

Ranking of Study Issues

This agenda item is for the ranking of study issues prior to Council consideration. A public hearing of Study/Budget Issues is planned during the Council meeting scheduled for January 4th, 2010. The City Council, after receiving input on issues of importance from a number of sources including commissions, committees, staff and the general public, holds a Study/Budget Issues Workshop. This workshop is planned for January 28th, which will include a ranking exercise of all of the issues submitted for consideration. From this exercise, staff gains an understanding of the Council's priority issues for the following fiscal year, and future years to come. Staff then develops a realistic work plan for addressing the identified study issues.

For reference purposes, please find enclosed a copy of all study issues finalized during the September 16th BPAC meeting and signed by the City Manager.

- DPW 09-01: Comprehensive School Traffic Study.
- DPW09-02: Update/Review Corner Vision Triangle Municipal Code Ordinance.
- DPW 09-04 Impacts of Traffic Calming Devices on Cyclists.
- DPW 09-07: Sunnyvale Cyclovia Event.
- DPW 11-02: A New Bicycle/Pedestrian Bridge Over-crossing US 101 east of Lawrence Expressway.
- DPW 11-03: Nexus Study for a New Development Fee for Funding Pedestrian and Bicycle Projects.
- DPW 11-04: Placement of "Bicycles Allowed Use of Full Lane – Vehicles Change Lanes to Pass" signs.
- DPW 11-05: Adopt a Policy that Restricts Bicycle Lane Closure in Construction Zones.
- DPW 11-06: Closing Murphy Avenue to Automobile Traffic.
- DPW 11-07: Adopt a Policy to Utilize the VTA Bicycle Technical Guidelines.

2011 Council Study Issue

DPW 09-01 Comprehensive School Traffic Study (Combined SI's School TDM Opportunities & School Zone Traffic Controls and Enforcement)

Lead Department Public Works

History 1 year ago Above the line 2 years ago Below the line

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

This issue would comprehensively investigate and evaluate school traffic in Sunnyvale from both an operational and programmatic perspective. Three primary areas will be assessed: Transportation Demand Management (TDM), traffic controls, and traffic enforcement. Travel patterns and vehicle and pedestrian conditions at schools, including mode choice, alternative transportation resources, pedestrian patterns, location of pedestrian facilities (especially crosswalks), driving behaviors (especially speeding, right of way compliance and illegal turns), and speed controls will be assessed. For TDM, the study would look at appropriate levels of resources for the City to invest in encouraging effective TDM for schools within the City. The study would look at interfaces between school district and City operations, and opportunities for the City to invoke regulations or encourage TDM to school commuters. The outcome of the TDM evaluation would be recommendations for policy, actions, and resources for a transportation demand management program targeted at City schools. For traffic controls and enforcement, the study would identify whether a set of actions exists beyond current traffic controls and enforcement resources to improve school zone traffic flow and enhance pedestrian safety. This study would include a review of the applicability of CVC 22358.4 provisions regarding lowering of speed limits in school areas. The purpose of the study is to consider concerns that school area loading and unloading is chaotic in many areas and that a high proportion of parents drive their children to school. TDM, additional controls and/or enforcement may improve efficiency and safety.

As per Council action at the January 29, 2010 Study Issues Workshop, this study is the result of merging DPW 09-01, School Transportation Demand Management Opportunities, and DPW 10-08 School Zone Traffic Controls and Enforcement.

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

Land Use and Transportation Element Goal C3, Attain a transportation system that is effective, safe, pleasant and convenient.

3. Origin of issue

Council Member(s) Hamilton, Howe

Board or Commission Bicycle and Pedestrian Advisory Committee

4. Staff effort required to conduct study Major

5. Multiple Year Project? Yes **Planned Completion Year** 2012

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 Committee
Is a Council Study Session anticipated? No

7. Briefly explain cost of study, including consultant hours, impacted budget program, required budget modifications, etc. and amounts if known.

A total of 28 schools would be targeted by the study. Staff estimates 200 consultant hours per school would be required for data collection, meetings with stakeholders, and development of school-specific action plans. A budget modification of approximately \$500,000 would be required. There would be staff time implications to the Department of Public Works and the Department of Public Safety.

8. Briefly explain potential fiscal impact of implementing study results (consider capital and operating costs, as well as potential revenue).

Should a TDM program be adopted, this could involve capital improvements to direct traffic or improve alternative transportation routes to schools. An ongoing program involving elements such as ridematching, walking school buses, or bike safety courses would require resources to manage the program, provide educational and promotional materials, etc. This study could also result in recommendations for new traffic controls at schools Citywide. This could represent a capital investment of considerable scope. The study could also result in recommendations for additional traffic enforcement or crossing guard resources, which can have a significant operating cost.

9. Staff Recommendation

Staff Recommendation Against Study

If 'For Study' or 'Against Study', explain

Staff believes this issue is largely operational, and that a significant portion of the responsibility for school traffic should fall on school districts rather than the City. The City does, however, currently direct available resources to address school traffic issues as they arise. Also, the City, in partnership with the County Public Health Department, recently submitted a successful grant application for a comprehensive school traffic demand management program that will address many of the issues raised in the proposed study issue.

Reviewed by

Marvin A. Rao 11/1/2010
Department Director Date

Approved by

[Signature] 11-2-10
City Manager Date

2011 Council Study Issue

DPW 09-02 Update/Review Corner Vision Triangle Municipal Code Ordinance

Lead Department Public Works

History 1 year ago Below the line 2 years ago Deferred

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

At an intersection, the corner vision triangle is formed by measuring 40 feet from the property line of each of the intersecting streets, according to current City policy. The driveway vision triangle is created by measuring 10 feet along the outer edge of a driveway and 10 feet along the back edge of a public sidewalk. Fences, hedges or any other obstructions more than 3 feet in height are prohibited in the vision triangles.

The Bicycle and Pedestrian Advisory Commission would like to review the relevance and adequacy of the corner vision triangle in the Sunnyvale Municipal Code (SMC). The Commission believes that visibility at street intersections and driveways is extremely important for the safety of pedestrians and bicyclists, and that the current ordinance may not adequately ensure that adequate visibility is provided. For example, the current vision triangle ordinance does not take into consideration street curvature, intersection angle and type of control, and consistency with the Highway Design Manual. This issue was initiated because of a vision problem at the driveway that was constructed on Mathilda Avenue for the Cherry Orchard retail center.

Sunnyvale's policy does not presently allow for a sliding scale or reduction in the required vision triangles. Some cities, but not Sunnyvale, allow slight triangle encroachments based on the fence design. An open decorative type fence design would allow for the greatest visibility, and two prime examples of this style are wrought iron and open-type wood fences. In 2008, City Council decided to broaden the BPAC initiated study issue to examine the benefits of modifying the SMC by taking into account the openness or transparency of the fence in conjunction with the height of the fence.

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

C3 – Attain a transportation system that is effective, safe, pleasant, and convenient.

3. Origin of issue

Board or Commission Bicycle and Pedestrian Advisory Committee

4. Staff effort required to conduct study Major

5. Multiple Year Project? No **Planned Completion Year** 2011

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 Committee, Planning Commission
Is a Council Study Session anticipated?	No

7. Briefly explain cost of study, including consultant hours, impacted budget program, required budget modifications, etc. and amounts if known.

The study would be conducted by Public Works and Community Development staff. Costs would be minor and would be absorbed by operating budgets.

8. Briefly explain potential fiscal impact of implementing study results (consider capital and operating costs, as well as potential revenue).

There would be no fiscal impact related to the recommendations of the Study.

9. Staff Recommendation

Staff Recommendation Against Study

If 'For Study' or 'Against Study', explain

Staff believes the current policy is adequate. The current process allows for property owners to request a variance from vision triangle requirements, which provides some flexibility. Also, staff can condition projects during the design review process to provide differing sight distance, based upon unique site characteristics.

Reviewed by

Mario A. Raso 11/1/2010
Department Director Date

Approved by

[Signature] 11-2-10
City Manager Date

2011 Council Study Issue

DPW 09-04 Impacts of Traffic Calming Devices on Cyclists

Lead Department Public Works

History 1 year ago Below the line 2 years ago Below the line

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

An island that were constructed at the intersection of Mary Avenue/Blair Avenue raised this concern. The study issue is to review impacts of the different traffic calming devices on cyclists, as well as recommend design and operational alterations to establish traffic calming devices that are more bicyclist friendly. This study issue may also result in alterations and/or additions to the City's Neighborhood Traffic Calming Handbook.

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

C3 - Attain a transportation system that is effective, safe, pleasant and convenient.

3. Origin of issue

Board or Commission Bicycle and Pedestrian Advisory Committee

4. Staff effort required to conduct study Minor

5. Multiple Year Project? No **Planned Completion Year** 2011

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 Committee
Is a Council Study Session anticipated? No

7. Briefly explain cost of study, including consultant hours, impacted budget program, required budget modifications, etc. and amounts if known.

This study would be conducted by the Department of Public Works Division of Transportation and Traffic, within the existing operating budget.

8. Briefly explain potential fiscal impact of implementing study results (consider capital and operating costs, as well as potential revenue).

The study could result in changes to the City's Traffic Calming Handbook, which would involve set up and production costs. The findings of the study would be incorporated into future traffic calming projects, and the costs absorbed by project budgets. It is not anticipated that the study recommendations would result in any significant increase in the cost of traffic calming projects. Traffic calming projects are approved by the City Council on a project-by-project basis.

9. Staff Recommendation

Staff Recommendation Against Study

If 'For Study' or 'Against Study', explain

This is an operational issue. Staff utilizes best design practices for traffic calming as provided by

the Federal and State government and the traffic engineering industry.

Reviewed by

Marvin A. Ross

Department Director

11/1/2010

Date

Approved by

Ann Linn 11-2-10

City Manager

Date

2011 Council Study Issue

DPW 09-07 Sunnyvale Cyclovia Event

Lead Department Public Works

History 1 year ago Deferred 2 years ago Deferred

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

This study would examine the logistics and costs of holding a "cyclovia" event which would close partial or full width of certain City streets to motor vehicle traffic for a weekend day and allow cyclists and pedestrians to use the streets. "Stations" for promoting healthy lifestyles, the arts, or other activities would be available for community participation.

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

C3.5 Support a variety of transportation modes.

3. Origin of issue

Council Member(s) Hamilton

4. Staff effort required to conduct study Moderate

5. Multiple Year Project? No **Planned Completion Year** 2011

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?	Arts Commission, Bicycle and Pedestrian Advisory Committee, Parks and Recreation Commission
Is a Council Study Session anticipated?	No

7. Briefly explain cost of study, including consultant hours, impacted budget program, required budget modifications, etc. and amounts if known.

This study would be prepared by City staff from the departments of Public Works, Public Safety, Community Development, Community Services and the Office of the City Manager. Costs would be absorbed by operating budgets.

8. Briefly explain potential fiscal impact of implementing study results (consider capital and operating costs, as well as potential revenue).

An event would potentially require significant staff support from the Departments of Public Works, Public Safety, Community Services, and the Office of the City Manager, and could require expenses such as food, signage, and traffic control. Promotional materials may also be necessary to develop and distribute.

9. Staff Recommendation

Staff Recommendation Against Study

If 'For Study' or 'Against Study', explain

There are presently no resources, including staff and funds, that could support this initiative should the City wish to conduct a Cyclovia event.

Reviewed by

Maurice Ross 11/2/2010
Department Director Date

Approved by

[Signature] 11-2-10
City Manager Date

2011 Council Study Issue

DPW 11-02 A New Bicycle/Pedestrian Bridge Over-crossing US 101 east of Lawrence Expressway

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?

This study issue would investigate the need for, and feasibility of establishing an additional bicycle/pedestrian bridge over-crossing US 101 to the east of Lawrence Expressway. As part of BPAC review of the signed neighborhood bike routes, a need for an additional bike/pedestrian connection overcrossing US 101 was noted by BPAC in order to connect the north and south neighborhoods and avoid having to travel to the overpass east of Fair Oaks Avenue.

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

Land Use and Transportation Element C3.5 - Support a variety of transportation modes.

3. Origin of issue

Board or Commission Bicycle and Pedestrian Advisory Committee

4. Staff effort required to conduct study Major

5. Multiple Year Project? No **Planned Completion Year** 2011

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 Committee
Is a Council Study Session anticipated?	No

7. Briefly explain cost of study, including consultant hours, impacted budget program, required budget modifications, etc. and amounts if known.

A feasibility study would need to be carried out by a consultant to asses the need for, as well as the possibility of implementing this new bridge. Estimate of \$20,000 budget modification for conducting the feasibility study.

8. Briefly explain potential fiscal impact of implementing study results (consider capital and operating costs, as well as potential revenue).

The feasibility study could result in a determination of "Feasible". Should a new bridge be constructed, this would require multi-million dollar capital investment and an ongoing operating costs estimated at about \$6000 per year.

9. Staff Recommendation

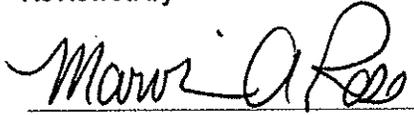
Staff Recommendation Against Study

If 'For Study' or 'Against Study', explain

Based on area conditions, it seems that there are physical constraints that would prevent

establishment of the overpass. Should a bridge prove feasible, capital costs would be extensive. Even if outside grant funds are secured, the City's matching requirement would likely exceed one million dollars.

Reviewed by



Department Director

11/1/2010

Date

Approved by



City Manager

11/2/10

Date

2011 Council Study Issue

DPW 11-03 Nexus Study for a new Development Fee for Funding Pedestrian and Bicycle Projects

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?

This study issue would assess the possibility of establishing a new development fee to be applied to land development scale projects that would be solely dedicated to the design and construction of bicycle and pedestrian projects throughout the City. If feasible, the study would determine the fee in light of the type and size of individual developments.

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

Land Use and Transportation Element C3.5 - Support a variety of transportation modes.

3. Origin of issue

Board or Commission Bicycle and Pedestrian Advisory Committee

4. Staff effort required to conduct study Major

5. Multiple Year Project? Yes **Planned Completion Year** 2012

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 Committee, Planning Commission
Is a Council Study Session anticipated?	Yes

7. Briefly explain cost of study, including consultant hours, impacted budget program, required budget modifications, etc. and amounts if known.

Prior to the establishment of such an additional development fee, a feasibility study must be carried out. Consultants with relevant expertise in establishment of impact fees and documentation of transportation/land use nexus would be needed to perform the study, who may also assist in public consultation. Estimate a budget modification of \$60,000 is necessary for consultant time, based on the City's cost experience with a previous transportation fee nexus study.

8. Briefly explain potential fiscal impact of implementing study results (consider capital and operating costs, as well as potential revenue).

If established, the fee would increase the City's ability to implement a large number of local and regional bicycle and pedestrian related projects within the Sunnyvale boundaries.

9. Staff Recommendation

Staff Recommendation Defer

If 'For Study' or 'Against Study', explain

Staff recommends deferring this study based on the estimated cost.

Reviewed by

Mariz A. Ro

Department Director

11/1/2010

Date

Approved by

[Signature]

City Manager

11-2-10

Date

2011 Council Study Issue

DPW 11-04 Placement of "Bicycle Allowed Use of Full Lane - Vehicles Change Lanes to Pass" signs.

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?

There is a general concern among cyclists of riding along bike routes with limited travel lane widths. Placement of the "Bicycle Allowed Use of Full Lane - Vehicles Change Lanes to Pass" signs were requested by BPAC along the following road segments:

- Fair Oaks, both sides between Wolfe and US 101
- Maude, both sides between Mathilda and Pastoria
- Wolfe, added to where the sharrows are currently
- Duane, both sides between Fair Oaks and Lawrence
- Mary, both sides between Evelyn and Maude

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

Land use and Transportation Element C3.5 – Support a variety of transportation modes

3. Origin of issue

Board or Commission Bicycle and Pedestrian Advisory Committee

4. Staff effort required to conduct study Minor

5. Multiple Year Project? No **Planned Completion Year** 2011

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 Committee
 Is a Council Study Session anticipated? No

7. Briefly explain cost of study, including consultant hours, impacted budget program, required budget modifications, etc. and amounts if known.

The subject signs are considered optional according to the updated Federal Manual on Uniform Traffic Control Devices (MUTCD), and optional devices are not presently pursued due to City budget constraints. In addition, the updated MUTCD has not yet been adopted by Caltrans, and the City's zoning ordinance requires following the CA MUTCD. Placing signs is an operational issue that would have a minor impact on the Division of Transportation and Traffic and the Division of Field Services.

8. Briefly explain potential fiscal impact of implementing study results (consider capital and operating costs, as well as potential revenue).

The study could cause a minor increase in the City's capital and operational costs associated with the initial installation of the signs, as well as their regular maintenance.

9. Staff Recommendation

Staff Recommendation Against Study

If 'For Study' or 'Against Study', explain

This is an operational issue and no study is necessary. The City Code calls for compliance with California highway design standards. These standards do not currently allow the subject signs. At such time that these standards are adopted, staff can consider sign installation within budgetary constraints.

Reviewed by



Department Director

11/1/2010

Date

Approved by



City Manager

11-2-10

Date

2011 Council Study Issue

DPW 11-05 Adopt a Policy to Restrict Bicycle Lane Closure in Construction Zones

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?

It was reported that other cities, such as San Francisco, have a policy that restricts bike lane closure in construction zones as long as at least one vehicular travel lane per direction can be retained. BPAC has requested that Sunnyvale develop a similar policy in order to safely accommodate cyclists in construction zones.

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

Land use and Transportation Element C3 – Attain a transportation system that is effective, safe, pleasant and convenient

3. Origin of issue

Board or Commission Bicycle and Pedestrian Advisory Committee

4. Staff effort required to conduct study Minor

5. Multiple Year Project? No **Planned Completion Year** 2011

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 Committee	
Is a Council Study Session anticipated?	No

7. Briefly explain cost of study, including consultant hours, impacted budget program, required budget modifications, etc. and amounts if known.

City staff currently follows the state Manual on Uniform Traffic Control Devices and associated placement of temporary devices in construction zones which could potentially include vehicular and/or bicycle lane closure. The City has also prepared and adopted a standard operating procedure for bike lanes in construction zones that provides for improved warning signs and cone patterns. This study issue would require a review to assess the effects of increased travel lane closures to create bicycle exclusive space on safety conditions and congestion. This study would affect the Divisions of Transportation and Traffic, Field Services, and Project Administration. Costs would be absorbed by operating budgets.

8. Briefly explain potential fiscal impact of implementing study results (consider capital and operating costs, as well as potential revenue).

Limited fiscal impacts in terms of changes to traffic control plans associated with development, utility and road construction projects. The fiscal impact would be mainly generated by potential traffic congestion and delays.

9. Staff Recommendation

Staff Recommendation Against Study

If 'For Study' or 'Against Study', explain

This is an operational issue that has previously been addressed. The City's standard procedure already exceeds the state minimum required procedures.

Reviewed by

Mario Rose

Department Director

11/1/2010

Date

Approved by

[Signature]

City Manager

11-2-10

Date

2011 Council Study Issue

DPW 11-06 Closing Murphy Avenue to Automobile Traffic

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?

The study would examine the logistics and costs of closing Murphy Avenue to vehicular traffic during certain hours of weekdays and/or on weekends. During these periods, Murphy Avenue would serve as a pedestrian mall with cyclists having to walk their bicycles. BPAC members believe that the study issue should also review the need for design changes, provision of additional bicycle parking, and maintenance accommodations. This study would require a comprehensive public consultation process including the Sunnyvale Downtown Association and Chamber of Commerce and the merchants along Murphy Avenue.

This study was proposed by Councilmember Griffith and co-sponsored by Vice Mayor Moylan at the council meeting of August 31, 2010.

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

Land use and Transportation Element C3.5 – Support a variety of transportation modes

3. Origin of Issue

Council Member(s) Griffith and Moylan

4. Staff effort required to conduct study Minor

5. Multiple Year Project? No **Planned Completion Year** 2011

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 Committee	
Is a Council Study Session anticipated?	No

7. Briefly explain cost of study, including consultant hours, impacted budget program, required budget modifications, etc. and amounts if known.

A review of traffic circulation patterns within the area, and the effect of street closure of one of the network links would need to be investigated. This would have a minor impact on the Division of Transportation and Traffic, and emergency responders of the Department of Public Safety.

8. Briefly explain potential fiscal impact of implementing study results (consider capital and operating costs, as well as potential revenue).

Infrastructure is in place to allow closure.

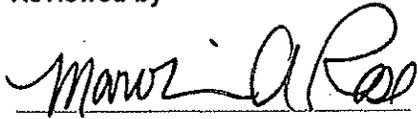
9. Staff Recommendation

Staff Recommendation None

If 'For Study' or 'Against Study', explain

Staff believes the City should defer to the Sunnyvale Downtown Association to make a determination of whether a Murphy Avenue closure is supported by merchants and property owners.

Reviewed by

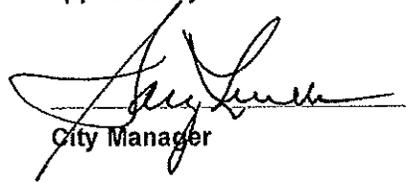


Department Director

11/1/2010

Date

Approved by



City Manager

11/2/10

Date

2011 Council Study Issue

DPW 11-07 Adopt a Policy to Utilize the VTA Bicycle Technical Guidelines

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?

The BPAC members would like to ensure implementing a higher standard for bicycle facilities rather than often proceeding with the minimum standard. The VTA Bicycle Technical Guidelines is a comprehensive "best practices" manual for bicycle facilities on public streets and at private development. For example, it recommends for six-foot wide bike lane which is wider than the state minimum standard of five feet. The document also presents standards for the type and amount of bicycle parking. BPAC members noted that existing facilities would be grandfathered in until roads are scheduled for reconstruction/resurfacing work. The BPAC members also would like to ensure deploying the VTA Guidelines when making decisions about bicycle facilities on public streets and private development.

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

Land use and Transportation Element C3.5 - Maximize the provision of bicycle and pedestrian facilities.

3. Origin of issue

Board or Commission Bicycle and Pedestrian Advisory Committee

4. Staff effort required to conduct study Minor

5. Multiple Year Project? No **Planned Completion Year** 2011

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 Committee,
 Planning Commission
 Is a Council Study Session anticipated? No

7. Briefly explain cost of study, including consultant hours, impacted budget program, required budget modifications, etc. and amounts if known.

The VTA Bicycle Technical Guidelines contains elements that are not consistent with established federal and state standards. This study would assess the dissimilarities and make a recommendation on policy changes. The study would be prepared by staff and costs would be absorbed by existing operating budgets.

8. Briefly explain potential fiscal impact of implementing study results (consider capital and operating costs, as well as potential revenue).

Project could result in new bike improvements of an unknown, potentially significant fiscal impact. For example, requiring wider bicycle lanes could have significant fiscal impacts when it would require roadway widening. Other standards would need to be assessed but could have unknown

fiscal impacts of a similar nature.

9. Staff Recommendation

Staff Recommendation Against Study

If 'For Study' or 'Against Study', explain

There is no current need for conducting this study issue. It is the City's practice to reference the VTA Bicycle Technical Guidelines when reviewing development applications for private sites. With regard to bicycle facilities within the public right-of-way, there is typically conflicting demands for a limited space. Staff typically establishes wider bike lanes when the pavement width permits and reference the VTA Technical Guidelines as a best practice for other bicycling issues.

Reviewed by

Marc A. Rao 11/9/2010

Department Director

Date

Approved by

[Signature] 11/9/10

City Manager

Date

Review Process for the Mary Avenue Street Space Allocation Project

This action item is set for the BPAC members to decide on how they wish to proceed with reviewing the Mary Avenue project within the next few months. Forming a BPAC subcommittee is one of the suggestions made. Another suggestion is for the BPAC members to individually review the revised project plans when they become available in order to allow the members to prepare individual comments in advance of a subsequent BPAC hearing. This item was suggested to address the complexity of the study information that will need to be reviewed prior to developing a recommendation to Council at the BPAC hearing. Staff has no recommendation on the review process, other than to note that staff can provide some limited support for either of the two approaches presented here. No consultant resources will be available outside of the formal BPAC hearing.

