

BICYCLE & PEDESTRIAN PLANNING



Bicycle & Pedestrian Planning

- Intelligent Transportation Systems
- Land Use & Transportation Planning
- Parking
- Smart Growth
- Traffic Calming
- Traffic Engineering Design
- Traffic Operations & Simulation
- Transit Planning & Simulation
- Transportation Systems Planning
- Travel Demand Forecasting

Fehr & Peers offers a wide range of bicycle and pedestrian planning services. From sustainable transportation plans, to pedestrian and bicycle master plans, to corridor studies, we tailor our services to meet your community's needs. We understand that each community is different, with unique needs, geography, resources, and history. Our goal is to provide our clients with high-quality products and exceptional service throughout the planning process.

Fehr & Peers' expertise in bicycle and pedestrian master planning encompasses decades of knowledge and innovation, and stretches across the western United States. Our engineers, planners, and analysts collaborate using state-of-the-art technology to clarify issues, devise solutions, and create implementation programs. Our efforts in bicycle and pedestrian planning began in 1992, and we remain on the cutting edge of innovation and technology for these plans. Our bicycle and pedestrian suitability models help determine the level of non-motorized transportation improvements needed in your community; we balance this with our understanding of bicycle and pedestrian circulation to recommend worthwhile capital investment. The following section highlights some of our bicycle and pedestrian projects.



PEDESTRIAN MASTER PLAN AND SAFETY GUIDELINES - SACRAMENTO, CA

Initially, the project team worked with City staff and members of Walk Sacramento to document the City's pedestrian safety policies, recommend Best Practices for safe crossings (including trail crossings, crosswalk placement, and crosswalk treatments at signalized, un-signalized, and mid-block locations), and establish new design policies. The Safety Guidelines were included in the larger Pedestrian Master Plan, which Fehr & Peers completed as well. The plan included goals, objectives, and policies, along with recommendations on planning land uses to maximize walkability. The plan also contained an extensive project list, developed and prioritized using GIS. Fehr & Peers worked with a Steering Committee and City staff, facilitating five community meetings throughout the city to introduce the plan and gain consensus on the approach.

BICYCLE MASTER PLAN - SAN JOSE, CA

The City of San Jose retained Fehr & Peers to update the City's Bicycle Master Plan. The update included an extensive field inventory of existing facilities to identify deficiencies; a comprehensive update of the City's GIS data related to bicycle facilities (both existing and proposed), activity centers, and bicycle parking locations; projections for future cyclists; policy review and recommendations; and a recommended bikeway network. The goal of the plan was to institutionalize bicycle planning and safety into daily City functions and to provide a constructible bikeway network. The plan included detailed project sheets for high priority bike projects, to help the City compete for grant funds. The process included three public meetings, two meetings with City staff, and a meeting with the City's Bicycle Advisory Committee. Fehr & Peers also supervised the production and printing of the City's Bicycle Map and provided content for the City's webpage.

COMMUTER BIKEWAY STUDY - SAN JOSE, CA

Fehr & Peers and a team of environmental, public financing, and civil engineering sub-consultants prepared the Commuter Bicycle Corridor Study for the City of San Jose. The Commuter Bicycle Corridor Study identifies trails and paths for development along creeks and rivers to facilitate commuting by bicycle into downtown San Jose and to North San Jose. The projects were developed in sufficient detail to support preliminary cost estimates.



MASON STREET TRANSPORTATION CORRIDOR STUDY - FORT COLLINS, CO

Fehr & Peers assisted in planning bikeway and pedestrian facilities in the Mason Street Corridor in Fort Collins, Colorado. The Mason Street Corridor is an active freight rail corridor adjacent to Colorado State University where a proposed rapid transit and non-motorized travel corridor have been proposed. Fehr & Peers' role included development of a GIS-based pedestrian and bicycle model; providing design recommendations for crossing locations, design treatments, and traffic control; connecting street sidewalks across the corridor; design accommodations related to at-grade rail crossings; and other accommodations in locations near transit stops.



BICYCLE MASTER PLAN - ROSEVILLE, CA

Fehr & Peers updated the Bicycle Master Plan for the City of Roseville, California. The Bicycle Master Plan identified existing bicycle facilities and programs, documented system gaps and safety concerns, and assessed potential improvements. It also developed a community-supported vision for a comprehensive bikeway network, by recommending enhancements that promote bicyclist safety, comfort, and convenience. In addition, it identified bicycle support programs that promote biking through education, enforcement, and encouragement. The overarching goal was to get more people biking instead of driving, and a well-connected system of bikeways is essential to increasing the mode split for non-motorized transportation modes. Specific tasks involved review of existing plans and studies, GPS data collection, coordination with public entities, facilitating public workshops, developing prioritization criteria, and preparing the plan documents.



BICYCLE MASTER PLAN – DUBLIN, CA

Fehr & Peers helped the City of Dublin, California develop its first Bicycle Master Plan. The City's previous bicycle plans consisted of two bicycle circulation maps (one for West and Central Dublin and another for East Dublin) and two policies in the City's General Plan. The Bicycle Master Plan evaluated existing bicycle conditions and prioritized improvement projects to provide access to Dublin's parks, trails, and open space areas, primarily through multi-use (pedestrian and bicycle) Class I paths. These paths will serve recreational bicyclists as well as some bicycle commuters. The plan also defined criteria for selecting Class I, II, and III facilities, recommended design standards for bicycle facilities and signage, proposed bicycle parking standards, created a new city bikeways map, and outlined education, enforcement, and safety improvements for bicyclists. The Bicycle Master Plan also incorporated the 11 required elements for Bicycle Master Plans set forth by Caltrans to allow retrofit projects to compete effectively for several funding sources, including the Bicycle Transportation Account.



BIKEWAY AND PEDESTRIAN PLAN - SAN LEANDRO, CA

Fehr & Peers was hired by the City of San Leandro to update the City's Bicycle Master Plan (previously prepared by Fehr & Peers) and develop a new pedestrian component. Two key deliverables were prepared: (1) an updated Bicycle and Pedestrian Master Plan, adopted with the City's General Plan Circulation Element, and (2) Bicycle and Pedestrian Design Guidelines. The project included an inventory of existing bicycle and pedestrian facilities; identifying constraints, needs, and opportunities; design and engineering; prioritizing candidate projects and programs; and an implementation plan that included funding strategies. Key issues included:

- Identifying constraint areas and developing design and engineering solutions, including at-grade railroad crossings
- Prioritizing candidate projects and programs and developing an implementation plan that included funding strategies
- Proposing a system that includes a BART trail and utilization of flood control channels
- Developing preliminary plans for key projects

Following preparation of the Master Plan, Fehr & Peers assisted the City with the implementation of about 30 miles of bikeways throughout the City. Many of the bikeways employ innovative design treatments, including the Bancroft Avenue bikeway that removed travel lanes on a key north-south roadway.

PEDESTRIAN PLAN – SANTA CLARA, CA

Fehr & Peers was retained to complete a pedestrian plan for the City of Santa Clara. The Plan contains an ADA transition plan; a Capital Improvement Plan; and goals, policies and design standards essential to a safe and walkable city. The plan includes a "safe crossings" section, devoted to crosswalk placement and treatment policy as well as a GIS-based map illustrating planned improvements and collision analysis. The collision analysis includes methodology for determining collision rates at intersections. Fehr & Peers also reviewed existing City policies and standards pertaining to street design, crosswalk placement, and land use to recommend policy changes.

EMELINE CAMPUS TRAFFIC AND PEDESTRIAN PLAN - SANTA CRUZ, CA

Fehr & Peers prepared a master plan for improving pedestrian circulation on the County of Santa Cruz Emeline Campus. The Emeline Campus consists of numerous separate buildings and parking areas interconnected by roadways and some pedestrian facilities. The Campus has evolved over the years, building uses have changed, and buildings have been added to accommodate new public services. Emeline Campus experiences conflicts between pedestrian and vehicular circulation, partly caused by a lack of clearly defined circulation patterns. The plan recommends improvements to increase efficiency of the on-campus traffic and pedestrian circulation system. Fehr & Peers completed the plan in two phases. The first phase was to gather and analyze information so that recommendations for improving vehicular and pedestrian circulation could be developed. The second phase was the creation of conceptual plans to improve on-campus circulation. Improvements included a new ADA accessible ramp, reconfiguration of several parking areas adding formal sidewalks, reduction in the size of two key on-site intersections, and development of way-finding signage.

BICYCLE AND PEDESTRIAN MASTER PLAN - LAKE TAHOE BASIN, CA

Fehr & Peers prepared the Bicycle and Pedestrian Master Plan, evaluating proposed locations of individual bikeway and pedestrian routes. The BPMP included all elements required by the California Bikeways Act, including maps depicting existing bikeways, an assessment of bicycle-related accident data, and a prioritized listing of the proposed improvements. The Plan also includes a financial element, as well as a discussion of its consistency with the other long-range transportation and air quality plans for the Lake Tahoe region.



ZION CANYON TRAIL FEASIBILITY STUDY - SPRINGDALE, UT

The Utah Department of Transportation and the Town of Springdale, Utah retained Fehr & Peers to develop trail alternatives near Zion National Park. Springdale is situated in a beautiful, highly constrained valley near the entrance to the park, and the Town received state funding to study trail concepts along the Virgin River. Fehr & Peers worked alongside a local Steering Committee to research the four-mile study corridor, develop alternatives, analyze potential connection points and possible usage, and garner public support for the trail. Fehr & Peers hosted open houses throughout the course of the project to obtain public input, which guided the process of alternatives analysis. In addition, Fehr & Peers developed an interactive project website, using polls and discussion boards to gauge support for the trail and to provide the community with progress updates. The Zion Canyon Trail Feasibility Study resulted in a preferred trail alternative, and indicated potential connection points, trailheads, environmental clearance requirements, and prioritized sections for future funding.



SUSTAINABLE TRANSPORTATION PROGRAM - RANCHO MISSION VIEJO, CA

Fehr & Peers completed a multi-modal transportation plan for Rancho Mission Viejo. The plan includes a local transit system, neighborhood electric vehicle (NEV) system, and bicycle and pedestrian infrastructure. This plan is intended to provide mobility choices for residents while reducing emissions and external traffic impacts. The NEV system includes more than 20 miles of facilities that are physically separate from automobiles.

OTHER LOCATIONS OF BICYCLE AND PEDESTRIAN PROJECTS

- Los Angeles, California
- Salt Lake City, Utah
- Park City, Utah
- Denver, Colorado
- Reno, Nevada