



**DATE:** January 22, 2020

**TO:** Council Infrastructure Committee

**FROM:** Director of Public Works

**SUBJECT** Bicycle and Pedestrian Master Plan: Review and Comment on Chapter Five: Programs and Policy Recommendations and the Bicycle Facilities Recommendations Map of the Bicycle and Pedestrian Master Plan

## **RECOMMENDATION**

That the Council Infrastructure Committee reviews and comments on Chapter Five: Programs and Policy Recommendations and the Bicycle Facilities Recommendations Map of the Bicycle and Pedestrian Master Plan (BPMP).

## **SUMMARY**

The proposed (BPMP) replaces 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 requests that the Committee reviews and provides comments on Chapter Five: Programs and Policy Recommendations and the Bicycle Facilities Recommendations Map (Attachment III) of the Bicycle and Pedestrian Master Plan (BPMP).

## **BACKGROUND**

Although the City continues to implement multiple projects that enhance multi-modal infrastructure, a bicycle-pedestrian master plan will provide a blueprint for staff to implement projects as part of a coordinated strategy. 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 BPMP's proposed bicycle and pedestrian facilities into Capital Improvements Program (CIP) projects and new developments. To update the 2007 Bicycle Master Plan and address Council's strategic initiatives, Hayward entered into a PSA with Kittelson & Associates, Incorporated (Kittelson).

On October 25, 2017, the Council Infrastructure Committee (CIC) provided feedback on the proposed scope of work and recommended the scope of work be modified 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 three walk/bike tours to gather specific input, and establishment of a Technical Advisory

Committee (TAC), comprised of key stakeholders and members of the community. A public engagement plan has been developed and initiated early in the development process.

## **DISCUSSION**

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

1. Existing Conditions Analysis:  
Create a foundation for the plan by understanding the existing conditions. As part of this process, existing bicycle and pedestrian counts, collision data, US Census data, and the California Household Travel Survey will be analyzed to develop baseline data. This phase initiated a public engagement process that provided an effective and efficient way of gathering community input.
2. Needs Analysis:  
Create a Level of Traffic Stress (LTS) map to overlap the existing facilities map to determine gaps in the network and develop recommendations to address goals and needs of the existing network.
3. Project and Program/Policy Recommendations and Prioritization:  
Develop criteria 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.

Staff requests that CIC provide feedback regarding Chapter Five: Programs and Policy Recommendations in the attached report and the Bicycle Facilities Recommendations Map (Attachment III).

## **ECONOMIC IMPACT**

Active transportation options like bicycling and walking foster economic health 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, reduces congestion and costs related to automobile-oriented infrastructure maintenance and construction. The overall transportation system will be more efficient; thus, reducing travel time. Moreover, the City will become a more pedestrian- and bicycle-friendly community, thus creating positive economic and health benefits and reduction of greenhouse gas emissions.

## **FISCAL IMPACT**

The adopted FY 2017 Capital Improvement Program's Measure B (Pedestrian – Bicycle) Fund 212 includes \$300,000 for this update. Kittelson's initial proposed project cost is \$290,000. However, in order to accommodate the modified scope of work based on CIC recommendations and staff time, an additional \$40,000 has been added through FY19 CIP process.

## **STRATEGIC INITIATIVES**

This agenda item supports the Complete Streets Strategic Initiative. The purpose of the Complete Streets strategy 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 Hayward.

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.

The TAC consisted of representatives from various departments: Public Works, Planning, Economic Development, Maintenance Services, Police, and Fire, as well as key external stakeholders: AC Transit, BART, Caltrans District 4, City of San Leandro, City of Union City, Alameda County Public Works, Alameda County Transportation Commission, Bike East Bay, Hayward Unified School District, HARD, Chamber of Commerce, United Merchants Downtown Hayward, and the Community Resources for Independent Living (CRIL). Four TAC meetings have already taken place and one last one is tentatively scheduled for Spring 2020.

TAC Meeting	Date
#1	6/12/18
#2	10/19/18
#3	4/9/19
#4	10/22/19
#5	Spring 2020

Consultants and City staff held several Pop-Up Events where the public could provide comments and feedback regarding improvements and concerns.

Pop-Up Event	Date
Summer Movies on the Plaza	6/29/18
All-American Festival	6/30/18
Downtown Hayward Street Party	7/19/18
Earth Day Festival	4/26/19
Bike to Work Day	5/9/19

Additionally, outreach included three (3) well-attended Bike-Walk Audits. The audits had Spanish translation and interpretation and presentations were provided in English and Spanish.

Bike-Walk Audits	Date
South Hayward Tennyson Road Corridor	9/21/18
Downtown Hayward	12/1/18
Hesperian Boulevard – Chabot College	1/24/19

Comments and feedback were also solicited online. The project had a webpage on the City website which provided access to an online interactive WikiMap which was open from May 2018 to November 2019. Events and links to the map were advertised through Social Media and were included in the July 2018 issue of the Hayward Stack.

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 City Council and one meeting with the Planning Commission.

## NEXT STEPS

Public Comment on Draft Plan opens	January 2020
TAC Meeting #5	Spring 2020
Public Comment on Draft Plan closes	May 2020
City Council Adoption	June 2020

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*Recommended by:* Alex Ameri, Director of Public Works

*Approved by:*



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Kelly McAdoo, City Manager