



CITY OF SAN MATEO

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Agenda Report

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TO: City Council
FROM: Drew Corbett, City Manager
PREPARED BY: Public Works Department
MEETING DATE: March 02, 2020
SUBJECT:
2020 Citywide Bicycle Master Plan - Draft Plan Review

RECOMMENDATION:
Review the draft 2020 Bicycle Master Plan and provide feedback and direction to staff.

BACKGROUND:
This Agenda Report provides a brief summary of the major components of the 2020 Citywide Bicycle Master Plan (Bicycle Master Plan). The Bicycle Master Plan, appendices, and proposed network map are available for the City Council's review on the project website: www.cityofsanmateo.org/2019bikeplan.

Staff initially brought the draft Bicycle Master Plan for the Council's review in October 2019. At that time, staff and the consultant team presented the progress to date and requested City Council feedback on the proposed bicycle network. Since that time, the Bicycle Master Plan has been modified to incorporate comments, and staff requests Council review and feedback prior to adoption.

Draft San Mateo 2020 Bicycle Master Plan
The Bicycle Master Plan's goals and objectives include improving connectivity, safety & comfort, equity, and ridership. The major components of the document include the following:

- Proposed bicycle network,
- Support programs and policies, and
- Project prioritization and funding strategy.

These document components are discussed in additional detail below.

Proposed Bicycle Network

Staff and the consultant team have incorporated feedback from outreach events, advisory groups, the Sustainability and Infrastructure Commission, and City Council into the proposed bicycle network. The proposed network is innovative yet achievable and includes new portions that can be implemented over both the short and long term. For some portions of the network, implementation can be phased where initial stages are less costly and can be implemented quickly but achieve significant improvement over current conditions. These "rapid implementation projects" can consist of initially installing a bike lane using paint and signage with the option of future conversion to a separated bike lane when feasible. Some proposed portions of the network may also be built in conjunction with private development projects to further the City's transportation network. Staff and the consultant team will present the proposed bicycle network for City Council review and feedback.

In addition to the proposed bicycle network, the team has developed a prioritized project list and funding strategy based on these proposed projects. Projects will be integrated into the City's Capital Improvement Program (CIP) as opportunities arise for implementation. The consultant team is also developing conceptual designs for selected priority projects to assist staff in implementation.

Support Programs and Policies

A fully connected and comfortable bicycle network alone will not result in increased bicycle use in San Mateo. Bicycle-related programs and policies are necessary to help develop a strong bicycle culture and increase ridership among the City's full community. Recommended programs and policies include: (1) developing a Safe Routes for Seniors program; (2) developing a systematic approach to maintenance of bicycle infrastructure; (3) implementing and promoting demonstration projects; (4) conducting high-visibility enforcement; and (5) developing partnerships to support active transportation.

Project Prioritization and Cost Estimates

Each project identified in the proposed bicycle network was prioritized based on criteria that align with the Bicycle Master Plan's goals and objectives. The prioritization process resulted in categorization of the projects as high, medium-high, medium-low, and low priority, providing the City with guidance on project implementation. The *Prioritized Proposed Bicycle Network* and full prioritized project list is included in the Bicycle Master Plan for review. While the projects have been prioritized, the prioritization is not intended to function as an unchangeable implementation sequence. Opportunities may arise to implement lower-priority projects while the implementation of some higher-priority projects may be delayed for various reasons. Accordingly, the project prioritization is intended to aid in decisions regarding project implementation.

Planning-level cost estimates for the projects are included in the Plan and are high-level estimates intended for budgeting purposes. The cost estimates are for the full implementation of the projects, inclusive of design, construction, and materials. The costs for rapid implementation projects are also identified in the Bicycle Master Plan.

Funding Strategy and Implementation Schedule

The Bicycle Master Plan includes numerous types of funding options and an implementation plan. Historically, grant funding has been the primary funding source for implementation of bicycle infrastructure projects. Obtaining grant funding is dependent on numerous factors such as the amount of funding available and the number of competing projects from other jurisdictions. In the absence of other, dedicated funding sources, an accurate timeline for project implementation cannot be developed and an implementation schedule has not been incorporated into the Bicycle Master Plan. As funding is available, it is anticipated staff will propose projects outlined in this plan in the five-year CIP budget process.

Progress on 2011 Bicycle Master Plan Priority Projects

Public comment was submitted expressing concern regarding the implementation of the 2011 Bicycle Master Plan. More specifically, the concerns focused on projects identified in the network that, to date, have not been completed, as well as lower priority projects that were completed "out of sequence" per the 2011 Plan's prioritization strategy.

To date, of twenty-six (26) projects identified as high priority in the 2011 Plan, nine projects have been implemented, and eight projects are in progress through feasibility studies, ongoing City construction projects, or standalone work. Additionally, eight projects from the 2011 Bicycle Master Plan have been included moving forward in the draft 2020 Bicycle Master Plan, and in some cases the recommendations in 2011 have been upgraded to more separated and safe facilities.

The prioritization of projects in 2011 was based on the factors at the time the plan was prepared. Projects may be implemented out of sequence for factors that were, at that time, unforeseeable. This was the case in the implementation of lower priority projects as part of Citywide paving projects or other similar work. Implementing low priority projects as part of a planned paving project is a very efficient and cost-effective method of constructing the bicycle network, even though it does not necessarily follow the desired sequence of implementation.

Staff presented the Draft 2020 Bicycle Master Plan to the Sustainability and Infrastructure Commission on February 12, 2020. At that time, the Commission recommended staff bring the Plan to City Council for adoption, with the following additional considerations.

1. Update the Sustainability and Infrastructure Commission on progress on the 2020 Bicycle Master Plan twice annually following adoption.
2. The Plan proposes a goal to allocate 5% of annual roadway maintenance budget to bicycle infrastructure maintenance (e.g. street sweeping, lighting, etc.). Provide detail to City Council on funds currently allocated, and what would be entailed in reaching that goal.
3. Provide detail to City Council regarding Rapid Implementation Network projects and overlap with planned CIP projects as part of the Smooth Streets and pavement management programs.

Adoption of the 2020 Bicycle Master Plan would require a resolution from City Council, which would be presented at a City Council meeting this spring.

BUDGET IMPACT:

This item is for informational purposes only. There are no budget impacts associated with this item. Project funding for the Citywide Bicycle Master Plan Update is available in City Project No. 465149.

ENVIRONMENTAL DETERMINATION:

The Draft 2020 Bicycle Master Plan review is not a project subject to CEQA, because the City Council is providing feedback to staff and is not taking action at this time. (CEQA Guidelines Section 15061(b)(3))

NOTICE PROVIDED

All meeting noticing requirements were met.

ATTACHMENTS

None

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