



CITY COUNCIL AGENDA STATEMENT



May 12, 2020

File ID: 19-0503

TITLE

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CHULA VISTA APPROVING THE 2020 ACTIVE TRANSPORTATION PLAN

RECOMMENDED ACTION

Council adopt the resolution.

SUMMARY

The 2020 Active Transportation Plan serves as a combined update to both the Pedestrian and Bikeway Master Plans, with a goal to promote and upgrade pedestrian and bicycle transportation connectivity within the City in accordance with complete streets principles.

ENVIRONMENTAL REVIEW

The proposed activity has been reviewed for compliance with the California Environmental Quality Act (CEQA) and it has been determined that the activity falls under a Statutory Exemption pursuant to Section 15262 (Feasibility and Planning Studies) of the State CEQA Guidelines because the proposed action would approve the Active Transportation Plan consisting of possible future projects, which the City of Chula Vista has not approved, adopted or funded. Thus, no further environmental review is necessary, at this time. However, projects resulting from the Active Transportation Plan, may require environmental review and a CEQA determination completed prior to commencing said project(s). Notwithstanding the foregoing, it has also been determined that the activity qualifies for an exemption pursuant to Section 15061(b)(3) of the California Environmental Quality Act State Guidelines.

BOARD/COMMISSION/COMMITTEE RECOMMENDATION

The Safety Commission, at their meeting on January 29, 2020, voted 6-0-1 (Cervantes absent) to recommend the City Council approve the 2020 Active Transportation Plan.

The Sustainability Commission, at their meeting on February 10, 2020, voted 6-1-0 to recommend the City Council approve the 2020 Active Transportation Plan subject to comments and recommendations that were presented during the meeting.

DISCUSSION

In order to receive regional and state funding for roadway improvements, the City is required to have Pedestrian and Bikeway Master Plans approved by City Council and on record with CalTrans. The 2020 Active Transportation Plan serves as a combined update to both the Pedestrian and Bikeway Master Plans, with a goal to promote and upgrade pedestrian and bicycle transportation connectivity within the City in accordance with complete streets principles.

The 2010 Pedestrian Master Plan and the 2011 Bikeway Master Plan were adopted by City Council per Resolutions 2010-170 and 2011-013, respectively. In March 2015, the City applied for and later received Active Transportation Grant Program funds through SANDAG for the Multi-Modal Pedestrian/Bikeway Master Plan (Resolution 2015-049, Attachment #1). The City issued a Request for Proposals for the preparation of the Master Plan and selected Chen Ryan Associates as the prime consultant (Resolution 2018-170, Attachment #2). This Master Plan was later renamed as the Active Transportation Plan and is the subject of adoption with the proposed resolution.

The objective of the 2020 Active Transportation Plan (Plan) is to review and make recommendations on how the current bikeway/pedestrian network within the City can be updated to best suit the needs of the City in the future. The planning efforts include the integration of various modes of transportation including transfers between modes at transit centers and park-and-ride facilities.

The bicycle goals include:

- To provide a bicyclist the opportunity to ride to any chosen destination, thereby making the bicycle a viable transportation alternative.
- To provide a system of bicycle routes with maximum possible safety.
- To provide facilities and services necessary for the bikeway system.
- To foster the development of an interconnecting bikeway system throughout the region.
- To support healthy lifestyles among residents through increasing opportunities for regular physical activity.
- To provide efficient multi-modal access and connections to and between activity centers.
- To promote alternative modes of transportation, which are intended to encourage a healthy lifestyle and reduce reliance on the automobile, and support the viability of transit through land use distribution and design.

The pedestrian goals include:

- To guide the way the City plans and implements pedestrian improvements considering the City's focus ensuring safe routes to schools.
- The Plan will implement the urban form and neighborhood quality policies by facilitating pedestrian improvement projects that will enhance the pedestrian environment, safety, and mobility options throughout the City.
- The Plan will establish a comprehensive plan for identifying, prioritizing, and implementing pedestrian projects and programs to improve the pedestrian environment and increase walking as a mode of transportation Citywide.

- The Plan will identify and prioritize potential pedestrian improvement project locations and provide descriptions of the types of improvements needed to improve the pedestrian environment.
- By identifying and prioritizing potential pedestrian improvement projects, the Plan will promote an orderly implementation of citywide pedestrian improvement projects.

The main components of the Plan are as follows:

1. Surveying and Identifying Existing Conditions

This included examining and analyzing the current physical infrastructure connectivity, the quality of pedestrian and biking facilities, user safety, and the potential for demand. This also included compiling and considering census data, such as age group percentages, and population and employment density.

In 2016, the City issued an RFP and selected Cole and Associates to prepare the Pedestrian Connectivity Plan (Resolution 2016-165, Attachment #3). The goal of this effort included updating the citywide inventory of all missing sidewalk and curb ramps, and uplifted/out-of-compliance sidewalk panels. This information was instrumental in the preparation of the Existing Conditions Report of the proposed Plan. In addition, staff utilized this information to prepare the scope of work included in the Measure P funded Sidewalk Repair CIP projects that are currently in construction.

2. Public Input/Community Involvement

In preparation of the Plan, the consultant team participated in several community events for public outreach, including the Day of the Child Event, Chula Vista Harborfest and the Otay Ranch Farmers Market. The community engagement process was conducted in two phases and located in both eastern and western Chula Vista. During Phase 1, the outreach focused on existing conditions. Phase 2 focused on soliciting feedback on the proposed networks and community priorities. A web-based and map-based questionnaire was available, which was comprised of questions about commute and exercise trips, and comfortable/uncomfortable places to walk and ride a bicycle.

A Stakeholder Working Group was also formed with a diverse group of internal and external stakeholders who advised the Plan development process throughout (including Bike Walk Chula Vista, CalTrans, Chula Vista Elementary School District, Chula Vista Walks, Commission on Aging, Eastlake Cycling Club, MTS, SANDAG, Safety Commission, SD Bike Coalition and Sustainability Commission).

Draft copies of the Plan were presented to the Safety Commission (on January 29, 2020), Sustainability Commission (on February 10, 2020) and the Bike Walk Chula Vista (on February 28, 2020) meetings. Comments received from participants of all meetings were evaluated and incorporated into the Draft ATP Plan.

3. Preferred Pedestrian and Bicycle Network

A series of policies were developed as supporting mechanisms, intended to aid the City in working towards the goals. The policies are divided amongst Engineering, Education, Encouragement, Enforcement and Evaluation – each playing an important part of a successful multimodal program.

The key planning considerations driving the pedestrian recommendation development process include prioritizing sidewalk gap closures on collector and arterial roadways, focusing treatment and safe crossings within high pedestrian activity areas, and establishing a mechanism for identifying future site-specific improvements citywide. Included in the Plan are newly accepted bicycle facility options such as Bicycle Boulevards, Multi-Use paths (which can accommodate Neighborhood Electric Vehicle routes) and Class IV Cycle Tracks.

The bicycle network recommendations were formed in consideration of the key findings from the existing conditions analysis and the public engagement activities conducted over the course of the project. Bicycle related opportunities consist of the strong street grid in the older, western part of Chula Vista, wide street widths in eastern Chula Vista, and significant transit investments within the City – consisting of the Blue Line Trolley, the South Bay Rapid Bus, and local bus services.

4. Implementation/Prioritization Strategies

The prioritization process is intended to help identify which bicycle and pedestrian projects are likely to have the greatest benefit to the City’s active transportation system. The Plan also identifies possible funding sources to aid staff with future project implementation.

It should be noted that lists of recommended bicycle and pedestrian projects included in the Plan may not be feasible for implementation in the order the projects are listed. Several projects rely on numerous right-of-way acquisitions from private property owners to obtain the necessary roadway width to achieve the proposed improvements. Projects adjacent to freeway corridors require coordination with future CalTrans interchange improvement projects for proper implementation.

Due to the large size of the document, the Active Transportation Plan (including Appendices A through G) it is available for review on the City’s Active Transportation Program webpage.

<https://www.chulavistaca.gov/departments/engineering/active-transportation-plan>

DECISION-MAKER CONFLICT

Staff has reviewed the decision contemplated by this action and has determined that it is not site-specific and consequently, the real property holdings of the City Council members do not create a disqualifying real property-related financial conflict of interest under the Political Reform Act (Cal. Gov’t Code § 87100, et seq.).

Staff is not independently aware, and has not been informed by any City Council member, of any other fact that may constitute a basis for a decision-maker conflict of interest in this matter.

CURRENT-YEAR FISCAL IMPACT

Adoption of this resolution will have no direct fiscal impact to the General Fund.

ONGOING FISCAL IMPACT

Any future projects will be approved by Council as part of the annual Capital Improvement Program.

ATTACHMENTS

1. Resolution 2015-049 – SANDAG ATP Grant Program
2. Resolution 2018-170 – ATP Consultant Agreement
3. Resolution 2016-165 – Pedestrian Connectivity Agreement

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