

Active South City Bicycle and Pedestrian Master Plan

City Council
November 9, 2022

Background

Bicycle Master Plan

For the
City of South San Francisco

Prepared by:
Alta Planning + Design



Adopted 2011

Adopted 2/9/2011

SOUTH SAN FRANCISCO PEDESTRIAN MASTER PLAN



Adopted 2014

Methodology

- ▶ Define commute characteristics and existing facilities
 - Bike Plan, Ped Plan, Climate Action Plan, Field Observations
- ▶ Census – Commute Mode Split 5-year estimates
- ▶ California Communities Environmental Health Screen Tool (CalEnviroScreen)
- ▶ MTC's Equity Priority Communities
- ▶ Develop High Injury Network

Outreach

FALL 2018 - SPRING 2019

EXISTING CONDITIONS REVIEW

- “Las Fiestas Patrias” (Sep 16, 2018)
- Concert in the Park (Sep 22, 2018)
- BPAC Meeting (Sep 2018)
- South City BART Station (Nov 7, 2018)
- Trivia Night at Armstrong Brewery (Nov 14, 2018)
- City Council (February 13, 2019)
- Library Week “Meet the BPAC” (April 10, 2019)

WINTER 2019 - SUMMER 2021

RECOMMENDATION REVISIONS AND PRIORITIZATION

- Santa Comes to Town (Dec 7, 2019)
- General Plan Community Advisory Committee (Dec 10, 2019)
- Planning Commission Meeting (Dec 19, 2019)
- BPAC Meeting (Jan 2020)
- San Mateo County Bicycle and Pedestrian Master Plan Meeting (Jan 31, 2020)
- BPAC Meeting (Feb 2020)

JULY 2018
PROJECT KICKOFF

SUMMER 2019 - FALL 2019
NEEDS ANALYSIS AND PLAN RECOMMENDATIONS

- South City Health Fair (Nov 10, 2019)
- BPAC Meeting (Nov 2019)
- BPAC Meeting (June 2019)

FALL 2021 - SUMMER 2022
DRAFT AND FINAL PLAN

- BPAC Meeting (Feb 2022)
- BPAC Meeting (May 2022)



Timeline of Activities

Community Feedback

- ▶ Better East of 101 Connections
- ▶ Improve trail access and connectivity
- ▶ Improve biking conditions, especially on arterials
- ▶ More biking and walking encouragement activities
- ▶ Slow vehicle speeds around schools
- ▶ Enhance pedestrian comfort and amenities

Safety + Connectivity + Access for All

Bike/Ped Collision Data

MAP 8

BICYCLE AND PEDESTRIAN COLLISIONS

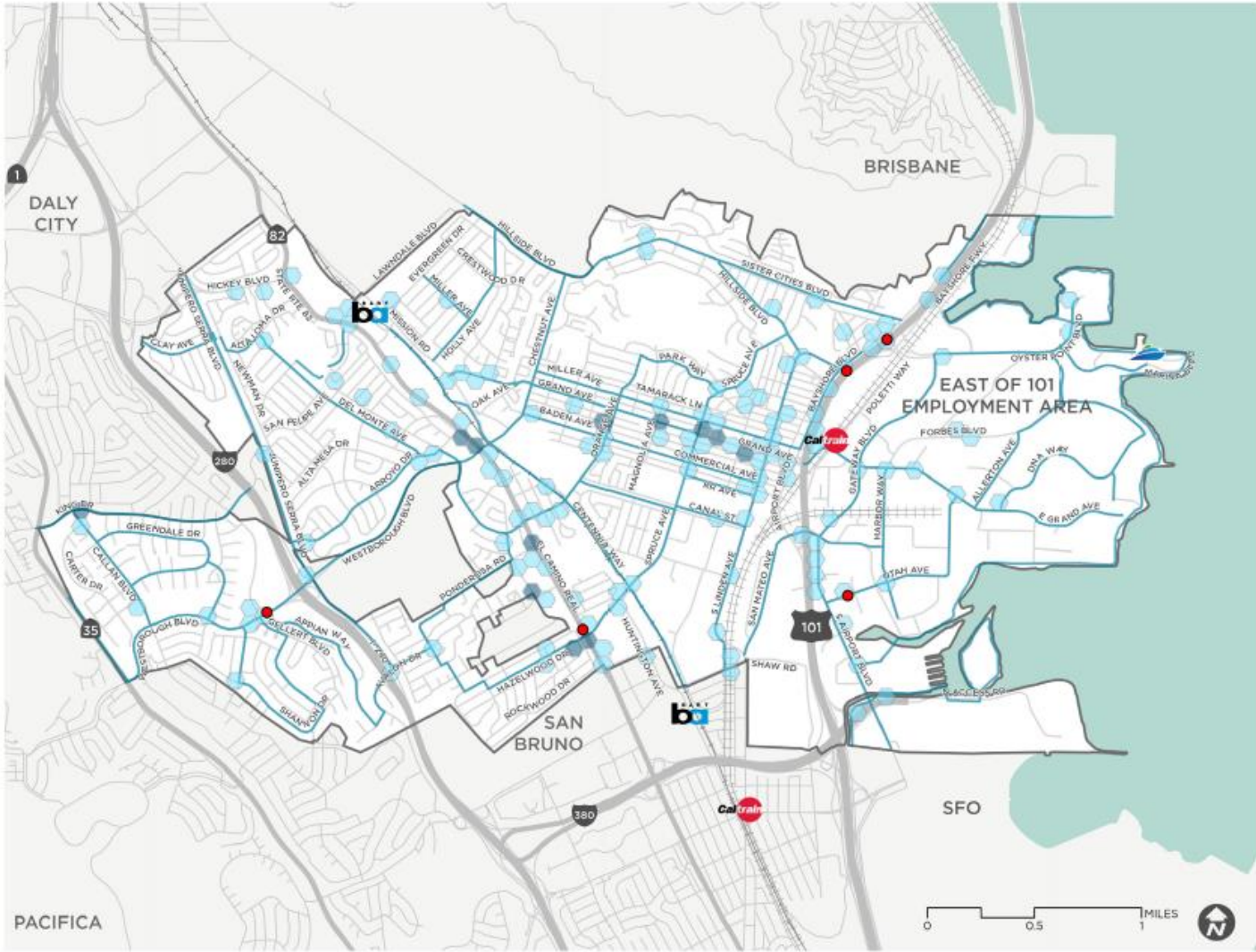
ACTIVE SOUTH CITY

Collisions per Hexagon (2013 - 2017)

- 1 to 2 Collisions
- 3 to 5 Collisions
- Pedestrian Fatality
- Existing Bikeway

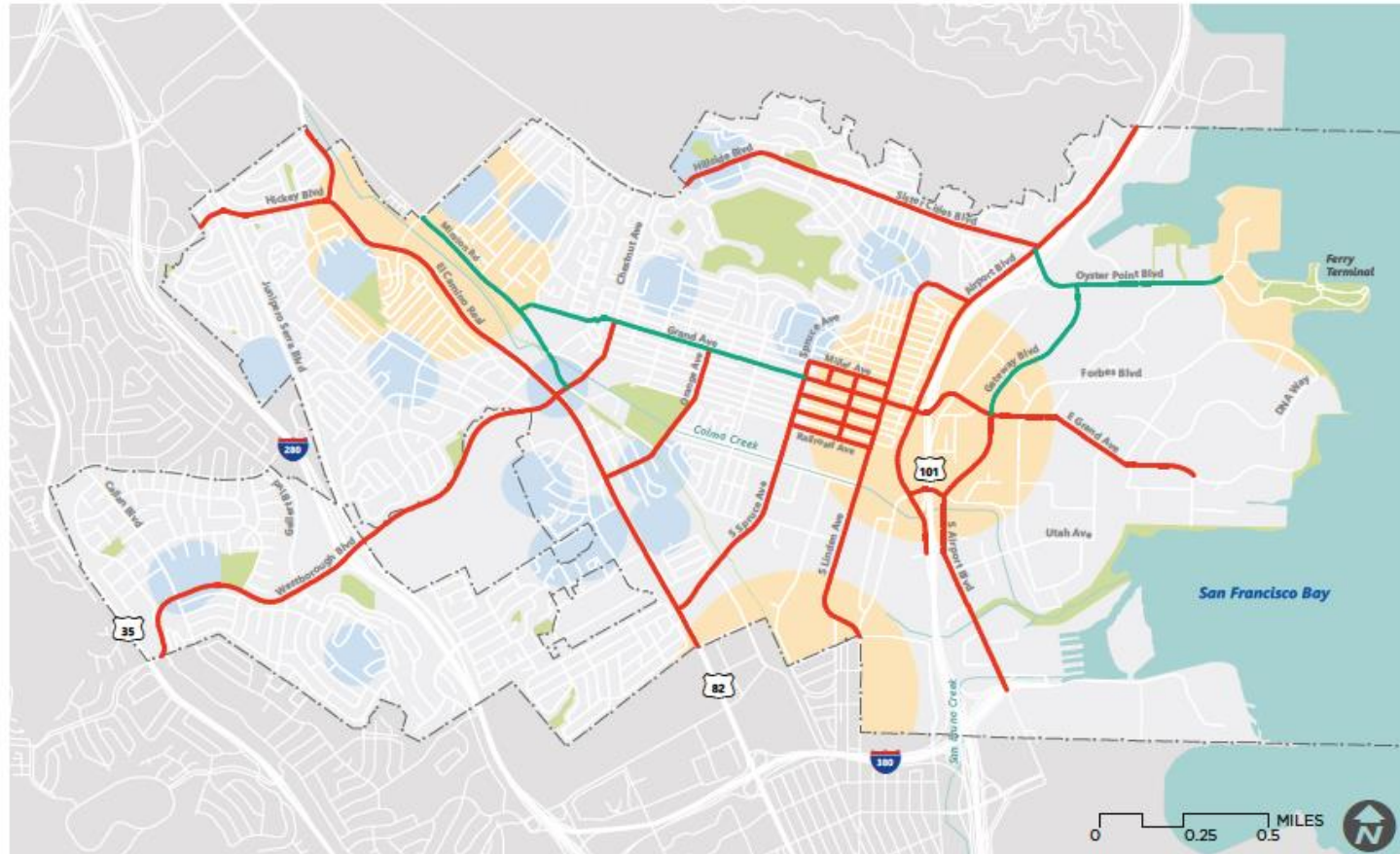
Transportation

- Ferry Dock
- BART Station
- Caltrain Station
- Caltrain Rail Line
- BART Line



High Injury Network

MAP 9



HIGH INJURY NETWORK

ACTIVE SOUTH CITY

- Complete Streets Opportunities
- High Injury Network
- 1/8 Mile School & Community Zone
- 1/5 Mile Transit Zone
- City Limits

Source: Draft General Plan, November 2021. Collisions from Transportation Injury Mapping System 2015-2019

Recent Policy Directions

- ▶ Vision Zero (2021)
- ▶ Mobility 2020 (2019)
- ▶ Local Road Safety Plan (2021)
- ▶ Genentech Master Plan (2019)
- ▶ Transportation Demand Management Ordinance
- ▶ General Plan Update (2020-present)
 - Mobility, Transportation, and Land Use elements

Recommendations - Bicycles

RECOMMENDED BIKEWAYS

ACTIVE SOUTH CITY

Bikeways

EXIST PROPOSED

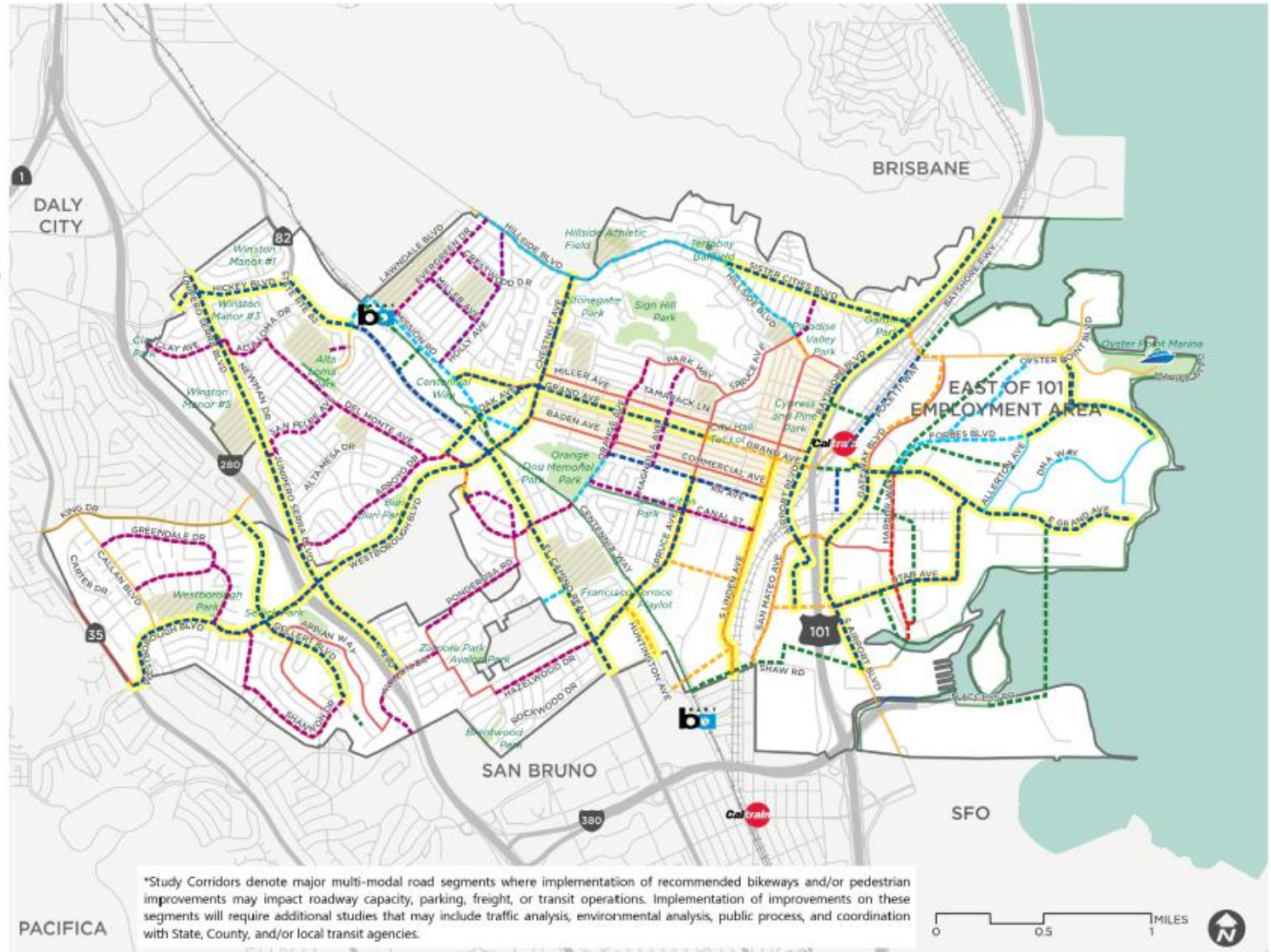
- Class I Shared-Use Path
- Class II Bicycle Lane
- Class IIB Buffered Bicycle Lane
- Class III Bicycle Route
- Class IIIB Bicycle Boulevard
- Class IV Separated Bikeway
- Study Corridor*

Transportation

- Ferry Dock
- BART Station
- Caltrain Station
- Caltrain Rail Line
- BART Line

Destinations

- Community Center
- School
- Park
- Library
- Downtown



*Study Corridors denote major multi-modal road segments where implementation of recommended bikeways and/or pedestrian improvements may impact roadway capacity, parking, freight, or transit operations. Implementation of improvements on these segments will require additional studies that may include traffic analysis, environmental analysis, public process, and coordination with State, County, and/or local transit agencies.

Recommendations - Pedestrians

PEDESTRIAN SPOT LOCATIONS AND FOCUS AREAS

ACTIVE SOUTH CITY

Pedestrian Improvements

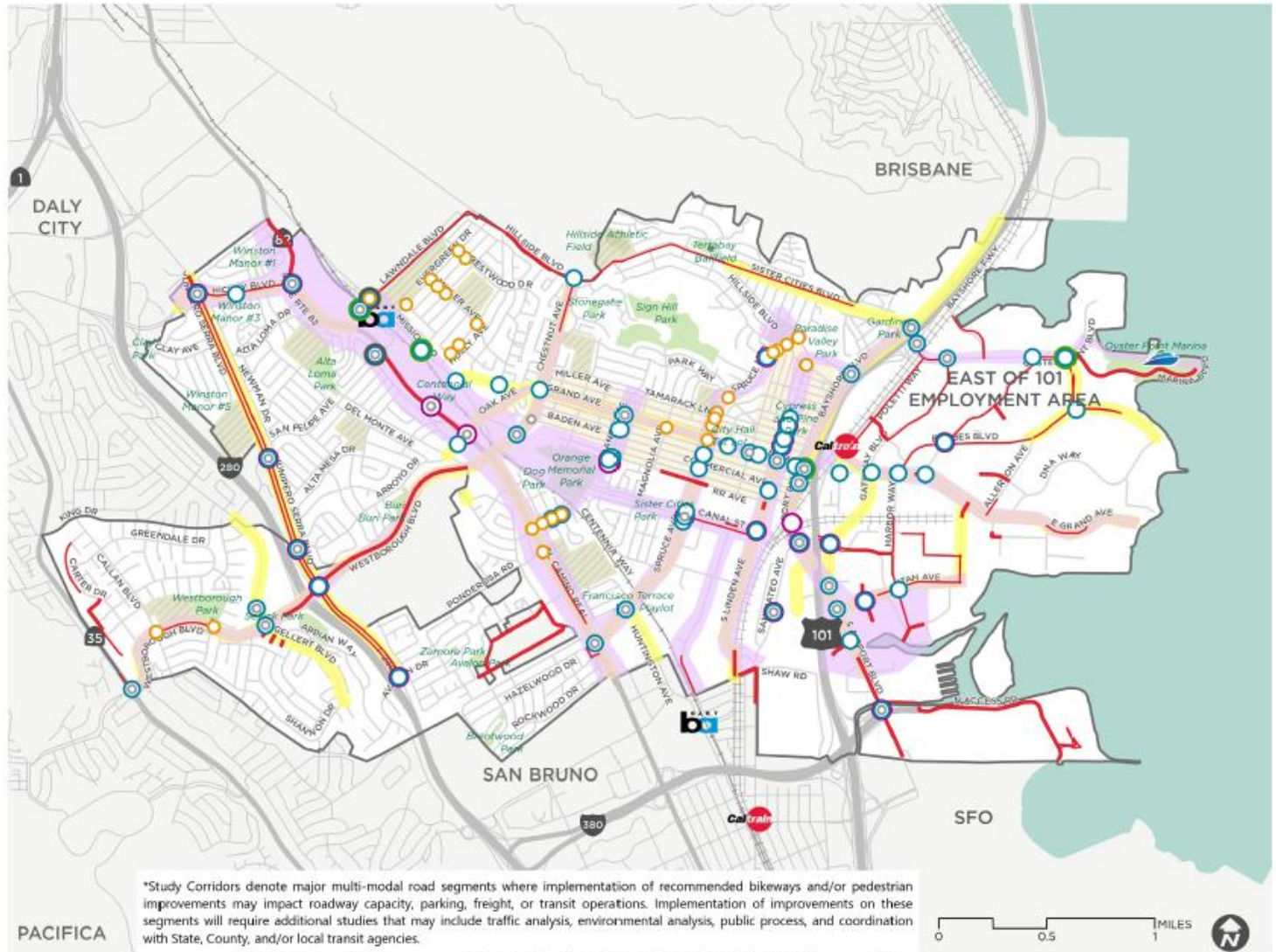
-  Pedestrian Signal Improvements
-  Pedestrian School Area Improvements
-  Pedestrian Crossing Improvements
-  Walking Environment Improvements
-  Pedestrian Transit Access Improvements
-  Pedestrian Focus Areas
-  Recommended Sidewalk Project
-  Study Corridor*

Transportation

-  Ferry Dock
-  BART Station
-  Caltrain Station
-  Caltrain Rail Line
-  BART Line

Destinations

-  Community Center
-  School
-  Park
-  Library
-  Downtown



*Study Corridors denote major multi-modal road segments where implementation of recommended bikeways and/or pedestrian improvements may impact roadway capacity, parking, freight, or transit operations. Implementation of improvements on these segments will require additional studies that may include traffic analysis, environmental analysis, public process, and coordination with State, County, and/or local transit agencies.



Other Programs and Policies

- ▶ Expanding safe routes to school programming
- ▶ Senior walking programs
- ▶ Online Bicycle/Ped/Transit Maps
- ▶ Open Street Events
- ▶ League of American Cities - Bicycle Friendly Community Evaluation
- ▶ Shared Mobility Policy Framework
- ▶ Tactical Urbanism Projects
- ▶ Bicycle Parking Expansion
- ▶ Green Infrastructure and Urban Cooling
- ▶ Walking, Biking, Mobility Device Supportive Facilities

Environmental Review

- ▶ Active Transportation Plans which do not bound the City to a specific set of improvements are covered under CEQA Guidelines Statutory Exemption Section 15262
- ▶ Also, both 2011 and 2014 Bicycle and Pedestrian Plans were mitigation measures from General Plan EIR (2009)

Staff Recommendation

- ▶ City Council to follow Planning Commission recommendations to take the following actions:
 - Adopt a resolution to make findings and determine that the Active South City Master Plan is statutorily exempt under the provisions of CEQA, Section 15262 – Feasibility and Planning Studies and adopt the Active South City Bicycle and Pedestrian Master Plan.



ACTIVE SOUTH CITY

SOUTH SAN FRANCISCO'S BICYCLE
AND PEDESTRIAN MASTER PLAN

FINAL
JUNE 2022