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BPAC 2019 Proposed Study Issues

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2019 COUNCIL STUDY ISSUE (Draft)

NUMBER

..Title

DPW 19-02

TITLE Adopt Personal Transportation Vehicle Parking Standards

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SCOPE OF THE STUDY

What precipitated this study?

Personal Transportation Vehicles (PTV) such as bicycles, scooters and Segways are increasing in popularity as an alternative transportation method instead of travel by automobiles. The City's parking design standards should include requirements for the safe, reliable and adequate storage of PTV's within the City. The adopted PTV parking design standards would apply to all new developments and all new installations of PTV parking. Having adequate parking for PTV's would accommodate the vehicle types encouraged by the City's Complete Streets policies.

What are the key elements of the study?

The study will include analysis of various types of Personal Transportation Vehicles, a review of parking standards from other jurisdictions, analysis of electric charging options for electronic mobility devices, and a review of PTV parking options. Also, the study will include data collection and analysis of PTV parking demand for various land use types. After the analysis is completed, the study will provide recommendations on PTV parking demand, preferred PTV parking options including electric charging capabilities, and a recommendation for policy changes to the Sunnyvale Municipal Code, if necessary.

NUMBER

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DPW 19-03

TITLE Personal Transportation Devices Usage on City Streets, Sidewalks, and Bike Lanes

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SCOPE OF THE STUDY

What precipitated this study?

Personal transportation devices such as bicycles, scooters, skateboards, and roller blades, whether they are manually, electrically, or motor propelled, are increasing in popularity as an alternative transportation method instead of travel by automobiles. The City's Municipal Code currently identifies when and where a person can ride a bicycle, however, it does not provide a clear explanation on when and where a person can operate a scooter or other types personal transportation devices. The California Vehicle Code (CVC) has some policies relating to personal transportation devices but it is not

comprehensive. There are safety issues related to the sharing of sidewalks and roadways by the various transportation devices, vehicles, and pedestrians, which need to be addressed through modification of the Municipal Code.

What are the key elements of the study?

The study will include a review of various types of manually, electrically, or motor propelled personal transportation devices. Based on federal, state and city laws, the study will provide recommendations for city policies to regulate where these devices would be allowed to operate (i.e. sidewalk, roadway, bike lanes, etc.), safety equipment requirements, travel speed limits, and age limits.

NUMBER

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DPW 19-04

TITLE Separated Bicycle Facilities for New Developments

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SCOPE OF THE STUDY

What precipitated this study?

When new land developments are constructed in the City of Sunnyvale, there is an opportunity to install a Class I Bicycle Path or a Class IV Separated Bikeway or Cycle Track along the project frontage. Currently, it is the City's practice to require bicycle facilities along the project frontage or vicinity based upon the most current Bicycle Master Plan or area plan. Due to the limitation of right-of-way and roadway widths, Class II Bike Lanes and Class III Bike Routes are typically installed. However, Class I and Class IV bicycle facilities reduce the chances of bicycle and vehicle conflicts. The Class I or Class IV bicycle facilities will promote alternative transportation options as well as increase safety for riders.

What are the key elements of the study?

The study will include the policies needed and the process to require applicants/developers provide the necessary right-of-way and funding to install or upgrade the bicycle facilities along the project frontage to a Class I Bicycle Path or a Class IV Bikeway (separated bikeway or cycle track), despite what has been approved in various plans. If construction of a separated bicycle facility along the project frontage is not feasible, the applicant would be required to pay fees for construction of a separated bicycle facility equivalent in length to the project frontage in another part of the City.

NUMBER

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DPW 19-05

TITLE Bicycle and Pedestrian Wayfinding Signs

SCOPE OF THE STUDY

What precipitated this study?

Currently, the City has a lack of wayfinding signs commonly found in other cities, in particular for travel by bicycle and walking. New wayfinding signs will accommodate and encourage travel by alternative transportation modes which aligns with several goals of the Land Use and Transportation Chapter of the General Plan including Goal Lt-2: Environmentally Sustainable Land Use and Transportation Planning and Development and Goal LT-3: An Effective Multimodal Transportation System. The intent of installing wayfinding signs is to increase efficiency of the transportation system by providing the best route to each destination and reduce the occurrence of travelers getting lost. In addition, the wayfinding signs will increase bicycle rider safety by reducing the need for bicyclists to look at a mobile map when navigating to an unfamiliar location.

What are the key elements of the study?

The Study will include an analysis of the City's transportation network, popular destinations, and the best locations for new wayfinding signage. The analysis of the transportation system will determine where existing and future bicycle and pedestrian facilities are located and the best connections to each destination point. The destination points considered for wayfinding signage will be based on trip demand and may include schools, parks, the library, the community center, the civic center, downtown or other City districts. In addition, each location for new signage will include a layout of the proposed guide sign and a recommendation to provide either distance or minutes of travel to each destination on the sign.

NUMBER

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DPW 19-06

TITLE Develop Bicycle and Pedestrian Metrics to Support Decision-making on City Projects and Studies

SCOPE OF THE STUDY

What precipitated this study?

Transportation projects and studies are typically analyzed with automobile data such as Vehicle Miles Traveled (VMT), intersection turning movement counts, traffic speeds, and roadway average annual daily traffic. Based on the analysis of the automobile data, conclusions and recommendations are developed that affect all roadway users including bicyclists and pedestrians. Developing methods to analyze bicycle and pedestrian data in City projects and studies will help ensure all travel modes are considered.

What are the key elements of the study?

The study will include what types of bicycle and pedestrian data can be collected (including counting methods and GPS-tracking), the reliability of the data collection, how the data can be included in a traffic analysis, and the potential effect on the transportation network. The study also will include the expected costs for including bicycle and pedestrian data for transportation projects or studies. The study may lead to procedure and policy changes for projects and studies conducted in the City to require a quantitative analysis of bicycle and pedestrian data.