



DATE: July 7, 2015

CATEGORY: New Business

DEPT.: Public Works

TITLE: **Bicycle Transportation Plan Update**

RECOMMENDATION

Review, take public input, and provide direction on the Public Draft of the Bicycle Transportation Plan update.

BACKGROUND

Improving bicycle and pedestrian mobility has been one of the City Council's three major City goals for Fiscal Years 2013-14 and 2014-15. In support of this goal, more than \$3.5 million has been programmed into the City's capital improvement planning process since June 2013 to improve the bicycle and pedestrian environment in Mountain View, including an update to the City's 2008 Bicycle Transportation Plan (BTP).

Alta Planning + Design (Alta), a firm with significant experience in bicycle planning, design and engineering, was retained in February 2014 to lead the BTP update process.

The current process builds on the City's 2008 BTP and expands on the City's 2030 General Plan mobility goals by developing a plan to more specifically address the bicycle-related needs of the community. Once adopted, the 2015 BTP update will provide a vision, strategies, and recommended actions for improving and encouraging bicycle travel in and through the City of Mountain View.

Community Outreach

The BTP update process has included a robust outreach strategy to engage the community and offer input opportunities at key points throughout the process through multiple methods, including community workshops, public meetings, an interactive project website (bikemountainview.com), and user/business surveys.

The BTP update has been developed in coordination with the City's Bicycle/Pedestrian Advisory Committee (B/PAC). The B/PAC reviewed and provided input on the draft content of the BTP update on five separate occasions during the past fiscal year.

Additional community outreach activities in support of the BTP update were conducted, including two community workshops (September 2014 and February 2015), meetings with various City advisory bodies and stakeholder groups (e.g., Youth Advisory Committee; Senior Advisory Committee; Parks and Recreation Commission; Mountain View Whisman School District Advisory Committee; a joint meeting with staff from the cities of Palo Alto, Sunnyvale, and Los Altos), and the dissemination of information and receipt of public input through the project website.

The City Council reviewed and provided input regarding the BTP update's preliminary assessment of existing bicycling conditions and initial list of proposed infrastructure improvements at a March 3, 2015 Study Session.

ANALYSIS

The BTP update has been drafted to satisfy the guidelines of the California Active Transportation Program to ensure the City maintains its eligibility to compete for, and receive, State Bicycle Transportation Account (BTA) and other grant funding.

More specifically, the Public Draft of the BTP (Attachment 1) includes:

- **Chapter 1**—Documenting bicycling conditions in Mountain View, including existing bicycling infrastructure (e.g., on-street facilities, shared-use trails, bicycle parking facilities, etc.) and current programs that support and improve bicycling in Mountain View (e.g., bicycling education and encouragement programs, etc.).
- **Chapter 2**—A review of existing plans, policies, programs, and projects that support safe, high-quality bicycle environments and encourage greater bicycle mode shares for all types of trips. This included a review of the City's 2030 General Plan, City Code, Capital Improvement Program (CIP), Precise Plans, other bicycle-related studies/projects currently under way or recently completed, as well as other County, regional, State, and Federal documents related to bicycling to ensure a clear understanding of the planning and policy context in which the BTP update was created.
- **Chapter 3**—A comprehensive assessment of the bicycling-related needs of the community based on an examination of the types of bicyclists in Mountain View, typical bicycle trip purposes, bicycle trip destinations and generators in the

community, bicycle count data, bicycle-related collision data (2009 to 2013), gaps in the bicycle network, and community input.

- **Chapter 4**—Identification of approximately 180 recommended improvements to improve Mountain View’s bicycle-related network, infrastructure, programs, and policies.
- **Chapter 5**—A prioritized ranking of the recommended improvements based on project prioritization criteria developed for the Mountain View BTP update effort. The estimated cost for all of the recommended improvements is approximately \$49 million.

In addition to assigning each project a High-, Medium-, or Low-priority ranking, the BTP update identifies 10 priority improvement projects, many of which combine one or more of the 180 improvements recommended in the BTP. A list of the projects (not in priority order), along with information regarding which BTP-identified improvements are included in each project, is provided below:

- A. Shoreline Boulevard Pathway (BTP Project Reference Number N-2).
- B. Castro Street/Moffett Boulevard/Central Expressway Intersection Improvement (BTP Project Reference Number S-51).
- C. Moffett Boulevard Bike Lanes (BTP Project Reference Numbers N-13, S-18).
- D. Old Middlefield Way Bike Lanes (BTP Project Reference Numbers N-27, S-27).
- E. Permanente Creek Trail Extension (BTP Project Reference Numbers N-3, N-12, S-23, S-29).
- F. Bicycle Boulevard Feasibility Study (Citywide project incorporating multiple BTP Project Reference Numbers N-1, N-7, N-21, N-22, N-23, N-24, N-25, N-26, N-34, N-35, N-38, N-39, N-40, N-41, N-42, N-43, N-44, N-45, N-46, N-47, N-51, N-68, N-69, N-70, N-71, N-72, N-73, N-91, N-97, N-98, N-99, N-101, N-119, N-120, N-121, N-200, S-10, S-30, S-34, S-35).
- G. Palo Alto-Sunnyvale Regional Connections (BTP Project Reference Numbers N-19, N-122, S-36, S-33, S-22).
- H. El Camino Real Bike Lanes (BTP Project Reference Number N-29).

- I. Shoreline Boulevard Transportation Corridor Improvements (BTP Project Reference Number N-28, N-52, N-84, S-53, S-16, S-52).
- J. Citywide On-Street Parking Modification Guidelines for the Installation of Bike Lanes (Citywide project).

For each of the 10 priority improvement projects, Project Description Sheets have been developed, describing the key characteristics of each improvement, including name, location, proposed facility/improvement, cost estimates, and required actions. The Project Description Sheets will serve as the basis for future City capital improvement project requests and/or grant funding applications.

The BTP update also identifies a limited number of near-term, low-cost bicycle network and spot improvement projects designated as “Fast Five Projects.” These projects were identified with the goal of implementing a few bicycle improvement projects soon after the adoption of the BTP update to build momentum and interest towards implementing other recommendations included in the BTP update. The Fast Five Projects are:

- S-2 Bicycle marking improvements at Rengstorff Avenue and Central Expressway.
- S-20 Bicycle marking improvements at Rengstorff Avenue and Crisanto Avenue.
- S-5 Bicycle marking improvements at Cuesta Drive and Miramonte Avenue.
- N-64 Paint bike lane edge line to separate bicycle lane from parking lane on Whisman Station Drive between North Whisman Road and Central Expressway.
- N-131 Paint bike lane edge line to separate bicycle lane from parking lane on Sylvan Avenue between Rainbow Drive and Moorpark Way.

Chapter 5 also includes recommended performance measures the City can use in the future to gauge its progress in improving Mountain View’s bicycling environment.

Next Steps

Based on the input received from the City Council and members of the public at this meeting, City staff will work with Alta to make final edits to the BTP update document. Assuming no major changes, Council adoption of the Final Draft of the BTP update is scheduled for late 2015.

As required by its contract with the City, Alta staff will continue to work with City staff after the adoption of the Final BTP update to prepare and submit grant application materials for as many as 3 of the City's 10 priority projects as grant funding opportunities are identified during the next 12 to 18 months.

The first year of the City's adopted five-year CIP includes funding for projects that begin implementation and/or support the following priority projects identified in the BTP update:

- Project B: Castro/Moffett/Central Intersection Improvements
- Project E: Permanente Creek Trail Extension Feasibility Study
- Project F: Bicycle Boulevard Feasibility Study

CIP funding is also available in Fiscal Year 2015-16 for other bicycle-related improvement projects, and additional funding for BTP-identified projects will be added to future CIPs as resources permit.

Consideration of Environmental Factors

The development and approval of the BTP update document is exempt from California Environmental Quality Act (CEQA) review pursuant to Section 21080.20 of the California Public Resources Code. However, staff will evaluate the need for additional environmental analysis that must be conducted for any of the projects included in the final adopted BTP update. Staff will ensure the completion and submission of all required CEQA analysis/exemption documentation.

FISCAL IMPACT

There is no direct fiscal impact associated with the recommended action. Project 14-42, Bicycle Transportation Plan Update, is funded with \$40,000 from the Shoreline Regional Park Community Fund and \$160,000 from Google funding dedicated to bike/pedestrian improvements, for total funding of \$200,000.

The estimated cost of the recommended bicycle-related improvements identified in the BTP update is approximately \$49 million. Council review and adoption of the BTP update does not commit any funding to the implementation of the recommended bicycle improvement projects. Additional Council action will be required to fund specific improvement projects.

ALTERNATIVES

1. Modify the list of priority improvements.
2. Take no action on the Public Draft of the BTP update.
3. Provide other direction to staff.

PUBLIC NOTICING

In addition to the City's standard agenda posting requirement, notices were sent to the project's interested parties list, individuals requesting notification through the project website, attendees of previous workshops/meetings regarding the BTP update, City neighborhood associations, B/PAC, and other interested parties.

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Attachment: 1. Public Draft – Bicycle Transportation Plan Update