

BPAC 2022 Sponsored Study Issues

- 1 Explore a General Election Ballot Measure to Fund Bicycle and Pedestrian Infrastructure Projects
- 2 Adopt Personal Electric Vehicle (PEV) Parking Standards
- 3 Simplify Sidewalk Riding Ordinance

2022 COUNCIL STUDY ISSUE (Draft)

NUMBER

FIN 22-XX

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

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 to which the City can borrow against 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 study will identify the process needed to establish a new tax, identify the amount of the tax needed to secure the debt necessary to construct the projects, and fund public polling to determine the likelihood of passage of a new tax by the voters. As this would be a special purpose tax, a two thirds majority is required 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, and also identify potential funding options should a special tax fail at the ballot.

If a new tax is selected, 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 moving forward with a ballot measure. At that time an additional appropriation may be required for public education and the 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: \$50,000

Funding Source: Will seek budget supplement

The cost will be for a polling consultant. If no action is taken to move forward with polling no additional cost will be required.

Cost to Implement Study Results

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

NUMBER
CDD 22-XX

TITLE Adopt Personal Electric Vehicle (PEV) Parking Standards

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 especially attractive commuting options. 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. Study would include assessment of potential costs, including capital and operating costs.

NUMBER
DPW 22-XX

TITLE Simplify Sidewalk Riding Ordinance

SCOPE OF THE STUDY

What precipitated this study?

Sunnyvale Municipal Code (SMC) *Title 10.56 Bicycles* supplements all laws of the state of California with regard to bicycle use. In May 2020, Sunnyvale City Council adopted an ordinance to update SMC Title 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 current SMC does not address all personal mobility devices people may operate on the sidewalks or overhead pedestrian crossings. Therefore, the Bicycle and Pedestrian Advisory Commission (BPAC) sponsored this Study Issue with a goal of revising the SMC to allow for additional personal mobility devices to be operated on sidewalks and overhead pedestrian crossings.

What are the key elements of the study?

The Study will include a review of existing state laws, City Municipal Code, and adopted ordinances to identify what is currently mandated by the state law and the kind of local ordinances that can be adopted for the operations of bicycles and other personal mobility devices on sidewalks and overhead pedestrian crossings. In addition, the Study will include a review of local ordinances and municipal codes adopted by neighboring jurisdictions related to where and when bicycles and personal mobility devices can be operated on.

The Study will conduct peak periods weekday and weekend data collection on bicycle/pedestrian/other personal mobility devices usage on major arterials, sidewalks, and on all pedestrian overhead crossings in Sunnyvale. The travel speed of bicycles and other personal mobility devices will also be collected as part of the data collection. In addition, the Study will include collision analysis involving bicycles and other personal mobility devices within the last five years in Sunnyvale.

The Study will include a public outreach component to gather feedback on allowing bicycle and personal mobility device usage on sidewalks and overhead pedestrian crossings. The public outreach component may include a community meeting and an online survey.

If state law allows local jurisdictions to pass ordinances to allow bicycles and other personal mobility devices to ride on sidewalks and overhead pedestrian crossings, the Study will identify the appropriate speed for these devices, focusing on pedestrian safety.

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 municipal code 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: \$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 in the analysis and the development of the recommended, as well as the public outreach effort.

Cost to Implement Study Results

Minimal or no cost expected to implement.