

ACTIVE TRANSPORTATION AND SAFE-ROUTES- TO-SCHOOL PLAN

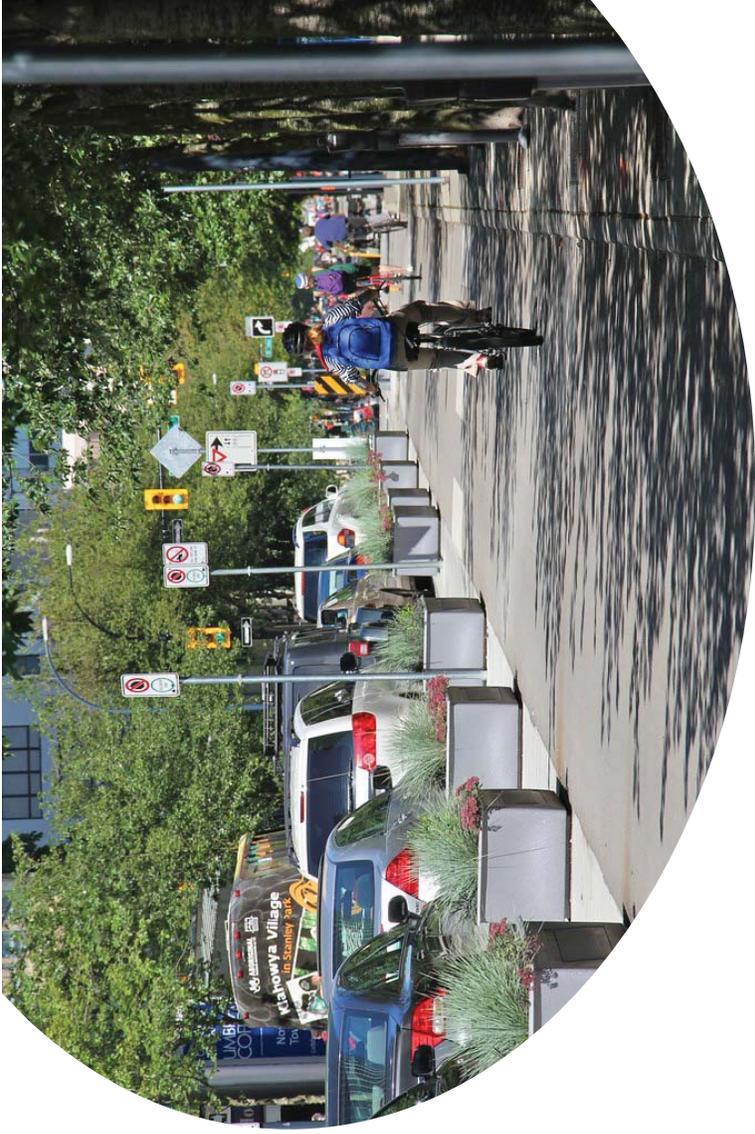
PUBLIC HEARING: JULY 15, 2019



WHAT IS THE ATP?

The City of Merced's Active Transportation and Safe-Routes-to-School Plan (ATP) outlines the goals for active transportation in Merced, and provides recommendations for how to make that vision into reality.

The ATP envisions a safe, enjoyable, and interconnected network of facilities serving residents and visitors alike, while allowing users of all modes of transportation equitable access to clean, well-maintained, and well-designed facilities.



ATP GOALS

The ATP has a number of goals, some of the most important are:

- Improve the safety and perceived safety of using active transportation in Merced
- Increase active transportation trips in Merced
- Improve the connectivity of the active transportation network in Merced
- Promote a data-driven approach to maintaining existing active transportation facilities and creating new ones in Merced



PLAN CONTENTS



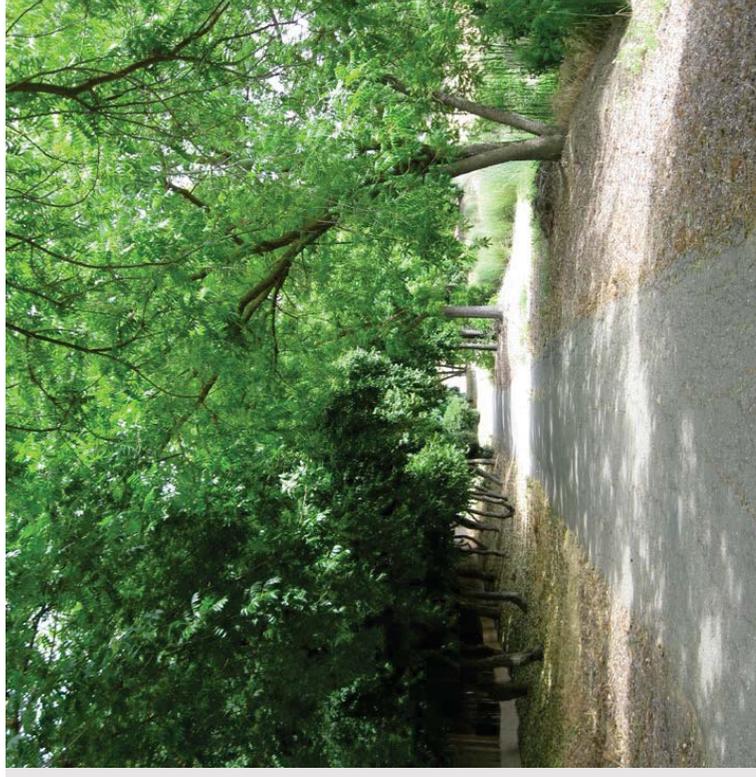
SECTIONS

- Foundations
- Existing User Count
- Existing Facilities
- Hazards
- Solutions
- Implementation
- Low-Cost Improvements
- Infrastructure Projects
- Programs
- Policies
- Public Participation



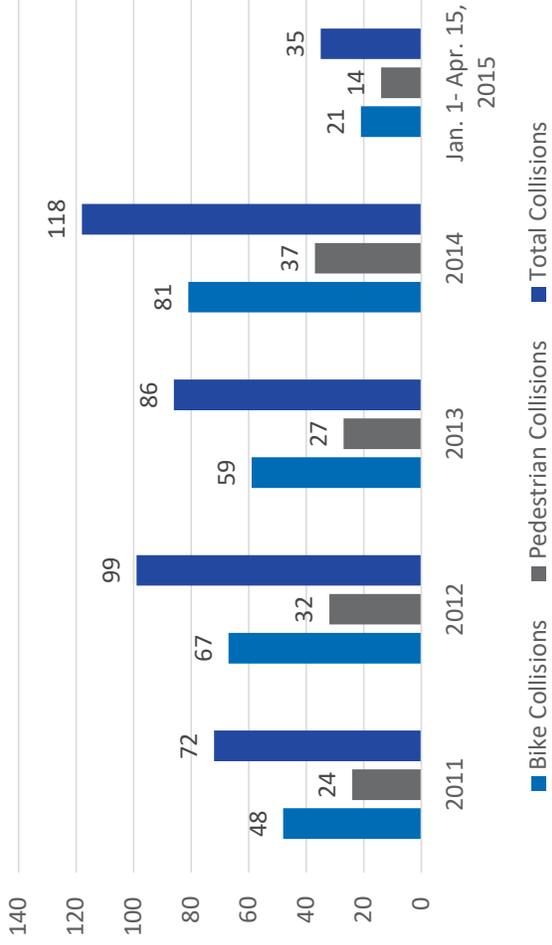
RECOMMENDATIONS

- Prioritized Lists of Bicycle and Pedestrian Infrastructure Projects
- Policy Adjustments
- Active Transportation Program Creation and Enhancement

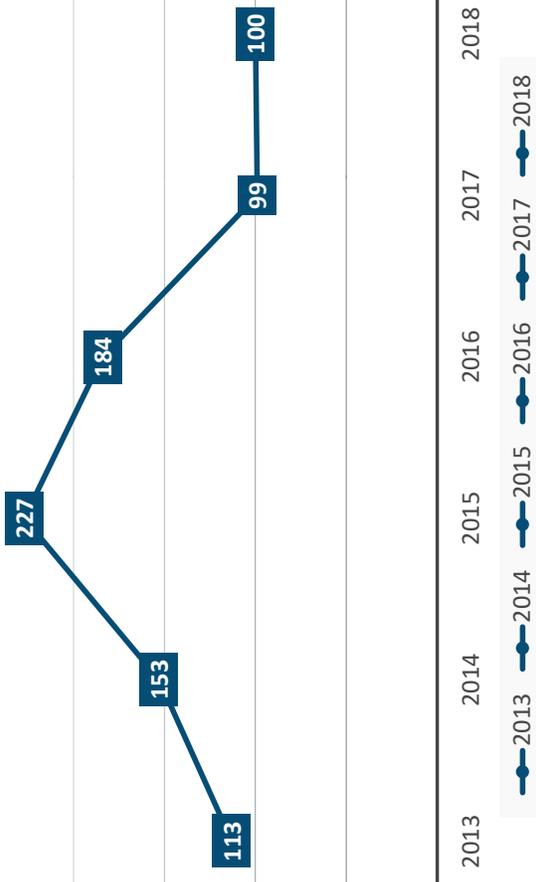


HAZARDS

Total Collisions between Motorized and Non-Motorized Travelers



Number of Bicycles Reported Stolen



PROPOSED INFRASTRUCTURE PROJECT SUMMARIES



BICYCLE

- \$9.4 million for Class I off-street facilities
- \$4.7 million for on-street network
- 9.7 miles of bicycle boulevards
- 4.2 miles of separated bikeways

- \$1.3 million for appx. 7,500 linear feet of sidewalk construction
- \$6.5 million for projects including about 3 miles of pedestrian-scale lighting
- \$1.6 million of other improvements including 28 pedestrian spot improvements



PEDESTRIAN

SCHOOLS



- Each school should have an adequate amount of secure bicycle parking for students, faculty, and staff. Each school has a different enrollment area and various geographic and socio-economic conditions, so there can be no solution (i.e. number of and types of bicycle racks) that will fit every school.
- Proximity to schools was the highest-importance category in the prioritization of bicycle and pedestrian infrastructure projects.



A proposed project for Cycle 4 ATP funds intended to provide a safe east-west pedestrian corridor on the south side of Childs Avenue between Golden Valley High School and Weaver Middle School. The project did not receive an award; one major hurdle is the need for \$2 million to underground the canal on the south side of Childs Avenue.

The ATP recommends that the City continue to investigate funding options and alternative plans for the project.

PROPOSED PROGRAMS

Type	Program	Lead Organization	Partners
<i>Short-Term (Year One after Plan adoption)</i>			
Education	City Website	City	
	Motorist Education Program	City	
	Share the Road Campaign	City	
	Youth Organization Education	Youth organizations	City
	Bike to Work and School Day	Merced Bicycle Coalition	City
Encouragement	Group Rides	Merced Bicycle Coalition	
	Launch Party for New Bikeways	City	Merced Bicycle Coalition
	Speed Feedback Signs	Police Department	
Evaluation	Annual Crash Data Review	City Public Works/Planning	Police Department
	Annual Report Card	City	

Type	Program	Lead Organization	Partners
Medium-Term (Years Two to Four after Plan adoption)			
Education	Adult Bicycling Skills Classes	Merced Bicycle Coalition	City
	Bike/Ped. Assemblies	School Districts, MBC	City
	Bicycle Rodeos	School Districts	City
Encouragement	Evolve BAC	City	
	SRTS Program	City, MBC	Schools, Pub. Health
	Poster Contest	School Districts	City
Long-Term (Year Five and beyond after Plan adoption)			
Education	Bike Ticket Diversion Class	Police Department	City
	Bike Helmet Giveaways	City	MBC
	Bike Light Giveaways	City	MBC
Encouragement	Employer-Based Programs	City	Local employers
	Open Street Events	City	MBC, Police Dept.
	Safe Routes to Transit Program	City	
Enforcement	Bicycle Friendly Community	City	
	Targeted Police Enforcement	Police Department	City
Evaluation	Bike/Ped. Comm. Survey	City	

PROPOSED POLICIES AND POLICY CHANGES



BICYCLE PARKING

- Decouple bicycle parking requirements from automobile parking requirements.
- Install and promote use of effective bicycle racks that do not cause damage to wheels, nor ones that limit the type of bicycle that can be stored.



ENCOURAGING ACTIVE TRANSPORTATION

- Implement programs to attract new users.
- Bike subsidy program
- Discount programs
- Free secure bicycle parking
- Hosting open streets events
- Reconsider the ban on skateboarding in Merced's downtown.



INFRASTRUCTURE

- Update policy and design documents to include infrastructure types that are new to or underused in Merced. Consider these treatments when the City performs maintenance, reconfigures, or installs new infrastructure.
- Bike boxes
- Class IV separated bikeways
- Two-stage turn boxes
- Bicycle signals
- Curb extensions
- High visibility crosswalks
- Advanced stop lines
- Median refuge islands



STUDY SCOOTER/BIKE RENTAL NEEDS

- In 2018 alone, 84 million trips were taken on shared bikes and scooters in the United States, more than twice as many as in 2017.
- Create policy and guidance for how to regulate and enforce regulations on electric scooter/bicycle rentals before they become prominent in Merced.

CITY COUNCIL ACTION

The Bicycle Advisory Commission voted 4-0 at its April 23, 2019, meeting to endorse the ATP and recommend it to the City Council.

After the Public Hearing, the City Council may Approve/Disapprove/Modify:

- Environmental Review #19-17
- The City of Merced's Active Transportation and Safe-Routes-to-School Plan

