



PUBLIC WORKS DEPARTMENT

CITY HALL

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CITY COUNCIL STAFF REPORT

Meeting: June 21, 2016

Subject

Adoption of 2016 Cupertino Bicycle Transportation Plan and Mitigated Negative Declaration for the 2016 Cupertino Bicycle Transportation Plan

Recommended Action

- a.) Approve a Mitigated Negative Declaration for the 2016 Cupertino Bicycle Transportation Plan; and
- b.) Adopt Resolution No. 16-___ adopting the 2016 Cupertino Bicycle Transportation Plan

Discussion

The Cupertino Bicycle Transportation Plan is a long-range planning document designed to encourage bicycling as a safe, practical and healthy alternative to the motor vehicle. The current Plan was adopted by the City Council in May, 2011. Since that time, the city has witnessed an increase in bicycle usage and an increased emphasis on alternative forms of transportation as a way to reduce traffic congestion and promote environmental sustainability. As a result, over the past eight months City staff, along with Alta Planning + Design, have been working together to develop an update to the Bicycle Transportation Plan that addresses present and future needs of the bicycling community and lays the groundwork for grant funding eligibility for bicycle projects.

The 2016 Cupertino Bicycle Transportation Plan (the Plan) is divided into six main chapters. Chapter 1 introduces the Plan and describes Cupertino's land use and demographics, its major transportation facilities and programs, and describes bicycling attractors and generators. Chapter 2, *Needs Analysis*, discusses bicyclist collision history, public outreach efforts and, importantly, outlines a vision statement and recommends objectives, goals and policies to guide the development and implementation of improving the City's bicycling environment into the foreseeable future.

Chapter 3, *Infrastructure Recommendations*, contains the list of bikeway and spot improvements that are recommended to be implemented over the life of the Plan. Noteworthy is the recommendation to construct several Class IV, or separated, bikeways. This is a new bikeway designation recently approved by Caltrans, and is essentially an on-street bike lane with a physical buffer separating it from the adjacent

vehicle lanes. Chapter 4, *Trail Feasibility Study*, outlines a primarily off-street network of bikeways that forms a loop around much of Cupertino and recommends alignments along the UPRR right-of-way and the Santa Clara Water District Channel south of and parallel to Interstate 280.

Chapter 5, *Recommended Programs*, recommends education, encouragement, enforcement and evaluation programs that the City, in cooperation with the Santa Clara County Sheriff Department and others, should implement in order to compliment the infrastructure improvements being recommended elsewhere in the Plan. This chapter describes the ways in which bicycling can be encouraged, discusses incentives to bicycle commuting, discusses the challenges posed by cyclists who lack the basic skills to safely ride a bicycle in traffic and the various education programs and approaches designed to improve cyclists' safety, and focuses on the importance and role of law enforcement officials in citing cyclists who fail to observe the rules of the road.

Chapter 6, *Implementation Strategy*, presents the prioritized list of individual infrastructure improvements, including the evaluation criteria, scoring method and project cost estimates. For each bikeway, the proposed designation (bike route, bike lane, bicycle boulevard, etc.), location, length, total score, and approximate cost are given. Proposed improvements range from small, low-cost items such as installing bike route signs, to large-scale projects such as grade-separated bike/ped crossings. The improvements have been sorted into short-term (within five years), mid-term (five to 15 years) and long-term (15-20 years) priority tiers based on a logical breakdown of scores and complexities of implementation. It is anticipated that projects within the short-term Tier 1 would be completed first; however, projects in Tiers 2 or 3 may be implemented sooner if practical considerations or funding opportunities make it advisable.

Implementation of many of the bikeways will need to be vetted with the neighborhoods, as they may involve removal of on-street parking, removal of stop signs, or providing access through neighborhoods which currently have no through access. City Council's adoption of the 2016 Bicycle Transportation Plan will allow staff to pursue the feasibility of the individual bikeways through detailed engineering studies, cost estimating, public outreach, and pursuit of potential grants, and staff will return to Council for final approval of each of the bikeways individually once that work has been done and community concerns have been addressed to the extent possible.

The adoption of a Bicycle Transportation Plan is a requirement for a jurisdiction to be eligible for outside funding from certain sources, such as the One Bay Area Grant program (OBAG) or Active Transportation Program (ATP) administered through the Metropolitan Transportation Commission.

Outreach and Public Hearings

Public workshops were held on December 1, 2015 and March 16, 2016 for the purpose of soliciting input from the Cupertino community with respect to their vision for bicycling in Cupertino, and to solicit feedback on proposed goals, policies, programs and infrastructure improvements. In addition, the Plan has been a regular item on the agenda of the Cupertino Bicycle Pedestrian Commission, including presentations by Alta staff on November 18, 2015 and March 16, 2016 for the purpose of informing and gathering input from the Commission and members of the general public. At their meeting of April 27, 2016, the Commission unanimously voted to recommend that City Council adopt the Plan.

Sustainability Impact

Implementation of the elements of the 2016 Bicycle Transportation Plan will encourage bicycling, reduce reliance on the single-occupancy vehicle, and will therefore have a positive impact on sustainability. Additionally, adopting the Plan is consistent with the Mobility Element of the General Plan, Goal M-3 (“Support a Safe Pedestrian and Bicycle Network for People of All Ages and Abilities”) and Policy M-3 (“Bicycle and Pedestrian Master Plan”).

Fiscal Impact

There is no immediate fiscal impact resulting from adoption of the 2016 Bicycle Transportation Plan. However, there will be a cost associated with implementing each of the proposed improvements contained within the Plan. Council recently approved \$2 million in Capital Improvement Program funding for the 2016/17 fiscal year to begin implementation of elements within the 2016 Bicycle Transportation Plan. As a result, no further budget requests for Plan implementation are anticipated within the upcoming fiscal year. Staff would return to Council at a later date for approval of any contracts over \$175,000 or projects of a controversial nature.

Prepared by: David Stillman, Senior Civil Engineer

Reviewed by: Timm Borden, Director of Public Works

Approved for Submission by: David Brandt, City Manager

Attachments:

A - Resolution

B – 2016 Bicycle Transportation Plan