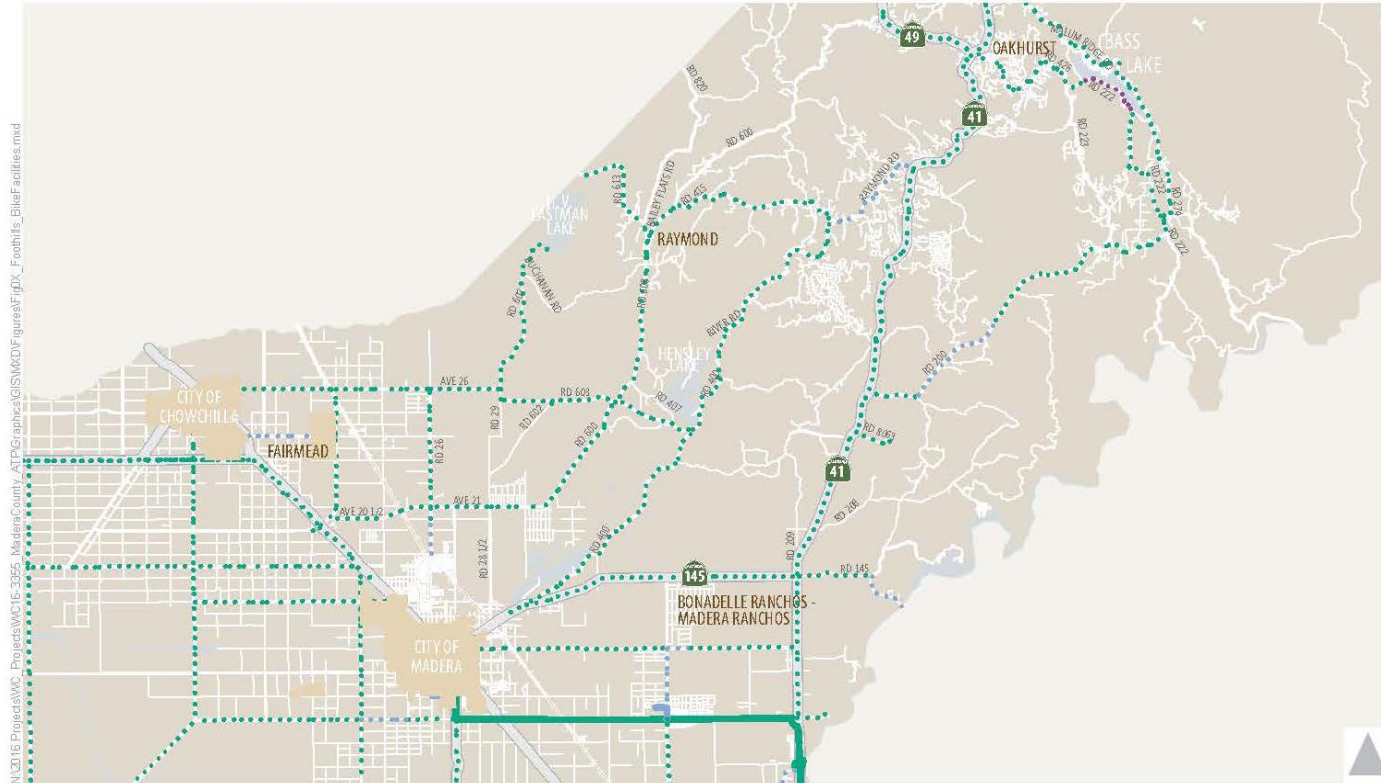
Figure 11

Proposed Bicycle Facilities - City of Chowchilla & Fairmead



Madera Foothills Active

Transportation Network – Bicycle Facilities



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- | | | |
|---------------------------------|---------------------------------|---------------------------------|
| Existing Bike Facilities | Proposed Bike Facilities | |
| Class I - Bike Path | Class I - Bike Path | Class II.B - Buffered Bike Lane |
| Class II - Bike Lane | Class II - Bike Lane | Class III.B - Bike Boulevard |
| Class III - Bike Route | Class III - Bike Route | Class IV - Separated Bikeway |



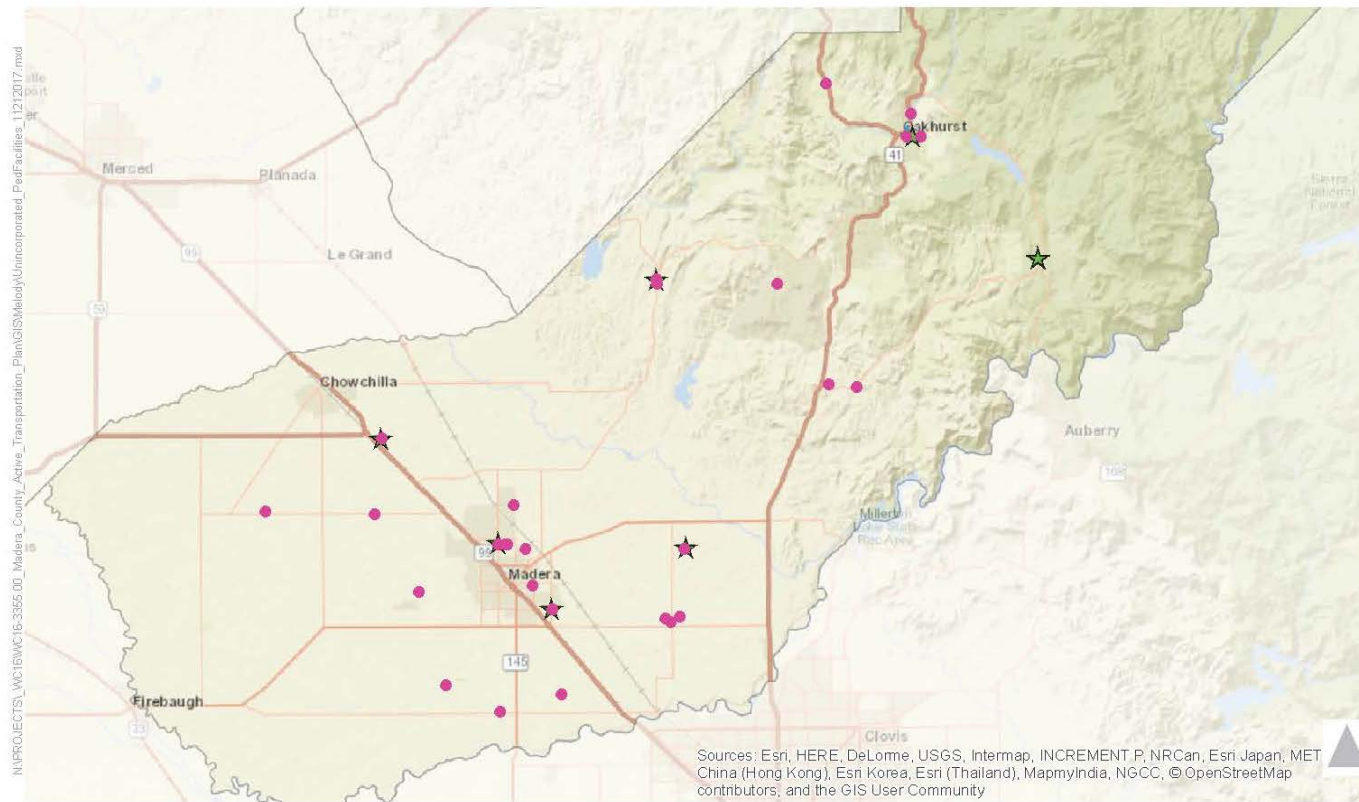
Figure 14

Existing & Proposed Bike Facilities - Madera County Foothills

Madera Foothills Active



Transportation Network – Pedestrian Facilities



- Schools
- ★ Intersection Improvement
- Corridor Improvement



Figure 15

Unincorporated Madera County
Proposed Pedestrian Facilities

Evaluation and

Performance Measures



Based on active transportation focus areas, the performance measures will be used by MCTC to evaluate active transportation program performance through the region.

Focus Area	Metric	Description
OUTPUT METRICS		
Multimodal Performance	Proximity to Transit – Increase the number of projects located near transit.	The proximity of active transportation infrastructure to transit within Madera County.
Equity	Proximity to Vulnerable Populations – Increase the number of projects located in Disadvantaged neighborhoods.	The proximity of active transportation infrastructure to communities of concern within the region.
Access	Facility Miles – Encourage a construction pace of one corridor project per year for each jurisdiction.	The miles of active transportation facilities in a geographic area.
Access	Facilities for School Access – Increase the number of projects that directly benefit schools.	The amount of active transportation infrastructure in proximity to schools in a region.
Infrastructure	Quality of Supportive Bike Parking – Include bicycle parking as part of larger corridor projects or streetscape projects.	A measurement of the bike parking available nearby active transportation facilities.
OUTCOME METRICS		
Economic Development	Sales revenue – Collect data on sales revenue before and after the implementation of projects.	Sales revenue for a commercial district or larger area. As data on local sales revenue can be difficult to gather, surveys can be used to gather information from merchants.

Focus Area	Metric	Description
Health and Safety	Number of collisions – Reduce the total number of fatal and severe bicycle and pedestrian collisions	Collision data can be used to understand baseline conditions as well as the performance of active transportation projects in terms of its effect on safety. Analyses can consider the number of collisions, the types of collisions, and the location of collisions to understand trends and impacts.
Multimodal Performance	Mode Split – Improve the percentage of all walking and bicycling trips by 2030 by 25%.	Mode split measures the distribution of trips within a geographic area by mode.

Prioritization Criteria



- Rank 0 – identified by local stakeholders as particularly important
- Rank 1, 2, 3, and 4 – reflecting priority projects from scoring criteria

Table 1: Prioritization Criteria

Prioritization Criteria	High (3 Points)	Medium (2 Points)	Low or Yes (1 Point)	No (0 Points)
Cheap/Quick	-	-	Project can be implemented using low-cost treatments such as signing, striping, or traffic calming. Includes near-term implementation of separated bikeways with striped buffers and soft-tipped posted or other temporary vertical separation.	Project require higher cost infrastructure investments or right-of-way acquisition.
Location Near Schools	Project provides direct access to at least one school and adjacent access to other schools.	Project provide adjacent access and connections for schools.	Project is within a reasonable distance from a school but may not provide direct access for most students.	-
Promotes Spatial Equity	Promotes East/West or North/South Connectivity and connect more than one neighborhood	Connects between more than one neighborhood	Localized bike facility only.	-
Promotes Social-Economic Equity	Project located in a disadvantaged community (high CES rating between 67-89) per Figure 16.	Project located partially in a disadvantage community identified in Figure 16 or provides access to partially disadvantaged communities (medium CES rating between 57-66).	Project is generally not located in a disadvantaged community (low CES rating between 38-56).	-
Addresses Safety or Collisions	Concentrated collisions along a project corridor	Concentrated collisions at primarily one location for a project corridor	Minimal collisions present along or adjacent to a project corridor	No collisions present on or near a project corridor

Initial Study and Negative

Declaration



Typical Environmental Requirements

Project Type	CEQA Exemption	Initial Study / Mitigated Negative Declaration	NEPA / other technical studies
Signage, bicycle parking, minor striping, sidewalk improvements, some lighting	X		
Class III Bike Routes	X		
Class II Bike Lanes	X	X	X
Class I Bikeways (trails, paseos, paths); bicycle/pedestrian bridges		X	X

Next Steps



- MCTC Technical Advisory Committee Review & Recommendation to the Commission Board – May 14, 2018
- MCTC Commission Board Public Hearing - May 23, 2018:
 - ✓ Certify the Environmental Document
 - ✓ Approve the ATP

