



# City of Sunnyvale

## Agenda Item

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**24-0118**

**Agenda Date: 2/15/2024**

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### **2024 COUNCIL STUDY ISSUE**

#### **NUMBER**

DPW 23-08

**TITLE** Define Metrics that the City Will Use to Evaluate Progress on Bicycle and Pedestrian Infrastructure for Future Reporting

#### **BACKGROUND**

**Lead Department:** Department of Public Works

**Support Departments:** Office of the City Manager  
Office of the City Attorney  
Department of Public Safety

**Sponsor(s):** Councilmembers: Sell, Mehlinger, Klein, Melton, Cisneros, Srinivasan, Din

**History:** 1 year ago: Ranked, Below the Line  
2 years ago: N/A

#### **SCOPE OF THE STUDY**

##### **What precipitated this Study?**

Measuring progress toward implementing the City's Active Transportation Plan (ATP) and Vision Zero Plan is important to achieving their goals. Progress needs to be measured using well-defined, quantifiable metrics that provide clear feedback on how well the City's actions are working toward achieving the Plans' goals.

##### **What are the key elements of the Study?**

This Study would review the goals identified in the ATP and Vision Zero Plan and identify appropriate metrics to measure progress toward the goals. Metrics may include but would not be limited to: mileage of planned and newly constructed bicycle facilities by type; reduction of vehicle speeds by street; percentage of students biking and walking to school; miles traveled by vehicle, bicycle, and foot; and/or the number of collisions with fatalities or severe injuries (referred to as KSI, collisions where a person was killed or seriously injured). A standard procedure will be established to specify data collection methodology and frequency the data will be updated, and level of effort to maintain the data for each metric.

In addition, the Study would research how other jurisdictions are tracking similar metrics to determine the most appropriate way to present the City's progress towards the goals in the ATP and Vision Zero Plan. The metrics would be published on the Transportation and Traffic Safety section of the City's website and updated to reflect the most recent data. The Study would also provide a cost estimate for maintaining the reporting service and analyzing the metrics.

**Estimated years to complete study: 2 years**

**FISCAL IMPACT****Cost to Conduct Study**

Level of staff effort required (opportunity cost):	Major
Funding Required for Non-Budgeted Costs:	\$150,000
Funding Source:	Will seek budget supplement

The cost associated with this Study would be for consultant services to perform the Study as listed under the Key Elements of the Study. City staff would work with the consultant throughout the project process including the analysis and the development of recommendations.

**Cost to Implement Study Results**

Unknown. The Study would include assessment of potential costs, including capital and operating, as well as revenue/savings if applicable.

**EXPECTED CITY COUNCIL, BOARD OR COMMISSION PARTICIPATION**

Council-Approved Work Plan: No

Council Study Session: No

Reviewed by Boards/Commissions: Bicycle and Pedestrian Advisory Commission

**STAFF RECOMMENDATION**

Drop. This policy issue does not merit discussion at a Study Issues Workshop.

The City has already developed goals and metrics in the ATP and Vision Zero Plan that were reviewed and approved by the Bicycle and Pedestrian Advisory Commission (BPAC) and City Council.

Key goals that were identified include:

- increasing bicycling and walking mode share to 10% by 2030;
- achieving the League of American Bicyclists Bicycle Friendly Silver status by 2030; and
- reducing traffic fatalities by 50% by 2029.

Metrics already tracked by staff and reported regularly to the BPAC include:

- travel tallies collected biannually (in the fall and spring) to obtain a mode split of how students travel to and from school;
- a collision summary of total pedestrian- and bicycle-related collisions in the past five years by KSI each year;
- existing and newly constructed bicycle facilities by type;
- biannual bicycle and pedestrian counts collected at six locations in high active transportation areas;
- a status report of bicycle and pedestrian improvement projects and Safe Routes to School projects that are constructed, in-progress, and planned; and
- collision trends such as total collisions per year, total KSIs per year, and pedestrian and bicycle related KSI collisions by year.

Prepared by: Angela Wong, Transportation Engineer

Reviewed by: Dennis Ng, Transportation and Traffic Manager

Reviewed by: Chip Taylor, Director, Department of Public Works

Reviewed by: Sarah Johnson-Rios, Assistant City Manager

Approved by: Kent Steffens, City Manager