



DATE: May 29, 2019

TO: Council Infrastructure Committee

FROM: Director of Public Works

SUBJECT: Bicycle and Pedestrian Master Plan

RECOMMENDATION

That the Committee reviews and provides feedback on the proposed Bicycle and Pedestrian Master Plan (BPMP) bicycle facility recommendations, pedestrian priority areas, and recommended policies and programs.

SUMMARY

The proposed Bicycle and Pedestrian Master Plan (BPMP) will replace the City's 2007 Bicycle Master Plan and set forth detailed goals and objectives that provide a universally accessible, safe, convenient, and integrated system that promotes walking and biking. Staff is requesting that the Committee provide feedback on key recommendations.

BACKGROUND

The City's current Bicycle Master Plan was last updated in 2007. Most of the feasible bicycle facility improvements identified in the prior plan have been completed. Staff is requesting feedback from the Committee in planning for future bicycle facilities. The City lacks a pedestrian master plan. Although the City continues to implement multiple projects that enhance the pedestrian infrastructure, such as sidewalks and curb ramps, a pedestrian master plan will provide a blueprint for staff to implement projects as part of a coordinated strategy. The plan would also provide clear, implementable recommendations for development of safe and convenient transportation options that serve the needs of all residents and visitors to the City. The proposed plan will build upon the Complete Streets Policy adopted in 2013 and support the transportation and land use policies identified in the 2040 General Plan policy document. It will also recommend best ways to seamlessly incorporate and integrate the City's recent efforts, such as the Downtown Specific Plan, into Capital Improvements Program (CIP) projects. In recognition of the overdue update to the 2007 Bicycle Master Plan and addressing Council's strategic initiatives, the City entered into a Professional Services Agreement (PSA) with Kittelson & Associates, Inc. (Kittelson).

DISCUSSION

The City's 2040 General Plan provides a long-term vision and goals that serve as the foundation for updating the BPMP. The update will specifically support General Plan Guiding Principle 7: Hayward residents, workers, and students should have access to an interconnected network of safe, affordable, dependable, and convenient transportation options. The Mobility Element within the General Plan establishes goals and policies to improve the mobility of people and goods within and through the City. Rather than focusing on automobile transportation, the Mobility Element seeks to create a balanced transportation network that supports and encourages walking, bicycling, and transit ridership. The BPMP update supports and shares the goals identified in the Mobility Element, including:

- Goal M-1: Provide a comprehensive, integrated, and connected network of transportation facilities and services for all modes of travel
- Goal M-2: Connect the City's to regional and adjacent communities' transportation networks and reduce the impacts of regional through traffic in Hayward
- Goal M-3: Provide complete streets that balance the diverse needs of users of the public right of-way
- Goal M-5: Provide a universally accessible, safe, convenient, and integrated pedestrian system that promotes walking
- Goal M-6: Create and maintain a safe, comprehensive, and integrated bicycle system and support facilities throughout the city that encourage bicycling that is accessible to all

The BPMP supports the purpose of the Complete Streets initiative to build streets that are safe, comfortable, and convenient for travel for everyone, regardless of age or ability, including motorists, pedestrians, bicyclists, and public transportation riders.

The overall approach and the scope of work has been structured into four phases by grouping similarly oriented tasks. These phases include:

1. Foundation: Create a foundation for the plan by understanding the existing conditions and establishing a vision and goals. As part of this process, existing bicycle and pedestrian counts, accident data, and facilities will be analyzed to identify gaps in the network. This phase will also establish and initiate a public engagement process that will provide an effective and efficient way of gathering community input. Additional information about the public engagement strategy can be found under the Public Contact section.

2. Needs Analysis: Create an updated inventory of existing, completed, and proposed bicycle facilities in the City. Establish the updated bicycle/pedestrian network by building upon the existing conditions, level of traffic stress and collision analysis, and develop recommendations to address goals and needs of the existing network.
3. Project Prioritization and Implementation: Develop criterion to evaluate and prioritize the identified improvements. Prepare cost estimates and identify potential funding sources for the projects.
4. Documentation: Develop a concise, graphically rich, and user-friendly summary document for formal City approval.

ECONOMIC IMPACT

Active transportation options, like bicycling and walking, foster economic vitality by creating dynamic connected communities with a high quality of life that helps support small business development, decreases transportation and healthcare costs, and increases property values, employment, and tourism. Providing alternate modes of travel reduces single-lane occupancy vehicles, congestion, and costs related to automobile-oriented infrastructure maintenance and construction. The overall transportation system will be more efficient and reduce travel time. Moreover, the City will become a more pedestrian- and bicycle-friendly community, creating positive economic and health benefits and reducing greenhouse gas emissions.

FISCAL IMPACT

The adopted FY 2017 Capital Improvement Program's (CIP) Measure B (Pedestrian – Bicycle) Fund 212 includes \$300,000 for this update. Kittelson's initial proposed project cost is \$290,000. In order to accommodate the modified scope of work per the Committee's recommendations and staff time, an additional \$40,000 has been added through the FY 2019 CIP process.

STRATEGIC INITIATIVES

This agenda item supports the Complete Streets Strategic Initiative. The purpose of the Complete Streets initiative is to build transportation networks that are safe, comfortable, and convenient for everyone regardless of age or ability, including motorists, pedestrians, bicyclists, and public transportation riders. This item supports the following goals and objectives:

Goal 1: Prioritize Safety for all Modes of Travel

Objective 1: Reduce speeding and aggressive driving behavior through four E's (i.e. Education, Enforcement, Empowerment, and Engineering)

Goal 2: Provide Complete Streets that balance the diverse needs of users of the public right-of-way

Objective 1: Increase walking, biking, transit usage, carpooling, and other sustainable modes of transportation by designing and retrofitting streets to accommodate all modes

SUSTAINABILITY FEATURES

The action taken for this agenda report will result in supporting mobility goals established as part of the City's 2040 General Plan, providing for a balanced multi-modal system of transportation facilities and services in the City.

The plan will be a comprehensive effort that will guide, prioritize, and implement a network of quality bicycle and pedestrian facilities to improve mobility, connectivity, public health, physical activity, and recreational opportunities. By applying best practices, the plan will increase transportation options, reduce environmental impacts of the transportation system, and enhance the overall quality of life for residents. The goal of the project is to develop convenient transportation alternatives to motor vehicles for residents, visitors, shoppers, and commuters. The resulting reduction in single occupancy vehicles will reduce vehicle miles traveled and greenhouse gases.

PUBLIC CONTACT

A public engagement plan has been developed and initiated early in the development process. This creates a community driven approach to define the vision, goals, objectives, policies, and recommended changes to the bicycle and pedestrian networks.

Staff requested the Committee's review and feedback on the proposed scope of work on October 25, 2017. Per the recommendations of the Committee, staff has modified the scope of work to include the following: development of an interactive project website that will enable staff to provide periodic updates and allow public to comment on specific locations/areas; up to four walk/bike tours to gather specific input; and establishment of a Technical Advisory Committee (TAC) comprised of key stakeholders and members of the community.

The study includes a comprehensive outreach approach geared in part to addressing potential concerns from the development community, general public, and city leaders. In addition to the community outreach meetings, the Consultant anticipates up to three meetings with the City Council and one meeting with the Planning Commission.

NEXT STEPS

The BPMP has reached a point where the Committee's feedback is essential. A copy of the draft bicycle facility recommendations map (Attachment II) and a copy of the pedestrian priority map (Attachment III) are included in this report for the Committee's review and feedback.

Below is the proposed meeting and/or presentation schedule:

Council Infrastructure Committee Presentation	May 2019
Technical Advisory Committee Meeting #4	June 2019
Technical Advisory Committee Meeting #5	September 2019
Council Infrastructure Committee Draft Plan Presentation	October 2019
Technical Advisory Committee Meeting #6	November 2019
City Council Adoption	January 2020

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Approved by:



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