



PUBLIC WORKS DEPARTMENT

CITY HALL

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CITY COUNCIL STAFF REPORT

Meeting: February 6, 2018

Subject

Provide update regarding status of Bicycle Boulevard Project Implementation

Recommended Actions

Receive update regarding status of Bicycle Boulevard Project Implementation

Background

The Cupertino 2016 Bicycle Transportation Plan, adopted by the City Council in June, 2016, identified a network of proposed bicycle boulevards throughout the city. Bicycle Boulevards are Class III bike routes, generally on low-volume, low-speed, residential streets that are improved with physical features to further calm vehicle traffic, and wayfinding signage and striping to provide an easily navigable network, consequently encouraging bicycling by enhancing safety and comfort for bicyclists. Funding for the design and construction of the first phase of bicycle boulevards in the amount of \$1,417,000 was approved by City Council in June, 2017 for inclusion in the FY2017/18 Capital Improvement Program.

Discussion

Toole Design Group, an engineering and planning design firm, was retained by staff to develop preliminary design concepts for the first phase of bicycle boulevard improvements. The bicycle boulevards were each assigned to one of seven neighborhood groups, roughly based on geographic location, in order to facilitate public outreach efforts. These neighborhood groups are:

- *Neighborhood #1:* N. Portal Ave, Merritt Dr
- *Neighborhood #2:* Calle de Barcellona, Finch Ave, Tilson Ave, Wunderlich Dr, Barnhart Ave
- *Neighborhood #3:* Torre Ave, Pacifica Dr, Farallone Dr, Suisun Dr, Clifford Dr, E. Estates Dr, Vicksburg Dr, Cold Harbor Ave, Wintergreen Dr, S. Portal Ave
- *Neighborhood #4:* Orange Ave, Mann Dr
- *Neighborhood #5:* Meteor Dr, Castine Ave, Greenleaf Dr, Beardon Dr
- *Neighborhood #6:* Linda Vista Dr, Hyannisport Dr, Santa Teresa Dr, Terrace Dr, Fort Baker Dr

- *Neighborhood #7: Rodrigues Ave, Terry Way, Shelly Dr, Westacres Dr, Kim St, Bollinger Rd, De Foe Dr*

The recommended roadway improvements varied by street, and were selected based primarily upon the geometrics of the street, existing traffic control devices, route alignment, and measured traffic volumes and speeds. These measures included one or more of the following: (1) removal of on-street parking and installation of bike lanes; (2) traffic circles; (3) truck aprons; (4) bulb-outs; (5) elimination and/or relocation of stop signs, (6) speed tables, and (7) spot improvements to curblines and/or concrete work at various intersections.

After conducting an initial citywide open house in May 2017, Transportation Division staff held focused public workshops for each of the seven neighborhoods between September and December 2017 to present the proposed improvements to the residents and receive feedback. In order to encourage resident participation, the workshops were held in locations proximate to the specific neighborhoods. Notification efforts included postcard mailings to residents located along the affected streets, NextDoor postings, emails to the Cupertino Block Leaders within the specific neighborhoods, e-notifications to subscribers of the City's "Bicycle Transportation Plan" webpage, and notifications to nearby public schools.

Attendance at the workshops varied from a minimum of two, to a maximum of 31 residents, with neighborhoods #1, 4 and 6 being the most engaged. Reaction to the proposed measures was expectedly varied, but a few consistent themes emerged. These included:

- On-street parking should not be removed along residential frontages.
- Traffic circles are not desirable.
- Speed tables are generally the preferred improvement, and
- Improvements should not result in traffic shift to adjacent residential streets.

With this feedback from the neighborhoods in mind, staff is moving forward in developing final recommended improvements. Staff will likely hold one additional neighborhood meeting at a few of the more engaged neighborhoods before proceeding with constructing improvements at those locations.

Sustainability Impact

Buildout of the city's bicycle boulevard network, and implementation of the 2016 Bicycle Transportation Plan in general, is intended to encourage bicycling, reduce vehicle trips and emissions, and enhance safety. Consequently, the project has a positive impact on sustainability.

Fiscal Impact

As stated previously, funding for the design and construction of the first phase of bicycle boulevards in the amount of \$1,417,000 was approved by City Council in June, 2017 for inclusion in the FY2017/18 Capital Improvement Program. These funds will be sufficient to complete the improvements.

Prepared by: David Stillman, Transportation Manager

Reviewed by: Timm Borden, Director of Public Works

Approved for Submission by: David Brandt, City Manager

Attachments:

A - Neighborhood Workshop Map