



# City of Sunnyvale

## Notice and Agenda Bicycle and Pedestrian Advisory Commission

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Thursday, October 21, 2021

6:30 PM

Telepresence Meeting: City Web Stream

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Meeting Online Link: <https://sunnyvale-ca-gov.zoom.us/j/97997417379>

### Special Teleconference Notice

*Because of the COVID-19 emergency and the health orders issued by Santa Clara County and the State of California, this meeting of the Sunnyvale Bicycle and Pedestrian Advisory Commission will take place by teleconference, as allowed by Government Code Subdivision 54953(e); pursuant to state law, the City Council is scheduled to make the necessary findings on October 26, 2021.*

### Public Participation

- Watch the BPAC meeting at: <http://youtube.com/SunnyvaleMeetings>
- Submit written comments to the BPAC up to 4 hours prior to the meeting to [BPAC@sunnyvale.ca.gov](mailto:BPAC@sunnyvale.ca.gov) or by mail to City Clerk, 603 All America Way, Sunnyvale, CA 94086.
- Teleconference participation: You may provide audio public comment by connecting to the teleconference meeting online or by telephone. Use the Raise Hand feature to request to speak (\*9 on a telephone)

Meeting online link: <https://sunnyvale-ca-gov.zoom.us/j/97997417379>

Meeting call-in telephone number: 833-548-0282 | Meeting ID: 979 9741 7379

### Accessibility/Americans with Disabilities Act (ADA) Notice

*Pursuant to the Americans with Disabilities Act (ADA), if you need special assistance to provide public comment, or for other special assistance; please contact the City at least 48 hours prior to the meeting to enable the City to make reasonable arrangements to ensure accessibility to this meeting. ADA contact: Lillian Tsang may be reached at 408-730-7556 or [Itsang@sunnyvale.ca.gov](mailto:Itsang@sunnyvale.ca.gov) (28 CFR 35.160 (b) (1)).*

## **CALL TO ORDER**

*Call to Order via teleconference.*

## **ROLL CALL**

## **PRESENTATION**

A     [21-0995](#)           Sunnyvale Safe Routes to School Coordinator Updates

## **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**

*All matters listed on the consent calendar are considered to be routine and will be acted upon by one motion. There will be no separate discussion of these items. If a member of the public would like a consent calendar item pulled and discussed separately, please refer to the notice at the beginning of this agenda.*

1.A    [21-1001](#)           Approve the Bicycle and Pedestrian Commission Meeting Minutes of September 16, 2021.

**Recommendation:** Approve the Bicycle and Pedestrian Commission Meeting Minutes of September 16, 2021 as submitted.

## **PUBLIC HEARINGS/GENERAL BUSINESS**

*If you wish to speak to a public hearing/general business item, please refer to notice at the beginning of this agenda. Each speaker is limited to a maximum of three minutes.*

2       [21-0918](#)           Java Drive Road Diet and Bike Lanes Recommendation to City Council

**Recommendation:** Alternative 1: Recommend to City Council to approve the Java Drive Road Diet removal of one mixed flow lane in each direction between Mathilda and Crossman avenues and select option 1, Class II-B buffered bike lanes for final design and construction.

- 3      [21-0996](#)      Report and Discussion of Recent Santa Clara Valley Transportation Authority (VTA) Bicycle and Pedestrian Advisory Committee (BPAC) Meeting

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

- 4      [21-0997](#)      BPAC 2022 Sponsored Study Issues(for Scenario 1)

**NON-AGENDA ITEMS & COMMENTS**

-Commissioner Comments

-Staff Comments

**INFORMATION ONLY REPORTS/ITEMS**

[21-0998](#)      BPAC 2021 Annual Work Plan

[21-0999](#)      Active Items List October 2021

[21-1000](#)      2021 Deferred Study Issues

**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, during normal business hours and in the Council Chamber on the evening of the Bicycle and Pedestrian Commission Meeting, pursuant to Government Code §54957.5.*

*Agenda information is available by contacting Lillian Tsang at 408-730-7415 or [pubworks@sunnyvale.ca.gov](mailto:pubworks@sunnyvale.ca.gov). Agendas and associated reports are also available*

*on the City's website at [sunnyvale.ca.gov](http://sunnyvale.ca.gov) or at the One-Stop Desk, City Hall, 456 W. Olive Ave., Sunnyvale, CA, 72 hours before the Meeting.*



# City of Sunnyvale

## Agenda Item

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**21-0995**

**Agenda Date:** 10/21/2021

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

#### **SUBJECT**

Sunnyvale Safe Routes to School Coordinator Updates

Maria Arellano, the Sunnyvale Safe Routes to School Coordinator, will provide an update on the Safe Routes to School efforts at public schools serving Sunnyvale students.



# City of Sunnyvale

## Agenda Item

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**21-1001**

**Agenda Date:** 10/21/2021

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

#### **SUBJECT**

Approve the Bicycle and Pedestrian Commission Meeting Minutes of September 16, 2021.

#### **RECOMMENDATION**

Approve the Bicycle and Pedestrian Commission Meeting Minutes of September 16, 2021 as submitted.



# City of Sunnyvale

## Meeting Minutes - Draft Bicycle and Pedestrian Advisory Commission

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Thursday, September 16, 2021

6:30 PM

Telepresence Meeting: City Web Stream

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### **CALL TO ORDER**

Pursuant to Section 3 of Executive Order N-29-20 (March 17, 2020) and Section 42 of Executive Order N-08-21 (June 11, 2021) issued by Governor Newsom, the meeting was conducted telephonically.

Chair Mehlinger called the meeting to order at 6:36 p.m. via teleconference.

### **ROLL CALL**

**Present 7 -** Chair Richard Mehlinger  
Vice Chair Leia Mehlman  
Commissioner Alex Bonne  
Commissioner Arwen Davé  
Commissioner Dan Hafeman  
Commissioner Timothy Oey  
Commissioner Mihir Paradkar

Lillian Tsang, Principal Transportation Engineer and Nabilah Deen, Transportation Engineer attended via teleconference.

Council Liaison Klein (present).

### **ORAL COMMUNICATIONS**

Commissioner Oey commented on the following:

- Viva Calle SJ - September 19, great opportunity to experience open streets and a run
- Silicon Valley Bikes (Fundraiser for the Silicon Valley Bicycle Coalition) - September 19
- VTA will be having a Central Bikeway demonstration at Viva Calle SJ which is an example of a Bicycle Super Highway

Commissioner Bonne introduced himself to the BPAC as a new BPAC Commissioner

Chair Mehlinger opened for Public Comment

Ralph Durham, member of the public, commented on the following:

- Sharrows should not be used to keep residents safe while bicycling
- Sunnyvale needs to make the streets safer for bicyclists so they will want to ride

Ari Feinsmith, member of the public, commented on the following:

- Future meetings should take into consideration holidays

Chair Mehlinger closed for Public Comment

### **CONSENT CALENDAR**

- 1.A**      [21-0898](#)      Approve the Bicycle and Pedestrian Commission Meeting Minutes of August 19, 2021.

Chair Mehlinger opened for Public Comment

Chair Mehlinger closed for Public Comment

Approve the Bicycle and Pedestrian Commission Meeting Minutes of August 19, 2021 as submitted.

Commissioner Hafeman moved and Commissioner Oey seconded to approve item 1.A.

The motion carried the following vote:

**Yes** 6 -    Chair Mehlinger  
              Vice Chair Mehلمان  
              Commissioner Davé  
              Commissioner Hafeman  
              Commissioner Oey  
              Commissioner Paradkar

**No** 0

**Abstain** 1 -    Commissioner Bonne



## **PUBLIC HEARINGS/GENERAL BUSINESS**

- 2      [21-0765](#)      Recommend to City Council the Removal of On-Street Parking on the East Side of Sunnyvale Avenue Between Maude Avenue and Arques Avenue and Both Sides of Sunnyvale Avenue Between Arques Avenue and Hendy Avenue to Install Buffered Bicycle Lanes on Both Sides of Sunnyvale Avenue Per the Active Transportation Plan

Alternative 1: Recommend to City Council the Removal of On-Street Parking on the East Side of Sunnyvale Avenue Between Maude Avenue and Arques Avenue and on Both Sides of Sunnyvale Avenue Between Arques Avenue and Hendy Avenue, and to Install Buffered Bicycle Lanes on Both Sides of Sunnyvale Avenue Per the Active Transportation Plan

Lillian Tsang, Principal Transportation Planner gave a presentation on Sunnyvale Safe Routes to School Improvements on Sunnyvale Avenue. Highlighting the following:

- Project Overview and Needs
- Project Limits - Sunnyvale Avenue between Maude and Hendy Avenues
- Existing Bicycle Network
- Bicycle Activity on Sunnyvale Avenue
- Sunnyvale Active Transportation Plan (ATP)
- On-Street Parking Study
- Sunnyvale Avenue On-Street Parking Study Area
- Sunnyvale Avenue On-Street Parking Study Summary
- Proposed Bicycle Improvements
- Public Outreach
- Public Outreach Meeting Notification Area
- Virtual Public Outreach Meeting
- Online Survey
- Staff Interpretation of Data, Outreach and Policy
- Benefits and Concerns
- Recommendation to City Council
- Next Steps

Commissioner Oey asked about the following:

- Why isn't the lane on Sunnyvale Avenue 10 1/2 feet wide the whole way? Ms.

Tsang stated there is a VTA bus which travels along this corridor, and the travel lane needs to have a minimum of 11 feet to accommodate a bus.

Commissioner Bonne asked about the following:

- Was the count on bicyclists total during the day or was the count per hour? Ms. Tsang stated the count was done during peak hour. Was there data counted for total riders during the course of one day? Ms. Tsang stated data was not collected.

Commissioner Hafeman asked about the following:

- Were the parking studies done on a weekend day? Ms. Tsang stated there were not studies done on a weekend day.

Chair Mehlinger asked about the following:

- Were Class IV protected bike lanes considered for part or all this stretch? Ms. Tsang stated this corridor has frequent driveways so it would not be ideal for a Class IV facility.
- Is there anyway to maintain street parking on this stretch of street while also adding all ages and abilities bicycle facilities? Ms. Tsang stated because of the width of the roadway it is quite limited. Limitation is the curb to curb space.
- Was there someone on the street counting cyclists? Mr. Dankberg, Kimley Horn consultant stated they performed traffic counts and bicycle counts at those intersections in 2019.
- Is there any data on violent crime in this neighborhood or surrounding areas? Ms. Tsang stated on the Sunnyvale website there is a neighborhood crime map where residents can view specific areas of the City.

Vice Chair Mehlman asked about the following:

- How will residents be able to put out their trash containers without obstructing the bike lane? Ms. Tsang stated that on trash day residents have been advised to place their bins as close to the curb as possible and bicyclists will have to be careful of those bins.

Commissioner Hafeman asked about the following:

- Is it true that if there is no parking in front of your house, an Uber/Lyft or paratransit cannot pick up a passenger? Ms. Tsang stated that if there is a "No Parking" sign they could still pick up or drop off.

Chair Mehlinger opened for Public Comment

Lauren Ledbetter, member of the public, commented on the following:

- Good project
- Most important N-S bicycle corridor in Sunnyvale
- Over 200 bike trips on this section of Sunnyvale Avenue each weekday
- Families ride it on weekends
- Best option for Lowlanders and SNAIL neighborhoods to cross Central Expressway and Caltrain tracks
- Vital connection to retail, restaurants, farmers market, transit in downtown Sunnyvale
- Only gap in the Sunnyvale Avenue/Borregas Avenue Corridor
- Need to improve safety
- Bike lanes can reduce crashes by 35%

Ralph Durham, member of the public, commented on the following:

- Recommends the project
- There needs to be space for people to get to and from where they are going in a safe and convenient manner

Margaret Henson, member of the public, commented on the following:

- Should use bikeways that are already in existence including Bayview which borders Bishop School and Morse Avenue which borders Columbia Middle School rather than disrupting entire neighborhoods when there are safer alternatives that are in existence

Isabell Shockley, member of the public, commented on the following:

- Would like City staff to re-think the project
- Feels family will be at risk if removal of street parking were to happen

Jeffrey Henson, member of the public, commented on the following:

- Does not approve of adding a new bike lane on North Sunnyvale Avenue and eliminating parking
- Project will be bad for senior citizens

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

- Asked staff to reconsider removing parking for the residents on Sunnyvale Avenue
- Very busy and dangerous street
- There are alternative routes for students

Mr. Bernhardt, member of the public, commented on the following:

- In favor of bike lanes
- May improve business from bicyclists along the corridor

Kathleen Martin, member of the public, commented on the following:

- Uber/Lyft or paratransit will not stop in front of her home if there is a bike lane
- Homeowners who live between Arques/Taylor are against the removal of on-street parking but not against the bike lane
- Handicap residents will have major issues if there is removal of on-street parking along the corridor

Daniel Howard, member of the public, commented on the following:

- In favor of removal on on-street parking and adding a bike lane

Cristian Bayer, member of the public, commented on the following:

- Schroeder Avenue parking concerns
- Study to see if the sidewalk could be wider rather than removing on-street parking

Agnes Nika, member of the public, commented on the following:

- Installing a Class III Bike Route along corridor
- Safety concerns of removal of on-street parking

Laurie, member of the public, commented on the following:

- In favor of safe bike lanes along Sunnyvale Avenue

Ari Feinsmith, member of the public, commented on the following:

- In favor of the project to remove on-street parking and add bike lanes to protect cyclists on this very dangerous street

Chair Melinger closed for Public Comment

Chair Mehlinger asked about the following:

- Can the remaining parking spots be marked to prevent double parking? Ms. Tsang stated it is not something City currently implement, and there will be additional maintenance costs associated to it.
- How much advance notice would residents get if the removal of on-street parking were adopted by City Council? Ms. Tsang stated construction will not begin until approximately a year later and notice will be sent out to residents in advance.
- Request to put Ms. Ledbetter's recommendations on the TDA wish list
- Would Class III Bike Route/sharrows constitute all ages and ability bicycle facility

given the context of Sunnyvale Avenue? Ms. Tsang stated Class III on Sunnyvale Avenue will not be considered all ages and ability facilities.

- What would it cost to change the width of the sidewalk on Sunnyvale Avenue? Ms. Tsang stated it would be very costly.

Commissioner Bonne asked about the following:

- Does Sunnyvale Avenue have the right amount of street lights? Ms. Tsang stated she will check with the street department to confirm.

- Is there an option for cars to park half on street and half on the sidewalk? Is there enough room to make it a feasible option? Ms. Tsang stated it depends on the type of curb and that it would reduce the sidewalk width for pedestrians.

Chair Mehlinger called for a recess at 7:55 p.m. Chair Mehlinger reconvened the meeting at 8:00 p.m.

Commissioner Davé asked if there could be a marking for cars to temporarily pull over to pick up a resident? Ms. Tsang stated there is no signage for that situation.

Commissioner Oey moved and Vice Chair Mehlman seconded Alternative 1: Recommend to City Council the Removal of On-Street Parking on the East Side of Sunnyvale Avenue Between Maude Avenue and Arques Avenue and on Both Sides of Sunnyvale Avenue Between Arques Avenue and Hendy Avenue, and to Install Buffered Bicycle Lanes on Both Sides of Sunnyvale Avenue Per the Active Transportation Plan. Adding that staff to try to accommodate as many pedestrian improvements as they can at California Avenue, the bridge and Hazelton Avenue.

Commissioner Oey commented on the following:

- It is very important to make Sunnyvale Avenue safer for bicyclist
- Having safer streets will motivate more bicyclists
- Plenty of nearby street parking for those displaced from the removal of on-street parking
- North Sunnyvale Avenue is a gap in the network that needs to be closed
- Staff recommendation for Sunnyvale Avenue is fundamentally sound and solidly in line with all Sunnyvale policies and plans
- Applauds staff for their very thorough job of their report

Vice Chair Mehlman commented on the following:

- Thanked staff for a great job
- This route passes one school and adjacent to another which makes it critical for

## Safe Routes to School network

Commissioner Hafeman commented on the following:

- In favor of motion due to supporting Safe Routes to School
- Good route to work

Commissioner Bonne commented on the following:

- Supports motion due to having more bikes on the streets
- Lower speed limits at same time

FRIENDLY AMENDMENT: Chair Mehlinger amends the motion to direct staff to examine adding parking space markers (cross-marks) to Sunnyvale Avenue and some distance along surrounding side streets, if feasible. Commissioner Oey and Commissioner Mehlman accept the amendment.

Chair Mehlinger commented on the following:

- Supports the motion because there are many policies within the City that demand this step
- Only suitable North/South bicycle pedestrian corridor that crosses the tracks for over a mile
- Currently Sunnyvale Avenue is not safe for bicyclists
- Children need safe bicycle facilities
- There is no other way to add an all ages and abilities bicycle facility to Sunnyvale Avenue without removing on-street parking

Commissioner Oey moved and Vice Chair Mehlman seconded Alternative 1 with Modification: Recommend to City Council the Removal of On-Street Parking on the East Side of Sunnyvale Avenue Between Maude Avenue and Arques Avenue and Both Sides of Sunnyvale Avenue Between Arques Avenue and Hendy Avenue and Install Buffered Bicycle Lanes on Both Sides of Sunnyvale Avenue Per the Active Transportation Plan, Incorporate Pedestrian Safety Improvements on Sunnyvale Avenue at California Avenue, on the bridge over Central Expressway, and at Hazelton Avenue, and Examine Adding Parking Space Markings on Sunnyvale Avenue and Some Distance along Nearby Side Streets, if Feasible.

The Amendment carried the following vote:

**Yes 7 -** Chair Mehlinger  
Vice Chair Mehلمان  
Commissioner Bonne  
Commissioner Davé  
Commissioner Hafeman  
Commissioner Oey  
Commissioner Paradkar

**No 0**

**3**      [21-0643](#)      Discussion on VTA Measure B Education and Encouragement  
Program FY21-22 Potential Projects

Nabilah Deen, Transportation Engineer, gave a presentation on VTA Measure B Bicycle and Pedestrian Education & Encouragement Program. Highlighting the following:

- Background on Measure B Bicycle and Pedestrian Education & Encouragement Program
- Update on FY 20/21 Projects
- Discussion of Proposed FY 21/22 Projects

Commissioner Oey commented on the following:

- In favor of the FY 21/22 Proposed Projects
- Use quality products for incentives/giveaways
- Have a Traffic Garden

Commissioner Bonne commented on the following:

- Use quality and durable products for incentives/giveaways
- Volunteers to help students and residents bike from origins to destinations

Vice Chair Mehلمان commented on the following:

- Suggested giveaways/incentives
- Bike build projects for low income families

Commissioner Hafeman commented on the following:

- Use of Bike lights
- Talk with Environmental Services Department about giveaways/incentives

Commissioner Paradkar commented on the following:

- Suggested giveaways/incentives

Chair Mehlinger commented on the following:

- Make sure giveaways/incentives are not adding to excessive waste and durable/quality

Commissioner Davé commented on the following:

- List places or events in Sunnyvale where free bike accessories are available

Commissioner Oey commented on the following:

- Have more bike repair events
- Sunnyvale should have a bike fest
- Open streets event

Chair Mehlinger opened for Public Comment

Chair Mehlinger closed for Public Comment

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

#### **4      [21-0475](#)      BPAC 2022 Study Issue Sponsorship (Scenario 1)**

Lillian Tsang, Principal Transportation Engineer, explained the Study Issue process. Highlighting the following:

- Designed to assist City Council with setting priorities for the upcoming calendar year
- Board and Commission members have 2 roles in the process:
  - Advise Council regarding identification of policy issues to study
  - Advise Council on those issues Council has decided to study
- BPAC has proposed 4 potential Study Issues to review which need to be officially voted on for sponsorship
- Sponsorship means study issue is approved for ranking with a majority vote of the Board and Commission
- BPAC can vote to drop or sponsor these Study Issues, there needs to be a motion, a second and a majority vote. For study issues that are voted on to be sponsored, staff will write a draft Study Issue Paper which will be provided in the October BPAC agenda packet for BPAC to make comments on.
- Submit to City Manager first week of December
- Sponsor Study Issues as well as any deferred Study Issues that were under the



BPAC's purview will be brought back to BPAC for ranking in January 2022

The 4 Study Issues that are to be considered are as follows:

1. Bicycle and Infrastructure Bond Measure
2. Parking Standards for Personal Electric Vehicles
3. Roll in or Fully Enclosed Bike Parking Ordinance
4. Simplify Sidewalk Riding Ordinance

Chair Mehlinger opened for Public Comment

Chair Mehlinger closed for Public Comment

Commissioner Oey commented the following:

- Roll in or Fully Enclosed Bike Parking Ordinance can be dropped
- #1 choice should be Bicycle and Infrastructure Bond Measure for funding and Simplify Sidewalk Riding Ordinance as #2 choice

Vice Chair Mehlman commented on the following:

- #1 should be Bicycle and Infrastructure Bond Measure due to funding
- Look at secured charging stations not just secured spot to park in regards to "Parking Standards for Electric Vehicles"
- Roll in ordinance low priority

Commissioner Bonne commented and asked about the following:

- Modify City ordinance to have a rolling stop for bicyclists at stop signs

Chair Mehlinger commented on the following:

- Roll in Ordinance can be dropped or deferred
- Fire safety aspect and charging station aspect are very important in regards to "Parking Standards for Electric Vehicles"
- Bond Measure not to be tied to the ATP instead just for bicycle and pedestrian infrastructure

MOTION: Chair Mehlinger moved and Commissioner Oey seconded to approve to sponsor the Bicycle and Infrastructure Bond Measure as a Study Issue with the modification that the proposed bond measure not to be constrained to the Active Transportation Plan (ATP). The bond measure should be for bicycle and pedestrian infrastructure in general rather than solely bicycle and pedestrian infrastructure

called out in the ATP.

Vice Chair Mehlman is in favor of the amendment

The motion carried the following vote:

**Yes 7 -** Chair Mehlinger  
Vice Chair Mehlman  
Commissioner Bonne  
Commissioner Davé  
Commissioner Hafeman  
Commissioner Oey  
Commissioner Paradkar

**No 0**

MOTION: Commissioner Oey moved and Commissioner Hafeman seconded to sponsor Simplify Sidewalk Riding Ordinance.

Commissioner Oey commented on the following:

- Need to simplify current law - too confusing

Commissioner Hafeman agreed with Commissioner Oey

Chair Mehlinger supported the motion and stated City ordinance is too vague.

The motion carried the following vote:

**Yes 7 -** Chair Mehlinger  
Vice Chair Mehlman  
Commissioner Bonne  
Commissioner Davé  
Commissioner Hafeman  
Commissioner Oey  
Commissioner Paradkar

**No 0**

MOTION: Vice Chair Mehlman moved and Commissioner Davé seconded to

sponsor Parking Standards for Personal Electric Vehicles.

Vice Chair Mehlman commented on the following:

- Having a charging station and storage for them would promote more people to use that type of transportation

Commissioner Davé commented on the following:

- Anything that helps to use Ebikes, Escooters etc., will help promote more bike riding
- Great benefit to have a secure place and charging stations for them

The motion carried the following vote:

**Yes 6 -** Chair Mehlinger  
Vice Chair Mehlman  
Commissioner Bonne  
Commissioner Davé  
Commissioner Oey  
Commissioner Paradkar

**No 0**

**Abstain 1 -** Commissioner Hafeman

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

#### **-Commissioner Comments**

Commissioner Oey commented on the following:

- Asked Chair Mehlinger to give members of the public more time to comment if there are many members commenting in Public Hearing

Commissioner Hafeman commented and asked about the following:

- Would like staff to educate residents that parking spots on the street are public property

Chair Mehlinger commented on the following:

- Requests Commissioners to vote a "yes" or a "no" rather than to abstain
- Encourages the City to be more thoughtful when scheduling public meetings on holidays

Mayor Klein stated meeting are scheduled around national holidays which are

determined by the state from a federal standpoint.

**-Staff Comments**

Lillian Tsang, Principal Transportation Engineer, commented on the following:

- Signing, striping and concrete work is done for the Homestead improvements
- Pedestrian scramble at Homestead Road/Mary Avenue will be activated in October or November
- Telepresence meetings to continue as long as permissible

**INFORMATION ONLY REPORTS/ITEMS**

[21-0294](#) BPAC 2021 Annual Work Plan

[21-0295](#) Active Items List September 2021

[21-0465](#) 2021 Deferred Study Issues

**ADJOURNMENT**

Chair Mehlinger adjourned the meeting at 9:35 p.m.



# City of Sunnyvale

## Agenda Item

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21-0918

Agenda Date: 10/21/2021

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### REPORT TO BICYCLE AND PEDESTRIAN COMMISSION

#### **SUBJECT**

Java Drive Road Diet and Bike Lanes Recommendation to City Council

#### **BACKGROUND**

The Santa Clara Valley Transportation Authority (VTA) developed a list of bicycle projects as part of VTP2040, the Long-Range Transportation Plan for Santa Clara County. The list of bicycle projects is included in the Bicycle Expenditure Program (BEP) and the projects are eligible for several grant funding sources. One of the listed BEP projects is the Java Drive Road Diet project ("Project"). The City of Sunnyvale's 2020 Active Transportation Plan (ATP) also identifies Class IV bikeways on Java Drive between Mathilda and Crossman Avenues as a Bicycle Plan priority. The Project will include the installation of approximately 5,000 linear feet of buffered Class II (on-street bike lanes) or Class IV (on street, separated) bike facilities via a "Road Diet" on Java Drive from Mathilda Avenue to Crossman Avenue. See Attachment 2 for the Project location. The Project will also include bicycle detection at five signalized intersections for added bicycle travel convenience and safety and green colored pavement treatments for bicycle-vehicle conflict zones.

The City has secured grant funds for design and construction through a competitive selection process from the VTA One Bay Area Grant Cycle 2 (OBAG2) for the Project. The OBAG2 program is funded with a mix of federal Surface Transportation Block Grant Program funds and Congestion Mitigation Air Quality funds. The cost of the Project was estimated at \$632,911 with \$500,000 coming from the OBAG2 Grant and \$132,911 from City funds as a local match. Funding for this Project has been included in the FY 2020/21 Adopted Capital Improvement Projects Budget in Project number 832950 (Java Drive Road Diet and Bike Lanes). Funds were programmed for design beginning in 2018, with a deadline for obligating construction phase funding by January 2022.

Mark Thomas and Company was selected as the project consultant team for conceptual design, environmental clearance, and final design (RTC No. 20-0167). The Project is going through public outreach to develop a conceptual design. A traffic analysis was performed to determine the benefits and potential impacts of the Project. The results of the traffic analysis and initial outreach performed were presented to the Bicycle and Pedestrian Advisory Commission on June 17, 2021.

#### **EXISTING POLICY**

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

The 2017 Land Use and Transportation Element (LUTE) of the Sunnyvale General Plan lists goals and policies that emphasize the need to provide an effective multimodal transportation system and providing options for healthy living.

#### **Complete Streets Policy**

The Complete Streets Policy was adopted by City Council on December 6, 2016 through Resolution No. 793-16 (RTC No. 16-0972) and amended on August 28, 2018 through Resolution No. 896-18 (RTC No. 18-0642). Through this policy, the City commits to creating and maintaining Complete Streets that provide safe, sustainable, integrated, efficient and convenient transportation systems that serve all categories of users and maintain sensitivity to local conditions.

### **Climate Action Plan**

City Council adopted the Climate Action Plan (CAP) on May 20, 2014, which includes various strategies to reduce greenhouse gas (GHG) emissions.

### **Active Transportation Plan**

The 2020 Sunnyvale Active Transportation Plan (ATP) includes the addition of bicycle facilities along this segment of Java Drive as a recommendation within the Bicycle Plan.

### **ENVIRONMENTAL REVIEW**

The project is categorically exempt from environmental review under the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 15301(c): "Existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities (this includes alterations such as the addition of bicycle facilities, including but not limited to bicycle parking, bicycle-share facilities and bicycle lanes, transit improvements such as bus lanes, pedestrian crossings, street trees, and other similar alterations that do not create additional automobile lanes)."

### **DISCUSSION**

The segment of Java Drive between Mathilda and Crossman Avenues is a highly concentrated workplace area of the City. The existing roadway includes two mixed flow travel lanes with narrow shoulders. There are no bicycle lanes or on-street parking along the entire segment. There are bicycle lanes on Fair Oaks Avenue and Java Drive up to Crossman Avenue. There are bicycle lanes on Mathilda Avenue, connecting to the west end of Java Drive. All of the streets that cross Java Drive have bicycle lanes. There are sidewalks along the entire northern side and along most of the southern side of the street. There are VTA light rail tracks and two stations in the median. There are also bus stops at each block in both directions. Pre-COVID-19, multiple bus and shuttle routes utilized these stops, and it is anticipated that these will resume when businesses return to the office.

In recent years, the commuters to and through this area have increased the demand on bicycle facilities. The main corporate company in the area (Google Inc.) provides shared bicycle programs for employees to travel between sites, further increasing the demand for bicycle facilities in this area. Additionally, this route connects the rest of the City to the Bay Trail, Baylands Park, Twin Creeks Sports Complex, and other recreational uses. There are also plans to study north-south trails that run through or adjacent to this area and connect to the Bay Trail.

The Project proposes to construct approximately 5,000 linear feet of Class II-B buffered bicycle lanes or Class IV separated bikeways on each side of Java Drive between Mathilda and Crossman Avenues via a road diet. One mixed flow lane in each direction would be removed and the selected bicycle facility would be installed through changes in striping and signage. The Project will also include installation of bicycle detection at five signalized intersections and associated signal modifications. No changes to pavement, curbs, gutters, utilities, or other fixed infrastructure would be needed. All work would occur within existing City right-of-way.

If Class II-B buffered bicycle lanes are selected at this time, conversion into a Class IV separated bikeway would be relatively simple in the future. Vertical infrastructure can be installed within the painted buffer zone to convert to a Class IV facility. There are concerns with the operations and maintenance of a Class IV facility that are not yet fully understood at this time. The City plans to undertake an operations impact study of Class IV separated bikeways, but this study has not yet commenced.

#### Traffic Analysis

As part of the conceptual design phase, the project team performed traffic analyses to analyze the impact of reducing lanes. The Level of Service (LOS) was determined for both options for existing (pre-COVID-19 volumes) and cumulative (2035 projected volumes) conditions. Acceptable LOS thresholds are determined by the City's General Plan, Land Use and Transportation Element 2017 for City intersections and by VTA's Congestion Management Program (CMP) for intersections on urban arterials, freeways and rural highways. The intersection of Mathilda Avenue and Java Drive is a CMP intersection. The other four intersections are subject to the City's LOS standards. The analysis found that under existing volumes and conditions, all intersections during both AM and PM peak periods for both options performed within acceptable LOS.

Under future 2035 volumes with no project, most intersections are expected to perform within acceptable LOS. The following intersections do not perform within acceptable LOS:

- Java Drive/Bordeaux Drive in PM peak hour
- Java Drive/Geneva Drive in PM peak hour
- Java Drive/Crossman Avenue in AM and PM peak hours

Under future 2035 volumes with option 1: Class II-B buffered bicycle lanes, the following intersections do not perform within acceptable LOS:

- Java Drive/Bordeaux Drive in PM peak hour
- Java Drive/Borregas Avenue in AM and PM peak hours
- Java Drive/Geneva Drive in AM and PM peak hours
- Java Drive/Crossman Avenue in AM and PM peak hours

Under future 2035 volumes with option 2: Class IV separated bikeways, the following intersections do not perform within acceptable LOS:

- Java Drive/Bordeaux Drive in PM peak hour
- Java Drive/Borregas Avenue in AM and PM peak hours
- Java Drive/Geneva Drive in AM and PM peak hours
- Java Drive/Crossman Avenue in AM and PM peak hours

As seen from these results, the existing roadway network in this area begins to become over capacity with General Plan buildout and overall growth within the region without the Project. The implementation of a road diet along Java Drive exacerbates the vehicular capacity issue in the traffic model during cumulative scenario analysis. The traffic models cannot adequately account for the anticipated mode shifts that are likely to occur by the installation of a bicycle facility along Java Drive and induced by the overall congestion delays in the long-term outer years as the entire transportation network becomes oversaturated.

Additionally, Moffett Park Specific Plan update efforts are currently underway that will greatly change the land uses and transportation network in this area. Under the currently land use plan being studied, Java Drive will be the core of the residential and retail/entertainment district in the future. The existing car-centric environment is expected to become multi-modal with a greater emphasis on pedestrian and bicycle facilities and connections to transit as the area develops under the new Specific Plan. These changes are likely to begin occurring before 2035.

Although the future 2035 traffic analyses for this Project show unacceptable LOS results, the analysis does not account for the Moffett Park Specific Plan changes since it is not yet an approved plan. It also does not account for the likely mode shifts away from single-occupancy vehicles to bicycle and transit uses after implementation of this Project. The LOS results for existing volumes is a good indicator of traffic operations in the near term before the Moffett Park Specific Plan changes begin.

#### Public Outreach Summary

The Project includes public outreach to the surrounding community and interested members of the public. The following outreach activities have occurred or are scheduled to occur:

- City Council acceptance of One Bay Area Grant (OBAG) funding (RTC No. 17-0573): July 11, 2017
- City Council award of consultant contract (RTC No. 20-0167): February 4, 2020
- Bicycle and Pedestrian Commission informational presentation: June 17, 2021
- Java Drive Working Group (stakeholders) informational presentation: July 12, 2021
- Java Drive Working Group (stakeholders) project update: September 20, 2021
- Bicycle and Pedestrian Commission recommendation: October 21, 2021
- Moffett Park Business Group Transportation Subcommittee: October 14, 2021
- Public Meeting: Late October (TBD)
- Public Survey (to run for 3 weeks): Late October-early November (TBD)
- Moffett Park Business Group Board: November 8, 2021
- City Council Public Hearing: Tentatively November 30, 2021

Results from and feedback received at all public outreach activities will be presented to City Council at the Public Hearing tentatively scheduled November 30, 2021. As of September 20, 2021, all feedback received has generally supported the Project and increasing bicycle facilities in this area.

#### **FISCAL IMPACT**

The design and construction of the Project is fully funded through OBAG2 Program funding with a local match from the City's Transportation Impact Fee (TIF) Program. Installation of Class II-B buffered bicycle lanes will have minimal impacts to operating expenses since similar facilities exist in other parts of the City. A Class IV separated bikeway may have significant operating and maintenance impacts which have not yet been quantified. The City plans to undertake an operations impact study of Class IV separated bikeways as a separate project, but this study has not yet commenced.

#### **PUBLIC CONTACT**

Public contact was made through posting of the (insert board or commission name) 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 approve the Java Drive Road Diet removal of one mixed flow lane in each direction between Mathilda and Crossman Avenues and select option 1, Class II-B buffered bike lanes for final design and construction.
2. Recommend to City Council to not approve the Java Drive Road Diet and to not design and construct the project.

### **RECOMMENDATION**

Alternative 1: Recommend to City Council to approve the Java Drive Road Diet removal of one mixed flow lane in each direction between Mathilda and Crossman avenues and select option 1, Class II-B buffered bike lanes for final design and construction.

Staff recommends approving Alternative 1, which if approved by City Council will allow the installation of Class II-B buffered bicycle lanes along this segment of Java Drive without the need for any right of way acquisition. The installation of Class IV separated bicycle pathways, as contained within in the 2020 Active Transportation Plan, may be included as part of the Moffett Park Specific Plan efforts, allowing the City to study the operation and maintenance needs of a separated bicycle facility and plan for any other future needs that may require right of way, such as transit only lanes. Installation of Class II-B buffered bicycle lanes now is expected to increase and accommodate bicycle commuting and recreational use to this area of Moffett Park in the near term.

Prepared by: Angela Obeso, Principal Transportation Engineer

Reviewed by: Dennis Ng, Transportation and Traffic Division Manager

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

Reviewed by: Teri Silva, Assistant City Manager

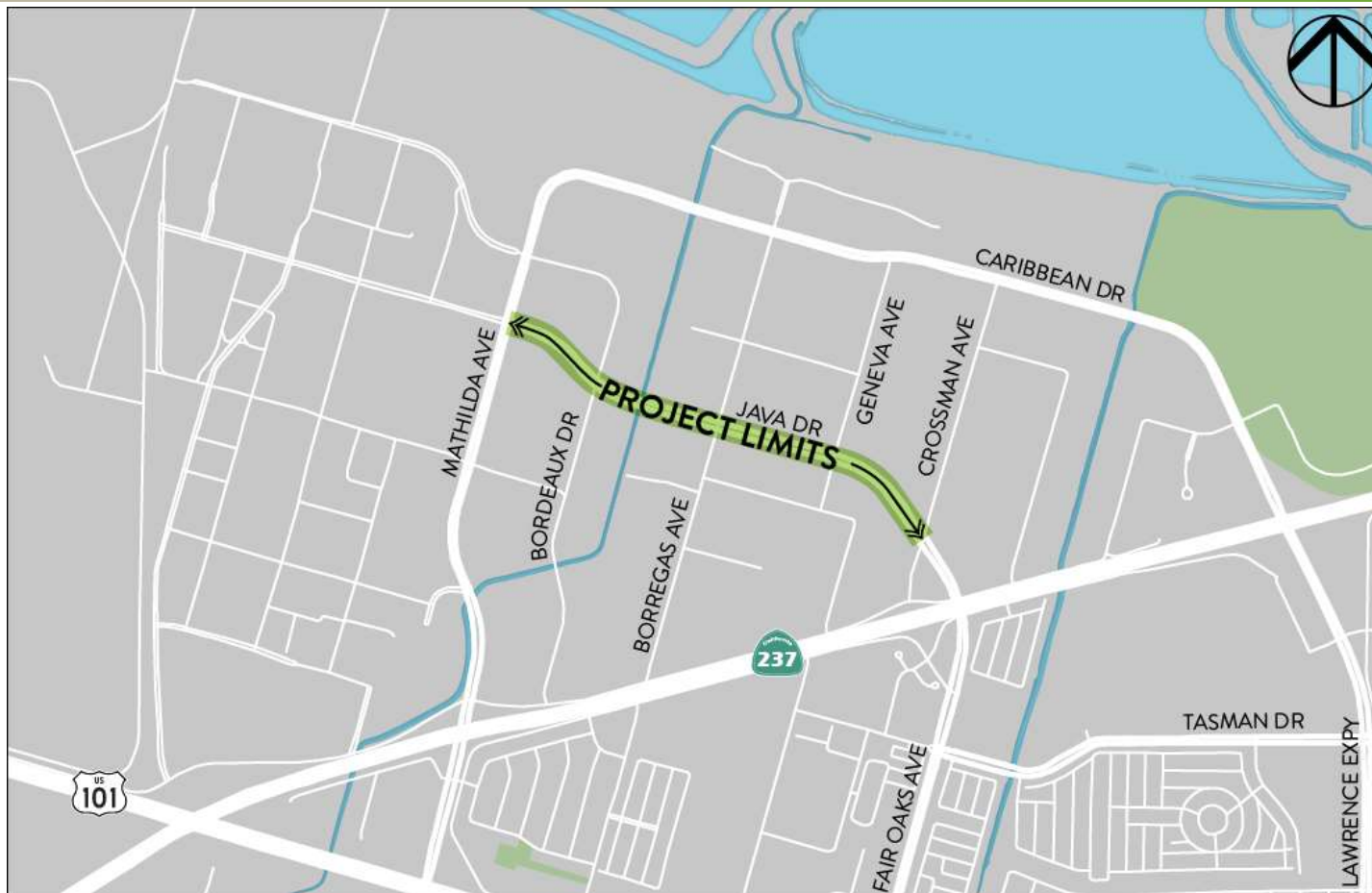
Approved by: Kent Steffens, City Manager

### **ATTACHMENTS**

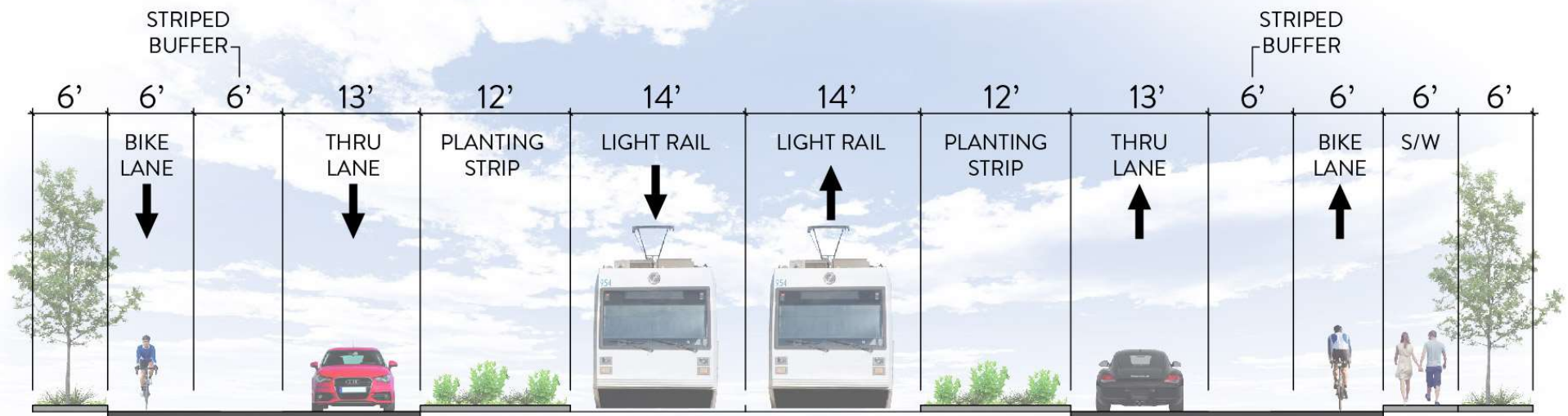
1. Reserved for Report to Council
2. Location Map
3. Conceptual Typical Proposed Cross Section
4. Conceptual Typical Proposed Layout

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## Project Location

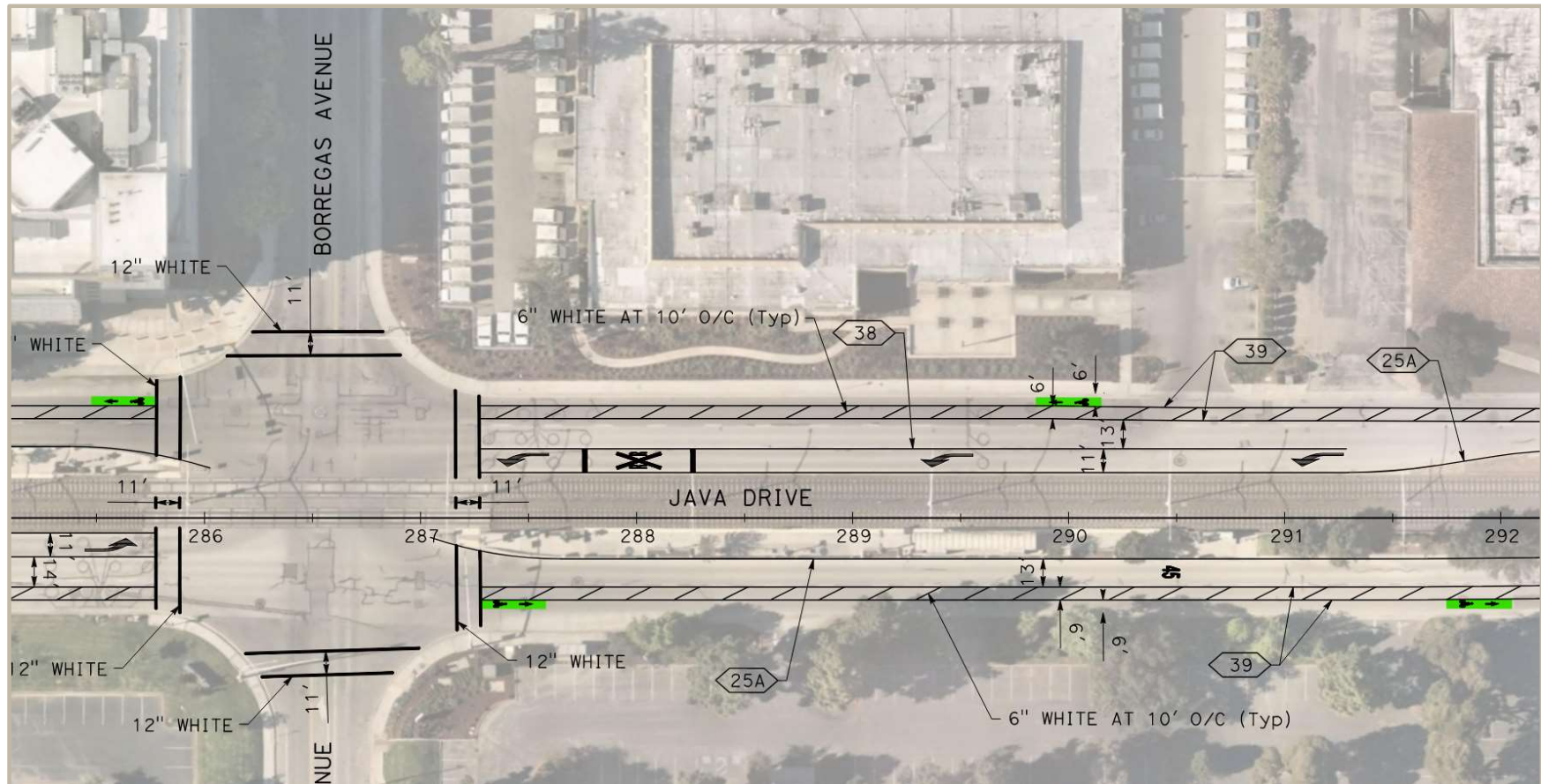


## Proposed Typical Cross Section



PROPOSED

# Typical Conceptual Plan View





# City of Sunnyvale

## Agenda Item

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**21-0996**

**Agenda Date:** 10/21/2021

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

#### **SUBJECT**

Report and Discussion of Recent Santa Clara Valley Transportation Authority (VTA) Bicycle and Pedestrian Advisory Committee (BPAC) Meeting

Tim Oey, Santa Clara Valley Transportation Authority (VTA) Bicycle and Pedestrian Advisory Committee (BPAC) Sunnyvale Representative, provides updates on recent VTA BPAC meeting.

## Oct 13, 2021 VTA BPAC report to Sunnyvale BPAC

VTA BPAC Sunnyvale Representative: Tim Oey

For the full VTA BPAC agenda packet see

[http://santaclaravta.iqm2.com/Citizens/Detail\\_Meeting.aspx?ID=3380](http://santaclaravta.iqm2.com/Citizens/Detail_Meeting.aspx?ID=3380)

Highlights for Sunnyvale:

### 4. Receive Committee Staff Report. (Verbal Report) (Ledbetter)

Bicycle Superhighway Implementation Plan published in September. See:

<https://www.vta.org/sites/default/files/2021-09/Bike%20superhighway%20Implementation%20plan%28print%29.pdf>

Includes significant sections/possibilities in Sunnyvale including Bay Trail, El Camino Real, and East Channel Trail.

Slightly updated VTA Bike Map published and more will be printed soon. Next major revision of this map is scheduled to be published in 2024 (every 4 years).

Oct 26-28 the California Active Transportation Resource Center (sponsored by Caltrans) will have a free symposium from 8:30am to 12:30pm each day. Registration and information at <https://caatpresources.org/1524>. This is a high value online event if you are able to attend.

### 10. Election Process for 2022 Advisory Committee Leadership: Appoint Nomination Subcommittee

I am now one of 3 members on this nomination subcommittee.

### 11. Update on Countywide Bicycle and Pedestrian Education/Encouragement Efforts

It is worth looking at the presentation to see what is happening in this area.

Lots of discussion of Safe Routes to School. Many would like to see bicycle education included as a standard part of school's PE curriculum. Looks like the California State PE standards need to be updated to make this happen.

Would be great to get a Traffic Garden in Santa Clara County.

An Adult Education program funded by Measure B finally has a signed contract -- Silicon Valley Bicycle Coalition will be running and delivering this program.

## **12. [Bicycle Parking Chapter Update – Bicycle Technical Guidelines](#)**

Lots of details here that most cities follow as minimums. VTA BPAC and Gilroy Council Member Zach Hilton wanted more than just minimums -- also include more ambitious goals because we have a climate emergency -- so VTA is likely to change their guidelines to express a range so developers and cities can so more than just meet the minimums and be encouraged to go further.

Updates to this chapter may be a better way to encourage businesses to let bikes roll inside (vs Sunnyvale needing a study issue).

*It is well worth reviewing this new draft and the presentation and emailing comments to VTA before the end of October. This is a critical document to improve and will affect all cities in our county including Sunnyvale.*

## **13. Receive Reports from BPAC subcommittees. (Verbal Report)**

A wayfinding subcommittee has formed to research and recommend wayfinding standards. This will likely end up as a new chapter for the VTA Bicycle Technical Guidelines that cities in Santa Clara County use. Having consistent wayfinding across cities would be very helpful.

I am also now on this new subcommittee.





# City of Sunnyvale

## Agenda Item

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**21-0997**

**Agenda Date: 10/21/2021**

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

#### **SUBJECT**

BPAC 2022 Sponsored Study Issues(for Scenario 1)

To review the Sponsored Draft Study Issue Papers.

## **BPAC 2022 Sponsored Study Issues**

- 1 Explore a General Election Ballot Measure to Fund Bicycle and Pedestrian Infrastructure Projects
- 2 Adopt Personal Electric Vehicle (PEV) Parking Standards
- 3 Simplify Sidewalk Riding Ordinance

## **2022 COUNCIL STUDY ISSUE (Draft)**

### **NUMBER**

FIN 22-XX

**TITLE** Explore a General Election Ballot Measure to Fund Bicycle and Pedestrian Infrastructure Projects

### **SCOPE OF THE STUDY**

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

The Bicycle and Pedestrian Advisory Commission has advised that there is insufficient funding for Bicycle and Pedestrian infrastructure projects. These projects compete for limited funding with other infrastructure projects and capital improvements. New and existing revenue sources should be periodically evaluated. One option to consider is the adoption of a special tax to which the City can borrow against to fund improvements.

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

The study will include consideration of dedicated financing options for bicycle and pedestrian improvements. Given the City's constrained financial position, a new revenue source is likely needed to fund the projects. The study will review options to establish a funding source, most likely a new tax, to generate revenue needed to pay debt service on new bonds issued for the purposes of constructing projects.

The study will identify the process needed to establish a new tax, identify the amount of the tax needed to secure the debt necessary to construct the projects, and fund public polling to determine the likelihood of passage of a new tax by the voters. As this would be a special purpose tax, a two thirds majority is required for passage.

As part of the study, staff will also explore the availability of Federal Grants or low interest loans (through the Transportation Infrastructure Financing and Innovation Act). The study will recommend a path forward to potentially provide funding through new revenues, and also identify potential funding options should a special tax fail at the ballot.

If a new tax is selected, the Study will also include funding for polling on the tax. Prior to polling, staff will return to Council to request feedback on different options, and narrow down what tax scenarios to poll on. Upon completion of polling, a decision would be presented to Council about moving forward with a ballot measure. At that time an additional appropriation may be required for public education and the costs to place a measure on the ballot.

**Estimated years to complete study:** 1 year

## **FISCAL IMPACT**

### **Cost to Conduct Study**

Level of staff effort required (opportunity cost): Moderate

Funding Required for Non-Budgeted Costs: \$50,000

Funding Source: Will seek budget supplement

The cost will be for a polling consultant. If no action is taken to move forward with polling no additional cost will be required.

### **Cost to Implement Study Results**

Unknown. Study would include assessment of potential costs, including capital and operating, as well as revenue/savings.

**NUMBER**  
CDD 22-XX

**TITLE** Adopt Personal Electric Vehicle (PEV) Parking Standards

**SCOPE OF THE STUDY**

**What precipitated this study?**

Personal Electric Vehicles (PEVs) such as e-bicycles, scooters, e-skateboards and Segways are increasing in popularity as an alternative transportation mode. Such devices offer a green, low-resource alternative to cars, and are especially attractive commuting options. Although the City's parking design standards already include requirements for both secured and unsecured bicycle parking in conjunction with new construction, the regulations do not refer specifically to the types of PEVs that are emerging. In addition, PEVs require secure storage with access to an electrical outlet, and the use of lithium-ion batteries in PEVs can pose a fire hazard, especially when many are stored in close proximity. The Bicycle and Pedestrian Advisory Commission (BPAC) sponsored this Study Issue because having adequate parking for PEV's would help promote and accommodate the vehicle types encouraged by the City's Complete Streets policies.

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

The goal of the study would be to ensure safe and secure parking regulations for PEVs in association with new development projects to promote alternative modes of transportation. To meet this goal, the study may include:

- Analysis of various types of PEVs
- Review of the City's existing regulations for bicycle parking
- Review of parking standards and options from other jurisdictions
- Analysis of electric charging options for PEVs and develop fire and electrical safety standards
- Analysis of security and/or anti-theft standards
- Data collection and analysis of PEV parking demand for various land use types and pricing standards for charging stations

After the analysis is completed, the study may provide recommendations on PEV parking demand, preferred PEV parking options (including electric charging capabilities), fire and electrical safety standards, security and/or anti-theft standards, pricing standard, and potential policy changes to accommodate PEVs.

**Estimated years to complete study:** 2 years

**FISCAL IMPACT**

**Cost to Conduct Study**

Level of staff effort required (opportunity cost):	Major
Funding Required for Non-Budgeted Costs:	\$150,000
Funding Source:	Will seek budget supplement

The cost associated with this study would be for consultant services to gather and evaluate the existing and future data on PEVs, perform research and analysis on various PEV mobility options, review data from other jurisdictions, and lead the public and stakeholders outreach effort. City staff will work with the consultant to review existing policies, design guidelines and standards, and recommend changes to existing parking standards, and propose new guidelines and standards, if necessary.

**Cost to Implement Study Results**

Unknown. Study would include assessment of potential costs, including capital and operating costs.

**NUMBER**  
DPW 22-XX

**TITLE** Simplify Sidewalk Riding Ordinance

**SCOPE OF THE STUDY**

**What precipitated this study?**

Sunnyvale Municipal Code (SMC) *Title 10.56 Bicycles* supplements all laws of the state of California with regard to bicycle use. In May 2020, Sunnyvale City Council adopted an ordinance to update SMC Title 10.56.140 to provide clarification on when riding a bicycle, motor driven cycle, or motor scooter on sidewalks and overhead pedestrian crossings are prohibited. However, the current SMC does not address all personal mobility devices people may operate on the sidewalks or overhead pedestrian crossings. Therefore, the Bicycle and Pedestrian Advisory Commission (BPAC) sponsored this Study Issue with a goal of revising the SMC to allow for additional personal mobility devices to be operated on sidewalks and overhead pedestrian crossings.

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

The Study will include a review of existing state laws, City Municipal Code, and adopted ordinances to identify what is currently mandated by the state law and the kind of local ordinances that can be adopted for the operations of bicycles and other personal mobility devices on sidewalks and overhead pedestrian crossings. In addition, the Study will include a review of local ordinances and municipal codes adopted by neighboring jurisdictions related to where and when bicycles and personal mobility devices can be operated on.

The Study will conduct peak periods weekday and weekend data collection on bicycle/pedestrian/other personal mobility devices usage on major arterials, sidewalks, and on all pedestrian overhead crossings in Sunnyvale. The travel speed of bicycles and other personal mobility devices will also be collected as part of the data collection. In addition, the Study will include collision analysis involving bicycles and other personal mobility devices within the last five years in Sunnyvale.

The Study will include a public outreach component to gather feedback on allowing bicycle and personal mobility device usage on sidewalks and overhead pedestrian crossings. The public outreach component may include a community meeting and an online survey.

If state law allows local jurisdictions to pass ordinances to allow bicycles and other personal mobility devices to ride on sidewalks and overhead pedestrian crossings, the Study will identify the appropriate speed for these devices, focusing on pedestrian safety.

Furthermore, the Study will include coordination with various departments within the City, including the Department of Public Safety, Office of the City Attorney, and Office of

the City Manager, for the revision of the SMC and ordinances and their enforcement.

If changes to the municipal code or adoption of new ordinances are supported by the study, Council approval will be required. The Study would be consistent with the goals, policies and vision statement of the General Plan and the Active Transportation Plan, if adopted by Council.

**Estimated years to complete study: 2 years**

### **FISCAL IMPACT**

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

Level of staff effort required (opportunity cost): Major

Funding Required for Non-Budgeted Costs: \$175,000

Funding Source: Will seek budget supplement

The cost associated with this Study would be for consultant services to perform the study as listed under the Key Elements of the Study. City staff will work with the consultant throughout the project process in the analysis and the development of the recommended, as well as the public outreach effort.

#### **Cost to Implement Study Results**

Minimal or no cost expected to implement.





# City of Sunnyvale

## Agenda Item

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**21-0998**

**Agenda Date:** 10/21/2021

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

#### **SUBJECT**

BPAC 2021 Annual Work Plan

# 2021 Master Work Plan

## Bicycle and Pedestrian Advisory Commission

### Annual Calendar

MEETING DATE	AGENDA ITEM/ISSUE
January 21	<ul style="list-style-type: none"> <li>• Climate Action Playbook Progress Update (Presentation)</li> <li>• Ranking of 2021 Study Issues</li> </ul>
February 18	<ul style="list-style-type: none"> <li>• Discussion of Utility Bill Concepts</li> <li>• Discussion of TDA Funding</li> </ul>
March 18	<ul style="list-style-type: none"> <li>• Utility Bill Concept Designs</li> <li>• Council Ranking of Study Issues (Information item)</li> </ul>
April 15	<ul style="list-style-type: none"> <li>• Annual reporting on collisions involving pedestrians and cyclists (Presentation)</li> <li>• TDA Funding Recommendation</li> <li>• Maude Avenue Bike Lanes – Post Study</li> <li>• Annual Slurry Seal List (Information item)</li> </ul>
May 20	<ul style="list-style-type: none"> <li>• Review Recommended Budget</li> </ul>
June 17	<ul style="list-style-type: none"> <li>• Recognition of Service (Presentation)</li> <li>• Java Drive Road Diet (Presentation)</li> <li>• Lawrence Station Area Plan - Sense of Place Plan (Presentation)</li> <li>• Utility Bill Stuffer Update (Information item)</li> </ul>
July 15	<ul style="list-style-type: none"> <li>• Vision Zero Plan Progress Update (Presentation)</li> <li>• Lawrence Station Area Sidewalks and Bicycle Facilities – Willow Avenue Bicycle Improvement</li> <li>• Selection of Chair and Vice Chair</li> </ul>
August 19	<ul style="list-style-type: none"> <li>• Active Transportation Plan Progress Update (Presentation)</li> </ul>
September 16	<ul style="list-style-type: none"> <li>• Study Issues Sponsorship (for Scenario 1)</li> <li>• VTA Measure B Education and Encouragement Potential Projects</li> </ul>
October 21	<ul style="list-style-type: none"> <li>• Safe Routes to School Coordinator Update (Presentation)</li> <li>• Java Drive Road Diet</li> <li>• Final month to Propose Study Issues</li> <li>• Study Issues Sponsorship (for Scenario 2, if necessary)</li> <li>• Review Sponsored Study Issues Write-up (for Scenario 1 only)</li> </ul>
November 18	<ul style="list-style-type: none"> <li>• Climate Action Playbook Progress Update (Presentation)</li> <li>• Approve 2022 Master Work Plan</li> </ul>

MEETING DATE	AGENDA ITEM/ISSUE
December 16	<ul style="list-style-type: none"><li>• Final month to Approve 2022 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
- Active Transportation Program Grant – Safe Route to School Project
- Active Transportation Program Grant – SNAIL & San Miguel Neighborhoods Active Transportation Improvements
- Bernardo Avenue Bicycle/Pedestrian Undercrossing
- Bicycle and Pedestrian Access Improvements at Sunnyvale Caltrain Station
- Caltrain Grade Separation (Mary Avenue and Sunnyvale Avenue crossings)
- El Camino Real Specific Plan
- Mary Avenue Freeway Overcrossing
- Moffett Park Specific Plan Update
- Stevens Creek Trail Extension Project
- Homestead Road Full-time Bike Lane Study



# City of Sunnyvale

## Agenda Item

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**21-0999**

**Agenda Date: 10/21/2021**

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

#### **SUBJECT**

Active Items List October 2021

Item #	Item	PM	Due Date (Approx)	Status	Last Updated
1	Enhanced Crosswalk on California Avenue at Pajaro Avenue	Llamas	TBD	Staff has prepared the design plans to implement the project, and have published the Invitation for Bids to obtain bids from vendors to conduct the work. The closing date to submit the bid is Oct 20. After that, staff will select a vendor to conduct the work, and it will be brought to City Council for the award of contract.	10/21/2021
2	Homestead Road Bike Lanes Study	Deen	2022	The City released the Request for Proposals in September 2021. The project is anticipated to begin early 2022.	10/21/2021
3	Utility Bill Insert	Tsang	Annual	The 2021 Utility Bill Insert was mailed out with the Utility Bill in July/August 2021.	8/19/2021
4	Bernardo Caltrain Under-crossing	Obeso	TBD	The project team is currently evaluating the different project options based on the feedback provided at the December 2020 Joint BPAC meeting. The project team is currently coordinating with Caltrain and County of Santa Clara on the options. The Caltrain Board of Directors approved the compatibility variance request at their June 3, 2021 meeting and the project team is beginning agreements with Caltrain staff. The modified project options will be presented at the future community public outreach meeting, which is planned for fall 2021.	8/19/2021
5	Caltrain Grade Separation Feasibility Study	Obeso	TBD	The City is currently refining concept designs and completing preliminary traffic analysis related to grade separation at both Mary and Sunnyvale Avenues. Public outreach meetings will occur in late 2021/early 2022. City Council will review the results at a meeting in spring 2022.	8/19/2021
6	Road Overlay, Slurry, Reconstruction & Chip Schedule	Ng	Annual	List was included in April 2021 BPAC meeting agenda packet.	5/20/2021
7	Stevens Creek Trail Extension	Obeso	TBD	<p>Sunnyvale partnered with Mountain View in the application of the Measure B Bike/Ped Competitive Grant for capital projects for the environmental study and design of the Stevens Creek Trail extension from the Dale/Heatherstone bike-pedestrian overcrossing to West Remington Drive/Mountain View High School. The application was accepted and the grant amount would be \$4.8 million. The City of Mountain View and VTA are in the process of finalizing the grant allocation timeline.</p> <p>Sunnyvale also submitted an application for the segment between W. Remington Dr. and W. Fremont Avenue. The application for the environmental study and design phases were accepted and the grant amount would be \$3.5 million. Grant was accepted by City Council on April 20, 2021. VTA and staff will coordinate on project schedule and next steps.</p>	5/20/2021
8	Bike to Work Day	Tsang	Annual	Silicon Valley Bicycle Coalition Bike to Wherever Day 2021 will be held on Friday May 21, 2021. Due to COVID-19, the City will not host Energizer Stations this year.	4/15/2021
9	East-West Channel Trail	Ng	TBD	<p>This project is to provide trails along the Sunnyvale East and West Channels via installation of paving on the Santa Clara Valley Water District's maintenance road. Approximately 1.7 new miles of trails will be constructed. The West Channel trail will extend from Caribbean Drive to Mathilda Avenue, and the East Channel trail will extend from Caribbean Drive to Moffett Park Drive.</p> <p>Valley Water is managing the Sunnyvale East and West Channel Flood Protection Project (Project). Design is 99% complete. The Project includes paved trail improvements along both channels in north Sunnyvale. Valley Water is awaiting approval of regulatory permits before advertising the construction bid. Valley Water anticipates Project construction to begin in late 2021. The project should be complete by December 2023.</p> <p>Part of this Project includes partnering with Google to enhance 1,100-feet of the West Channel. This is part of Google's proposed site development at Caribbean Drive. Currently, Valley Water is working with Google on an agreement. The agreement will outline short-term and long-term responsibilities related to the West Channel. This enhancement of the West Channel will provide mitigation opportunities for Valley Water.</p>	2/18/2021



# City of Sunnyvale

## Agenda Item

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**21-1000**

**Agenda Date:** 10/21/2021

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

#### **SUBJECT**

2021 Deferred Study Issues

## 2021 Deferred Study Issues

Number	Name	2021 Ranking Results
DPW 21-01	Bike Lanes on Hollenbeck Avenue between El Camino Real and Homestead Road	Deferred by BPAC
DPW 21-02	Community Driven Active Transportation Plan Amendment Process	Deferred by BPAC
DPW 21-05	Pedestrian Improvements on Marion Way between Norman Drive and Oriole Avenue	Ranked by City Council Below the line
<p>Notes:</p> <p>These study issues will be brought back to BPAC in 2022 for ranking.</p> <p>The Study Issue Papers can be found on the City website at <a href="http://www.sunnyvale.ca.gov">www.sunnyvale.ca.gov</a> by searching "Proposed Study Issues".</p>		