NEWARK PEDESTRIAN & BICYCLE MASTER PLAN

CITY COUNCIL MEETING

Fehr Peers

February 23, 2017
Agenda

- Overall Purpose of Master Plan
- Primary Goals; Policy Context
- Community Outreach Summary
- Types of Bicyclists and Bikeways
- Types of Pedestrians
- Existing Conditions
- Recommended Bicycle and Pedestrian Projects
- Funding and Implementation
- Questions and Comments
Purpose.

- Define walking and biking networks and improvements
- Respond to community needs
- Provide a consistent approach to future improvements
- Use the plan to secure funding
Goals

1. Create a connected bicycle and pedestrian network

2. Increase the number of people walking and biking

3. Improve safety for pedestrians and bicyclists

4. Develop a comprehensive Safe Routes to School program and supporting infrastructure plan

5. Establish citywide design guidelines for bicycle and pedestrian facilities
Plan Elements & Policy Context

- Newark Pedestrian and Bicycle Master Plan addresses all requirements of:
  - Alameda County Transportation Commission Bicycle Master Plan Guidelines
  - Caltrans Active Transportation Program Guidelines

- Applicable Related Planning Documents:
  - Newark General Plan
  - Newark Complete Streets Policy
  - Alameda Countywide Pedestrian & Bicycle Master Plans
  - Alameda Countywide Multimodal Arterial Plan
  - City of Fremont Bicycle Master Plan
Community Outreach Summary

- Multiple Community Workshops and BPAC Meetings

- **Phase 1** - Data gathering; needs analysis; existing conditions; vision statement development

- **Phase 2** - Development of walking and biking networks; Refined goals, policies; established criteria for prioritization; developed support programs

- **Phase 3** – Initial review of draft master plan with current 8-chapter format

- **Phase 4** – Review of revised master plan addressing various issues raised by BPAC and community; Final recommended approval of draft master plan by BPAC
## Bicyclists

<table>
<thead>
<tr>
<th>Category</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Strong and Fearless</td>
<td>Riding is a strong part of my identity, and I am undeterred by traffic speed, volume, or other roadway conditions.</td>
</tr>
<tr>
<td>Enthused and Confident</td>
<td>I am comfortable sharing the road with motor vehicles, but given a choice, I prefer to use bike lanes and bike boulevards.</td>
</tr>
<tr>
<td>Interested but Concerned</td>
<td>I like riding a bike, but I don't ride much. I would like to feel safer when I do ride, with less traffic and slower speeds.</td>
</tr>
<tr>
<td>No Way No How</td>
<td>I don't bike at all due to inability, fear for my safety, or simply a complete and utter lack of interest.</td>
</tr>
</tbody>
</table>
Bikeway Types

Fully Protected Bikeways: Paths & Separated Bikeways (“Cycle Tracks”)

**SHARED-USE PATH (CLASS I PATH)**
Provides a completely separated right-of-way for the exclusive use of bicycles and pedestrians with cross flow minimized.

**CYCLETRACK**
Provides a physically separated bicycle lane for increased comfort and protection of bicyclists. Can be physically separated by a barrier, such as planters or on-street parking, or grade-separation from the roadway.

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Bikeway Types

Dedicated Bikeways – Striped Lanes, Sometimes with “Buffers”

BUFFERED BICYCLE LANE

Modified on-street bike lane with vehicle and/or parking-side buffer for additional comfort and safety on higher speed or volume roadways.

BICYCLE LANES

Provides a striped lane for one-way bike travel on a street or highway.

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Bikeway Types

Auto/Bike Shared Lanes

BICYCLE ROUTE WITH SHARROWS
Provides for shared use with motor vehicle traffic.

Note: Additional traffic devices such as speed tables, chicanes, medians, wayfinding signs, and pavement markings are also included.

BICYCLE BOULEVARD
Shared on-street facility with improvements to manage vehicle speed and volume and prioritize bicycle traffic.

Note: Additional traffic devices such as speed tables, chicanes, medians, wayfinding signs, and pavement markings are also included.
Pedestrians
OF ALL AGES AND ABILITIES
Pedestrian Tools

CROSSWALK ENHANCEMENTS: RAPID RECTANGULAR FLASHING BEACONS
Pedestrian Tools

CROSSWALK ENHANCEMENTS: COUNTDOWN SIGNALS & APS
Existing Bicycling Conditions

- Newark built around automobile use
- Want to accommodate riders with varying skills, confidence
- Concerns: Busy arterial streets and intersections, I-880/SR84, access to destinations

- Positive traits: flat terrain, low-volume streets
- Bicycle Network:
  - 365 feet of Class I Bicycle Paths
  - 15 miles of Class II Bicycle Lanes
  - 13 miles of Class III Bicycle Routes
Bicycle Projects

Prioritization Criteria

• Anticipated Level of Use
• Connectivity
• Regional Access
• Safety Improvements
• Relative Ability to Implement

Top Five Priority Projects:

• Thornton Avenue between Willow Street and SR 84 (Class II Bicycle Lanes, Class IV Separated Bikeway)
• Newark Boulevard from SR 84 to Jarvis Avenue (Class IV Separated Bikeway)
• Thornton Avenue, between I-88-0 and Mayhews Landing Road (Class II Buffered Bicycle Lanes)
• Thornton Avenue, between Willow Street and Mayhews Landing Road (Class II Bicycle Lanes)
• Cherry Street, between Central Avenue and Stevenson Boulevard (Class IV Bicycle Lane)
Proposed Bikeway Facilities
Bicycle Projects

High Priority Citywide Projects:

- Traffic signal detection improvements and increased signal time
- Bicycle parking (short-term and long-term)
- Wayfinding sign program
- Maintenance

Total Cost of Bicycle Improvements:

$28.4 M
Existing Walking Conditions

- Pedestrian Network:
  - 43 traffic signal controlled crosswalks
  - 41 uncontrolled crosswalks
  - 87 bus stops in need of shelter/bench improvements
  - 31 missing sidewalk segments
  - Ongoing maintenance of obstructions: $300,000+ per year
Pedestrian Projects

Prioritization Criteria:
- Proximity to pedestrian priority areas
- Community connectivity
- Safety
- Relative ease of implementation

Top Five Priority Projects:
- Newark Junior High School Safe Routes to School Improvements
- Thornton Avenue between Willow Street and I-880 Streetscape Improvements
- Cedar Boulevard at Milani Avenue, uncontrolled multi-lane crosswalk enhancements
- Milani Campus of the Birch Grove Elementary Safe Routes to School Improvements
- Thornton Avenue at Ash Street, crosswalk marking

Total Cost of Pedestrian Projects: $46.7M
Pedestrian Projects.
Pedestrian Projects
Funding and Implementation

- Understand Current and Past Expenditures
  - $4.3 M over last 10 years
- Identify Available Funding Sources
  - Federal, State, Regional, County, Local
- Prioritize Projects Based on Key Criteria
- Estimate Cost of New Bicycle/Pedestrian Facilities: $75M
- Pursue funding options; coordination with other stakeholders
- Track progress of implementation
- Plan update in 5 years
Acknowledgements

Newark BPAC Members

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- Martin Williams

Fehr & Peers Transportation Consultants
Questions and Comments