

Chapter 6

Parlier, California *Orchards in the Fall*

Policies: Foundations of the Plan

The Policy Element for the 2014 RTP supports three broad, overarching themes:

- Preservation of existing facilities and service*
- Sound financial leveraging of existing funding*
- Connecting Transportation needs with land use and air quality impacts*

6.1 Vision:

A region of diverse partners building a progressive future as one voice, as envisioned in the Fresno County Blueprint Principles

Introduction

The Policy Element seeks to identify the transportation goals, objectives, and policies that meet the regional needs. Goals, objectives, and policies are established to direct the courses of action that will provide efficient, integrated multimodal transportation systems to serve the mobility needs of people, including accessible pedestrian and bicycle facilities, and freight, while fostering economic prosperity and development, and minimizing mobile sources of air pollution. The 2014 RTP reflects transportation planning for Fresno County through the year 2040.



Because Fresno County is one of eight MPOs that make up the San Joaquin Valley Air Basin, we are linked for regional transportation planning through air quality guidelines. As such, the Needs Assessment is addressed on the regional Valley level and can be found in the Valleywide Information section (Appendix B); Building the RTP (Chapter 1); and is further developed in the Action Element (Chapter 5). The Action Element describes the programs and actions necessary to implement the Goals of the Policy Element (Chapter 6). The Financial Element (Chapter 7) summarizes the cost of plan implementation constrained by a realistic projection of available revenues.

The Fresno County 2014 RTP Policy Element was developed using the Fresno COG Policy Board approved Policies from the 2011 RTP process. The policies were

reviewed, updated, redundancies removed and outdated, or already achieved, goals were removed. Policies have been added to insure consistency with the financial implication of the recession, the intent of SB 375, new projects, and implementation of the Blueprint Principles. Further, the Fresno COG provided updates to the Transportation Technical Committee (TTC), Policy Advisory Committee (PAC), Fresno COG Policy Board, and the 2014 RTP Roundtable Advisory Committee monthly from September 2012 through the adoption of the 2014 RTP. Questions, comments, and suggestions were addressed throughout the committee process. The Preliminary Working Draft of the Policy Element was presented to the all Boards and Committees in January 2013, posted on the Fresno COG's website, and responses received were responded to during the meetings and/or via letter and email. Applicable suggestions/comments/content have been incorporated.

In addition, the 2014 RTP will include the first Sustainable Communities Strategies for Fresno County. As such, a separate committee and public participation process was followed. Performance measures /indicators were

developed to evaluate the scenario process and can be located in the Sustainable Communities Strategies section of the 2014 RTP.

In developing the Policy Element for the 2014 RTP, broad overarching themes are evident: preservation of existing facilities, sound financial leveraging of existing funding, and connecting transportation needs with land use and air quality impacts.

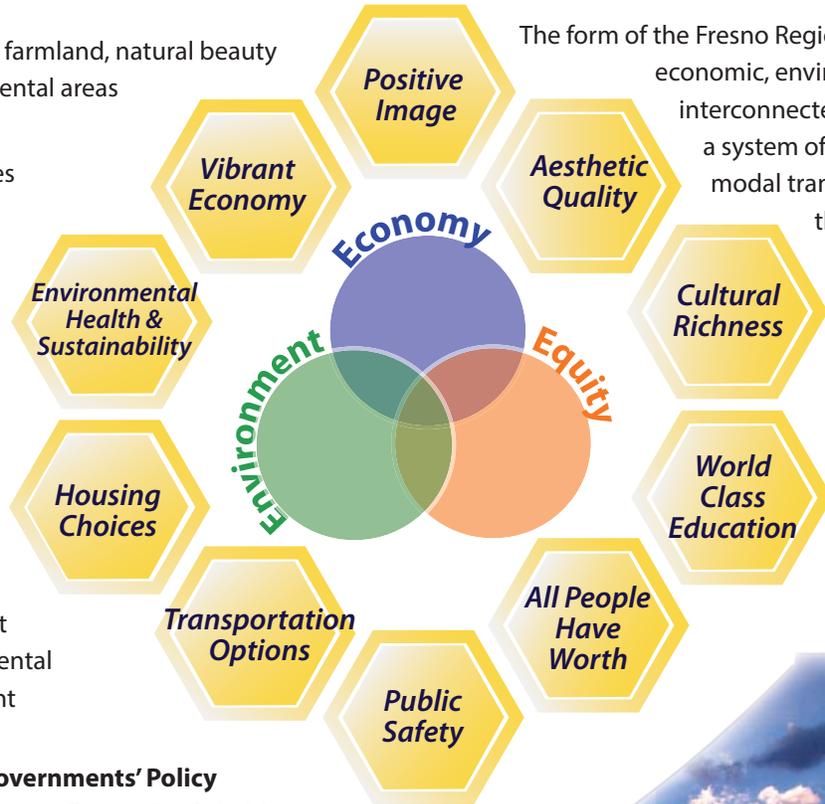
The 2014 RTP continues to build upon the Fresno COG Policy Board accepted Blueprint Principles. The 2014 RTP seeks to improve the transportation system to provide for accessibility and mobility to support land use patterns developed by the Sustainable Community Strategies scenarios.

Fresno County Blueprint Principles:

1. Create a range of housing opportunities and choices
2. Create walkable and bikeable neighborhoods
3. Encourage community & stakeholder collaboration
4. Foster distinctive, attractive communities with a strong sense of place
5. Make development decisions predictable, fair and cost effective
6. Mix land uses
7. Preserve open space, farmland, natural beauty and critical environmental areas
8. Provide a variety of transportation choices
9. Strengthen and direct development towards existing communities
10. Take advantage of compact building design
11. Enhance the economic vitality of the region
12. Support actions that encourage environmental resource management

- A healthy and sustainable environment where air, aquifers, surface waters, forests, soil, agriculture, open space and wildlife resources are enhanced and protected.
- A focus on Cultural and Community Stewardship where all people enjoy fundamental rights as members of a free society, and where the community takes ownership of problems and their solutions.

Fresno County Blueprint Community Values and Underlying Themes



The form of the Fresno Region recognizes its economic, environmental, and cultural interconnectedness while maintaining a system of high capacity multi-modal transportation corridors that interconnect the metro area to the rural areas and the state while preserving and maintaining the character of individual communities and the vital agricultural and natural resources between and around them.

The Fresno Council of Governments' Policy Board accepted the Blueprint Principles July 30, 2009.

6.2 Fresno County Blueprint

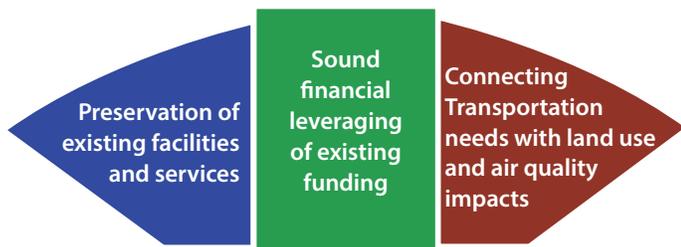
Vision Statement

Fresno County will be composed of unique cities, communities and a diverse population in a connected high quality environment that accommodates anticipated population growth and is supported by:

- A vibrant economy built on competitive strength, and world class education



6.3 The Policy Element for the 2014 RTP supports three broad overarching themes:



Preservation of existing facilities and services:

Maintaining existing facilities and services is a responsibility that is primarily tasked to the local agencies, since the majority of state and federal funds that come to Fresno COG are mainly limited to capital improvements. Fresno COG supports multimodal uses and roadway maintenance and rehabilitation which can be a cost-effective approach to delivering more complete streets. The transit system works to gain efficiency from coordinating diverse services, leading to better customer service and ridership. Potential improvements are investigated to make transit attractive to new users, while enhancing the experience for the transit-dependent population, inclusive of low-income and minority areas. Transportation demand management works to help residents find alternatives to single occupancy driving. Fresno COG continues with a well-developed rideshare and senior taxi script programs.

Sound financial leveraging of existing funding:

The effects of the national recession continue to be felt in Fresno County. With the shortfalls in the county and cities' budgets it continues to be important for Fresno COG to provide support to local planning efforts while seeking additional funding. The decreased jobs and housing growth along with slower rates of population growth projections creates less money forecasted for investment.

Connecting transportation needs with land use and air quality impacts:

The 2014 RTP was developed following Fresno COG member agency input, Transportation Technical Committee, Policy Advisory Committee, Policy Board direction, state and federal requirements, along with input from the 2014 RTP Roundtable Committee and community stakeholder input. While continuing to build on the Blueprint Principles the 2014 RTP Sustainable Communities Strategy integrates the transportation system with land use and more compact development. Mixed use development with better balance of jobs and housing will help meet the changing needs of our communities. Successful incorporation of this future development can lead to shorter commutes, fewer trips overall, and providing more transportation choices including bike/pedestrian and transit availability.

6.4 Goals and Objectives of the RTP

The 2014 Regional Transportation Plan's goals, objectives, and policies have been developed to serve as the foundation for both short and long-term planning. For purposes of the Regional Transportation Plan the following definitions will apply.

Goal:

A "Goal" is the end toward which the overall effort is directed; it is timeless, general and conceptual. The intent of the overall goals is to provide a framework for subsequent objectives and policies.

Objective:

An "Objective" provides clear, concise guidance to obtaining the goal. Objectives are successive levels of achievement in movement toward a goal. Individual objectives are capable of being realistically attained.

Policy:

A "Policy" is a direction statement that guides present and future decisions on specific actions. Policies should support the attainment of objectives.

Six Transportation Modes:



The goals, objectives and policies are presented below and are organized into six broad transportation mode based categories:

- General Transportation (content applies across all transportation modes)
- Highways, Streets, and Roads
- Mass Transportation
- Aviation
- Non-Motorized (includes bicycle, pedestrian, active transportation)
- Rail

General Transportation Goals

The Goals, Objectives and Policies in this section are general in nature and apply to all transportation modes.

Table 6-1 defines in detail the objectives and policies related to accomplishing the goals, listed here:

- Goal: An efficient, safe, integrated, multimodal transportation system.
- Goal: Improved mobility and accessibility for all regardless of race, income, national origin, age, or disability.

- Goal: Planning outcomes that are consistent with various planning efforts.
- Goal: A regional transportation network consistent with the intent of SB 375 (Senate Bill 375 also known as the Sustainable Communities Protection Act of 2008).
- Goal: Support cooperative efforts between local, state, federal agencies and the public to plan, develop and manage our transportation system.
- Goal: Attainment and maintenance of federal and state ambient air quality standards (criteria pollutants) as set by the Environmental Protection Agency and the California Air Resources Board.

Highways, Streets, and Roads Goals

Table 6-2 defines in detail the objectives and policies related to accomplishing the goals, listed here:

- Goal: An integrated and efficient highways, streets and roads network
- Goal: Efficient use of available transportation funding
- Goal: Acceptable level-of-service (LOS) for the highways, streets and roads network

Mass Transportation Goals

Table 6-3 defines in detail the objectives and policies related to accomplishing the goals, listed here:

- Goal: An efficient and fiscally responsible public transportation mobility system
- Goal: A safe and reliable public transportation service
- Goal: An effective public transportation system
- Goal: Public transit services with a positive public image in communities served
- Goal: An integrated multimodal transportation system which facilitates the movement of people
- Goal: A coordinated policy for public transportation that complements land use and air quality policies

Aviation Goal

Table 6-4 defines in detail the objective and policies related to accomplishing the goal listed here:

- Goal: A fully functional and integrated air service and airport system that is complementary to the regional transportation system

Non-Motorized Goals

Table 6-5 defines in detail the objectives and policies related to accomplishing the goals, listed here:

- Goal: Maximize bicycling and walking through their recognition and integration as valid and healthy transportation modes in transportation planning activities
- Goal: Safe, convenient, and continuous routes for bicyclists and pedestrians of all types which interface with and complement a multimodal transportation system
- Goal: Improved bicycle and pedestrian safety through education and enforcement
- Goal: Increased development of the regional bikeways system, related facilities, and pedestrian facilities by maximizing funding opportunities

Rail Goals

Table 6-6 defines in detail the objectives and policies

related to accomplishing the goals, listed here:

- Goal: A safe, efficient and convenient rail system which serves the passenger and freight needs of the region and which is integrated with and complementary to the total transportation system
- Goal: A transportation system that efficiently and effectively transports goods throughout Fresno County



Table 6-1A: General Transportation
Multimodal System - Support and Enhancement of Economy

Goal : An efficient, safe, integrated, multimodal transportation system	
Objective: Develop an integrated multimodal transportation network that supports and enhances the region’s economy and serves the needs of a growing and diverse population for transportation access to jobs, housing, recreation, commercial, and community services as well as goods movement.	
Policies:	
Develop a regional streets and highways system that has a balanced mix of high speed and local corridors which are functional and flexible for intermodal use, providing connectivity to the region, state and nation.	Decisions on improvements to the transportation system shall take into account the effective use of all modes and facilities.
Pursue development of strategies and methods to enhance the efficient movement of freight through the multimodal network.	Encourage and support the development of methods to expand and enhance transit services and to increase the use of such services.
Work cooperatively with the private sector to ensure that the collected information accurately reflects existing and forecasted conditions that are of importance from a freight transportation perspective.	Encourage jurisdictions to ensure that the needs of pedestrians, bicyclists, and individuals with disabilities are included in the project review process.
Ensure that public and private transportation providers and other interested parties have an opportunity to provide input into the transportation planning process.	Support the coordination or consolidation (where appropriate) of transit and paratransit services to provide more effective, efficient and accessible transportation services.
Integrate transportation modes through a coordinated transportation systems management process.	Encourage local jurisdictions to provide incentives to promote public transit, walking and bicycling.
Provide for efficient, multi-destination trips through the coordination of urban and rural public transportation.	Encourage and promote ridesharing, including carpooling and vanpooling as an alternative to single-occupancy vehicle use.
Develop bicycle and pedestrian facilities as viable alternatives to single-occupancy vehicle use.	Encourage continued support of local jurisdiction’s efforts to facilitate development of housing in all price ranges, to meet the housing needs of the local workforce and population, including low income residents. Fresno COG will develop the required Regional Housing Needs Allocation Plan to guide local agencies’ assessments of housing supply and price ranges.
Develop air transportation facilities and services that are complementary to other modes of transportation.	



Table 6-1B: General Transportation
Multimodal System - Future Travel Demands & Financial Resources

Goal : An efficient, safe, integrated, multimodal transportation system.	
<p>Objective: Maintain and improve existing facilities as the basic system which will address existing and future travel demands.</p>	<p>Objective: Manage the financial resources which are available from government, the private sector, and users of the transportation system in a cost-effective manner to meet regional needs.</p>
<p>Policies: Manage the transportation system in a manner designed to increase operational efficiency, conserve energy and space, reduce air pollution and noise, and provide for effective goods movement, safety, personal mobility and accessibility.</p> <p>Continue support for the preservation of existing transportation facilities and, where practical, addressing transportation needs by using existing transportation modes efficiently.</p>	<p>Policies: Procure and leverage federal, state and local transportation funding to the maximum degree possible, in order to develop a regional transportation network which serves the residents of the region in the most economical, effective and efficient manner possible.</p> <p>Encourage new or reconstructed facilities to incorporate design standards which extend the life cycle and reduce maintenance costs.</p>
<p>Maintain stringent safety requirements for all transportation modes, and identify problem (hazardous) locations and implement counter measures for anticipated problems wherever possible.</p> <p>Identify those transportation problems where transportation systems management can be effective.</p>	<p>Pursue additional funding sources for development of major transportation programs and projects. Work with all interest groups to reach consensus and initiate an active public information program regarding transportation funds needed.</p>

Table 6-1C: General Transportation
Environmental Justice

<p>Goal: Improved mobility and accessibility for all regardless of race, income, national origin, age, or disability</p>
<p>Objective: To incorporate concern for environmental justice into transportation decisions.</p>
<p>Policies: Seek to ensure fair distribution of the benefits and burdens of transportation projects, and seek to address the transportation needs of the disadvantaged communities through SCS Implementation Programs.</p> <p>Seek to ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.</p> <p>Encourage local transportation agencies to leverage federal funding to address unique challenges of the low income, disabled and elderly populations.</p>

Environmental Justice is:

The fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies.

Fair treatment means that:

No group of people should bear a disproportionate share of the negative environmental consequences resulting from industrial, governmental and commercial operations or policies.

Meaningful involvement means that:

1. People have an opportunity to participate in decisions about activities that may affect their environment and/or health
2. The public's contribution can influence the regulatory agency's decision
3. Their concerns will be considered in the decision making process
4. The decision makers seek out and facilitate the involvement of those potentially affected

Table 6-1D: General Transportation Planning Outcomes

Goal: Planning outcomes that are consistent with various planning efforts
Objective: Ensure consistency with emerging planning efforts.
Policies:
Seek to ensure, during planning processes, that planning efforts are as consistent as feasible; such as: the Blueprint Planning Principles, Health in All Policies, the intent of SB375 (Senate Bill 375 also known as the Sustainable Communities Protection Act of 2008), Caltrans' Complete Streets Program, and statewide and federal air quality goals, etc.

Incorporate performance measures and outcomes as integral components in planning and programming processes as feasible.



Table 6-1E: General Transportation Regional Transportation Network

Goal: A regional transportation network consistent with the intent of SB375 (Senate Bill 375 also known as the Sustainable Communities Protection Act of 2008)
Objective: Development of a regional transportation network which is environmentally sensitive and helps reduce greenhouse gas emissions wherever possible.
Policies:
Under the direction of the Policy Board, identify and coordinate a strategy and methodology to assist member agencies in avoiding or fully mitigating all significant impacts of new transportation facilities on environmentally sensitive areas and natural resources by identifying potential policies and actions to minimize the loss of farmland associated with the construction of transportation facilities.

Encourage infill development in areas that take advantage of remaining capacity in existing transportation facilities.

Encourage energy conservation through alternatives to single occupancy vehicles, increased transportation efficiency and facility design. populations.

Project level decisions should give priority to safety, air pollution, noise and energy considerations.

Support the implementation of Transportation System Management, Transportation Demand Management, and Transportation Control Measures that reduce emissions on the circulation system.

Continue participation in the development of State Implementation Plans (SIP's) to attain the National Ambient Air Quality Standards (criteria pollutants) with the San Joaquin Valley Unified Air Pollution Control District.

Continue to support coordinated transportation planning efforts between the eight Valley Metropolitan Planning Organizations (MPO's) located in the San Joaquin Valley nonattainment air basin.

Endeavor to ensure the consistency of regional transportation planning efforts with applicable Federal, State, and local energy conservation programs, goals, and objectives.



Table 6-1F: General Transportation Intergovernmental Coordination

Goal: Support cooperative efforts between local, state, federal agencies and the public to plan, develop and manage our transportation system

Objective: Strengthen intergovernmental organizational relationships and lines of communication which foster an understanding and awareness of the overall impacts of transportation/land use/air quality decision making.

Policies:

Coordinate with other public agencies to ensure that the overall social, health, economic, energy and environmental effects of transportation decisions are understood, and given opportunity for input, by the general public and groups that have been traditionally underrepresented in planning processes.

Work closely with local land use agencies to ensure that land use planning is coordinated with transportation planning to fully mitigate the traffic impacts of new development to the greatest degree possible.

Ensure that existing and future land use plans of the communities within the region are recognized in the formulation of transportation decisions.

Work together with the appropriate public agencies to identify and potentially preserve rights-of-way for construction of future transportation projects.

Communicate with local land use agencies on the likely impacts of transportation policy decisions on land use and development; and strive for consistency (where appropriate) between transportation plans and programs and applicable land use and development plans.



Table 6-1G: General Transportation - Air Quality

Goal: Attainment and maintenance of federal and state ambient air quality standards (criteria pollutants) as set by the Environmental Protection Agency and the California Air Resources Board		
<p>Objective: Participate in and support the coordinated transportation and air quality planning efforts between the eight Valley Metropolitan Planning Organizations, Caltrans, the San Joaquin Valley Air Pollution Control District, the Federal Highway Administration, Federal Transit Administration, the California Air Resources Board, and local agencies charged with land use planning.</p>	<p>Objective: Implement all appropriate Transportation System Management, Transportation Demand Management, and Transportation Control Measure strategies as technologically and economically feasible.</p>	<p>Objective: Integrate land use planning, transportation planning, and air quality planning to make the most efficient use of public resources and to create a more healthy and livable environment.</p>
<p>Policies:</p>	<p>Policies:</p>	<p>Policies:</p>
<p>Participate in developing the transportation/air quality modeling protocol for State Implementation Plans (SIPs) with the San Joaquin Valley Air Pollution Control District.</p>	<p>Ensure consistency between and among the goals, objectives, policies, and implementation measures of the Regional Transportation Plan, the Transportation Improvement Program, and State Implementation Plans (SIPs).</p>	<p>Consider the air quality impacts of mobile sources when planning transportation systems to accommodate expected growth in the community. Thereby reducing the consumption and dependence upon non-renewable energy resources used by mobile sources of emissions.</p>
<p>Work with community members and organizations, including those that have been traditionally underrepresented, to provide outreach and involvement in relevant air quality policies, programs and issues.</p>	<p>Improve vehicular flow and efficiency of the region's circulation system using intelligent transportation systems where feasible.</p>	<p>Pursue non-single occupancy and lower/zero emission vehicle modes shall be pursued as preferred alternatives where feasible.</p>
<p>Support the efforts of the San Joaquin Valley Air Pollution Control District to integrate appropriate policies and implementation measures identified in the Air Quality Guidelines for General Plans into local general plans.</p>		<p>Support the development of infrastructure required for alternative fueled vehicles as well as zero emission vehicles.</p>
<p>Support the air pollution enforcement and educational efforts of the San Joaquin Valley Air Pollution Control District.</p>		<p>Continue Fresno COG's established policy to fund cost-effective projects that facilitate air quality improvement through emission reductions with Congestion Mitigation and Air Quality Improvement funds.</p>
<p>Continue Fresno COG's partnership with the San Joaquin Valley Air Pollution Control District as a Healthy Air Living Business Partner.</p>		

Table 6-2A: Highways Streets and Roads Integrated Network

Goal: An integrated and efficient highways, streets and roads network
Objective: Develop and implement an integrated highways, streets and roads network that meets mobility needs for both urban and rural residents and the movement of goods.
Policies:
Improve the urbanized area circulation system, including the future urban freeway network.
Prioritize transportation improvements that accommodate travel, while fostering the development of safety, maintenance and operational improvements on the streets and highways network within Fresno County.
Continue work with member agencies to ensure that the inter and intra county movement of agricultural commodities remains a priority.
Preserve and promote the use of existing transportation facilities where feasible.
Promote development of a highways, streets and roads network that provides for connectivity of the metropolitan network with the system outside the metropolitan network.
Preserve rights of way for construction of future street and highway projects where feasible.
Develop a convenient, safe and efficient interface between transportation modes.

Table 6-2B: Highways Streets and Roads Transportation Funding

Goal: Efficient use of available transportation funding
Objective: Pursue all possible federal, state and local transportation funding related to development, maintenance and rehabilitation of the highways and streets network.
Policies:
Track overall transportation financing issues to ensure that Fresno County agencies are aware of, and able to react in a timely fashion to, any new or innovative financial strategies.

Table 6-2C: Highways Streets and Roads Acceptable level-of-service (LOS)

Goal: Acceptable level-of-service (LOS) for the highways, streets and roads network
Objective: Maintenance of acceptable levels-of-service on the highways, streets and roads network that will allow for efficient movement of people and goods.
Policies:
Facilitate communication between Fresno COG and local land use agencies to analyze impacts on the regional transportation system during the decision making process.
Enhance the development of a highways and streets network which will relieve current and future congestion.
Monitor levels of service on the streets and highways network within Fresno County to ensure safe and efficient movement of people and goods.
Work cooperatively with the private sector to ensure that the mobility needs of the business community within Fresno County are addressed.
Continue to coordinate regional transportation network planning with the eight Valley Regional Planning Agencies.
Manage the highways, streets and roads network in a manner designed to increase operational efficiency, reduce air pollution and provide adequate mobility for both people and goods.



Table 6-3A: Mass Transportation - Fiscal Responsibility

Goal: An efficient and fiscally responsible public transportation mobility system
Objective: Continue to pursue expanded federal, state and local funding for both public and social service transportation, to provide mobility opportunities to the maximum number of people in the region.
Policies:
Provide a transit system that meets the public transportation needs of the service area.
Provide transit services that serve low income, elderly, and disabled communities, and include those users in the project review process.
Support the continued coordination and consolidation of social service transportation.

Table 6-3B: Mass Transportation Goals - Safe and Reliable

Goal: A safe and reliable public transportation service
Objective: Encourage and prioritize safety, appropriate frequency of bus service, reasonable fares and the provision of adequate service to satisfy the transit needs which are reasonable to meet.
Policies:
Provide reliable and convenient public transit service.
Provide clean, attractive and comfortable vehicles and facilities.
Provide a safe system.

Table 6-3C: Mass Transportation - Efficient and Effective

Goal: An effective public transportation system
Objective: Consider/evaluate advantages and disadvantages of projects, including economic, environmental and social factors.
Policies:
Maximize public transportation patronage.
Minimize operating and capital expenses.
Encourage the private sector to provide service when economically feasible.

Table 6-3D: Mass Transportation - Public Image

Goal: Public transit services with a positive public image in communities served
Objective: Provide complete and accurate information that makes public transportation “user friendly”.
Policy:
Create and produce publications that promote the use of public transportation to all segments of the region.

Table 6-3E: Mass Transportation - Multimodal

Goal: An integrated multimodal transportation system which facilitates the movement of people
Objective: Develop a seamless multimodal transportation network.
Policies:
Coordinate service to facilitate multimodal and inter-system transfers.
Coordinate fare and transfer policies along with service information programs.

Table 6-3F: Mass Transportation Land Use and Air Quality

Goal: A coordinated policy for public transportation that complements land use and air quality policies
Objective: Support transportation investments that work toward accomplishing air quality goals, optimize utilization of land and encourage a stable economic base.
Policy:
Provide incentives to reduce dependency on single vehicle occupancy travel without compromising travel mobility.



Table 6-4: Aviation Goal

Goal: A fully functional and integrated air service and airport system that is complementary to the regional transportation system

Objective: Maintain and improve the airport system in Fresno County.

Policies:

Provide for the orderly and timely development of a system of airports adequate to meet the air transportation needs of the region while minimizing airport-related land use, noise, and other environmental problems.

Encourage air travel as an energy efficient mode of transportation for long-distance travel.

Coordinate airport planning with airport owners and managers, the Airport Land Use Commission, the Federal Aviation Administration, Caltrans Division of Aeronautics and local agencies in the areas of transportation, land use, economic development and resource utilization.

Administer the policies and procedures of the Fresno County Airport Land Use Commission as listed in the California Land Use Planning Handbook.

Participate in efforts to promote airport land use planning such as the California Airport Land Use Consortium.

Adopt the Basic Utility Stage 1 classification, as defined by the Federal Aviation Administration, as the minimum standard for public use airports.

Prepare site selection studies for the location of new airports as appropriate.



Table 6-5A: Non-Motorized Transportation - Health

Goal: Maximize bicycling and walking through their recognition and integration as valid and healthy transportation modes in transportation planning activities

Objective: Increase bicycling and pedestrian trips as a percentage of all trips.

Policies:

Include bicycle and pedestrian transportation planning as integral parts of the Fresno COG's transportation planning program.

Maintain representation of the bicycling community on Fresno COG's Transportation Technical Committee.

Encourage and assist member agencies to develop new or update existing bicycle and pedestrian transportation plans which are integrated with the regional bikeways system and which provide for bicycle use and walking as alternatives to the automobile for shorter trips.

Encourage member agencies to include bicycling and pedestrian sections in all transportation-related documents including, but not limited to, circulation elements of general, community, and specific plans.

Encourage and facilitate interagency cooperation and coordination in the development and implementation of bicycling and pedestrian plans and projects.

Coordinate Fresno County's bikeways system with those of adjoining counties.

Encourage member agencies to provide for bicycle- and pedestrian-friendly development, including bicycle travel and walking in new development plans and projects.

Encourage member agencies to include bicycle parking requirements in all land-use/site development requirements that address automobile parking.

Encourage member agencies to work with COG Staff on the development and implementation of a Regional Active Transportation Plan.

Table 6-5A: Non-Motorized Transportation - Health
Continued

Participate in efforts of member agencies and other groups and organizations to work with irrigation districts, railroads, and other owners of linear rights-of-way that have the potential to accommodate bicycle and pedestrian facilities, the development of which would strengthen the Countywide bicycle transportation system.

Encourage through educational and promotional efforts bicycling and walking as transportation modes which promote cleaner air, ease traffic congestion, conserve nonrenewable sources of energy, and promote health.

Publicize bicycling and walking planning projects through the dissemination of articles, newsletters, reports and other appropriate methods.

Provide information to the public on the regional bikeway system and its support facilities.

Encourage member agencies to work with major employers to provide incentive programs for bicycling including shower facilities, guaranteed ride home programs and mileage reimbursement for work-related bicycling miles.



Table 6-5B: Non-Motorized Transportation - Multimodal

Goal: Safe, convenient, and continuous routes for bicyclists and pedestrians of all types which interface with and complement a multimodal transportation system

Objective: Increase connections between bicycling and pedestrian facilities and other modes of transportation.

Policies:

Support the development of a countywide system of designated bikeways and pedestrian connections that link communities, activity centers (schools, libraries, community centers, colleges, universities, hospitals, medical offices, senior residences, parks, athletic facilities, governments services, employment centers, high-density residential areas, and commercial centers) and to regional and local public transit systems (including rail) at stops, stations and terminals and provides for all types of bicyclists and pedestrians.

Encourage member agencies and Caltrans, to the extent feasible and practical, to maintain the regional bikeways system free of deterrents to bicycling such as debris, gravel, glass, leaves, and any other extraneous materials.

Encourage member agencies to adopt policies or design standards to include accommodations for bicycle and pedestrian travel on all new construction, reconstruction, or capacity increasing projects on major roadways where reasonably feasible. Such accommodations may be made by a separate bike and pedestrian path, sidewalks, bicycle lanes, or a shared roadway. A shared roadway would include a wide outside lane or a paved shoulder.

Encourage member agencies and Caltrans to develop, stripe and sign bikeways consistent with state design standards in order to develop a visually consistent, clear, simple and recognizable bikeways system with clearly defined travel areas and boundaries.

Support member agency implementation of AB 1581, effective January 1, 2008, requiring that a traffic-actuated signal be installed and maintained so as to detect lawful bicycle traffic on the roadway.

Table 6-5B: Non-Motorized Transportation - Multimodal
Continued

Encourage member agencies and Caltrans to install bicycle-safe drain grates.

Encourage member agencies and Caltrans to give priority to bikeway and pedestrian projects that will link existing separated sections of the system and that will serve the highest concentration of bicyclists and pedestrians and destinations of highest demand.

Encourage member agencies to provide bicycle parking facilities, including secured storage facilities where appropriate, at public and commercial areas, centers of employment, schools, recreational areas, health service facilities, air and bus terminals, major transit stops, and other places that attract large groups of people.

Encourage member agencies and Caltrans to provide support facilities on appropriate bikeways, including rest stops with restrooms, water, and tables.

Encourage member agencies and Caltrans to install, to the extent feasible and practicable, trees along trails, bikeways, and pedestrian facilities that will provide shade on summer afternoons.

Encourage local agencies and Fresno County Rural Transit Agency to establish bicycle-to-transit connections throughout the County, including bicycle park-and-ride facilities at transit centers to serve regional route use and the accommodation of bicycles on public transit.

Assist member agencies to implement the Complete Streets Act by incorporating complete street considerations in the Valley-wide Blueprint Implementation Roadmap.



Table 6-5C: Non-Motorized - Education and Enforcement

Goal: Improved bicycle and pedestrian safety through education and enforcement.

Objective: Reduce the number of bicycling and pedestrian injuries and deaths.

Policies:

Support the development and promotion of an education plan and program which increases awareness of the rights and behavior of bicyclists and pedestrians within the traffic environment.

Support enforcement of traffic laws related to cyclist and pedestrian behavior and cyclist/pedestrian/motorist conflicts.

Disseminate information to member agencies, school districts, and other appropriate agencies and organizations on model programs to increase bicycle helmet use and bicycle and pedestrian safety.

Table 6-5D: Non-Motorized - Maintain and Expand

Goal: Increased development of the regional bikeways system, related facilities, and pedestrian facilities by maximizing funding opportunities.

Objective: Maintain and expand bicycling and pedestrian facilities.

Policies:

Identify available and potential new bicycle and pedestrian funding sources and their requirements and provide this information to member agencies and other interested groups.

Work with member agencies to define priorities for, and progress towards, implementation of the regional bikeway system.

Provide favorable comments on reviews of grant applications for projects that seek to enhance bicycling and pedestrian facilities.



Table 6-6A: Rail - Promote Usage

Goal: A safe, efficient and convenient rail system which serves the passenger and freight needs of the region and which is integrated with and complementary to the total transportation system

Objective: Promote the growth of rail passenger and freight usage.

Policies:

Seek ways to either relocate all mainline Burlington Northern Santa Fe passenger and freight rail traffic to the Union Pacific alignment through the City of Fresno or relocate BNSF and/or UP freight rail traffic to an alignment west of the Fresno Metropolitan Area to assure smoother, faster and safer service.

Consider development of a multimodal transportation terminal facility in, or in close proximity to, the Central Business District.

Give high priority to grade separation construction programs.

Close grade crossings of main lines with minor streets and alleys wherever possible to avoid unnecessary conflict.

Protect grade crossings of main lines with automatic gates.

Seek legislative changes to rail abandonment procedures to require that all lines proposed for abandonment be brought under public ownership as a precondition to abandonment

Consider all advantages and disadvantages of projects, including economic, environmental, and social factors.

Endorse the following Amtrak San Joaquin Route passenger rail service improvements:

- Additional train service for the San Joaquin Route
- Improved station facilities servicing the San Joaquin Route
- Additional direct train service to Sacramento.
- Additional direct train service to the East Bay Area
- Direct train service to Los Angeles

Incorporate design awareness of multimodal transportation facilities in development of highway systems.

Support planning for rail services at a similar level of detail as is currently done for roads.

Support the planning and construction of a High Speed Rail System in the San Joaquin Valley which directly connects the major population centers within the Valley.

Support the location and development of the High Speed Rail Heavy Maintenance Facility in Fresno County.

Maintain representation of the rail community on Fresno COG's Transportation Technical Committee.

Table 6-6B: Rail - Goods Movement

Goal: A transportation system that efficiently and effectively transports goods throughout Fresno County

Objective: Increase the use of air and rail transportation and the efficiency of the truck transportation system.

Policies:

Encourage the multimodal movement of goods through Fresno County where possible.

Recognize freight rail service in Fresno County as a significant transportation mode, providing service to industry.

Provide special consideration to transportation projects that improve the operational efficiency of goods movement and air quality.

