

Clovis Active Transportation Plan Update 2022 (DRAFT)

Appendix C: Public Participation Summary Report



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Overview

The City of Clovis used a variety of outreach strategies to publicize the Active Transportation Plan Update process and gather input from community members on existing and desired walking and bicycling conditions.

The planning process included outreach opportunities that were designed to:

- Engage the community on issues around bicycle and pedestrian mobility and transportation safety;
- Seek input from a variety of stakeholders and viewpoints; and
- Document the everyday transportation experience of Clovis community members.

Strategies

Public input was collected using a variety of strategies during the planning process. These strategies included:

- A survey and interactive web map
- A meeting with the Fresno Cycling Club
- Stakeholder focus group meetings
- A community meeting

During the public participation process, the City adhered to all state and local health guidelines regarding the Covid-19 Pandemic. These guidelines shifted during the planning process, and outreach strategies were adjusted to reflect those changes.

Survey and Interactive Webmap

The City hosted an online survey and interactive map¹ to collect public feedback on community members' experiences walking and biking in Clovis. The introductory survey asked questions regarding the participants' attitudes and comfort level walking or biking around Clovis, the treatments that would encourage people to walk or bike more, and demographic questions. Participants also had the opportunity to provide feedback using an interactive, online map to identify areas where they felt uncomfortable walking or biking, and areas they would like to walk or bike. Participants were allowed to respond to other users' comments to encourage conversation about treatments and their experiences walking and biking.

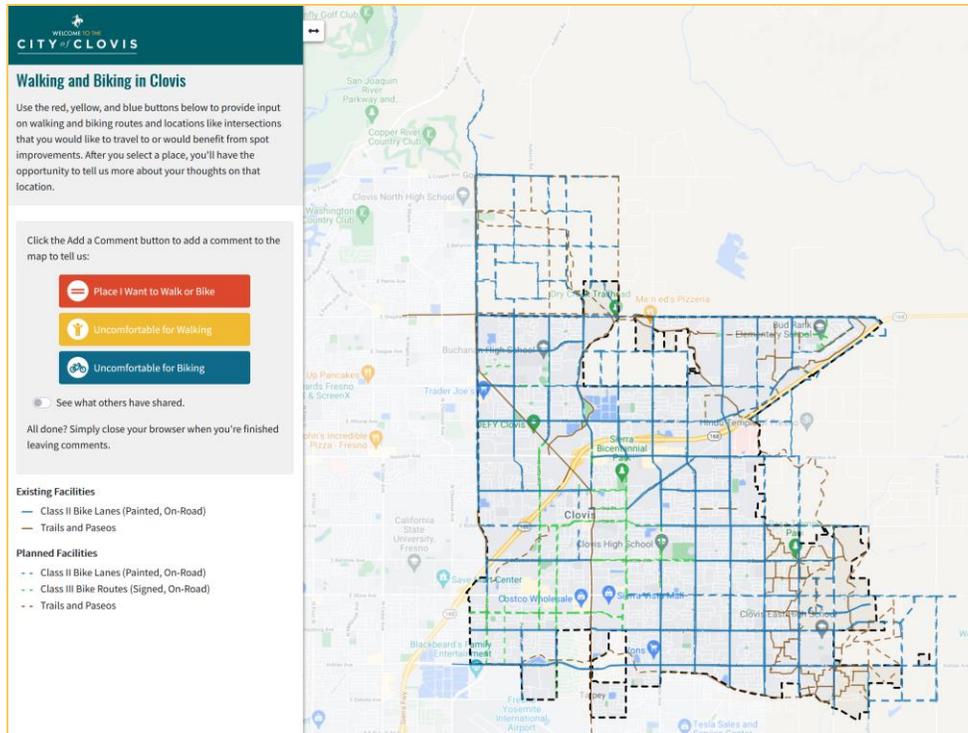
The online survey and map were available to the public from July 28 to September 2, 2021. The City raised awareness of the survey and map through social media posts and through the City's contacts with community-based organizations and interest groups. Social media posts and other content were translated to Spanish and Hmong, while the survey and interactive map included a tool to translate text via Google Translate. In total, there were approximately 75 responses to the survey and 55 pieces of input submitted on the map. Figure 1 below shows a screenshot of the interactive map.

Guiding Questions for Outreach:

- Who is and is not participating in decision making processes?
- How will the Plan's outcomes benefit historically underserved community members?
- What are potential burdens and unintended consequences that might result from the Plan?

¹ <https://cityofclovis.com/planning-and-development/engineering/active-transportation-plan/>

Figure 1. Screenshot of the online, interactive map



Feedback about Walking in Clovis

Survey respondents shared their feelings about walking and what would encourage them to walk more frequently. Nearly 50 percent of respondents indicated that they already felt comfortable walking to most places, and 30 percent indicated that they were interested but something prevented them (e.g., comfort, safety, ability...etc.). Table 1 displays the full distribution of responses to this question.

Almost 70 percent of respondents indicated that more sidewalks or trails in the community would encourage them to walk more, followed by more street trees, shade, and other amenities (38 percent). Respondents also valued better maintenance of sidewalks and trails and better lighting (both 34 percent). Additional factors are listed in Table 2. Percentages sum to more than 100 percent because respondents could select more than one response option for this question.

The addition of more sidewalks and trails was identified as the most common factor that would encourage survey respondents to walk more frequently.

Approximately 70 percent of respondents indicated they would ride more frequently if there were more bike lanes or trails.

More comfortable on-street bikeways would encourage 57 percent of respondents to bicycle more frequently.

Table 1. Attitudes towards walking

Which of the following statements most closely matches your feelings about traveling by walking in Clovis? (Select one)	Percentage of Respondents
I feel comfortable walking to most places	49%
I'm interested, but something (comfort, safety, ability...etc.) prevents me from walking to most places	30%
I walk to my destinations at least some of the time, but I wish it felt more comfortable	8%
I walk to my destinations at least some of the time	7%
I'm not interested in walking anywhere	6%

Note: Approximately 61 people responded to this question.

Table 2. Factors that would encourage walking

What would encourage you to ride or walk more frequently? (Select all that apply)	Percentage of Respondents
More sidewalks or trails in the community	68%
More street trees, shade, or other amenities	38%
Better maintenance of sidewalks and trails	34%
Better lighting of sidewalks, trails, and roads	34%
More accessible infrastructure (curb ramps, wheelchair access, wider sidewalks, etc.)	19%
Better signs on trails so I know where to go	11%
Knowing I could get home quickly if there was an emergency	6%
Nothing would encourage me to walk more	6%
Other	6%
More people to walk with	2%
I already walk for most trips	0%

Note: Approximately 53 people responded to this question. Percentages shown sum to more than 100 percent because participants could select more than one response.

Feedback about Bicycling in Clovis

Among survey respondents, 32 percent indicated that they felt comfortable traveling most places by bicycle. Another 30 percent indicated they ride some of the time, while 20 percent indicated an interest in bicycling but faced a barrier, such as comfort or safety. Fourteen percent expressed that they ride sometimes, but wished it was a more comfortable experience. About six percent indicated they were not interested in bicycling at all. These results indicate that one-third of respondents are interested in bicycling, or bicycling more often, but do not do so due to barriers, including safety or comfort. Table 3 displays the full distribution of responses to this question.

Approximately 70 percent of respondents indicated they would be more encouraged to ride if there were more bike lanes or trails in the community. More comfortable on-street bikeways would encourage 57 percent of respondents to bicycle more frequently. Approximately 34 percent and 27 percent of respondents would bicycle more frequently if there was better maintenance of bike lanes and trails and by better lighting of trails and roads, respectively. Additional factors are listed in Table 4. Percentages sum to more than 100 percent because respondents could select more than one response option for this question.

Table 3. Attitudes towards bicycling

Which of the following statements most closely matches your feelings about traveling by bicycling in Clovis? (Select one)	Percentage of Respondents
I feel comfortable traveling most places by bike	32%
I ride a bicycle to my destinations at least some of the time	29%
I'm interested, but something (comfort, safety, ability...etc.) prevents me from using a bicycle to get some/most places.	19%
I ride a bicycle to my destinations at least some of the time, but I wish it felt more comfortable	14%
I'm not interested in biking at all.	6%

Note: Approximately 65 people responded to this question.

Table 4. Factors that would encourage bicycling

What would encourage you to ride a bicycle more frequently? (Select all that apply)	Percentage of Respondents
More bike lanes, or trails in the community	70%
More comfortable on-street bikeways	57%
Better maintenance of bike lanes and trails	34%
Better lighting of trails and roads	27%
More bicycle parking and repair stations	23%
Better signs on roads or trails so I know where to go	20%
Showers and lockers at school or work	8%
Other	8%
I already bike for most trips	7%
More people to bike with	7%
Knowing I could get home quickly if there as an emergency	5%
A bike share program or an affordable place to buy used bikes	3%
Nothing would encourage me to walk or bike more.	1%

Note: Approximately 74 people responded to this question. Percentages shown sum to more than 100 percent because participants could select more than one response.

Feedback from the Online Map

Respondents were able to identify streets, trails, or crossings where they wanted to walk or bike, or that they felt uncomfortable walking or bicycling.

Table 5 lists locations that community members provided feedback on. Common themes included lack of existing walking or bicycling infrastructure, unsafe crossings for walking or bicycling, and uncomfortable existing bicycle facilities.

Table 5. Comments and themes among online map feedback

	Location	Additional information (if applicable)
Lack of sidewalk	Leonard Ave	Leonard Ave mentioned frequently
Unsafe crossing for walking	Herndon Ave and N Willow Ave	-
	Wawona Ranch Ln and Clovis Ave	-
Lack of bicycle facility	N Armstrong Ave	Popular crossing over State Route 168 for people bicycling
	Temperance Ave	Facility ends under the freeway
Uncomfortable existing bike facility	Tollhouse Rd	-
	Fowler Ave	-
	E Bullard Ave	-
	Aluvial Ave/Owens Mountain Pkwy and N Temperance Ave	-
	E Shepherd Ave	-
Unsafe crossing for bicycles	Barstow Ave	-
	Minnewawa Ave and W Bullard Ave	-
Trail connections	Herndon Ave and N Peach Ave	-
	E Shepherd Ave, west of N Sunnyside Ave	Multiple comments about lack of bicycle facility and lack of connection to Dry Creek Trailhead)
	Birch Ave/Dartmouth St to Spruce Ave	Connecting neighborhood to shopping center
	Leigh Ln and Skylar Ln	Bridge over canal to connect existing trail to planned trail

Note: “-” indicates that no additional information was provided.

Respondents identified the following locations as places where they would like to see facilities for walking or bicycling.

- North Clovis
- W Alluvial Avenue
- Herndon Avenue
- Around educational complexes
- Connection between Dry Creek Trail and Enterprise Trail
- Along State Highway 168
- De Wolf Avenue
- Bullard Avenue
- Connection between Fowler Ave and Bullard Avenue/N Locan Avenue
- W Gettysburg Avenue/Minnewawa Avenue/Santa Ana Avenue
- 3rd Avenue
- 5th Avenue
- Canal Bank

Community Cycling Club Presentation

On September 22, 2021, community members from the Fresno Cycling Club participated in an online pop-in webinar-style presentation.

At the presentation, the City provided an introduction and background to the Plan, its vision statement, methodology behind pedestrian and bicycle facilities recommendations, as well as a timeline and next steps for the Plan's completion. At the pop-in event, participants were asked about opportunities to improve bicycling, barriers to bicycling, and policies and support programs that the Cycling Club thought would be helpful. The event also allowed participants to ask questions about the Plan and its development.

Stakeholder Focus Groups

The City conducted four stakeholder focus groups with local community-based organizations and regional agencies to identify how the Clovis Active Transportation Plan Update fit into stakeholders' diverse needs. As the State of California loosened public health restrictions during the Summer of 2021, the stakeholder focus groups were held in a hybrid meeting format, which allowed participants to attend the meeting in-person or online through a video platform. Table 6 presents the dates of the focus groups and the agencies represented.

Stakeholders provided feedback on existing technical barriers and recommendations for the Active Transportation Plan Update. School staff discussed an interest in stronger and more interconnected Safe Routes to School programming across the city. Regional and State staff discussed opportunities for funding. Outside of the Plan's technical aspect, some stakeholders also brought up social concerns. For example, Cultiva La Salud, a non-profit focused on expanding health equity in the San Joaquin Valley, raised the issue of police profiling of young Black and Brown pedestrians and bicyclists in Clovis and the lack of safe pedestrian and bicycling facilities in southern Clovis. The group stated that parents of young Black and Brown boys and teenagers discourage their children from biking and walking to reduce their interaction with law enforcement, and thus requested that active transportation infrastructure be safe and also inviting for People of Color.

Clovis' future developments was as a key topic among participants in the focus groups. Stakeholders were interested in establishing a set of guidelines to regulate design for future developments. This practice would ensure that new developments in Clovis support walking and bicycling, and that the facilities (e.g., sidewalks) that are built as part of these new development projects meet the current standards.

Participants in the focus groups also recognize that there are opportunities to promote a culture of active transportation to young children. A more coordinated effort among schools, such as a citywide Walk to School Day, and infrastructure improvements may encourage children to be more excited to travel by foot, bike, or skateboard.

Table 6. Stakeholder Interview Groups and Interview Dates

Date	Stakeholder Group
School Districts and Higher Education July 28	Clovis Unified School District, Sanger Unified School District, City of Fresno, County of Fresno, Fresno State University, Clovis Community College
City of Clovis July 28	Clovis Department of Public Utilities, City Manager’s Staff, Planning Staff, Engineering Staff, Transit, Senior Center, GIS, Public Information Office
Regional and State Agencies July 29	Fresno Council of Governments, Caltrans District 6, Fresno Irrigation District, Fresno Metropolitan Flood Control District, Clovis Community Foundation, Community Medical Centers
Community Organizations and Developer July 29	City of Clovis, Fresno Cycling Club, Leadership Counsel for Justice and Accountability, Disabled Citizen Representative, Building Industry Association, Cultiva La Salud

Community Meeting

Like the stakeholder focus groups, the community meeting was offered as a hybrid, in-person and online event. The purpose of this meeting was to present information about the Plan process and gather feedback on opportunities and challenges for people walking and bicycling. The project team created a MentiMeter, an interactive survey tool, to collect information during the presentation.

Unfortunately, no community members were able to attend the event. However, City staff used the time to discuss walking and bicycling conditions in the community. During the event, staff mentioned that evening family walks and bike rides could be an opportunity to promote active transportation. Other staff suggested that improving existing connectivity would create a better walking environment and also provide different travel options to community members. Staff identified funding as the main challenge to encouraging mode and cultural shift to walking and bicycling. One specific funding challenge that staff identified is acquiring funding to retrofitting certain areas to be more amenable to walking and biking.