

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

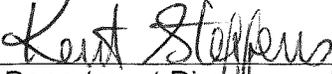
4. Staff Recommendation

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 Date	City Manager Date