



# City of Sunnyvale

## Notice and Agenda - Final Bicycle and Pedestrian Advisory Commission

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Thursday, March 21, 2019

6:30 PM

Council Chambers, City Hall, 456 W. Olive  
Ave., Sunnyvale, CA 94086

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### **CALL TO ORDER**

### **SALUTE TO THE FLAG**

### **ROLL CALL**

### **ORAL COMMUNICATIONS**

*This category provides an opportunity for members of the public to address the commission on items not listed on the agenda and is limited to 15 minutes (may be extended or continued after the public hearings/general business section of the agenda at the discretion of the Chair) with a maximum of up to three minutes per speaker. Please note the Brown Act (Open Meeting Law) does not allow commissioners to take action on an item not listed on the agenda. If you wish to address the commission, please complete a speaker card and give it to the Recording Secretary. Individuals are limited to one appearance during this section.*

### **CONSENT CALENDAR**

- 1.A [19-0353](#) Approve the Bicycle and Pedestrian Advisory Commission Meeting Minutes of February 21, 2019

**Recommendation:** Approve the Bicycle and Pedestrian Advisory Commission Meeting Minutes of February 21, 2019, as submitted.

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

2. [19-0372](#) Report and Discussion of Recent VTA BPAC Meeting

3. [19-0365](#) Recommend to City Council a Project To Be Used in the Application of Transportation Development Act (TDA) Article 3 Funding for Fiscal Year 2019/20

**Recommendation:** Alternative 1. Recommend to City Council to use the TDA Article 3 grant fund, estimated at \$170,000, for Project No. 3 - Installation of pedestrian crossing on California Avenue at Pajaro Avenue.

4. [19-0377](#) Discussion on Design Concepts for Future Utility Bill Inserts

5. [19-0379](#) Appoint a member of the Bicycle and Pedestrian Advisory Commission to the City of Sunnyvale Systemic Safety Analysis Report Program (SSARP) Technical Advisory Group

**Recommendation:** Alternative 1: Appoint a member of the Bicycle and Pedestrian Advisory Commission to represent the BPAC in the SSARP Technical Advisory Group.

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

6. [19-0399](#) Convert Existing Painted Bicycle Lanes into Protected Bicycle Lanes
7. [19-0400](#) Install Bi-Directional Bike Lane on Evelyn Avenue from Sunnyvale to Mountain View
8. [19-0405](#) Improve Caltrain Station Access (Information Only)

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

-Commissioner Comments

-Staff Comments

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

- [19-0401](#) Active Items List - March 2019
- [19-0402](#) BPAC 2019 Annual Work Plan
- [19-0403](#) Council Ranking of 2019 Study Issues

[19-0404](#)

Annual Slurry Seal List

**ADJOURNMENT**

*Notice to the Public:*

*Any agenda related writings or documents distributed to members of this meeting body regarding any item on this agenda will be made available for public inspection in the originating department or can be accessed through the Office of the City Clerk located at 603 All America Way, Sunnyvale, CA. during normal business hours and at the meeting location on the evening of the board or commission meeting, pursuant to Government Code §54957.5.*

*Agenda information is available by contacting Ralph Garcia at [pubworks@sunnyvale.ca.gov](mailto:pubworks@sunnyvale.ca.gov) or (408) 730-7415. Agendas and associated reports are also available on the City's website at [sunnyvale.ca.gov](http://sunnyvale.ca.gov) or at the Sunnyvale Public Library, 665 W. Olive Ave., Sunnyvale, 72 hours before the meeting.*

*Pursuant to the Americans with Disabilities Act, if you need special assistance in this meeting, please contact Ralph Garcia at (408) 730-7415. Notification of 48 hours prior to the meeting will enable the City to make reasonable arrangements to ensure accessibility to this meeting. (28 CFR 35.160 (b) (1))*



Sunnyvale

# City of Sunnyvale

## Agenda Item

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**19-0353**

**Agenda Date: 3/21/2019**

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**SUBJECT**

Approve the Bicycle and Pedestrian Advisory Commission Meeting Minutes of February 21, 2019

**RECOMMENDATION**

Approve the Bicycle and Pedestrian Advisory Commission Meeting Minutes of February 21, 2019, as submitted.



# City of Sunnyvale

## Meeting Minutes - Draft Bicycle and Pedestrian Advisory Commission

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Thursday, February 21, 2019

6:30 PM

Council Chambers, City Hall, 456 W. Olive  
Ave., Sunnyvale, CA 94086

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### **CALL TO ORDER**

Chair Cordes called the meeting to order at 6:37 p.m.

### **SALUTE TO THE FLAG**

Chair Codes led the salute to the flag.

### **ROLL CALL**

**Present** 6 - Chair John Cordes  
Vice Chair Susan Bremond  
Commissioner Richard Mehlinger  
Commissioner Leia Mehlman  
Commissioner Timothy Oey  
Commissioner Kyle Welch  
**Absent** 1 - Commissioner Scott Swail

Status of an absence: Commissioner Swail (excused)  
Council Liaison Member Glenn Hendricks (present)

### **ORAL COMMUNICATIONS**

Council Member, Glenn Henricks, introduced himself as the BPAC Council Liaison for the first half of 2019.

Kevin Jackson, member of the public, commented that the re-timing of the signal lights on Fremont Avenue and Mary Avenue create a long wait time for the side streets and questioned whether or not the re-timing is following the guidelines of the Compete Streets Policy.

Alejandro Marti, member of the public, would like to see bike lanes on North Sunnyvale Avenue and requested BPAC to raise this issue with the City Council.

Commissioner Oey stated that he will be biking from Sunnyvale to Boston, giving 90 presentations in 90 days. One of the topics will be the Energy Innovation and Carbon Divident Act, which is a bipartisan bill currently going to Congress.

**CONSENT CALENDAR**

- 1.A [19-0248](#) Approve the Bicycle and Pedestrian Advisory Commission Meeting Minutes of January 17, 2019.

Approve the Bicycle and Pedestrian Advisory Commission Meeting Minutes of January 17, 2019, as submitted.

Vice Chair Bremmond requested a change to the draft minutes.

Commissioner Oey moved and Commissioner Mehlman seconded the motion to approve the Bicycle and Pedestrian Advisory Commission Meeting minutes of January 17, 2019, as amended. The motion was carried by the following vote:

**Yes 6 -** Chair Cordes  
Vice Chair Bremond  
Commissioner Mehlinger  
Commissioner Mehlman  
Commissioner Oey  
Commissioner Welch

**No 0**

**Absent 1 -** Commissioner Swail

**PUBLIC HEARINGS/GENERAL BUSINESS**

2. [19-0249](#) VTA BPAC Updates

Dave Simons, VTA/BPAC Representative, mentioned that at the last VTA BPAC meeting, they discussed the Transit Service Policy, the Transit Speed Policy and the criteria for the BPAC Capital Projects Competitive Grant. Mr. Simons pointed out that the route to connect Ross Avenue going over SR 237 to Mary Avenue on the South and Moffett Park Drive to the North is not included in the list of Sunnyvale projects to obtain VTA funding and he suggests re-adding it to the list of projects.

3. [19-0250](#) Sunnyvale Annual Children's Art Festival

Bill Rupel, from the Sunnyvale Community Theater, requested to have volunteers

from the BPAC to help valet bike parking at the Hands on the Arts Festival on Saturday, May 18, from 10 a.m. to 4 p.m. at the Sunnyvale Community Center. Mr. Rupel also welcomed any suggestions that would help facilitate bikes at the event.

4. [19-0255](#) Discussion of Utility Bill Concepts

Lillian Tsang, Principal Transportation Engineer, asked the Commissioners to provide their input on the Utility Bill Stuffer. The commissioners discussed several ideas. Ms. Tsang will present the ideas to the graphic designer and submit a draft to the Commissioners at the next BPAC meeting.

Council Member Hendricks suggested to keep it simple, not complex.

5. [19-0256](#) Discussion of TDA Funding

Ms. Tsang provided a list of bicycle and pedestrian project ideas where the Transportation Development Act (TDA) funding could be used.

1. Install Green Bicycle Pavement Markings at 4-5 locations.
2. Install ADA compliant curb ramps at 5 locations.
3. Java Drive Road Diet Project - as matching fund.
4. Active Transportation Plan - as contingency fund.
5. Install a pedestrian crossing on California Avenue at Pajaro Avenue.

Commissioner Mehlinger asked if a 4-way stop at the intersection of Pajara Avenue and California Avenue had been considered. Ms. Tsang explained that the location was analyzed but it does not meet the warrant to convert the traffic control into a 4-way stop control intersection.

Chair Cordes would like to add: Upgrading Off Street Pathways, to the staff's recommended list to include the following locations:

1. Bicycle Pedestrian Bridge on The Dalles Aveune over SR 85.
2. Bicycle Pedestrian Bridge east of Fair Oaks Avenue over US 101.
3. Bicycle Pedestrian Path on the east end of Evelyn Avenue between Reed Avenue and Cassia Way.
4. Bicycle Pedestrian Path between SR 85 and Bernardo Avenue north of Homestead Road.

Mr. Simons noted that Caltrans District 4 has money allotted for non-ADA

replacement capital projects, on a complaint basis only and that some of these recommended projects may be eligible.

Mr. Jackson noted that TDA funding is best used to pay for things that cannot be funded any other way.

Chair Cordes recommended that the Commissioners give staff a list of projects in the order of priority.

Commissioner Mehlinger moved and Commissioner Oey seconded the motion to rank the projects for the TDA funding in the following order.

1. Upgrade off-street pathways.
2. Install ADA compliant curb ramps at the 5 locations proposed by staff plus an additional ramp at Angel Avenue near Sunnyvale Caltrain Station.
3. Install a pedestrian crossing on California Avenue at Pajaro Avenue.
4. Java Drive Road Diet - as matching fund.
5. Active Transportation Plan - as contingency fund.
6. Install Green Bicycle Pavement Markings at 4-5 locations.

The motion was carried by the following vote:

**Yes 6 -** Chair Cordes  
Vice Chair Bremond  
Commissioner Mehlinger  
Commissioner Mehlman  
Commissioner Oey  
Commissioner Welch

**No 0**

**Absent 1 -** Commissioner Swail

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

6. [19-0253](#) Improve Bicycle and Pedestrian Access near Sunnyvale Caltrain Station

Commissioner Mehlinger spoke as to why he recommends this Study Issue.

Commissioner Mehlinger moved and Commissioner Mehlman seconded the motion to add Improve Bicycle and Pedestrian Access near Sunnyvale Caltrain Station as a Study Issue. The motion was carried by the following vote:

**Yes 6 -** Chair Cordes  
Vice Chair Bremond  
Commissioner Mehlinger  
Commissioner Mehlman  
Commissioner Oey  
Commissioner Welch

**No 0**

**Absent 1 -** Commissioner Swail

7. [19-0254](#) Convert Existing Painted Bicycle Lanes into Protected Bicycle Lanes

Mr. Simons gave his recommendations on this topic.

Mr. Marti expressed his concerns with loading trucks stopping in the bike lanes.

Commissioner Oey voiced his thoughts on this topic.

Commissioner Bremmond requested more detailed information on this study issue.

Commissioner Mehlinger would like to brainstorm with other Commissioners to finetune this study issue and present it at the next meeting.

Chair Cordes noted that this issue should be part of the Bicycle Master Plan Update.

Commissioner Bremmond is in favor of the study issues just in case some issues do not make it onto the Bicycle Master Plan.

Commissioner Mehlinger moved to add Bi-Directional Bike Lane on Evelyn Avenue to Mountain View as a study issue. Commissioner Mehlman seconded the motion.

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

#### **-Commissioner Comments**

Commissioner Mehlman suggested to have a BPAC page to increase BPAC

exposure to residents and to add an interactive bike map on the City website.

Commissioner Oey requested an update on the Stevens Creek Trail Feasibility Study.

Commissioner Mehlinger, requested staff to look into loading trucks blocking bike lanes on Wolfe Road and Arques Avenue.

Chair Cordes announced that Bike to Work Day will be held on May 9. Mr. Cordes also indicated that Google is looking for Cities to partner with to explore "no stopping for through bicyclist" at controlled interesections.

#### **-Staff Comments**

Ms. Tsang reminded the Commissioners that if they are unable to attend a meeting they must email the Chair, Ms. Tsang and Mr. Gacia indicating the reason for the absence.

Ms. Tsang also requested volunteers for the Bike to Work Day event and announced the following events:

- Homestead Road Corridor Meeting: Monday, February 25, at 6:00 p.m. at Homestead High School.
- Caltrain Electrification Community Meeting: Thursday, March 7, 6:30 p.m. at Washington Park.
- LSAP Sense of Place Community Outreach Meeting: Wednesday, March 6, 6:30 p.m. at Ponderosa Park.
- Fit and Fun Fair: Saturday, April 27, 11:00 a.m. - 3:00 p.m. at Columbia Neighborhood Center.
- Climate Action Playbook: There will be a joint study session with the Sustainability Commission, the Planning Commission and BPAC in March or early April.
- The Lime Bike will stop the Dockless Bike Share Program in Sunnyvale on March 15 due to the change in the company's business focus.
- Per the request of the Commissioners, the Director of Public Works is scheduled to give a brief introduction at the May meeting.

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

[19-0251](#) Active Items List-February 2019

[19-0252](#) BPAC 2019 Annual Work Plan

**ADJOURNMENT**

Chair Cordes adjourned the meeting at 8:50 p.m.



Sunnyvale

# City of Sunnyvale

## Agenda Item

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**19-0372**

**Agenda Date: 3/21/2019**

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### **REPORT TO BICYCLE AND PEDESTRIAN ADVISORY COMMISSION**

#### **SUBJECT**

Report and Discussion of Recent VTA BPAC Meeting

Dave Simons, VTA BPAC Representative, provides updates on recent VTA BPAC meeting.



19-0365

Agenda Date: 3/21/2019

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**REPORT TO BICYCLE AND PEDESTRIAN ADVISORY COMMISSION**

**SUBJECT**

Recommend to City Council a Project To Be Used in the Application of Transportation Development Act (TDA) Article 3 Funding for Fiscal Year 2019/20

**BACKGROUND**

TDA Article 3 is a source of funds created by State legislation and processed through the Santa Clara Valley Transportation Authority (VTA) and Metropolitan Transportation Commission (MTC) that annually returns sales tax revenues to local agencies earmarked for bicycle and pedestrian projects.

The eligibility requirements to receive funds in Fiscal Year (FY) 2019/20 funding cycle are:

1. The project shall fit within one of these eligible project types:
  - Construction and/or engineering of a bicycle or pedestrian capital project.
  - Maintenance of a multi-purpose path which is closed to motorized traffic.
  - Bicycle safety education project (no more than 5% of county total).
  - Development of a comprehensive bicycle or pedestrian facilities plans (allocations to a claimant for this purpose may not be made more than once every five years).
  - Restriping Class II bicycle lanes.
2. Environmental clearance is required for construction projects only.
3. Potential projects must have been reviewed by the City's Bicycle and Pedestrian Advisory Commission (BPAC)
4. Bicycle projects funded by TDA Article 3 funds must comply the VTA Bicycle Technical Guidelines as adopted on December 13, 2012.
5. Have an authorizing resolution (Attachment 1 - reserve for City Council)
6. The project must be ready to implement within one year of the application cycle.

In FY 2019/20, the City anticipates to receive approximately \$170,000 for eligible projects.

**EXISTING POLICY**

General Plan, Chapter 3, *Land Use and Transportation Element* :

- **Goal A: Coordinated Regional and Local Planning** - Protect the quality of life, the natural environment, and property investment, preserve home rule, secure fair share of funding, and provide leadership in the region.
- **Goal B: Coordinated Regional and Local Planning** - Support the sustainable vision by incorporating sustainable features into land use and transportation decisions and practices.
- **Goal C: An Effective Multimodal Transportation System** - Offer the community a variety of transportation modes for local travel that are also integrated with the regional transportation system and land use pattern. Favor accommodation of alternative modes to the automobile as a means to enhance efficient transit use, bicycling, and walking and corresponding benefits to

the environment, person-throughput, and qualitative improvements to the transportation system environment.

### **ENVIRONMENTAL REVIEW**

The action being considered does not constitute a “project” within the meaning of the California Environmental Quality Act (“CEQA”) pursuant to CEQA Guidelines section 15378(a) as it has no potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment.

### **DISCUSSION**

The determination of candidate TDA Article 3 projects for FY 2019/20 is based on the review of TDA eligibility requirements, consideration of the Pedestrian Safety and Opportunities Study, Bicycle Capital Improvement Program, Bicycle Plan, Comprehensive School Traffic Study, resident requests, as well as, Commission members' and staff's knowledge of bicycle and pedestrian facility safety priority needs in the City. Staff and the BPAC have identified the following seven (7) candidate TDA Article 3 projects:

#### 1. Upgrade Off-Street Pathway

Description: Upgrade off-street paths with improvements such as removal of barriers, installation of curb ramps, installation of no parking zones near the entrance to the off-street paths. The off-street path locations include:

- Bicycle Pedestrian Bridge on The Dalles Avenue over SR 85 - Staff finds that the bridge is not designed to current ADA standards. In addition, a regulatory sign was installed at the entrance of the bridge to direct bicyclists to walk their bikes.
- Bicycle Pedestrian Bridge east of Fair Oaks Avenue over US 101 - Staff finds that the bridge is not designed to current ADA standards. In addition, a regulatory sign was installed at the entrance of the bridge to direct bicyclists to walk their bikes.
- Bicycle Pedestrian Path on the east end of Evelyn Avenue between Reed Avenue and Cassia Way - Staff finds that the path width is not built to Caltrans Highway Design Manual Class I Bikeway Path standards.
- Bicycle Pedestrian Path between SR 85 and Bernardo Avenue north of Homestead Road - This pathway is outside of City of Sunnyvale's Jurisdiction. In addition, this location is currently under evaluation in the Homestead Road Corridor Study led by Santa Clara County.

Approximate Cost: \$4.0 to \$10.0 M

#### 2. Americans with Disability Act (ADA) Compliant Curb Ramp Installations

Description: Installation of Americans with Disabilities Act (ADA) compliant curb ramps at the following intersections based on public request and BPAC's request:

- Syracuse Drive and Kelsey Drive (two ramps)
- Leota Avenue and Noriega Avenue (two ramps)
- Clarence Avenue and Sara Avenue (four ramps)
- Bayview Avenue and McKinley Avenue (two ramps)
- Peach Avenue/ Heatherstone Avenue and Hanover Avenue (two ramps)
- Angel Avenue at Sunnyvale Caltrain Station - There is no designated pedestrian or bicycle path within the Sunnyvale Caltrain Station parking lot, therefore the installation of a ramp will not lead to any bicycle/pedestrian facility connecting to the Caltrain pedestrian path.

Approximate Cost: \$195,000 (\$13,000/ramp)

**3. Installation of pedestrian crossing on California Avenue at Pajaro Avenue**

Description: Installation of an enhanced pedestrian crossing and an advance crossing beacon on the west leg of California Avenue at Pajaro Avenue.

Approximate Cost: \$150,000

**4. Java Drive "Road Diet" (Lane Removal) - Matching Grant Funds**

Description: Required matching funds for One Bay Area Grant (OBAG) program. Includes installation of 5,000 linear feet of Class II bicycle lanes (each side of the road) via a road diet on Java Drive (removal of one lane). The project will also include bicycle detection at five (5) signalized intersections and pavement color treatments.

Approximate Cost: \$170,000

**5. Active Transportation Plan (ATP) Project Contingencies**

Description: Additional funding to be used for project contingencies that includes additional analysis of existing community conditions like bicycle level of service on the City's roadway network, additional data collection for identifying key bicycle and pedestrian activity centers, and development of density maps for safe routes to school plan.

Approximate Cost: \$170,000

**6. Green Bicycle Pavement Markings**

Description: Installation of green bicycle pavement markings at up to five (5) intersections. Marking will be installed if the selected locations meet the City's Green Bike Lane Design Standards.

Approximate Cost: \$170,000

**7. Safety Improvements at the intersection of Fremont Avenue and Manet Drive/Bobwhite Avenue**

Description: Implementation of the following possible safety improvements at the intersection of Fremont Avenue and Manet Drive/Bobwhite Avenue:

- Curb extension on the northwest corner with bi-directional ADA compliant curb ramps
- Installation of high visibility crosswalks
- Green bicycle pavement markings in conflict zone
- Leading pedestrian interval
- Replace 8" vehicle signal heads with 12" vehicle signal heads to improve visibility

Approximate Cost: \$250,000

**FISCAL IMPACT**

TDA Article 3 is a program that reimburses cities for the incurred costs of selected projects. No local matching funds are required for guaranteed funding projects. The City anticipates to receive approximately \$170,000 funds from the City's guaranteed fund apportionment. New revenue constitutes a positive fiscal impact.

**PUBLIC CONTACT**

Public contact was made through posting of the Bicycle and Pedestrian Advisory Commission agenda on the City's official-notice bulletin board, on the City's website, and the availability of the agenda and report in the Office of the City Clerk.

**ALTERNATIVES**

1. Recommend to City Council to use the TDA Article 3 grant fund for Project No. 3 - Installation of pedestrian crossing on California Avenue at Pajaro Avenue.
2. Recommend to City Council to use the TDA Article 3 grant fund for Projects No. 1, 2, 4, 5, 6, or 7.
3. Recommend to City Council to use the TDA Article 3 grant fund for a project not listed.

**RECOMMENDATION**

Alternative 1. Recommend to City Council to use the TDA Article 3 grant fund, estimated at \$170,000, for Project No. 3 - Installation of pedestrian crossing on California Avenue at Pajaro Avenue.

At the intersection of California Avenue at Pajaro Avenue, safety concerns have been identified by the community. The City has received multiple requests to install a marked crossing to accommodate families with small children to cross California Avenue in order to access Cannery Park. There is a reverse curve on California Avenue on the eastbound approach to the intersection that limits the visibility of drivers to see crossing vehicles or pedestrians. To improve the safety at this location, an enhanced pedestrian crossing and an advance crossing beacon on the west leg of California Avenue at Pajaro Avenue is recommended.

Prepared by: Lillian Tsang, Principal Transportation Engineer

Reviewed by: Shahid Abbas, Transportation and Traffic Manager

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

**ATTACHMENTS**

1. Reserved for Report to Council.
2. Background information for Project 1 - Upgrade Off-Street Pathway.
3. Background information for Project 3 - Installation of pedestrian crossing on California Avenue at Pajaro Avenue.
4. Background information for Project 7 - Safety Improvements at the intersection of Fremont Avenue and Manet Drive/Bobwhite Avenue.

TDA Article 3 Funding – Potential Project Under Consideration:  
Upgrade Off-Street pathway

**Bicycle Pedestrian Bridge on The Dalles Avenue over SR 85**



TDA Article 3 Funding – Potential Project Under Consideration:  
Upgrade Off-Street pathway

**Bicycle Pedestrian Bridge east of Fair Oaks Avenue over US 101**



TDA Article 3 Funding – Potential Project Under Consideration:  
Upgrade Off-Street pathway

**Bicycle Pedestrian Path on the east end of Evelyn Avenue  
between Reed Avenue and Cassia Way**



# ALL-WAY STOP ENGINEERING STUDY



Date of Study: 7/23/13

Major Street: California Avenue Approach: EB/WB

Minor Street: Pajaro Avenue Approach: NB/SB

## BACKGROUND:

Type of Intersection: 4-leg Reason for Study: Resident Request

Existing Controls: Stop signs facing traffic on Pajaro Avenue

Previous Studies: N/A

## CALIFORNIA MUTCD 2012 EDITION

The following criteria should be considered in the engineering study for a multiway STOP sign installation:

### Warrant A – Collision History

Warrant Met?: NO

Five or more reported crashes in a 12-month period that are susceptible to correction by a multiway stop installation, i.e. right of way violations. Such crashes include right-turn and left-turn collisions as well as right-angle collisions.

Study Period: 7/23/2012-7/23/2013 Collisions: 1 Correctable: 0

### Warrant B – Traffic Volumes

Warrant Met?: NO

Minimum volumes – streets **less than** 40 MPH 85<sup>th</sup> percentile speed:

B1. The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of an average day.

Street Approach: EB California Avenue Volume: 876

Street Approach: WB California Avenue Volume: 961

Average Volume (total of both approaches): 230

B2. The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour.

Street Approach: NB Pajaro Avenue Volume: 276 Peak Hr Delay:           

Street Approach: SB Pajaro Avenue Volume: 253 Peak Hr Delay:           

Average Volume (total of both approaches): 66

Minimum volumes – streets **greater than** 40 MPH 85<sup>th</sup> percentile speed:

B3. The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 210 vehicles per hour for any 8 hours of an average day.

Street Approach: \_\_\_\_\_ Volume: \_\_\_\_\_

Street Approach: \_\_\_\_\_ Volume: \_\_\_\_\_

Average Volume (total of both approaches): \_\_\_\_\_

B4. The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 140 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour.

Street Approach: \_\_\_\_\_ Volume: \_\_\_\_\_ Peak Hr Delay: \_\_\_\_\_

Street Approach: \_\_\_\_\_ Volume: \_\_\_\_\_ Peak Hr Delay: \_\_\_\_\_

Average Volume (total of both approaches): \_\_\_\_\_

**Warrant C – Criteria**

Warrant Met?: NO

Where no single criterion is satisfied, but where Criteria A, B.1, and B.2 are all satisfied to 80% of the minimum values. Criterion B.3 and B.4 is excluded from this condition.

**Warrant D – Other Considerations**

Warrant Met?: \_\_\_\_\_

Other criteria that may be considered in an engineering study include:

A. High rate of left-turn conflicts (12 month history, left turn collisions):

Study Period: 7/23/2012-7/23/2013 Number of Collisions: 0

B. Vehicle/pedestrian conflicts near locations that generate high pedestrian volumes

Study Period: 7/23/2012-7/23/2013 Number of Collisions: 0

Pedestrian Volumes: \_\_\_\_\_

C. Locations where a road user, after stopping, cannot see conflicting traffic and is not able to negotiate the intersection unless conflicting cross traffic is also required to stop.

Stopping Sight Distance per 2012 MUTCD Table 6E-1, unobstructed approach (ft): ADEQUATE

D. An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where multi-way stop control would improve traffic operational characteristics of the intersection.

Improve traffic operation: \_\_\_\_\_

**QUALIFIES FOR AN ALL-WAY STOP:** \_\_\_\_\_ YES X NO

**Prepared By:** Mark Eva **Reviewed By:** Joel Arreola

**City of Sunnyvale**

**From 1/1/2018 to 12/31/2018**

**Total Collisions: 0**

**Injury Collisions: 0**

**Fatal Collisions: 0**

**Collision Summary Report**

**3/11/19**

**CALIFORNIA AVENUE & PAJARO AVENUE**

**Page 1 of 1**

**Settings for Query:**

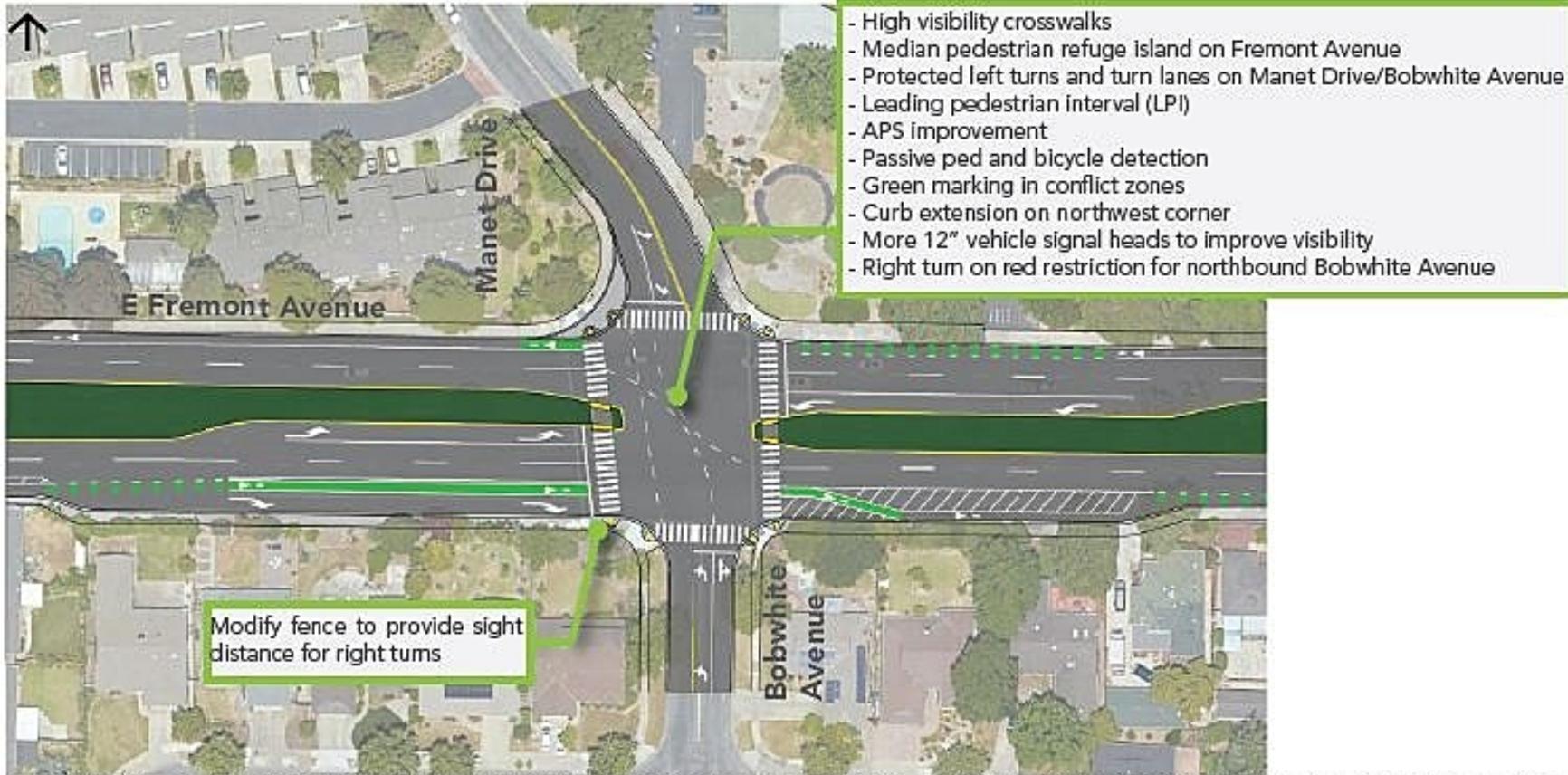
**Street: CALIFORNIA AVENUE**

**Cross Street: PAJARO AVENUE**

**Intersection Related: True**

**Sorted By: Date and Time**





POTENTIAL COUNTERMEASURES FOR ILLUSTRATION PURPOSES ONLY – FUTURE SITE-SPECIFIC PROJECT EVALUATION AND ENGINEERING REQUIRED.



# City of Sunnyvale

## Agenda Item

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19-0377

Agenda Date: 3/21/2019

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### **REPORT TO BICYCLE AND PEDESTRIAN ADVISORY COMMISSION**

#### **SUBJECT**

Discussion on Design Concepts for Future Utility Bill Inserts

#### **DISCUSSION**

Open discussion about the design of BPAC oriented utility bill inserts that are scheduled to be sent to Sunnyvale residents in July 2019.

Discussion during February 21, 2019 BPAC meeting included:

- Incorporating a positive message: "Get Out and Ride"
- Encourage a recreational bicycle ride with a photo of the Bay Trail
- Safety message: "Three feet for safety, three feet for fun"
- Include a QR code with a link to the Sunnyvale Bicycle Map or a (future) Sunnyvale BPAC webpage



## Agenda Item

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19-0379

Agenda Date: 3/21/2019

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### **REPORT TO BICYCLE AND PEDESTRIAN ADVISORY COMMISSION**

#### **SUBJECT**

Appoint a member of the Bicycle and Pedestrian Advisory Commission to the City of Sunnyvale Systemic Safety Analysis Report Program (SSARP) Technical Advisory Group

#### **DISCUSSION**

The City received a Systemic Safety Analysis Report Program grant from Caltrans to prepare a roadway safety plan. The chosen consultant is in the process of data analysis to determine safety measures suitable for Sunnyvale that can be applied systemically and would be grant-eligible. One of the components of the project is to obtain feedback from a Technical Advisory Group (TAG) made up of stakeholders from the City and other local government agencies. There will be two TAG meetings held during business hours at City Hall. The first TAG meeting is scheduled for 1:30 to 3:00 p.m. on March 26, 2019 in the West Conference Room. A volunteer is requested to represent the BPAC at the TAG meetings and report to the BPAC on the TAG meeting discussion.

#### **PUBLIC CONTACT**

Public contact was made through posting of the Bicycle and Pedestrian Advisory Commission agenda on the City's official-notice bulletin board, on the City's website, and the availability of the agenda and report in the Office of the City Clerk.

#### **ALTERNATIVES**

1. Appoint a member of the Bicycle and Pedestrian Advisory Commission to represent the BPAC in the SSARP Technical Advisory Group.
2. Do not appoint a member of the Bicycle and Pedestrian Advisory Commission to represent the BPAC in the SSARP Technical Advisory Group.

#### **RECOMMENDATION**

Alternative 1: Appoint a member of the Bicycle and Pedestrian Advisory Commission to represent the BPAC in the SSARP Technical Advisory Group.

#### **ATTACHMENTS**

1. RTC No. 18-0531
2. SSARP Scope of Work



# City of Sunnyvale

## Agenda Item

18-0531

Agenda Date: 7/31/2018

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### REPORT TO COUNCIL

#### SUBJECT

Acceptance of the Systemic Safety Analysis Report Program grant funds from CalTrans, Award of contract for Roadway Safety Plan as part of the Systemic Safety Analysis Report Program (SSARP) (F18-192), and approval of Budget Modification No. 1

#### REPORT IN BRIEF

Approval is requested to award a contract in an amount not to exceed \$249,276 to Fehr and Peers of San Jose for professional engineering services associated with the Roadway Safety Plan as part of the Systemic Safety Analysis Report Program. Approval is also requested for a 10% design contingency in an amount of \$24,928.

#### EXISTING POLICY

Pursuant to Section 2.08.40 of the Sunnyvale Municipal Code, City Council approval is required for the procurement of good and/or services exceeding \$100,000, in any one transaction.

#### **Council Policy 7.1.5 Donations, Contributions and Sponsorships:**

The City Manager may apply for grants of any dollar amount, but shall notify the Council when grants are being pursued. Council approval of a budget modification to appropriate grant monies is required before funds can be expended by staff. Such a budget modification shall include the use to which the grant would be placed; the objectives or goals of the City which will be achieved through use of the grant; the local match required, if any, plus the source of the local match; any increased cost to be locally funded upon termination of the grant; and the ability of the City to administer the grant. For grants under the amount of \$5,000 that do not have any external reporting requirements or any local match requirement, Council approval of a budget modification is not required. The City Manager is authorized to accept and administratively appropriate the grant funds.

This grant does not meet all of the criteria to be administratively appropriated by the City Manager; therefore, acceptance by the City Council and a budget modification is required. Grant funds from California Department of Transportation have external reporting requirements and fall under the federal single audit guidelines.

Pursuant to Sunnyvale Charter Section 1305, at any meeting after the adoption of the budget, the City Council may amend or supplement the budget by motion adopted by affirmative votes of at least four members so as to authorize the transfer of unused balances appropriated for one purpose to another, or to appropriate available revenue not included in the budget.

#### ENVIRONMENTAL REVIEW

The action being considered does not constitute a "project" within the meaning of the California Environmental Quality Act ("CEQA") pursuant to CEQA Guidelines section 15378(a) as it has no

potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment. This action is categorically excluded from the National Environmental Policy Act pursuant to 23 CFR 771.117 (c) (1) as it does not involve or lead directly to construction.

### **BACKGROUND AND DISCUSSION**

Caltrans requested SSARP project applications in May, 2017 and a total of 108 applications were received. The City of Sunnyvale was one of the applications selected for funding the City of Sunnyvale Roadway Safety Plan. State grant funds through Caltrans in the amount of \$250,000 are approved. Matching funds in the amount of \$30,000 are required to be approved for the State funds.

The project will develop a citywide coordinated safety plan that provides a comprehensive framework for reducing all types of collisions (including fatal and injury) to all motorists, pedestrians and bicyclists on the City's roadway system. The analysis will include 1) all roadway segments, 2) signalized intersections, 3) unsignalized intersections. The City maintains an updated collision database that will be used as the data source for the project.

Currently, the City is also completing a Vision Zero Plan (VZP) with a goal to eliminate fatal and severe injury collisions in the foreseeable future. The VZP will be a policy document, that will identify locations with highest concentrations of fatal and severe injury collisions, and will provide a conceptual framework to eliminate these collisions. In contrast the SSARP will include a detailed analysis for all types of collisions on all intermediate and major roadways under the City's jurisdiction, and will develop a list of systemic low-cost shelf ready projects that can be used in requesting grant funds for future Highway Safety Improvement Programs (HSIP). Examples of low-cost projects include advanced vehicles, pedestrians and bicyclists detection systems, upgrades to the traffic signals to include advance intelligent transportation systems, advance-warning systems, high visibility crosswalks, upgrades to bike facilities like green pavement markings and bike boxes, changes to travel lane configurations, and minor modifications to the intersection layout. The SSARP once completed will be highly beneficial towards achieving the City's Vision Zero goals.

A competitive Request for Proposals (F18-192) was posted to the City's public procurement network in January 2018. One proposal was received on February 28, 2018, from Fehr and Peers. The proposal was reviewed by an evaluation team consisting of staff from the Public Works Department. The proposals were evaluated on proposer qualifications and experience, project overview and approach, and presentation quality and content. Following the written evaluation process, Fehr and Peers was invited for a scripted presentation and interview. The evaluation team agreed that Fehr and Peers offers the best value to the City, largely due to its understanding of, and experience with, similar projects.

### **FISCAL IMPACT**

The total cost for the project, including contingency is approximately \$280,000. The total grant amount awarded is \$250,000. The total matching funds in the amount of \$30,000 are required for the grant. Staff recommends that the required local match be provided from Transportation Impact Fees.

#### **Increased Cost To City Upon Grant Termination**

There will be minor ongoing maintenance of the improvements that will be absorbed in the existing Department of Public Works budget.

**Budget Modification No. 1  
FY 2018/19**

	Current	Increase/ (Decrease)	Revised
<b>Capital Projects Fund/ General Assets Sub-Fund</b>			
<u>Revenues</u>			
Intergovernmental Revenue (CalTrans Systemic Safety Analysis Report Program)	\$0	\$250,000	\$250,000
<u>Transfers In</u>			
Transfer from the Capital Projects Fund/Transportation Impact Fees Sub-Fund (NEW PROJECT - Roadway Safety Plan)	\$0	\$30,000	\$30,000
<u>Expenditures</u>			
NEW PROJECT - Roadway Safety Plan	\$0	\$280,000	\$280,000
<b>Capital Projects Fund/ Transportation Impact Fee Sub-Fund</b>			
<u>Transfers Out</u>			
Transfer to the Capital Projects Fund/General Assets Sub-Fund (NEW PROJECT - Roadway Safety Plan)	\$0	\$30,000	\$30,000
<u>Reserves</u>			
Capital Project Reserve	\$23,710,520	(\$30,000)	\$23,680,520

**PUBLIC CONTACT**

Public contact was made by posting the Council agenda on the City's official-notice bulletin board outside City Hall, at the Sunnyvale Senior Center, Community Center and Department of Public Safety; and by making the agenda and report available at the Sunnyvale Public Library, the Office of the City Clerk and on the City's website.

**RECOMMENDATION**

1) Accept the Systemic Safety Analysis Report Program grant funds from CalTrans, 2) Award a contract, in substantially the same form as Attachment 1 to the report and in an amount not to exceed \$249,276 to Fehr & Peers, and authorize the City Manager to execute the contract when all the

necessary conditions have been met; 3) approve a 10% contingency in the amount of \$24,928; and 4) approve Budget Modification No. 1 in the amount of \$280,000 for project award, recognizing grant funds and appropriate matching funds.

Prepared by: Gregory S. Card, Purchasing Officer  
Reviewed by: Timothy J. Kirby, Director of Finance  
Reviewed by: Chip Taylor, Director of Public Works  
Reviewed by: Teri Silva, Assistant City Manager  
Approved by: Kent Steffens, City Manager

**ATTACHMENTS**

1. Draft Consultant Services Agreement

# Project Work Plan & Approach

## Proposed Scope of Work

The Fehr & Peers team will conduct a systemic safety analysis for motorists, bicyclists, and pedestrians on public roads in the City of Sunnyvale building on our ongoing Vision Zero efforts to produce a Roadway Safety Plan consistent with Caltrans SSARP guidelines. The completed Roadway Safety Plan will assess collision patterns by location, type of road user, roadway characteristics, and collision circumstances to guide the identification of implementable cost-effective countermeasures. The list of countermeasures will be developed in coordination with City staff. The Roadway Safety Plan will identify and prioritize engineering projects to continue to combat fatal and serious injury collisions in the City of Sunnyvale.

The final product of the SSARP will include a summary of existing relevant safety plans and policies, a vicinity/location map, crash characteristics, data gathering, data analysis and road safety audit methodology and findings, a toolbox of systemic low-cost safety countermeasures, benefit/cost ratios, and a set of priority safety projects eligible to submit for HSIP grant funding consideration. The report will also identify other potential sources for funding.

A critical element will be the robust community outreach strategy to engage residents in the program, to solicit local knowledge, and to foster an inclusive approach to community concerns.

### Task 1: Project Management

The Fehr & Peers team will refine and finalize the work plan, budget, and schedule, as well as manage day-to-day operations for the contract. In addition to regularly scheduled meetings, routine communication and close coordination with City staff will be critical to help the project progress smoothly, on time and within budget.

#### 1.1 Kick-off Meeting

The Fehr & Peers team will meet with City of Sunnyvale staff to review and revise the work plan, budget, and schedule for the Sunnyvale Roadway Safety Plan SSARP. The meeting will provide an opportunity to discuss project goals, performance measures that will be used to evaluate the contract outcomes, and communication protocols throughout the project. Additionally, we propose to identify key stakeholders who could form the basis for a Technical Advisory Group (TAG) to be consulted at key milestones throughout the project. It is anticipated that the TAG would incorporate key parties active to date in the Sunnyvale Vision Zero Plan project.



## 1.2 Progress Meetings

Fehr & Peers will work with the City's Project Manager to set a schedule for up to nine additional in-person meetings or conference calls. After the kick-off meeting, our team will send a meeting summary with key action items identified.

Additionally, Fehr & Peers proposed to hold bi-weekly progress meeting phone calls throughout the life of the project to ensure close coordination between City and consultant staff.

## 1.3 Monthly Progress Reports

Monthly progress reports will be provided with every invoice. The reports will outline tasks accomplished and deliverables provided in the monthly billing cycle. Invoices will be submitted in the format approved by the City of Sunnyvale.

### *Deliverables:*

- *Preparation for and attendance at project kick-off meeting*
- *Final work plan, budget, and project schedule*
- *Nine in-person meetings or conference calls, including meeting agendas and minutes*
- *Bi-weekly progress meeting phone calls*
- *Monthly project invoices and progress reports*

## Task 2: Document Review

Our team will strengthen our already robust understanding of the safety and overall transportation environment in the City of Sunnyvale through a review of recent plans and policies related to the City's multimodal travel network. In addition to coordinating efforts with the ongoing development of the Sunnyvale Vision Zero Plan, we will review documents such as the Safe Routes to School Plan, Pedestrian Safety Opportunities Study, 2006 Bicycle Plan, General Plan Land Use and Transportation Element, relevant Specific Plans, and the City's engineering standards guiding project implementation. Successful policies from surrounding jurisdictions that are relevant to the safety environment will also be identified. Efforts previously completed as part of the Vision Zero Plan will allow the Fehr & Peers team to complete this task quickly and efficiently.

Additionally, the consultant team will review pertinent state and federal SSARP documents such as the Caltrans Systemic Safety Analysis Report Program (SSARP) Guidelines, Caltrans Local Roadway Safety Guidelines, Caltrans Local Assistance Procedures Manual, Caltrans Strategic Highway Safety Plan, and U.S. Department of Transportation System Safety Project Selection Tool. The Highway Safety Manual, Caltrans Complete Streets Implementation Action Plan 2.0, Caltrans Complete Intersections 2010, Caltrans Smart

Mobility Framework Pilot Study of March 2015, and the latest collision data will also be reviewed. Our team is extensively familiar with these documents through other SSARP efforts.

Fehr & Peers will coordinate with the City to identify any other background documentation which may be beneficial to improving the team's understanding to the development of the Roadway Safety Plan.

*Deliverable:*

- *A memorandum detailing key safety takeaways from the reviewed documents, including findings which may influence the final Roadway Safety Plan SSARP report*

## **Task 3: Data Collection**

### **3.1 Current Crash Data**

Fehr & Peers will utilize vehicle, pedestrian and bicycle collision data for the City of Sunnyvale for the five-year period spanning 2013 through 2017. Data for 2013 through 2016 were previously collected by Fehr & Peers as part of the Sunnyvale Vision Zero Plan, for which a collision database in GIS format was developed with each collision record coded to a unique location, and addition 2017 data will be collected as part of this project. The primary data source for collision data was the UC Berkeley Transportation Injury Mapping System (TIMS). The Fehr & Peers team will be able to begin analysis activities quickly and efficiently utilizing previously aggregated data.

### **3.2 Contextual and Roadway Data**

Through our experience working with both the City of Sunnyvale and other citywide collision databases, we have learned the value of supplementing collision data with contextual variables to enrich the collision analysis and better understand collision patterns. Contextual variables contain information on the environments surrounding the collision locations, including:

- Demographic data (e.g., population, employment, age, race, gender, etc.)
- Land use data (e.g., locations of schools, parks, senior center, etc.)
- Roadway characteristics data (e.g., number of lanes, speeds, volumes, traffic controls, bicycle facilities, sidewalks, street lighting, etc.)

Fehr & Peers understands the importance of quality background data and has already established much of this as part of the Sunnyvale Vision Zero Plan project. In order to expand the transportation safety context, we propose to collaborate with the City data team to identify additional contextual variables which could be added to the collision analysis, potentially including the locations of existing sidewalk gaps, the presence of roadway lighting, and additional multimodal volumes to supplement previous City traffic count data collection.

We will incorporate relevant GIS data previously collected as part of the Sunnyvale Vision Zero Plan, but it is assumed that the City will provide relevant updates to GIS data on local land uses and roadway



characteristics, as available from the Safe Routes to School Plan, Pedestrian Safety Opportunities Study, 2006 Bicycle Plan, General Plan Land Use and Transportation Element, and other City resources. Fehr & Peers will ultimately conduct field observations at key locations to validate the feasibility of proposed countermeasures identified in later tasks.

### 3.3 Documentation of Implemented Countermeasures

Fehr & Peers will investigate low cost systemic countermeasures which have been successfully implemented within Sunnyvale and surrounding jurisdictions, noting the location, treatment, installation date, and post-implementation evaluations which have been completed. We will also identify programmed improvements which have not yet been implemented. The investigations will include roadway segment, signalized intersection, and unsignalized intersection improvements.

#### *Deliverables:*

- *Collected project data for reference in future tasks and inclusion in the Roadway Safety Plan SSARP*
- *Graphical, map, or tabular representations of projects which have been implemented*

### Task 4: Crash and Roadway Data Analysis

The Fehr & Peers team proposes a network screening approach to identify the most critical safety risks on roadways within the City of Sunnyvale through analysis of Sunnyvale's roadway network. This will build upon the High Injury Network previously identified as part of the Sunnyvale Vision Zero Plan and result in a proactive safety evaluation that uses known crash histories to identify roadway characteristics that might increase risk. The proposed analysis methodology relies on methods described in AASHTO's Highway Safety Manual to search for patterns in historical crash activity that will highlight other areas of high risk that may not have yet experienced many crashes. These methods would form the foundation of an ongoing monitoring program for the City using its Crossroads database system.

The network screening process will require city streets and intersections to be classified into reference populations, likely based on functional classification (i.e., Principal Arterial, Arterial, Collector, Residential), number of lanes, and intersection control. These reference populations will then be used to conduct three statistical screens of the City's roadway system. These are Critical Crash Rate, Probability of Specific Crash Types Exceeding Threshold Proportion, and Excess Proportion of Specific Crash Types.

These methods need minimal data to implement. Required data elements are:

- Crashes by location
- Traffic volume
- Reference populations

The result will be an analysis of all locations within the City yielding a list of roadway segments, signalized intersections, and unsignalized intersections ranked in priority order for each of the three analyses. Ultimately, our team will work with the City to select twenty priority projects as part of Task 6.

#### **4.1 Critical Crash Rate**

Critical Crash Rate is the average crash rate at all sites within a reference population. This analysis will compare the observed crash rate at given locations to the critical crash rate to identify under-performing roadway segments and intersections relative to their peers within the City. This method allows lower volume roadways with higher crash risk factors that would be missed with an exclusive eye towards raw crash rates.

The result of this measure will be the locations where crash rates are highest above their peer locations.

#### **4.2 Probability of Specific Crash Type Exceeding Threshold Population**

This measure looks at the proportion of crash types in the reference population and determines a probability factor for each crash type. The analysis then determines how likely crash activity at a given location truly exceeds the average outside chance occurrence of crashes. This analysis can take an additional step towards identifying unusual crash activity both positive and negative.

The result of this measure are locations where crash activity does not match its peer locations, triggering the possibility of outlying characteristics that can be remedied, and perhaps tracked to other locations.

#### **4.3 Excess Proportion of Specific Crash Types**

Similar to Critical Crash rate, this measure uses reference populations to isolate similar roadways and intersections. A threshold for crash types or severities is identified by determining how crash types and severities are distributed in the study population, and then identifying locations where a given crash type is over-represented.

Each of these network screening methods will result in a short list of locations that can be studied both for short-term local mitigation, and for challenges that can be employed for systemic improvements city wide.

#### **4.4 Safety Planning Tool (Proposed Innovation)**

The Fehr & Peers team proposes installing an updated module to the City's Crossroads system to implement a more seamless procedure for the City of Sunnyvale to continually monitor its progress in improving roadway safety and to allow re-prioritization of safety needs as conditions change and projects are completed.

We have included the Crossroads Software team in our proposal to assist in developing and implementing this update. This will prevent the need for the City to maintain and use a separate spreadsheet or GIS tool and will take advantage of existing maintenance agreements with Crossroads.

The updated system will include the ability to re-run any of the three network screening methods used as part of the SSAR development, allowing for a consistent and empirical prioritization of safety improvements in the City.



*Deliverables:*

- *Critical Crash Rate - GIS file of locations with highest crash potential by reference population.*
- *Excess Proportion of Specific Crash Types - GIS file of locations with highest crash potential by reference population.*
- *Probability of Specific Crash Type Exceeding Threshold Population - GIS file of locations with highest crash potential by reference population.*
- *A report documenting the crash and roadway data analysis results, including public-facing maps, figures, and tables depicting the severity and locations of non-injury, injury, severe injury, and fatal crashes. The analyses outlined in the report will also be included in the final Roadway Safety Plan.*
- *One in-person meeting to review data analysis results and findings.*
- *An updated Crossroads module to be installed on the City's Crossroads system*

## **Task 5: Countermeasure Selection**

The team will compile a preliminary set of suggested countermeasures to address the safety challenges identified under Task 4 and present the preliminary set at an advisory group workshop to gather input. To help promote community buy-in and engagement, as well as to further deepen the understanding of current conditions and countermeasure feasibility, the team proposes in-person and online community outreach in the form of a community workshop and accompanying online survey.

### **5.1 Preliminary Countermeasure List**

The Fehr & Peers team will use the Crash Reduction Factors provided in the Local Roadway Safety Manual (LRSM) to suggest the most effective countermeasures for the primary collision types and safety issues identified in Task 4. We will also investigate additional proven countermeasures from sources like FHWA PedSAFE and BikeSAFE toolboxes and the CRF Clearinghouse to supplement the countermeasures currently available in the LRSM. Effective countermeasures will be identified as those with potentially high benefit-to-cost ratios for improving safety performance

We will compile a pictorial summary of the proposed countermeasures.

### **5.2 TAG Workshop #1**

We will facilitate a formal stakeholder workshop involving members of the TAG identified in Task 1 to discuss the systemic safety analysis process and gather input regarding the locations with safety issues and suggested countermeasures for improvement and prioritization. The workshop will be focused on educating and informing stakeholders of the systemic and proactive approach and discussing and prioritizing safety countermeasures.

Based on the feedback from the workshop, we may modify the preliminary list of suggested countermeasures by reprioritizing the list or by adding or eliminating countermeasures. Documentation of the workshop will be included in the final report, and eliminated countermeasures will still be documented.

### 5.3 Community Outreach Event #1

The Fehr & Peers team will develop workshop parameters to assist the City in conducting a community outreach event. It is anticipated that the event will build on the feedback and relationships developed through outreach during the Sunnyvale Vision Zero Plan project, allowing the Fehr & Peers team to more efficiently and effectively introduce the SSARP process to the community.

We will work with the City to develop an outreach strategy plan that outlines how, when, where, why and with whom we are planning outreach. We will prepare necessary presentations, project boards and visual aids, as well as prepare event summaries. The City will be responsible for compilation of attendee lists and dissemination of event invitations and information to participants, along with logistical support and securing venues. Potential approaches to outreach could include traditional workshops, pop-up informational booths at community events, and/or feedback collection at popular local establishments.

We envision the community event to be interactive and engaging, while also fostering an environment for mutual learning. Participants will provide firsthand insight on community needs and desires. This feedback will be essential in the development of the final Roadway Safety Plan SSARP report. The focus of the event will be to educate the community on traffic safety issues, present results of the data analysis, and get input on acceptable countermeasures and strategies. Feedback from the event may prompt our team to incorporate new countermeasures or remove countermeasures considered infeasible. Any removed countermeasures will still be documented in the final report even if not recommended.

Fehr & Peers will create an interactive online survey to accompany the community outreach event and provide opportunities for Sunnyvale residents to contribute to the SSAR process. The survey will be used to solicit feedback from residents about specific trouble spots to help ground-truth our data-driven process, and it will allow residents who might not participate in community meetings to be engaged in the process. The survey will be similar to that which was used by Fehr & Peers as part of the Sunnyvale Vision Zero Plan and survey feedback from the two projects can be aggregated if desired be aggregated.

#### *Deliverables:*

- *Preliminary list of proposed traffic safety countermeasures*
- *Stakeholder workshop PowerPoint presentation with overall framework for roadway safety planning and summary of systemic analysis and potential countermeasures*
- *Stakeholder workshop summary*
- *One community workshop, including online survey, presentations, project boards and visual aids, as well as workshop summaries*
- *If selected, draft and final concept plans for installation of a living preview; publicity materials design; meeting to confirm design; staff and materials budget to install project for up to two days; and summary of event.*



## Task 6: Develop Projects

The Fehr & Peers team will develop a list of high-priority safety improvement projects by performing benefit/cost analyses and using feedback from City staff and stakeholders. To facilitate a robust dialogue with all interested parties, the team proposes a second formal stakeholder workshop and community outreach event to receive input on the refined list of countermeasures.

### 6.1 Benefit/Cost Ratios and Project Packages

Our team will use the Caltrans Benefit Calculator tool to calculate benefit/cost ratios for the potential countermeasures identified in Task 3 for the priority focus areas. We will use our experience working on similar projects to develop general cost estimates for treatments based on recent local bid results. Using the calculated benefit and cost, we will develop project packages that will be competitive for HSIP funding. This will be an iterative process to maximize the benefit/cost ratio. A detailed benefit/cost calculation methodology for each project will be documented and included in the final report.

### 6.2 TAG Workshop #2

The Fehr & Peers team will facilitate a second formal TAG workshop to present potential high-priority safety improvement projects and gather input from relevant stakeholders concerning the most appropriate projects for further consideration. Documentation of the workshop will be included in the final report.

### 6.3 Community Outreach Event #2

The Fehr & Peers team will assist the City in conducting a community outreach event using methods similar to those described in Task 5.3 above. It is anticipated that the event will focus on safety improvement projects identified in Task 6.1 and agreed upon in collaboration with TAG members in Task 6.2. Similar to Task 5.3, we will create an interactive online survey to accompany the community outreach event.

We will prepare necessary presentations, project boards and visual aids, as well as prepare event summaries. The City will be responsible for compilation of attendee lists and dissemination of event invitations and information to participants, along with logistical support and securing venues.

### 6.4 Summary of Prioritized Safety Projects

The team will develop a final prioritized list of up to twenty safety projects based on calculated benefit/cost ratios and feedback from City staff and the stakeholder workshops. The list will clearly identify projects that are likely to compete well for HSIP funding. The methodology for project selection and prioritization will be identified and included in the final report.

We will develop concept project fact sheets for each of the twenty prioritized safety projects, including types of safety improvements, beginning and end points, benefit/cost ratio, estimated total project cost, construction by year, and expected funding sources/amounts.

*Deliverables:*

- *Up to twenty priority safety projects for implementation based on calculated benefit/cost ratios and feedback from City staff and stakeholders*
- *Stakeholder workshop materials presenting potential high-priority safety improvement projects for participant review and feedback, with one round of revisions based on consolidated comments*
- *Stakeholder workshop summary*
- *One community workshop, including online survey, presentations, project boards and visual aids, as well as workshop summaries*
- *Refined list of up to twenty prioritized safety projects, the limits of each project, types of safety improvements, and benefit/cost ratios*
- *Benefit/cost calculation and project selection/prioritization methodologies summarized in technical memorandum to be included in the final report, along with a table detailing the financial aspects of countermeasure implementation, including estimated total project cost, construction by year, and expected funding sources and amount for each project*

## **Task 7: Final Roadway Safety Plan**

The Fehr & Peers team will prepare a Draft Roadway Safety Plan that incorporates the findings from Tasks 1 through 6. This report will satisfy SSARP reporting requirements while also presenting a list of prioritized projects with supporting safety evidence to position the City of Sunnyvale for success in competitive funding processes such as the HSIP program. All work products produced as part of previous tasks will be packaged and delivered as part of the report. The consultant team will receive one round of consolidated comments and then finalize the report.

The report will include maps and graphics to complement the report narrative and make it accessible to non-technical readers. The maps and graphics will also be part of a presentation developed by the consultant team that can be presented to City Council, City commissions, and the public. In addition to the visuals, the presentation will include non-technical language to help the City communicate the results of the systemic safety analysis to both internal and external audiences.

The report will meet the requirements of the Systemic Safety Analysis Report Program (SSARP) Guidelines, including: Executive Summary, Engineer's Seal and Signature, Statement of Protection of Data from Discovery and Admissions, Safety Data Utilized, Data Analysis Techniques and Results, Highest Occurring Crash Types, High-Risk Corridors and Intersections, Countermeasures Identified to Address the Safety Issues, Viable Project Scopes and Prioritized List of Safety Projects, and Attachments and Supporting Documentation.

*Deliverables:*

- *Five hard copies and one electronic copy of Draft Report*

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- *Five hard copies and one electronic copy of Final Report to satisfy SSARP guidelines*
  - *Delivery of visually-focused presentation at one meeting, potentially including attendance of public and/or elected officials*

## **Task 8: Additional Presentations**

Fehr & Peers proposes to lead the development and delivery of up to four additional presentations at meetings which may or may not include public officials (i.e., Commissions, City Council, or Bicycle/Pedestrian Advisory Group). These meetings are in addition to meetings with City staff and work shop events as described in Tasks 1 through 7 in the preceding scope of services.

### **Optional Task**

In addition to the base scope items described above, the Fehr & Peers team has identified one optional task which could provide value for the City of Sunnyvale. If selected, it is anticipated that a portion of the contingency would be allocated to this optional task and the exact scope and fee would be identified at the time of its request.

*Deliverables:*

#### **Living Preview (Proposed Innovation)**

As an optional task, Fehr & Peers will install a temporary or 'living' preview of a proposed safety countermeasure improvement project at a location determined in collaboration with the City. Treatments which make ideal candidates for living previews include bicycle facilities, curb extensions, parklets, roundabouts, and road 'right-sizing' projects. These living previews allow residents to observe, interact, and comment on the proposed improvement projects. Fehr & Peers staff would be present on-site to collect real-time feedback from participants in the living preview during anticipated times of high participation.

Fehr & Peers has put on numerous living preview projects, including a two-way protected bikeway on Park Boulevard in Palo Alto organized by Steve Davis and Ryan McClain to coincide with the weekly California Avenue Farmers Market. Living previews are an exciting opportunity to explain proposed improvements to community members in full-scale design. To date, two of these living preview projects have resulted in implementation of permanent street changes people are enjoying every day, and two others have funding for PS&E and construction already secured.

Living previews have a great deal of benefit for technical stakeholders, including City engineering staff, as on-the-fly design modifications can be made to ensure the proposal operates as well as possible. They can allow for coordination and testing of actual design vehicles with emergency service providers. Project evaluation can also be done during the Living Preview event to collect data on how the facility is used, including speed data, volumes, and community preference and perception.

An important aspect of the event will be explaining the various improvements and the purpose of the installation. Our budget assumes that the City of Sunnyvale will take the lead on appropriate permits, temporary traffic control (if needed), event publicity, and borrowing supplies available to the City (e.g. cones, sandwich board signs, etc).

*Deliverables:*

- *If selected, draft and final concept plans for installation of a living preview; publicity materials design; meeting to confirm design; staff and materials budget to install project for up to two days; and summary of event*



Sunnyvale

# City of Sunnyvale

## Agenda Item

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**19-0399**

**Agenda Date: 3/21/2019**

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Convert Existing Painted Bicycle Lanes into Protected Bicycle Lanes



Sunnyvale

# City of Sunnyvale

## Agenda Item

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**19-0400**

**Agenda Date: 3/21/2019**

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Install Bi-Directional Bike Lane on Evelyn Avenue from Sunnyvale to Mountain View



# City of Sunnyvale

## Agenda Item

17-0111

Agenda Date: 2/17/2017

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### 2017 COUNCIL STUDY ISSUE

#### **NUMBER**

DPW 17-12

**TITLE** Evaluate the Development of a Class I Bicycle and Pedestrian Trail along Evelyn Avenue adjacent to the Caltrain Railroad Tracks, Between Sunnyvale and Mountain View

#### **BACKGROUND**

**Lead Department:** Public Works

Support Department(s): N/A

#### **Sponsor(s):**

Councilmembers: Klein, Melton, Larsson

#### **History:**

1 year ago: N/A

2 years ago: N/A

#### **SCOPE OF THE STUDY**

##### **What are the key elements of the study?**

The study will evaluate the proposed implementation of a Class I Bicycle Trail along Evelyn Avenue adjacent to the Caltrain Railroad tracks that will connect Downtown Sunnyvale with Mountain View. Removal of the existing Class II Bicycle Lanes on Evelyn Avenue and restriping of the roadway will be needed to accommodate the proposed Class I Bicycle Trail.

##### **What precipitated this study?**

The study was proposed by Councilmember Klein and co-sponsored by Vice Mayor Larsson and Councilmember Melton during the annual public hearing on January 10, 2017. Councilmember Klein discussed this as an opportunity to create a pedestrian and bike friendly connection between Downtown Sunnyvale and Downtown Mountain View and connect two Caltrain Stations.

**Planned Completion Year:** 2019

#### **FISCAL IMPACT**

##### **Cost to Conduct Study**

Level of staff effort required (opportunity cost): Major

Amount of funding above current budget required: \$100,000

Funding Source: Will seek budget supplement

**Explanation of Cost:**

The cost associated with the study is for consultant services. The study, in coordination with the City of Mountain View and Caltrain, would examine the feasibility of the proposed Class I Bicycle Trail and develop a concept or concepts for implementation. It would include an assessment of right-of-way, signal modification, access, constraints, and conceptual cost estimates. The Study would also need to consider the Bernardo Undercrossing currently under preliminary design. Community outreach would also be required.

**Cost to Implement Study Results**

Unknown. Study would include assessment of potential costs.

**EXPECTED PARTICIPATION IN THE PROCESS**

Council-approved work plan: No

Council Study Session: No

Reviewed by Boards/Commissions: Bicycle and Pedestrian Advisory Commission

**STAFF RECOMMENDATION**

**Position:** Support

**Explanation:** DPW staff could also utilize the results of the study for future bicycle and pedestrian facility planning. If the Class I Bicycle Trail is feasible, it will be included in the next update of the Sunnyvale Bicycle Plan to begin in FY 2017/2018. Once it is included in the Sunnyvale Bicycle Plan, it will be eligible for grant funding.

If feasible the project could greatly increase the connectivity between Downtown Sunnyvale and Mountain View and improve access to the future Bernardo Undercrossing. However, coordination for this project would require that both cities prioritize and fund the project in order for it to achieve the desired build out. In conversation with city officials from Mountain View, we have learned this is not currently identified as a priority project in their 2015 Bike Plan. Their City Council would need to similarly identify this concept as a priority for further implementation during their own priority setting process, fund the preliminary assessment studies, develop funding strategies for the build out of their portion of the project, and prioritize it amongst its near 200 other capital projects.

Prepared By: Ralph Garcia, Senior Transportation Engineer

Reviewed By: Shahid Abbas, Division of Transportation and Traffic Manager

Reviewed By: Manuel Pineda, Director, Department of Public Works

Reviewed By: Kent Steffens, Assistant City Manager

Approved By: Deanna J. Santana, City Manager



Sunnyvale

# City of Sunnyvale

## Agenda Item

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**19-0405**

**Agenda Date: 3/21/2019**

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Improve Caltrain Station Access (Information Only)

## 2020 COUNCIL STUDY ISSUE

### **NUMBER**

DPW 20-01

**TITLE** Improve Bicycle and Pedestrian Access at Sunnyvale Caltrain Station

### **SCOPE OF THE STUDY**

#### **What precipitated this study?**

The Sunnyvale Caltrain Station is a major transportation hub for the city providing access to and from the downtown area. Currently the station serves over ten northbound trains during the morning commute (6 to 9 a.m.) and over ten southbound trains during the evening commute (4 to 7 p.m.), as well as five VTA bus transit lines. The station is bicycle-friendly with 74 bicycle lockers and bicycle accommodations on most transit lines.

The station is adjacent to Evelyn Avenue which provides direct access for the area south of the railroad. Access to the station north of the railroad can be made through a pedestrian opening to the station at the intersection of North Frances Street and West Hendy Avenue. In addition, there is an unpaved pedestrian pathway leading to the station from the City-operated parking lot north of the railroad under the Mathilda Avenue overpass.

The City-operated parking lot is accessible by vehicle through the Sunnyvale Business Park driveway on California Avenue west of Mathilda Avenue. At the southeast corner of the parking lot, there are 12 bicycle parking lockers. The unpaved pedestrian pathway connecting to the Caltrain southbound platform is on the south side of the parking lot to serve Caltrain patrons that park in the City lot.

The purpose of the study is to evaluate the existing pedestrian and bicycle access to the Sunnyvale Caltrain Station. The study will make recommendations on improvements to signage, access paths, roadways, traffic control and bicyclist / pedestrian amenities. Finally, the study will include an evaluation of right-of-way restrictions, feasibility of improvements and possible sources of funding.

#### **What are the key elements of the study?**

The study will include several elements to produce a full evaluation of multi-modal accessibility of the Caltrain Station. One of the components of the study will be a land survey to determine right-of-way constraints between the City, Union Pacific Railroad, Caltrain, and private land owners that would affect proposed modifications. The land survey will also be used to determine ADA compliance for existing and proposed facilities as well as geometric requirements for all proposed travel modes (i.e. bikeways, sidewalks, curb ramps, multi-use paths, etc.).

Another element of the study will be a public outreach component to obtain information about station users. Public outreach will include a community workshop, an on-site commuter survey, and an online survey. The data collected from the public outreach

efforts will be supplemented with weekday and weekend peak period bike and vehicle parking counts at the Caltrain lot as well as the City owned public parking lots in the area, driveway counts at the station entrance, and Caltrain rider counts with travel mode split.

Lastly, the study will provide feasible recommendations for Sunnyvale Caltrain access improvements. These recommendations might include adding additional pedestrian and/or bicycle access from the neighborhood north of the station which may include increasing or decreasing the number of vehicle or bicycle parking spaces based on the analysis. All recommendations will include conceptual drawings of the proposed modifications with a cost estimate and any identifiable constraints. The study will also include possible funding sources and eligible grants for design and construction of the recommended improvements.



Sunnyvale

# City of Sunnyvale

## Agenda Item

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**19-0401**

**Agenda Date: 3/21/2019**

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Active Items List - March 2019

Bicycle and Pedestrian Advisory Commission

Active Items List

Item #	Item	PR	Due Date (Approx)	Status	Last Updated
1	Study to reduce all school speed limits to 15 mph	Abbas	2019	City Council approved Staff's recommendation to adopt a resolution to establish 15 mph speed zones at 35 locations adjacent to 16 public schools at the October 30, 2018 City Council Meeting. During the holiday break in December 2018, Staff has installed 15 mph speed zones at the following three schools: Vargas Elementary School, Stockmeir Elementary School, and Nimitz Elementary School. It is anticipated that Staff will install the 15 mph speed zones at the remaining schools in summer 2019.	1/17/2019
2	Maude Avenue Bike Lanes	Racca-Johnson	TBD	Construction bids for the Maude Avenue Bikeway and Streetscape Project were opened on Wednesday, May 2, 2018, with two bids received. The low bid was beyond the available budget, therefore, both bids were rejected on August 14, 2018. The project was re-opened for bids on December 12, 2018, with five responsive bids received. Staff is preparing for a construction contract award in late February, 2019. Construction is anticipated to begin sometime in early spring 2019.	1/17/2019
3	Utility Bill Insert	Tsang	Annual	Discussion of Utility Bill Concepts is scheduled for February and March BPAC meetings with an update during the June BPAC meeting.	1/17/2019
4	Fair Oaks Bicycle Project	Nguyen	Construction 2019	This project is going to City Council for contract award on Jan. 29, 2019. Construction is most likely to start by the end of March 2019.	1/17/2019
5	Bike to Work Day	Tsang	Annual	Bike to Work Day is scheduled for May 9, 2019.	1/17/2019
6	Road Overlay, Slurry, Reconstruction & Chip Schedule	T. Pineda	Annual	List will be submitted in March 2019 BPAC meeting agenda packet.	1/17/2019
7	Safe Routes to Schools Projects	Price	Construction 2018	The construction of this project is finished, final field checks in-progress.	1/17/2019
8	Vision Zero Plan	Garcia	N/A	The Vision Zero project draft report is currently being prepared by the Vision Zero project team. The report will detail the results of the collision analysis, community input efforts, priority project locations, applicable collision countermeasures and project recommendations. Once final, the report will be reviewed by City Council and made available to the public. The final report will guide the City's traffic safety efforts moving forward.	10/18/2018
9	Homestead Road Bike Lanes Study	Abbas	2020	Staff will apply for funding in the next CIP cycle to study the feasibility of installing fulltime bike lanes on Homestead Road.	7/19/2018
10	Stevens Creek Trail	Ochoa	TBD	The next step for the Stevens Creek Trail Project is development of Segment 1 (Dale / Heatherstone Bridge to Fremont Avenue). The City of Mountain View is leading development of this segment and they plan to assemble a multi-city staff group to gauge interest and commitment from the affected Cities. As discussed with Council as part of the budget process, no work will occur on Segment 2 (Fremont Avenue to Homestead Road) until the City has more clarity on the location of connection points for Segment 1. For Segment 3 (Homestead Road / SR 85 Bridge), the City of Sunnyvale will need to collaborate with the cities of Cupertino and Los Altos to seek out grant funding. Recent passage of Measure B appears to be a good potential funding source and staff is following this and other transportation grant sources as potential opportunities.	10/19/2017
11	East-West Channel Trail	Abbas	Annual	Feasibility study/concept plan for the West Channel Trail corridor capital project approved by Council. East and West Channel trail concepts provided to SCVWD for inclusion in flood control project. City can't begin on trail projects until SCVWD is done with the flood control project. The anticipated completion date of the project is 2020.	9/21/2017
12	Bernardo Caltrain Undercrossing	Garcia	TBD	The Bernardo Ped/Bike Undercrossing was listed in VTP 2040, the 2008 Countywide Bicycle Plan (as Tier 1 project), the City of Sunnyvale's Traffic Impact Fee, and VTA's Measure B preliminary bicycle-pedestrian project list. The estimated cost in the TIF and Measure B was approximately \$10 million, which reflects an undercrossing under the railroad and at grade crossing across Central Expressway. In 2016, an OBAG grant in the amount of \$500,000 was awarded for preliminary concept design. In 2017, the City awarded a contract for environmental review and preliminary concept design to WMM. The project team is now working with the City of Sunnyvale, Caltrain/JPB, County Roads & Airports, and the City of Mountain View to understand existing conditions, and define potential opportunities and constraints.	9/21/2017



Sunnyvale

# City of Sunnyvale

## Agenda Item

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**19-0402**

**Agenda Date: 3/21/2019**

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BPAC 2019 Annual Work Plan

## 2019 Master Work Plan BPAC Annual Calendar

MEETING DATE	AGENDA ITEM/ISSUE
January 17	<ul style="list-style-type: none"> <li>• Ranking of 2019 Study Issues</li> </ul>
February 21	<ul style="list-style-type: none"> <li>• Discussion of Utility Bill Concepts</li> <li>• Discussion of TDA Funding</li> </ul>
March 21	<ul style="list-style-type: none"> <li>• Utility Bill Concepts</li> <li>• TDA Funding Recommendation</li> <li>• Annual Slurry Seal List (Information item)</li> <li>• Council Ranking of Study Issues (Information item)</li> </ul>
April 18	<ul style="list-style-type: none"> <li>• Vision Zero Draft Final Report (Tentative)</li> <li>• Active Transportation Plan (Tentative)</li> </ul>
May 16	<ul style="list-style-type: none"> <li>• Review Recommended Budget</li> <li>• Annual reporting on collisions involving pedestrians and cyclists</li> <li>• Parking Capacity &amp; Management Study for Downtown Specific Plan</li> <li>• Lawrence Station Area Plan - Sense of Place Plan</li> <li>• Downtown Specific Plan Amendments</li> <li>• Climate Action Playbook 2.0</li> </ul>
June 20	<ul style="list-style-type: none"> <li>• Recognition of Service</li> <li>• Utility Bill Stuffer Update</li> </ul>
July 18	<ul style="list-style-type: none"> <li>• Selection of Chair and Vice Chair</li> <li>• El Camino Real Corridor Plan</li> </ul>
August 15	<ul style="list-style-type: none"> <li>•</li> </ul>
September 19	<ul style="list-style-type: none"> <li>•</li> </ul>
October 17	<ul style="list-style-type: none"> <li>• Final month to Propose Study Issues (Due to City Manager by December 3)</li> <li>• Moffett Park Specific Plan Amendments</li> </ul>
November 21	<ul style="list-style-type: none"> <li>• Approve 2020 Master Work Plan</li> </ul>
December 19	<ul style="list-style-type: none"> <li>• Final month to Approve 2020 Master Work Plan</li> <li>• Final month for Annual Review of Code of Ethics and Conduct for Elected and Appointed Officials</li> </ul>

**Additional items yet to be scheduled:**

- Study Issues may be proposed at any meeting throughout the year
- Study Issues presentation dates will be added following approval by Council
- Study Issues approved by Council to be added following approval
- Mary Avenue Freeway Overcrossing
- Bicycle Master Plan/Safe Routes to School Plan/Pedestrian Safety and Circulation Plan (presentation format TBD)
- Bernardo Avenue Bicycle/Pedestrian Undercrossing
- Caltrain Grade Separation (Mary Avenue and Sunnyvale Avenue crossings)
- Homestead Road Full Time Bike Lane Project
- City of Mountain View East Whisman Precise Plan (commissioner-led presentation)
- City of Santa Clara Bicycle Master Plan Update impact on Lawrence Station Area (commissioner-led presentation)



Sunnyvale

# City of Sunnyvale

## Agenda Item

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**19-0403**

**Agenda Date: 3/21/2019**

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Council Ranking of 2019 Study Issues



2019 Study Issues Workshop - Preliminary Study Issue Ranking Results Sheet by Department

**Office of the City Manager**



Rank	Rank Avg	Number	Name	Hendricks	Smith	Melton	Klein	Larsson	Fong	Goldman
1	1.14	OCM 19-02	Responsible Construction Ordinance	2	1	1	1	1	1	1
2	1.83	OCM 19-01	Council Policy on Display of Flags at City Hall	1	2	2	2	2	2	
Drop	Drop	OCM 18-01	Explore Proactive Solutions to Address Aviation Noise							
Drop	Drop	OCM 19-03	Consider Forming an Advisory Body to the Council on Airplane Noise							

\*Councilmember Goldman abstained from ranking OCM 19-01



## Community Development



Rank	Rank Avg	Number	Name	Hendricks	Smith	Melton	Klein	Larsson	Fong	Goldman
1	1.00	CDD 19-01	Evaluation of Right-To-Lease Ordinance	1	1	1	1	1	1	1
2	2.57	CDD 18-02*	Update and Review of the Heritage Resource Inventory	2	3	3	3	2	3	2
3	2.86	CDD 16-14	Exploring Options for Establishment of a Plaque Program for Heritage Resources	4	2	2	2	4	2	4
4	3.57	CDD 19-04	Update to the Historical Context Statement to Include Historical Contributions Made by Asian Americans and Other Minority Groups	3	4	4	4	3	4	3
Com.	Combine	CDD 19-05	Update to the Heritage Resource Inventory to Include Potential Resources Associated with Technological Innovation							
Defer	Defer	CDD 17-08	Evaluation of the Residential Single-Story Combining District Process							
Defer	Defer	CDD 18-07	Regulation of Marijuana Cultivation in the (formerly DPS City of Sunnyvale for Research and 17-01) Development							
Defer	Defer	CDD 18-09	Require Installation of Solar Energy Systems on New Buildings							
Defer	Defer	CDD 19-06	Programs to Encourage Visitation to Heritage and Landmark Resources							

\*Council voted to combine CDD 19-05 with CDD 18-02.



## Community Development



Rank	Rank Avg	Number	Name	Hendricks	Smith	Melton	Klein	Larsson	Fong	Goldman
Defer	Defer	CDD 19-08	Consider New Requirements or Policies to Reduce Greenhouse Gas Emissions from new Development Projects							
Defer	Defer	CDD 19-09	Evaluate the Feasibility of Requiring New Non-Residential Development Projects to Meet Specific Energy Performance Measures to Reduce Greenhous Gas Emissions							
Defer	Defer	CDD 19-10	Adopt Personal Transportation Vehicle (PTV) Parking Standards							
Drop	Drop	CDD 18-01	Explore Policies to Preserve Space for Light Industrial Uses							
Drop	Drop	CDD 19-02	Consider Rezoning Properties with Community Serving Place of Assembly Uses to the Public Facilities Zoning District							
Drop	Drop	CDD 19-12	Develop policy to address impacts of Mobile Home Park rent increases, conversions, and closures							
Drop	Drop	CDD 19-13	Update and develop City policies to take a more prominent role in human services for Sunnyvale residents							
Drop	Drop	CDD 19-14	Consider Adding a Policy Promoting Diversity and Inclusion to the Community Vision Chapter of the General Plan							

\*Council voted to combine CDD 19-05 with CDD 18-02.



## Environmental Services



Rank	Rank Avg	Number	Name	Hendricks	Smith	Melton	Klein	Larsson	Fong	Goldman
1	1.00	ESD 19-01	Single Use Plastics Strategy	1	1	1	1	1	1	1
Defer	Defer	ESD 17-01	Eliminate the Use of Chemical Pesticides on City Owned or Leased Property							
Defer	Defer	ESD 19-02	Encourage Adoption of Electric Vehicles							



2019 Study Issues Workshop - Preliminary Study Issue Ranking Results Sheet by Department

**Finance**



Rank	Rank Avg	Number	Name	Hendricks	Smith	Melton	Klein	Larsson	Fong	Goldman
1	1.29	FIN 19-01	Evaluate Options for Revisions to the Sunnyvale Business License Tax	2	2	1	1	1	1	1
2	1.71	FIN 19-02	Charter Amendment to Allow Best Value Selection when Contracting for Public Works Projects	1	1	2	2	2	2	2



## Human Resources



Rank	Rank Avg	Number	Name	Hendricks	Smith	Melton	Klein	Larsson	Fong	Goldman
1	1.00	HRD 19-01	Develop a Workforce Initiative That Creates Partnerships to Develop a Pipeline for Students to Enter Public Sector Employment	1	1	1	1	1	1	1

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## Library and Community Services



Rank	Rank Avg	Number	Name	Hendricks	Smith	Melton	Klein	Larsson	Fong	Goldman
1	1.14	LCS 19-01	Options and Benefits of Establishing a Library Foundation	2	1	1	1	1	1	1
2	2.14	LCS 19-03	Explore Strategies to Promote Cultural Inclusion in City Programs and Services	3	2	2	2	2	2	2
3	2.71	LCS 19-02	Consider Options for Establishing an Amnesty Program for Overdue Library Material Fines	1	3	3	3	3	3	3



## Public Safety



Rank	Rank Avg	Number	Name	Hendricks	Smith	Melton	Klein	Larsson	Fong	Goldman
1	1.00	DPS 19-01	Ban the Sale of Flavored Tobacco Products	1	1	1	1	1	1	1

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## Public Works



Rank	Rank Avg	Number	Name	Hendricks	Smith	Melton	Klein	Larsson	Fong	Goldman
1	1.71	DPW 19-07	Ascertain Suitable Location(s) for the Installation of Youth Cricket Batting Cages and Potential Funding Sources	3	1	2	1	2	2	1
2	2.14*	DPW 19-10	Improving Traffic Operations at Fremont/Bernardo/Hwy 85	1	3	1	3	3	1	3
3	2.14*	DPW 19-01	Consider the Feasibility of Establishing an Eruv in Sunnyvale	2	2	3	2	1	3	2
4	4.00	DPW 19-11	Exterior Lighting Dark Sky Ordinance and Standards	4	4	4	4	4	4	4
Drop	Drop	DPW 19-05	Bicycle and Pedestrian Wayfinding Signs							
Drop	Drop	DPW 19-06	Develop Bicycle and Pedestrian Metrics to Support Decision-Making on City Projects and Studies							
Drop	Drop	DPW 19-08	Determine Neighborhood Interest in Installing Sidewalks in Raynor Park Neighborhood and as Appropriate Investigate Funding Sources							

\*Rankings resulting in a tie were decided by Council vote.



Sunnyvale

# City of Sunnyvale

## Agenda Item

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**19-0404**

**Agenda Date: 3/21/2019**

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Annual Slurry Seal List

<b>Day to be done</b>	<b>Date to be done</b>	<b>STREET</b>	<b>BEGINS</b>	<b>ENDS</b>
		<b>SLURRY SEAL STREETS 2019</b>		
<b>Mon</b>	<b>4/15</b>	<b>Grape</b>	<b>Heatherstone s/s</b>	<b>Knickerbocker n/s</b>
<b>Mon</b>	<b>4/15</b>	<b>Poplar</b>	<b>ECR s/s</b>	<b>South end middle 1347</b>
<b>Mon</b>	<b>4/15</b>	<b>Durham Ct</b>	<b>Lochinvar</b>	<b>West end</b>
<b>Mon</b>	<b>4/15</b>	<b>Lochinvar</b>	<b>Dunford</b>	<b>Ctr of Firth Ct</b>
<b>Mon</b>	<b>4/15</b>	<b>Ramon</b>	<b>Eleanor</b>	<b>Alice s/s</b>
<b>Mon</b>	<b>4/15</b>	<b>Sandpiper Ct</b>	<b>Dunford</b>	<b>South end</b>
<b>Mon</b>	<b>4/15</b>	<b>Lerwick</b>	<b>Wren</b>	<b>West end</b>
<b>Mon</b>	<b>4/15</b>	<b>Wren</b>	<b>Lochinvar</b>	<b>North City Limit</b>
<b>Tues</b>	<b>4/16</b>	<b>Pecos</b>	<b>Blazingwood</b>	<b>Fairwood ctr</b>
<b>Tues</b>	<b>4/16</b>	<b>Prescott</b>	<b>Fairwood ctr</b>	<b>Manzano</b>
<b>Tues</b>	<b>4/16</b>	<b>Lakeknoll</b>	<b>Lakemuir</b>	<b>Silverlake</b>
<b>Tues</b>	<b>4/16</b>	<b>San Diego</b>	<b>Hemlock ctr of park d/w</b>	<b>Eaglewood</b>
<b>Weds</b>	<b>4/17</b>	<b>Bryant</b>	<b>Poplar e/s</b>	<b>Henderson ctr</b>
<b>Weds</b>	<b>4/17</b>	<b>Hampton</b>	<b>Eleanor</b>	<b>Elizabeth n/s</b>
<b>Weds</b>	<b>4/17</b>	<b>Nightingale</b>	<b>Inverness</b>	<b>Homestead</b>
<b>Weds</b>	<b>4/17</b>	<b>Partridge Ct</b>	<b>Glenbar s/s</b>	<b>South end</b>
<b>Weds</b>	<b>4/17</b>	<b>Ramon</b>	<b>Elizabeth s/s</b>	<b>Marion</b>
<b>Thurs</b>	<b>4/18</b>	<b>Fairwood</b>	<b>Palamos</b>	<b>Pecos ctr</b>
<b>Thurs</b>	<b>4/18</b>	<b>Pecos</b>	<b>Fairwood ctr</b>	<b>Palamos</b>

<b>Day to be done</b>	<b>Date to be done</b>	<b>STREET</b>	<b>BEGINS</b>	<b>ENDS</b>
		<b>SLURRY SEAL STREETS 2019</b>		
<b>Thurs</b>	<b>4/18</b>	<b>Prescott</b>	<b>Blazingwood</b>	<b>Fairwood ctr</b>
<b>Thurs</b>	<b>4/18</b>	<b>Lakemuir</b>	<b>Meadowlake e/s</b>	<b>Silverlake w/s</b>
<b>Thurs</b>	<b>4/18</b>	<b>Pebblelake Ct</b>	<b>Lakemuir</b>	<b>South End</b>
<b>Thurs</b>	<b>4/18</b>	<b>Syracuse</b>	<b>Cranberry</b>	<b>Lime</b>
<b>Fri</b>	<b>4/19</b>	<b>Fraser</b>	<b>Edmonds</b>	<b>Helena</b>
<b>Fri</b>	<b>4/19</b>	<b>Gerber Ct</b>	<b>Fraser</b>	<b>East end</b>
<b>Fri</b>	<b>4/19</b>	<b>Bedford</b>	<b>The Dalles s/s</b>	<b>Ecola n/s</b>
<b>Fri</b>	<b>4/19</b>	<b>Cascade</b>	<b>Sydney ctr</b>	<b>Yukon w/s</b>
<b>Fri</b>	<b>4/19</b>	<b>Los Arboles</b>	<b>Fremont</b>	<b>Cascade n/s</b>
<b>Sat</b>	<b>4/20</b>	<b>Moffett Park Ct</b>	<b>Moffett Park e/s</b>	<b>East end</b>
<b>Sat</b>	<b>4/20</b>	<b>Elko</b>	<b>Lawrence Expwy e/s</b>	<b>Lawrence Station Rd ctr</b>
<b>Sat</b>	<b>4/20</b>	<b>Ross</b>	<b>Mathilda s/s</b>	<b>Bradford</b>
<b>Sat</b>	<b>4/20</b>	<b>Potrero</b>	<b>Maude</b>	<b>Hermosa Ct</b>
<b>Sat</b>	<b>4/20</b>	<b>Lakeway</b>	<b>Lakeside</b>	<b>Oakmead</b>
<b>Sat</b>	<b>4/20</b>	<b>Lakeside</b>	<b>Oakmead s/s</b>	<b>Titan ctr elec 34A30</b>
<b>Sat</b>	<b>4/20</b>	<b>Mercury</b>	<b>Midas s/s</b>	<b>Mid-block</b>
<b>Sat</b>	<b>4/20</b>	<b>Midas</b>	<b>Lakeside</b>	<b>Mercury e/s</b>
<b>Sat</b>	<b>4/20</b>	<b>Benica</b>	<b>Macara w/s</b>	<b>Mary</b>
<b>Mon</b>	<b>4/22</b>	<b>Hamshire Ct</b>	<b>Lochinvar</b>	<b>West end</b>

<b>Day to be done</b>	<b>Date to be done</b>	<b>STREET</b>	<b>BEGINS</b>	<b>ENDS</b>
		<b>SLURRY SEAL STREETS 2019</b>		
<b>Mon</b>	<b>4/22</b>	<b>Lochinvar</b>	<b>Ctr of Firth Ct</b>	<b>Inverness</b>
<b>Mon</b>	<b>4/22</b>	<b>Crescent</b>	<b>Svale/Stoga</b>	<b>Ctr of Greco</b>
<b>Mon</b>	<b>4/22</b>	<b>Greco</b>	<b>Crescent</b>	<b>North end</b>
<b>Mon</b>	<b>4/22</b>	<b>Manet</b>	<b>Crescent ctr</b>	<b>Puccini ctr.</b>
<b>Mon</b>	<b>4/22</b>	<b>Puccini</b>	<b>Manet</b>	<b>East end</b>
<b>Mon</b>	<b>4/22</b>	<b>Mozart Ct</b>	<b>Manet</b>	<b>East end</b>
<b>Mon</b>	<b>4/22</b>	<b>Schubert</b>	<b>Rembrandt</b>	<b>Robbia</b>
<b>Mon</b>	<b>4/22</b>	<b>Fife</b>	<b>Heron e/s</b>	<b>Magpie</b>
<b>Mon</b>	<b>4/22</b>	<b>Fife</b>	<b>Grackle</b>	<b>Heron e/s</b>
<b>Tues</b>	<b>4/23</b>	<b>Lakemuir</b>	<b>Silverlake e/s</b>	<b>Lakehaven s/s</b>
<b>Tues</b>	<b>4/23</b>	<b>Lakemuir</b>	<b>West end</b>	<b>Meadowlake w/s</b>
<b>Tues</b>	<b>4/23</b>	<b>Lakewood</b>	<b>Silverlake ctr</b>	<b>Lawrence Expwy 27 w/o island</b>
<b>Tues</b>	<b>4/23</b>	<b>Skylake Ct</b>	<b>Lakebird</b>	<b>South end</b>
<b>Tues</b>	<b>4/23</b>	<b>Colton</b>	<b>Bradford</b>	<b>Garner</b>
<b>Tues</b>	<b>4/23</b>	<b>Kiel Ct</b>	<b>Weddell</b>	<b>North end</b>
<b>Tues</b>	<b>4/23</b>	<b>Barstow Ct</b>	<b>San Rafael</b>	<b>West end</b>
<b>Tues</b>	<b>4/23</b>	<b>San Rafael</b>	<b>Duane</b>	<b>Amador n/s</b>
<b>Weds</b>	<b>4/24</b>	<b>Ano Nuevo</b>	<b>395 ctr elec w/s</b>	<b>Escalon</b>
<b>Weds</b>	<b>4/24</b>	<b>Escalon Ct</b>	<b>Ano Nuevo ctr</b>	<b>West end</b>

<b>Day to be done</b>	<b>Date to be done</b>	<b>STREET</b>	<b>BEGINS</b>	<b>ENDS</b>
		<b>SLURRY SEAL STREETS 2019</b>		
<b>Weds</b>	<b>4/24</b>	<b>Arbor</b>	<b>Morse e/s</b>	<b>Worley w/s</b>
<b>Weds</b>	<b>4/24</b>	<b>Taylor</b>	<b>Roosevelt e/s</b>	<b>Fair Oaks w/s</b>
<b>Weds</b>	<b>4/24</b>	<b>Madrone</b>	<b>Ferndale</b>	<b>Eaglewood n/s</b>
<b>Weds</b>	<b>4/24</b>	<b>Madrone - bubble NS</b>	<b>Madrone</b>	<b>West end</b>
<b>Weds</b>	<b>4/24</b>	<b>Madrone - bubble SS</b>	<b>Madrone</b>	<b>West end</b>
<b>Weds</b>	<b>4/24</b>	<b>California Ave</b>	<b>Rio De Los Molinos ctr</b>	<b>Belmont/La Mesa Terr ctr</b>
<b>Thurs</b>	<b>4/25</b>	<b>Bartlett</b>	<b>California</b>	<b>Kifer</b>
<b>Thurs</b>	<b>4/25</b>	<b>Cedar</b>	<b>West dead end</b>	<b>Bartlett</b>
<b>Thurs</b>	<b>4/25</b>	<b>Oak Ct</b>	<b>California</b>	<b>South end</b>
<b>Thurs</b>	<b>4/25</b>	<b>Pin Oak</b>	<b>Evelyn</b>	<b>Bluebonnet</b>
<b>Thurs</b>	<b>4/25</b>	<b>Lynn</b>	<b>Knickerbocker e/s</b>	<b>Bernardo w/s</b>
<b>Thurs</b>	<b>4/25</b>	<b>California Ave</b>	<b>San Anselmo e/s</b>	<b>Murphy west w/s</b>
<b>Fri</b>	<b>4/26</b>	<b>San Luisito</b>	<b>Carmel s/s</b>	<b>Duane</b>
<b>Fri</b>	<b>4/26</b>	<b>Santa Rita</b>	<b>Amador</b>	<b>Colusa</b>
<b>Fri</b>	<b>4/26</b>	<b>San Pablo</b>	<b>Ahwanee</b>	<b>Amador n/s</b>
<b>Fri</b>	<b>4/26</b>	<b>San Pier Ct</b>	<b>Ahwanee</b>	<b>South end</b>
<b>Fri</b>	<b>4/26</b>	<b>San Ramon</b>	<b>Ahwanee</b>	<b>Amador n/s</b>
<b>Fri</b>	<b>4/26</b>	<b>San Ramon</b>	<b>Amador s/s</b>	<b>South end</b>
<b>Fri</b>	<b>4/26</b>	<b>Lynn</b>	<b>Bernardo e/s</b>	<b>Grape w/s</b>

<b>Day to be done</b>	<b>Date to be done</b>	<b>STREET</b>	<b>BEGINS</b>	<b>ENDS</b>
		<b>SLURRY SEAL STREETS 2019</b>		
<b>Fri</b>	<b>4/26</b>	<b>Madrone</b>	<b>Eaglewood s/s</b>	<b>Duane n/s</b>
<b>Fri</b>	<b>4/26</b>	<b>Duane</b>	<b>West end</b>	<b>Pine w/s</b>
<b>Sat</b>	<b>4/27</b>	<b>Elko</b>	<b>Lawrence Expwy e/s</b>	<b>Lawrence Station Rd ctr</b>
<b>Sat</b>	<b>4/27</b>	<b>Elko</b>	<b>Lawrence Station Rd ctr</b>	<b>Anvilwood ctr</b>
<b>Sat</b>	<b>4/27</b>	<b>DeGuigne</b>	<b>Stewart ctr</b>	<b>Arques</b>
<b>Sat</b>	<b>4/27</b>	<b>Thompson</b>	<b>DeGuigne</b>	<b>West end</b>
<b>Sat</b>	<b>4/27</b>	<b>Oakmead</b>	<b>Lakeway ctr</b>	<b>Arques n/s</b>
<b>Sat</b>	<b>4/27</b>	<b>Lakeside</b>	<b>Titan ctr elec 34A30</b>	<b>Arques</b>
<b>Sat</b>	<b>4/27</b>	<b>Mercury</b>	<b>Mid-block</b>	<b>Tiros n/s</b>
<b>Sat</b>	<b>4/27</b>	<b>Tiros</b>	<b>Lakeside</b>	<b>Mercury e/s</b>
<b>Sat</b>	<b>4/27</b>	<b>Commercial</b>	<b>Central s/o island</b>	<b>Kifer</b>
<b>Mon</b>	<b>4/29</b>	<b>Crocus Ct</b>	<b>Vinemapple</b>	<b>East End</b>
<b>Mon</b>	<b>4/29</b>	<b>Vinemapple</b>	<b>Columbine elec ?4??</b>	<b>Dahlia</b>
<b>Mon</b>	<b>4/29</b>	<b>Nandina</b>	<b>Quintina w/s</b>	<b>Roble</b>
<b>Mon</b>	<b>4/29</b>	<b>Orchid</b>	<b>Tamarack</b>	<b>East end</b>
<b>Mon</b>	<b>4/29</b>	<b>Redwood</b>	<b>Rosa</b>	<b>Tulip n/s</b>
<b>Mon</b>	<b>4/29</b>	<b>Thistle Ct</b>	<b>Redwood</b>	<b>West end</b>
<b>Mon</b>	<b>4/29</b>	<b>Primrose</b>	<b>Wolfe</b>	<b>Ponderosa</b>
<b>Mon</b>	<b>4/29</b>	<b>Nettle</b>	<b>Ponderosa</b>	<b>Poplar</b>

<b>Day to be done</b>	<b>Date to be done</b>	<b>STREET</b>	<b>BEGINS</b>	<b>ENDS</b>
		<b>SLURRY SEAL STREETS 2019</b>		
<b>Tues</b>	<b>4/30</b>	<b>Hawk Ct</b>	<b>Dartshire</b>	<b>North end</b>
<b>Tues</b>	<b>4/30</b>	<b>Dartshire</b>	<b>Flicker ctr</b>	<b>Kingfisher</b>
<b>Tues</b>	<b>4/30</b>	<b>Lambeth Ct</b>	<b>Eagle</b>	<b>East end</b>
<b>Tues</b>	<b>4/30</b>	<b>Langport Wy</b>	<b>Langport Dr</b>	<b>Homestead</b>
<b>Tues</b>	<b>4/30</b>	<b>Loch Lomond Ct</b>	<b>Canary</b>	<b>ends n &amp; s</b>
<b>Tues</b>	<b>4/30</b>	<b>Mallard</b>	<b>Carlisle-1402 Mallard n/s</b>	<b>Dartshire n/s</b>
<b>Tues</b>	<b>4/30</b>	<b>Cornwall Ct</b>	<b>Mallard</b>	<b>South end</b>
<b>Tues</b>	<b>4/30</b>	<b>Eden, N</b>	<b>Eden, W w/s</b>	<b>Fair Oaks</b>
<b>Weds</b>	<b>5/1</b>	<b>Azalea</b>	<b>Palo Verde w/s</b>	<b>Pin Oak e/s</b>
<b>Weds</b>	<b>5/1</b>	<b>Hawthorn</b>	<b>Arbutus 426 n/pl</b>	<b>Begonia s/s</b>
<b>Weds</b>	<b>5/1</b>	<b>Liquidamber</b>	<b>Ajax s/s</b>	<b>Blue Sage n/s</b>
<b>Weds</b>	<b>5/1</b>	<b>Palo Verde Wy</b>	<b>Liquidamber</b>	<b>Wolfe w/s</b>
<b>Weds</b>	<b>5/1</b>	<b>Carlyn Ct</b>	<b>Olive</b>	<b>South end</b>
<b>Weds</b>	<b>5/1</b>	<b>McKinley</b>	<b>Sunnyvale e/s</b>	<b>Bayview w/s</b>
<b>Weds</b>	<b>5/1</b>	<b>Washington</b>	<b>Bayview e/s</b>	<b>East end</b>
<b>Weds</b>	<b>5/1</b>	<b>California Ave</b>	<b>Murphy west w/s</b>	<b>Sunnyvale w/s</b>
<b>Thurs</b>	<b>5/2</b>	<b>Novato</b>	<b>Sutter</b>	<b>Olive</b>
<b>Thurs</b>	<b>5/2</b>	<b>Peralta</b>	<b>Sutter</b>	<b>Olive</b>
<b>Thurs</b>	<b>5/2</b>	<b>Ayala</b>	<b>Bernardo e/s</b>	<b>Leota s/n pole</b>

<b>Day to be done</b>	<b>Date to be done</b>	<b>STREET</b>	<b>BEGINS</b>	<b>ENDS</b>
		<b>SLURRY SEAL STREETS 2019</b>		
<b>Thurs</b>	<b>5/2</b>	<b>Gabilan</b>	<b>Washington</b>	<b>Lanitos e/s</b>
<b>Thurs</b>	<b>5/2</b>	<b>Polk</b>	<b>Vasquez</b>	<b>Leota w/s</b>
<b>Thurs</b>	<b>5/2</b>	<b>Viscano</b>	<b>Carneros</b>	<b>Leota</b>
<b>Fri</b>	<b>5/3</b>	<b>Ahwanee</b>	<b>San Aleso Ct</b>	<b>Borregas ctr</b>
<b>Fri</b>	<b>5/3</b>	<b>Banff</b>	<b>Payette 1055 s/pl</b>	<b>Pendleton 1745 s/pl</b>
<b>Fri</b>	<b>5/3</b>	<b>Chetamon Ct</b>	<b>Pendleton</b>	<b>South end</b>
<b>Fri</b>	<b>5/3</b>	<b>Pendleton</b>	<b>Banff 1745 s/pl</b>	<b>Wright w/s</b>
<b>Fri</b>	<b>5/3</b>	<b>Cordilleras</b>	<b>Fremont</b>	<b>Cascade</b>
<b>Fri</b>	<b>5/3</b>	<b>Nome Ct</b>	<b>Newfoundland</b>	<b>South end</b>
<b>Mon</b>	<b>5/6</b>	<b>Benton</b>	<b>Lochinvar s/s</b>	<b>South end</b>
<b>Mon</b>	<b>5/6</b>	<b>Lochinvar</b>	<b>Swallow ctr</b>	<b>creek w/s</b>
<b>Mon</b>	<b>5/6</b>	<b>Swift Ct</b>	<b>Lochinvar</b>	<b>South end</b>
<b>Mon</b>	<b>5/6</b>	<b>Elizabeth</b>	<b>Wolfe</b>	<b>East end</b>
<b>Mon</b>	<b>5/6</b>	<b>Kent</b>	<b>Waxwing w/s</b>	<b>Wren</b>
<b>Mon</b>	<b>5/6</b>	<b>Teal</b>	<b>Castleton</b>	<b>Dunford n/o</b>
<b>Tues</b>	<b>5/7</b>	<b>Helen</b>	<b>Tamarack</b>	<b>City Limit s/pl 1015</b>
<b>Tues</b>	<b>5/7</b>	<b>Erica</b>	<b>Mahogany</b>	<b>Palm Ct ctr</b>
<b>Tues</b>	<b>5/7</b>	<b>Mesa Oak Ct</b>	<b>Erica</b>	<b>South end</b>
<b>Tues</b>	<b>5/7</b>	<b>Poplar</b>	<b>Lupine s/s</b>	<b>Nettle ctr</b>

<b>Day to be done</b>	<b>Date to be done</b>	<b>STREET</b>	<b>BEGINS</b>	<b>ENDS</b>
		<b>SLURRY SEAL STREETS 2019</b>		
<b>Tues</b>	<b>5/7</b>	<b>Rockrose</b>	<b>Poplar</b>	<b>Henderson</b>
<b>Tues</b>	<b>5/7</b>	<b>Timberpine</b>	<b>Columbine ctr</b>	<b>fence</b>
<b>Weds</b>	<b>5/8</b>	<b>Ahwanee</b>	<b>Borregas ctr</b>	<b>Alturas ctr</b>
<b>Weds</b>	<b>5/8</b>	<b>California Ave</b>	<b>Pajaro ctr</b>	<b>Pastoria ctr</b>
<b>Weds</b>	<b>5/8</b>	<b>Pajaro Ct</b>	<b>California s/s</b>	<b>South end</b>
<b>Weds</b>	<b>5/8</b>	<b>Eden, S</b>	<b>Eden, W w/s</b>	<b>Fair Oaks</b>
<b>Weds</b>	<b>5/8</b>	<b>Eden, W</b>	<b>Eden, N s/s</b>	<b>Eden, S n/s</b>
<b>Weds</b>	<b>5/8</b>	<b>Manzanita</b>	<b>Ferndale</b>	<b>Eaglewood n/s</b>
<b>Thurs</b>	<b>5/9</b>	<b>Susan</b>	<b>Grape e/s</b>	<b>Lois</b>
<b>Thurs</b>	<b>5/9</b>	<b>Greenwich</b>	<b>Orange w/s</b>	<b>Peach</b>
<b>Thurs</b>	<b>5/9</b>	<b>Pineapple</b>	<b>Hanover</b>	<b>Harvard</b>
<b>Thurs</b>	<b>5/9</b>	<b>Westside</b>	<b>Svale/Stoga</b>	<b>end w/s 525</b>
<b>Thurs</b>	<b>5/9</b>	<b>Winstead Ct</b>	<b>Hollenbeck</b>	<b>West end</b>
<b>Thurs</b>	<b>5/9</b>	<b>Somerset</b>	<b>Pimento</b>	<b>Revere w/s</b>
<b>Thurs</b>	<b>5/9</b>	<b>Plum</b>	<b>Remington</b>	<b>Pome</b>
<b>Fri</b>	<b>5/10</b>	<b>McIntosh Ct</b>	<b>Trenton</b>	<b>South end</b>
<b>Fri</b>	<b>5/10</b>	<b>McIntosh</b>	<b>Ticonderoga</b>	<b>McIntosh Ct e/s</b>
<b>Fri</b>	<b>5/10</b>	<b>Pomelo Ct</b>	<b>Trenton</b>	<b>North end</b>
<b>Fri</b>	<b>5/10</b>	<b>Trenton</b>	<b>Pome e/s</b>	<b>Queen Anne e/s</b>

<b>Day to be done</b>	<b>Date to be done</b>	<b>STREET</b>	<b>BEGINS</b>	<b>ENDS</b>
		<b>SLURRY SEAL STREETS 2019</b>		
<b>Fri</b>	<b>5/10</b>	<b>Ano Nuevo</b>	<b>Corte Madera</b>	<b>395 ctr elec w/s</b>
<b>Fri</b>	<b>5/10</b>	<b>Sesame Ct</b>	<b>Wingate</b>	<b>South end</b>
<b>Fri</b>	<b>5/10</b>	<b>Sesame</b>	<b>Vanderbilt ctr</b>	<b>Wingate 1214 n/pl</b>
<b>Fri</b>	<b>5/10</b>	<b>Wingate</b>	<b>Sesame 1214 n/pl</b>	<b>West end</b>
<b>Fri</b>	<b>5/10</b>	<b>Templeton Ct</b>	<b>Spinosa w/s</b>	<b>West end</b>
<b>Mon</b>	<b>5/13</b>	<b>Larkspur</b>	<b>Pagoda Tree Ct ctr</b>	<b>Pondersoa</b>
<b>Mon</b>	<b>5/13</b>	<b>Pagoda Tree Ct</b>	<b>Larkspur</b>	<b>South end</b>
<b>Mon</b>	<b>5/13</b>	<b>Mangrove</b>	<b>Primrose S/S</b>	<b>Maria</b>
<b>Mon</b>	<b>5/13</b>	<b>Betty Ct</b>	<b>Gavello</b>	<b>North end</b>
<b>Mon</b>	<b>5/13</b>	<b>Gavello</b>	<b>West end</b>	<b>Gail</b>
<b>Mon</b>	<b>5/13</b>	<b>Henrietta</b>	<b>Gavello s/s</b>	<b>South end</b>
<b>Mon</b>	<b>5/13</b>	<b>Pierino</b>	<b>Gavello s/s</b>	<b>South end</b>
<b>Mon</b>	<b>5/13</b>	<b>Marigold Ct</b>	<b>Sugarpine</b>	<b>West end</b>
<b>Mon</b>	<b>5/13</b>	<b>Sugar Pine</b>	<b>Lily</b>	<b>Paintbrush n/s</b>
<b>Mon</b>	<b>5/13</b>	<b>Oleander Ct</b>	<b>Sugarpine</b>	<b>West end</b>
<b>Tues</b>	<b>5/14</b>	<b>Palm Ct</b>	<b>Erica</b>	<b>South end</b>
<b>Tues</b>	<b>5/14</b>	<b>Erica</b>	<b>Palm Ct ctr</b>	<b>Sequoia</b>
<b>Tues</b>	<b>5/14</b>	<b>Privet Ct</b>	<b>Erica</b>	<b>South end</b>
<b>Tues</b>	<b>5/14</b>	<b>Iris</b>	<b>Fair Oaks</b>	<b>Golden Oak w/s</b>

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		<b>SLURRY SEAL STREETS 2019</b>		
<b>Tues</b>	<b>5/14</b>	<b>Lillian</b>	<b>Fremont</b>	<b>Carlisle</b>
<b>Tues</b>	<b>5/14</b>	<b>Crescent</b>	<b>Manet w/s</b>	<b>Picasso</b>
<b>Tues</b>	<b>5/14</b>	<b>Matisse Ct</b>	<b>Crescent</b>	<b>South end</b>
<b>Weds</b>	<b>5/15</b>	<b>Iowa</b>	<b>Bernardo</b>	<b>Leota w/s</b>
<b>Weds</b>	<b>5/15</b>	<b>Lanitos</b>	<b>Washington</b>	<b>Gabilan n/s</b>
<b>Weds</b>	<b>5/15</b>	<b>Vasquez</b>	<b>Polk s/s</b>	<b>Iowa n/s</b>
<b>Weds</b>	<b>5/15</b>	<b>Garland</b>	<b>Fair Oaks</b>	<b>East end</b>
<b>Weds</b>	<b>5/15</b>	<b>Thunderbird</b>	<b>Bryant s/s</b>	<b>Lillick n/s</b>
<b>Weds</b>	<b>5/15</b>	<b>Rio De Los Molinos</b>	<b>California</b>	<b>South end</b>
<b>Weds</b>	<b>5/15</b>	<b>California Ave</b>	<b>Mary w/s</b>	<b>Rio De Los Molinos ctr</b>
<b>Thurs</b>	<b>5/16</b>	<b>Stella Ct</b>	<b>North end</b>	<b>South end</b>
<b>Thurs</b>	<b>5/16</b>	<b>Summit Ct</b>	<b>Cherrywood</b>	<b>South end</b>
<b>Thurs</b>	<b>5/16</b>	<b>Talisman</b>	<b>Mathilda</b>	<b>Crawford</b>
<b>Thurs</b>	<b>5/16</b>	<b>Van Ct</b>	<b>Cherrywood</b>	<b>South end</b>
<b>Thurs</b>	<b>5/16</b>	<b>Yates Ct</b>	<b>Cherrywood</b>	<b>South end</b>
<b>Thurs</b>	<b>5/16</b>	<b>Cherrywood</b>	<b>Stella</b>	<b>Talisman w/s</b>
<b>Thurs</b>	<b>5/16</b>	<b>Princeton</b>	<b>Spinosa</b>	<b>Rubis w/s</b>
<b>Thurs</b>	<b>5/16</b>	<b>Shenandoah</b>	<b>Plum</b>	<b>Somerset</b>
<b>Thurs</b>	<b>5/16</b>	<b>Pimento</b>	<b>Shenandoah</b>	<b>Ticonderoga</b>

<b>Day to be done</b>	<b>Date to be done</b>	<b>STREET</b>	<b>BEGINS</b>	<b>ENDS</b>
		<b>SLURRY SEAL STREETS 2019</b>		
<b>Fri</b>	<b>5/17</b>	<b>Chitamook Ct.</b>	<b>Payette</b>	<b>South end</b>
<b>Fri</b>	<b>5/17</b>	<b>Payette</b>	<b>Banff</b>	<b>Wright</b>
<b>Fri</b>	<b>5/17</b>	<b>Renoir</b>	<b>Chopin</b>	<b>North end</b>
<b>Fri</b>	<b>5/17</b>	<b>Frontenac</b>	<b>Astoria</b>	<b>Bonneville</b>
<b>Fri</b>	<b>5/17</b>	<b>Nutmeg</b>	<b>Blair</b>	<b>Berkshire n/s</b>
<b>Fri</b>	<b>5/17</b>	<b>Marashino</b>	<b>Sherwood</b>	<b>Ticonderoga</b>
<b>Fri</b>	<b>5/17</b>	<b>Michelangelo</b>	<b>Center of last driveway to Comm center</b>	<b>Crescent</b>
<b>Mon</b>	<b>5/20</b>	<b>Mallard</b>	<b>Dartshire n/s</b>	<b>Humewick n/s</b>
<b>Mon</b>	<b>5/20</b>	<b>Kingfisher</b>	<b>Dartshire ctr</b>	<b>Duncardine 844 e/s</b>
<b>Mon</b>	<b>5/20</b>	<b>Michelangelo</b>	<b>Remington</b>	<b>Center of last driveway to Comm center</b>
<b>Mon</b>	<b>5/20</b>	<b>Golden Oak</b>	<b>Iris</b>	<b>Golden Oak Ct w/s</b>
<b>Mon</b>	<b>5/20</b>	<b>Golden Oak Ct</b>	<b>Golden Oak</b>	<b>South end</b>
<b>Tues</b>	<b>5/21</b>	<b>Crescent</b>	<b>Ctr of Greco</b>	<b>Manet w/s</b>
<b>Tues</b>	<b>5/21</b>	<b>Dartshire</b>	<b>Kingfisher</b>	<b>Wolfe</b>
<b>Tues</b>	<b>5/21</b>	<b>Dartshire Ct</b>	<b>Dartshire</b>	<b>South end</b>
<b>Tues</b>	<b>5/21</b>	<b>La Crosse</b>	<b>Cathedral</b>	<b>Corvallis n/s</b>
<b>Tues</b>	<b>5/21</b>	<b>La Crosse Ct.</b>	<b>La Crosse</b>	<b>West end</b>
<b>Tues</b>	<b>5/21</b>	<b>Lachine</b>	<b>Nisqually</b>	<b>Manitoba w/s</b>

<b>Day to be done</b>	<b>Date to be done</b>	<b>STREET</b>	<b>BEGINS</b>	<b>ENDS</b>
		<b>SLURRY SEAL STREETS 2019</b>		
<b>Thurs</b>	<b>5/23</b>	<b>Cranberry</b>	<b>Rockefeller</b>	<b>Tioconderoga</b>
<b>Thurs</b>	<b>5/23</b>	<b>Bluebell</b>	<b>Palo Verde</b>	<b>Palmetto e/s</b>
<b>Thurs</b>	<b>5/23</b>	<b>Pastoria</b>	<b>North end</b>	<b>California</b>
<b>Thurs</b>	<b>5/23</b>	<b>Eaglewood</b>	<b>San Diego e/s</b>	<b>Bayview</b>
<b>Thurs</b>	<b>5/23</b>	<b>Talisman</b>	<b>Mathilda</b>	<b>Crawford</b>
<b>Thurs</b>	<b>5/23</b>	<b>Cherrywood</b>	<b>Stella</b>	<b>Talisman w/s</b>
<b>Fri</b>	<b>5/24</b>	<b>Lynxwood Ct</b>	<b>OSFR</b>	<b>ends w &amp; n</b>
<b>Fri</b>	<b>5/24</b>	<b>Boise Ct</b>	<b>Pointe Claire</b>	<b>West end</b>
<b>Fri</b>	<b>5/24</b>	<b>Bonanza Ct</b>	<b>Pointe Claire</b>	<b>West end</b>
<b>Fri</b>	<b>5/24</b>	<b>Pointe Claire</b>	<b>Bend s/s</b>	<b>Cascade n/s</b>
<b>Fri</b>	<b>5/24</b>	<b>Mistaya Ct</b>	<b>Lewiston</b>	<b>South end</b>
<b>Fri</b>	<b>5/24</b>	<b>Devonshire</b>	<b>Flicker</b>	<b>Kingfisher</b>
<b>Fri</b>	<b>5/24</b>	<b>Manet</b>	<b>Remington</b>	<b>Crescent ctr</b>