



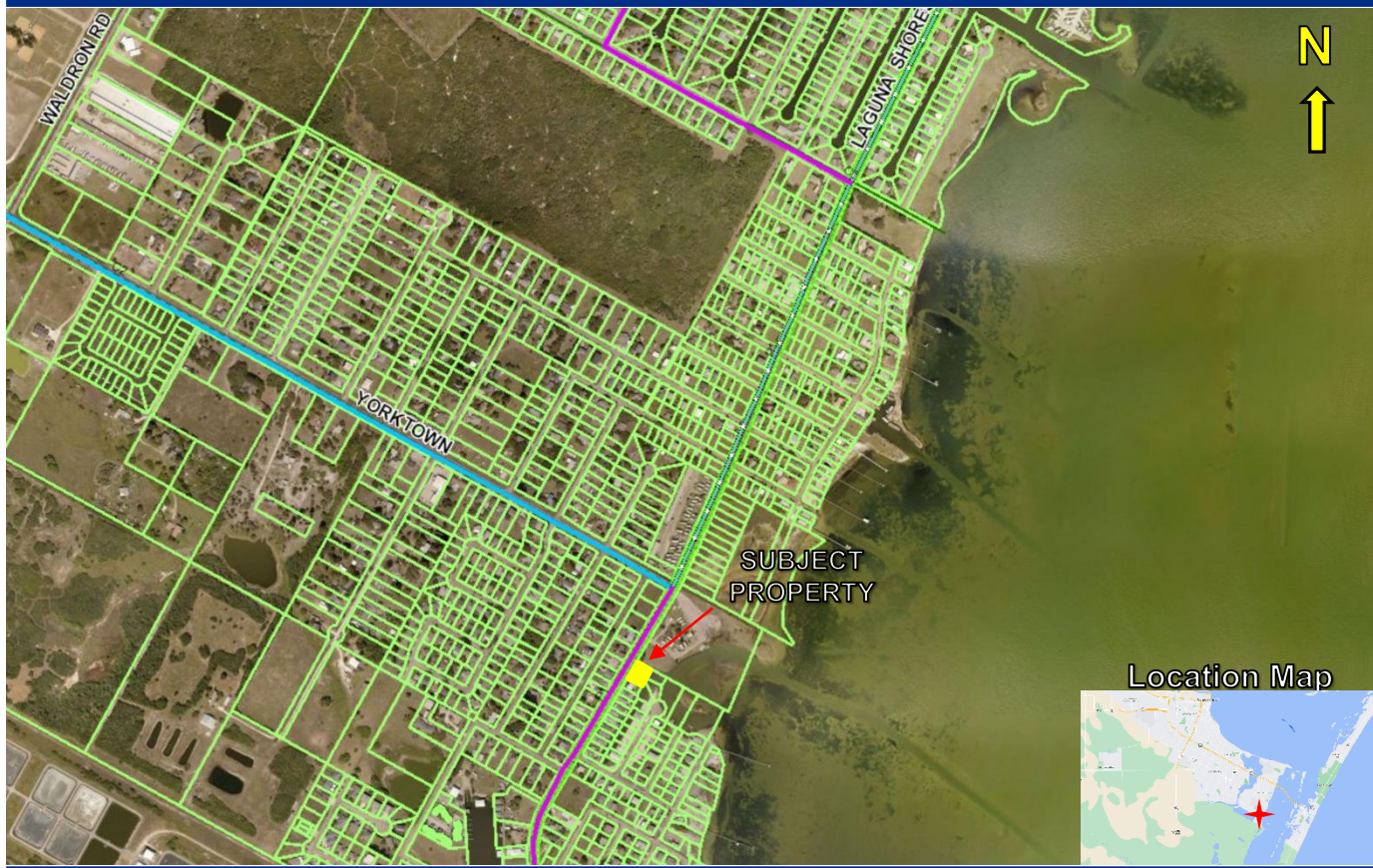
Tyler Subdivision Block 8, Lot 13R (Final Plat)

**Request for Plat Waiver from the Sidewalk and
Bike Boulevard Construction Requirement**

**Planning Commission Meeting
November 16, 2022**



Bicycle Mobility Plan



-  1 – Way Cycle Track (Both Sides)
-  Bike Boulevard



Bicycle Mobility Plan



▲ BIKE BOULEVARD WITH SHARROW SYMBOL, HOBOKEN, NJ

BICYCLE BOULEVARD

▼ BIKE BOULEVARD WITH DIVERTER, PORTLAND, OR



BICYCLE BOULEVARD

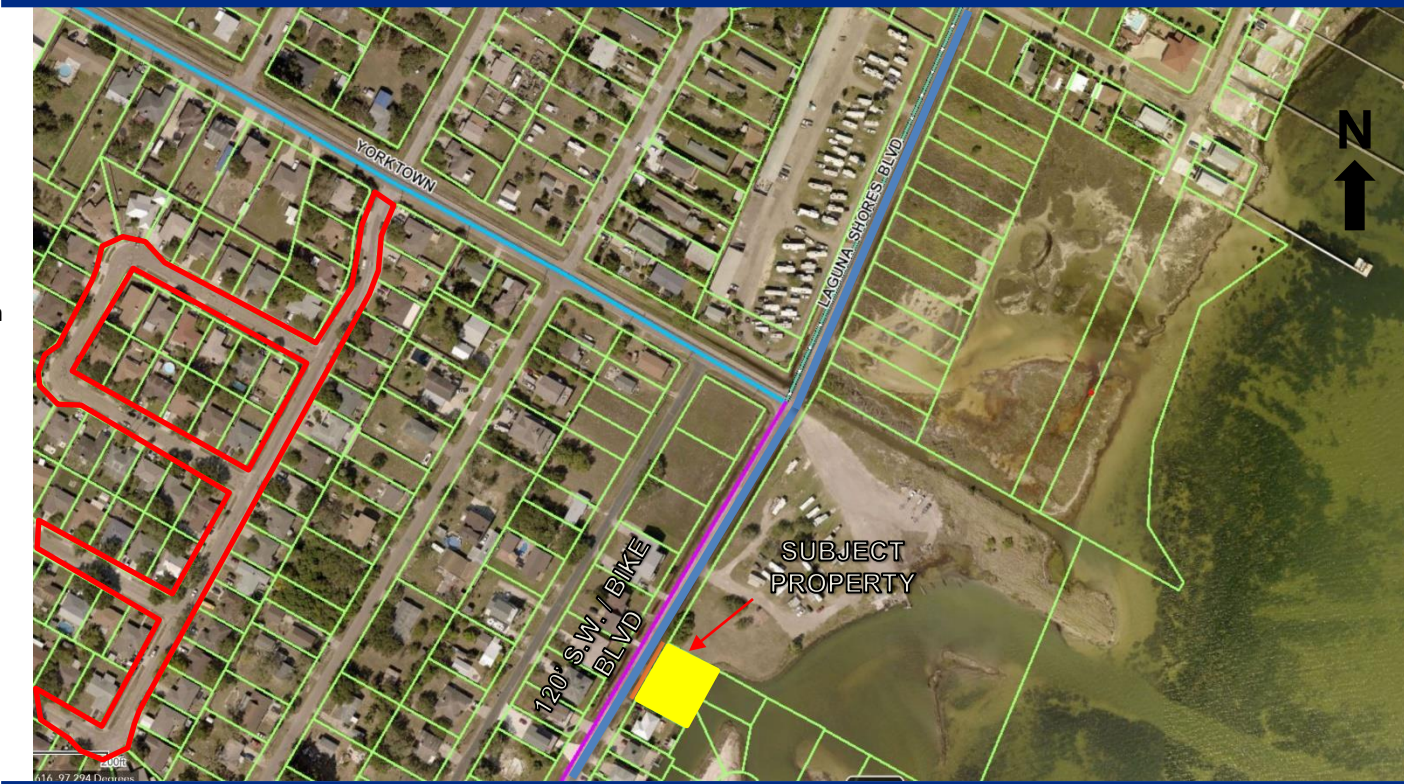
Description:

Bicycle Boulevards are typically local or neighborhood streets that prioritize travel by bicycle. Bicycle Boulevards encourage low motor vehicle speeds, which discourages through traffic, and include safe crossings at busy streets, thus providing a low stress experience for cyclists.

Features:

- Typical average daily traffic (ADT) volumes of less than 3,000 vehicles per day; less than 1,500 vehicles per day preferred
- Preferred maximum posted speed of 20-25 mph
- Wayfinding signs for cyclists and shared lane markings (“sharrows”) to let motorists know that cyclists will be present and have priority are the minimum treatments to designate a corridor as a bike boulevard; shared lane markings provide lateral lane positioning guidance to bicyclists, including riding outside the “door zone” of parked cars
- Supplemental treatments that should be considered include:
 - Bicycle friendly traffic calming features to ensure appropriate motor vehicle speeds, such as: traffic circles/mini-roundabouts, vertical deflection (e.g. speed cushions, which can include cutouts that match the axle width of emergency vehicles)
 - Priority assignment for through bicycle traffic at two-way stop or at all-way stop controlled intersections; this may necessitate turning the signs to stop traffic on the cross street to the bike boulevard to minimize stops for bicyclists at two-way stops or removing stop signs on two approaches at all-way stops
 - Traffic diverters at key intersections to reduce non-local/through motor vehicle traffic but allowing through bicycle traffic
 - Crossing improvements where the bike boulevard crosses major streets; this may include crosswalk markings, median refuge islands, curb extensions (on streets with on-street parking), rectangular rapid flashing beacons (RRFBs), pedestrian hybrid beacons, or traffic signals

Request for Proposed Sidewalk and Bike Boulevard Waiver Tyler Block 8, Lot 13R





Plat Requirements

- UDC 3.30.1.A: requires installation of improvements, or financial guarantee, during platting
- UDC 8.1.4: During platting, the “developer shall provide”:
 - A. “Streets, including but not limited to pavement, curb and gutter, **sidewalks, hike and bike trails**”
- UDC 8.2.2.A.4: “Sidewalks shall connect to existing adjacent sidewalks or be designed and placed to allow connection to future adjacent sidewalks”

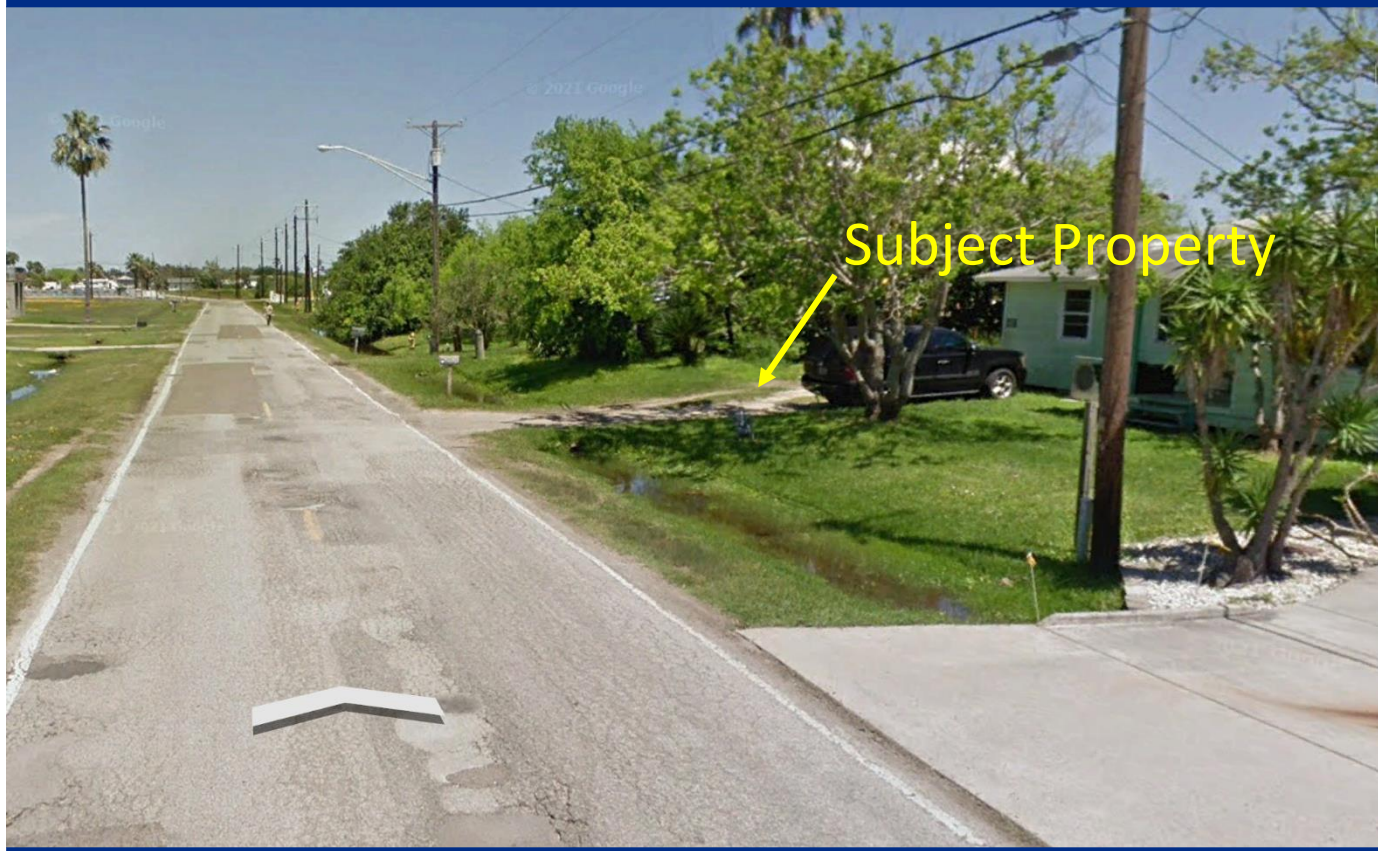


Plat Waiver UDC 3.8.3.D

- Need for waiver shall be demonstrated to Planning Commission's satisfaction
- The waiver may be approved, approved with conditions or denied after consideration of the following factors:
 - 1. Not detrimental to public health, safety, or general welfare, or be injurious to other property in area, or to the City;
 - 2. The conditions that create the need for the waiver shall not generally apply to other property in the vicinity;
 - 3. Application of the provision will render subdivision of land unfeasible; or
 - 4. The granting of the waiver would not substantially conflict with the Comp Plan and the purposes of the UDC



Street View: Looking North





Street View: South





Street View: Looking at Site





New Construction - Bond 2018 Project



Factors in Sidewalk/ Bicycle Boulevard Waiver

Applicant's Factors in Support of Waiver

1. Construction would not be feasible requiring modifications to the recently completed Stage 3 "Laguna Shores Road Reconstruction" seriously impairing the newly constructed drainage and concrete driveway structures.
2. There are no other existing sidewalks adjacent to this property to tie onto or extend a sidewalk to.
3. There appears to be sufficient pavement behind the fog lines of the newly improved "Laguna Shores Road" to accommodate cyclist or pedestrians currently.
4. Estimated costs associated with such a project are far beyond the means of the owner.

Factors Against Waiver

1. Plan CC's vision for transportation and mobility for the community calls for connected networks of good streets and sidewalks and safe bicycle routes.
2. UDC Section 3.8.3.C.2 states that the preliminary plat is consistent with the Comprehensive Plan, Utility Master Plans and any other adopted plans. This includes the Bicycle Mobility Plan.



Staff Recommendation

- Staff recommends **approval** of the waiver from the sidewalk and bicycle boulevard construction requirement on Laguna Shores Road. This is a developed block with no existing sidewalks to connect to, nor bus stops. Furthermore, Laguna Shores Road was recently reconstructed, and no sidewalk or bicycle tracks were implemented in the new construction.
- Planning Commission may choose to follow or decline Staff's recommendation, and Planning Commission may approve, approve with conditions, or deny the waiver request.