

Bike Boulevards Bulbouts

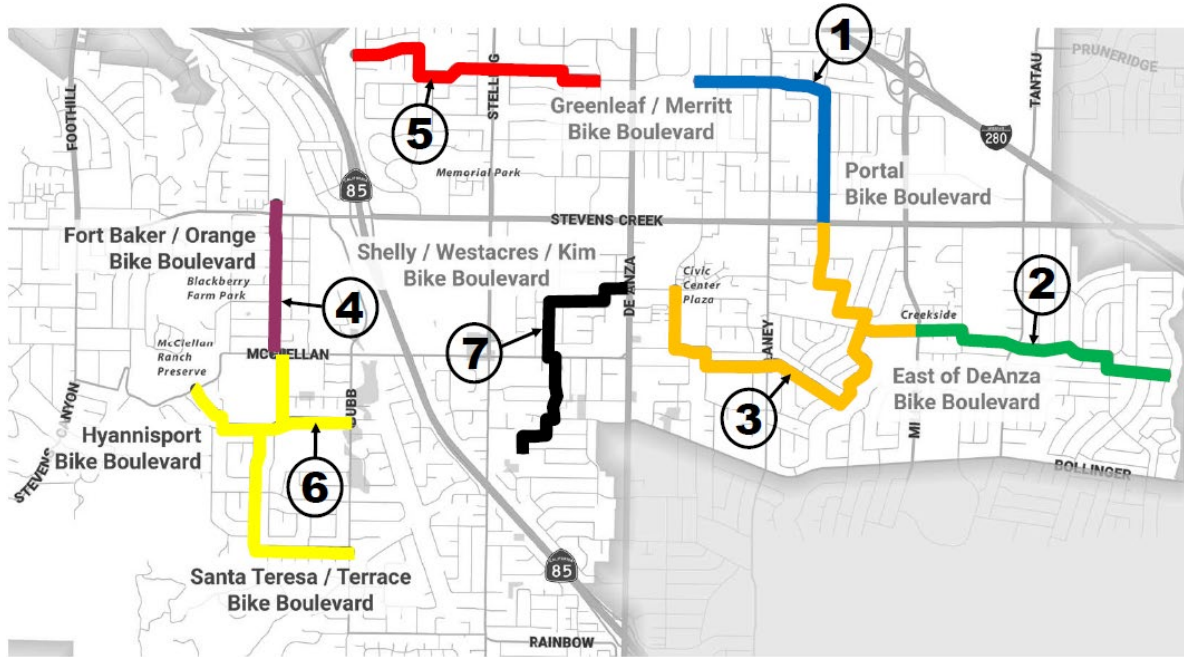
June 15, 2022



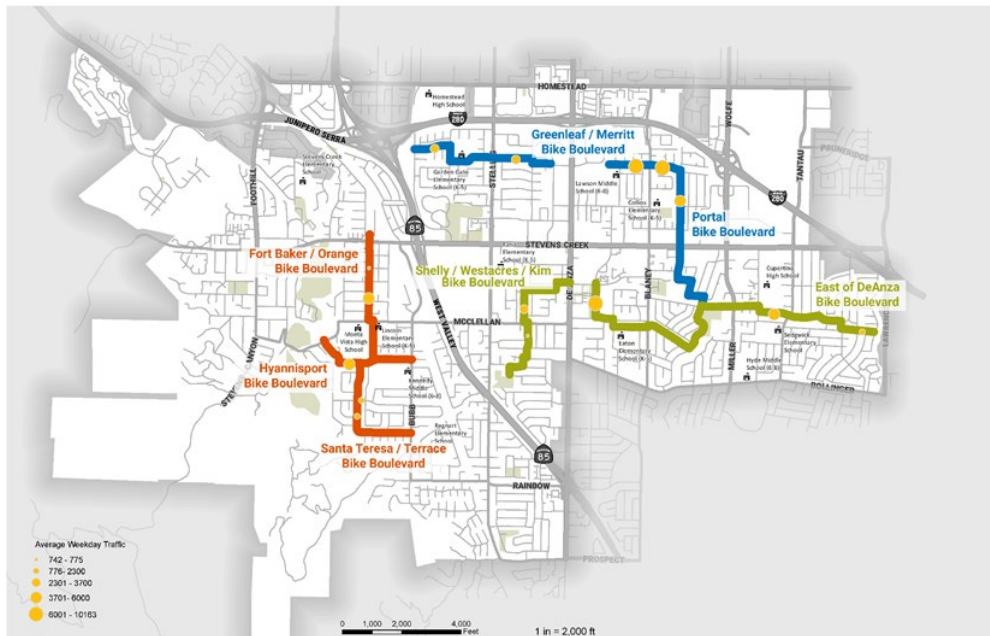
Background

- Bicycle Transportation Plan adopted June 2016
- Identified Network of Bike Boulevards throughout City
 - Class III bike routes
 - Low-volume, low-speed residential streets
 - Improved w/ traffic calming features and wayfinding signage
 - Provide connectivity between local neighborhood destinations and arterial corridors
- Bike Boulevards grouped by geographic location into 7 neighborhoods
- Implementation has been separated into neighborhood-specific projects for outreach and constructing staging purposes

Neighborhood Workshop Map



Bike Boulevard Phases



Phase 1

- Portal
- Greenleaf-Merritt

Phase 2

- Shelly / Westacres / Kim
- East of De Anza

Phase 3

- Fort Baker / Orange
- Santa Teresa / Terrace
- Hyannisport

Recommended Action

Review and Approve locations of bulbouts to implement as part of Phase 2 of the Bike Boulevards project



Pros and Cons

Pros

- Shortens pedestrian crossing distances
- Increases pedestrian and bicycle visibility at intersections
- Reduces vehicle speeds by visually narrowing roadway

Cons

- Can be difficult to clean and maintain
- May be a visual disturbance for homeowners

Tilson Ave at S Tantau Ave

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Tilson Ave at Stern Ave ^{8 of 25}



Wunderlich Dr at Tilson Ave – Barnhart Ave



Bicycle Pedestrian Commission

Regnart Creek Trail/Campo de Lozano Public Pedestrian Walkway Easement & Midblock Pedestrian Crosswalk



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June 15, 2022

History

- Campo de Lozano developed early 2000's
- Development included Regnart Creek Trail along southern boundary
- Trail was 400' long, terminating at western edge of development
- City requested and was granted 10' wide pedestrian easement along western boundary to connect Regnart Creek Trail to Rodrigues
- Trail connects to publicly accessible sidewalks at eastern end

History

- City approved extension of Regnart Creek Trail in 2020, including a continuation westward from Campo de Lozano to Rodrigues and City Center
- HOA requested City vacate easement, due to new connectivity to the west and security concerns
- Public opening of Regnart Creek Trail anticipated late 2022

History

- City Council heard item February 1 and March 1, 2022. Directed staff to:
 - Monitor trail and pathway usage and return to Council after one year with report
 - Return to Council sooner with crosswalk concepts and signage suggestions

Aerial Vicinity Map

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Considerations – Easement Vacation

- Cost to City \$20,000 to resurface path, \$1,000-\$2,000/year maintenance, and ongoing liability
- Relevant General Plan policies:
 - M-2.3: CONNECTIVITY: Promote pedestrian and bicycle improvements that improve connectivity between planning areas, neighborhoods, and services, and foster a sense of community
 - M-3.2: DEVELOPMENT: Require new development and redevelopment to increase connectivity through direct and safe pedestrian connections to public amenities, neighborhoods, shopping, and employment destinations throughout the city.
- Vacation irreversible

Considerations – Midblock Crosswalk

- Midblock crosswalks discouraged
 - Difficult to channelize pedestrians
 - Unexpected by drivers
 - Site distance considerations at locations under current consideration
- Three general locations feasible:
 - Location A: at Rodrigues gate
 - Location B: approx. 70' west of walkway on curve
 - Location C: approx. 70' or 170' east of walkway
- Crosswalk at walkway not possible due to driveway, fire hydrant and storm drain

Locations – Midblock Crosswalk

- Available site distance:
 - Location A: West-unlimited. East-240;
 - Location B: West-200'. East-unlimited.
 - Location C (70' east): West-200'. East-unlimited
 - Location C (170' east): West-310'. East-unlimited
- Minimum stopping site distance per HDM: 200 feet at 30 mph
- Any midblock crossing would need to be enhanced with high visibility striping, advance warning and pedestrian-actuated flashing beacons
- Approximate cost \$40,000

At Pathway

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Driveway, fire hydrant and storm drain conflicts

Location A



Looking to west - unlimited



Looking to east – 240'

Location B

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Looking to west – 200'



Looking to east – unlimited'

Location C (70' east of pathway)

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Looking to west – 200'



Looking to east – unlimited'

Location C (170' ^{22' 195'} east of pathway)



Looking to west – 310'



Looking to east – unlimited'

Staff Recommendation

- Do not install midblock crossings at this time. Install signage at walkway entrances advising “Pedestrian Walkway – Dismount Bicycle”, or similar, along with hours of trail operation
- Collect data on trail usage, walkway usage, and vehicle speeds for one year following opening of trail
- Evaluate need for midblock crossings or trail access closures at that time
- Return to BPC with recommendation following evaluation, followed by City Council presentation for final action
- If, during the data collection process, staff observes issues that need attention sooner, staff will return to BPC with recommendations

Questions?

END SLIDE

Regnart Creek Trail/Campo de Lozano Public Pedestrian Walkway Easement & Midblock Pedestrian Crosswalk



CUPERTINO

June 15, 2022

VTA BPAC Report

For the June 8, 2022 VTA BPAC meeting

Erik Lindskog

Updated 2016 Measure B Program Category Guidelines

State Route 85 Corridor Meas-B Program Guidelines

- Fund new transit and congestion relief projects on SR 85, including a new transit lane from SR 87 in San Jose to U.S. 101 in Mountain View.
- Fund noise abatement along SR 85
- Fund studying transportation alternatives such as
 - Bus Rapid Transit
 - Light Rail Transit, and
 - Future transportation technologies.
- \$350 million in 2017 dollars.

**MTC Complete Streets Policy and Complete
Streets Checklist - Update**

MTC Complete Streets Policy and Complete Streets Checklist - Update

- Purpose
 - Create linkage to Vision Zero
 - Promote ATPs
 - Lift up and help implement state policies
- Changes
 - Requires implementation of adopted plans, safety and sustainability analysis
 - Transit agency and BPAC review
 - Equity priority