1. Executive Summary

With this feasibility and options study (Study), the City of Lafayette seeks to identify the feasibility of a Class I bikeway/ADA-accessible pedestrian and bicycle facility along the East Bay Municipal Utility District (EBMUD) Aqueduct right-of-way (ROW) located north of Downtown Lafayette in Contra Costa County. A Class I bikeway/ADA-accessible pedestrian and bicycle facility would serve the greatest variety of users, and would be eligible for the largest sources of funding. For this Study, the City has partnered with EBMUD, Caltrans, the East Bay Regional Park District (EBRPD), and Bay Area Rapid Transit (BART) to determine if pedestrian and bicycle improvements are feasible and desirable along the EBMUD Aqueduct ROW. This Study is funded by a Caltrans Community Planning Grant.

1.1 Study Area

The EBMUD Aqueduct ROW runs east-west through downtown Lafayette and parallels State Route (SR) 24, BART, and Mt. Diablo Boulevard. The segment under study (Pathway Study Area) extends from Risa Road in the west to Brown Avenue in the east and is approximately 1.5 miles long. The aqueducts within the Pathway Study Area are part of EBMUD's water supply system. The EBMUD Aqueduct ROW has varying slopes throughout its length, from a mild 2%± slope to a steep 33%±. Within the Pathway Study Area, the EBMUD Aqueduct ROW crosses several streets including Risa Road, Dolores Drive, Happy Valley Road, Oak Hill Road, and First Street.

The EBMUD Aqueduct ROW parallels SR 24 and Mt. Diablo Boulevard and runs behind Downtown Lafayette

1.2 Policy Context

The City's interest in a trail along the EBMUD Aqueduct ROW was identified in both the 2006 Lafayette Bikeways Master Plan (BMP) and the 2009 Revised Draft Downtown Lafayette Specific Plan (DSP), which has not yet been adopted as of November 2011. Prior to the adoption of the BMP, City staff and consultants investigated potential bikeway improvements throughout Lafayette, including through the Downtown area. As one alternative, the City considered reallocation of the Mt. Diablo Boulevard public ROW through Downtown to create additional space for bicyclists and pedestrians. However, the trade-offs associated with reallocation of the limited public ROW were considered to be too great. To improve bicycle access through

and around Downtown, the City placed sharrows along Mt. Diablo Boulevard and created the Downtown bicycle boulevard bypass, which runs south of Mt. Diablo Boulevard. The City considered two east-west routes north of Downtown for improved bicyclist and pedestrian access: Deer Hill Road and the EBMUD Aqueduct ROW. The EBMUD Aqueduct ROW offers opportunities not provided by the Deer Hill Road or Mt. Diablo Boulevard: an exclusive pathway with minimum motor vehicle conflicts and short, direct connections to BART and Downtown shopping. However, exclusive use of EBMUD Aqueduct ROW is not feasible given topographic and structural constraints. This Study demonstrates that the combined use of EBMUD Aqueduct ROW and Caltrans SR 24 ROW is the only feasible route that achieves the goals and objectives defined for this Study.

1.3 Opportunities and Constraints

The Study undertook a detailed analysis of opportunities and constraints related to a pathway along the EBMUD Aqueduct ROW. Primary opportunities and constraints are summarized below.

1.3.1 Surrounding Land Uses

Within the Pathway Study Area, the EBMUD Aqueduct ROW parallels the south side of SR 24 and generally runs along the north side of downtown Lafayette. Properties near the EBMUD Aqueduct ROW have been developed with retail, office, civic, or residential land uses. The Downtown area is continually changing and is anticipated to accommodate additional residential, commercial, and office land uses in the future, as described in the Draft DSP. A pathway along the EBMUD Aqueduct ROW would link existing and future land uses along the Pathway Study Area. The pathway would also connect the Lafayette Reservoir, the Lafayette BART station, Downtown Lafayette, and eventually connect to the Briones-Las Trampas trail.

Construction or maintenance of segments of the pathway could potentially be conditioned to the development or redevelopment of adjacent parcels. There is precedent for this with the Woodbury Condominium project, located at 3758 Mt. Diablo Boulevard, near Risa Road, behind the Veteran's Memorial Building. An eight-foot wide asphalt multi-use path with two-foot wide crushed granite shoulders is proposed within the EBMUD Aqueduct ROW to the south of the project site.

1.3.2 EBMUD Structural Requirements and Topography

The EBMUD Aqueduct ROW has varying slopes throughout its length, from a mild 2%± slope to a steep 33%±. Any pathway constructed within the EBMUD Aqueduct ROW would be required to meet the structural requirements of EBMUD, which limits the types of structures and amount of grading permitted in the Aqueduct ROW. EBMUD structural requirements additionally limit where structures are permitted on the ROW. The ROW is further constrained by Caltrans ROW to the north. Topography of the EBMUD Aqueduct ROW, EBMUD structural requirements, and the constrained ROW make it difficult to meet the design standards required for Class I bikeways and ADA-accessible pathways solely within the EBMUD Aqueduct ROW. After evaluating four different hypothetical pathway alignments, the Study determined that with key encroachments into Caltrans ROW, a Class I bikeway/ADA-accessible pathway with a maximum 8.3 percent slope and a bicycle/pedestrian bridge at Happy Valley Road best meets goals of this Study. The final preferred pathway design is described further in Section 1.4.

1.3.3 Pathway Crossings

The Pathway Study Area crosses six roadways. At Risa Road, Private Drive, and Dolores Drive, topography is relatively flat and vehicle volumes and speeds are low, and do not pose major constraints to constructing pathway crossings. Just west of Happy Valley Road, the EBMUD Aqueduct ROW drops steeply to the roadway, requiring a pathway connection to an at-grade crossing to have an unmanageable number of switchbacks. However, the significant elevation drop, steep terrain, and potential to encroach into Caltrans ROW make this location ideal for a bridge crossing within Caltrans ROW. At Oak Hill Road and First Street, traffic volumes and speeds, and the presence of the off- and on-ramps to SR 24 pose serious constraints to constructing crossings for pathway users. The gradual slopes approaching these intersections limit the feasibility of constructing overcrossings. Thus, signalized at-grade crossings within Caltrans ROW are the most feasible alternative. This is supported by the DSP Environmental Impact Report (DSP EIR), which has identified signals at these intersections as a mitigation strategy.

1.3.4 Use of Caltrans ROW

As mentioned above, the Caltrans ROW for SR 24 runs parallel to the Pathway Study Area. There are three locations along the pathway alignment where an encroachment into Caltrans ROW may benefit the pathway alignment by reducing the change in grades and associated switchbacks. These are: just west of Dolores Drive, where encroachment would permit the pathway to avoid a knoll and reduce the number of switchbacks; at the Happy Valley Road crossing, where encroachment would permit construction of a bridge and avoid the numerous switchbacks that would be required for an at-grade crossing; and west of Oak Hill Road, where the pathway could connect to an existing sidewalk along the south side of the eastbound SR 24 off ramp, thus avoiding a hill and numerous switchbacks. Preliminary conversations with Caltrans indicate that the agency would work with the City to permit these encroachments.

1.3.5 Safety and Security Considerations

Pathway implementation along the EBMUD Aqueduct ROW would improve access to areas currently not open to the public, but that are currently used by the public. While the unimproved ROW does not appear to be a significant problem for adjacent property owners, it is possible that providing a pathway and identifying approved access points may alleviate concerns related to existing uses.

1.3.6 Privacy Concerns

While adjacent property owners feel it is important to provide access to the pathway, most of them requested fencing or landscaping to separate the pathway from their property and to provide privacy. Adjacent property-owners also stated a preference for the pathway to be located closer to SR 24 than to the adjoining residential/office/retail land uses. To the extent feasible, the proposed pathway alignment runs along the central or northern portions of the EBMUD Aqueduct ROW. If the City decides to construct a pathway along the EBMUD Aqueduct ROW, pathway access opportunities and potential impacts to adjacent property owners associated with loss of privacy would be addressed during subsequent project phases.

1.3.7 Environmental Constraints

A pathway along the EBMUD Aqueduct ROW would place sensitive populations (children, elderly persons, and those with pre-existing serious health problems affected by air quality) near SR 24, a particulate and ozone generator. The DSP EIR indicates that air quality impacts associated with development within the DSP

area would result in a significant impact, and requires a 250-foot buffer between the sensitive receptor and the edge of the nearest SR 24 travel lane as mitigation. Preliminary consultation with Bay Area Air Quality Management District staff[1] suggests that the air quality standards applied to sensitive receptors, such as residences, are likely too conservative to be applied to pathway use. Unlike stationary receptors, pathway users along the EBMUD Aqueduct ROW would likely to be exposed to air pollution associated with SR 24 for a significantly shorter amount of time and experience less exposure. Research exploring the relationship between proximity to motor vehicles and bicyclist exposure to air pollutants indicates that bicyclists traveling adjacent to motor vehicle traffic are less exposed to certain pollutants than motorists (e.g. carbon monoxide), but more exposed to other pollutants, particularly fine particles (e.g. PM 1.0, PM 2.5, PM 10).[2, 3] However, the health benefits of bicycling outweigh the negative impacts of increased PM exposure by nearly 80 to 1. [4] Furthermore, significant reductions in exposure can be made when only a short distance away from traffic emissions.[2,5]

1.4 Preferred Pathway Design

After evaluating the alternatives, the preferred pathway design identified in this Study is a paved surface pathway conforming as best as feasible to the requirements set forth in Caltrans Chapter 1000, 1003.1 Class I Bikeways, the structural requirements presented by EBMUD, and design guidance provided by City of Lafayette staff, the Technical Advisory Group (TAG), the Citizen Advisory Committee (CAC), and the general public. See **Figure 1-1**. The preferred pathway cross section assumes a 10 to 12-foot paved width, 2-foot clear shoulders, pathway lighting at roadway crossings, and site landscaping and amenities as appropriate to the land use context for each segment. **Figure 1-2** presents the preferred pathway design standard. Where EBMUD maintenance vehicles are expected to use the pathway, the paved width of the pathway must be 12 feet to accommodate maintenance vehicles and reduce pathway deterioration. Planning and design of a pathway through the EBMUD Aqueduct ROW would be carried out in accordance with EBMUD's structural requirements, administrative procedures, and maintenance activity needs.

[1] Phone conversation with Dave Burch, BAAQMD Senior Environmental Planner on October 12, 2010.
[2] Pattinson, Woodrow. Cyclist exposure to traffic pollution: microscale variance, the impact of route choice and comparison to other modal choices in two New Zealand cities. Master's Thesis in Geography. University of Canterbury. 2009.
3 Rank, Jette; Jens Folke, Per Homann Jespersen. Differences in cyclists and car drivers' exposure to air pollution from traffic in the city of Copenhagen. The Science of the Total Environment, Vol 279, Issues 1-3, November 12, 2001, pages 131-136.
4 Rojas-Rueda, David, et.al. The health risks and benefits of cycling in urban environments compared with car use: health impact assessment study. British Medical Health Journal. 2011. 343:d4521.
5 Hertel, Ole, et al. A proper choice of route significantly reduces air pollution exposure—A study on bicycle and bus trips in urban streets. The Science of the Total Environment, Vol 389, Issue 1, January 15, 2008, pages58-70.

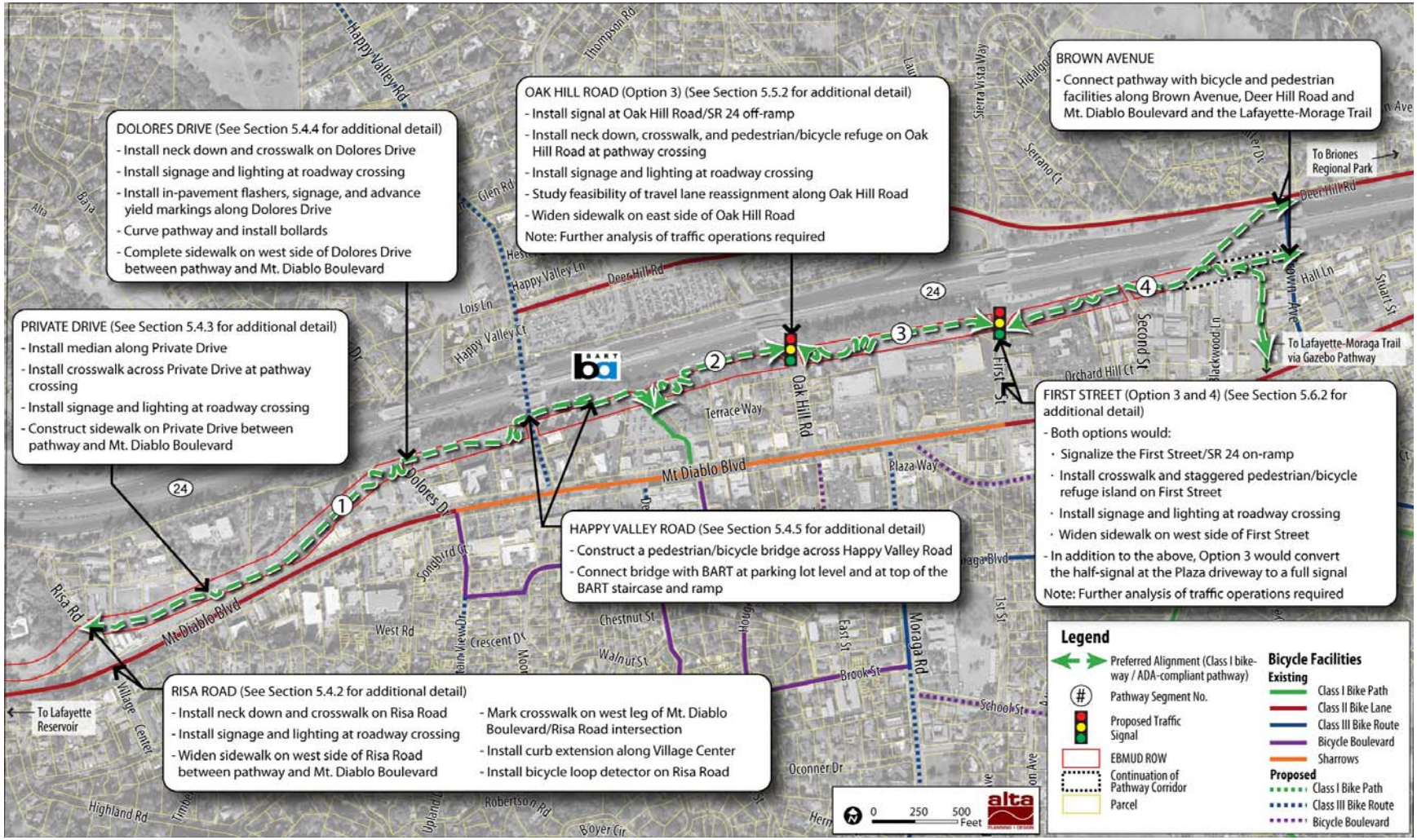

Figure 1-1: Preferred Option

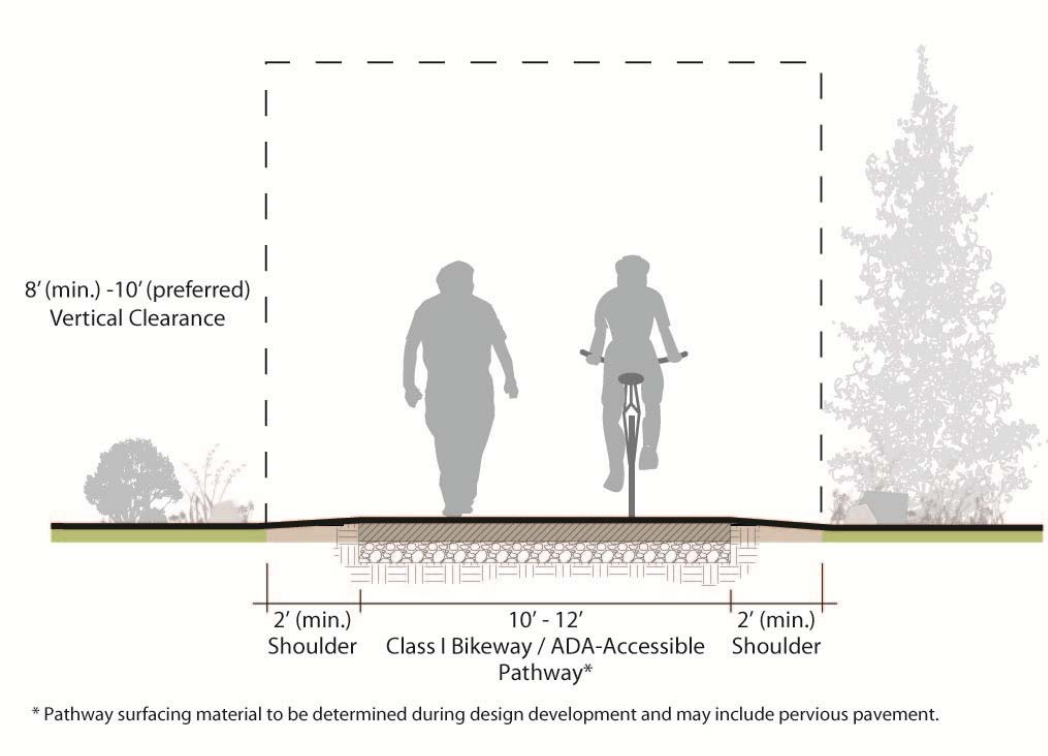

Figure 1-2: Preferred Pathway Design Standard

1.4.1 Street Crossing Design

The preferred street crossing options are based on field observations, review of the DSP EIR, and best practices in pedestrian and bicycle design and safety. The analysis presented in this Study addresses intersection geometries, roadway volumes and speeds, planned improvements, collision history, vehicle level of service, and stopping sight distances.

Three of the six roadway crossings have only one design alternative: Risa Road, Private Drive, and Dolores Drive. Pathway and crossing treatments for these three crossings include high visibility crosswalks, neck-downs, advance signage, pedestrian scale lighting, stop signs along the pathway, sidewalk improvements, and in-pavement flashers (along Dolores Drive only).

For the remaining three roadway crossings, Happy Valley Road, Oak Hill Road, and First Street, several alternative options were considered.

Happy Valley Road: Two preliminary crossing options were evaluated for Happy Valley Road: (1) an at-grade crossing entirely within EBMUD Aqueduct ROW, which would require numerous switchbacks in order to meet grade at Happy Valley Road; and (2) a bicycle and pedestrian bridge constructed in the Caltrans ROW. The preferred option for the Happy Valley Road crossing is a bicycle and pedestrian bridge. The bicycle and pedestrian bridge enables an alignment that is compliant with both EBMUD structural requirements and Caltrans standards, and is eligible for transportation funding.

Oak Hill Road: Three preliminary roadway crossing options were evaluated for Oak Hill Road: (1) routing pathway users to the Mt. Diablo Boulevard intersection, (2) signalized crossing at the Oak Hill Road /SR 24 eastbound off-ramp, and (3) signalized crossing at the Oak Hill Road/SR 24 eastbound off-ramp with median refuge and lane reduction on Oak Hill. Note that signalization of this intersection is identified in the Draft DSP EIR as a mitigation strategy. Option 3 is the preferred option for Oak Hill Road, as it provides the greatest benefit for pathway users. Based on very preliminary traffic analysis of crossing options, which considered only traffic at Oak Hill Road/SR 24 off-ramp, signal control at the Oak Hill Road/SR 24 off-ramp intersection appears to be feasible. Additional traffic study is required to fully understand the potential roadway capacity and level of service impacts of signal control and lane reduction on Oak Hill Road. A pathway extending from Risa Road to the east side of Oak Hill Road would provide a significant community benefit.

First Street: Four preliminary roadway crossing options were evaluated for First Street: (1) routing pathway users to the Mt. Diablo Boulevard intersection, (2) routing pathway users to a new full signal at the Plaza parking lot, (3) a signalized pathway crossing at the SR 24 eastbound on-ramp with full signal at the Plaza parking lot exit, and (4) signalized pathway crossing at the SR 24 eastbound on-ramp only. Note that signalization of the First Street/SR 24 on-ramp is identified in the Draft DSP EIR as a mitigation strategy. Based on preliminary traffic analysis of First Street options conducted for this Study and described more fully below, Options 3 and 4 are the two preferred alternatives for First Street. The final preferred alternative should be determined at a later date by the results of a detailed micro-simulation traffic analysis that considers all modes.

1.4.2 Signal Analysis for First Street

This Study includes a preliminary traffic analysis for intersection operations for three intersections along First Street (the SR 24 on-ramp/First Street, Plaza driveway/First Street and Mt. Diablo Boulevard/First Street intersections).[6] Preliminary traffic analysis of the preferred options indicate that given existing traffic conditions, Options 3 and 4 reduce average delay at the intersections. Given projected traffic conditions in 2030, Option 4 would have the least vehicle delay compared to Options 2 and 3, particularly during the AM peak hour at the Mt. Diablo Boulevard/First Street intersection.

Prior to making a final recommendation, the traffic operations analysis for both options should be further refined and expanded to fully identify and address potential impacts, particularly downstream traffic impacts and synchronization with other signals. The transportation analysis should address weekday conditions during the AM commute, morning and afternoon bell times, and PM commute. The detailed analysis should include the intersections of First Street, Moraga Road, Oak Hill Road, and Deer Hill Road.

[6] The analysis utilized data from the Cumulative No Project Scenario of the Lafayette Downtown Specific Plan EIR, Lafayette Circulation Commission and Whole Foods Proposal.

1.5 Phasing

Pathway construction would likely be phased. Given the overall cost and complexity of implementing this pathway project, it is critical that a the first phase of implementation serve multiple benefits for the City of Lafayette, partner agency stakeholders, and local and regional users of the multi-modal transportation network. The recommended implementation phasing and associated construction and annual maintenance costs per phase are presented in Table 1-1.

Table 1-1: Cost Estimates by Phase

Phase		Estimated Cost
1*	Segment 1: Risa Road to BART	$372,100
	Risa Road crossing	$144,400 to $148,300
	Private Drive crossing	$67,800
	Dolores Drive crossing	$249,000
	Happy Valley Road crossing	$1,238,100
	Construction Subtotal	**$2,071,400 to $2,075,300**
	Annual Maintenance**	$27,200
	Annual Contribution for Long-Term Maintenance*** (Slurry seal and AC overlay)	$2,300 to $2,500
	Annual Contribution for Reconstruction of Pathway at 30 Years*** (Optional)	$41,600 to $45,600
	Phase 1 Construction, Annual Maintenance, and Annual Contributions Total	**$2,142,500 to $2,150,600**
2	Oak Hill Road crossing (Option 3)	$721,200
	Segment 2: BART to Oak Hill Road	$1,958,300
	Construction Subtotal	**$2,679,500**
	Annual Maintenance**	$6,400
	Annual Contribution for Long-Term Maintenance*** (Slurry seal and AC overlay)	$600 to $700
	Annual Contribution for Reconstruction of Pathway at 30 Years*** (Optional)	$11,200 to $12,300
	Phase 2 Construction, Annual Maintenance, and Annual Contributions Total	**$2,697,700 to $2,698,900**
3	First Street crossing (Options 3 and 4)	$720,000 to $937,900
	Segment 3: Oak Hill Road to First Street	$274,100
	Segment 4: First Street to Brown Avenue	$246,000
	Construction Subtotal	**$1,240,100 to $1,458,000**
	Annual Maintenance**	$17,300
	Annual Contribution for Long-Term Maintenance*** (Slurry seal and AC overlay)	$1,900 to $2,000
	Annual Contribution for Reconstruction of Pathway at 30 Years*** (Optional)	$34,100 to $37,400
	Phase 3 Construction, Annual Maintenance, and Annual Contributions Total	**$1,293,400 to $1,514,700**
Pathway Subtotal Construction		**$5,991,000 to 6,212,800**
Pathway Subtotal Annual Maintenance**		**$50,900**
Pathway Subtotal Annual Contribution for Long-Term Maintenance***		**$4,800 to $5,200**
Pathway Subtotal Annual Contribution for Reconstruction of Pathway at 30 Years*** *(Optional)*		**$86,900 to $95,300**
Total Construction, Annual Maintenance, & Annual Contributions *(Including Reconstruction)****		**$6,133,600 to $6,364,200**

** Initiate further traffic analysis of recommended Oak Hill Road and First Street improvements.*

*** 2010 Dollars*

**** Low value assumes 2.5% discount rate. High value assumes 5% discount rate.*

Numbers may not sum due to rounding.

1.6 Construction and Maintenance Costs

The cost of constructing the Preferred Options is $6.0 to $6.2 million for a Class I bikeway/ADA-accessible pathway. This estimate includes the cost of two traffic signals (totaling approximately $600,000), which are recommended in the DSP Draft EIR to accommodate future traffic along Oak Hill Road and First Street. Because the traffic signals may be needed to as a result of future traffic-generating development, they may be partially or fully paid for with development fees. The Preferred Options also include a signal upgrade at the shopping center driveway on First Street (totaling $150,000).

If the City constructs a pathway, the City will be responsible for maintenance of the portions of the ROW containing the pathway and/or landscaping associated with the pathway. Costs for maintenance and operations vary significantly depending on the level of services provided. This Study uses very conservative maintenance cost estimates, which provide a high estimate of the potential cost of maintenance. Annual routine maintenance costs of the proposed 1.5-mile paved pathway are estimated at approximately $50,925 (see **Table 2-1**). It is recommended the City contribute approximately $4,800 to $5,200 annually (year 2010 dollars) to a reserve fund to pay for long-term maintenance (i.e., slurry sealing and AC overlay). Total annual and long-term maintenance costs over the lifetime of the pathway are estimated at $898,000 to $1.2 million in 2010 dollars. Actual maintenance costs will depend on final design and the final maintenance terms required by EBMUD in the renegotiated Revocable Landscaping License Agreement. The annual maintenance and long-term maintenance cost contributions cited above assume completion of all phases of the pathway. These costs include traffic signal maintenance and operations which are expenses the City would not incur until Phases 2 and 3 were implemented.

The anticipated lifespan of the pathway is 30 years, at which time the pathway will likely require replacement. Eventual pathway replacement in year 30 is estimated to cost between $1.4 million and $2.0 million in 2010 dollars, assuming the City chooses to contribute annually to a reserve fund to pay for eventual reconstruction of the pathway. Annual contributions would be between $86,900 and $95,300 in 2010 dollars. Replacement of the pathway includes the cost of replacement of all features of the pathway—retaining walls, signals, the pathway itself, etc. Given the recommended long-term maintenance (e.g. slurry sealing and AC overlay), it is likely that the pathway features will not require replacement, and may just require less expensive repairs. As such, this is a conservative estimate of the needs for replacement.

Table 1-2: Estimated Construction and Maintenance Costs by Phase

Phase		Estimated Cost
1	Construction Costs	$2,071,400 - $2,075,300
	Annual Maintenance*	$27,200
	Annual Contribution for Long-Term Maintenance** (Slurry seal and AC overlay)	$2,300 to $2,500
2	Construction Costs	$2,679,500
	Annual Maintenance*	$6,400
	Annual Contribution for Long-Term Maintenance** (Slurry seal and AC overlay)	$600 to $700
3	Construction Costs	$1,240,100 - $1,458,000
	Annual Maintenance*	$17,300
	Annual Contribution for Long-Term Maintenance** (Slurry seal and AC overlay)	$1,900 to $2,000
	Total Construction Costs	**$5,991,000 to $6,212,800**
	Total Annual Maintenance*	**$50,900**
	Total Annual Contribution for Long-Term Maintenance**	**$4,800 to $5,200**

** 2010 Dollars; includes maintenance required by the EBMUD Revocable Licensing Agreement, traffic signal maintenance and operations, lighting at pathway entrances and along bicycle/pedestrian bridge, and landscape irrigation.*

***Low value assumes 2.5% discount rate. High value assumes 5% discount rate.*

Numbers may not sum due to rounding.

1.7 Benefit-Cost Analysis

A benefit-cost analysis based on the National Academy of Sciences Transportation Research Board, *National Cooperative Highway Research Program Report 552: Guidelines for Analysis of Investments in Bicycle Facilities* (NCHRP Report 552) (2006) was prepared to estimate the number of projected existing and new bicyclists and pedestrians resulting from the pathway and the total annual benefits for pedestrian and bicyclists. The "best estimate" for the number of new bicycle commuters and daily adult cyclists attributed to the pathway is 144 cyclists, which would double estimated existing daily ridership along the corridor to 285. A conservative "best estimate" of the number of new pedestrians attributed to the pathway is 288 pedestrians. The "best estimate" annual benefits for both bicyclists and pedestrians are more than $1.7 million. This estimate represents the sum of the estimated mobility, health, recreational, and reduced auto use benefits. The benefits analysis underestimates the true value of benefits, as it does not take into account other documented benefits of pathways, such as higher property values adjacent to a pathway, increased economic activity generated by pathway users, and increased quality of life.

The benefit-cost analysis suggests that given best estimates, over the 30-year lifetime of the pathway, the benefits in health, mobility, recreation, and reduced auto use will outweigh the costs of constructing and maintaining the pathway. Given very conservative maintenance costs and benefits, as well as the intangible benefits that have not been captured by the benefit analysis, this Study recommends the City pursue construction of the EMBUD Aqueduct Pathway.

1.8 Funding Options

If the City of Lafayette decides to pursue the proposed pedestrian and bicycle pathway, the City will most likely rely on grants for construction. In addition to grant sources, there are two possible local sources for

construction funding, the Lamorinda Transportation Development Fee and conditioning pathway construction to new development.

As grant funding is generally not available for on-going costs of maintenance and safety and security operations, the City of Lafayette will need to identify local revenues to fund these activities. Existing local revenue sources are currently over-subscribed, and it is unlikely that additional maintenance and operations costs could be funded with existing revenue streams. There are several options that the City may wish to consider to raise funding for maintenance and operations of the proposed EBMUD Aqueduct Pathway:

- Modifying the Core Area Landscape and Lighting District to include maintenance of the proposed EBMUD Aqueduct Pathway.
- Establish a Business Improvement District to fund maintenance of the pathway.
- Establish a business license requirement.
- Require adjacent property owners to maintain the pathway.
- Seek private foundation funding to establish an endowment to pay for pathway maintenance
- Seek corporate sponsorship for pathway maintenance.

Before exploring any of these funding options, the City would need to conduct additional public outreach and closely coordinate with affected groups, such as the Chamber of Commerce, downtown businesses, adjacent property owners, EBMUD, and East Bay Regional Parks District.

1.9 Next Steps

This feasibility and options study for the EBMUD Aqueduct Pathway is the first in a series of steps that are required prior to design and construction of the proposed pathway. This Study identified several issues that will require additional analysis and work to address, including additional traffic analysis; environmental review; Caltrans coordination and permits; revision of the EBMUD Revocable Landscaping License Agreement; technical studies, design development, and preliminary engineering; securing maintenance funding; securing construction funding; and additional public outreach.

On November 14, 2011, the Lafayette City Council received a presentation of the Draft Final Feasibility and Options Study for a Pedestrian and Bicycle Pathway along the EBMUD Aqueduct ROW. The Council also reviewed comments provided by various interested parties and stakeholders. At that time the Council provided comments and directed staff to prepare responses then return to the Council for consideration to accept the study. The Lafayette City Council accepted the Final Study at its meeting on February 13, 2012 and at that time directed that the Bikeways Master Plan retain the project to implement the pathway along the EBMUD Aqueduct. The Council also agreed to the following next step actions:

Near-Term Next Steps:

- Continue to determine the feasibility of installing the traffic signals as discussed in the Final Study. This involves monitoring the outcome of the City's Downtown Specific Plan process and its consideration of the two traffic signals at Oak Hill Road and SR 24 off-ramp and at First Street and the SR 24 on-ramp as mitigation measures.

- Pursue opportunities for implementation of the pathway via the development review process. As there are several active development applications in the vicinity of the pathway, staff may need to begin re-negotiating the existing use license with EBMUD regarding maintenance responsibilities associated with the pathway in the EBMUD's ROW. The City would re-negotiate the license along this section of the EBMUD ROW only as a first step, and wait on the future phases until such time when they become more imminent.

Near- to Mid-Term Next Steps:

- Depending on the outcome of decision to include the two traffic signals in the Downtown Specific Plan, seek grants for additional traffic analysis as appropriate.
- Depending on the outcome of the additional traffic analysis or as appropriate, pursue funding and implementation of design, engineering, and environmental work for the pathway.
- Pursue funding opportunities for construction of the pathway.

Long-Term Next Steps:

- Evaluate and consider whether to complete the entire pathway alignment over the long-term upon completion of Phase 1 or any usable segment when actual use and cost experience would then be available.