



City of Sunnyvale

Notice and Agenda Bicycle and Pedestrian Advisory Commission

Thursday, January 19, 2023

6:30 PM

Telepresence Meeting: City Web Stream

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) and Resolution No. 1089-21 (reaffirmed January 10, 2023).

Public Participation

• *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: 833-548-0276 | Meeting ID: 979 9741 7379
(*9 to request to speak | *6 to unmute/mute)*

- *Watch the BPAC meeting at: <http://youtube.com/SunnyvaleMeetings>*
- *Submit written comments to the BPAC no later than 4 hours prior to the meeting start to BPAC@sunnyvale.ca.gov or by mail to: City Clerk, 603 All America Way, Sunnyvale, CA 94086*
- *Review recordings of this meeting and past meetings at <https://sunnyvaleca.legistar.com/calendar.aspx> or <http://youtube.com/SunnyvaleMeetings>*

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 408-730-7415 or Itsang@sunnyvale.ca.gov (28 CFR 35.160 (b) (1)).

CALL TO ORDER

Call to Order via teleconference.

ROLL CALL

ORAL COMMUNICATIONS

This category provides an opportunity for members of the public to address the Bicycle and Pedestrian Advisory 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 the Bicycle and Pedestrian Advisory Commission to take action on an item not listed on the agenda. If you wish to address the Bicycle and Pedestrian Advisory Commission, please refer to the notice at the beginning of this agenda. 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** [23-0138](#) Approve the Bicycle and Pedestrian Commission Meeting Minutes of November 17, 2022.

Recommendation: Approve the Bicycle and Pedestrian Commission Meeting Minutes of November 17, 2022 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** [23-0214](#) Ranking of 2023 Study Issues

- 3 [23-0215](#) 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

NON-AGENDA ITEMS & COMMENTS

-Commissioner Comments

-Staff Comments

INFORMATION ONLY REPORTS/ITEMS

[23-0216](#) BPAC 2023 Draft Annual Work Plan

[23-0217](#) Active Items List January 2023

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 Advisory 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. Agendas and associated reports are also available on the City's website at 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

23-0138

Agenda Date: 1/19/2023

REPORT TO BICYCLE AND PEDESTRIAN ADVISORY COMMISSION

SUBJECT

Approve the Bicycle and Pedestrian Commission Meeting Minutes of November 17, 2022.

RECOMMENDATION

Approve the Bicycle and Pedestrian Commission Meeting Minutes of November 17, 2022 as submitted.



City of Sunnyvale

Meeting Minutes - Draft Bicycle and Pedestrian Advisory Commission

Thursday, November 17, 2022

6:30 PM

Telepresence Meeting: City Web Stream

CALL TO ORDER

Pursuant to Government Code Subdivision 54953(e), the meeting was conducted telephonically; pursuant to state law, the City Council made the necessary findings by adopting Resolution No. 1089-21, reaffirmed on November 1, 2022.

Chair Mehlman called the meeting to order at 6:31 p.m. via teleconference.

ROLL CALL

- Present 5 -** Chair Leia Mehlman
Vice Chair Bryce Beagle
Commissioner Alex Bonne
Commissioner Richard Mehlinger
Commissioner Timothy Oey
- Absent 2 -** Commissioner Arwen Davé
Commissioner Dan Hafeman

Dennis Ng, Principal Transportation and Traffic Manager and Think Le, Transportation Engineer attended via teleconference.

Commissioner Davé (unexcused absent)
Commissioner Hafeman (excused absent)
Council Liaison Din (absent)

ORAL COMMUNICATIONS

Public Comment opened at 6:34 p.m.
No speakers.
Public Comment closed at 6:34 p.m.

CONSENT CALENDAR

Public Comment opened at 6:36 p.m.

No speakers.

Public Comment closed at 6:36 p.m.

- 1.A** [22-1091](#) Approve the Bicycle and Pedestrian Commission Meeting Minutes of October 20, 2022.

Approve the Bicycle and Pedestrian Commission Meeting Minutes of October 20, 2022 as submitted.

Commissioner Oey moved and Commissioner Bonne seconded the motion to approve item 1.A.

The motion carried by the following vote:

Yes 5 - Chair Mehlman
 Vice Chair Beagle
 Commissioner Bonne
 Commissioner Mehlinger
 Commissioner Oey

No 0

Absent 2 - Commissioner Davé
 Commissioner Hafeman

PUBLIC HEARINGS/GENERAL BUSINESS

- 2** [22-1096](#) Annual Review of City Code of Ethics and Conduct for Elected and Appointed Officials

Thinh Le, Transportation Engineer, commented on the Annual Review of Code of Ethics and Conduct for Elected and Appointed Officials. Staff makes no recommendation. This report is being presented to the Bicycle and Pedestrian Advisory Commission for review and to acknowledge the Code of Ethics and Conduct for Elected and Appointed Officials.

Vice Chair Beagle asked if there were any changes made from previous Code of Ethics. Mr. Le stated there was not.

Chair Mehlman commented on the following:

- Recommends to have future Code of Ethics document with the full date of the approved version in the footer

Commissioner Mehlinger commented and asked about the following:

- Recommends to have future Code of Ethics document with the approved version on the title page
- What is expected of the Board for a motion

Mr. Ng addressed the question.

Public Comment opened at 6:42 p.m.

No speakers.

Public Comment closed at 6:42 p.m.

Commissioner Mehlinger moved and Vice Chair Beagle seconded the motion the acknowledgement of receipt and review of the Code of Conduct. The motion carried by the following vote:

Yes 5 - Chair Mehlman
Vice Chair Beagle
Commissioner Bonne
Commissioner Mehlinger
Commissioner Oey

No 0

Absent 2 - Commissioner Davé
Commissioner Hafeman

3 [22-1099](#) Approve Draft BPAC 2023 Master Work Plan

Thinh Le, Transportation Engineer, gave a staff report on the BPAC 2023 Master Work Plan and commented on the following:

- Annual Work Plan for 2023 without specific schedule listed under "additional items yet to be scheduled"
- Annual Collision report along with the Vision Zero Plan Progress Update will be presented to the BPAC in July 2023 meeting
- Staff recommends to approve the draft 2023 Master Work Plan

Public Comment opened at 6:46 p.m.

No speakers.

Public Comment closed at 6:46 p.m.

Commissioner Mehlinger commented on the following:

- Add to work plan before Review of Recommended Budget on Sidewalk Pavement Quality in the City
- Add to work plan - have Valley Water give a presentation to the BPAC on its Creek Trail Design Practices

Vice Chair Beagle commented on the following:

- Agrees with Commissioner Mehlinger that there should be a Valley Water presentation to the BPAC on its Creek Trail Design Practices
- Have a special meeting for the Sidewalk Pavement Quality in the City (2 meetings in a month)
- Presentation to include cost breakdown

Mr. Ng addressed the comments.

Commissioner Oey commented and asked about the following:

- Is it Valley Water or the City that does paving?
- Next years full agenda

Mr. Ng addressed the question.

Commissioner Mehlinger asked if the BPAC could receive a study session outlining what the standard response procedure from the Department of Public Safety and the Department of Public Works is after a serious crash.

Mr. Ng stated that is being prepared for City Council and for the public at this time.

Commissioner Mehlinger moved and Commissioner Oey seconded the motion to approve the proposed work plan with the following modification:

- Request a Study Session on sidewalk conditions, repairs and ADA upgrades including backlog and cost estimates. Preferably to be scheduled before the budget discussion in May, 2023.

Commissioner Mehlinger commented on the following:

- Heard from members of the public about severely cracked pavement in the City
- BPAC is both a Bicycle and Pedestrian Advisory Commission

Commissioner Oey commented on the following:

- Agrees with Commissioner Mehlinger
- Wonders why sidewalks are so bad and not repaired in a timely matter

The motion carried by the following vote:

Yes 5 - Chair Mehlman
Vice Chair Beagle
Commissioner Bonne
Commissioner Mehlinger
Commissioner Oey

No 0

Absent 2 - Commissioner Davé
Commissioner Hafeman

STANDING ITEM: CONSIDERATION OF POTENTIAL STUDY ISSUES

Commissioner Mehlinger commented on the following:

- Draft Study Issue that has to do with traffic safety on Fair Oaks Avenue that has not been submitted

Public Comment opened at 7:06 p.m.

No speakers.

Public Comment closed at 7:06 p.m.

NON-AGENDA ITEMS & COMMENTS

-Commissioner Comments

Commissioner Mehlinger commented on the following:

- Resigning from his position of Commissioner on the BPAC effective December 31, 2022
- Thanked the BPAC and City staff for his time on the BPAC

Commissioner Oey commented asked about the following:

- Congratulated Commissioner Mehlinger for his time on the BPAC and for being elected to City Council
- 150 bicyclists at the Safe Ride to Safe Lives ride
- Commend Library for holding regular bike repair workshops
- Sunnyvale Holiday Lights Ride on December 17 at 6:30 p.m. at Ortega Park
- Would City staff have any interest in attending a Silicon Valley Bicycle Coalition Smart Cycling class?

-Staff Comments

Thinh Le, Transportation Engineer commented on the following:

- Willow Avenue Bike Lane improvement between Aster Avenue and Reed Avenue adding the Class IIB buffered bike lane is up and running
- Department of Public Safety has prepared a synopsis of collisions to help answer questions from the community, and to remind pedestrians, drivers and bicyclists about the importance of following the rules of the road
- More information at www.sunnyvale.ca.gov - Public Safety Accountability
- BPAC 2022 Work Plan has been completed
- BPAC December 2022 meeting will be cancelled

Dennis Ng thanked Commissioner Mehlinger for his service on the BPAC and congratulated him for being elected to City Council.

Commissioner Mehlinger thanked City staff for all that they do.

INFORMATION ONLY REPORTS/ITEMS

[22-1100](#) BPAC 2022 Annual Work Plan

[22-1101](#) Active Items List November 2022

Commissioner Mehlinger commented on the following:

- Status of California Avenue/Pajaro Avenue

Mr. Le stated the project is on schedule and should be completed by the end of the year.

[22-1102](#) 2022 Deferred Study Issues

ADJOURNMENT

Chair Mehlman adjourned the meeting at 7:13 p.m.



Sunnyvale

City of Sunnyvale

Agenda Item

23-0214

Agenda Date: 1/19/2023

REPORT TO BICYCLE AND PEDESTRIAN ADVISORY COMMISSION

SUBJECT

Ranking of 2023 Study Issues

Board/Commission Process for Ranking Study Issues

The Study Issues process is designed to assist City Council with setting policy study priorities for the coming calendar year. Board and commission members have two roles in this process:

- To advise Council regarding the identification of policy issues to study (i.e., the generation of study issue ideas for Council's consideration); and
- To advise Council on those issues Council has decided to study.

All procedures must comply with Council Policies [7.2.19 Boards and Commissions](#), [7.3.26 Study Issues Process](#), and Administrative Policy [Chapter 1, Article 15 Boards and Commissions](#). All board and commission members shall adhere to those operational practices and procedures as contained in the *Board and Commission Handbook* prepared by the Office of the City Clerk.

To ensure consistency in approach and practice, all boards/commissions shall use the same ranking process as Council for all proposed Study Issues (described below and captured in Council Policy [7.3.26 Study Issues Process](#)).

Ranking Process

Step 1: Review issues

Staff provides a brief summary of each proposed Study Issue. Any Study Issue ranked by a Board/Commission, must be signed/approved by the City Manager prior to ranking. Boards and commissions shall review and take action on only those issues under their purview, as determined by the City Manager. Items not under the specific purview of a board or commission may be presented to them for "information only".

Step 2: Questions of Staff

Staff will address questions Commissioners may have regarding each study issue.

Step 3: Public Hearing

Chairperson opens Public Hearing for public input on any of the issues under consideration. (Note: the Commission may not take action on, or rank any new issue raised by the public for which there is not already a study issue paper developed. Those seeking to raise new issues at this point in the process should be informed that their options are to seek Council sponsorship of their issue or submit it to the Board/Commission for the following year's process.) Chairperson will close the Public Hearing.

Step 4: Determine which issues, if any, will be dropped

Commissioners may make motions to drop issues from consideration. After the motion is seconded, discussion on each item may ensue. If the motion passes by a simple majority of those present, the Board/Commission will drop the issue. Such action suggests that there is no need to study the issue.

If the Board/Commission votes to drop an issue that was initiated by the Commission that same year, the issue will not be forwarded to City Council for the Council's consideration. If, however, the Commission votes to drop an issue that was not initiated by the Commission - meaning that it was initiated by staff, Council or another Commission - or that had been deferred or fell below the line in the previous year, the issue would be forwarded to Council with a notation that the Commission recommended it be dropped from consideration.

Step 5: Determine which issues, if any, will be deferred

Commissioners may make motions to defer issues from consideration to a later year. After the motion is seconded, discussion on each item may ensue. If the motion passes by a simple majority of those present, the Commission will not rank the issue. Such action suggests only that the issue is not currently a priority and/or it is not the appropriate time to study the issue.

If the Commission votes to defer an issue that was initiated by the Commission that year, the issue will not be forwarded to City Council for the Council's consideration. If the Commission votes to defer an issue that was not initiated by the Commission - meaning that it was initiated by staff, Council or another Commission - or that had been deferred or fell below the line in the previous year, the issue would be forwarded to Council with a notation that the Commission recommended it be deferred from consideration.

Step 6: Commission discussion on issues to be ranked

Commissioners have the opportunity to speak to the remaining issues to be ranked and to discuss merits and priorities before ranking the remaining issues. No motion is required.

Step 7: Commissioners rank issues individually

Depending on the number of issues left to rank, the Board/Commission shall utilize one of the following ranking methods:

Simple Majority/Borda Count (for ranking ten or fewer issues) – Commissioners individually and simultaneously rank each of the remaining issues. Rankings are from 1 to the total number of issues, with "1" representing the issue with the highest priority for study. Each number can be used only once (no ties) and each issue must receive a ranking.

Choice Ranking (for ranking eleven or more issues) – the number of items to be ranked is divided by three and each Commissioner is given that many votes. Each Commissioner allocates his or her votes, one each, to different issues. Some issues will receive votes, others may not, depending on the total number of issues and the number targeted for selection. A tally is made for each issue selected. Two-way ties between issues are resolved by quick votes of the group. Multiple ties are resolved in the same manner as before: dividing by three (if four items are tied, for example, each member gets one vote to assign to one of those issues). The issues that receive the most votes are thereby prioritized. If necessary and desired, the process is repeated for the remaining issues (the ones that didn't get votes the first time).

Regardless of ranking method, all individual Commissioner ranking votes and final Board/Commission rank recommendations will become a part of the official record and shall be made available to the public.

Step 8: Combined ranking determined

A combined Commission ranking is determined when staff totals the individual ranking from all Commissioners for each issue.

Simple Majority/Borda Count The issue with the lowest total becomes the Commission's Priority 1 issue; the next lowest total is Priority 2, etc.

Choice Ranking The issues that receive the most votes becomes the Commission's Priority 1 issue; the next lowest total is Priority 2, etc.

Step 9: Tie Breaks

Two-way ties should be resolved by quick hand votes of the Board/Commission.

Three-way (or more) ties should be resolved using a tie break ranking sheet. The sheet lists all tied issues and the Board/Commission ranks in order, first to last choice. The issues receiving the most votes get the higher priority. This step is repeated if there are multiple ties.

Step 10: Acceptance of rankings

A motion is then made to accept, reject or modify the overall Commission rankings for issues. After the motion is seconded, discussion may ensue. Simple majority is required for passage.

After the Commission Ranking

B/C liaisons are responsible for inputting the commission's rankings in the B/C Ranking Spreadsheet provided by OCM. The completed sheet is due to OCM in early December.

Council will hold a Public Hearing on Study Issues in early January. The Chair or his/her appointee is encouraged to speak before Council and share the Board/Commission's recommended rankings.

Issues Sponsored AFTER Commission Ranking

If a study issue is sponsored after the Commission has held its ranking meeting, the issue will identify the paper as "too late to rank" for the B/C. In this instance, Commissioners are able to attend the January Public Hearing, identify themselves as Commissioners, and testify on how they would have voted (as an individual) had this item gone before the Commission (I would have voted to [drop, defer, rank] this item).

Key Dates for each year are available on the [Proposed Study Issues](#) page on the website.

Note: There is no proxy ranking: Commissioners must be present to rank study issues.



BPAC Commission
2023 Study Issues Rankings

**Study Issues with an asterisk fell below the line or were deferred by Council last year. They will be reviewed by Council regardless of any Commission recommendations.*

Proposed 2023 Study Issues		Commissioner's Ranking #1 = Highest Priority								Composite Score of ALL	Commission's Final Ranking
Number	Title	Staff Rec	Mehlman	Beagle	Oey	Hafeman	Davé	Bonne			
CDD 22-04*	Adopt Personal Electric Vehicle (PEV) Parking Standards	Drop									
DPW 21-01*	Bike Lanes on Hollenbeck Avenue between El Camino Real and Homestead Road	Drop									
DPW 22-02*	Simplify Sidewalk Riding Ordinance	Drop									
DPW 23-02	Develop a Safe Routes to Parks Master Plan	Drop									
DPW 23-03	Develop Bicycle Wayfinding Signage Plan	Drop									

Proposed 2023 Study Issues		Commissioner's Ranking #1 = Highest Priority								Composite Score of ALL	Commission's Final Ranking
Number	Title	Staff Rec	Mehlman	Beagle	Oey	Hafeman	Davé	Bonne			
FIN 22-01*	Explore a General Election Ballot Measure to Fund Bicycle and Pedestrian Infrastructure Projects	Drop									

TIE BREAK RANKING SHEET

Board/Commission Member: _____

FIRST TIE BREAK

Please **print the study issue number of all that are tied**, ranked in order of first to last choice.

First Choice:	
Second Choice:	
Third Choice:	
Fourth Choice:	
Fifth Choice:	
Sixth Choice:	
Seventh Choice:	

SECOND TIE BREAK

Please **print the study issue number of all that are tied**, ranked in order of first to last choice.

First Choice:	
Second Choice:	
Third Choice:	
Fourth Choice:	
Fifth Choice:	
Sixth Choice:	
Seventh Choice:	



City of Sunnyvale

Agenda Item

23-0113

Agenda Date: 2/16/2023

2023 COUNCIL STUDY ISSUE

NUMBER

CDD 22-04

TITLE Adopt Personal Electric Vehicle (PEV) Parking Standards

BACKGROUND

Lead Department: Community Development Department

Support Departments: Office of the City Manager
Office of the City Attorney
Department of Public Works

Sponsor(s): Bicycle and Pedestrian Advisory Commission

History: 1 year ago: Deferred by Bicycle and Pedestrian Advisory Commission
2 years ago: N/A

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 an especially attractive commuting option. 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. The Study would include an assessment of potential costs, including capital and operating, as well as revenue/savings.

EXPECTED CITY COUNCIL, BOARD OR COMMISSION PARTICIPATION

Council-Approved Work Plan: No

Council Study Session: No

Reviewed by Boards/Commissions: Planning Commission, Bicycle and Pedestrian Advisory Commission

STAFF RECOMMENDATION

Drop. This policy issue does not merit discussion at a Study Issues Workshop.

The City already has standards for secured and unsecured bicycle parking for new developments under the Sunnyvale Municipal Code. Secured bicycle parking spaces can be used not only for bicycle parking but may also be used for PEV parking. Staff also has the potential to work with applicants of new development projects to broaden their bicycle parking areas to allow for additional types of PEVs, if the demand exists. The Santa Clara Valley Transportation Authority (VTA) recently updated their *Bicycle Technical Guidelines - Chapter 10 Bike Parking* in May 2022, which is used by agencies in the County in designing bicycle facilities. This update added new information on bicycle storage rooms, electrical charging areas in bike rooms, and PEV parking. Finally, since personal transportation technologies are evolving rapidly, it will be difficult to draft parking standards that would be applicable for all future PEV types.

Prepared by: Lillian Tsang, Principal Transportation Engineer

Reviewed by: Amber Blizinski, Principal Planner

Reviewed by: Shaunn Mendrin, Planning Officer

Reviewed by: Chip Taylor, Director, Public Works

Reviewed by: Trudi Ryan, Director, Community Development

Reviewed by: Teri Silva, Assistant City Manager

Approved by: Kent Steffens, City Manager



City of Sunnyvale

Agenda Item

23-0105

Agenda Date: 2/16/2023

2023 COUNCIL STUDY ISSUE

NUMBER

DPW 21-01

TITLE Bike Lanes on Hollenbeck Avenue between El Camino Real and Homestead Road

BACKGROUND

Lead Department: Public Works

Support Departments: Office of the City Manager
Office of the City Attorney

Sponsor(s): Bicycle and Pedestrian Advisory Commission

History: 1 year ago: Deferred by Council
2 years ago: Deferred by Bicycle and Pedestrian Advisory Commission

SCOPE OF THE STUDY

What precipitated this Study?

Hollenbeck Avenue is classified as a collector street and spans from El Camino Real to Homestead Road. The roadway becomes Pastoria Avenue north of El Camino Real and Stelling Road south of Homestead Road. Since there are existing bicycle lanes between El Camino Real and Danforth Avenue and between Alberta Avenue and Homestead Road, the actual Study Segment consists of Hollenbeck Avenue between Danforth Drive to the north and Alberta Avenue to the south. The Study Segment mostly consists of a two-lane road with on-street parking and includes turn lanes at Danforth Drive, Torrington Drive, and Fremont Avenue. The Study Segment does not have bicycle facilities. However, there are Class II Bicycle Lanes on Hollenbeck Avenue north of Danforth Drive to El Camino Real and on Hollenbeck south of Alberta Avenue and continuing on Stelling Road south of Homestead Road throughout Cupertino.

The land uses adjacent to the Study Segment mostly consist of single-family homes with a few local serving properties such as commercial buildings, Challenger School (private school), Church of the Resurrection and Resurrection Catholic School (private school), and Serra Park. In addition, De Anza College is adjacent to Stelling Road in Cupertino.

The purpose of the Study is to determine the feasibility of installing Class II bicycle facilities on the Study Segment to close the gap of missing bicycle lanes and provide direct access to schools, parks, and retail through the Hollenbeck Avenue/Stelling Road corridor.

What are the key elements of the Study?

The Study will include a review of existing and future vehicle, bicycle, and parking usage on Hollenbeck Avenue between Homestead Road and El Camino Real. The project will include level of service analysis, collision analysis, and a parking occupancy analysis. Data collection will consist of

traffic volumes, collision records, and parking counts.

The Study will also include a re-analysis of the Active Transportation Plan (ATP), which does not contemplate Class II bicycle facilities on the corridor, and the General Plan as part of the need determination. Furthermore, the Study will evaluate the most appropriate bicycle facility, if feasible, for this segment of Hollenbeck Avenue based on existing roadway widths. Vehicle travel lanes may only be narrowed to no less than 11 feet. This task will require a road survey of the Study Segment to obtain accurate roadway widths and for the development of conceptual implementation plans.

Finally, this project will require a public outreach component to evaluate public support for the project. Public outreach may consist of a variety of tasks including community meetings, online surveys, and mail surveys for adjacent properties that would be affected by the parking removal.

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 including the analysis and the development of recommendations, as well as the public outreach efforts.

Cost to Implement Study Results

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

EXPECTED CITY COUNCIL, BOARD OR COMMISSION PARTICIPATION

Council-Approved Work Plan: No

Council Study Session: No

Reviewed by Boards/Commissions: Bicycle and Pedestrian Advisory Commission

STAFF RECOMMENDATION

Drop. This policy issue does not merit discussion at a Study Issues Workshop.

The existing roadway width on Hollenbeck Avenue within the Study Segment prohibits the possibility of implementing bike lanes without the removal of existing on-street parking or a vehicle turning lane at some of the intersections. This could negatively impact the parking needs of the residents or other properties along the Hollenbeck Avenue corridor and the traffic operations at the intersections along the Study Segment.

Additionally, the City has adopted the Active Transportation Plan (ATP), which has identified several bicycle, pedestrian, and safe routes to school improvements that are needed throughout the City. Staff resources will be dedicated to implementing the improvements identified in the ATP. The ATP describes improvements on parallel nearby facilities such as a Class IV facility on Sunnyvale-

Saratoga Road and Class II facility and protected intersections along Mary Avenue.

Prepared by: Lillian Tsang, Principal Transportation Engineer

Reviewed by: Dennis Ng, Transportation and Traffic Manager

Reviewed by: Chip Taylor, Director, Public Works

Reviewed by: Teri Silva, Assistant City Manager

Approved by: Kent Steffens, City Manager



City of Sunnyvale

Agenda Item

23-0108

Agenda Date: 2/16/2023

2023 COUNCIL STUDY ISSUE

NUMBER

DPW 22-02

TITLE Simplify Sidewalk Riding Ordinance

BACKGROUND

Lead Department: Department of Public Works

Support Departments: Office of the City Manager
Office of the City Attorney
Department of Public Safety

Sponsor(s): Bicycle and Pedestrian Advisory Commission

History: 1 year ago: Deferred by Bicycle and Pedestrian Advisory Commission
2 years ago: N/A

SCOPE OF THE STUDY

What precipitated this Study?

Sunnyvale Municipal Code (SMC) Chapter 10.56 (Bicycles) supplements all laws of the state of California with regard to bicycle use. In May 2020, the City Council adopted an ordinance to update SMC Section 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 Bicycle and Pedestrian Advisory Commission (BPAC) would like to study revising the SMC to allow for the safe operation of bicycles, electric bicycles, roller skates and skateboards on sidewalks with pedestrians.

What are the key elements of the Study?

The Study will include a review of existing state laws and the SMC to identify what is currently mandated by the state law and the kind of local ordinances that can be adopted for the safe operation of bicycles, electric bicycles, roller skates, or skateboards on sidewalks in conjunction with pedestrians. In addition, the Study will include a review of local ordinances and municipal codes adopted by neighboring jurisdictions related to where and when bicycles, electric bicycles, roller skates or skateboards can be operated.

The Study will include a public outreach component to gather feedback on allowing the usage of bicycles, electric bicycles, roller skates and skateboards on sidewalks. This public outreach component will include a community meeting and an online survey.

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 SMC 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:	\$150,000
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 recommendations, as well as the public outreach effort.

Cost to Implement Study Results

Minimal or no cost expected to implement.

EXPECTED CITY COUNCIL, BOARD OR COMMISSION PARTICIPATION

Council-Approved Work Plan: No
Council Study Session: No
Reviewed by Boards/Commissions: Bicycle and Pedestrian Advisory Commission

STAFF RECOMMENDATION

Drop. This policy issue does not merit discussion at a Study Issues Workshop.

The City can only adopt local ordinances that are not already regulated or prohibited by state laws. California Vehicle Code Section 21206 allows local authorities, by ordinance, to regulate the operation of bicycles on pedestrian facilities. SMC Section 10.56.140 clearly defines where bicycles can be operated within the City.

Sidewalk widths are not uniform within the City. In some areas, the sidewalk width would be as narrow as six feet. If bicycles are allowed to operate on sidewalks, it might create an unsafe condition for pedestrians if bicyclists do not give pedestrians right-of-way. In addition, if bicycles were to travel on sidewalks in the opposite direction of traffic, it would also create an unsafe condition as drivers coming out from driveways and/or entering an intersection would not have expected bicyclists from the opposite direction.

Prepared by: Lillian Tsang, Principal Transportation Engineer
Reviewed by: Chip Taylor, Director, Public Works
Reviewed by: Teri Silva, Assistant City Manager
Approved by: Kent Steffens, City Manager



City of Sunnyvale

Agenda Item

23-0116

Agenda Date: 2/16/2023

2023 COUNCIL STUDY ISSUE

NUMBER

DPW 23-02

TITLE Develop a Safe Routes to Parks Master Plan

BACKGROUND

Lead Department:	Department of Public Works
Support Department:	Office of the City Manager Office of the City Attorney Department of Public Safety
Sponsor(s):	Bicycle and Pedestrian Advisory Commission
History:	1 year ago: N/A 2 years ago: N/A

SCOPE OF THE STUDY

What precipitated this Study?

The City adopted the Active Transportation Plan (ATP) in 2020, which includes three comprehensive plans: Bicycle Plan, Pedestrian Plan, and Safe Routes to School (SRTS) Plan. Concurrently, the City has conducted substantial investments in the public parks within the City, including the renovation of Fair Oaks Park, and the construction of Wisner Park, Swegles Park, and Muwékma Park. However, some of the public parks within the City lack direct bicycle and/or pedestrian access.

The purpose of this Study is to develop a Safe Routes to Parks Master Plan to evaluate the bicycle and pedestrian networks to and from all public parks within the City. The Plan will make recommendations for improvements to provide a safe, comfortable, connected and conveniently accessible bicycle and pedestrian network to and from public parks.

What are the key elements of the study?

The Study will include a review of all public parks within the City to identify multimodal improvements to and from each of the public parks. In addition, the Study will gather and evaluate traffic data, including bicycle and pedestrian activity near every public park. Collision data near every public park will also be analyzed to identify problem areas and possible short and long-term improvements, including cost estimates for implementation.

In order to develop a comprehensive plan, the Study will include a public outreach component to gather feedback from the residents and commuters. The public outreach may consist of a variety of tasks, including community meetings and online surveys. Furthermore, the Study will include coordination with various departments within the City, including the Parks Division of the Department of Public Works, Department of Public Safety, and Office of the City Manager for reviewing, commenting and approving the master plan.

The final plan will include specific action items, conceptual cost to implement the recommended improvements, and potential funding sources.

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:	\$250,000
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 recommendations, as well as the public outreach efforts.

Cost to Implement Study Results

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

EXPECTED CITY COUNCIL, BOARD OR COMMISSION PARTICIPATION

Council-Approved Work Plan: No
Council Study Session: No
Reviewed by Boards/Commissions: Bicycle and Pedestrian Advisory Commission

STAFF RECOMMENDATION

Drop. This policy issue does not merit discussion at a Study Issues Workshop.

The City has adopted the Active Transportation Plan (ATP) in 2020, which includes three chapters: Bicycle Plan, Pedestrian Plan, and Safe Routes to Schools (SRTS) Plan. The ATP has identified bicycle and pedestrian network improvements that consider the origins and destinations of users throughout the City, including parks, retail, housing, schools, job centers, and transit stations. The Pedestrian Plan chapter provides recommended improvements for various types of intersections. In addition, the City has recently adopted the Americans with Disabilities Act (ADA) Self-Evaluation and Transition Plan, which assessed the extents of physical barriers for City owned facilities and identified the improvements and the associated costs necessary to achieve compliance for accessibility. Staff resources will be dedicated to implementing the improvements identified in both the ATP and the ADA Self-Evaluation and Transition Plan to improve bicycle and pedestrian networks and connections to various destinations within the City, including public parks.

Prepared by: Lillian Tsang, Principal Transportation Engineer
Reviewed by: Chip Taylor, Director, Department of Public Works
Reviewed by: Teri Silva, Assistant City Manager
Approved by: Kent Steffens, City Manager



City of Sunnyvale

Agenda Item

23-0115

Agenda Date: 2/16/2023

2023 COUNCIL STUDY ISSUE

NUMBER

DPW 23-03

TITLE Develop Bicycle Wayfinding Signage Plan

BACKGROUND

Lead Department: Department of Public Works

Support Departments: Office of the City Manager
Office of the City Attorney

Sponsor(s): Bicycle and Pedestrian Advisory Commission

History: 1 year ago: N/A
2 years ago: N/A

SCOPE OF THE STUDY

What precipitated this study?

Currently, the City of Sunnyvale has a few guided bike routes with the intention of assisting bicyclists in finding ways to Sunnyvale neighborhoods or other points of interest mostly by utilizing streets with lower vehicular traffic volumes. The Bicycle and Pedestrian Advisory Commission (BPAC) would like the City to develop a comprehensive bicycle wayfinding program by providing wayfinding signs along bike lanes, multi-use trails, and bicycle boulevards to assist bicyclists in navigating the city. These wayfinding signs could guide bicyclists to schools, shopping districts, major bicycle routes, connections to neighboring cities, and even historic sites and landmarks.

The purpose of the Study is to develop a comprehensive bicycle wayfinding signage program to be implemented within the city, which would encourage bicycling by making it easier for bicyclists to navigate the city.

What are the key elements of the Study?

The Study will include a review of wayfinding signs installed in neighboring jurisdictions and those already in-place or planned for in the City. The review will also consist of the design, content, placement of signs and it will factor in the need and current state of the art considering the prevalence of mobile phone and mapping applications.

In addition, the Study will include a review of the City's bicycle network to determine popular destinations, and the location for the existing and new wayfinding signs. The Study will include an online survey to obtain input from the public on desired destinations to wayfind to and how people currently wayfind.

The Study will determine which destinations should be included in the wayfinding signage based on trip demand and where existing bicycle facilities are, and may include public schools, parks, libraries,

community center, City Hall, downtown, post offices, transit centers, and other employment and shopping districts, as well as neighboring cities.

The Study will also include a cost estimate to install and maintain the proposed Wayfinding signs.

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 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 recommendation, as well as the public online survey effort.

Cost to Implement Study Results

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

EXPECTED CITY COUNCIL, BOARD OR COMMISSION PARTICIPATION

Council-Approved Work Plan: No
Council Study Session: No
Reviewed by Boards/Commissions: Bicycle and Pedestrian Advisory Commission

STAFF RECOMMENDATION

Drop. This policy issue does not merit discussion at a Study Issues Workshop.

The Santa Clara Valley Transportation Authority (VTA) Bicycle and Pedestrian Advisory Committee (BPAC) has a Wayfinding Subcommittee whose goal is to develop bicycle wayfinding guidelines, which will be used by agencies in the County to implement a cohesive wayfinding program across the different jurisdictions. To date, the VTA BPAC Wayfinding Subcommittee has completed a literature review of best practices in bicycle wayfinding in different jurisdictions around the country. Next, the Subcommittee will review local agency practices, obtain input from local agencies, and develop the guidance document outline. If the Subcommittee and VTA staff have capacity, they will then develop best practice recommendations for the County. In parallel, VTA staff is requesting funding in the fiscal year (FY) 2024/25 two-year budget cycle to hire a consultant to provide professional services in developing bicycle wayfinding guidelines, which would include wayfinding recommendations for Bicycle Superhighways and Cross County Bicycle Corridors. The consultant will draw from the initial literature and best practice review conducted by the VTA BPAC Wayfinding Subcommittee. The draft recommendation will be presented to the VTA Capital Improvement Program (CIP) Working Group and Technical Advisory Committee (TAC) for review and comments in mid 2024 once funding is approved. Once the bicycle wayfinding guidance document is finalized, it will be used as an implementation guideline for agencies in the County to implement a wayfinding program.

In Sunnyvale, the Lawrence Station Sense of Place Plan (adopted in 2021) already includes a Wayfinding Plan and wayfinding design for the Lawrence Station Specific Plan area. In addition, Google LLC has also proposed a voluntary improvement to be implemented in the Moffett Park Specific Plan area, which includes the installation of Class I multi-use trail (GreenLink) and wayfinding signs along Gibraltar Avenue and Borregas Avenue.

Prepared by: Lillian Tsang, Principal Transportation Engineer
Reviewed by: Chip Taylor, Director, Department of Public Works
Reviewed by: Teri Silva, Assistant City Manager
Approved by: Kent Steffens, City Manager



City of Sunnyvale

Agenda Item

23-0114

Agenda Date: 2/16/2023

2023 COUNCIL STUDY ISSUE

NUMBER

FIN 22-01

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

BACKGROUND

Lead Department: Department of Finance

Support Departments: Office of the City Manager
Office of the City Attorney
Department of Public Works

Sponsor(s): Bicycle and Pedestrian Advisory Commission

History: 1 year ago: Deferred by Bicycle and Pedestrian Advisory Commission
2 years ago: N/A

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 that the City can use to pay bond debt service 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 process to establish a new tax will be outlined, the amount of revenue various tax levels would generate, the size of capital funding that could be obtained against each of those levels, and fund public polling to determine the likelihood of passage of a new tax by the voters if the City Council directed staff to move forward with an initiative. As this would be a special purpose tax, it requires two-thirds voter approval 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.

If a new tax ballot measure is selected by City Council, 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 whether or not to move forward with a ballot measure. At that time an additional appropriation may be required for public education and the election 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:	\$100,000
Funding Source:	Will seek budget supplement

The cost will be for a consultant to conduct the analysis and conduct polling. If no action is taken to move forward with polling, the total cost will be less.

Cost to Implement Study Results

Unknown. The Study would include assessment of potential project costs, including capital and operating, as well as revenue/savings. If the result of the Study is to carry a measure to the ballot, approximately \$150,000 in additional funding would be required to place the measure on the ballot. Additionally, approximately \$50,000 in public education funding will be required.

EXPECTED CITY COUNCIL, BOARD OR COMMISSION PARTICIPATION

Council-Approved Work Plan: No

Council Study Session: Yes

Reviewed by Boards/Commissions: Bicycle and Pedestrian Advisory Commission

STAFF RECOMMENDATION

Drop. This policy issue does not merit discussion at a Study Issues Workshop.

The City has several on-going and upcoming capital improvement projects that could be bond funded or will require bond funding. These include funding for the construction of the fire stations within the Fire Station Master Plan, Civic Center Phase 2 - Main Library, and Corporation Yard facilities. In addition, the Mary Avenue Overcrossing project and the Caltrain Grade Separation project at Sunnyvale Avenue and Mary Avenue are planning improvements where the City needs to start identifying a funding mechanism to design and construct them.

Furthermore, Council Fiscal Policy 7.1 C.2.1 states that “[g]overnmental capital improvements should be funded on a “pay-as-you-go” basis in most cases. Alternate financing strategies may be considered in light of the specific project and the consequences of each financing strategy.”

To implement bicycle and pedestrian improvements within the City, staff will continue to look for grant funding opportunities and utilize Traffic Impact Fee revenue as matching funds. In addition, as land

use development projects get approved, staff will require developers to implement bicycle and pedestrian improvements along their project frontage or to pay their fair share contribution for the improvement costs.

Prepared by: Tim Kirby, Director, Department of Finance

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

Reviewed by: Teri Silva, Assistant City Manager

Approved by: Kent Steffens, City Manager



City of Sunnyvale

Agenda Item

23-0215

Agenda Date: 1/19/2023

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

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

Notes 2022-12-07

VTA Working Groups meeting summary; a BPAC, CAC, VTA Staff joint session.

Wide-ranging discussion on VTA vision and plan for future of transportation in Bay Area.

- Logo of VTA does not display full spectrum of transportation modes supported or offered by VTA.
- How to change the culture of biking, walking, bus, train, driving? For example, when a friend asks “how to get to {the big event}?”, rarely is the answer “it’s so much easier & cheaper to take the bus”. Likewise, it’s “good to bike to be eco-friendly or for exercise, but not yet due to inability to afford a car.”
- Improve bicycle expressways
- Make Public Transport Free?
- Quantitative data on actual use and desired use needed, including VMT, Ridership, Bike distances, car occupancy rates.
- Define goals for last/first mile
- Improve VTA routes to SJC, SFO. Other small airports also?
- Match housing to commuting, and commuting to housing.
- How to shift private shuttle commute rides to VTA?
- Modernize expressway design guidelines to improve access to/from when using VTA + walking/biking

Send your ideas to VTA!

Announcement:

Herman Wadler: Road Commission has 4 openings.



Sunnyvale

City of Sunnyvale

Agenda Item

23-0216

Agenda Date: 1/19/2023

REPORT TO BICYCLE AND PEDESTRIAN ADVISORY COMMISSION

SUBJECT

BPAC 2023 Draft Annual Work Plan

Draft 2023 Master Work Plan

Bicycle and Pedestrian Advisory Commission

Annual Calendar

MEETING DATE	AGENDA ITEM/ISSUE
January 19	<ul style="list-style-type: none"> • Ranking of 2023 Study Issues
February 16	<ul style="list-style-type: none"> • Climate Action Playbook Progress Update 2022 • Stevens Creek Trail Extension • Discussion of Utility Bill Concepts • Discussion of TDA Funding
March 16	<ul style="list-style-type: none"> • Moffett Park Specific Plan • Bernardo Avenue Bicycle/Pedestrian Undercrossing • Utility Bill Concept Designs • Council Ranking of Study Issues (Information item)
April 20	<ul style="list-style-type: none"> • Homestead Road Full-time Bike Lane Study • Discussion of TDA Funding
May 18	<ul style="list-style-type: none"> • Mary Avenue Overcrossing • Review Recommended Budget
June 15	<ul style="list-style-type: none"> • Recognition of Service • Utility Bill Stuffer Update (Information item) • Annual Slurry Seal List (Information item)
July 20	<ul style="list-style-type: none"> • Annual reporting on collisions involving pedestrians and cyclists • Vision Zero Plan Progress Update • Selection of Chair and Vice Chair
August 17	<ul style="list-style-type: none"> • Active Transportation Plan Progress Update • VTA Measure B Education and Encouragement Potential Projects
September 21	<ul style="list-style-type: none"> • Climate Action Playbook Game Plan 2028 • Study Issues Sponsorship (for Scenario 1)
October 19	<ul style="list-style-type: none"> • Safe Routes to School Coordinator Update • Final month to Propose Study Issues • Study Issues Sponsorship (for Scenario 2, if necessary) • Review Sponsored Study Issues Write-up (for Scenario 1 only)
November 16	<ul style="list-style-type: none"> • Climate Action Playbook Progress Update 2023 • Central Arques Specific Plan • Approve 2024 Master Work Plan
December 21	<ul style="list-style-type: none"> • Final month to Approve 2024 Master Work Plan

MEETING DATE	AGENDA ITEM/ISSUE
	<ul style="list-style-type: none">• Final month for Annual Review of Code of Ethics and Conduct for Elected and Appointed Officials

Additional items yet to be scheduled:

- Study Issues may be proposed for any meeting throughout the year
- Bicycle and Pedestrian Access Improvements at Sunnyvale Caltrain Station
- East Channel Trail Master Plan
- Pedestrian and Bicycle Facility Installation on Tasman Drive from Fair Oaks Avenue to Lawrence Expressway
- Sidewalk Conditions



Sunnyvale

City of Sunnyvale

Agenda Item

23-0217

Agenda Date: 1/19/2023

REPORT TO BICYCLE AND PEDESTRIAN ADVISORY COMMISSION

SUBJECT

Active Items List January 2023

Bicycle and Pedestrian Advisory Commission

Active Items List

Item #	Item	PM	Due Date (Approx)	Status	Last Updated
1	Pedestrian and Bicycle Facility Installation on Tasman Drive	Le	Dec. 2024	Staff is in the process of selecting a consultant and staff is hoping to have a consultant on board in March 2023.	1/19/2023
2	Enhanced Crosswalk on California Avenue at Pajaro Avenue	Llamas	TBD	The Contract has been awarded in December 2021. The project has started in early March 2022 and the project construction will start in fall 2022. The project is currently in the construction phase. Due to the weather condition, the project will be completed by the end of January 2023.	1/19/2023
3	Stevens Creek Trail Extension	Obeso	TBD	This project includes Phase I: West Remington Drive to West Fremont Avenue (led by Sunnyvale) and Phase II: Dale Avenue-Heather stone Way to West Remington Drive (led by Mountain View). VTA, Mountain View and Sunnyvale staff are coordinating on the project timelines and next steps for each phase. City Council awarded a contract to a consultant team on June 7, 2022 for the Environmental and Design phases of the trail segment between W. Remington Dr. and W. Fremont Ave. The consultant team is preparing trail alignment alternatives for outreach activities. The first community outreach meeting was on the January 18, 2023 and this project will be brought to BPAC in February 2023 for recommendations to City Council.	1/19/2023
4	Bernardo Caltrain Under-crossing	Obeso	TBD	The project team has been refining the alternatives to incorporate feedback received to date. The alternatives have been narrowed down to two options. These options will be presented to the community through outreach meeting. The community meeting is scheduled for February 2, 2023. The project is currently scheduled to be brought to BPAC for recommendations to City Council in March 2023.	1/19/2023
5	Pedestrian/Bicycle Pathway Spot Improvements	Talavera	2023	Staff is working on the scope of work for the spot improvements needed. Expected to complete it by end of January 2023 and subsequently prepare the Request for Proposal by early Spring 2023.	1/19/2023
6	Improve Bicycle and Pedestrian Access at Sunnyvale Caltrain Station	TBD	Feb. 2025	Staff is finalizing the Request for Proposal (RFP). Once the RFP is ready, staff will initiate the consultant procurement process and advertise the RFP.	1/19/2023
7	Homestead Road Bike Lanes Study	Wong	Spring 2023	Staff is working with the consultant to finalize design alternatives. Staff will host a final community meeting to discuss the considerations for each alternative and collect input. The meeting will be held online on January 26 from 6 p.m to 7:30 p.m.	1/19/2023
8	Caltrain Grade Separation Feasibility Study	Obeso	TBD	BPAC made a recommendation to City Council for the Sunnyvale Avenue location at its July 2022 meeting. Subsequently, BPAC made a recommendation to City Council for the Mary Avenue location at a Special BPAC meeting held on August 1, 2022. City Council reviewed the results and community feedback on the Mary Avenue location at a Public Hearing on August 30. City Council selected the Underpass with Jughandle option for environmental clearance. City Council reviewed the results and community feedback on the Sunnyvale Avenue location at a Public Hearing on September 27. City Council selected the Bicycle and Pedestrian Underpass option for environmental clearance. The project team is currently working on completing the Feasibility Study.	10/20/2022
9	East-West Channel Trail	Ng	TBD	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. Valley Water continues to manage the Project. Valley Water has completed its design and continues to work to acquire final leasing agreements and temporary construction easements from Santa Clara County and San Francisco Public Utilities Commission (SFPUC). on February 22, 2022, the Valley Water Board of Directors approved the agreement with Google for short-term and long-term responsibilities for the proposed 1,100-feet of the West Channel. Valley Water continues to work on getting required permits from regulatory agencies to obtain required permits prior to bidding for construction. They expect to receive these permits in 2022 and begin construction in 2023 and complete the project by the end of 2026.	6/16/2022
10	Road Overlay, Slurry, Reconstruction & Chip Schedule	Ng	Annual	List was included in June 2022 BPAC meeting agenda packet.	6/16/2022
11	Bike to Work Day	Tsang	Annual	Silicon Valley Bicycle Coalition Bike to Wherever Day 2022 was held on Thursday May 19, 2022 to Sunday May 22, 2022.	6/16/2022
12	Utility Bill Insert	Tsang	Annual	The 2022 Utility Bill Insert will be mailed out with the Utility Bill in July/August 2022.	2/17/2022