

projects that are intended to support the Vision Zero goal of reducing traffic fatalities and serious injuries by 50% by 2029 to "Prioritize funding on projects listed in the Vision Zero Plan."

The motion carried the following vote:

Yes 7 - Chair Mehlinger
Vice Chair Cordes
Commissioner Davé
Commissioner Hafeman
Commissioner Mehلمان
Commissioner Oey
Commissioner Swail

No 0

1.A [20-0628](#) Approve the Bicycle and Pedestrian Commission Meeting Minutes of May 21, 2020.

Approve the Bicycle and Pedestrian Commission Meeting Minutes of May 21, 2020 as amended.

Chair Mehlinger called for a recess at 7:55 p.m. Chair Mehlinger reconvened the meeting at 8:05 p.m.

PUBLIC HEARINGS/GENERAL BUSINESS

2 [20-0554](#) Recommend to City Council to Adopt the Active Transportation Plan

Alternative 1: Recommend to City Council to Adopt the Active Transportation Plan

This comprehensive Active Transportation Plan (ATP) has been developed through engagement with Sunnyvale community members and stakeholders, along with a technical analysis of walking and biking needs across the city. Land Use generators along with the existing roadway system were analyzed to create a proposed bicycle and pedestrian network that connects bicyclists and pedestrians to key destinations while recognizing the proposed growth with the City's General Plan. A project prioritization criteria was developed to identify projects with a goal of creating a connected, comfortable, safe and convenient network designed for all abilities and ages. The ATP also recognizes recent changes in bicycle facility design and provides guidance on implementation. Furthermore, the ATP focuses on providing a

safer network for students biking and walking to school. In addition, the ATP includes many of the infrastructures that were recommended in the Vision Zero Plan to make walking and bicycling safer for all users. Finally, the ATP provides funding strategies that, if successful, will help the City work towards achieving the objectives identified.

Jeff Knowles, Consultant at Alta Planning + Design, gave a presentation on the ATP, which included the following topics:

1. ATP Vision Statement - Sunnyvale is a Complete Streets Community where residents and commuters have the choice to bicycle and walk to meet their transportation needs on a connected, comfortable, safe, and convenient network designed for all abilities and ages.
 - The ATP is a plan to move and advance this vision

2. Plan Timeline and BPAC Involvement
 - Plan was developed in 2019 with City Council Adoption date targeted at July 2020
 - BPAC involvement included the Crosstown Biking Tour, El Camino Real Walking Tour, Draft Recommendations Workshop and BPAC Study Session

Top BPAC Comments are as follows:

- Add measurable goals for Bicycle and Pedestrian Chapters
- Address the gaps in the Low Stress Bicycle Network
 - Maude Ave., Borregas Ave., Remington Dr., Sunnyvale-Saratoga Rd., Hollenbeck Ave.
- Ensure the ATP and Vision Zero Plans are in sync
- Update Bicycle Mode Shift by 10% by 2030
- Provide assumptions for bikeway costs

3. Final Draft Plan

- Bicycle and Pedestrian Performance Goals
- Re-Examined existing bicycle gaps
- Map added which shows the Bicycle Facility Future Design Considerations
- Integrated Sunnyvale Green Stormwater Infrastructure Plan(GSI)
- Recommendations for Bicycle Facilities by Type
- Bicycle Prioritization - Consolidated individual segments into corridors/networks for prioritization
- Bikeway Cost Assumptions
- Pedestrian Connectivity - Existing Sidewalk Gaps

- Pedestrian and Bicycle Prioritization results
- Safe Routes to School (SRTS) changes

Commissioner Mehlman asked about the following:

- Documentation for City properties on what amenities can be added to their property and the property history
- If there is room for a Class II buffered bike lane is there a reason why it was not made into a Class IV buffered bike lane. Mr. Knowles stated that the reason some areas are not Class IV buffered bike lanes is because of the differences in the dimensions, frequency of driveways and availability of swapping the on-street parking areas.

Commissioner Oey commented and asked about the following:

- What is the time span and spending on bikeway construction costs. Ms. Tsang stated that the plan is set to be implemented in the next 10 years but certain corridors might take a little longer.
- During the 10 year time span how much of the costs would be on motor vehicle improvements such as new infrastructure. Ms. Tsang will look to see if the information is available.
- There are a lot of gaps in the low stress spine network. Can the gaps/holes be connected. Mr. Knowles stated the volumes of vehicle traffic didn't allow a road diet on those streets.
- The reason why Hollenbeck Ave. wasn't added to the low stress spine network. Mr. Knowles stated Hollenbeck Ave. did not meet the same thresholds as other recommendations.

Chair Mehlinger stated that Study Issue DPW 19-08(History of Annexation of County Pockets and No Sidewalk Areas) will clarify which areas would require assessment districts which are in South Sunnyvale.

Vice Chair Cordes asked about the following:

- What permission is needed to put in a sidewalk at Peterson Middle School and is the City willing to pay for it and when could it happen. Dennis Ng, Transportation and Traffic Manager, stated that there was a vote from the residents who voted against adding sidewalks at Peterson Middle School. Sidewalks could be installed if residents come back to take another vote, and agree sidewalks are needed and that they would form an assessment district.

Chair Mehlinger commented and asked about the following:

- Relationship between bicycle facility class and the low stress network.
- Missing reference on page 22 - Spare the Air Youth Program
- Page 57 - Fair Oaks Ave. is mislabeled as Java Dr. between US 101 and SR 237

Commissioner Hafeman asked if there was a Class III boulevard and speed bump consideration on Hollenbeck Ave. Ms. Tsang stated that Hollenbeck Ave. is classified as a residential collector where the function of that street is to carry traffic to and from the local neighborhood to the outer network. Policy states that if a street is a collector street then they cannot install traffic calming features.

Ari Feinsmith, member of the public, commented and asked about the following:

- VTA light rail does not have bike parking. Would like to see in the ATP to have VTA install bike parking at the light rail or protected bike parking in the public right of way
- Class III bike sharrows should have green stripes painted on the ground
- How has the ATP changed due to Covid. Ms. Tsang stated the plan is based on being implemented within the next 10 years so Covid has not changed the plan. However, there are certain areas where there are temporary changes due to Covid.

Diane Gleeson, member of the public, commented on the following:

- Recommends Alternative 2: Recommend to City Council to Adopt the Active Transportation Plan with Modifications
- There should be a comprehensive and complete low stress bicycle network in Sunnyvale
- Hollenbeck Ave. should have traffic diversions and speed bumps

James Van Pernis, member of the public, commented on the following:

- Would like to see a connection between the Reed Ave./Evelyn Ave. intersection all the way to Mathilda Ave. and close the gap

Russ Melton, member of the public, commented on the following:

- Request for BPAC to add a 155 foot section of sidewalk to table 22 on page 125 and map 30 of the draft ATP as a high priority pedestrian spot improvement. The location of the sidewalk is the 155 foot section of the Northeast side of Norman Drive between Marion Wy. and Dunford Wy./Oriole Ave. along the property frontage of 1498 Norman.
- Recommends the request to be added to Alternative 2

Commissioner Oey asked if there is a possibility to add sidewalk to Mr. Melton's

requested area. Ms. Tsang stated that she believes it is a location that requires an assessment district.

Valerie Suarez, member of the public, commented on the following:

- Safe Routes to School (SRTS) recommendations to Columbia Middle School in the SNAIL neighborhood not implemented in the ATP
- Pages 166-169 and map 26 on page 117 are missing important issues on the ATP plan.
- Recommends crossing improvements along Borregas Ave. in the SNAIL neighborhood.
- Requests speed bumps on San Deigo

Dave Simons, member of the public, asked about the following:

- Are these proposed design guidelines of the ATP meeting the same minimum metrics for improvements as Santa Clara County VTA bicycle design guidelines. Mr. Knowles stated that they do adhere to the guidelines.
- Does the pedestrian section of the ATP include sidewalk width recommendations which are at or better than the VTA table 2.1 which relates sidewalk widths with density of development that is extremely useful. Ms. Tsang stated that currently the City does have sidewalk width requirements. Within the plan there are different requirements.

Chair Mehlinger called for a recess at 9:33 p.m. Chair Mehlinger reconvened the meeting at 9:38 p.m.

Commissioner Oey commented on the following:

- ATP should match the strengths of the (Land Use and Transportation Element) LUTE
- General Plan policies should be matched with the ATP
- Attempt to achieve improvements even if there are hard to do
- Map 9 - Low Stress Spine Network should be a fully fleshed out network of low stress connectors

Chair Mehlinger asked for clarification on what is included in the low stress spine network. Is Old San Francisco Rd./Reed Ave., Maude Avenue past Sunnyvale Ave. almost to Morse Ave. and Evelyn Ave. almost to Fair Oaks Ave. part of the low stress spine network. Mr. Knowles stated that those are part of the low stress spine network.

Commissioner Mehlman commented on the following:

- Re-iterated policy 1 - design a connected comfortable convenient safe and efficient bicycle network
- Page 31 - The bicycle and pedestrian data and cyclist safety data on Tasman/Lawrence seems to be lacking. Was it because only the Department of Public Safety data was used or was the data from multiple sources. Mr. Knowles stated the data source was taken from state wide clearing house who collects all reported collisions from the City Department of Public Safety and the CHP.
- Page 16 - Lakehaven Dr. and Sandia Ave. are not identified on the network.
- On the current bike network proposals on page 55 there still an emphasis on putting bicyclist in traffic lanes even on low stress streets
- East/West bike routes seem disconnected in terms of safety rating and comfort
- Map 14 - neglected to give residence any recommended bike routes to parks or elementary schools or a safe connection to propose protective routes, specifically no Safe Routes to Schools

Vice Chair Cordes commented on the following:

- The lack of new bicycle facilities included in the ATP to complete the low-stress bicycle network
- Commissioners should have at least a month to review the Final Draft ATP
- In the future when there are changes to the plan from draft to final the consultant should highlight the changes between the two

Commissioner Hafeman commented on the following:

- There is a conceptual problem with the ATP not matching up with the CAP. ATP should have been looked at by what the network needs without consideration of automobile traffic
- No mention of automobile speed on Class III and Class IIIB

Chair Mehlinger commented on the following:

- Concerned about the insufficient public engagement between the first draft and final draft
- How much room does the ATP have to evolve and adapt to changing circumstances and public recommendations and feedback etc., over the next 10 years. Will the commission have opportunities to build upon the plan over the years. Mr. Ng stated that the ATP is a working document moving forward in the future as development happens.
- Critical to have a light weight change process for the ATP. Considerably lighter weight than a Study Issue

- Not getting to a 20% per capita VMT(Vehicle Miles Traveled) reduction by going from 1.5% bicycle share mode to 5%, need to target 10%
- Need to re-examine and update the low stress spine network map

Chair Mehlinger motioned and Commissioner Hafeman seconded to target a 10% bicycle mode share rather than a 5% mode share and recommend an adoption of a light weight change process for the Active Transportation Plan (ATP).

Commissioner Mehlman made a friendly amendment to have a 1% per year increase in bicycle mode share. Chair Mehlinger accepted the friendly amendment.

Commissioner Oey requested to divide the motion. Mr. Oey supports 1% per year increase.

Vice Chair Cordes commented on the following:

- Should not wait for land use shift changes to meet mode shift goals

Commissioner Davé commented on the following:

- Would like to see a higher percentage than 1% but will support the 1% if everyone else does

Commissioner Mehlman made a friendly amendment to her previous friendly amendment to have a minimum of 1% per year increase in bicycle mode share. Chair Mehlinger accepts the friendly amendment.

Chair Mehlinger proposed another amendment to change it to have a minimum of 1% per year increase in bicycle or pedestrian mode share.

Commissioner Mehlman made a friendly amendment to change it to have a minimum of 1% per year increase in bicycle/pedestrian/scooter (Active Transportation) mode share. Chair Mehlinger accepts the friendly amendment.

Chair Mehlinger motioned and Commissioner Hafeman seconded to target a minimum of 1% increase in active transportation mode share per year.

The motion carried the following vote:

Yes 7 - Chair Mehlinger
Vice Chair Cordes
Commissioner Davé
Commissioner Hafeman
Commissioner Mehلمان
Commissioner Oey
Commissioner Swail

No 0

Chair Mehlinger motioned and Commissioner Hafeman seconded recommend an adoption of a light weight change process for the Active Transportation Plan (ATP).

Commissioner Oey asked about the following:

-If the light weight change process will move through from the way Sunnyvale handles things. Ms. Tsang stated that the ATP will be used for applications for grant funding and for improvements etc. If the Sunnyvale goes through the light change process then it still needs to get approved to get adopted.

- Is there an amendment process for the ATP. Ms. Tsang stated only if another plan supersedes an existing ATP will it get amended.

Vice Chair Cordes commented on the following:

- Concerned that the bike plan is a ceiling not the floor
- Does not support the motion until it can be looked at properly

Commissioner Hafeman asked if the BPAC could vote no for the ATP and depending on what City Council decides to attempt at fixing the problems at another round through public outreach and more meetings with the BPAC, etc. Mr. Ng stated that the meeting tonight should be for the BPAC to submit their recommendations and then staff will decide what to recommend to City Council.

Chair Mehlinger motioned and Commissioner Hafeman seconded to recommend an adoption of a light weight change program the Active Transportation Plan (ATP).

The motion carried the following vote:

- Yes 5 -** Chair Mehlinger
Commissioner Davé
Commissioner Hafeman
Commissioner Mehلمان
Commissioner Swail
- No 2 -** Vice Chair Cordes
Commissioner Oey

Chair Mehlinger motioned and Commissioner Swail seconded to have the following high priority gap filling:

1. Extend Kifer Rd. Low-Stress to East Channel Trail (highest priority)
2. Extend Wolfe Rd. Class IV to Old San Francisco Road
3. Extend Mary Ave. Low Stress from Evelyn Ave. to Blair Ave.
4. Sunnyvale Ave. upgrade to Class 1 on the block of Bishop Elementary
5. Norman Dr. Sidewalks as high priority spot improvement, as identified by Mr. Melton
6. Add high visibility crosswalk at all intersections on Borregas from Maude Ave. to SR 237, with priority at the Guadalajara market intersection

Commissioner Mehلمان made the following friendly amendments:

1. Tasman Corridor remediation needs to add contiguous sidewalk on the north side (highest priority), low-stress bicycle facilities, and reducing vehicle speeds. Chair Mehlinger accepts the friendly amendment.
2. Add protected pedestrian bulbouts at Tasman Dr. and Lawrence Expressway to slow right turns AND/OR appropriate signage to restrict right turns on red. Chair Mehlinger accepts the friendly amendment.
3. JWC greenbelt connections should all be Class IIB or Class IV. Chair Mehlinger declines the friendly amendment.
4. Identify safe routes to school network between US 101 and SR 237. Chair Mehlinger declines the friendly amendment.

Commissioner Davé made a friendly amendment to recommend for staff to contact property owners in Lakehaven and Lakewood neighborhoods to create better walkability to Columbia Middle School by obtaining easements through residential

complexes where wall exists surrounding each individual complexes.

Yes 7 - Chair Mehlinger
Vice Chair Cordes
Commissioner Davé
Commissioner Hafeman
Commissioner Mehlman
Commissioner Oey
Commissioner Swail

No 0

Commissioner Oey motioned and Chair Mehlinger seconded to have the following aspirational routes for low-stress spine network (Class 1, 2B, 3B or 4):

1. Full length of Mary Ave. to City of Cupertino
2. Hollenbeck Ave./Pastoria Ave. from Evelyn Ave. to City of Cupertino
3. Full length of Wolfe Rd. to City of Cupertino/Apple Campus
4. Full length of Homestead Rd. in Sunnyvale
5. Full length of Maude Ave.
6. Full length of Evelyn Ave.to Reed Ave.

Vice Chair Cordes made a friendly amendment to add California Ave. from Mary Ave. to Sunnyvale Ave. and Arques Ave. from Fair Oaks Ave. to City of Santa Clara. Commissioner Oey accepted the friendly amendment.

Commissioner Oey stated that we need to show we are serious about creating a low-stress network across all of Sunnyvale. Mary Ave. is critical because it connects to Homestead Rd. and in the future, it connects to the proposed Mary Ave. Overcrossing Bridge into the Moffett Park Specific Plan Area.

The motion carried the following vote:

Yes 7 - Chair Mehlinger
Vice Chair Cordes
Commissioner Davé
Commissioner Hafeman
Commissioner Mehlman
Commissioner Oey
Commissioner Swail

No 0

Commissioner Oey motioned and Chair Mehlinger seconded to have the following Gap Fillers:

1. The Dallas Ave./Alberta Ave./Inverness Wy./Lochinvar Ave. as Class IIIB
2. Fill Gap on Duane Ave.
3. Full length of Reed Ave.
4. Java Dr. to John Christianson GreenBelt

The motion carried the following vote:

Yes 7 - Chair Mehlinger
Vice Chair Cordes
Commissioner Davé
Commissioner Hafeman
Commissioner Mehلمان
Commissioner Oey
Commissioner Swail

No 0

Commissioner Oey motioned and Vice Chair Cordes seconded to reword the following actions in the ATP:

1. ATP action 1.4: Reword "reconfigure roadways with excess vehicular capacity to accommodate bicycle facilities" to match Land Use Transportation Element(LUTE) Policy LT-3.22. "Provide safe access to city streets for all modes of transportation. Safety considerations of all transport modes shall take priority over capacity considerations for any one transport mode."
2. ATP action 1.6: Reword "evaluate opportunity to remove underutilized on street parking to create or expand bicycle facilities" to match LUTE Policy LT-3.8 and 3.9:
 - 3.8 - "Prioritize safe accommodation for all transportation users over non-transport uses..."
 - 3.9 - "..., do not consider parking a transport use of public streets"

Commissioner Oey stated he would like the ATP to be as strong as the LUTE in these areas.

Vice Chair Cordes made a friendly amendment to direct staff to review all actions in the ATP and replace them with the LUTE transportation policies where appropriate. Commissioner Oey accepted the friendly amendment.

The motion carried the following vote:

Yes 7 - Chair Mehlinger
Vice Chair Cordes
Commissioner Davé
Commissioner Hafeman
Commissioner Mehlman
Commissioner Oey
Commissioner Swail

No 0

Chair Mehlinger called for a recess at 11:38 p.m. Chair Mehlinger reconvened the meeting at 11:43 p.m.

Vice Chair Cordes asked what is the purpose of the bike route map. Ms. Tsang stated that the map identifies locations where there is existing or proposed Class III bicycle routes or Class IIIB bicycle boulevards. Bicycle routes are locations where there would be sharrows and signage to indicate that it is a route. Class IIIB bicycle boulevards might include traffic calming features.

Vice Chair Cordes motioned and Chair Mehlinger seconded the following motions:

1. Direct staff that as part of the annual Slurry Seal process, a short-term (2-3 meetings) task force be appointed by the BPAC to review the annual slurry seal list for possible re-striping improvements to implement as complete street "best practice" upgrades.
2. Instruct staff to develop and implement a Quick build pilot implementation process by the end of 2021.
3. Replace the text in the ATP to match the text in the City's Complete Streets policy and other relevant LUTE transportation policies, where appropriate.

4. Include a list of all City arterial and collector streets with their Complete Streets status/deficiencies. Any of these streets for which there is not a specific project in the next 5 years to provide shareable car/bike space (bike lanes, wide curb lanes or shoulders) should have "Bikes May Use Full Lane" signs posted.
5. Include a list of all City-owned off-street paths and bike/pedestrian bridges. This list should include their Caltrans HDM Chapter 1000 status/deficiencies. The bike plan maps should also show these facilities.
6. Direct staff to review the Santa Clara County 2018 Bicycle Master Plan and include all future bike improvements which are on it on the Sunnyvale maps and label them as such. Examples are Lawrence Expressway, Central Expressway, Arques Avenue.
7. Direct staff to work with the VTA and others to develop consistent wayfinding sign stands for bike routes that cross city boundaries.
8. Direct staff to work with VTA to add bike parking at light rail stations.

The motion carried the following vote:

Yes 7 - Chair Mehlinger
Vice Chair Cordes
Commissioner Davé
Commissioner Hafeman
Commissioner Mehlman
Commissioner Oey
Commissioner Swail

No 0

Chair Mehlinger motioned and Commissioner Oey seconded to recommend that the BPAC adopt Alternative 2: Approve the Active Transportation Plan with extensive modifications previously proposed.

Chair Mehlinger stated that he likes the ATP as proposed; but the motions and suggestions that the BPAC added would substantially strengthen the ATP. They help to meet the stated goals of the Climate Action Plan(CAP), Vision Zero Plan, General Plan and the Land Use and Transportation Element(LUTE).

The motion carried the following vote:

Yes 7 - Chair Mehlinger
Vice Chair Cordes
Commissioner Davé
Commissioner Hafeman
Commissioner Mehlman
Commissioner Oey
Commissioner Swail

No 0

3 [20-0621](#) Report and Discussion of Recent Santa Clara Valley
Transportation Authority (VTA) Bicycle and Pedestrian
Advisory Committee (BPAC) Meeting

Dave Simons, VTA BPAC Representative, commented on the following:

- Last months VTA meeting cancelled
- Complete Streets Checklist information not accessible to BPAC automatically and not online
- Bike stands used artistically

Chair Mehlinger asked if the VTA BPAC is taking action on how to fix the issue with the Complete Streets Checklist. Mr. Simons stated the issue will be brought up at the next VTA BPAC meeting.

Commissioner Mehlman asked if the Complete Street Checklist was a compliance requirement for public review. Mr. Simons stated the checklist is a product that has to be fulfilled by every City wanting to be reimbursed when they are using VTA MTC grant funds. There is no requirement for the checklist to be accessible anywhere else.

STANDING ITEM: CONSIDERATION OF POTENTIAL STUDY ISSUES

None.

NON-AGENDA ITEMS & COMMENTS

-Commissioner Comments

Vice Chair Cordes asked about the following:

- Update on the Homestead Rd. Full Time Bike Lane Study. Ms. Tsang stated that