



# City of Sunnyvale

## Meeting Minutes - Final Bicycle and Pedestrian Advisory Commission

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Thursday, April 18, 2024

6:30 PM

Online and Bay Conference Room, City  
Hall, 456 W. Olive Ave.,  
Sunnyvale, CA 94086

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### **CALL TO ORDER**

Vice Chair Beagle called the meeting to order at 6:33 p.m.

### **SALUTE TO THE FLAG**

Vice Chair led the salute to the flag.

### **ROLL CALL**

- Present** 6 - Vice Chair Bryce Beagle  
Commissioner Alex Bonne  
Commissioner Arwen Davé  
Commissioner Dan Hafeman  
Commissioner Sharlene Liu  
Commissioner Leia Mehlman
- Absent** 1 - Chair Timothy Oey

Vice Chair Beagle served as Acting Chair for the meeting.

Chair Oey absent (excused)  
Council Liaison Sell (present)

### **PRESENTATION**

#### **A**      [24-0584](#)      VTA SRTS Homestead Road Improvements

Hassan Basma, VTA Project Manager, Zila Shafie, DEENSCORP Project Manager and Nabilah Hazara, DEENSCORP Project Engineer, gave a presentation on the VTA SRTS Homestead Road Improvements. Highlighting the following:

- Project Background
- Past Project Activities

- Project Area Map
- Project Goals:
  - Implement bicycle and pedestrian infrastructure improvements for Safe Routes to Schools
  - Support safe and efficient modes of transportation: Biking, walking, driving, and riding public transit
  - Connect students from three schools along project corridor: West Valley Elementary School, Cupertino Middle School and Homestead High School
- Design Considerations:
  - Installation of new sidewalks
  - Widen sidewalks and shared use path
  - Convert bike lanes to Buffered or Protected
  - Tighten corner curb radii
  - Install new ADA curb ramp
  - Traffic Signal Improvements
  - Upgrade to high visibility crosswalks
  - Eliminate Free-right turn lanes
- Funding
- Construction Cost Estimate - \$16,800,000
- Schedule
- Upcoming Outreach Meeting:
  - Los Altos Complete Streets Commission (04/24/2024)
  - Los Altos City Council (04/30/2024)
  - Sunnyvale City Council (05/07/2024)
  - VTA BPAC (TBD)

Commissioner Hafeman asked about the following:

- Are the projects listed in the presentation the overall work that's being done or are these just some examples?
- Are there other things that are in the project plan that are not in the presentation?
- Can we improve the bicycle facility on Bernardo Avenue?
- Can your funding be used for the Homestead Road Full-Time Bike Lane project?

Mr. Basma addressed the questions.

Commissioner Liu asked about the following:

- How did you decide what parts of the 2019 final plan from the Santa Clara County Roads Department you decided to implement in this project?
- Why was the shared use path between Kennewick Drive and the access road of

Homestead High School left out? This is in the final report which has a preferred alternative.

- Preferred alternative has protected bike lanes along the segment between Kennewick Drive and Mary Avenue on both the north and the south side of Homestead Road. Currently, the bike lanes don't have that protected bike lanes and it is in the preferred alternative. Why is it excluded from the current project?
- Will the City be able to street sweep Class IV bike lanes in the future?
- Can buffered lanes be put in as a precursor to the protected bike lanes?
- Why didn't Kennewick Drive get improved like the Mary Avenue intersection did?
- VERBS Grant should have taken care of improvements along Kennewick Drive. Would it have been appropriate for this VTA Project to then inherit that project and move forward with it since it was mentioned as part of the 2019 Final Report?
- Slide 10 - If a cyclist is riding eastbound and get to that crosswalk, how are they going to get to the multi-use path?
- Slide 10 - Are there any infrastructure precautions in place that you will be putting there?
- Slide 12 - Why does the presentation show free right turn for cars to the on ramp of Hwy 85 but in the final report it shows that will be removed?
- What precautions are put into place to keep cars coming off the freeway from hitting the cyclists?
- Can the traffic signal that will be installed have a default of green for cyclists and default of red for cars?
- Will there be community input for the design phase?

Mr. Basma, Ms. Shafie and Ms. Tsang addressed the questions.

Commissioner Davé asked about the following:

- What is the proposed source of the construction funding?
- What is the time-frame on the street sweeper study and purchase?

Mr. Le and Ms. Tsang addressed the questions.

Commissioner Mehlman asked about the following:

- Will you install a left turn bike box at the Grant Road intersection where bicycles can turn left?
- Will there be signage installed saying bicycles may make left turns?
- Where is the interaction between the vehicles and cyclists on the two-way cycle track at the Bernardo Avenue Hwy 85 on ramp? Can the slide be updated to show the interaction?

- Slide 10 - How do cyclists move out of the protected bike lane and be able to make left turns if they need to?
- Slide 10 - If center turn lane is not required then why retain it and is there some way to expand the bike lane?
- Slide 10 - How do cyclists access the turn lane if there is a protected bike lane?
- Slide 10 - Will there be markings on the roadway to notify vehicles that bicyclists might be in those left turn lanes?

Mr. Basma and Ms. Hazara addressed the questions.

Commissioner Bonne asked about the following:

- Where can the entire plan be seen from start to finish?
- What fraction of the total length have protected and partially protected bike lanes been implemented?
- At which point are you beginning measurement of the seven feet width specification?
- How many of the signalized intersections will be implementing no right turn on red?

Mr. Basma, Ms. Shafie and Ms. Hazara addressed the questions.

Vice Chair Beagle asked about the following:

- Has staff walked or biked through this area?
- Is there any place in the project map where bike lanes are not at their seven feet maximum?
- Can the vehicle travel lanes have limits of 10 feet in both directions?
- Slide 11 - What is the green hatching for at the bottom left of the diagram? Why are the vehicles allowed to turn right into the bike lane?
- Were protected intersections considered for this project to keep the cars and the bikes completely separate at all points in time?
- Slide 10 - Why is there a yield sign and not a stop sign in the westbound traffic?
- Slide 12 - What prevented continuing the multi-use pathway over the bridge and downwards towards Bernardo Avenue?
- Slide 12 - Was there any consideration to elevate the bike lanes so that they are at the same level with the sidewalks?

Ms. Hazara, Mr. Basma, Ms. Tsang and Ms. Shafie addressed the questions.

Commissioner Mehlman asked about the following:

- Will all the signalized intersections be equipped with leading pedestrian intervals?

- Why do we have to ask for intersection improvements to consider bicyclists? Why are vehicles always prioritized?
- Can changes be made to the current design?
- Can there be more updated designs which are more robust towards bicyclists than pedestrians?
- Can we get rid of the dashed lines approaching intersections and make the bike lane solid green?

Ms. Shafie, Ms. Hazara and Mr. Basma addressed the questions.

Vice Chair Beagle called for a recess at 8:39 p.m. Vice Chair Beagle reconvened the meeting at 8:50 p.m.

Public Comment opened at 8:50 p.m.

Jonathan Blum, member of the public, commented on the following:

- Bike Route for Homestead High School students from Kennewick Drive to the bike racks
- Four hazard areas:
  1. Kennewick Drive/Homestead Road intersection
  2. Sidewalk and bike lane on Homestead Road
  3. Student parking lot exit
  4. Student parking lot
- Recommends fixing all the hazards at some point

Mark Hlady, member of the public, commented on the following:

- Kennewick Drive-Homestead Road intersection (video) - pedestrians and bicyclists have to look out for cars turning into the walkway
- Sidewalk and bike lane (video) - no safe place to wait at the Kennewick Drive-Homestead Road intersection
- Likes the huge improvements made at Mary Avenue and Homestead Road

David Wessel, member of the public, commented on the following:

- Intersection at Kennewick Drive and Homestead Road is unsafe
- Congestion during school hours with pedestrian traffic, cyclists and cars
- Homestead Road shouldn't be a 40 mph roadway
- Students are afraid to cross the street at this intersection so they cross on the wrong side of the street towards Homestead Road
- Should allow biking two ways

- Make it wide enough on the Homestead side of the road so that the bicyclists could go both ways and widen the sidewalk. Make it legal to ride on the sidewalk at that location.

Kevin Jackson, member of the public, commented on the following:

- Eastbound on Homestead Road at the parking lot exit very dangerous area due to restricted visibility and sharp downward slope of the exit ramp
- Recommends to close the exit and move it east of the parking lot to join the entrance with an enhanced traffic signal which would make it a lot safer for everyone
- Recommends a multi-use path to be put in along the eastern side of the parking lot which is going past the multi-use houses along the southbound lanes to the tennis courts and over the bike lanes

Stephen William, member of the public, commented on the following:

- Slide 10 of VTA presentation - recommends a left turn lane for the bicyclists and recommends a hook turn

Sopheak Sim, member of the public, commented on the following:

- Regarding right turn on red, cars should stop and not be allowed to make the right turn on red
- City of San Francisco enacted a "let the pedestrian/bicyclists go first, then vehicle"

Public Comment closed at 9:10 p.m.

Commissioner Liu commented on the following:

- Recommends the VTA Project to add on the shared use path along the student parking lot from Kennewick Drive to the Homestead High School access road that is in the 2019 Final Plan
- Recommends putting a high priority on the Kennewick Drive/Homestead Road intersection in the list of Sunnyvale's transportation projects because of how dangerous it is and the conflicts everyday with cars, bikes and pedestrians. Suggest putting a scramble phase at that intersection
- Recommends to extend the two-way cycle track on the north side of Homestead Road that is west of Bernardo Avenue to the Bernardo Avenue/Homestead Road intersection
- Recommends installing traffic signal timings to favor bikes and pedestrians at the highway 85 exit instead of the cars - specifically, install a bike and pedestrian light to be there by default green for them and only turn red when a car approaches

- Recommends installing protected intersections and protected bike lanes at all intersections. Use concrete barriers, not flex posts for the protected bike lanes and extend the barriers all the way to the intersections
- Recommends leading pedestrian intervals and no turn on red
- If protected bike lanes cannot be installed all the way to the intersection then paint the bike lane a solid green rather than dotted green to warn drivers that they are not really supposed to go in there
- Crosswalks should have the stop line be 20 feet before the crosswalk not five feet before the crosswalk

Commissioner Mehlman commented on the following:

- Grant Road/Homestead Road - Recommends a stop sign for vehicle traffic in all directions and install a hawk or a light activated intersection to make it more visible to drivers that there are pedestrians in the walkway
- Recommends adding a left turn for bike box or appropriate signage for vehicles traveling towards Crist Drive
- Recommends leading pedestrian intervals with respect to signalized intersections along the routes

Commissioner Hafeman commented on the following:

- Kennewick Drive/Homestead Road intersection is really dangerous to have cars turning into those driveways with students coming to and from school. Need a scramble at Kennewick Drive/Homestead Road intersection
- Cars need to stop in all directions when pedestrians and bicyclists are moving across the intersection
- Recommends at all the major intersections to have no right turns on red and with a delayed green light after the crosswalk signal changes
- Would like to get funding to take away the part-time bike lanes on Homestead Road

Commissioner Davé commented on the following:

- Agrees with Commissioner Liu's suggestions because they remove the element of driver judgment
- Implement physical measures where possible

Commissioner Bonne commented on the following:

- Need a mode shift of thinking in designing traffic solutions and away from a car centric thought process towards not a balanced one but more in favor of bikes and pedestrians

- Main reasons bicyclists do not bike are that they don't feel safe and cars are too fast
- Reduce the speed limit on Homestead Road

Vice Chair Beagle commented on the following:

- Recommends putting the Kennewick Drive improvements in the project or put them back in because it is the biggest safety concern
- Agrees with Commissioner Liu's request to use concrete barriers and/or bollards instead of flex posts
- Recommends no right turn on red at every intersection in the project in all four directions
- Implement leading pedestrian intervals
- Consider raising the bike lanes on both sides to be at sidewalk level
- Consider changing the design to have protected intersections everywhere

Linda Sell, member of the public, commented on the following:

- Thanked VTA for their presentation, dedication, planning and listening to all the comments and considering them
- Would like to know for sure if VTA can or cannot do what the commissioners are asking so then the City Council and staff could consider alternatives
- Thanked staff for all their hard work and working with VTA

### **ORAL COMMUNICATIONS**

Public Comment opened at 9:41 p.m.

Kevin Jackson, member of the public, commented on the following:

- Study Issue CDD 19-07 - Evaluate the minimum automobile off street parking requirements for residential uses
- Primary motivation is to lower costs and to make housing more available and affordable
- Urges the BPAC to become involved in the development of the municipal code changes
- Study Issue sponsors intend for the municipal code changes to affect walking and cycling
- BPAC should make sure municipal code changes should be ironclad from the start
- Encourages to schedule a commissioners discussion and to draft a letter to the City Council and the Community Development Department requesting the BPAC's participation in the preparation of the municipal code changes

Public Comment closed at 9:46 p.m.

### **CONSENT CALENDAR**

Public Comment opened at 9:46 p.m.

No speakers.

Public Comment closed at 9:47 p.m.

**1.A**     [24-0575](#)     Approve the Bicycle and Pedestrian Commission Meeting Minutes of March 21, 2024.

Approve the Bicycle and Pedestrian Commission Meeting Minutes of March 21, 2024 as submitted.

The amendment was made by Commissioner Liu who stated that on page 11 Chair Oey commented that "TDA funds should be used to pursue the Peterson Sidewalk Program" should say "TDA funds should not be used to pursue the Peterson Sidewalk Program".

Commissioner Mehlman moved and Commissioner Davé seconded for staff to review the transcript and ensure the accuracy of the quoted opinions of Chair Oey and to accept the correction made if needed. Commissioner Mehlman moved and Commissioner Davé seconded to approve amended item 1.A.

The amendment carried with the following vote:

**Yes** 5 - Vice Chair Beagle  
Commissioner Bonne  
Commissioner Davé  
Commissioner Hafeman  
Commissioner Mehlman

**No** 1 - Commissioner Liu

**Absent** 1 - Chair Oey

### **PUBLIC HEARINGS/GENERAL BUSINESS**

**2**     [24-0585](#)     Discussion on Design Concepts for 2024 Utility Bill Insert

Thinh Le, Transportation Engineer, discussed the 2024 Utility Bill insert. Mr. Le stated at the February 15, 2024 BPAC Meeting, the commission expressed interest of the following concepts:

1. First page advertising the BPAC meetings
2. Second page meaning of solid double yellow line and dashed green bike lane

Commissioner Mehlman asked about the following:

- 3-Foot Safety Distance - The top part is confusing. Is there supposed to be a minimum safe following distance specified for vehicles following bicyclists?

Mr. Le addressed the question.

Commissioner Davé commented and asked about the following:

- Can the commissioners specify what they would like as the minimum safe following distance for vehicles following bicyclists?
- Suggest having at least one car length as the minimum safe following distance for vehicles following bicyclists

Commissioner Hafeman asked about the following:

- It is in the municipal code that if bicyclists are going 10 miles per hour then vehicles should be one car length behind and if they are going 20 miles per hour then two car lengths behind and so on
- If there is a double yellow line on all the class IIIB bike lanes then a car cannot pass a bicyclist
- Do we really want to put side 2 into the stuffer?

Ms. Tsang addressed the question.

Vice Chair Beagle commented on the following:

- BPAC has concerns that drivers are currently violating the law by going around the bicyclists because of the double yellow lanes and the desire was to put something on the stuffer educating the drivers

Commissioner Mehlman commented on the following:

- Double yellow line applies to bicycles and cars
- Would like to remind drivers that they cannot overtake anybody in the roadway on a double yellow line

Commissioner Bonne commented and asked about the following:

- Side 2 - Is the bottom of the page intended to portray a bicyclists who has moved across the merging area and the blue car is waiting? Or is the blue car attempting to weave in between two cyclists?

- Suggests moving the bicyclists on the right or put the blue car on the dashed merged area
- What is the additional safety message in terms of car bicycle spacing?

Ms. Tsang addressed the questions and added a suggestion. Add a color bar on the bottom and move the last line on the right. "Motorists are expected to yield right of way to cyclists to this area" shorten that phrase and put it under the image so that highlights it.

Commissioner Mehlman commented on the following:

- Suggest putting a yellow caution and the word "yield to cyclists" in the middle of the grey arrow
- Suggest putting the second cyclist behind the yellow car
- Move the print on the side of the stuffer to the action of the picture

Commissioner Liu commented on the following:

- Have two grey arrows instead of one passing through the merge area
- Have the first grey arrow match the tall of the original arrow and keep going until the dotted green bike lane. Have the second grey arrow start after the dotted green line

Public comment opened at 10:10 p.m.

No speakers.

Public comment closed at 10:10 p.m.

Commissioner Mehlman commented on the following:

- Likes the double yellow line and the dash green bike lane
- Likes Commissioner's Liu's suggestion of separating the arrow so that it is clear that the vehicle has to make a decision of yielding to oncoming cyclists
- Recommends changing the arrow color to yellow and add text within the arrow to say "Yield to cyclists". The "yield" should be in bold letters
- 3-Foot Safety Distance slide - two vehicle lengths would be sufficient for most speeds

Vice Chair Beagle commented on the following:

- Not a fan of advertising the BPAC meetings. Doesn't think it is a good use of space for the insert since nobody will read it
- Have a side note that would mention the BPAC meetings date, time, email etc.
- Recommends the new design

- Likes the 3-Foot Safety Distance insert
- Recommends "Crossing Roads Safely" because there needs to be more public awareness

Commissioner Liu commented on the following:

- Originally agreed with Vice Chair Beagle that nobody is interested in the BPAC but has since changed her mind
- Recommends advertising the BPAC on the insert to get more residents involved and make the BPAC more communicative
- Would like to be able to respond to the public and make it clear that the commissioner is speaking for himself or herself not for the commission
- Asked City staff if they can look into removing the custom on not letting commissioners respond to public comments, so that if it is put on the utility insert the public is not misled into a dead end

Ms. Tsang stated it is a City Council policy so staff cannot make that decision

Commissioner Bonne commented on the following:

- Recommends devoting one page to the safe pedestrian activities and the other page to the safe bicycle activities interacting with cars and incorporate the meeting time of the BPAC somewhere else on the utility insert
- Should advertise the BPAC meetings but not an entire page on it. The meetings are important and want to show the City and the citizens that they have a voice and that they can change policy
- Recommends getting rid of the first page because the space could be better used by illustrating bike and pedestrian safe activities

Commissioner Davé commented on the following:

- Confirming what is the new design and a repeat design

MOTION: Commissioner Mehlman moved and Commissioner Bonne seconded to go with overtaking violations and dash green lanes on the front side and add the mid-block crossing to the back side. Also, have the Communications Department incorporate our recommendations to change the graphic on the merge to bike lane by breaking the arrow so that it indicates that the driver stops in the merge area and to make sure it is safe to proceed and change the arrow color to indicate that it is a cautionary action and add "yield to cyclist" into the arrow text

The motion carried with the following vote:

**Yes 6 -** Vice Chair Beagle  
Commissioner Bonne  
Commissioner Davé  
Commissioner Hafeman  
Commissioner Liu  
Commissioner Mehlman

**No 0**

**Absent 1 -** Chair Oey

- 3**      [24-0586](#)      Report and Discussion of Recent Santa Clara Valley  
Transportation Authority (VTA) Bicycle and Pedestrian  
Advisory Committee (BPAC) Meeting

Commissioner Bonne, VTA BPAC Sunnyvale Representative, gave the meeting summary report for April regarding the following topic:

- New signal masts at the intersection at Foothill Expressway & Arboretum, to realign crosswalks and pedestrian island with pedestrian sensors and APS push buttons
- San Tomas Expressway pavement rehabilitation. Replace out of date ADA ramps and damages sidewalks and install new pedestrian sensors and touchless buttons
- Lawrence Expressway is in the planning phases with similar updates as San Thomas
- Foothill Expressway Multimodal update to implement Class I Shared Use-Path from 280 to Sand Hill Road. Measure B funds will be used and the study will take two years
- VTA ridership is up 25% versus the prior year
- In March the California Assembly allocated 31 million to Central Bikeway Project
- Bascom Complete Streets Project board formed a sub-committee to speed review & feedback to consultant's design. There will be a sub-committee for the Homestead Road Project
- Homestead High School Safe Routes to School meeting was well attended
- Marin County debating e-bike place on roads and trails

Public Comment opened at 10:34 p.m.

No speakers.

Public Comment closed at 10:35 p.m.

Commissioner Liu commented asked and commented on the following:

- Is the sub-committee for Homestead Road on the VTA Project that was just heard at this meeting or for something else? Can the public join?
- Clarified that the Homestead High School Safe Routes to School meeting was well attended at the community meeting not at the Homestead High School meeting

Commissioner Bonne addressed the questions.

- 4        [24-0587](#)        Recommend to City Council a Sunnyvale Representative to the Valley Transportation Authority (VTA) Bicycle and Pedestrian Advisory Committee (BPAC)

Recommend to City Council a qualified individual according to the VTA Bylaws for Bicycle and Pedestrian Advisory Committee to represent Sunnyvale at the VTA BPAC meetings.

Mr. Le discussed recommending to City Council a qualified individual according to the VTA Bylaws for Bicycle and Pedestrian Advisory Committee to represent Sunnyvale at the VTA BPAC meetings. The current member, Commissioner Bonne's term, will expire on June 30, 2024. Commissioner Bonne will remain seated until the City makes a new appointment. Mr. Le pointed out the following key points in the by-laws:

- All members shall work/live in Santa Clara County during their terms on the committee
- 2 fiscal year term, expires June 30 of even numbered year
- Each member can be re-appointed multiple terms
- Appointee is recommended to be a representative of the City's BPAC

Ms. Tsang stated term doesn't terminate until City Council appoints a new representative.

Vice Chair Beagle asked about the following:

- Do you ever make motions or decisions being on the committee? Or is it just hearing updates?

Commissioner Bonne addressed the questions.

Commissioner Liu commented and asked about the following:

- What time does it start and where is the location of the meeting?

- Do we just give input on projects but no motions? If so, why?
- Don't know other roads in the county just Sunnyvale

Commissioner Bonne addressed the questions.

Public Comment opened at 10:46 p.m.

No speakers.

Public Comment closed at 10:47 p.m.

Commissioner Mehlman asked Commissioner Bonne if he would like to continue as the BPAC VTA representative and he does not want to continue as the BPAC VTA representative

MOTION: Commissioner Mehlman moved and Commissioner Liu seconded to recommend to City Council to appoint Commissioner Mehlman as the Sunnyvale Representative to the VTA BPAC.

The motion carried with the following vote:

**Yes 6 -** Vice Chair Beagle  
Commissioner Bonne  
Commissioner Davé  
Commissioner Hafeman  
Commissioner Liu  
Commissioner Mehlman

**No 0**

**Absent 1 -** Chair Oey

## **STANDING ITEM: CONSIDERATION OF POTENTIAL STUDY ISSUES**

### **NON-AGENDA ITEMS & COMMENTS**

#### **-Commissioner Comments**

Vice Chair Beagle commented on the following:

- Board and Commission recruitment is underway for the following openings:
  - Arts Commission
  - Bicycle and Pedestrian Advisory Commission
  - Board of Library Trustees

- Heritage Preservation Commission
  - Housing and Human Services Commission
  - Human Services Commission
  - Human Relations Commission
  - Parks and Recreation Commission
  - Personnel Board
  - Planning Commission
  - Sustainability Commission
- Applications are due by 4:00 p.m. on Thursday, April 25
  - Interview with City Council on Monday, May 13 or Tuesday, May 14
  - General eligibility requirements include Sunnyvale residency. More information visit [sunnyvale.ca.gov](http://sunnyvale.ca.gov) and search boards and commissions or call the office of the City Clerk at 408-730-7483 to request an application

Commissioner Hafeman commented on the following:

- Wondering how many residents get the hard copy of the utility bill anymore
- If the focus was on the ebill then there wouldn't be a limitation on the utility bill stuffer material

Commissioner Liu commented on the following:

- Should be able to respond to the public if they write the commission because in person the commission can respond. Seems inconsistent
- Would like to change the City policy on communicating with the public

Commissioner Mehlman commented on the following:

- You can respond to emails from residents as long as it does not violate the Brown Act and discuss business which will come up before the commission
- May 16 - Bike to Wherever Day

#### **-Staff Comments**

Thinh Le commented on the following:

- Earth Day Festival - Saturday, April 20, 2024 from 11:00 a.m. to 3:00 p.m. at Sunnyvale City Hall. More information go to [sunnyvale.ca.gov](http://sunnyvale.ca.gov)
- May 16 - City staff will host an energized station for a Bike to Work Day. Location will be hosted on the southeast corner of Maude Avenue and Sunnyvale Avenue

#### **INFORMATION ONLY REPORTS/ITEMS**

[24-0588](#)

BPAC 2024 Annual Work Plan

Commissioner Liu asked about the following:

- When can a commissioner lead and staff lead a presentation?
- When will class IIIB be agendized?

Ms. Tsang addressed the questions.

[24-0589](#) Active Items List April 2024

[24-0590](#) 2024 Deferred Study Issues

### **ADJOURNMENT**

Vice Chair adjourned the meeting at 11:05 p.m.