

**Establishment of Guided Bicycle Routes through Neighborhoods
Study Issue – Draft RTC**

For year 2010, the City Council ranked a study issue initiated by staff and sponsored by BPAC entitled Establishment of Guided Bicycle Routes Through Neighborhoods. This study would identify routes to assist bicyclists in finding ways through the city utilizing streets lightly traveled by vehicular traffic. The BPAC members requested utilizing guide signs to indicate locations of major bicycle traffic generators, main transit stations, and the Borregas Avenue Bicycle and Pedestrian bridges over-crossing US 101 and SR 237.

In commencing work on this study issue, staff recommended a number of criteria (listed below) for selecting guided neighborhood bicycle routes. Staff then recommended a set of guided bicycle routes that would travel through city neighborhoods connecting north to south and east to west. Staff also prepared an example guide sign consistent with the Manual on Uniform Traffic Control Devices. The BPAC members showed general support of the staff recommendations when discussing the suggested criteria and routes during the BPAC meetings held on March 18, April 15, and May 20, 2010. BPAC members also cycled along the staff suggested routes and noted deficiencies and recommended improvements such as addition of signage, pavement markings, bicycle detection, and access improvements which need further investigation.

Enclosed is a Draft RTC for BPAC review and recommendation prior to proceeding for Council consideration. The RTC covers background information on the study issue, bike route concept map including BPAC revisions to the routes, and a typical guided bike route signage. Staff recommends accepting the bike route concept map as presented in Attachment B of the Draft RTC. Also consider a guided bicycle route signage project and a project for associated improvements, including improvements recommended by BPAC, as part of FY 2011/12 Capital budget. The BPAC members are provided with a number of alternatives that allow them to accept, revise, or not take action with regard to the staff recommendation.

Relevant Policies:

General Plan Land Use and Transportation Element

C3.5 – Support a variety of transportation modes.

C3.5.1 – Promote alternative modes of travel to the automobile.

C3.5.4 - Maximize the provision of bicycle and pedestrian facilities.

N1.3.2 - Study the adequacy/deficiency of bicycle and pedestrian access and circulation within neighborhoods.

N1.3.3 - Design streets, pedestrian paths, and bicycle paths to link neighborhoods with services.

Sunnyvale Bicycle Plan

B – Create and follow transportation planning, funding, design, construction and maintenance practices that support cycling.

B4 - Ensure that the City's new and existing bikeways conform to the latest county, regional, state and federal design standards and guidance.

B4.b - Consider bicycle guide signage on routes through neighborhoods, incorporate destination names and directional arrows, and distances where appropriate.

B7 - Support county, regional, state and federal policy that supports bicycling.

Criteria for Establishment of the Guided Bicycle Routes:

- Connectivity with major traffic generators (such as a school, large clinic, business park, shopping center, etc.) and transit stations (such as the Caltrain Station) either directly or through direct connections with the main bicycle routes within the City.
- Provides the most direct connections (i.e., the shortest distances) to the aforementioned key locations, and when possible select routes that are parallel to arterial streets serving vehicular traffic.
- Supplements the existing and planned future Class I, Class II, and Class III bicycle facilities within Sunnyvale and the neighboring jurisdictions, taking into account locations of bicycle/pedestrian bridges.
- Actual or observed low vehicular traffic volumes (daily and/or peak hour volumes).
- Low posted speed limit along the selected routes.
- Good safety conditions based on observations and collision statistics.
- Acceptable visibility conditions along the routes with minimal blind spots and obstructions.
- Routes can be established through residential or industrial areas depending on the traffic volumes and safety conditions.
- Minimize number of intersections with major roads and heavily used commercial driveways. Also minimize number of intersection controls (such as stop signs, traffic signals, etc.) to reduce the potential for delays.
- Minimize routes that contain obstructive traffic calming devices.
- Minimize capital and operational costs associated with the implementation and maintenance of the routes.
- Public acceptance.



**DRAFT FOR BICYCLE AND PEDESTRIAN ADVISORY
COMMISSION REVIEW, JULY 15, 2010**

Council Meeting: October 26, 2010

**SUBJECT: Establishment of Guided Bicycle Routes through
Neighborhoods – STUDY ISSUE**

REPORT IN BRIEF

Action Item B4.b of the 2006 City Bicycle Plan calls for consideration of bicycle guide signage on routes through neighborhoods, incorporation of destination names and directional arrows, and distances where appropriate. This study identifies streets for a network of guided routes to assist bicyclists in finding ways through the city utilizing streets lightly traveled by vehicular traffic. Staff and the Bicycle and Pedestrian Advisory Commission (BPAC) have prepared a route concept map and are recommending that Council accept the route concept map and consider a guided bicycle route signage project and a project for associated improvements as part of the FY 2011/12 Capital budget.

EXISTING POLICY

Land Use and Transportation Element C3.5, Maximize the provision of bicycle and pedestrian facilities.

DISCUSSION

The City Council authorized a 2010 study issue (Attachment A) to identify a network of streets more lightly traveled by vehicular traffic that can serve as bicycle routes for riders less comfortable riding on streets with heavy traffic. These routes can be identified using signs consistent with Federal and State design standards for local bike route networks.

The BPAC and staff have identified and field checked a network of 16 potential routes (Attachment B). The network is a rough grid of streets traversing the entire City. The route concept was to provide alternative ways to traveling on major streets. The guided route network is intended to supplement, not replace, the bike facilities on major streets. Creation of a guided bike route network provides encouragement and opportunity for potential riders who otherwise might be intimidated by traveling on heavily traveled streets. It can also encourage recreational or destination riding. Guide signs with route numbering augmented by destination placard signs, would be placed at key points on each route. Signing would be done consistent with Federal and State standards, as illustrated in Attachment C.

The BPAC and staff recommend that the Council consider inclusion of two capital projects for installation of guided bike route signage and associated improvements as part of the FY 2011/12 capital budget. Staff estimates the cost of the signing project to be approximately \$40,000. Two additional access improvements were also identified as part of the route concept map, a lighted roadway crossing and a segment of bicycle path. Staff estimates the cost of these elements to be approximately \$200,000. In order not to delay the relatively easier-to-implement signing improvements, the BPAC and staff recommend that a separate “Phase II” project for the access improvements also be considered for FY 2011/12. The BPAC and staff are not recommending a funding source for either project at this time. Bicycle capital improvements typically are advanced as revenue dependent projects.

FISCAL IMPACT

There is no fiscal impact with accepting the guided bike route concept map. Fiscal impacts of capital improvements associated with implementing the guided bicycle route network would be considered as part of the FY 2011/12 budget. Staff estimates the cost of a signed bike route network as conceptualized to be approximately \$40,000. Two associated access improvements are estimated to cost approximately \$200,000. No funding sources have been identified for these improvements at this time, although typically the City Council has directed that bicycle capital improvements be made on a revenue dependent basis.

PUBLIC CONTACT

Public contact was made by posting the Council agenda on the City’s official-notice bulletin boards outside City Hall, in the Council Chambers lobby, the City Clerk’s office, at the Library, Senior Center, Community Center, and Department of Public Safety; posting the agenda and report on the City’s Web site; and making the report available at the Library and Office of the City Clerk.

ALTERNATIVES

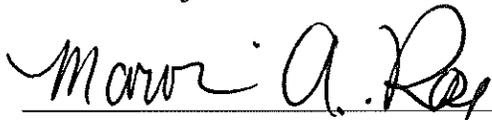
1. Accept the guided bike route concept map as presented in Attachment B and consider a guided bicycle route signage project and a project for associated improvements as part of the FY 2011/12 Capital budget.
2. Modify the bike route concept map.
3. Do not take action at this time discontinue the development of a guided bicycle route network.

RECOMMENDATION

The Bicycle and Pedestrian Advisory Commission and staff recommend Alternative No. 1: Accept the guided bike route concept map as presented in Attachment A and consider a guided bicycle route signage project and a project for associated improvements as part of the FY 2011/12 Capital budget.

Acceptance of the guided bike route network map lays the foundation for subsequent capital improvements to implement a network of bike routes that will supplement bike facilities on major streets and encourage a broader spectrum of bike riding trips.

Reviewed by:



Marvin A. Rose, Director of Public Works

Prepared by: Jack Witthaus, Transportation and Traffic Manager

Approved by:



Gary M. Luebbers
City Manager

Attachments:

- A. Study Issue Paper DPW 10-04 Establishment of Guided Bike Routes through Neighborhoods
- B. Guided Bike Route Network Concept Map
- C. Typical Guided Bike Route Signage

CITY OF SUNNYVALE,
CITY CLERK'S OFFICE
2010 JUL -2 P 3: 02

ATTACHMENT A

Proposed 2010 Council Study Issue

DPW 10-04 Establishment of Guided Bicycle Routes Through Neighborhoods

Lead Department Public Works
 Element or Sub-element Land Use and Transportation Element and Bicycle Plan
 New or Previous New
 Status Pending History 1 year ago None 2 years ago None

1. What are the key elements of the issue? What precipitated it?

Action Item B4.b of the 2006 City Bicycle Plan calls for consideration of bicycle guide signage on routes through neighborhoods, incorporation of destination names and directional arrows, and distances where appropriate. This study would identify streets for a network of guided routes to assist bicyclists in finding ways through the city utilizing streets lightly traveled by vehicular traffic.

BPAC members noted the need for referencing locations of transit stations and the Borregas Bicycle and Pedestrian bridges overcrossing US 101 and SR 237.

2. How does this relate to the General Plan or existing City Policy?

- C3.5 Support a variety of transportation modes;
- C3.5.1 Promote alternative modes of travel to the automobile; and,
- BP.B Create and follow transportation planning, funding, design, construction and maintenance practices that support cycling

3. Origin of issue

Council Member(s)
 General Plan
 City Staff Transportation and Traffic Manager
 Public
 Board or Commission none

4. Multiple Year Project? No Planned Completion Year 2010

5. Expected participation involved in the study issue process?

Does Council need to approve a work plan? No
 Does this issue require review by a Board/Commission? Yes
 If so, which?
 Bicycle and Pedestrian Advisory Committee
 Is a Council Study Session anticipated? No

What is the public participation process?

BPAC and City Council public hearings

6. Cost of Study

Operating Budget Program covering costs

115 Transportation and Traffic Operation

Project Budget covering costs

Budget modification \$ amount needed for study

Explain below what the additional funding will be used for

Staff's review of the City's roadway network in relation to existing bicycle facilities, locations of schools and other traffic generators, locations of main transit stations, etc. Development and installation of recommended signs, establishment of recommended pavement markings, and development and publishing of information on the City's web site and other sources.

7. Potential fiscal impact to implement recommendations in the Study approved by Council

Capital expenditure range Under \$500

Operating expenditure range None

New revenues/savings range None

Explain impact briefly

Would require implementation of the appropriate signage and markings along the selected road segments and identified key locations and services. The network identified would become the basis for a subsequent capital improvement project. Implementaion of this project could potentially be funded with outside grant funds. A guided routes system will also need to be maintained on a regular basis as part of the overall bicycle network.

8. Staff Recommendation

Staff Recommendation For Study

If 'For Study' or 'Against Study', explain

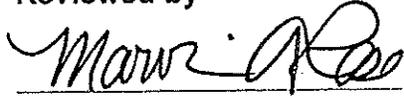
This initiative will assist staff in implementing City policies and objectives. It is intended to encourage cycling within Sunnyvale's neighborhoods by enhancing cyclists' sense of security, improving visibility conditions, and increasing motorists awareness of bicycle traffic.

9. Estimated consultant hours for completion of the study issue

Managers	Role	Manager	Hours	
	Lead	Witthaus, Jack	Mgr CY1: 40	Mgr CY2: 0
			Staff CY1: 80	Staff CY2: 0
	Total Hours CY1: 120		Total Hours CY2: 0	

Note: If staff's recommendation is 'For Study' or 'Against Study', the Director should note the relative importance of this Study to other major projects that the Department is currently working on or that are soon to begin, and the impact on existing services/priorities.

Reviewed by

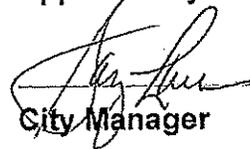


Department Director

12/17/09

Date

Approved by



City Manager

12/17/09

Date

Addendum

A. Board / Commission Recommendation

Issue Created Too Late for B/C Ranking

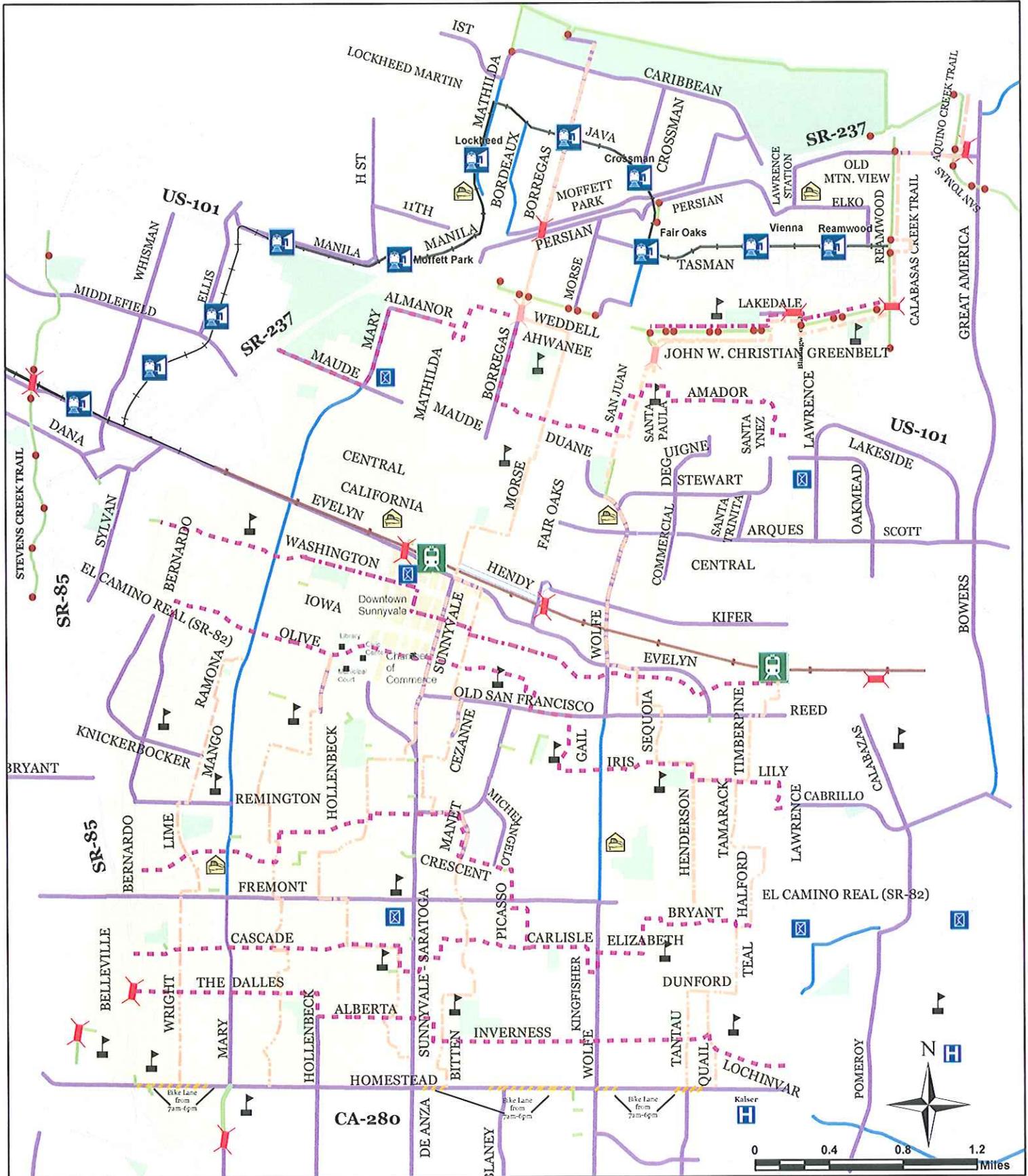
Board or Commission	Rank	Rank
	Rank 1 year ago	Rank 2 years ago
Arts Commission		
Bicycle and Pedestrian Advisory Committee		
Board of Building Code Appeals		
Board of Library Trustees		
Child Care Advisory Board		
Heritage Preservation Commission		
Housing and Human Services Commission		
Parks and Recreation Commission		
Personnel Board		
Planning Commission		

Board or Commission ranking comments

B. Council

Council Rank (no rank yet)
Start Date (blank)
Work Plan Review Date (blank)
Study Session Date (blank)
RTC Date (blank)
Actual Complete Date (blank)
Staff Contact

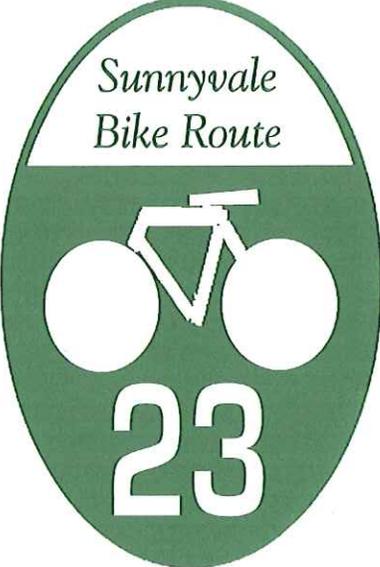
Attachment B - Guided Bike Route Concept Map



Legend

- | | | | |
|-----------------------------|--------------------------------|------------------|--------------|
| Bike Lane | Future North-South Bike Routes | Light Rail Route | School |
| Signed On-Street Bike Route | Future East-West Bike Routes | Caltrain Route | Parks |
| Bike Path | Access Points | Post Office | Fire Station |
| City Jurisdiction | Bike / Pedestrian Bridge | | Hospital |





*Sunnyvale
Bike Route*



23



CALTRAIN STATION 0.3 MI



DOWNTOWN SUNNYVALE 0.2 MI

The image shows a rectangular sign for the Sunnyvale Bike Route. On the left is a large green oval with a white border. The top half of the oval is white with the text "Sunnyvale Bike Route" in a green serif font. The bottom half is green with a white bicycle silhouette and the number "23" in white. To the right of the oval are two green square icons. The top one shows a train and a building, with the text "CALTRAIN STATION 0.3 MI" to its right. The bottom one shows a city skyline, with the text "DOWNTOWN SUNNYVALE 0.2 MI" to its right.

Election of Officers

The BPAC members must elect a Chair and Vice Chair to serve in the 2010/2011 Fiscal Year. City staff has no recommendation; this matter must be voted on by the BPAC members.

This action item will be carried out at the end of the meeting. Process of electing the BPAC Chair and Vice Chair is as follows:

1. Open Nominations:
 - a. Presiding officer may say: "Are there nominations for the Chair?"
 - b. Any BPAC member may say: "I nominate _____"
 - c. No second is necessary.
 - d. Presiding officer then ask: "Are there further nominations for the Chair?"
 - e. The process is repeated until there are no further nominations.
2. Close Nominations:
 - a. Presiding officer declares nominations for the Chair closed.
 - b. Motion to close is not necessary.
3. Nominations are voted upon in the order they were made.
 - a. The member receiving the necessary vote is elected for the Chair.

The process is then repeated for electing the Vice Chair.

