



City of Sunnyvale

Agenda Item

23-0113

Agenda Date: 2/16/2023

2023 COUNCIL STUDY ISSUE

NUMBER

CDD 22-04

TITLE Adopt Personal Electric Vehicle (PEV) Parking Standards

BACKGROUND

Lead Department: Community Development Department

Support Departments: Office of the City Manager

Office of the City Attorney

Department of Public Works

Sponsor(s): Bicycle and Pedestrian Advisory Commission

History: 1 year ago: Deferred by Bicycle and Pedestrian Advisory Commission

2 years ago: N/A

SCOPE OF THE STUDY

What precipitated this Study?

Personal Electric Vehicles (PEVs) such as e-bicycles, scooters, e-skateboards and Segways are increasing in popularity as an alternative transportation mode. Such devices offer a green, low-resource alternative to cars, and are an especially attractive commuting option. Although the City's parking design standards already include requirements for both secured and unsecured bicycle parking in conjunction with new construction, the regulations do not refer specifically to the types of PEVs that are emerging. In addition, PEVs require secure storage with access to an electrical outlet, and the use of lithium-ion batteries in PEVs can pose a fire hazard, especially when many are stored in close proximity. The Bicycle and Pedestrian Advisory Commission (BPAC) sponsored this Study Issue because having adequate parking for PEV's would help promote and accommodate the vehicle types encouraged by the City's Complete Streets policies.

What are the key elements of the Study?

The goal of the Study would be to ensure safe and secure parking regulations for PEVs in association with new development projects to promote alternative modes of transportation. To meet this goal, the Study may include:

- Analysis of various types of PEVs
- Review of the City's existing regulations for bicycle parking
- Review of parking standards and options from other jurisdictions
- Analysis of electric charging options for PEVs and develop fire and electrical safety standards
- Analysis of security and/or anti-theft standards
- Data collection and analysis of PEV parking demand for various land use types and pricing

standards for charging stations

After the analysis is completed, the Study may provide recommendations on PEV parking demand, preferred PEV parking options (including electric charging capabilities), fire and electrical safety standards, security and/or anti-theft standards, pricing standard, and potential policy changes to accommodate PEVs.

Estimated years to complete study: 2 years

FISCAL IMPACT

Cost to Conduct Study

Level of staff effort required (opportunity cost):	Major
Funding Required for Non-Budgeted Costs:	\$150,000
Funding Source:	Will seek budget supplement

The cost associated with this Study would be for consultant services to gather and evaluate the existing and future data on PEVs, perform research and analysis on various PEV mobility options, review data from other jurisdictions, and lead the public and stakeholders outreach effort. City staff will work with the consultant to review existing policies, design guidelines and standards, and recommend changes to existing parking standards, and propose new guidelines and standards, if necessary.

Cost to Implement Study Results

Unknown. The Study would include an assessment of potential costs, including capital and operating, as well as revenue/savings.

EXPECTED CITY COUNCIL, BOARD OR COMMISSION PARTICIPATION

Council-Approved Work Plan: No

Council Study Session: No

Reviewed by Boards/Commissions: Planning Commission, Bicycle and Pedestrian Advisory Commission

STAFF RECOMMENDATION

Drop. This policy issue does not merit discussion at a Study Issues Workshop.

The City already has standards for secured and unsecured bicycle parking for new developments under the Sunnyvale Municipal Code. Secured bicycle parking spaces can be used not only for bicycle parking but may also be used for PEV parking. Staff also has the potential to work with applicants of new development projects to broaden their bicycle parking areas to allow for additional types of PEVs, if the demand exists. The Santa Clara Valley Transportation Authority (VTA) recently updated their *Bicycle Technical Guidelines - Chapter 10 Bike Parking* in May 2022, which is used by agencies in the County in designing bicycle facilities. This update added new information on bicycle storage rooms, electrical charging areas in bike rooms, and PEV parking. Finally, since personal transportation technologies are evolving rapidly, it will be difficult to draft parking standards that would be applicable for all future PEV types.

Prepared by: Lillian Tsang, Principal Transportation Engineer

Reviewed by: Amber Blizinski, Principal Planner

Reviewed by: Shaunn Mendrin, Planning Officer

Reviewed by: Chip Taylor, Director, Public Works

Reviewed by: Trudi Ryan, Director, Community Development

Reviewed by: Teri Silva, Assistant City Manager

Approved by: Kent Steffens, City Manager



City of Sunnyvale

Agenda Item

23-0105

Agenda Date: 2/16/2023

2023 COUNCIL STUDY ISSUE

NUMBER

DPW 21-01

TITLE Bike Lanes on Hollenbeck Avenue between El Camino Real and Homestead Road

BACKGROUND

Lead Department: Public Works

Support Departments: Office of the City Manager
Office of the City Attorney

Sponsor(s): Bicycle and Pedestrian Advisory Commission

History: 1 year ago: Deferred by Council
2 years ago: Deferred by Bicycle and Pedestrian Advisory Commission

SCOPE OF THE STUDY

What precipitated this Study?

Hollenbeck Avenue is classified as a collector street and spans from El Camino Real to Homestead Road. The roadway becomes Pastoria Avenue north of El Camino Real and Stelling Road south of Homestead Road. Since there are existing bicycle lanes between El Camino Real and Danforth Avenue and between Alberta Avenue and Homestead Road, the actual Study Segment consists of Hollenbeck Avenue between Danforth Drive to the north and Alberta Avenue to the south. The Study Segment mostly consists of a two-lane road with on-street parking and includes turn lanes at Danforth Drive, Torrington Drive, and Fremont Avenue. The Study Segment does not have bicycle facilities. However, there are Class II Bicycle Lanes on Hollenbeck Avenue north of Danforth Drive to El Camino Real and on Hollenbeck south of Alberta Avenue and continuing on Stelling Road south of Homestead Road throughout Cupertino.

The land uses adjacent to the Study Segment mostly consist of single-family homes with a few local serving properties such as commercial buildings, Challenger School (private school), Church of the Resurrection and Resurrection Catholic School (private school), and Serra Park. In addition, De Anza College is adjacent to Stelling Road in Cupertino.

The purpose of the Study is to determine the feasibility of installing Class II bicycle facilities on the Study Segment to close the gap of missing bicycle lanes and provide direct access to schools, parks, and retail through the Hollenbeck Avenue/Stelling Road corridor.

What are the key elements of the Study?

The Study will include a review of existing and future vehicle, bicycle, and parking usage on Hollenbeck Avenue between Homestead Road and El Camino Real. The project will include level of service analysis, collision analysis, and a parking occupancy analysis. Data collection will consist of

traffic volumes, collision records, and parking counts.

The Study will also include a re-analysis of the Active Transportation Plan (ATP), which does not contemplate Class II bicycle facilities on the corridor, and the General Plan as part of the need determination. Furthermore, the Study will evaluate the most appropriate bicycle facility, if feasible, for this segment of Hollenbeck Avenue based on existing roadway widths. Vehicle travel lanes may only be narrowed to no less than 11 feet. This task will require a road survey of the Study Segment to obtain accurate roadway widths and for the development of conceptual implementation plans.

Finally, this project will require a public outreach component to evaluate public support for the project. Public outreach may consist of a variety of tasks including community meetings, online surveys, and mail surveys for adjacent properties that would be affected by the parking removal.

Estimated years to complete study: 2 years

FISCAL IMPACT

Cost to Conduct Study

Level of staff effort required (opportunity cost):	Major
Funding Required for Non-Budgeted Costs:	\$175,000
Funding Source:	Will seek budget supplement

The cost associated with this Study would be for consultant services to perform the study as listed under the Key Elements of the Study. City staff will work with the consultant throughout the project process including the analysis and the development of recommendations, as well as the public outreach efforts.

Cost to Implement Study Results

Unknown. The Study would include assessment of potential costs, including capital and operating, as well as revenue/savings.

EXPECTED CITY COUNCIL, BOARD OR COMMISSION PARTICIPATION

Council-Approved Work Plan: No

Council Study Session: No

Reviewed by Boards/Commissions: Bicycle and Pedestrian Advisory Commission

STAFF RECOMMENDATION

Drop. This policy issue does not merit discussion at a Study Issues Workshop.

The existing roadway width on Hollenbeck Avenue within the Study Segment prohibits the possibility of implementing bike lanes without the removal of existing on-street parking or a vehicle turning lane at some of the intersections. This could negatively impact the parking needs of the residents or other properties along the Hollenbeck Avenue corridor and the traffic operations at the intersections along the Study Segment.

Additionally, the City has adopted the Active Transportation Plan (ATP), which has identified several bicycle, pedestrian, and safe routes to school improvements that are needed throughout the City. Staff resources will be dedicated to implementing the improvements identified in the ATP. The ATP describes improvements on parallel nearby facilities such as a Class IV facility on Sunnyvale-

Saratoga Road and Class II facility and protected intersections along Mary Avenue.

Prepared by: Lillian Tsang, Principal Transportation Engineer

Reviewed by: Dennis Ng, Transportation and Traffic Manager

Reviewed by: Chip Taylor, Director, Public Works

Reviewed by: Teri Silva, Assistant City Manager

Approved by: Kent Steffens, City Manager



City of Sunnyvale

Agenda Item

23-0108

Agenda Date: 2/16/2023

2023 COUNCIL STUDY ISSUE

NUMBER

DPW 22-02

TITLE Simplify Sidewalk Riding Ordinance

BACKGROUND

Lead Department: Department of Public Works

Support Departments: Office of the City Manager
Office of the City Attorney
Department of Public Safety

Sponsor(s): Bicycle and Pedestrian Advisory Commission

History: 1 year ago: Deferred by Bicycle and Pedestrian Advisory Commission
2 years ago: N/A

SCOPE OF THE STUDY

What precipitated this Study?

Sunnyvale Municipal Code (SMC) Chapter 10.56 (Bicycles) supplements all laws of the state of California with regard to bicycle use. In May 2020, the City Council adopted an ordinance to update SMC Section 10.56.140 to provide clarification on when riding a bicycle, motor-driven cycle, or motor scooter on sidewalks and overhead pedestrian crossings are prohibited. However, the Bicycle and Pedestrian Advisory Commission (BPAC) would like to study revising the SMC to allow for the safe operation of bicycles, electric bicycles, roller skates and skateboards on sidewalks with pedestrians.

What are the key elements of the Study?

The Study will include a review of existing state laws and the SMC to identify what is currently mandated by the state law and the kind of local ordinances that can be adopted for the safe operation of bicycles, electric bicycles, roller skates, or skateboards on sidewalks in conjunction with pedestrians. In addition, the Study will include a review of local ordinances and municipal codes adopted by neighboring jurisdictions related to where and when bicycles, electric bicycles, roller skates or skateboards can be operated.

The Study will include a public outreach component to gather feedback on allowing the usage of bicycles, electric bicycles, roller skates and skateboards on sidewalks. This public outreach component will include a community meeting and an online survey.

Furthermore, the Study will include coordination with various departments within the City, including the Department of Public Safety, Office of the City Attorney, and Office of the City Manager, for the revision of the SMC and ordinances and their enforcement.

If changes to the SMC or adoption of new ordinances are supported by the Study, Council approval will be required. The Study would be consistent with the goals, policies and vision statement of the General Plan and the Active Transportation Plan, if adopted by Council.

Estimated years to complete study: 2 years

FISCAL IMPACT

Cost to Conduct Study

Level of staff effort required (opportunity cost):	Major
Funding Required for Non-Budgeted Costs:	\$150,000
Funding Source:	Will seek budget supplement

The cost associated with this Study would be for consultant services to perform the study as listed under the key elements of the Study. City staff will work with the consultant throughout the project process in the analysis and the development of the recommendations, as well as the public outreach effort.

Cost to Implement Study Results

Minimal or no cost expected to implement.

EXPECTED CITY COUNCIL, BOARD OR COMMISSION PARTICIPATION

Council-Approved Work Plan: No

Council Study Session: No

Reviewed by Boards/Commissions: Bicycle and Pedestrian Advisory Commission

STAFF RECOMMENDATION

Drop. This policy issue does not merit discussion at a Study Issues Workshop.

The City can only adopt local ordinances that are not already regulated or prohibited by state laws. California Vehicle Code Section 21206 allows local authorities, by ordinance, to regulate the operation of bicycles on pedestrian facilities. SMC Section 10.56.140 clearly defines where bicycles can be operated within the City.

Sidewalk widths are not uniform within the City. In some areas, the sidewalk width would be as narrow as six feet. If bicycles are allowed to operate on sidewalks, it might create an unsafe condition for pedestrians if bicyclists do not give pedestrians right-of-way. In addition, if bicycles were to travel on sidewalks in the opposite direction of traffic, it would also create an unsafe condition as drivers coming out from driveways and/or entering an intersection would not have expected bicyclists from the opposite direction.

Prepared by: Lillian Tsang, Principal Transportation Engineer

Reviewed by: Chip Taylor, Director, Public Works

Reviewed by: Teri Silva, Assistant City Manager

Approved by: Kent Steffens, City Manager



City of Sunnyvale

Agenda Item

23-0116

Agenda Date: 2/16/2023

2023 COUNCIL STUDY ISSUE

NUMBER

DPW 23-02

TITLE Develop a Safe Routes to Parks Master Plan

BACKGROUND

Lead Department: Department of Public Works

Support Department: Office of the City Manager
Office of the City Attorney
Department of Public Safety

Sponsor(s): Bicycle and Pedestrian Advisory Commission

History: 1 year ago: N/A
2 years ago: N/A

SCOPE OF THE STUDY

What precipitated this Study?

The City adopted the Active Transportation Plan (ATP) in 2020, which includes three comprehensive plans: Bicycle Plan, Pedestrian Plan, and Safe Routes to School (SRTS) Plan. Concurrently, the City has conducted substantial investments in the public parks within the City, including the renovation of Fair Oaks Park, and the construction of Wiser Park, Swegles Park, and Muwékma Park. However, some of the public parks within the City lack direct bicycle and/or pedestrian access.

The purpose of this Study is to develop a Safe Routes to Parks Master Plan to evaluate the bicycle and pedestrian networks to and from all public parks within the City. The Plan will make recommendations for improvements to provide a safe, comfortable, connected and conveniently accessible bicycle and pedestrian network to and from public parks.

What are the key elements of the study?

The Study will include a review of all public parks within the City to identify multimodal improvements to and from each of the public parks. In addition, the Study will gather and evaluate traffic data, including bicycle and pedestrian activity near every public park. Collision data near every public park will also be analyzed to identify problem areas and possible short and long-term improvements, including cost estimates for implementation.

In order to develop a comprehensive plan, the Study will include a public outreach component to gather feedback from the residents and commuters. The public outreach may consist of a variety of tasks, including community meetings and online surveys. Furthermore, the Study will include coordination with various departments within the City, including the Parks Division of the Department of Public Works, Department of Public Safety, and Office of the City Manager for reviewing, commenting and approving the master plan.

The final plan will include specific action items, conceptual cost to implement the recommended improvements, and potential funding sources.

Estimated years to complete study: 2 years

FISCAL IMPACT

Cost to Conduct Study

Level of staff effort required (opportunity cost):	Major
Funding Required for Non-Budgeted Costs:	\$250,000
Funding Source:	Will seek budget supplement

The cost associated with this Study would be for consultant services to perform the study as listed under the Key Elements of the Study. City staff will work with the consultant throughout the project process in the analysis and the development of the recommendations, as well as the public outreach efforts.

Cost to Implement Study Results

Unknown. Study would include assessment of potential costs, including capital and operating.

EXPECTED CITY COUNCIL, BOARD OR COMMISSION PARTICIPATION

Council-Approved Work Plan: No

Council Study Session: No

Reviewed by Boards/Commissions: Bicycle and Pedestrian Advisory Commission

STAFF RECOMMENDATION

Drop. This policy issue does not merit discussion at a Study Issues Workshop.

The City has adopted the Active Transportation Plan (ATP) in 2020, which includes three chapters: Bicycle Plan, Pedestrian Plan, and Safe Routes to Schools (SRTS) Plan. The ATP has identified bicycle and pedestrian network improvements that consider the origins and destinations of users throughout the City, including parks, retail, housing, schools, job centers, and transit stations. The Pedestrian Plan chapter provides recommended improvements for various types of intersections. In addition, the City has recently adopted the Americans with Disabilities Act (ADA) Self-Evaluation and Transition Plan, which assessed the extents of physical barriers for City owned facilities and identified the improvements and the associated costs necessary to achieve compliance for accessibility. Staff resources will be dedicated to implementing the improvements identified in both the ATP and the ADA Self-Evaluation and Transition Plan to improve bicycle and pedestrian networks and connections to various destinations within the City, including public parks.

Prepared by: Lillian Tsang, Principal Transportation Engineer

Reviewed by: Chip Taylor, Director, Department of Public Works

Reviewed by: Teri Silva, Assistant City Manager

Approved by: Kent Steffens, City Manager



City of Sunnyvale

Agenda Item

23-0115

Agenda Date: 2/16/2023

2023 COUNCIL STUDY ISSUE

NUMBER

DPW 23-03

TITLE Develop Bicycle Wayfinding Signage Plan

BACKGROUND

Lead Department: Department of Public Works

Support Departments: Office of the City Manager

Office of the City Attorney

Sponsor(s): Bicycle and Pedestrian Advisory Commission

History: 1 year ago: N/A

2 years ago: N/A

SCOPE OF THE STUDY

What precipitated this study?

Currently, the City of Sunnyvale has a few guided bike routes with the intention of assisting bicyclists in finding ways to Sunnyvale neighborhoods or other points of interest mostly by utilizing streets with lower vehicular traffic volumes. The Bicycle and Pedestrian Advisory Commission (BPAC) would like the City to develop a comprehensive bicycle wayfinding program by providing wayfinding signs along bike lanes, multi-use trails, and bicycle boulevards to assist bicyclists in navigating the city. These wayfinding signs could guide bicyclists to schools, shopping districts, major bicycle routes, connections to neighboring cities, and even historic sites and landmarks.

The purpose of the Study is to develop a comprehensive bicycle wayfinding signage program to be implemented within the city, which would encourage bicycling by making it easier for bicyclists to navigate the city.

What are the key elements of the Study?

The Study will include a review of wayfinding signs installed in neighboring jurisdictions and those already in-place or planned for in the City. The review will also consist of the design, content, placement of signs and it will factor in the need and current state of the art considering the prevalence of mobile phone and mapping applications.

In addition, the Study will include a review of the City's bicycle network to determine popular destinations, and the location for the existing and new wayfinding signs. The Study will include an online survey to obtain input from the public on desired destinations to wayfind to and how people currently wayfind.

The Study will determine which destinations should be included in the wayfinding signage based on trip demand and where existing bicycle facilities are, and may include public schools, parks, libraries,

community center, City Hall, downtown, post offices, transit centers, and other employment and shopping districts, as well as neighboring cities.

The Study will also include a cost estimate to install and maintain the proposed Wayfinding signs.

Estimated years to complete study: 2 years

FISCAL IMPACT

Cost to Conduct Study

Level of staff effort required (opportunity cost):	Major
Funding Required for Non-Budgeted Costs:	\$150,000
Funding Source:	Will seek budget supplement

The cost associated with this Study would be for consultant services to perform the study as listed under the Key Elements of the Study. City staff will work with the consultant throughout the project process in the analysis and the development of the recommendation, as well as the public online survey effort.

Cost to Implement Study Results

Unknown. Study would include assessment of potential costs, including capital, operations, and maintenance.

EXPECTED CITY COUNCIL, BOARD OR COMMISSION PARTICIPATION

Council-Approved Work Plan: No

Council Study Session: No

Reviewed by Boards/Commissions: Bicycle and Pedestrian Advisory Commission

STAFF RECOMMENDATION

Drop. This policy issue does not merit discussion at a Study Issues Workshop.

The Santa Clara Valley Transportation Authority (VTA) Bicycle and Pedestrian Advisory Committee (BPAC) has a Wayfinding Subcommittee whose goal is to develop bicycle wayfinding guidelines, which will be used by agencies in the County to implement a cohesive wayfinding program across the different jurisdictions. To date, the VTA BPAC Wayfinding Subcommittee has completed a literature review of best practices in bicycle wayfinding in different jurisdictions around the country. Next, the Subcommittee will review local agency practices, obtain input from local agencies, and develop the guidance document outline. If the Subcommittee and VTA staff have capacity, they will then develop best practice recommendations for the County. In parallel, VTA staff is requesting funding in the fiscal year (FY) 2024/25 two-year budget cycle to hire a consultant to provide professional services in developing bicycle wayfinding guidelines, which would include wayfinding recommendations for Bicycle Superhighways and Cross County Bicycle Corridors. The consultant will draw from the initial literature and best practice review conducted by the VTA BPAC Wayfinding Subcommittee. The draft recommendation will be presented to the VTA Capital Improvement Program (CIP) Working Group and Technical Advisory Committee (TAC) for review and comments in mid 2024 once funding is approved. Once the bicycle wayfinding guidance document is finalized, it will be used as an implementation guideline for agencies in the County to implement a wayfinding program.

In Sunnyvale, the Lawrence Station Sense of Place Plan (adopted in 2021) already includes a Wayfinding Plan and wayfinding design for the Lawrence Station Specific Plan area. In addition, Google LLC has also proposed a voluntary improvement to be implemented in the Moffett Park Specific Plan area, which includes the installation of Class I multi-use trail (GreenLink) and wayfinding signs along Gibraltar Avenue and Borregas Avenue.

Prepared by: Lillian Tsang, Principal Transportation Engineer

Reviewed by: Chip Taylor, Director, Department of Public Works

Reviewed by: Teri Silva, Assistant City Manager

Approved by: Kent Steffens, City Manager



City of Sunnyvale

Agenda Item

23-0114

Agenda Date: 2/16/2023

2023 COUNCIL STUDY ISSUE

NUMBER

FIN 22-01

TITLE Explore a General Election Ballot Measure to Fund Bicycle and Pedestrian Infrastructure Projects

BACKGROUND

Lead Department: Department of Finance

Support Departments: Office of the City Manager
Office of the City Attorney
Department of Public Works

Sponsor(s): Bicycle and Pedestrian Advisory Commission

History: 1 year ago: Deferred by Bicycle and Pedestrian Advisory Commission
2 years ago: N/A

SCOPE OF THE STUDY

What precipitated this Study?

The Bicycle and Pedestrian Advisory Commission has advised that there is insufficient funding for Bicycle and Pedestrian infrastructure projects. These projects compete for limited funding with other infrastructure projects and capital improvements. New and existing revenue sources should be periodically evaluated. One option to consider is the adoption of a special tax that the City can use to pay bond debt service to fund improvements.

What are the key elements of the Study?

The Study will include consideration of dedicated financing options for bicycle and pedestrian improvements. Given the City's constrained financial position, a new revenue source is likely needed to fund the projects. The Study will review options to establish a funding source, most likely a new tax, to generate revenue needed to pay debt service on new bonds issued for the purposes of constructing projects.

The process to establish a new tax will be outlined, the amount of revenue various tax levels would generate, the size of capital funding that could be obtained against each of those levels, and fund public polling to determine the likelihood of passage of a new tax by the voters if the City Council directed staff to move forward with an initiative. As this would be a special purpose tax, it requires two-thirds voter approval for passage.

As part of the Study, staff will also explore the availability of federal grants or low interest loans (through the Transportation Infrastructure Financing and Innovation Act). The Study will recommend

a path forward to potentially provide funding through new revenues.

If a new tax ballot measure is selected by City Council, the Study will also include funding for polling on the tax. Prior to polling, staff will return to Council to request feedback on different options and narrow down what tax scenarios to poll on. Upon completion of polling, a decision would be presented to Council about whether or not to move forward with a ballot measure. At that time an additional appropriation may be required for public education and the election costs to place a measure on the ballot.

Estimated years to complete study: 1 year

FISCAL IMPACT

Cost to Conduct Study

Level of staff effort required (opportunity cost):	Moderate
Funding Required for Non-Budgeted Costs:	\$100,000
Funding Source:	Will seek budget supplement

The cost will be for a consultant to conduct the analysis and conduct polling. If no action is taken to move forward with polling, the total cost will be less.

Cost to Implement Study Results

Unknown. The Study would include assessment of potential project costs, including capital and operating, as well as revenue/savings. If the result of the Study is to carry a measure to the ballot, approximately \$150,000 in additional funding would be required to place the measure on the ballot. Additionally, approximately \$50,000 in public education funding will be required.

EXPECTED CITY COUNCIL, BOARD OR COMMISSION PARTICIPATION

Council-Approved Work Plan: No

Council Study Session: Yes

Reviewed by Boards/Commissions: Bicycle and Pedestrian Advisory Commission

STAFF RECOMMENDATION

Drop. This policy issue does not merit discussion at a Study Issues Workshop.

The City has several on-going and upcoming capital improvement projects that could be bond funded or will require bond funding. These include funding for the construction of the fire stations within the Fire Station Master Plan, Civic Center Phase 2 - Main Library, and Corporation Yard facilities. In addition, the Mary Avenue Overcrossing project and the Caltrain Grade Separation project at Sunnyvale Avenue and Mary Avenue are planning improvements where the City needs to start identifying a funding mechanism to design and construct them.

Furthermore, Council Fiscal Policy 7.1 C.2.1 states that “[g]overnmental capital improvements should be funded on a “pay-as-you-go” basis in most cases. Alternate financing strategies may be considered in light of the specific project and the consequences of each financing strategy.”

To implement bicycle and pedestrian improvements within the City, staff will continue to look for grant funding opportunities and utilize Traffic Impact Fee revenue as matching funds. In addition, as land

use development projects get approved, staff will require developers to implement bicycle and pedestrian improvements along their project frontage or to pay their fair share contribution for the improvement costs.

Prepared by: Tim Kirby, Director, Department of Finance

Reviewed by: Chip Taylor, Director, Department of Public Works

Reviewed by: Teri Silva, Assistant City Manager

Approved by: Kent Steffens, City Manager