



PUBLIC WORKS DEPARTMENT

CITY HALL
10300 TORRE AVENUE • CUPERTINO, CA 95014-3255
TELEPHONE: (408) 777-3354 • FAX: (408) 777-3333
CUPERTINO.ORG

CITY COUNCIL STAFF REPORT

Meeting: August 20, 2019

Subject

Study Session to discuss how the 2016 Bicycle Transportation Plan and 2018 Pedestrian Transportation Plan Projects have been brought to Council for consideration, how currently funded projects are being scheduled for completion, and recommendation of project information and impacts staff is to consider and describe for future funding requests.

Recommended Actions

Receive presentation and provide input.

Background – How Bicycle & Pedestrian Master Plans Projects have been to Council for Consideration

Since 2016 for bicycle projects and 2018 for pedestrian projects, City Council consideration of these projects typically was based on the adopted 2016 Cupertino Bicycle Transportation Plan (Bike Plan) and the adopted 2018 Cupertino Pedestrian Transportation Plan (Ped Plan). The process to develop these Plans started with community input, recommendations from the Bicycle Pedestrian Advisory Commission (BPAC) and input from staff. This process is illustrated in Attachment A. Proposed improvements within the Plans were evaluated against weighted criteria, ranked and reviewed by the BPAC. Once the BPAC recommends approval of the proposed Plans, City Council reviewed the Plans and formally adopted the Plans. With these actions, the Bike Plan became the long-range planning document designed to encourage bicycling as a safe, practical and healthy alternative to the motor vehicle and similarly the Ped Plan became the long-range planning document to achieve a vision of an inviting, safe and connected pedestrian network that enhances the quality of life for all community members and visitors.

Within each of these Plans, a top down list of infrastructure improvements is provided, which have been evaluated with respect to numerous criteria. The purpose of prioritizing projects is to provide guidance to decision makers and staff on implementation strategies for the improvements. The evaluation criteria for the two Plans was as follows:

2016 Bicycle Transportation Plan

Each project was evaluated and assigned up to 100 points with respect to seven criteria:

1. Safety

2. Stress Test Analysis (Projects identified along a high or medium-high stress route)
3. Travel Routes to/near Schools
4. Network Connectivity
5. Low-Stress Network Improvements (Projects that add or upgrade an existing bikeway facility to a low-stress facility)
6. Trip Generators/Attractors
7. Feasibility/Ease of Implementation.

The weights given to each of the criteria were developed through a cooperative effort between City staff, the City retained consultant (Alta Planning+Design) and the BPAC. Each project was scored with respect to each criteria and assigned a total value of up to 100.

2018 Pedestrian Transportation Plan

Each project was evaluated and assigned up to 100 points with respect to four criteria:

1. Schools
2. Safety
3. Destinations
4. Connectivity

Similar to the process described above for the Bicycle Plan, the weightings and scores were developed through a cooperative effort between City staff, the City-retained consultant (Toole Design Group) and the BPAC. Each project was scored with respect to each criteria and assigned a total value of up to 100.

As many of the criteria for both Plans were subjective, differences of a few total points between projects are not significant. Furthermore, the top down listings that occurred in both Plans was intended to be flexible and change over time. This flexibility was stated in the Bike Plan as *“The project list and individual projects to be included in this Plan are flexible concepts that serve as a guideline. The high-priority project list, and perhaps the overall project list, may change over time as a result of changing walking and bicycling patterns, land use patterns, implementation constraints and opportunities, and the development of other transportation improvements.”* This statement, while not explicit, is also applicable to the Ped Plan.

During the annual Capital Improvement Program (CIP) budget process, projects from both Plans are recommended for funding consideration through an internal “project initiation form” process (see flowchart in Attachment B). In this process, project proposals are reviewed, taking into consideration such things as available funding, availability of grants or donations, City Council priorities, ease of implementation and where the project ranks within the respective Bike or Ped Plan. From this review a recommended funded project list is developed. This list undergoes a series of internal City staff reviews, BPAC, City Manager and Planning Commission reviews and is amended based on input received. The revised list, also known as the Proposed CIP, is reviewed by the City Council at the annual study session conducted in May. Public input and

City Council direction is received during this process and the proposed CIP is adjusted as directed (see flowchart in Attachment C).

How Currently Funded Projects are being Scheduled for Completion

Once a CIP project is funded, the project is integrated with other previously-funded projects and resources are assigned to the project depending on a number of conditions. For example, some projects for example do not require significant design effort, acquisition of right of way and/or extended community outreach. For these projects, minimal resources are needed to make quick progress and little impact to other active projects occurs. Conversely, many projects do require significant resources.

There are currently nineteen (several multi-phased) bike/ped projects funded within the CIP. Each of these projects have varying complexities, scopes of work, expectations from the public and from City Council. The following is a list of the funded bike/ped projects and the status/constraints that affect the delivery schedule of each project:

Fiscal Year 2019-20 Bike/Ped Projects	
Phased Projects either in ROW Acquisition, Pre-Design, Design, Under Construction or Complete	
1.	McClellan Road Separated Bike Lane (Phase 1A) - Stelling Rd to Imperial Ave <i>Status:</i> Under construction <i>Schedule:</i> Construction complete early September 2019
2.	McClellan Road Separated Bike Corridor - Signal/Intersection Improvements at Bubb and at Stelling (Phase 1B) <i>Status:</i> Under construction <i>Schedule:</i> Construction complete mid-September 2019
3.	McClellan Road Separated Bike Corridor - Stelling Rd to Torre Ave <i>Status:</i> In design including ROW Acquisition <i>Constraints:</i> ROW acquisition (minor), community outreach (significant - potential loss of on-street parking) <i>Schedule:</i> ROW acquisition ongoing, construction scheduled for June 2020
4.	McClellan Road Separated Bike Corridor - De Anza Blvd/McClellan Rd/Pacifica Ave Intersection Modifications <i>Status:</i> ROW Acquisition and pre-design <i>Constraints:</i> ROW acquisition (major), grant funding requirements <i>Schedule:</i> ROW acquisition northwest corner starts October 2019, design scheduled March 2020, construction scheduled December 2020
5.	McClellan Road Separated Bike Corridor - Byrne Ave to Imperial Ave <i>Status:</i> ROW Acquisition <i>Constraints:</i> ROW acquisition (major), construction restricted to summer only <i>Schedule:</i> ROW acquisition ongoing, construction scheduled for May 2021

<p>6. Stevens Creek Boulevard Class IV Bikeway Installation Phase I (Tantua to Wolfe) <i>Status:</i> In design. Temporary bollards in place. <i>Constraints:</i> None <i>Schedule:</i> Construction scheduled for January 2020</p>
<p>7. Bike Boulevard Project – Phase 1-3 Phase 1 - North Portal Avenue from Stevens Creek Blvd to Merritt Dr., Phase 2 - Calle de Barcelona, between Miller Ave and Finch Ave, Phase 3 - Linda Vista Dr between McClellan Rd and Hyannisport Dr <i>Status:</i> Design complete ph. 1-2, community outreach ph. 3 in progress <i>Constraints:</i> Community outreach ph. 3 (significant) <i>Schedule:</i> Portal Ave paving 9/19; speed tables 10/19; temporary bollards ph. 1&2 10/19; temporary bollards ph. 3 11/19, permanent improvements ph. 1-3 summer 2020</p>
<p>8. McClellan Rd. Sidewalk Installation - Rose Blossom Dr. to Hwy 85 Overcrossing <i>Status:</i> Under construction <i>Constraints:</i> None <i>Schedule:</i> Construction complete early September 2019</p>
<p>9. Sidewalk Improvements – Byrne Avenue <i>Status:</i> ROW acquired, scheduled for City Council award consideration 8/20/19 <i>Constraints:</i> PG&E utility relocation coordination <i>Schedule:</i> Construction scheduled September 2019 complete December 2019</p>
<p>10. Sidewalk Improvements – Orange Avenue <i>Status:</i> ROW Acquisition <i>Constraints:</i> ROW acquisition (major w/ little neighborhood support) <i>Schedule:</i> ROW acquisition ongoing, design scheduled January 2020, construction scheduled November 2020</p>
<p>11. Bicycle Wayfinding Program <i>Status:</i> Plan is complete <i>Constraints:</i> None <i>Schedule:</i> Design scheduled September 2019, construction scheduled April 2020</p>
<p>12. Carmen Road Pedestrian / Bike Bridge Study <i>Status:</i> Feasibility study 90% complete, scheduled for City Council consideration September 3, 2019</p>
<p>13. McClellan Rd. Sidewalk Improvements - Phase 2 <i>Status:</i> Construction complete</p>
<p>14. Regnart Creek Trail <i>Status:</i> 65% design nearly complete <i>Schedule:</i> Pending City Council consideration 9/17/19</p>
<p>Projects Not Yet Initiated</p>
<p>1. Linda Vista Trail <i>Status:</i> Soliciting design consultant, donation agreement to City Council for consideration September 3, 2019 <i>Constraints:</i> Adjacent property owners inputs, Deep Cliff Golf Course <i>Schedule:</i> Design scheduled October 2019, construction scheduled June 2020</p>

<p>2. Bubb Road Separated Bikeway - McClellan Rd to Stevens Creek Blvd <i>Status:</i> Soliciting design consultant <i>Constraints:</i> ROW acquisition (minor) <i>Schedule:</i> ROW acquisition, community outreach/pre-design is scheduled to begin September 2019, design complete April 2020, construction scheduled August 2020</p>
<p>3. Junipero Serra Trail - Basic Design <i>Status:</i> Soliciting design consultant, alignment is known <i>Constraints:</i> ROW acquisition (minor), several design issues that significantly impact cost, community outreach (significant) <i>Schedule:</i> Design complete April 2020, construction schedule based on Council approval and construction funding approval</p>
<p>4. Mary Avenue Protected Bikeway <i>Status:</i> Soliciting design consultant <i>Constraints:</i> Community outreach (significant - potential loss of on-street parking) <i>Schedule:</i> Design complete December 2019, construction scheduled May 2020</p>
<p>5. School Walk Audit Implementation <i>Status:</i> Pre-design, recruiting 2-yr limited term Associate Engineer <i>Constraints:</i> School outreach (significant), school impacts <i>Schedule:</i> Design scheduled December 2019, construction complete Ph 1 – March 2020, Phase 2 – September 2020 and Phase 3 – June 2021</p>

Funded projects are prioritized for completion based on the need of the project at any one time. Resources may shift away from one specific project if constraints limit effectiveness. Multiple projects are typically progressed simultaneously to maximize the range of staff and consultant resources available. When multiple funded projects require resources in excess of what is available, resources are assigned typically in the following order:

1. Projects scheduled for completion in fiscal year 2019-20
2. Originally assigned priority within the bike or ped plan
3. City council and community expectations with respect to certain projects
4. Multi-phased projects completed in subsequent years
5. Outside funding obligation deadlines
6. Contractual obligation deadlines
7. As additional staff resources become available
8. As project constraints are resolved

There is no one-size-fits-all approach to ongoing completion of funded projects, with limited resources. Staff's discretion to make this determination based upon the information available at the time is needed. Project and community needs change over time.

During the design or construction process as project conditions change and result in significant impacts to the cost or schedule of a project, staff informs the BPAC and City Council of the conditions requiring reconsideration. Conditions could include, but are not necessarily limited

to, additional regulatory agency requirements, community concerns, delays in receiving environmental review, unforeseen utility conflicts, property owner mitigation and major changes in project scope. Council would consider the change and the impact to the project and would then provide direction to staff on how best to proceed.

Attachment D is a multi-year schedule showing currently-funded projects as well as other bike/ped projects that are likely to be proposed by staff and considered by City Council for future funding.

Recommendation of Project Information and Impacts Staff is to Consider and Describe for Future Funding Requests

There will be instances when a project of lower priority will be recommended for funding ahead of higher priority projects. In this case, staff will inform the BPAC and City Council of the conditions requiring this consideration. When a lower priority project is recommended for action (i.e. moved-up), a narrative will be included in the project initiation form and separately in the discussion section of the staff report where the recommendation is being made. Information to be included would at a minimum be as follows:

- Current project priority as identified in the adopted Bike/Ped plans; and
- The specific reason(s) this project should be “taken out-of-order” and moved-up on the priority list; and
- The impact this reprioritization will have on other higher priority projects, if any; and
- Preparation of a new schedule similar to Attachment D

Projects are occasionally proposed outside the annual CIP process. This occurs due to a number of circumstances including, but not limited to, external funding opportunities such as grants and donations, City Council direction, recently acquired right of way and environmental approval or regulatory agency permit approval. When these conditions occur, the project recommendation will be brought forward for City Council consideration on a case-by-case basis with information as outlined above. If the project is approved by the City Council, the funded project list will be adjusted accordingly.

Sustainability Impact

None

Fiscal Impact

None

Prepared by: David Stillman, Transportation Manager

Reviewed by: Roger Lee, Director of Public Works

Approved for Submission by: Deborah Feng, City Manager

Attachments:

A - flowchart of the master plan process

B - flowchart of how project lists are recommended for funding

C - flowchart of how a recommended project may become a funded CIP project.

D - multi-year schedule showing currently funded fiscal year 2019-20 bicycle and pedestrian projects as well as additional bike/ped projects that are likely to be proposed future years

E - list of all projects that have been initiated, but includes a more detailed accounting of the following:

- Current status and description of the project
- Project cross-reference to projects as listed in the 2016 Bicycle Transportation Plan and the 2018 Pedestrian Transportation Plan
- Original estimated cost, amount currently budgeted, amount budgeted in previous years and funding proposed for FY 19/20
- Current estimated project costs by phase
- Sources of funding and funding status
- Description of public hearing events