Redwood-Fair Oaks Active Mobility Plan Proposal

Exploratory grant proposal meeting **Summary Notes**

Date: Friday, 25 July, 2014, 3 to 4 pm

Attendees:

Priscilla Padilla-Romero	Fair Oaks Health Center
Patricia Brown	North Fair Oaks Forward (consultant)
Adina Levin	Friends of CalTrain
Ashley Quintana	North Fair Oaks Forward
Ellie (Elizabeth) Dallman	North Fair Oaks Forward
Jessica Manzi	Redwood City
Maeve Johnston	Health Policy and Planning
Ann Stillman	County Public Works
Joe LeCoco	County Public Works
Convener: Ellen Barton	City/County Association of Governments (CCAG)

Goal:

The goal of this meeting was to determine whether participants have interest in collaborating on a potential grant proposal for active transportation planning and outreach in a cross-jurisdictional area including parts of North Fair Oaks and Redwood City. Secondary goal: to identify who should be involved in the project.

Introduction:

E. Barton described that CCAG is interested in assisting jurisdictions to get closer to construction-ready projects, and thereby score higher on competitive grant programs. CCAG could apply for an Active Transportation Program (ATP) grant to do planning, but these grant funds can only be used for planning in communities of concern. Higher scores for these planning grants will go to communities that do not already have Comprehensive Bicycle or Pedestrian plans.

North Fair Oaks and some adjacent neighborhoods in Redwood City probably qualify as communities of concern in the regional definition (statewide criteria are more stringent). The next call for projects may be issued for ATP grants in early 2015.

Discussion:

North Fair Oaks has a community plan with some detailed recommendations for bicycle and pedestrian facilities. San Mateo County has a Comprehensive Bicycle and Pedestrian Plan prepared by CCAG with relatively low detail for pedestrian facilities. Redwood City does not have a comprehensive bicycle and pedestrian plan. The Hoover Elementary School area has a detailed mobility plan for walking and bicycling facilities. Safe Routes to School funds have been awarded for a project at Garfield school.

While the bicycle routes through and within the project area are already identified in the County-wide plan, the pedestrian facilities are not identified in detail. E. Barton proposed some draft boundary lines for the proposed plan area. Attendees suggested some possible adjustments to boundaries.

E. Barton described the level of detailincluded in the Hoover School Plan could be the goal for the project: applying that detail planning to a larger neighborhood. Attendees agreed to provide information about existing plans for E. Barton to review. Public works staff noted they would not always have awareness or access to plans prepared by other jurisdictions.

P. Padilla-Romero reported that data collection on clinic visits showed a larger proportion than expected coming by car from ten or more miles away. Survey showed that a drop in new patients correlated with transportation barriers.

P. Brown noted that the proposed planning project would not duplicate existing plans and would succeed in bringing projects closer to construction. J. Manzi reported that construction of a project identified in the Hoover School plan (near Charter and Stambaugh) may be close to being funded.

A. Levin noted the need for a pedestrian/bicycle connection across the CalTrain tracks at Dumbarton. J. LeCoco reported it would be a complicated process and longer time line if proposing to create a new crossing of the rail line. Neighborhood concern would be raised about increased vehicle traffic if the crossing is designed for cars.

A. Stillman noted that it would be useful to have a central compilation of all the plans that relate to this area. Such a centralized resource would make it more likely that a jurisdiction could cooperate with adjacent jurisdiction plans when implementing, say, a resurfacing/paving project or a street light project. Cross-jurisdictional coordination would improve chances for funding.

Questions raised:

1. Provide connectivity outside the area or just within the area? Both. Access to jobs, shopping, and schools cross into adjacent neighborhoods and within the planning area.
2. Bicycle connectivity is already clearly established: Bay, Middlefield, Spruce, El Camino? Potential for the plan to show more detail on bike facility design recommended for Bay and for the smaller roads within the community. Also to show more pedestrian facility detail. Detail regarding location of bicycle parking, curb cuts, and/or bike share kiosks needed.
3. El Camino is outside the scope of this plan? Yes, state highway design elements from Grand Boulevard Initiative.
4. What other plans already exist and what is already covered? Need to develop a list and matrix.
5. Circuitous road (Shasta) behind Target is an example of a facility which could benefit from some planning.
6. Is there a need for greater detail in pedestrian facility planning? Good detail in some plans, but low detail in the Countywide plan.
7. Are cross-jurisdictional projects likely to score higher in ATP process? Not clear; highest scoring is for disadvantaged communities.

Outreach opportunity

E. Barton described a Community-wide Transportation Demand Management (CTDM) program that could be implemented in parallel with the planning project, leveraging the outreach part of planning. It would include significant data collection on mode share and mode shift. CTDM would leverage a pilot project proposed by Sustainable San Mateo for foundation grant funds and would include pre-a nd post intervention data collection, customized assistance, and education, positive messaging, publicity, events.

M. Johnston reported that the health department will expand its Way to Go employer-based TDM project to the North Fair Oaks clinic next year.

Proposed steps

There was general agreement that some degree of coordinated planning would be useful in getting projects closer to construction funding.

- Determine whether there are areas of Redwood City adjacent to North Fair Oaks that share characteristics of the communities covered by the North Fair Oaks Community Plan.
- Determine the degree of detail already identified in the County-wide Bicycle and Pedestrian Plan for the proposed planning area.
- Determine what needs exist for shopping and errands within the area and relation to parking.
- Develop a matrix of plans and show comparatively what detail is already covered in existing plans, and what areas lack detail, where improvements are occurring
- Evaluate how well the project is likely to score based on outcome of first round of ATP awards/scoring.
- Determine whether this project can tie in with the new Stanford development on Broadway
- More information needed on public use of shuttles related to Stanford development
- Information needed about the charter school(s) and transportation studies to be done related to developments
- Talk with Will Gibson from County Planning for further input on scope

New Information after the meeting:

The State-wide Active Transportation Program grant awards were announced in late August and the regional recommended awards were announced in September. Disadvantaged communities receive a significantly higher proportion of funds than the 25% minimum required in the program guidance. The Bay Area received proportionately lower number of funded projects than other areas of the state. Within the regional program, projects in Alameda County were awarded in higher numbers than other counties. San Mateo County did better than other counties in dollar amount awarded, it appears that large projects (over $2 million) scored higher. Multi-jurisdictional projects seemed to score well. A non-infrastructure Safe Routes to School project received funding because this category was

undersubscribed (i.e., few proposals did not include construction). San Mateo County does not score well in the "communities of concern" category; in the statewide process, "disadvantaged communities" projects in the Bay Area did not compete well.

The next call for ATP projects is rumored to be around March 2015.

Based on these results and analysis, the proposed planning project we discussed may score less competitively in the ATP funding program. A CTDM project, including multi-school Safe Routes to School and multi-neighborhood promotions, may score more competitively.

Draft List of Existing Plans

Names of some relevant plans:

Plan Name or Location	**Area, Description**
North Fair Oaks Community Plan	Circulation chapter, North Fair Oaks, detailed bicycle and pedestrian facilities/needs
Hoover Elementary School Mobility Plan	Detailed bicycle and pedestrian facilities/needs for area surrounding school. Includes references to some ped facilities in adjacent NFO (i.e., Woodside Road CalTrain overcrossing)
San Mateo County Comprehensive Bicycle and Pedestrian Plan	County-wide; includes bike routes through NFO and Redwood City, general recommendations for facility design, little pedestrian detail
Fair Oaks Community School Safe Routes to School walking audit	Detailed facility description for walk routes around school; crash data
Garfield School Safe Routes crash data	Crash data only
Redwood City General Plan Circulation Element	Includes Complete Streets policies