

2014 Council Study Issue

**DPW 14-10 Consideration of Bicycle and Pedestrian Level of Service Criteria**

**Lead Department** Public Works

**Sponsor(s)** Bicycle and Pedestrian Advisory Committee

**History** 1 year ago: None 2 years ago: None

**1. Scope of the Study**

a. What are the key elements of the study?

This study issue would examine methodologies which have been developed to assess "level of service" or otherwise evaluate roadway conditions for bicyclists and pedestrians in a similar or coincidental manner as motor vehicle traffic level of service evaluations are done. Several methods have been developed or are under considerations to provide multimodal "service" evaluation rather than the traditional automobile capacity service level calculations that are typically used for environmental reporting and traffic congestion monitoring. To date, in Sunnyvale the City's focus has been on planning and completing bicycle and pedestrian networks rather than evaluating service to bicyclists and pedestrians. A potential outcome of this study could be adoption of bicycle and pedestrian level of service criteria which would then be used to monitor and adjust roadway conditions.

b. What precipitated this study?

The Bicycle and Pedestrian Advisory Commission is interested in considering the application of tools that would capture experiential information for bicycling and walking on City streets and identify more comprehensive approaches to improving bicycling and walking conditions.

c. Is this a multiple year project? No Planned Completion Year: 2014

**2. Fiscal Impact**

a. Cost to Conduct Study

i. Level of staff effort required (opportunity cost)

Major  Moderate  Minor

ii. Amount of funding above current budget required \$40,000

Will seek budget supplement  Will seek grant funding

iii. Explanation of Cost:

Professional consulting services to identify and develop service level criteria.

b. Costs to Implement Study Results

No cost to implement.

Unknown. Study would include assessment of potential costs.

Some cost to implement. Explanation:

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Adoption of new transportation service level criteria would create the need for additional data collection and analysis which is not currently performed. These criteria could also become CEQA criteria, which would increase the required level of effort to prepare environmental documents for capital projects and new developments.

**3. Expected participation in the process**

- Council-approved work plan
- Council Study Session
- Board/Commission Review by Bicycle and Pedestrian Advisory Commission

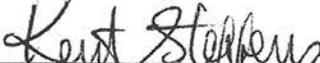
**4. Staff Recommendation**

a. Position: Drop

b. Explanation:

Research in the traffic engineering industry is ongoing for developing practical bicycle and pedestrian service level criteria. To date, none are widely adopted and available methodologies are cumbersome, data intensive to implement, and not well suited to application to the conditions and planning approaches of individual jurisdictions. Staff believes that if manageable criteria are identified, they are likely to become a requirement of local agencies to implement, either through legislative action or congestion management requirements.

The City has already approved a number of plans and studies including a Bicycle Capital Improvement Program, a Guided Bicycle Route map, a Pedestrian Opportunities Study, and five area-specific plans for bicycle and pedestrian facilities that guide our bicycle and pedestrian planning. Also, as part of the Horizon 2035 Land Use and Transportation Element, staff will propose a multimodal initiative that has a basis in multimodal level of service but is more specifically designed to carry out the City's specific goals, policies, plans, and programs. Staff recommends dropping this issue and utilizing the plans already in place to guide bicycle and pedestrian efforts and utilizing limited staff resources to pursue those plans.

Reviewed By:	Approved By:
	
10-25-13	10-30-13
Department Director	City Manager
Date	Date

2014 Council Study Issue

**DPW 14-11 Replacing Double Yellow Roadway Striping Lines with Dashed Lines**

**Lead Department** Public Works

**Sponsor(s)** Bicycle and Pedestrian Advisory Committee

**History** 1 year ago: None 2 years ago: None

**1. Scope of the Study**

a. What are the key elements of the study?

This issue would present design standards for the application of roadway centerline striping and consider establishing a policy or standard operating procedure for application of dashed yellow striping versus double yellow striping for roadway centerlines in Sunnyvale. Dashed yellow striping would legally and perceptually allow motorists to utilize opposite direction travel lanes (if clear of oncoming traffic) when passing bicyclists. The study would also identify alternative approaches for retrofitting roads in order to consider varying levels of budget or operating impact, such as implementation as a single capital project, or implementation as part of regular striping or pavement maintenance cycles.

b. What precipitated this study?

The Bicycle and Pedestrian Advisory Commission believes that reducing the amount of double yellow striping may improve motorists' confidence to provide sufficient clearance between a bicyclist and a passing motor vehicle.

c. Is this a multiple year project? No Planned Completion Year: 2014

**2. Fiscal Impact**

a. Cost to Conduct Study

i. Level of staff effort required (opportunity cost)

Major  Moderate  Minor

ii. Amount of funding above current budget required

Will seek budget supplement  Will seek grant funding

iii. Explanation of Cost:

b. Costs to Implement Study Results

No cost to implement.

Unknown. Study would include assessment of potential costs.

Some cost to implement. Explanation:

Changes to centerline striping would require preparation work such as grinding of striping. This could occur as a one time capital project, or could be implemented as a standard operating procedure as part of paving or striping maintenance schedules.