

Attachment D

BPAC and Other Bicycle/Pedestrian Related Proposed Candidate Study Issue Descriptions

Replacing double yellow roadway striping lines with dashed lines

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. This may improve motorists' confidence to provide sufficient clearance between a bicyclist and a passing motor vehicle.

Consideration of bicycle and pedestrian level of service criteria

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 traffic level of service evaluations are done. Several methods have been developed or are under consideration or evaluation to provide multimodal "service" evaluation rather than the traditional automobile capacity service level evaluations 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.

Extending vision triangle restrictions at private driveways

Currently the City has a 10' by 10' vision triangle for private driveways for features outside of the public right of way. Additional restrictions apply to public right of way planter strip areas. This study would consider expansion of vision triangle restrictions at private driveways to possibly include public right of way features including on-street parking restrictions. The study could result in recommendations for expanded restrictions.

Policy on placement of street amenities to assure comfortable access for the disabled

This study would seek to identify optimal layouts for street amenities such as sidewalks, streetlight poles, street trees and planter strips to provide a measure of comfort for disabled users of the street and sidewalks. This study would look at expanding City design standards beyond the minimums defined by the Americans with Disabilities Act. The study would consider recommendations for new roadway design standards.

Identification of measures that would reduce or alleviate demand for, or the perception of need for on-street parking in front of private residences, in order to emphasize safety and street space for bicyclists

This study would seek to identify methods to ease the impact of on-street parking removal for installation of bike lanes. Steps such as relaxed on-site parking standards, rationalized on-site parking standards, development of satellite parking facilities, provision of special event parking permits for limited duration on-street parking, or other creative means to lessen the perception of ownership and need of public on-street parking by adjacent residents would be explored. The purpose would be to improve the City's ability to provide safe street space for bicycling. The outcome of the study could be recommendations for regulations and programs related to public and private parking of motor vehicles.

Removal of bollards at pathway and bicycle and pedestrian bridge entries

This study would assess the need for bollards at pathway and bicycle/pedestrian bridge entries, and determine whether they can be removed. The result of the study would be a decision on maintenance of bollards at pathways and bridges, and potentially direction for their removal.

implementation of Bikes Use Full Lane signs

This study would present standards for the application of Bikes Allowed Use of Full Lane signs, and make a recommendation on application of standards in the City of Sunnyvale. The result of this study could potentially be a Standard Operating Procedure or development of a future capital improvement project.

implementation of 20 foot vision triangle restrictions at intersections

This study would look at the projected implementation schedule for Council-directed parking restrictions at controlled intersections, and make recommendations on the pace of implementation. Results of the study could be budget modification to allow a modified implementation schedule, or development of a future capital improvement project.

Pilot bicycle boulevard project on east-west and north-south routes

This study would develop a plan for construction of north-south and east-west bicycle boulevards in two Sunnyvale corridors as a pilot project for evaluation of the impact of bicycle boulevard treatments. Roadway operations, maintenance, emergency vehicle access, community acceptance, and effectiveness for encouraging bicycling and improving bicycle safety could be potential evaluation measures. The outcome of the study would be consideration of the City Council of a pilot project to construct and evaluate bicycle boulevards.

Pedestrian Anti-Harassment Ordinance

See attached.

2013 Council Study Issue

DPW 13-01 Pedestrian Anti-Harassment Ordinance

Lead Department Public Works

History 1 year ago None 2 years ago None

1. What are the key elements of the issue? What precipitated it?

As an adjunct to the bicyclist anti-harassment ordinance that was approved by the City Council in June, 2012, this issue would consider adoption of a pedestrian anti-harassment ordinance. A pedestrian anti-harassment ordinance could make it unlawful to intimidate, intentionally force, attempt to force, or fail to yield to a pedestrian crossing the roadway or using a public sidewalk with the intent to injure or distract the pedestrian simply because they are walking. It would subject violators to liability for damages, fees, and litigation costs.. This ordinance would provide a pedestrian-specific law with civil penalties. Pedestrians would be able to pursue remedy and restitution including punitive damages for intentional harassment in civil court.

2. How does this relate to the General Plan or existing City Policy?

SN 3.5 Facilitate the safe movement of pedestrians, bicyclists and vehicles.

3. Origin of issue

Council Member(s) Meyering, Moylan

4. Staff effort required to conduct study Minor

Briefly explain the level of staff effort required

Staff would need to define the scope of the ordinance, research legal implications, and draft an ordinance.

5. Multiple Year Project? No Planned Completion Year 2013**6. Expected participation involved in the study issue process?**

Does Council need to approve a work plan? No

Does this issue require review by a Board/Commission? Yes

If so, which? Bicycle and Pedestrian Advisory
Commission

Is a Council Study Session anticipated? No

7. Briefly explain if a budget modification will be required to study this issue

Amount of budget modification required

Explanation

8. Briefly explain potential costs of implementing study results, note estimated capital and operating costs, as well as estimated revenue/savings, include dollar amounts

Are there costs of implementation? No

Explanation

9. Staff Recommendation

Staff Recommendation None

If 'Support', 'Drop' or 'Defer', explain

Reviewed by

Approved by

Department Director

Date

City Manager

Date