

City of Hayward General Plan Task Force

November 8, 2012

Meeting #2: Transportation and Complete Streets



Introductions





Lead City Staff

- David Rizk, Development Services Director
- Richard Patenaude, Planning Manager
- Don Frascinella, Transportation Manager
- Erik Pearson, Senior Planner, GPU Project Manager
- Jason Jones, Jones Planning and Design



General Plan Task Force

- Alan L. Parso
- Alex Harmon
- Dana Caines
- Daniel B. Goldstein
- Diane Laine
- Edward W. Bogue
- Heather Enders
- Julius C. Willis Jr.
- Justin D. King
- Lory Hawley
- Monica M. Schultz
- Pedrito C. Gella
- Ryan Fernandez
- Stacy Snowman
- Veronica Martinez

Comments/Approval of Meeting #1 Summary Notes



Existing Conditions and Policy/Regulatory Framework: Transportation





Circulation Element



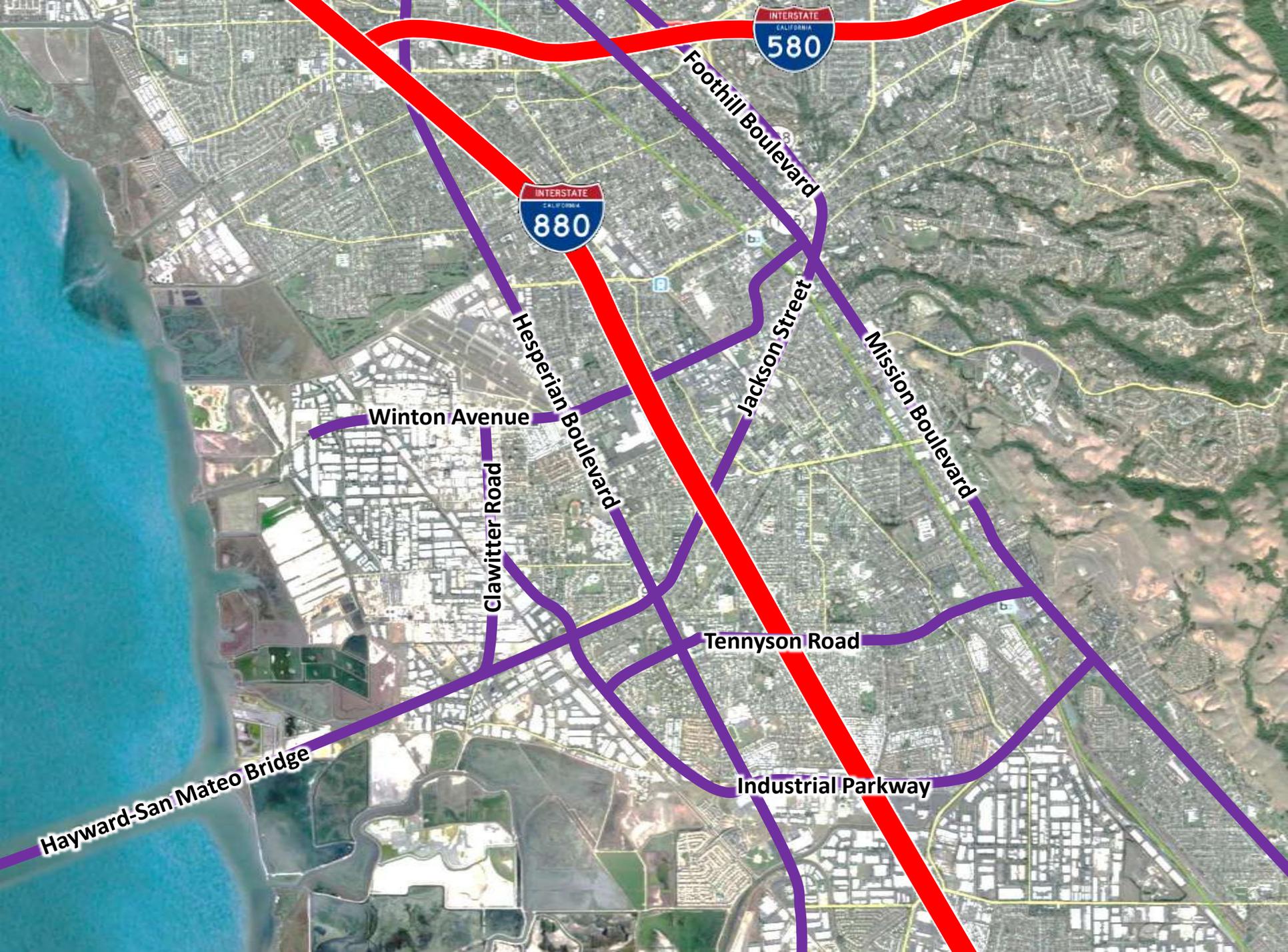
Circulation Element

- Major Issue: Regional traffic on freeways and major arterials
 - Regional commuters use Hayward's arterials as alternative routes when I-880 is congested
 - 25% to 40% of peak hour traffic on some Hayward arterials is classified as regional through traffic



Chronicle / Kurt Rogers





INTERSTATE
CALIFORNIA
580

Foothill Boulevard

INTERSTATE
CALIFORNIA
880

Hesperian Boulevard

Winton Avenue

Clawitter Road

Jackson Street

Mission Boulevard

Tennyson Road

Industrial Parkway

Hayward-San Mateo Bridge



Circulation Element

- Major policies to address regional traffic on freeways and major arterials:
 - Regional jobs-housing balance
 - Regional transit planning
 - Bypass routes
 - Improve freeway interchanges
 - Telecommuting, staggered work hours, flexible work schedules





Circulation Element

- Major Issue: Promoting Transit and alternative modes of travel
 - Inaccessibility and infrequency of bus service
 - Poorly designed bus stops
 - Safety of riding transit
 - Safe and convenient parking at BART stations
 - Poor pedestrian connections/linkages





Circulation Element

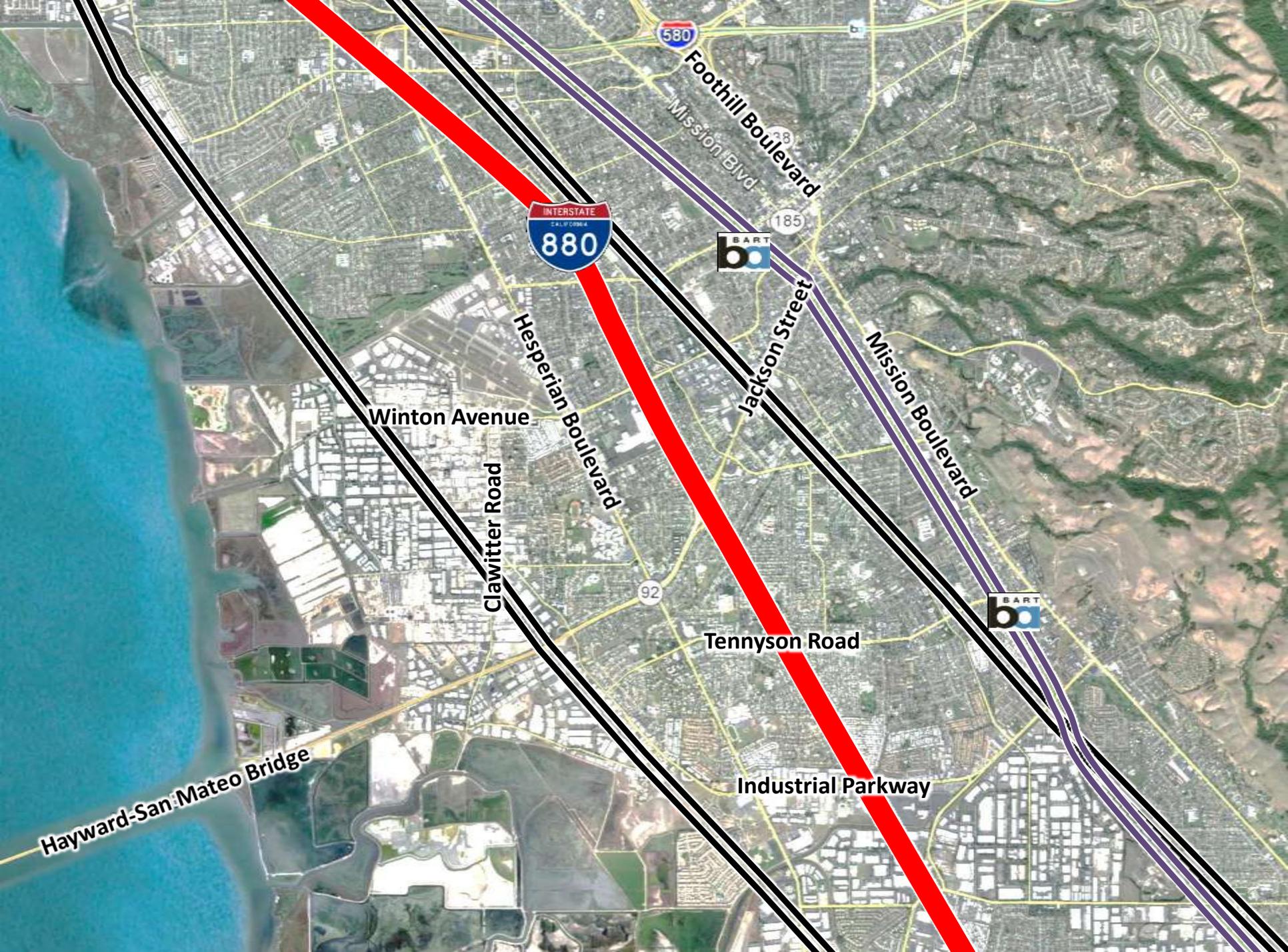
- Major policies to address transit and alternative modes of travel
 - Expand public transit service
 - Improve transit security
 - Improve pedestrian access to transit stops
 - Improve bicycle network throughout Hayward
 - Plan Transit-Oriented Development near transit stations



Circulation Element

- Major Issue: Local access and circulation
 - Freeway and railroad corridors act as barriers that force local traffic onto a few east-west streets that cross those barriers
 - Limited street connections in hillside
 - Only one north-south freeway





580

Foothill Boulevard
Mission Blvd

INTERSTATE
CALIFORNIA
880

BART

185

Jackson Street

Mission Boulevard

Winton Avenue

Hesperian Boulevard

Clawitter Road

92

Tennyson Road

BART

Industrial Parkway

Hayward-San Mateo Bridge



Circulation Element

- Major Policies to address access and circulation:
 - Enhance capacity of arterial street network
 - Coordinate traffic signals
 - Consider alternatives to street widening to balance needs of pedestrians and bikes
 - Maintain LOS Standard of D during peak hours
 - Improve transit links
 - Traffic calming in neighborhoods



Circulation Element

- Major Issues: Funding Transportation Improvements
 - Limited funds for transportation improvements
 - Reduced funds during economic downturns



Circulation Element

- Major Policies: Funding Transportation Improvements
 - Seek federal, state, regional, and county funds for transportation improvements
 - Utilize local financing to finance transportation improvements
 - Maintain a comprehensive Capital Improvement Program



Bicycle Master Plan



Bicycle Master Plan

- Contents:
 - Goals and objectives
 - Existing Conditions
 - Planning and Policy Context
 - Needs analysis
 - Recommended Improvements and Implementation



Bicycle Master Plan

- Primary Goals:
 - To provide the opportunity for safe, convenient and pleasant bicycle travel
 - To provide the related facilities and services necessary to allow bicycle travel to assume a significant role as a local alternative mode of transportation and recreation
 - To encourage the use of bicycle as a pleasant means of travel and recreation



Bicycle Master Plan

- Class I Bikeway: Bike path that is physically separated from auto traffic





Bicycle Master Plan

- Class II Bikeway: striped bike lanes on the roadways

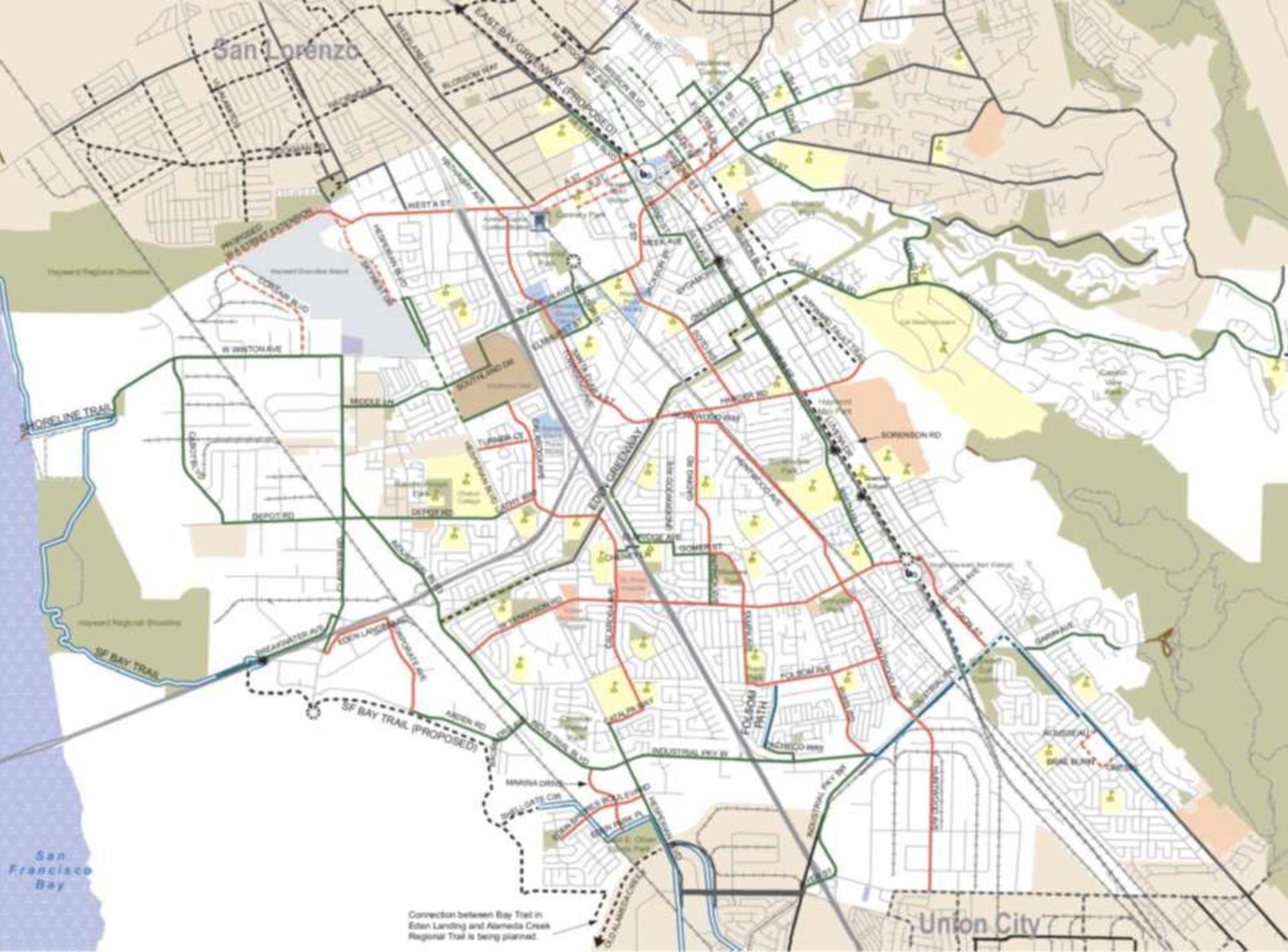




Bicycle Master Plan

- Class III Bikeway: bike route designated by signs and pavement “sharrows” (share the road)





San Lorenzo

PROPOSED
MASSPIET EXTENSION

SHORELINE TRAIL

SF BAY TRAIL

SF BAY TRAIL (PROPOSED)

Connection between Bay Trail in Eden Landing and Alameda Creek Regional Trail is being planned.

Union City

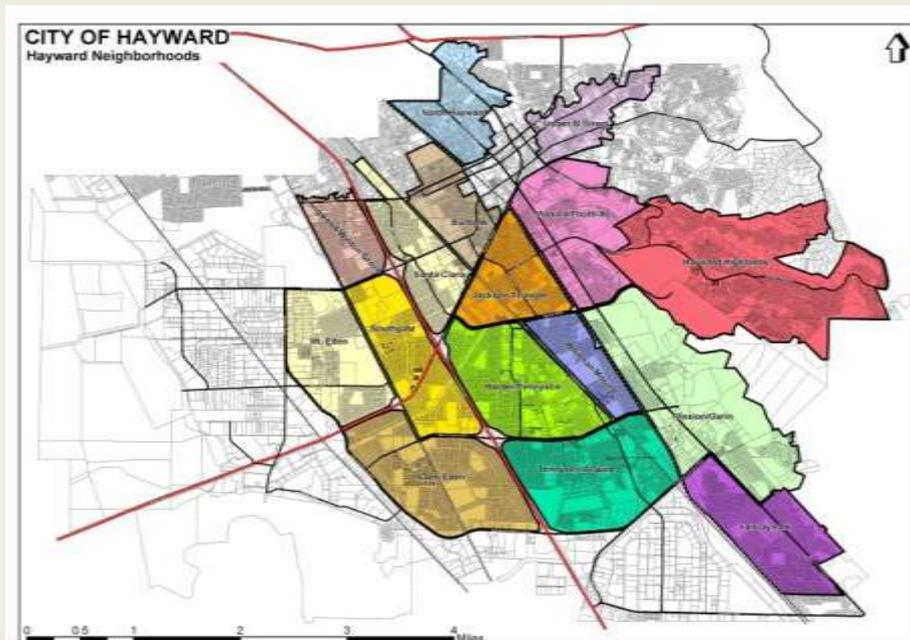


Neighborhood Plans



Neighborhood Plans

- Hayward has 16 Neighborhood Plans
- The Neighborhood Plans have goals and policies that address local circulation





Neighborhood Plans

- Sample Policies from Upper B Street Neighborhood Plan:
 - Promote alternative forms of transportation by providing for pedestrian, bicycle, and transit travel
 - Promote B Street for local traffic



Neighborhood Plans

- Sample Policies from Jackson Triangle Neighborhood Plan:
 - Improve local traffic safety
 - Enhance safety for residents by improving pedestrian walkways and bikeways
 - Encourage improvements in public transportation to better serve the neighborhood



Neighborhood Plans

- Sample Policies from Whitman-Mocine Neighborhood Plan:
 - Make the neighborhood safer, especially for the disabled, elementary and high school students, and pedestrians



Climate Action Plan



Climate Action Plan

- Strategy 1: Transportation and Land Use-Reduce vehicle miles traveled
 - Increase use of alternative modes of transportation
 - Improve effectiveness of transportation circulation system
 - Utilize zoning to minimize need for auto transportation



Climate Action Plan

- Strategy 2: Transportation: Decrease carbon-intensity of vehicles
 - Incentives for low-carbon vehicles
 - Advocate for State and Federal regulation for increased fuel efficiency

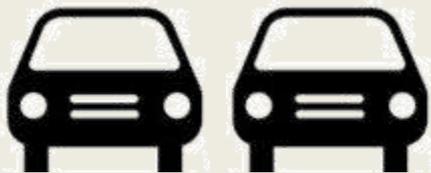


Overview of Complete Streets



Overview of Complete Streets

- **Conventional Street Design:** The movement of the automobile is the primary consideration

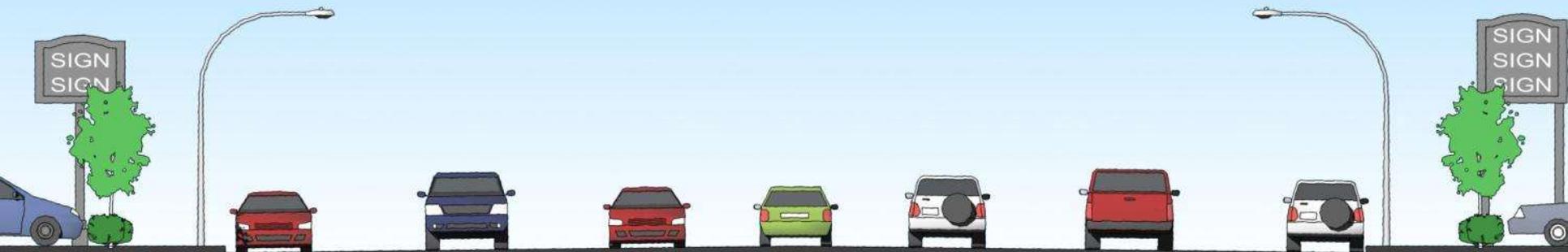


- **Complete Street Design:** The movement of all users is considered



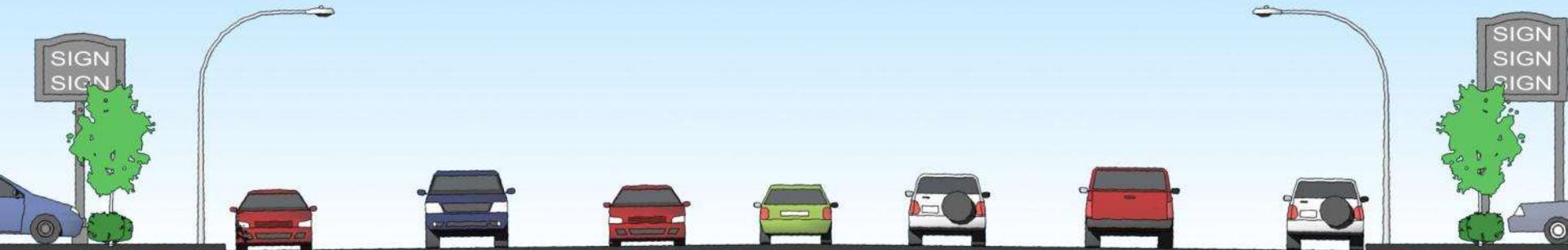


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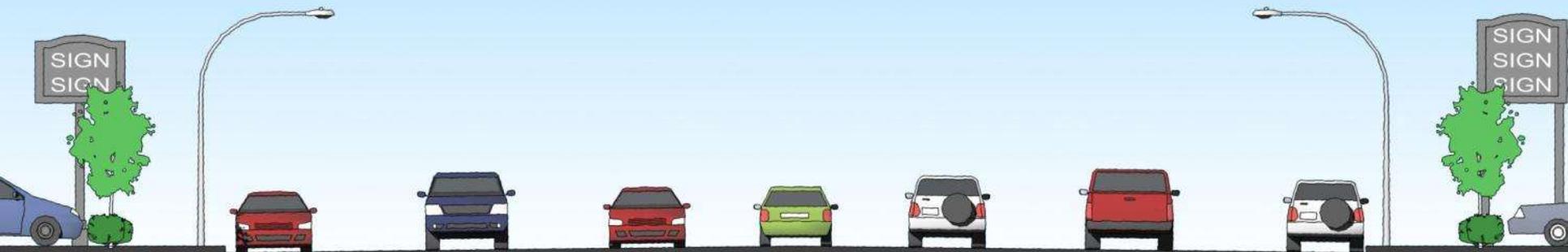


**Narrow Sidewalk/Few
Pedestrian amenities**

**Narrow Sidewalk/Few
Pedestrian amenities**



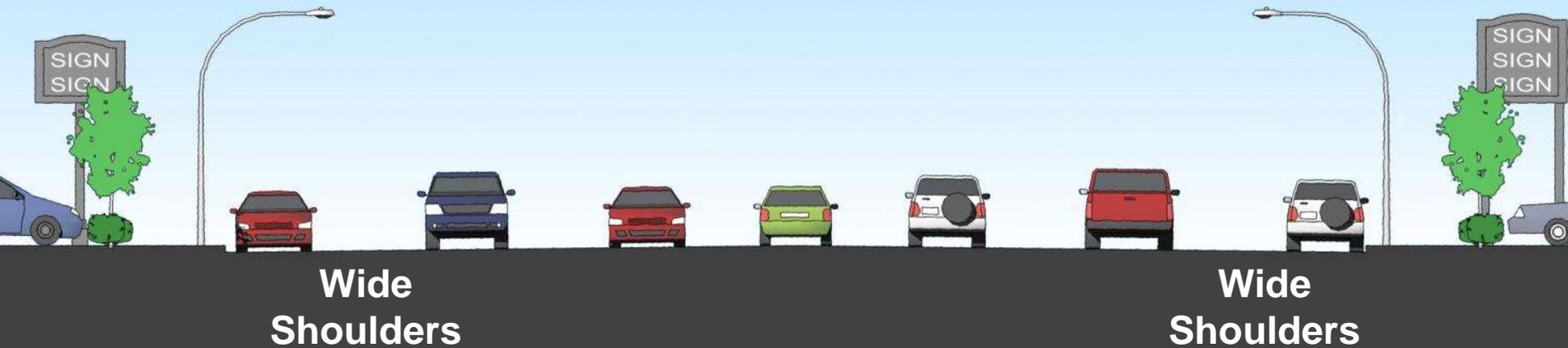
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Wide travel lanes



- Conventional Street Design: The movement of the automobile is the primary consideration.



**Wide
Shoulders**

**Wide
Shoulders**

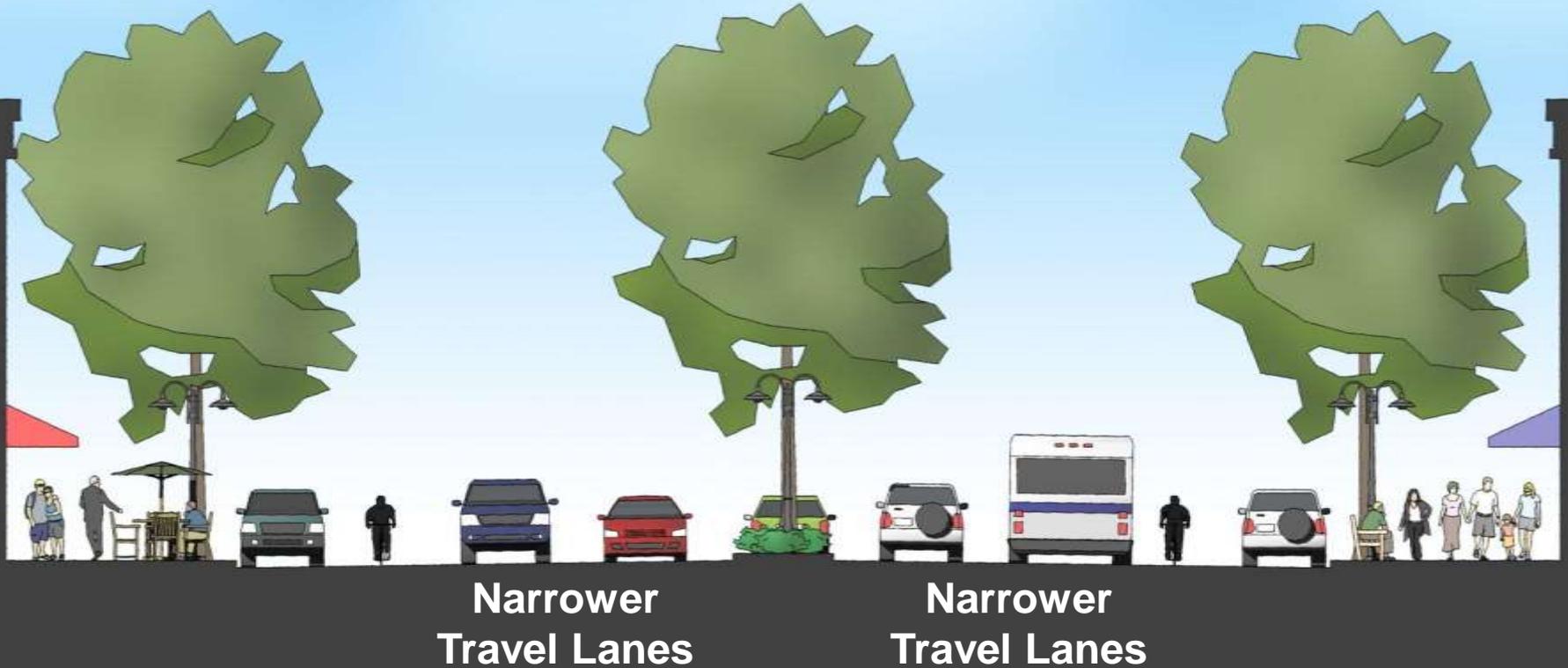


- Complete Street Design: The movement of all users of the street is considered.



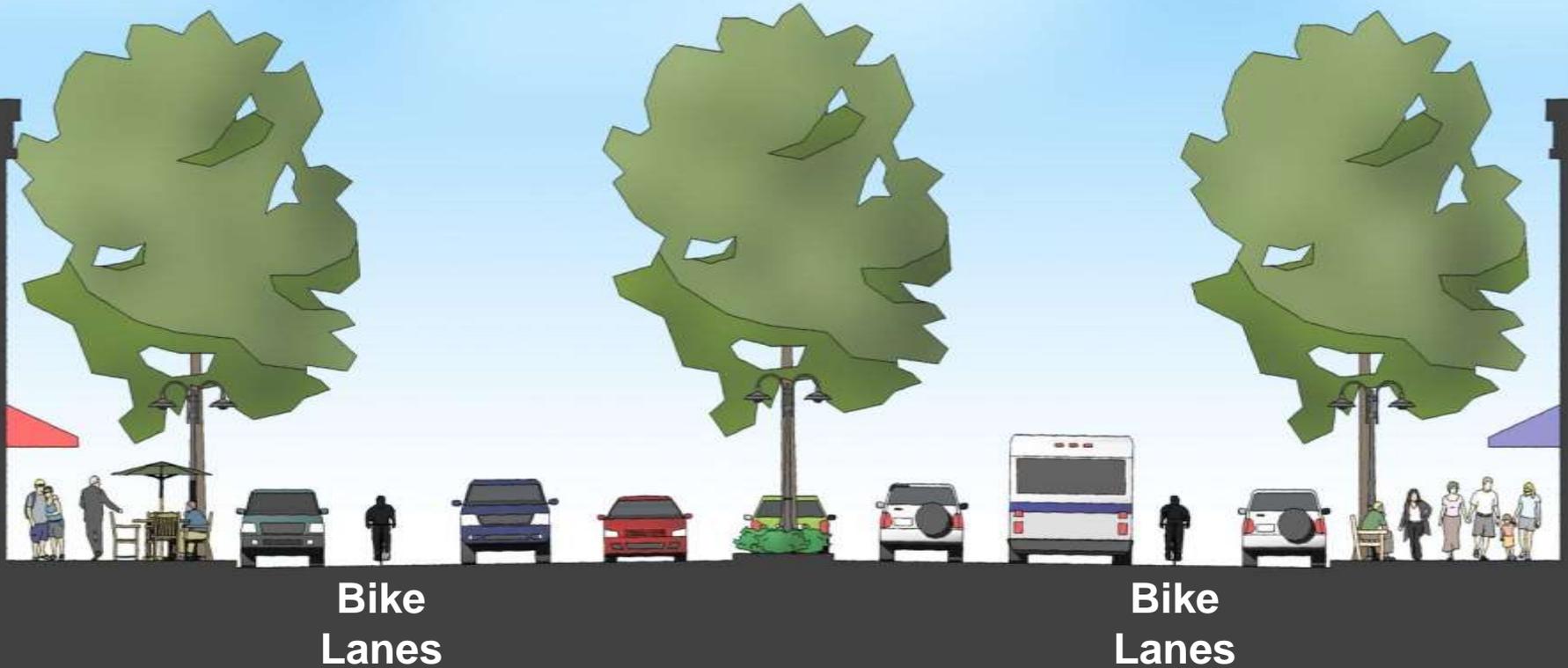


- Complete Street Design: The movement of all users of the street is considered.





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- Complete Street Design: The movement of all users of the street is considered.



**Wider/Enhanced
Sidewalk**

**Wider/Enhanced
Sidewalk**



- Complete Street Design: The movement of all users of the street is considered.



**Pedestrian
amenities**

**Amenities for Public
Transit Riders**



- Complete Street Design: The movement of all users of the street is considered.



Buildings/uses that support pedestrian activity

Buildings/uses that support pedestrian activity

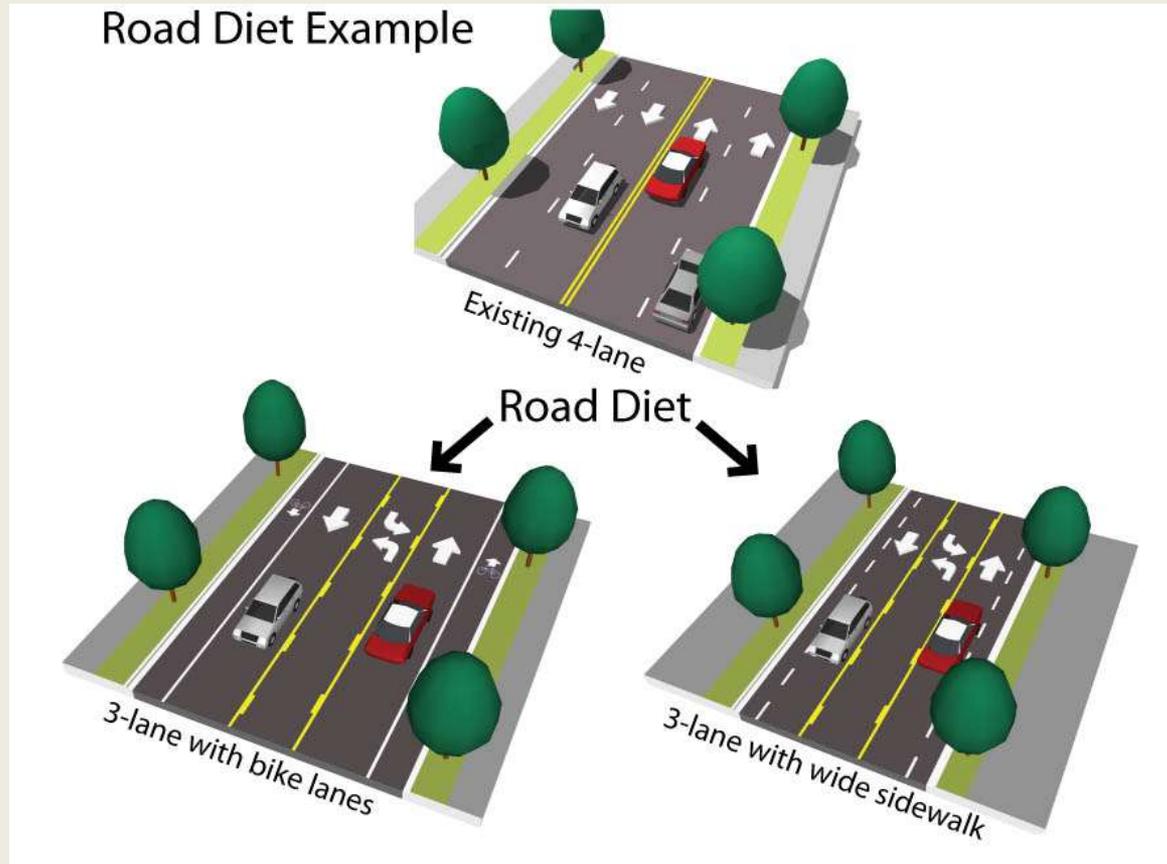


Overview of Complete Streets





Overview of Complete Streets



Source: michigancompletestreets.wordpress.com



Alameda County's Complete Streets Policy



Alameda County's Complete Streets Policy

- Principles:
 - Complete streets serving all users and modes
 - Context sensitivity (complete street design will be different for urban, suburban, or rural areas)
 - Complete streets routinely addressed by all departments
 - All projects and phases to address complete streets



Alameda County's Complete Streets Policy

- Implementation:
 - Design: Design standards for complete streets
 - Network/Connectivity
 - Implementation Next Steps: Plan consultation and consistency, and stakeholder involvement
 - Performance Measures to evaluate complete streets



Alameda County's Complete Streets Policy

- Exception Approvals:
 - Exceptions must explain why accommodations for all users and modes were not included in the plan or project.



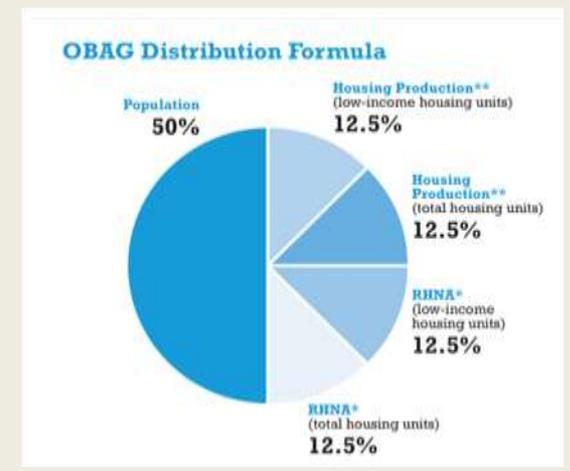
Legislation/Funding for Complete Streets

- Safe Routes to Schools: safe and active transportation for children going to school: walking and biking
- The Complete Streets Act (AB 1358): Include Complete Streets when updating General Plans
- The Global Warming Solutions Act (AB 32) and the Sustainable Communities and Climate Protection Act (SB 375): Reduce greenhouse gas emissions by linking land use and transportation



Legislation/Funding for Complete Streets

- One Bay Area Grant Program:
 - To qualify for grant funding, complete streets must be included in the City's General Plan by October of 2014



Small Group Exercise





Exercise Instructions and Guidelines

- Divide Task Force into 3 groups
- Members of the public can join a discussion group
- Tasks:
 - Identify potential transportation needs in Hayward related to vehicle, transit, bicycling and pedestrian travel
 - Identify potential solutions to these needs
 - Make notes on the aerial map



Exercise Instructions and Guidelines

- Group Rules:
 - Respect each others opinions
 - Let others speak if you have voiced your opinion
 - Do not get stuck on the details: think about the big picture
 - Look for areas of common agreement and understanding



Exercise Instructions and Guidelines

- Group Roles:
 - Timekeeper: keeps track of time for the exercise and keeps the group moving forward
 - Presenter: Summarizes the group discussion and presents to the large group
 - Spy: Allowed to spy on other groups and steal their good ideas



Exercise Instructions and Guidelines

- Time:
 - 30 minutes for small group
 - 30 minutes for presentations/discussion

Presentations and Discussion



Public Comment Period



Adjournment

