



CITY OF SAN MATEO

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Agenda Report

Agenda Number: 5

Section Name: {{section.name}}

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TO: City Council
FROM: Drew Corbett, City Manager
PREPARED BY: Public Works Department
MEETING DATE: April 06, 2020

SUBJECT:
2020 Bicycle Master Plan – Adoption

RECOMMENDATION:
Adopt a Resolution to adopt the City of San Mateo 2020 Bicycle Master Plan.

BACKGROUND:
This Agenda Report provides a brief summary of the major components of the proposed final 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.

The City of San Mateo was awarded a Transportation Development Act (TDA) Article 3 grant to partially fund a comprehensive update of the prior 2011 Bicycle Master Plan. Staff and the consultant team began development of the 2020 Bicycle Master Plan in August 2018. The Bicycle Master Plan contains the following elements, developed from a community and data-driven process including input from more than 400 community members during the robust community engagement effort, and input from the Sustainability and Infrastructure Commission and City Council.

- Existing Conditions – This analysis evaluated existing bicycling conditions in the City and included a thorough evaluation of existing infrastructure, community and staff input, land use, transportation options, demographics, and current mode share.
- Needs and Demands Analysis – A needs and demand analysis was conducted that included analysis of Level of Traffic Stress, connectivity, potential demand, and collisions. The key findings helped to inform the proposed bicycle network and support program recommendations.
- Policies, Goals, and Objectives – Defined policy and goal recommendations for the updated Bicycle Master Plan. The recommendations are based on a review of existing plans and policies, and included feedback from staff, the Citizen Advisory Group, the Sustainability and Infrastructure Commission, and City Council.
- Proposed Bicycle Network – The proposed bicycle network is an innovative yet achievable connected network and includes 70 projects that can be implemented in the short- and long-term. The network was developed based on community feedback, data analysis, and advisory groups.
- Support Programs and Policies – Bicycle-related programs and policies are necessary to help develop a strong bicycle culture and increase ridership among the City's full community. The program and policies are based on the six E's of a bicycle friendly community: Engineering, Encouragement, Education, Enforcement, Evaluation and Planning, Equity.
- Project Prioritization and Funding Strategy – The Plan contains the full project list and a prioritization strategy to identify recommendations for implementation. This includes a quick build strategy based on the identified Rapid Implementation Network. The funding strategy identifies potential funding sources for project implementation.

Staff conducted a study session with City Council on March 2, 2020. The proposed final 2020 Bicycle Master Plan addresses City Council feedback and comments from final staff review.

- Collision Data - City Council noted level of traffic stress analysis was weighted more than collision data. Collision data only include incidents that are reported or involve serious injury or fatality; less serious incidents or near misses are not included in these data. Level of traffic stress can provide additional information about safety of particular locations and propensity for conflict, and as such was assessed at a slightly higher weight than collision data. Upon review, staff did not modify the prioritization framework.
- Private Funding - City Council indicated interest in evaluating private funding options for projects in addition to other sources previously noted. Staff revised Chapter 6 to include funding from private entities as a potential funding source for completion of projects identified in the Plan.
- Costs for Separated Crossings - The project costs listed in Table 6.3 include the cost of bikeway treatments applied to existing roadway and are not inclusive of materials required for undercrossing or overcrossing construction. The costs were modified to indicate projects requiring construction of these facilities will require more detailed cost estimates than the current, high-level estimates.

Once adopted, staff will begin implementation of the 2020 Bicycle Master Plan through incorporation of the projects in the City's Capital Improvement Program, inclusion in upcoming development projects, and grant applications for high-priority projects.

BUDGET IMPACT:

Future City bicycle projects will be funded as part of the City's Capital Improvement Program or through other funding sources.

ENVIRONMENTAL DETERMINATION:

An environmental review of the 2020 Bicycle Master Plan determined the Plan is categorically exempt from CEQA because all proposed projects are located within the public right-of-way. (CEQA Guidelines Section 15304 (h)). In accordance with CEQA Guidelines Section 15061(b)(3), adoption of the 2020 Bicycle Master Plan is exempt from CEQA review under the "common sense" exemption because it is adoption of a Plan only. The individual projects in the Plan are not yet funded, and each project will require a separate CEQA analysis at time of design and construction.

NOTICE PROVIDED

All meeting noticing requirements were met.

ATTACHMENTS

Att 1 – Proposed Resolution

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