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On: 6/25/25
By: MH

Daniel Karpelevitch
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By: _____

Applicant Information

Name	Daniel J Karpelevitch
Are you a Sunnyvale resident?	Yes
How long have you lived in Sunnyvale?	1 year
Description Area	Residence Notice:Unless otherwise noted, your principal place of residence must be in Sunnyvale. You must live in Sunnyvale at the time of appointment and at all times during service on a board or commission.
Current Main Residence	[REDACTED]
Email	[REDACTED]
Phone	[REDACTED]
Are you currently a registered voter in Sunnyvale?	Yes
When was the last time you voted? Month/Year	The last general election, November 2024
Have you ever served on a City of Sunnyvale board or commission?	No
Have you attended a meeting of the City Council, or a board or commission?	Yes

Briefly describe what you learned by watching or attending a meeting of the City Council, board or commission. What improvements would you suggest?

Over the past year, I've attended several City Council and BPAC meetings as well as community meetings for bicycle and pedestrian safety improvement projects and gained a clearer understanding of how city priorities are set and how projects move from concept to implementation. I've come to appreciate the complexity of balancing community needs, staff capacity, and long-term goals. I've also seen how public input, planning, and policy intersect to shape outcomes on the ground.

One key improvement I would suggest is fostering a more forward-thinking culture-one that's willing to challenge the status quo and not default to "this is how it's always been done." Too often, that mindset can stall innovation and prevent us from making the bold changes needed to improve safety, sustainability, and equity in our transportation systems. I would also suggest making it easier to cut through red tap to make small fixes and improvements easier and faster to implement.

Have you attended meetings of the board(s) or commission(s) for which you are applying?

Yes

How many meetings have you attended?

Not sure of the exact number but approximately 4-5

Board or Commission Selection

First Choice

Bicycle and Pedestrian Advisory Commission

Applicant Qualifications

What motivated you to apply for this board or commission?

I was motivated to apply for a position on the BPAC because I care deeply about making walking and cycling safer, more efficient, more comfortable, and more attractive. I believe that giving as many people as possible as many viable transportation modes as possible is one of the most impactful things local government can do to make our city more livable, safer, and environmentally friendly. I hope that as a member of the BPAC I can have a positive impact on the direction of our city's infrastructure.

What skills or attributes can you bring to this board or commission?

The skills and attributes I would bring to the BPAC include over a decade of experience as a multi-disciplinary cyclist, a broad base of knowledge of cycling and pedestrian infrastructure in Sunnyvale, other Bay Area cities, cities in other states, and even internationally, and a positive attitude that can help bring people together, build bridges, find compromises, and achieve consensus. I am a diplomatic and empathetic communicator, a logical thinker, and a thoughtful listener.

The primary role of a board or commission member is to provide advice to City Council on policy issues that are within the scope of the board or commission. What steps would you take to effectively exercise this specific board or commission role?

To effectively advise the City Council, I would draw on both my experience serving on the City of Fremont's Mobility Commission and my growing understanding of this city's priorities and challenges.

From my prior service, I've learned how to work productively with staff, collaborate with fellow commissioners, and provide thoughtful, well-informed recommendations to elected officials. I understand the importance of grounding advice in community needs, policy frameworks, and data-while also recognizing the political and logistical realities that shape decision-making.

Here, I would focus on:

1. Listening to the community, especially those who rely on walking, biking, and transit.
2. Staying informed on the city's General Plan, Active Transportation Plan, Climate Action Plan, Vision Zero efforts, and other relevant transportation initiatives.
3. Supporting long-term goals, including safety, sustainability, VMT reduction, and mode shift

Education - List college degrees, majors and any relevant training or experience that demonstrates your ability to effectively serve on this board or commission.

While my education and work experience are not directly applicable to the BPAC, I do have a broad range of experience that would make me an excellent candidate for the BPAC.

1. Prior service on a similar commission: Before moving to Sunnyvale, I served on the City of Fremont's Mobility Commission, a direct analogue of the BPAC, as a bicycling representative.
2. As a Board Member of the Team Fremont Bicycle Racing and Fremont Freewheelers Bicycle Club (as the race team liaison), I worked to steer the two organizations through a variety of challenges and help bring the two sister organizations closer together.

Describe your involvement in community activities, volunteer and civic organizations.

I am a member of the Fremont Freewheelers Bicycle Club, Wester Wheelers Bicycle Club, Team Fremont, and have been involved in advocacy organizations such as Bike East Bay, Bike Fremont, SVBC, Bike Sunnyvale, and Safe Streets Sunnyvale, just to name the ones relevant to BPAC. I volunteered on many occasions at free bike repair clinics hosted by FFBC and Bike Fremont, helping repair bikes for those who needed it most. I have participated in countless community meetings regarding various bike/ped projects, have been part of community outreach efforts such as meetings with local residents and flyer campaigns for various bike/ped projects, and while not technically a volunteer position, I have been a poll worker in nearly every election (including primaries, midterms, and special elections) since 2018.

Description Area

The City has a Code of Ethics and Conduct for Elected and Appointed Officials and an Attendance Policy (7.2.19), 2 G (II) that appointed members are required to follow.

Do you have any concerns related to the above code and policy? No

Are you willing to accept a temporary appointment for the remainder of an unexpired term? Yes

Board or Commission-Specific Questions

Bicycle and Pedestrian Advisory Commission

Category One: I am a bicyclist or pedestrian residing in Sunnyvale. Yes

Like many Santa Clara County cities, Sunnyvale is faced with problems stemming from traffic congestion and air pollution. Suggest ways the City can improve facilities for bicyclists and pedestrians. Also, how might the City improve education and safety programs for motorists, bicyclists and pedestrians?

There are several common-sense improvements the city could make such as implementing elevated or separated bikeways and protected intersections on roads with high speeds and building safer crosswalks elements such as raised crosswalks, bulb-outs, median islands, and channelization. Looking at our roads more holistically, stricter segmentation of road classifications greatly improve the cyclist and pedestrian (and even driver) experience. For example, removing driveways from high-speed roads (whose purpose is efficient movement, not serving as access to a destination) would reduce high-speed conflicts.

Another part of the holistic approach is separating routes that prioritize cars from those that prioritize bikes. This can be accomplished through implementing modal filters, road diets, bike-only routes, and strategic road improvements. As an example of an existing successful implementation of such a strategy is Mathilda Ave (which could be considered the "car route") and the parallel Borregas Ave and Sunnyvale Ave (the "bike route"). These two routes serve a similar purpose - serving as a North-South connector between downtown and areas of northern Sunnyvale such as Moffett Park. The highway overpasses on Borregas and the future bike/ped only Caltrain underpass on Sunnyvale Ave make Borregas/Sunnyvale only useful for cars accessing local destinations, but make it a useful and safe through route for cyclists. Another future example could be Central Expressway and Evelyn Ave, once the multi-use path is complete.

Education and safety programs could be improved by focusing messaging on laws that are either commonly ignored or that are new. Examples include: changing lanes to pass cyclists, giving at least 3 feet when passing if there is not another lane, and not crossing a double yellow line to pass. Another example is not parking in daylighting zones, which despite outreach efforts appears to not be widely known or obeyed. This could take the form of signage campaigns to remind and inform road users.

Description Area	View the Active Transportation Plan
Have you read the Active Transportation Plan?	Yes

What are your thoughts on the Active Transportation Plan?

Overall, I think the ATP is a well-thought-out, realistic, and actionable plan. However, there is also room for improvement which could be implemented in future plans. For example, there are roads that were not included in the list of recommended projects for reasons other than the need for the project, such as perceived political viability, cost, or limited design options at the time. However, within the time span of a plan, there is potential for these factors to change. The ATP should include "unconstrained vision" type projects, so as to not needlessly constrain our choice of projects in the future. We should also aim to set our sights higher and raise the bar on what consider to be safe enough.

Description Area

View the Vision Zero Plan

Have you read the Vision Zero Plan?

Yes

What are your thoughts on the Vision Zero Plan?

I think the Vision Zero Plan is a step in the right direction and the suggested treatments, designs, and solutions are good ideas. However, as with many American cities' interpretation of the original Swedish concept, some things were lost in translation. Rather than just looking at "Vision Zero" as a buzz word or a box to check, we should evaluate our approach in a holistic way, such as aiming to reduce speeds below 25 mph on local streets, clearly distinguish between access streets and through roads, and deprioritize space allocated to cars where it can be put to better use. We should also explore other European road safety concepts such as Sustainable Safety to ensure we are benefiting as much as possible from others' experience.

Demographic Information

Your age

Your gender

Description Area

LGBTQIA+ Identity (LGBTQIA+ stands for Lesbian, Gay, Bisexual, Transgender, Queer/Questioning, Intersex, Asexual, and the "+" is an all-inclusive way to include additional terms used to describe one's gender, romantic, and sexual identities for those who do not identify with heterosexuality or the gender binary.)

LGBTQIA+ Identity

Race or Ethnicity (select all that apply)

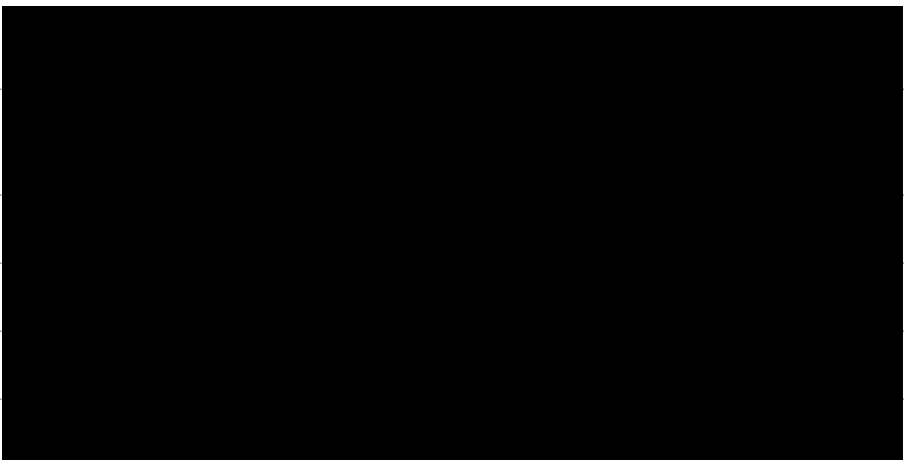
Do you speak a language other than English?

Which languages?

Household Income

Residence - Are you a

Do you live in a



Your Agreement

Description Area

IMPORTANT NOTICE – READ BEFORE SIGNING:By selecting both “Yes” and “Submit Form” below I am adding my digital signature to this application. I am also agreeing with the following statements:All statements I have made on this application are true and correct.I authorize the City of Sunnyvale (City) to investigate the accuracy of this information.I release the City from all claims and liabilities arising from such investigation.I acknowledge that any false statement on this application will be grounds for the City to deny my appointment. A false statement discovered later, will be grounds to dismiss me from my appointment at any time.I acknowledge that any false statement on this application could lead to criminal charges. Charges could fall under California Penal Code, Section 115 or other applicable law.

I agree

Yes

Your full name

Daniel Jacob Karpelevitch

Date

Jun 22, 2025