



PUBLIC WORKS DEPARTMENT

CITY HALL

10300 TORRE AVENUE • CUPERTINO, CA 95014-3255

TELEPHONE: (408) 777-3354 www.cupertino.org

CITY COUNCIL STAFF REPORT

Meeting: February 20, 2018

Subject

Adopt the Mitigated Negative Declaration and the 2018 Cupertino Pedestrian Transportation Plan

Recommended Action

Adopt Resolution No. 18-015 adopting the Mitigated Negative Declaration and the 2018 Cupertino Pedestrian Transportation Plan

Discussion

The Cupertino Pedestrian Transportation Plan is a long-range planning document that will be the blueprint for Cupertino to achieve its vision of an inviting, safe, and connected pedestrian network that enhances the quality of life for all community members and visitors. The current Plan was adopted by the City Council in 2002. Since that time, communities have developed better tools and metrics to evaluate areas of opportunity and conflict and to envision and implement improvements that will have a measurable impact on the safety and appeal of walking. As a result, over the past eight months City staff, along with Toole Design Group, have been working together to develop an update to the Pedestrian Transportation Plan that addresses present and future needs of the walking community and lays the groundwork for grant funding eligibility for pedestrian-related projects.

The 2018 Cupertino Pedestrian Transportation Plan (the Plan) is divided into five main chapters. Chapter 1, *Introduction and Purpose*, introduces the Plan, outlines the Plan's visions and goals, and outlines the planning process used to update the Plan.

Chapter 2, *Walking in Cupertino Today*, describes Cupertino's land use, demographics, travel patterns, its major transportation facilities, pedestrian destinations and demands, and discusses collision history.

Chapter 3, *Policy and Program Recommendations*, identifies a series of focused policies, programs, and practices to further promote pedestrian safety and access. These recommendations were developed based on a review and evaluation of the City's current operations and compared with national best practices. The recommendations

address three primary areas: infrastructure and operations; evaluation and planning; and education and enforcement.

Chapter 4, *Project Recommendations*, discusses the various means by which location-specific project recommendations were identified. These means include walk audits performed by staff, the consultant team and members of the community; public comments received via an online map; comments received at public workshops; and staff input based on locations of known issues and previous community feedback. These are discussed further in “Outreach and Public Hearings”, below. Also included in this chapter is a toolbox inventory of measures that can be implemented to enhance walkability and safety, along with the benefits, challenges and applicability of each.

Finally, Chapter 5, *Implementation Strategy*, presents the prioritized list of individual infrastructure improvements, including the evaluation criteria, scoring method and project cost estimates. For each improvement, the type of project, location, total score, and approximate cost are given. Proposed improvements range from small, relatively low-cost items such as infilling sidewalk gaps, to large-scale projects such as grade-separated bike/ped crossings. The improvements have been sorted into priority tiers based on a logical breakdown of scores. It is anticipated that projects within 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. Additionally, Tier 1 contains some projects that are of a high cost and large scope, and it is anticipated that although work may begin on these projects in the short-term, project completion may not occur for several years similarly as a result of practical considerations or funding constraints.

Of particular note is the fact that many of the projects identified in the Plan either overlap with projects already identified in the 2016 Bicycle Transportation Plan, or will be addressed as part of improvements to be completed as part of the Bike Plan implementation. Also, for the purpose of project prioritization, recommended improvements were separated into two groups: (1) those which are generally of significant cost, along high-crash corridors, and/or provide significant connectivity and which would generally require funding through the Capital Improvement Program; and (2) smaller isolated projects, which include most items identified through the walk audits and which can generally be funded through existing Operation and Maintenance budgets or completed in combination with larger projects. Only the first group of projects are prioritized in Chapter 5; the others are listed in Appendices C and D.

Outreach and Public Hearings

Outreach events included a public workshop held on January 25, 2017 for the purpose of soliciting input from the Cupertino community with respect to their vision for walking in Cupertino; an online WikiMap, which was open to comments from January 22 to March 1, 2017; a table at Cupertino’s Earth Day on April 22, 2017 to share initial

recommendations and solicit further feedback; and six walk audits performed by City staff, Toole Design Group staff, and interested community members on March 14 and 15, 2017 to identify specific pedestrian-related issues, create a shared understanding of infrastructure and behavioral issues that create a challenging pedestrian environment, discuss potential countermeasures. In addition, the Plan has been a regular item on the agenda of the Cupertino Bicycle Pedestrian Commission, including presentations by Toole Design Group staff on March 15, 2017 and June 21, 2017 for the purpose of informing and gathering input from the Commission and members of the general public. Finally, the draft Plan was presented to the Parks and Recreation Commission for discussion on December 7, 2017. At their meeting of November 15, 2017, the Bicycle Pedestrian Commission unanimously voted to recommend that City Council adopt the Plan, with a follow up recommendation at their January 17, 2018 meeting to incorporate several comments into the Plan that were received at the Parks and Recreation Commission meeting.

Sustainability Impact

Implementation of the elements of the 2018 Pedestrian Transportation Plan will encourage walking, 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 2018 Pedestrian Transportation Plan. However, there will be a cost associated with implementing each of the proposed improvements contained within the Plan. Priority projects identified by the 2018 Pedestrian Transportation Plan will be proposed as part of the 2018-19 Capital Improvement Program budget.

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 – Draft Resolution