



# CITY OF COMMERCE AGENDA REPORT

Item No.: \_\_\_\_\_

**TO:** Honorable City Council

**FROM:** City Manager

**SUBJECT:** Approval and Adoption of Bicycle and Pedestrian Master Plan

**MEETING DATE:** October 20, 2020

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## **RECOMMENDATION:**

The City Council will consider the following:

1. Receive and File Presentation on the Bicycle and Pedestrian Master Plan by KOA Corporation Consultant; and
2. Adoption of a Resolution approving and adopting the City of Commerce's Bicycle and Pedestrian Master Plan.

## **BACKGROUND/ANALYSIS:**

In 2017, the City of Commerce received funding from the California Department of Transportation (Caltrans) Active Transportation Program to develop a Bicycle and Pedestrian Plan, including Safe Routes to School improvements. The purpose of the Plan is to provide the City with guidance on how to improve walking, biking, and transit facilities and safety through context-sensitive and implementable active transportation improvements. The Plan provides a thorough review of existing street conditions and introduces proposed improvements that would accomplish the Plan's goals.

In April 2017, the City received approval for funding and on July 3, 2017, the City Council adopted Resolution No. 17-70 accepting the 2017 Active Transportation Grant Award for \$245,000.

In August 2017, the City released a Request for Proposals (RFP) for the development of a Bicycle and Pedestrian Master Plan (Plan). Five (5) proposals were received and after review of the proposals and follow-up consultant interviews, KOA was awarded a contract for the development of the Plan.

KOA commenced work on the Plan in May 2018. The Plan included several elements, such as analyzing existing conditions, conducting community engagements, organizing

and putting together a technical advisory committee (TAC), and developing specific treatments to improve the walking and bicycling environment for city residents.

Critical to this process was community engagement. The team conducted community outreach meetings to acquire the public's input regarding what transportation improvements they would like to see implemented in the City. Outreach efforts included school-based walking safety assessments with parents at both Bandini Elementary and Rosewood Park School, booths at City events, such as the 2018 and 2019 Freedom Run 5K, 2019 Trick-and-Trot 5K, and the 2019 Fiestas Patrias event at Bristow Park. The project team also held a meeting at Veterans Memorial Park in the Summer of 2019 to gain further input from residents in that part of the City. The project team also developed and disseminated a community wide survey to gain further insight from residents regarding their preferences and needs on active transportation facilities.

In addition to community-wide events, the project team also organized and met with the TAC four times between 2018 and 2019. The TAC was a nine-member group made up of key residents with a working knowledge of planning and transportation policies. They provided the team with valuable insight on engagement and facility recommendations.

### **PLAN RECOMMENDATIONS AND ANALYSIS**

The Plan includes several recommendations designed to improve the active transportation environment in the city. Since each street and neighborhood is unique, the Plan included an extensive review of existing conditions, street characteristics, geometry, traffic conditions, and land uses in order to assess the most appropriate bicycle and pedestrian treatments.

#### ***Bicycle Treatments***

- Bicycle lanes on segments of: Goodrich Boulevard, Ferguson Drive, Harbor Street, Eastern Avenue, Commerce Way, and Randolph Street
- Designate bicycle routes on segments of the following streets: Triggs Street, Astor Avenue, Coutts Avenue, Cowlin Avenue, Jillson Street, Wilma Avenue, Sheila Street, Yates Avenue, Smithway Street, Flotilla Street, Bandini Boulevard, and 26th Street
- Bicycle Hubs (which include long-term bicycle parking, bicycle repair, and other amenities) were recommended at: Bristow Park, Bandini Park, Commerce Center, Rosewood Park, Commerce (26th Street Metrolink Station), Veterans Memorial Park
- Bicycle Paths/Multi-Use Paths along: Edison Utility Right-of-Way (extending north-south city limits), west of 26th Street (within BNSF right-of-way), and standalone facility connecting Triggs Street and Astor Avenue.

### ***Pedestrian Treatments***

- New sidewalk facilities along segments of: Washington Boulevard, Garfield Avenue, Bandini Boulevard, Gage Avenue, and Slauson Avenue
- Crosswalk improvements to improve their visibility and that of those crossing streets within the Bandini, Bristow, and Veterans Park neighborhoods
- Curb extensions and turn radii reduction treatments at intersections along Astor Avenue and near Bandini Elementary and Rosewood Park School
- Pedestrian-scale street lighting treatments along Harbor Street, Jillson Street, and Greenwood Avenue
- Green Alley Treatments, which propose adding vegetation, lighting, and pavement improvements along select alleys that are heavily utilized by residents to traverse neighborhoods. The proposed alleys are in the Bandini and Rosewood Park neighborhoods
- Facility crossing improvements, such as lighting and access improvements at the tunnel under I-710 and the existing bridge over I-5 near Bristow Park

### ***School-Related Treatments***

- Neighborhood Traffic Diverter at intersection of Coutts Avenue and Jardine Street to dissuade cut-through commuter traffic along Atlantic Boulevard from entering the school neighborhood
- Curb extensions along Coutts Avenue at Leonis Street, Jillson Street, and Kinsie Street in order to reduce student crossing distances as they walk to and from Bandini Elementary
- Curb extensions along Atlantic Boulevard at Leonis Street, Kinsie Street, Jardine Street, Quigley Street, Harbor Street, Gafford Street, Everington Street, Farrar Street, and Como Street in order to slow down or dissuade cut-through traffic from Atlantic Boulevard from entering the Bandini Elementary school neighborhood
- Additional school-focused curb extensions near Rosewood Park school at Entrada Street & Harbor Street, Commerce Way & Bartmus Street, and Harbor Street & Commerce Way

The proposed treatments were all recommended as part of the project team's community engagement activities and are designed to address some of the residents' most crucial needs.

The Plan also includes planning-level cost estimates and a set of project prioritization criteria designed so that the City can choose which elements to implement or package into a funding application.

The Plan is exempt from California Environmental Quality Act (CEQA).

### **CONCLUSION**

By adopting the City of Commerce Bicycle and Pedestrian Plan, the City will significantly improve its process and approach to street and transportation planning. The Plan will also allow the City to improve its competitiveness when pursuing funding opportunities to implement elements included in the Plan. Therefore, Staff recommends that the City Council adopt the resolution approving the Bicycle and Pedestrian Master Plan.

### **ALTERNATIVES:**

1. Approve staff recommendation
2. Disapprove staff recommendation
3. Provide further direction to staff

### **FISCAL IMPACT:**

There is no fiscal impact on approval of the Plan.

### **RELATIONSHIP TO STRATEGIC GOALS:**

This agenda item relates to the 2016 Strategic Plan

### **Infrastructure and Facilities**

Guiding Principle #1- Establish routine and industry best practice maintenance guidelines to monitor the efficiency and operability of current below and above grade infrastructure and facilities.

Guiding Principle #2- Develop and implement a sustainable Capital Improvement Program to ensure the quality of the existing infrastructure and to support future plans for the city.

Approved by: Daniel Hernandez, Director of Public Works  
Reviewed by: Josh Brooks, Acting Finance Director  
Reviewed by: Vilko Domic, Assistant City Manager  
Approved as to form: Norma Copado, Assistant City Attorney  
Respectfully submitted: Edgar P. Cisneros, City Manager

### **ATTACHMENT:**

1. Resolution
2. Bicycle and Pedestrian Master Plan
3. Bicycle and Pedestrian Master Plan Appendices