

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? Yes

Explanation

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.

9. Staff Recommendation

Staff Recommendation Drop

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

Research in the traffic engineering industry is ongoing for developing practical bicycle and pedestrian service level criteria. To date, none are widely adopted and methodologies are cumbersome and data intensive to implement. 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. Also, 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. Staff recommends dropping this issue and utilizing the plans already in place to guide bicycle and pedestrian planning efforts and utilizing limited staff resources to pursue those plans.

Reviewed by

Kent Steffens

Department Director

10-5-12

Date

Approved by

Andy Lee

City Manager

10-9-12

Date