



City of Sunnyvale

Notice and Agenda Bicycle and Pedestrian Advisory Commission

Thursday, February 15, 2024

6:30 PM

Online and Bay Conference Room, City
Hall, 456 W. Olive Ave.,
Sunnyvale, CA 94086

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

Public Participation

- *In-person participation: You may provide public comment by filling out a speaker card (optional) and giving it to the Recording Officer.*

As a courtesy, and technology permitting, members of the public may also attend online. However, the City cannot guarantee that the public's access to online technology will be uninterrupted, and technical difficulties may occur from time to time. Unless required by the Ralph M. Brown Act, the meeting will continue despite technical difficulties for participants using the online option.

- *Online participation: You may provide audio public comment by connecting to the 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, 456 W. Olive Avenue, 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: Angela Wong may be reached at 408-730-7579 or awong@sunnyvale.ca.gov (28 CFR 35.160 (b) (1)).

CALL TO ORDER

SALUTE TO THE FLAG

ROLL CALL

PRESENTATION

A [24-0368](#) Tasman Pedestrian-Bicycle Improvements Study Issue

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 [24-0369](#) Approve the Bicycle and Pedestrian Commission Meeting Minutes of January 18, 2024.

Recommendation: Approve the Bicycle and Pedestrian Commission Meeting Minutes of January 18, 2024 as submitted.

- 1.B [24-0319](#) Approve the Bicycle and Pedestrian Special Meeting Minutes of January 29, 2024.

Recommendation: Approve the Bicycle and Pedestrian Commission Special Meeting Minutes of January 29, 2024 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 [24-0362](#) Discussion on Design Concepts for 2024 Utility Bill Insert
- 3 [24-0363](#) Discussion on Projects for Transportation Development Act (TDA) Article 3 Application
- 4 [24-0364](#) 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

- [24-0365](#) BPAC 2024 Annual Work Plan
- [24-0366](#) Active Items List February 2024
- [24-0367](#) 2024 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 456 W. Olive Avenue, during normal business hours and in the Bay Conference Room (Room 145) on the evening of the Bicycle and Pedestrian Advisory Commission Meeting, pursuant to Government Code §54957.5.

Agenda information is available by contacting Angela Wong at 408-730-7579 or pubworks@sunnyvale.ca.gov. Agendas and associated reports are also available 72 hours before the meeting on the City's website at sunnyvale.ca.gov and during normal business hours at the NOVA Workforce Services reception desk located on the first floor of City Hall at 456 W. Olive Avenue.



City of Sunnyvale

Agenda Item

24-0368

Agenda Date: 2/15/2024

REPORT TO BICYCLE AND PEDESTRIAN ADVISORY COMMISSION

SUBJECT

Tasman Pedestrian-Bicycle Improvements Study Issue

Thinh Le, City of Sunnyvale Transportation Engineer, and Adam Dankberg, Kimley-Horn Project Manager, will present the project overview, data collection and analysis, and alternatives for Tasman Pedestrian-Bicycle Improvements Study.



City of Sunnyvale

Agenda Item

24-0369

Agenda Date: 2/15/2024

REPORT TO BICYCLE AND PEDESTRIAN ADVISORY COMMISSION

SUBJECT

Approve the Bicycle and Pedestrian Commission Meeting Minutes of January 18, 2024.

RECOMMENDATION

Approve the Bicycle and Pedestrian Commission Meeting Minutes of January 18, 2024 as submitted.



City of Sunnyvale

Meeting Minutes - Draft Bicycle and Pedestrian Advisory Commission

Thursday, January 18, 2024

6:30 PM

Online and Bay Conference Room, City
Hall, 456 W. Olive Ave.,
Sunnyvale, CA 94086

CALL TO ORDER

Chair Oey called the meeting to order at 6:32 p.m.

SALUTE TO THE FLAG

Chair Oey led the salute to the flag.

ROLL CALL

Present 7 - Chair Timothy Oey
Vice Chair Bryce Beagle
Commissioner Alex Bonne
Commissioner Arwen Davé
Commissioner Dan Hafeman
Commissioner Sharlene Liu
Commissioner Leia Mehlman

Council Liaison Sell (present)

ORAL COMMUNICATIONS

Public Comment opened at 6:36 p.m.

Kevin Jackson, member of the public, commented on the following:

- Bike access issue at Homestead High School
- Serious problems for cyclists because of potential for major injuries of death
- Cyclists don't feel safe on the streets
- Need to show improvements for cyclists to know the City and school districts take their safety serious
- Area of concern is between Sunnyvale and Cupertino
- Improvements are needed on Kennewick Drive and accelerating the Full-time Bike Lanes on Homestead Road

Marc Schaub, member of the public, commented on the following:

- Concerns for Kennewick Drive and Homestead Road
- No Pedestrian Scramble at Kennewick Drive which makes it dangerous for cyclists
- No other way to go sometimes so students will go along the sidewalk or in the bike lane riding the wrong way
- Recommends making Kennewick Drive and Homestead Road safer by adding a Pedestrian Scramble

Smyan Shanbhag, member of the public, commented on the following:

- The intersection at Homestead Road and Kennewick Drive is extremely dangerous for all students who bike and walk in that area
- Student drivers are attempting to get into the student parking lot while the pedestrians and bicyclists are crossing at the same time which makes the intersection very dangerous
- Recommends a Pedestrian Scramble similar to the one on Mary Avenue and Homestead Road
- Pedestrian Scramble would make it safer for pedestrians, bicyclists and drivers because it would allow all pedestrians to come from all four corners to cross into the student parking lot area and then everybody can go their separate way

Aayushma Adhikari, member of the public, commented on the following:

- Stopped biking to school due to the dangerous Kennewick Drive and Homestead Road intersection
- Implores the BPAC to take action for Sunnyvale and its students and residents to improve the intersection
- Recommends changing the signage at the intersection or implementing a Pedestrian Scramble
- Recommends adding bike boxes so that bicyclists have a safe space to wait
- Add the intersection to the VTA Safe Routes to School project that is already underway

Alon Golan, member of the public, commented on the following:

- There is a very narrow sidewalk on the Kennewick Drive side, while on Homestead Road the cars have five full lanes
- On a Thursday you have to share the bike lane with the trash bins
- Advocates to fix the intersection at Kennewick Drive and Homestead Road to address the safety issues and the educational issues for pedestrians and bicyclists and to make it clear that they are prioritized

Linda Sell, member of the public, commented on the following:

- Introduced herself as the Council Liaison to the BPAC commission

David Wessel, member of the public, commented on the following:

- Stopped bike riding at night due to the roads being too dangerous
- There are a lot of students going through the intersection at Kennewick Drive and Homestead Road
- Confusing intersection where there are three potential right turns on red at the intersection - Eastbound Homestead Road into the parking lot, Westbound Homestead Road onto Northbound Kennewick Drive and Southbound Kennewick Drive onto Westbound and Homestead Road
- Recommends putting in a Pedestrian Scramble at Kennewick Drive and Homestead Road

Mark Hlady, member of the public, commented on the following:

- Pet peeve for infrastructure that doesn't allow somebody to do something safely
- No correct way to safely get to the bike racks at Homestead High School coming down Homestead Road and getting onto Kennewick Drive
- Bad combination of infrastructure problem and the volume of poor decision-making kids and high traffic
- Recommends a Pedestrian Scramble
- There is room on the north side of the road for bicyclists and pedestrians to safely congregate
- Would like to see the City of Sunnyvale use funding from the VTA's Homestead Road Project to get the work done.

Elisabeth Floyd, member of the public, commented on the following:

- Uses both Kennewick Drive/Homestead Road intersection and the Mary Avenue/Homestead Road intersection daily
- Mary Avenue/Homestead Road is so much safer than Kennewick Drive/Homestead Road because of the Pedestrian Scramble
- There is no designated lane for bicyclists to use that passes through Kennewick Drive/Homestead Road
- Grazed by bicyclists and have seen bikers and walkers collide
- Bicyclists have no option but to either ride on a sidewalk or ride against traffic in the bike lane, both of which are illegal options and very unsafe
- Strongly urges to consider adopting a Pedestrian Scramble
- Accidents have been increasing at the Kennewick Drive/Homestead Road

intersection and the entrance and exit to the student parking lot

Steve Scandalis, member of the public, commented on the following:

- Would like to see a Pedestrian Scramble installed at Kennewick Drive/Homestead Road
- Poor judgment by the students are also part of the problem
- Witnessed a bicyclist hit a car
- Cyclists, pedestrians and drivers need to be educated about road safety

Michael Rhoden, member of the public, commented on the following:

- Recommends a Pedestrian Scramble at Lewiston Drive
- Pedestrian Scramble at Mary Avenue/Homestead Road seems inconvenient due to cars stopping and nobody crossing the road
- Forced to pass cars making deliveries on Homestead Road on the Sunnyvale side
- Needs to be more enforcement for those parking in the bike lane during school hours

Parnika Kotamsetti, member of the public, commented on the following:

- Kennewick Drive/Homestead Road intersection is the most dangerous in the City due to the irresponsible drivers, small bike lanes and a lot of constructions on Homestead Road
- A lot of gravel on the road due to the construction which is bad for bike tires
- Drivers are stopping before school starts and passengers are opening doors into the bike lane which is very dangerous

Yana Astarjjeva, member of the public, commented on the following:

- Biking through the Kennewick Drive/Homestead Road intersection comes with considerable amount of stress
- Ramp is high enough that it causes drivers to go at higher speed to clear the slope when making both the sharp right and the sharp left turn from Homestead Road
- Bike lane that is in the middle of the turning lane is not seen by drivers
- Students would prefer to cross at Homestead Road/Kennewick Drive because it is closest to the school
- Recommends a Pedestrian Scramble which would solve all the safety issues at the intersection of Homestead Road/Kennewick Drive

Gwyneth Romero, member of the public, commented on the following:

- Recommends a Pedestrian Scramble at the intersection of Kennewick Drive/Homestead Road

- A Pedestrian Scramble would significantly enhance safety for cyclists and pedestrians by facilitating smoother traffic flow and reducing risk of accidents
- Clearly marked paths and signals for all directions would improve the overall safety of the intersection but also encourage more students and community members to opt for more sustainable transportation methods
- Providing safe pathways for bicyclists is not just a matter of convenience for the students but a significant step towards promoting sustainable commuting options

Public Comment closed at 7:16 p.m.

CONSENT CALENDAR

Public Comment opened at 7:16 p.m.

No speakers.

Public Comment closed at 7:16 p.m.

Commissioner Liu commented that the minutes are one sided.

- 1.A** [24-0200](#) Approve the Bicycle and Pedestrian Commission Meeting Minutes of November 16, 2023.

Approve the Bicycle and Pedestrian Commission Meeting Minutes of November 16, 2023 as submitted.

Commissioner Mehlman moved and Commissioner Hafeman seconded to approve amended item 1.A.

The amendment was made by Chair Oey who stated on page 7 under Commissioner comments that there is a typo that says "Party at CDC headquarters" should be "Party at SVBC headquarters."

The amendment carried with the following vote:

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

No 1 - Commissioner Liu

Abstain 1 - Commissioner Davé

PUBLIC HEARINGS/GENERAL BUSINESS

2 [24-0221](#) Ranking of 2024 Study Issues

Angela Wong, Transportation Engineer, explained the Study Issue process to the BPAC. Ms. Wong discussed each Study Issue and provided Staff's recommendations. The Commissioners then discussed each Study Issue.

1. DPW 23-03 - Develop Bicycle Wayfinding Signage

* Staff recommendation: Drop

2. DPW 24-02 - Complete Streets Redesign of Fair Oaks Avenue

* Staff recommendation: Support

3. DPW 24-03 - Feasibility for the city to take over private infrastructure that may be dedicated to the City in Moffett Park Specific Plan Area

* Staff recommendation: Defer

4. ESD 24-02 - Evaluate Adopting Transit-Supportive Policies for Sunnyvale

* Staff recommendation: Drop

Lillian Tsang, Principal Transportation Engineer stated that in the agenda packet one of the Study Issues was not included. The following should be ranked.

5. CDD 24-04 - Peery Park Specific Plan Amendment (area east of Mathilda Avenue)

* Staff recommendation: Support

Commissioner Liu asked why the following Study Issues and Budget Proposal were not on the list to rank but related to Active Transportation:

1. DPW 23-05 - Borregas Avenue redesign
2. DPW 23-08 - Metrics to Evaluate Progress of Bike and Pedestrian Infrastructure
3. Budget Proposal that was proposed and was sponsored in September by BPAC

to hire an Active Transportation Planner

Dennis Ng, Transportation and Traffic Manager stated that budget proposals go straight to City Council once they are supported by the BPAC. Then they are forwarded straight to the study session for consideration by Council. The other two study issues were originated from City Council at a very late date. They originally did not go through BPAC for consideration. Due to a clerical error they were not caught for this year.

Chair Oey asked if the BPAC would be violating the Brown Act if they rank a study issue that is not included in the agenda packet. David Carnahan, City Clerk stated that it does not violate the Brown Act because those are available publicly on the City's website.

Chair Oey called for a recess at 7:43 p.m. Chair Oey reconvened the meeting at 7:55 p.m.

Council Liaison Linda Sell commented on the following:

- Some of the BPAC's input might not be provided at the current meeting because of the Brown Act
- Encourages the Commissioners to give input individually to the City Council that should be on the BPAC's purview

Chair Oey commented on the following:

- BPAC has the option to email City Council individually on items DPW 23-05 - Borregas Avenue redesign and DPW 23-08 - Metrics to Evaluate Progress of Bike and Pedestrian Infrastructure

Mr. Ng stated the BPAC will be ranking CDD 24-04 - Peery Park Specific Plan Amendment (area east of Mathilda Avenue) which is replacing DPW 24-03 - Feasibility for the city to take over private infrastructure that may be dedicated to the City in Moffett Park Specific Plan Area

Commissioner Liu asked about the following:

- We are not ranking DPW 24-03 - Feasibility for the city to take over private infrastructure that may be dedicated to the City in Moffett Park Specific Plan Area? Mr. Ng stated that is correct since the study issue was not identified for BPAC review and it was not posted on the web page and still in draft form.
- Does not violate the Brown Act because something was taken out as opposed to

putting something new in? Mr. Ng stated the replacement study issue was on the website already and indicates that BPAC will be reviewing and ranking it.

- If there are multiple budget proposals should the boards and commissions rank budget proposals for City Council to make it easier for them to know which ones the board and commissions prioritize? Ms. Tsang stated on the City website under the Study Issue and Budget Proposal page there is a link on the budget proposal process. The process does not include boards and commissions to rank them.

- How would one go about changing the City process on having boards and commissions rank budget proposals? Ms. Tsang stated that would need to be brought to the City Manager's office. Mr. Carnahan stated that City Council has a policy on the budget proposal process. The budget proposal process doesn't have it going to the boards and commission and are much more a discrete decision.

- Hiring a Transportation Planner is not on the City website. Does anybody else know about it other than the BPAC? Ms. Tsang stated it is on the City website.

- Is VTA actually implementing the wayfinding signs or are they developing guidelines for the wayfinding signs? Chair Oey stated that VTA is developing guidelines.

- Is the reason for dropping the wayfinding signage really redundant and valid since VTA isn't implementing the signage? Mr. Ng stated it is still valid because standards and the guidelines for wayfinding signage are being developed to maintain consistencies with other jurisdictions and whatever VTA states that is the best practice

Chair Oey asked about the following:

- When the VTA guidelines are published then the City can choose to go forward with the project to put wayfinding signage up? Mr. Ng stated yes that is correct subject to funding and staffing available resources.

- What is the process for it getting added? Mr. Ng stated every 2 years the City goes through a CIP budget process which would be the correct time to provide feedback and input.

Vice Chair Beagle asked about the following:

- ESD 24-02 - Did the Sustainability Commission choose to rank, drop or defer? Ms. Wong stated they chose to defer it.

Commissioner Mehlman asked about the following:

- When does the VTA expect to publish their wayfinding recommendations? Chair Oey stated VTA is in the process of hiring a consultant to write them. It could be 1 to 2 years before they are published.

- Prior to VTA's recommendation was the City doing anything with regards to wayfinding except with specific project plans such as Moffet Park and so forth? Mr. Ng stated not on that item because of resources and timing. There has been more concentration on the infrastructure side of things.
- Would the transportation analysis include pedestrian improvements and additional bicycle safety improvements? Ms. Tsang stated as part of the study staff would look at the proposed land use changes and boundaries and how that would impact the railway system which would include road way and pedestrian and bicycle facilities as well.
- How would it be developed in such a way as to increase cyclists and pedestrian safety? Mr. Ng stated it is a specific plan amendment and that is when staff would dig into the transportation system and look at it.
- Can you clarify the Airport Land Use Commission review of additional height and intensity? Mr. Ng stated that the Airport Land Use Commission is responsible for this. This area is in the flight path of Moffett.
- Does the Airport Land Use Commission consider airplane noise as part of the review? Mr. Ng stated an environmental impact report would be done or at least a checklist so that it will consider some of the environmental impacts of the surrounding area and the effects of putting residential near a freeway or near an airport.

Commissioner Hafeman asked about the following:

- Can staff comment on why there is no mention of studying the speed limit for the Peery Park Study Issue? Mr. Ng stated speed limits are not studied in advance and they would be studied later on after the project was built.

Commissioner Davé asked about the following:

- Would the VTA guidelines be more detailed than what is the Active Transportation Plan? Is that why there needs to be further definition? Mr. Ng stated yes and also to maintain consistency with wayfinding guidelines around the county.

Vice Chair Beagle, asked about the following:

- Does the City have targets for speed limits when a project is being built? Mr. Ng stated there are design standards. Speed limits are not determined by design standards all the time.

Chair Oey asked about the following:

- In Peery Park is there an option to consider having new mini streets to connect so that people could walk or bike through? Could that be part of the study? Ms. Tsang

stated that could be part of the study because that is part of the transportation system within the area.

Commissioner Liu asked about the following:

- Can board members recommend amendments to study issues? Mr. Ng stated the BPAC should talk about it during the public outreach process as a resident.
- Can the BPAC modify a study issue? Mr. Ng stated that the BPAC cannot modify a study issue when ranking it.
- Why is the BPAC ranking CDD 24-04 - Peery Park Specific Plan Amendment (area east of Mathilda Avenue) when it doesn't have much about transportation? Chair Oey stated it has to do with land use which is very important for how our transportation system operates. Mr Ng stated it was identified by CDD and was written into the study issue that the BPAC will review and rank it.
- Would like to see putting in bike lanes for popular destinations from these new residential areas in the study issue

Commissioner Mehlman asked about the following:

- Why was the evaluated adopting transit supportive policies for Sunnyvale dropped? Mr. Ng stated that ESD wrote the study issue and DPW talked with them. There are adequate transit support of policies within the general plan and within all the specific plans the general plan applies to the whole city.

Commissioner Davé asked about the following:

- Would the Peery Park Specific Plan Amendment parcel have access to either Eaglewood Avenue or Duane Avenue? Chair Oey stated there are currently no connectors. Ms. Tsang stated that is not part of the Moffett Park Specific Plan. There are existing single residential family housing in between that area and staff is looking at the locations. There will not be an opportunity to explore whether staff could make connections to those roadways.

Vice Chair Beagle asked about the following:

- If a commission who creates a study issue decides to defer a study issue then it will not go the City Council even if other commissions decide a different outcome? Ms. Tsang stated in a sense that is correct given that the commission that proposed the study issue voted to defer it. The study issue would be brought back the next year to the various boards and commissions to be considered again.

Public Comment opened at 8:45 p.m.

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

- Supports DPW 24-02 - Complete Redesign of Fair Oaks Avenue
- Agrees with staff recommendations on the other study issues that are recommended to be deferred/dropped

Patrick Grant, member of the public, commented on the following:

- Suggest to adjourn the meeting and meet again to straighten out all the irregularities according to the Brown Act
- Attorney Generals office - 2003 pamphlet in the Brown Act

Public Comment closed at 8:50 p.m.

Vice Chair Beagle commented on the following:

- In support of dropping DPW 23-03 - Bike Wayfinding Signage
- Staff's rationale on why it is superseded by VTA's wayfinding and all the other documents that the BPAC has makes this study issue moot
- Deferring it would make it become more or less irrelevant by the time it is actually useful and the text will probably need revising on the study issue
- Drop for now and revisit in the future if the VTA wayfinding or other documents do not satisfy the requirements

Commissioner Mehlman commented on the following:

- Agrees with the staff's recommendations to support DPW 24-02 - Complete Streets Redesign of Fair Oaks Avenue and CDD 24-04 - Peery Park Specific Plan Amendment (area east of Mathilda Avenue)
- Agrees with Vice Chair Beagle on dropping DPW 23-03 - Develop Bicycle Wayfinding Signage
- Not worth mentioning ESD 24-02 - Evaluate Adopting Transit-Supportive Policies for Sunnyvale because no matter what is decided it is not relevant

Commissioner Liu commented on the following:

- Dropping DPW 23-03 - Develop Bicycle Wayfinding Signage would be ok
- There is value in deferring DPW 23-03 - Develop Bicycle Wayfinding Signage in parts of the City that is not part of specific plans. Ms. Tsang stated a board and commission can only defer a study issue once. The second year a decision would have to be made to make a motion to either drop or to rank it. If it is dropped the board and commission could not bring it back unless there is modification to it.
- In favor of dropping CDD 24-04 - Peery Park Specific Plan Amendment (area east of Mathilda Avenue) because it is somewhat incomplete without talking about how

the people in these residential areas are going to get themselves from there to transit or retail centers or to work

Commissioner Hafeman commented on the following:

- Supports DPW 24-02 - Complete Streets Redesign of Fair Oaks Avenue since it is the best study issue on the list that will have a complete and thorough bike lane pedestrian facility there
- Recommends deferring DPW 23-03 - Develop Bicycle Wayfinding Signage. If can't defer then in favor of dropping it
- Recommends ranking CDD 24-04 - Peery Park Specific Plan Amendment (area east of Mathilda Avenue) right beside DPW 24-02 - Complete Streets Redesign of Fair Oaks Avenue

Commissioner Davé asked is there a value in dropping any of the study issues? Does the BPAC have to rank the study issues as a whole or can they rank them as individuals? Mr. Carnahan stated that the study issue process is organized so that first you can consider any drops then you consider deferrals and then each commissioner provides their individual ranking and those are tabulated to provide the commission's overall ranking. There is no obligation to drop or defer. Doing it in this order makes it a little more clear.

Commissioner Davé commented on the following:

- CDD 24-04 - Peery Park Specific Plan Amendment (area east of Mathilda Avenue)
- if the wall came down then there would be only two other barriers to having an east/west bike corridor there

Chair Oey commented on the following:

- Agrees with Commissioner Hafeman on supporting DPW 24-02 - Complete Streets Redesign of Fair Oaks Avenue. It needs to be fixed
- Supports CDD 24-04 - Peery Park Specific Plan Amendment (area east of Mathilda Avenue) - an opportunity to redo the land use and perhaps make some better decision connections in that space
- Ok with dropping DPW 23-03 - Develop Bicycle Wayfinding Signage because it is mentioned in the ATP and when guidelines come out, projects can move forward without having to need a study issue to propel them
- Recommends deferring ESD 24-02 - Evaluate Adopting Transit-Supportive Policies for Sunnyvale

Vice Chair Beagle commented on the following:

- Should not vote to drop ESD 24-02 - Evaluate Adopting Transit-Supportive Policies for Sunnyvale but to defer it to better align with the other sustainability commissions decision. Abstain rather than voting to drop it

MOTION: Vice Chair Beagle moved and Commissioner Mehlman seconded the motion to drop DPW 23-03 - Develop Bicycle Wayfinding Signage Specific Plan Area. The motion carried with the following vote:

Yes 6 - Chair Oey
Vice Chair Beagle
Commissioner Bonne
Commissioner Hafeman
Commissioner Liu
Commissioner Mehlman

No 1 - Commissioner Davé

Commissioner Liu moved to drop CDD 24-04 - Peery Park Specific Plan Amendment (area east of Mathilda Avenue) because it doesn't have any study requirements for better active transportation. Motion dies for lack of a second.

Vice Chair Beagle commented on the following:

- Does not want to defer CDD 24-04 - Peery Park Specific Plan Amendment (area east of Mathilda Avenue) because it is important to rank
- Bullet point on work program specifically says transportation analysis which would cover Commissioner Liu's concern
- There is enough in the study issue for staff to work off of, even if your looking for more bicycle or more pedestrian infrastructure because it is in the study issue under transportation analysis

MOTION: Vice Chair Beagle moved and Commissioner Hafeman seconded to defer ESD 24-02 - Evaluate Adopting Transit-Supportive Policies for Sunnyvale.

Commissioner Hafeman commented on the following:

- Agrees with the Sustainability Commission
- Failing on Vehicle Miles Traveled (VMT)
- Does not agree with staff's comment that there is nothing else that can be done to reduce VMT
- If Sustainability Commission recommends to defer it then the BPAC should as well

Commissioner Mehlman commented on the following:

- Disagrees with Commissioner Hafeman assessment stating that staff said there is nothing else that can be done
- There are other study issues in motion that are looking at more aggressively addressing VMT
- Agrees with deferring ESD 24-02 - Evaluate Adopting Transit-Supportive Policies for Sunnyvale

Commissioner Liu commented on the following:

- Disagrees with Commissioner Hafeman that if one commission recommends something the other commissions should agree with them
- Would recommend not to defer ESD 24-02 - Evaluate Adopting Transit-Supportive Policies for Sunnyvale

Chair Oey commented on the following:

- In favor of getting much more progressive of reducing VMT

Commissioner Davé commented on the following:

- Does not feel it is the BPAC's business to align with other boards and commissions but to make their own decisions to get things done

Vice Chair Beagle asked if amendments could be attached to the BPAC's rankings that City Council would normally not see? Ms. Tsang stated City Council typically listens to the board and commissions meetings to better understand the discussion.

Vice Chair Beagle moved and Commissioner Hafeman seconded the motion to defer ESD 24-02 - Evaluate Adopting Transit-Supportive Policies for Sunnyvale. The motion carried by the following vote:

- Yes 5 -** Chair Oey
Vice Chair Beagle
Commissioner Bonne
Commissioner Hafeman
Commissioner Mehlman
- No 2 -** Commissioner Davé
Commissioner Liu

Ms. Tsang stated the BPAC will be ranking two study issues. DPW 24-02: Complete Streets Redesign of Fair Oaks Avenue and CDD 24-04: Peery Park Specific Plan Amendment Area (East of Mathilda Avenue).

Vice Chair Beagle commented on the following:

1. DPW 24-02 - Complete Streets Redesign of Fair Oaks Avenue because of the immediate need
- #2 choice is CDD 24-04 - Peery Park Specific Plan Amendment Area (East of Mathilda Avenue) needs to be studied immediately but less of a priority than choice #1

Commissioner Mehlman commented on the following:

- #1 choice is DPW 24-02 - Complete Streets Redesign of Fair Oaks Avenue - Sharrows are of no use on this street. Fair Oaks is the only reasonable north-south connector road that can be made because Mathilda Avenue and Lawrence Expressway are too fast
- #2 choice is CDD 24-04 - Peery Park Specific Plan Amendment Area (East of Mathilda Avenue) - City Council should look favorably on both of them. Ranking it #2 won't hurt it because housing is also a critical need within the community

Commissioner Liu commented on the following:

- #1 choice is DPW 24-02 - Complete Streets Redesign of Fair Oaks Avenue - Very important study issue. Sharrows were put in years ago which is a setback for Active Transportation. Fair Oaks Avenue is very dangerous even with the sharrows

Commissioner Bonne commented on the following:

- #1 choice is DPW 24-02 - Complete Streets Redesign of Fair Oaks Avenue
- Agrees with the other commissioners that sharrows between cars and bicycles are not ideal

Chair Oey ranked the Study Issues as follows:

1. DPW 24-02 - Complete Streets Redesign of Fair Oaks Avenue
2. CDD 24-04 - Peery Park Specific Plan Amendment Area (East of Mathilda Avenue)

Commissioner Davé ranked the Study Issues as follows:

1. DPW 24-02 - Complete Streets Redesign of Fair Oaks Avenue

2. CDD 24-04 - Peery Park Specific Plan Amendment Area (East of Mathilda Avenue)

Chair Oey ranked the Study Issues as follows:

1. DPW 24-02 - Complete Streets Redesign of Fair Oaks Avenue
2. CDD 24-04 - Peery Park Specific Plan Amendment Area (East of Mathilda Avenue)

Commissioner Bonne ranked the Study Issues as follows:

1. DPW 24-02 - Complete Streets Redesign of Fair Oaks Avenue
2. CDD 24-04 - Peery Park Specific Plan Amendment Area (East of Mathilda Avenue)

Commissioner Liu ranked the Study Issues as follows:

1. DPW 24-02 - Complete Streets Redesign of Fair Oaks Avenue
2. CDD 24-04 - Peery Park Specific Plan Amendment Area (East of Mathilda Avenue)

Vice Chair Beagle ranked the Study Issues as follows:

1. DPW 24-02 - Complete Streets Redesign of Fair Oaks Avenue
2. CDD 24-04 - Peery Park Specific Plan Amendment Area (East of Mathilda Avenue)

Commissioner Hafeman ranked the Study Issues as follows:

1. DPW 24-02 - Complete Streets Redesign of Fair Oaks Avenue
2. CDD 24-04 - Peery Park Specific Plan Amendment Area (East of Mathilda Avenue)

Commissioner Mehlman ranked the Study Issues as follows:

1. DPW 24-02 - Complete Streets Redesign of Fair Oaks Avenue
2. CDD 24-04 - Peery Park Specific Plan Amendment Area (East of Mathilda Avenue)

MOTION: Commissioner Mehlman moved and Vice Chair Beagle seconded the motion to accept the overall Study Issue Rankings with DPW 24-02: Complete Streets Redesign of Fair Oaks Avenue ranked as #1 and CDD 24-04: Peery Park Specific Plan Amendment Area (East of Mathilda Avenue). To defer ESD 24-02: Evaluate Adopting Transit-Supportive Policies for Sunnyvale and drop DPW 23-03: Develop Bicycle Wayfinding Signage Plan. The motion carried with the following

vote.

Yes 7 - Chair Oey
Vice Chair Beagle
Commissioner Bonne
Commissioner Davé
Commissioner Hafeman
Commissioner Liu
Commissioner Mehlman

No 0

3 [24-0222](#) Report and Discussion of Recent Santa Clara Valley
Transportation Authority (VTA) Bicycle and Pedestrian
Advisory Committee (BPAC) Meeting

Chair Oey called for a recess at 9:30 p.m. Chair Oey reconvened the meeting at 9:35 p.m.

Commissioner Bonne, VTA BPAC Sunnyvale Representative, gave the meetings summary reports for January 2023 regarding the following topics:

- VTA Closed Session - Threats to Public Services or Facilities. Consultation with staff
- Stacey Banerjee was reelected as Chairman and Betsy Megaw was reelected to the position of Vice Chairman
- All of 2023 there were 25.5 million combined rides. VTA ranked one of the top agencies in the county for re-bounce after pandemic
- October 2023 - 2.4 million rides
- 23 new bus drivers graduated from the 9-week training at the end of 2023
- January 1, VTA joined the Clipper Start Program which provides 50% discount to adult rides
- 2024 inaugural "Ask VTA" meeting will occur on January 25
- Go to vta.org/COPE for public outreach events
- Self-driving Shuttle Pilot Program begins on January 22 until July from Palo Alto VA Medical Center
- VTA Bike-Ped Program will submit grant applications to CalTrans "Sustainable Communities Planning Grant, Across Barrier Connection Plan", to improve pedestrian and bicycle freeway crossings
- Chairman Banerjee urged the BPAC and the public to provide input to public agencies as programs are debated and funding is allocated

- Lani Lee Ho, Sr. Environmental Planner, summarized Climate Action and Adaptation Plan (CAAP) history, and requested VTA BPAC to vote to recommend adoption of the plan
- Public comment reiterated need for VTA to alert public to bike trail closures, and to provide detour routes
- Committee voted to recommend adoption of Climate Action and Adaptation Plan (CAAP)
- Alma Bridge Road Newt Passage Project seeks public input, particularly from cyclists

Commissioner Liu asked about the following:

- What does cyclists have to do with Newts?

Commissioner Bonne addressed the question.

Commissioner Hafeman commented the following:

- Plan to make freeway crossing safer
- Trails when they are closed due to flooding

Public Comment opened at 9:41 p.m.

No speakers.

Public Comment closed at 9:41 p.m.

STANDING ITEM: CONSIDERATION OF POTENTIAL STUDY ISSUES

4 [24-0223](#) Expansion of Downtown Sunnyvale Pedestrian-only Zone

Angela Wong, Transportation Engineer stated there is a proposed study issue from Commissioner Bonne. The proposed study issue has a working title called Expansion of Downtown Sunnyvale Pedestrian Only Zones. Ms. Wong highlighted the following:

- Key element of the study is to expand the pedestrian only zones
- Currently in downtown Sunnyvale, Murphy Avenue is the only one that is part of this criteria
- The scope of work considers the following location:
 - Washington Avenue from Frances Street to Sunnyvale Avenue
 - Murphy Avenue from Washington Avenue to McKinley Avenue
 - McKinley Avenue from Mathilda Avenue to Sunnyvale Avenue
 - Olson Way from Aries Way to Frances Street

- Frances Street from Evelyn Avenue to Washington Avenue - Allow Santa Clara Valley Transportation Authority (VTA) bus traffic only
- This study will include a local transportation analysis to look at the traffic circulation in the area if it is intended to put in pedestrian only zones
- Extensive public outreach will be performed to collect feedback from residents, businesses, property owners, downtown association and VTA
- Will work internally with other departments aside from Public Works which includes CDD as well as the City Manager's office and the Public Safety Department

Commissioner Liu commented and asked about the following:

- How come just those specific streets and not all of the streets within the block bordered by Mathilda Avenue, Sunnyvale Avenue, McKinley Avenue and Evelyn Avenue?
- Concerned about the term "pedestrian only" because it excludes people using active transport
- Does not want the whole thing to be a Pedestrian Mall that disallows bikes
- Is this a study issue proposing a Pedestrian Mall or disallowing cars?
- Should it be called "A car free zone" instead of a "Pedestrian only zone"?
- Within the study issue say "study how bikes and micro mobility devices can be accommodated in this car free zone"
- Add into the study issue to study how bike parking can be accommodated
- Can the wording be adjusted?

Commissioner Bonne addressed the questions.

Vice Chair Beagle commented and asked about the following:

- There is a time and place for car free and pedestrian only
- Murphy Avenue is something that should be pedestrian only because there is too much foot traffic for bikes to come through
- Downtown Specific Plans pedestrian only area
- Only difference between the Downtown Specific Plans, pedestrian priority and what the study issue is advocating for is Washington Avenue and Olson Way
- What is the motivation for the study issue on top of the Downtown Specific Plans?
- Most areas are already covered in the Downtown Specific Plans so need to narrow it down to specifically outline Olson Way and Washington Avenue
- What is the definition of pedestrian priority?

Commissioner Bonne and Mr. Ng addressed the questions.

Commissioner Hafeman commented on the following:

- Likes the idea of pedestrian only areas
- Big apartments buildings that have drivers that need to get in/out
- New street going in that connects all the exits and entrance to the parking garages for all four of those buildings

Commissioner Mehlman asked about the following:

- Can the study issue state to close Washington Avenue from Frances Avenue to the intersection of Sunnyvale Avenue?

Commissioner Bonne addressed the question.

Public Comment opened at 10:03 p.m.

Steve Scandalis, member of the public commented on the following:

- Map showing the existing Murphy Avenue and Frances Street and proposed closures to all vehicle traffic
- Allowing VTA only on Frances Street down from Evelyn Avenue to Washington Avenue is a big point of conflict with the existing parking lot west of Murphy Avenue
- Frances Street entrance is the main in/out
- BPAC proposal is proposing to block traffic 24/7 on Washington Avenue where the alleyway is
- Olson Way is used to get to and from Evelyn Avenue via Frances Street when using the upper entrance in/out of the underground parking garage
- West McKinley Avenue is a very important traffic corridor to be able to use some existing street parking

Public Comment closed at 10:07 p.m.

Chair Oey commented on the following:

- Likes the proposal, would like to see downtown Sunnyvale more walkable
- Don't have to make it car prioritized
- Parking garages at Plaza Del Sol and at Caltrains very underutilized
- Recommends the proposal to make it pedestrian or pedestrian prioritized to get the motor vehicles out of there
- Very supportive of the study issue and update the Downtown Specific Plan

Commissioner Mehlman commented on the following:

- Supports the study issue and would like to expand a Pedestrian Mall or vehicle

exclusionary zones

- Concerned won't be able to close Frances Street because of it being the only access that merchants on Murphy Avenue can have their deliveries to the back of their facilities
- Access to the parking garage if McKinley Avenue is blocked
- Agrees with Washington Avenue between Frances Street and Sunnyvale Avenue being closed which makes the most sense
- Merchants would not agree to close Frances Street

Vice Chair Beagle commented and asked about the following:

- Intersection at Olson Way and Aries Way has a parking garage entrance
- The intersection will not be car free
- If Olson Way is made into a pedestrian street than the new route would increase vehicular traffic
- Would like the study issue to just incorporate looking at making pedestrian only the entirety of the area bounded by McKinley Avenue and Evelyn Avenue and Mathilda Avenue
- Streets of the entire downtown block could get that super heavy, very narrow focus of car free or pedestrian only as opposed to just have them a finite list
- Can I make a friendly amendment to the study issue?

Ms. Tsang, Mr. Ng and Mr. Carnahan addressed the question.

Commissioner Bonne stated he would accept withdrawing the study issue at the moment and working on it to revise it and incorporate ideas from other commissioner's and resubmit it later.

Vice Chair Beagle commented on the following:

- Recommends withdrawing the study issue and coming back to it with edits and modifications
- The way the study issue is written now would not end up with a productive study issue that will be accepted by City Council
- The study issue should allow deliveries between certain hours on weekday mornings

Commissioner Liu commented on the following:

- Public Council meeting last year when Murphy Avenue was converted into a pedestrian mall
- Muni code - Bicycles are prohibited from riding on pedestrian malls

- Suggest calling Downtown Sunnyvale, Murphy Avenue a pedestrian mall instead of a pedestrian only street
- Don't want bikes disallowed, there is a safe way to have both bikes and pedestrians on the same street by having a designated space for the bikes

Commissioner Mehlman commented on the following:

- Thanked Commissioner Bonne for withdrawing his study issue
- Excellent study issue
- Proposed areas should either have access to walk or bike and not at a garage access point
- Consider reasonable access for the merchants

Commissioner Hafemen commented on the following:

- When rewriting the study issue obtain understanding of what the super high residential development is going to look like

Chair Oey commented on the following:

- Having deliveries designated for a specific time is a good idea
- Should be for both pedestrians and bicyclists

NON-AGENDA ITEMS & COMMENTS

-Commissioner Comments

Commissioner Liu commented on the following:

- Would like to make a motion to agendize the issue at Kennewick Drive and Homestead Road so the BPAC can look further into it. Possibly add it to the VTA Homestead Road Corridor Safe Routes to School phase 2 work

Mr. Ng stated it can be put in the parking lot for future agenda item discussions. It is an operational issue and not identified as any improvements or location needed for study at the moment. The BPAC could propose this as a study issue. It cannot be added to the VTA Homestead Road Corridor Safe Routes to School project.

Ms. Tsang explained the two ways items could be put on an agenda that are not in the work plan.

Chair Oey commented on the following:

- Is on the Road Commission for the county

Commissioner Mehlman commented on the following:

- February 10, 2024 - King Tide Bike Ride, go to Eventbrite and sign up at bikesiliconvalley.org

Chair Oey commented on the following:

- Go to bikesiliconvalley.org to sign up for Measure B sponsored workshops and classes

-Staff Comments

Ms. Wong commented on the following:

- Tuesday, January 23 - Annual public hearing on study issues and proposals
- Thursday, January 25 - Deadline for council initiated study issues or budget proposals
- Thursday, January 25 at 8:30 a.m. - City Council Strategic Planning Workshop
- Tuesday, February 6 - City Council meeting will be tentatively approving the 2024 BPAC Draft Annual Work Plan
- Thursday, February 15 at 8:30 a.m. - Study issue and budget proposals workshop
- February BPAC will discuss Transportation Development Act Article 3 funding recommendations, the Utility Bill Insert concept design and the Tasman Pedestrian Bicycle Improvement Study Issue DPW 21-03

INFORMATION ONLY REPORTS/ITEMS

[24-0224](#) BPAC 2024 Draft Annual Work Plan

[24-0225](#) Active Items List January 2024

ADJOURNMENT

Chair Oey adjourned the meeting at 10:52 p.m.



City of Sunnyvale

Agenda Item

24-0319

Agenda Date: 2/15/2024

REPORT TO BICYCLE AND PEDESTRIAN ADVISORY COMMISSION

SUBJECT

Approve the Bicycle and Pedestrian Special Meeting Minutes of January 29, 2024.

RECOMMENDATION

Approve the Bicycle and Pedestrian Commission Special Meeting Minutes of January 29, 2024 as submitted.



City of Sunnyvale

Meeting Minutes - Draft Bicycle and Pedestrian Advisory Commission

Monday, January 29, 2024

6:00 PM

Online and Bay Conference Room, City
Hall, 456 W. Olive Ave.,
Sunnyvale, CA 94086

Special Meeting - 6 PM

CALL TO ORDER

Chair Oey called the meeting to order at 6:05 p.m.

SALUTE TO THE FLAG

Chair Oey led the salute to the flag.

ROLL CALL

Present 6 - Chair Timothy Oey
Vice Chair Bryce Beagle
Commissioner Alex Bonne
Commissioner Dan Hafeman
Commissioner Sharlene Liu
Commissioner Leia Mehlman
Absent 1 - Commissioner Arwen Davé

Commissioner Davé arrived late at 6:49 p.m.

Council Liaison Sell (absent)

ORAL COMMUNICATIONS

Public Comment opened at 6:08 p.m.

No Speakers.

Public Comment closed at 6:09 p.m.

CONSENT CALENDAR

None.

PUBLIC HEARINGS/GENERAL BUSINESS

1 [24-0273](#) Consider Rescinding Jan.18, 2024 Ranking of 2024 Study
Issues and Re-Rank 2024 Study Issues

Angela Wong, Transportation Engineer reminded Commissioners to rescind the action taken during the Jan. 18, 2024 BPAC meeting and to re-rank the 2024 issues.

MOTION: Commissioner Mehlman moved and Commissioner Liu seconded to rescind the action taken during the Jan. 18, 2024 BPAC meeting and to re-rank the 2024 issues.

The motion carried with the following vote:

Yes 6 - Chair Oey
 Vice Chair Beagle
 Commissioner Bonne
 Commissioner Hafeman
 Commissioner Liu
 Commissioner Mehlman

No 0

Absent 1 - Commissioner Davé

Angela Wong, Transportation Engineer, explained that there are a total of 6 study issues to rank. Ms. Wong provided a brief summary for each study issue, and then stated that Commissioners would have a chance to ask staff questions afterwards.

Study Issue Summaries:

CDD 24-04

Peery Park Specific Plan Amendment (area east of Mathilda Avenue)

This study will examine amending the portion of the Peery Park Specific Plan located east of Mathilda. This portion is currently zoned for mixed commercial to service Peery Park Office uses including hotels, offices, and neighborhood retail. Elements of the study include analyzing for mixed-use housing and retail in this area.

Staff supports this study issue.

DPW 23-03

Develop Bicycle Wayfinding Signage Plan

The purpose of this study is to develop a comprehensive bicycle wayfinding signage program to help bicyclists navigate the City. The study will include review of existing wayfinding signs for bicyclists and determine locations for new signs based on public input and trip demand to popular destinations.

Staff recommends to drop this study issue.

DPW 23-05

Vision Zero Redesign of Borregas Avenue

This study issue will evaluate potential pedestrian and bicycle improvements along Borregas Avenue between Maude Avenue and Caribbean Drive based on recommendations in the Active Transportation Plan (ATP) and countermeasures in the Vision Zero Plan, and public input.

Staff recommends to drop this study issue.

DPW 23-08

Define Metrics that the City Will Use to Evaluate Progress on Bicycle and Pedestrian Infrastructure for Future Reporting

This study would review the goals identified in the ATP and Vision Zero Plan and identify appropriate metrics to measure progress towards the goals. In addition, the metrics would be published on the city website to reflect recent data and progress.

Staff recommends to drop this study issue.

DPW 24-02

Complete Streets Redesign of Fair Oaks Avenue

This study will examine redesigning Fair Oaks Avenue between Fair Oaks Way and El Camino Real to improve safety and comfort for pedestrians and cyclists. This study will review sidewalk accessibility and inconsistent bicycle facilities. Improvements will align with the City's Vision Zero and Active Transportation Plan.

Staff supports this study issue.

ESD 24-02

Evaluate Adopting Transit-Supportive Policies for Sunnyvale

This study will examine gaps in City policies to address and encourage transit enhancement and development in Sunnyvale to facilitate Vehicle-miles Traveled (VMT) reduction and reach goals set in the Climate Action Playbook. This study will focus on the policy areas regarding transit-oriented communities, bus rapid transit corridors and services, and draw from Santa Clara Valley Transportation Authority (VTA)'s "Transit-First Policy" framework.

Staff recommends to drop this study issue.

Commissioner Liu asked about the following:

- DPW 23-08 Define Metrics that the City Will Use to Evaluate Progress on Bicycle and Pedestrian Infrastructure for Future Reporting
- Would it give the viewer a sense of the status of the plan, meaning the denominator being projects that are in the ATP? How far we are in the plan?

Mr. Ng stated staff could work towards it but doesn't think that staff's initial update sheet for the near-term will have the same look and feel

Vice Chair Beagle asked about the following:

- DPW 23-08 Define Metrics that the City Will Use to Evaluate Progress on Bicycle and Pedestrian Infrastructure for Future Reporting

- What is the scope of the study issue?

Mr. Ng stated the study issue was proposed to develop metrics, get the information out to the public. It would develop metrics, identify metrics, identify the cost and the technical requirements to put onto the website. Then it would require a separate funding plan from City Council for actual implementation.

- What makes it difficult to identify the metrics?

Mr. Ng stated as written by the study issue proposer it was to identify metrics.

- What is the scope of the effort to figure out the metrics?

Mr. Ng stated a consultant would go through the ATP, identify what the metrics would be and if there are certain metrics that weren't there, identify what those could be and where the data sources would be from and develop a SOP from that data and then understand how it could be published and update the information.

- Are there more costs added onto the study issue at the end of the study issue even before the results are in?

Mr. Ng stated yes there would be more costs added on.

Commissioner Mehlman commented and asked about the following:

- DPW 23-08 Define Metrics that the City Will Use to Evaluate Progress on Bicycle and Pedestrian Infrastructure for Future Reporting

- Can staff give us more information because some of the elements that are requested are not necessarily presented or easily understandable or visually recognizable?

Mr. Ng stated at the last update staff did give the BPAC some of this data, like the mileage of different classes planned and how much was actually constructed similar to what was showed to City Council during the strategic session.

- The study issue is making a point but needs to be more of a holistic presentation of the ATP data

Chair Oey asked about the following:

- DPW 23-08 Define Metrics that the City Will Use to Evaluate Progress on Bicycle and Pedestrian Infrastructure for Future Reporting

- Is it an accurate assessment that staff's recommendation was that it did not merit discussion because the metrics actually are largely available?

Mr. Ng stated the metrics are determined in the ATP and staff is working on it.

- Is the primary reason for staff not recommending this study issue is because staff believes they are already accomplishing most of the metrics?

Mr. Ng stated staff is working towards putting the metrics out there and then it would be up to the BPAC to determine if it's in the shape or fashion that they would like to see it.

- Without this study issue will there be just a very simple, not complicated metrics paper?

Mr. Ng stated he is not certain that there could be real time updates for monthly or quarterly updates. It would probably be closer to annual updates due to limited resources. The study issues allows us to identify resources and then we identify resources to get to that level.

Commissioner Hafeman asked about the following:

- DPW 23-05 Vision Zero Redesign of Borregas Avenue

- What were the authors of the study issue trying to aim at?

Mr. Ng stated that it was written by Council member Richard Mehlinger and he

wanted to have staff concentrate on Borregas Avenue and then doing a redesign. The central spine was going from south Sunnyvale Avenue all the way through to the north. He wanted the spine built as quickly as possible.

- Last year it didn't make the level of funding? It wasn't deferred last year?
Mr. Ng states it was deferred.

Chair Oey asked about the following:

- DPW 23-05 Vision Zero Redesign of Borregas Avenue

- Is there a buffered bike lane as one of the other projects that was already in play along this corridor?

Mr. Ng stated in CIP 833000 Sunnyvale SNAIL Neighborhood Improvements which would restripe Borregas Avenue and would narrow down the travel lanes and add a buffer in there.

Public Comment opened at 6:37 p.m.

No Speakers

Public Comment closed at 6:37 p.m.

Commissioner Hafeman commented on the following:

- Items discussed at the BPAC January 18th meeting regarding dropping certain study issues should remain the same
- DPW 23-05 Vision Zero Redesign of Borregas Avenue - So much activity going on in the Moffett Park area and Google development. Already a plan to stripe the southern part of Borregas Avenue to put the buffer in.
- Shouldn't put a lot of focus beyond on what's already happening on Borregas Avenue
- Recommends either dropping or deferring it
- Been deferred before so cannot be deferred a second time
- DPW 23-08 Define Metrics that the City Will Use to Evaluate Progress on Bicycle and Pedestrian Infrastructure for Future Reporting - unless you spend many hours looking over the ATP you just can't tell how much progress is being made
- Bring a consultant in to come up with a plan where a person without spending an incredible amount of time can see what our target is and what has been done
- Ok to have an annual update
- Ranked #2 - DPW 23-08 Define Metrics that the City Will Use to Evaluate Progress on Bicycle and Pedestrian Infrastructure for Future Reporting
- Ranked #1 - DPW 24-02 Complete Streets Redesign of Fair Oaks Avenue

Commissioner Mehlman commented on the following:

- If a study issue is deferred by City Council last year they will have to review it this year and either vote to drop it or proceed
- Ranked #1 - DPW 24-02 Complete Streets Redesign of Fair Oaks Avenue

Commissioner Liu commented on the following:

- DPW 23-08 Define Metrics that the City Will Use to Evaluate Progress on Bicycle and Pedestrian Infrastructure for Future Reporting - Agrees with Commissioner Hafeman about the metrics and it would be great to have a quick view of the status of the ATP
- If just going with the ATP then the BPAC will only get the annual presentations on the great projects that transportation is working on that the viewer will not quickly be able to figure out how far along we are in the ATP
- If the study issue is supported then the consultant could identify a way to report status similar to what other jurisdictions might do
- Knowing the status of a plan is very important to decision making
- Need information for the projects to be informed on where to put resources
- Ranked #1 - DPW 24-02 Complete Streets Redesign of Fair Oaks Avenue
- Only good north/south connector for the City is Sunnyvale Avenue
- No good connector from east of Borregas Avenue to Sunnyvale Avenue
- Fair Oaks Avenue is a great street to make a good north/south connector
- Supports ESD 24-02 Evaluate Adopting Transit-Supportive Policies for Sunnyvale
- Just because another commission voted to defer it doesn't mean that the BPAC should do the same
- Recommends dropping DPW 23-03 Develop Bicycle Wayfinding Signage Plan and DPW 23-05 Vision Zero Redesign of Borregas Avenue
- Borregas is a lower priority. Safe and quiet street to bike on
- Wayfinding signs are nice to have but it is not critical for cyclists

Vice Chair Beagle commented on the following:

- Agrees with basically everything his colleagues have expressed regarding the study issue rankings
- DPW 23-08 Define Metrics that the City Will Use to Evaluate Progress on Bicycle and Pedestrian Infrastructure for Future Reporting - Want the data to be collected, compiled and presented. The way the study issue is presented seems to be giving the consultant a bunch of busy work with no direct benefit
- Should make the study issue to fund the metrics collection, presentation and analysis

Commissioner Bonne commented on the following:

- Agrees with staff and colleagues to drop DPW 23-03 Develop Bicycle Wayfinding Signage Plan

- Agrees with staff and their study issue to drop
- Ranked #1 - DPW 24-02 Complete Streets Redesign of Fair Oaks Avenue
- Ranked #2 - CDD 24-04 Peery Park Specific Plan Amendment (area east of Mathilda Avenue)
- Likes the idea of having metrics to let the public understand what the City is doing
- The City as a whole should develop metrics not just for the bicycle commission
- Recommends dropping - DPW 23-08 Define Metrics that the City Will Use to Evaluate Progress on Bicycle and Pedestrian Infrastructure for Future Reporting in favor of a more holistic approach later on

Chair Oey commented on the following:

- Recommend dropping DPW 23-05 Vision Zero Redesign of Borregas Avenue - because there are a lot of different developments along Borregas Avenue
- DPW 23-08 Define Metrics that the City Will Use to Evaluate Progress on Bicycle and Pedestrian Infrastructure for Future Reporting - City of Sunnyvale prides itself in having a lot of metrics and is one of the more well measured cities
- In favor of improving the cities metrics
- Progress has been made with metrics being reported
- Safe Routes to School metrics were not very thorough
- Would like to see more cause and effect and automative
- Rank #1 - DPW 24-02 Complete Streets Redesign of Fair Oaks Avenue
- Rank #2 or #3 - CDD 24-04 Peery Park Specific Plan Amendment (area east of Mathilda Avenue) or DPW 23-08 Define Metrics that the City Will Use to Evaluate Progress on Bicycle and Pedestrian Infrastructure for Future Reporting
- Drop - DPW 23-03 Develop Bicycle Wayfinding Signage Plan and DPW 23-05 Vision Zero Redesign of Borregas Avenue
- Defer - ESD 24-02 Evaluate Adopting Transit-Supportive Policies for Sunnyvale - Sustainability Commission wrote this study issue and they recommend to defer

Commissioner Mehlman commented on the following:

- Reason for dropping DPW 23-03 is because the VTA is coming up with guidelines within the next few years. Staff wants to wait until the recommendations or the standardizations come out so then staff can implement something that is in alignment with what VTA recommends.
- Rank #1 - DPW 24-02 Complete Streets Redesign of Fair Oaks Avenue
- Rank #2 - CDD 24-04 Peery Park Specific Plan Amendment (area east of Mathilda Avenue)
- Drop - DPW 23-03 Develop Bicycle Wayfinding Signage Plan
- Drop - DPW 23-08 Define Metrics that the City Will Use to Evaluate Progress on Bicycle and Pedestrian Infrastructure for Future Reporting - By the time the study issue started it would be time to update the ATP

Commissioner Hafeman commented on the following:

- Climate Action Plan built a roadmap that progress can be measured against
- When the ATP will be completed and how are we going to get there
- Ranked #1 - DPW 24-02 Complete Streets Redesign of Fair Oaks Avenue
- Ranked #2 - DPW 23-08 Define Metrics that the City Will Use to Evaluate Progress on Bicycle and Pedestrian Infrastructure for Future Reporting - Have a roadmap to measure progress

Commissioner Davé commented asked about the following:

- Some of the funding that is used to improve BPAC issues comes from grants
- If the City gets a grant for a study issue that was previously dropped is the City prevented from putting that study issue idea forward?

Mr. Ng stated the study issues as proposed are not tied to any grant funding sources. All of the study issues for the BPAC come from the General Fund. The best candidate for the grant is used with grant money and from Traffic Impact Fees (TIF) or the general fund. Hard to apply to study issues. Grants are typically used for capital improvements.

MOTION: Commissioner Liu moved and Vice Chair Beagle seconded to drop DPW 23-03 Develop Bicycle Wayfinding Signage Plan. The motion carried with the following vote:

Yes 6 - Chair Oey
Vice Chair Beagle
Commissioner Bonne
Commissioner Hafeman
Commissioner Liu
Commissioner Mehlman

No 1 - Commissioner Davé

Commissioner Mehlman commented and asked about the following:

- In regards to the metrics and ATP - when ATP comes up for review, we can build in a roadmap for metrics into the ATP review
- Can modify the ATP when it is up for review
- Are there requirements by the state for reducing VMT for measurements or estimates on a regular basis? Mr. Ng stated the City provides estimates to ESD.

MOTION: Commissioner Mehlman moved and Vice Chair Beagle seconded to drop DPW 23-08 Define Metrics that the City Will Use to Evaluate Progress on Bicycle

and Pedestrian Infrastructure for Future Reporting. The motion carried with the following vote:

Commissioner Mehlman commented on the following:

- Because of time constraints making it a study issue to get metrics wouldn't be an efficient way to get this information
- Best to look for when the ATP revisions come up in order to specify what is needed
- Timeline for a study issue is 2 years, even if we get a study issue recommendation it still has to go before City Council then voted again and still need to get funding
- Even if approved by City Council there is no guarantee that funding will be there
- Once funding is approved still another year or so for implementing

Vice Chair Beagle commented and asked about the following:

- Agrees with Commissioner Mehlman's comments
- Concerns dropping it because the next ATP review won't be until 2028
- No guarantee that the City Council will approve the study issue
- Recommends the BPAC go to City Council and explain the reason why the BPAC has dropped it

Chair Oey commented on the following:

- Last time the ATP was up for review there was a 17 year gap

Commissioner Liu commented on the following:

- Long time away before start reviewing and redoing the ATP in 2028
- Doing the study issue now will not be wasted and would inform what can be put in the ATP
- Don't see it as redundant
- Benefit of doing the work now then it will be done by the time the ATP is up for review so then maybe can implement sooner
- Gives the City more flexibility in starting it earlier and start measuring metrics earlier

Commissioner Mehlman commented on the following:

- Did not state that the metrics were redundant
- The information is already given but the study issue would provide a more specific metrics towards goals

Mr. Ng stated the ATP is scheduled to be updated for fiscal year 2030

Yes 4 - Vice Chair Beagle
Commissioner Bonne
Commissioner Davé
Commissioner Mehlman

No 3 - Chair Oey
Commissioner Hafeman
Commissioner Liu

MOTION: Commissioner Liu moved and Vice Chair Beagle seconded to drop DPW 23-05 Vision Zero Redesign of Borregas Avenue. The motion carried with the following vote:

Commissioner Liu commented on the following:

- Spoke earlier about it and don't have much to add
- It is a very safe, easy and quiet residential street

Vice Chair Beagle commented on the following:

- Safe corridor as is
- Should be focusing time elsewhere in the city

Commissioner Mehlman commented on the following:

- A lot of changes has happened along this corridor since the study issue was drafted so it is moot at this point

Yes 7 - Chair Oey
Vice Chair Beagle
Commissioner Bonne
Commissioner Davé
Commissioner Hafeman
Commissioner Liu
Commissioner Mehlman

No 0

MOTION: Commissioner Hafeman moved and Vice Chair Beagle seconded to defer ESD 24-02 Evaluate Adopting Transit-Supportive Policies for Sunnyvale. The motion carried with the following vote:

Commissioner Hafeman commented on the following:

- Talked extensively at the January 18 BPAC meeting and nothing has changed
- Important issue but respects the Sustainability Commission for choosing to defer it

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

No 1 - Commissioner Liu

Abstain 1 - Commissioner Davé

Ms. Wong stated the DPW 24-02: Complete Streets Redesign of Fair Oaks Avenue and CDD 24-04: Peery Park Specific Plan Amendment (area east of Mathilda Avenue) need to be ranked by the BPAC.

Vice Chair Beagle ranked the Study Issues as follows:

1. DPW 24-02: Complete Streets Redesign of Fair Oaks Avenue
2. CDD 24-04: Peery Park Specific Plan Amendment (area east of Mathilda Avenue)

Commissioner Mehlman ranked the Study Issues as follows:

1. DPW 24-02: Complete Streets Redesign of Fair Oaks Avenue
2. CDD 24-04: Peery Park Specific Plan Amendment (area east of Mathilda Avenue)

Commissioner Davé ranked the Study Issues as follows:

1. DPW 24-02: Complete Streets Redesign of Fair Oaks Avenue
2. CDD 24-04: Peery Park Specific Plan Amendment (area east of Mathilda Avenue)

Commissioner Bonne ranked the Study Issues as follows:

1. DPW 24-02: Complete Streets Redesign of Fair Oaks Avenue
2. CDD 24-04: Peery Park Specific Plan Amendment (area east of Mathilda Avenue)

Chair Oey ranked the Study Issues as follows:

1. DPW 24-02: Complete Streets Redesign of Fair Oaks Avenue
2. CDD 24-04: Peery Park Specific Plan Amendment (area east of Mathilda Avenue)

Commissioner Hafeman ranked the Study Issues as follows:

1. DPW 24-02: Complete Streets Redesign of Fair Oaks Avenue
2. CDD 24-04: Peery Park Specific Plan Amendment (area east of Mathilda Avenue)

Commissioner Liu ranked the Study Issues as follows:

1. DPW 24-02: Complete Streets Redesign of Fair Oaks Avenue
2. CDD 24-04: Peery Park Specific Plan Amendment (area east of Mathilda Avenue)

MOTION: Vice Chair Beagle moved and Commissioner Liu seconded the motion to accept the overall Study Issue Rankings with DPW 24-02: Complete Streets Redesign of Fair Oaks Avenue ranked as #1, CDD 24-04: Peery Park Specific Plan Amendment (area east of Mathilda Avenue) ranked as #2. To defer ESD 24-02: Evaluate Adopting Transit-Supportive Policies and to drop DPW 23-03: Develop Bicycle Wayfinding Signage Plan, DPW 23-05: Vision Zero Redesign of Borregas Avenue and DPW 23-08: Define Metrics that the City will use to Evaluate Progress on Bicycle and Pedestrian Infrastructure for Future Reporting. The motion carried with the following vote:

Yes 7 - Chair Oey
Vice Chair Beagle
Commissioner Bonne
Commissioner Davé
Commissioner Hafeman
Commissioner Liu
Commissioner Mehlman

No 0

STANDING ITEM: CONSIDERATION OF POTENTIAL STUDY ISSUES

NON-AGENDA ITEMS & COMMENTS

-Commissioner Comments

Commissioner Liu commented asked about the following:

- City Council was given two choices for active transportation - first was continue as usual with grant funding as the primary source and second choice was in addition to grant funding to supplement with additional city funds
- What would those additional city funds allow us to do that we couldn't do now?
- Apologized for adding to the demoralization of staff
- Staff works very hard and is appreciated

Mr. Ng addressed the question.

Chair Oey commented on the following:

- Thanked staff for making a lot of progress in the ATP

Vice Chair Beagle commented on the following:

- City Council pushed forward two study issues - first one relating to intersection redesign and safety near Homestead High School and Fremont High School and the second one was a study issue related to AB 413 and curb painting

-Staff Comments

Mr. Ng clarified that at the last City Council meeting was a budget proposal from a council member and at the end of the strategic session there was another study issue related to AB 413 from the Mayor proposing a study issue for developing a program on how we can use volunteers or citizens to help paint curbs.

Ms. Wong commented on the following:

- Study Issues and Budget Proposals Workshop will be held on February 15, 2024 at 8:30 a.m.
- Reminder to the BPAC that the February BPAC meeting will be discussing the TDA Article 3 funding recommendations and the utility bill insert concepts which were sent through email
- Tasman Pedestrian Bicycle Improvement Study will be coming to the BPAC next month

INFORMATION ONLY REPORTS/ITEMS

ADJOURNMENT

Chair Oey adjourned the meeting at 7:51 p.m.



City of Sunnyvale

Agenda Item

24-0362

Agenda Date: 2/15/2024

REPORT TO BICYCLE AND PEDESTRIAN ADVISORY COMMISSION

SUBJECT

Discussion on Design Concepts for 2024 Utility Bill Insert

Open discussion about the design of bicycle/pedestrian-oriented utility bill insert that are scheduled to be sent to Sunnyvale residents in July/August 2024.

The Utility Bill Inserts previously distributed are attached.

CROSSING ROADS SAFELY

- ✓ Pedestrians are now allowed to cross a roadway at any location, but only when safe to do so
- ✓ Drivers must yield to pedestrians

YES



OK



NO



California Vehicle Code § 21954 & 21955

For information about transportation and traffic safety
in Sunnyvale, scan the QR code or search
"Transportation and Traffic Safety" at [Sunnyvale.ca.gov](https://www.sunnyvale.ca.gov)



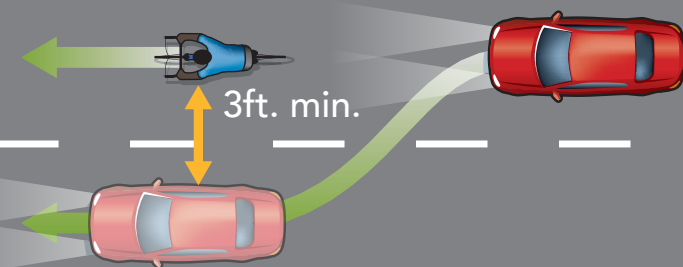
Sunnyvale

3-FOOT SAFETY DISTANCE



- ✓ Bicyclists may use full lane
- ✓ Drivers must slow down and wait to pass only when safe to do so

When Another Lane is Available



- ✓ Drivers must pass a bicyclist by making a lane change when another lane is available
- ✓ Drivers must stay at least 3 feet away from any bicyclist

Walk or Bike Instead of Driving

- ✓ Improve your health
- ✓ Help the environment
- ✓ Reduce traffic congestion
- ✓ Have fun while traveling



For information about transportation and traffic safety in Sunnyvale, scan the QR code or search "Transportation and Traffic Safety" at **Sunnyvale.ca.gov**

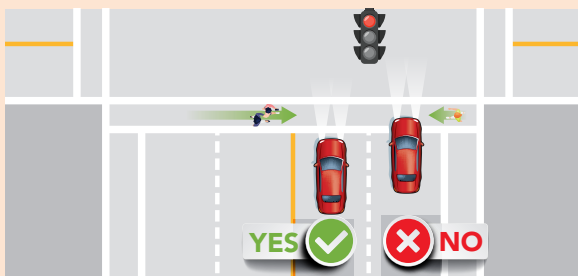


Sunnyvale

YIELD TO PEDESTRIANS AND USE YOUR SIGNAL

- Ensure safety of all road users
- Use your signal for turning and changing lanes*

FOR DRIVERS



Watch for pedestrians.
Stop outside of crosswalks.

FOR DRIVERS



← LEFT TURN



→ RIGHT TURN



● STOP/SLOW

FOR BICYCLISTS



← LEFT TURN



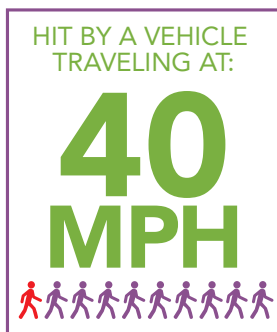
→ RIGHT TURN



● STOP

Speeding is Dangerous

The risk of injury
and death increases as
speed increases.



Only 1 out of 10
pedestrians survives

Source: <http://www.bikeleague.org/sites/default/files/speed.jpg>

Be Alert, Stay Safe

DRIVERS — Slow down and watch for pedestrians and bicyclists, especially when turning.

PEDESTRIANS and **BICYCLISTS** — Use body and bike lights and wear bright and reflective clothing.

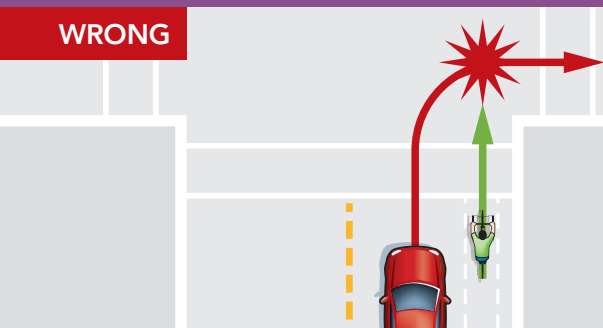


Sunnyvale

Driving Safely with Bicyclists

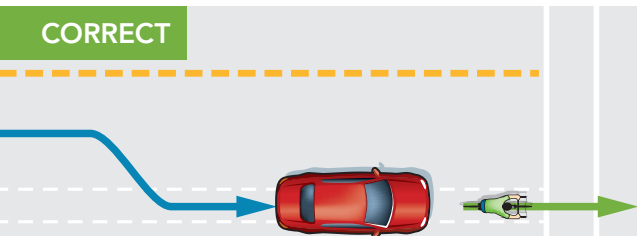
1. MERGE RIGHT TO TURN RIGHT

WRONG

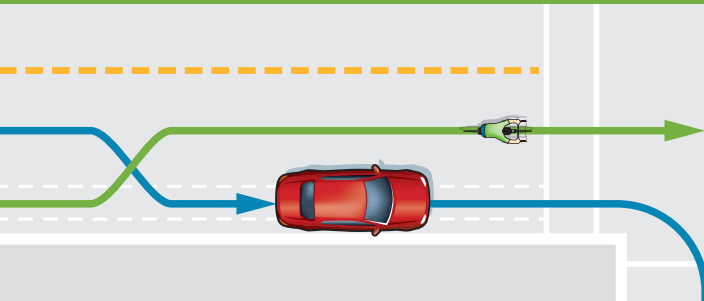


Improper turns are a frequent cause of bicyclist injuries.

CORRECT



Drivers shall merge into the bicycle lane to turn right, while keeping 3 feet of distance from any bicycle. Vehicles can enter the bicycle lane up to 200 feet in advance of the intersection to turn right.



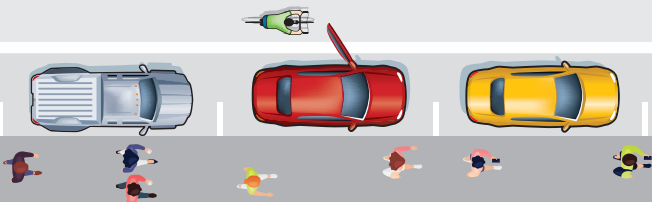
Bicyclists can pass on left as drivers merge into the bicycle lane.

2. KEEP A SAFE DISTANCE



Bicyclists may use full lane where no bicycle lanes or shoulders exist. Stay 3 feet away from any bicycle.

3. LOOK BEFORE OPENING THE DOOR



Watch for bicyclists and don't underestimate their speed.

For information about the
Bicycle and Pedestrian Advisory Commission,
search "BPAC" at Sunnyvale.ca.gov



Sunnyvale

Printed on Recycled Paper.

Enjoy Sunnyvale with a Walk or Ride



Sunnyvale

Sunnyvale Bicycle & Pedestrian Advisory Commission (BPAC) Meetings

The commission advises
City Council on bicycle
and pedestrian topics
in Sunnyvale.

When

3rd Thursday each month

Time

6:30 p.m.

Location

Council Chambers at
City Hall

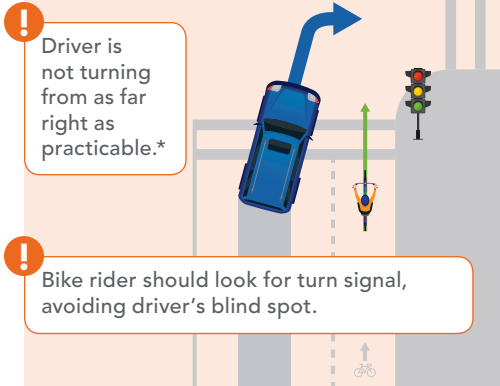
bpac@sunnyvale.ca.gov

Photo credit: Paul Sirajuddin



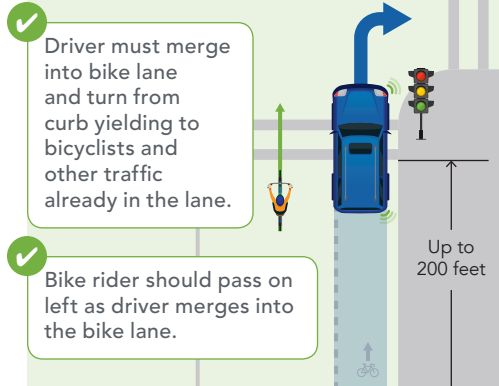
Avoid turning right into a bicyclist

WRONG

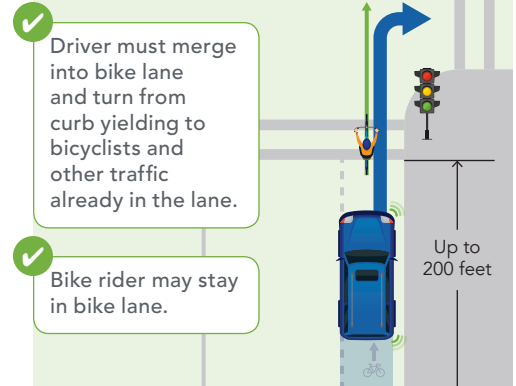


*California Vehicle Code (CVC) 21209, 21717, 21208, 21760, & 22100

CORRECT



CORRECT



Top Factors Leading to Serious Injury Collisions in Sunnyvale*

1. Unsafe Speed
2. Right-of-way Violations
3. Driving Under the Influence

Safety Tips



Slow down for pedestrians and bicyclists.



Be alert when crossing.



Do not drive under the influence of drugs or alcohol.



Do not text while driving.

*Source: Sunnyvale Vision Zero

July/August 2018 Printed on Recycled Paper.

Come to a Sunnyvale BPAC*
Meeting and discuss potential
improvements, traffic safety
and future projects.



***Sunnyvale Bicycle & Pedestrian Advisory
Commission (BPAC) Meetings**

When: 3rd Thursday each month

Time: 6:30 p.m.

Location: Council Chambers at City Hall

To contact the Sunnyvale BPAC
email bpac@sunnyvale.ca.gov



Sunnyvale

To avoid a crash, you usually have less than **2 seconds** to react.



But the average time your eyes are off the road while texting is **5 seconds**.

Don't text while driving.
DISTRACTED DRIVING KILLS

Walk or bike instead of driving.

- ✓ improve your health
- ✓ save the environment
- ✓ reduce traffic congestion



Sunnyvale Bicycle & Pedestrian Advisory
Commission meetings are open to the public and
held on the 3rd Thursday of each month at 6:30 p.m.
in the West Conference Room at Sunnyvale City Hall.

To contact the Sunnyvale
Bicycle & Pedestrian Advisory Commission
email ***bpac@sunnyvale.ca.gov***

or visit the Bicycle & Pedestrian
Advisory Commission website at
BPAC.inSunnyvale.com.





City of Sunnyvale

Agenda Item

24-0363

Agenda Date: 2/15/2024

REPORT TO BICYCLE AND PEDESTRIAN ADVISORY COMMISSION

SUBJECT

Discussion on Projects for Transportation Development Act (TDA) Article 3 Application

Open discussion on projects eligible for Transportation Development Act (TDA) Article 3 Funding for Fiscal Year 2024/25.

Date: June 26, 2013
W.I.: 1514
Referred By: PAC
Revised: 02/24/16-C
12/16/20-C

ABSTRACT

Resolution No. 4108, Revised

This resolution establishes policies and procedures for the submission of claims for Article 3 funding for pedestrian and bicycle facilities as required by the Transportation Development Act in Public Utilities Code (PUC) Section 99401.(a). Funding for pedestrian and bicycle projects is established by PUC Section 99233.3.

This resolution supersedes MTC Resolution No. 875, Revised commencing with the FY2014-15 funding cycle.

This resolution was revised on February 24, 2016 to make pedestrian safety education projects eligible for funding, in accordance with recent state law changes.

This resolution was revised on December 16, 2020 to add quick builds and separated bikeways as eligible project types and make other minor updates.

Further discussion of these procedures and criteria are contained in the Programming and Allocations Summary Sheet dated June 12, 2013 February 10, 2016, and December 9, 2020.

Date: June 26, 2013
W.I.: 1514
Referred By: PAC

RE: Transportation Development Act, Article 3. Pedestrian and Bicycle Projects.

METROPOLITAN TRANSPORTATION COMMISSION

RESOLUTION NO. 4108

WHEREAS, the Transportation Development Act (TDA), Public Utilities Code (PUC) Section 99200 et seq., requires the Transportation Planning Agency to adopt rules and regulations delineating procedures for the submission of claims for funding for pedestrian and bicycle facilities (Article 3, PUC Section 99233.3); state criteria by which the claims will be analyzed and evaluated (PUC Section 99401(a); and to prepare a priority list for funding the construction of pedestrian and bicycle facilities (PUC Section 99234(b)); and

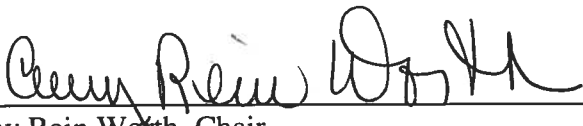
WHEREAS, the Metropolitan Transportation Commission (MTC), as the Transportation Planning Agency for the San Francisco Bay Region, adopted MTC Resolution No. 875 entitled "Transportation Development Act, Article 3, Pedestrian/Bicycle Projects", that delineates procedures and criteria for submission of claims for Article 3 funding for pedestrian and bicycle facilities; and

WHEREAS, MTC desires to update these procedures and criteria commencing with the FY2014-15 funding cycle, now therefore be it

RESOLVED, that MTC adopts its policies and procedures for TDA funding for pedestrian and bicycle facilities described in Attachment A ; and be it further

RESOLVED, that the prior policy governing allocation of funds contained in Resolution No. 875 is superseded by this resolution, effective with the FY 2014-15 funding cycle.

METROPOLITAN TRANSPORTATION COMMISSION



Amy Rein Worth, Chair

The above resolution was approved by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California, on June 26, 2013.

Date: June 26, 2013
W.I.: 1514
Referred By: PAC
Revised: 02/24/16-C 12/16/20-C

Attachment A
Resolution No. 4108
Page 1 of 7

TRANSPORTATION DEVELOPMENT ACT, ARTICLE 3,
PEDESTRIAN/BICYCLE PROJECTS
Policies and Procedures

Eligible Claimants

The Transportation Development Act (TDA), Public Utilities Code Sections 99233.3 and 99234, makes funds available in the nine-county Metropolitan Transportation Commission (MTC) Region for the exclusive use of pedestrian and bicycle projects. MTC makes annual allocations of TDA Article 3 funds to eligible claimants after review of applications submitted by county coordinator which may be the county, County Transportation Agency (CTA) or Congestion Management Agency (CMA) of the county.

All cities and counties in the nine counties in the MTC region are eligible to claim funds under TDA Article 3. Joint powers agencies composed of cities and/or counties are also eligible provided their JPA agreement allows it to claim TDA funds.

Application

1. The county coordinator will be responsible for developing a program of projects not more than annually, which they initiate by contacting the county and all cities and joint powers agencies within their jurisdiction and encouraging submission of project applications.
2. Claimants will send one or more copies of project applications to the county coordinator (see "Priority Setting" below).
3. A project is eligible for funding if:
 - a. The project sponsor submits a resolution of its governing board that addresses the following six points:
 1. There are no legal impediments regarding the project.
 2. Jurisdictional or agency staffing resources are adequate to complete the project.
 3. There is no pending or threatened litigation that might adversely affect the project or the ability of the project sponsor to carry out the project.
 4. Environmental and right-of-way issues have been reviewed and found to be in such a state that fund obligation deadlines will not be jeopardized.
 5. Adequate local funding is available to complete the project.

6. The project has been conceptually reviewed to the point that all contingent issues have been considered.
- b. The funding requested is for one or more of the following purposes:
1. Construction and/or engineering of a bicycle or pedestrian capital or quick build projects.
 2. Maintenance of a Class I shared-use path and Class IV separated bikeways.
 3. Bicycle and/or pedestrian safety education program (no more than 5% of county total).
 4. Development of a comprehensive bicycle or pedestrian facilities plans (allocations to a claimant for this purpose may not be made more than once every five years).
 5. Restriping Class II bicycle lanes and buffered bicycle lanes.
- Refer to Appendix A for examples of eligible projects.
- c. The claimant is eligible to claim TDA Article 3 funds under Sections 99233.3 or 99234 of the Public Utilities Code.
- d. If it is a Class I, II, III, or IV bikeway project, it must meet the mandatory minimum safety design criteria published in [Chapter 1000 of the California Highway Design Manual](#) (Available via Caltrans website); or if it is a pedestrian facility, it must meet the mandatory minimum safety design criteria published in [Chapter 100 of the California Highway Design Manual](#). Funds may not be used for Class III projects on arterials or streets with posted speed limits above 25 mph.
- e. The project is ready to implement and can be completed within the three-year eligibility period.
- f. *If the project includes construction, that it* meets the requirements of the California Environmental Quality Act (CEQA, Public Resources Code Sections 21000 et seq.) and project sponsor submits an environmental document that has been stamped by the County Clerk within the past three years.
- g. A jurisdiction agrees to maintain the facility. If the project is a quick build project, the jurisdiction agrees to maintain the project until permanent improvements are implemented. If the project is removed before such time, justification shall be provided to MTC.
- h. The project is included in a locally approved bicycle, pedestrian, transit, multimodal, complete streets, or other relevant plan.

Priority Setting

1. The county coordinator shall create a process for establishing project priorities in order to prepare an annual list of projects being recommended for funding.
2. Each county and city is required to have a Bicycle and Pedestrian Advisory Committee (BPAC) or equivalent body review and prioritize TDA Article 3 bicycle and pedestrian projects and to participate in the development and review of comprehensive bicycle pedestrian, or active transportation plans. BPACs should be composed of both bicyclists and pedestrians.

A city BPAC shall be composed of at least 3 members who live or work in the city. More members may be added as desired. They will be appointed by the City Council. The City or Town Manager will designate staff to provide administrative and technical support to the Committee.

An agency can apply to MTC for exemption from the city BPAC requirement if they can demonstrate that the countywide BPAC provides for expanded city representation.

A countywide BPAC shall be composed of at least 5 members who live or work in the county. More members may be added as desired. The countywide agency will appoint BPAC members. The county or congestion management agency executive/administrator will designate staff to provide administration and technical support to the Committee.

3. All proposed projects shall be submitted to the county coordinator for evaluation/prioritization. Consistent with the county process, the Board of the county coordinator will adopt the countywide list and forward it to MTC for approval.
4. The county coordinator will forward to MTC a copy of the following:
 - a) Applications for the recommended projects, including a governing body resolution, stamped environmental document, and map for each, as well as a cover letter stating the total amount of money being claimed; *and confirmation that each project meets Caltrans' minimum safety design criteria and can be completed before the allocation expires.*
 - b) The complete priority list of projects with an electronic version to facilitate grant processing.
 - c) A resolution of the county coordinator approving the priority list and authorizing the claim.

MTC Staff Evaluation

MTC Staff will review the list of projects submitted by each county. If a recommended project is eligible for funding, falls within the overall TDA Article 3 fund estimate level for that county, and has a completed application, staff will recommend that funds be allocated to the project.

Allocation

The Commission will approve the allocation of funds for the recommended projects. The County Auditor will be notified by allocation instructions to reserve funds for the approved projects. Claimants will be sent copies of the allocation instructions and funds should be invoiced in accordance with the “Disbursement” section below.

Eligible Expenditures

Eligible expenditures may be incurred from the start of the fiscal year of award plus two additional fiscal years. Allocations expire at the end of third fiscal year following allocation. For example, if funds are allocated to a project in October 2021, a claimant may be reimbursed for eligible expenses that were incurred on or after July 1, 2021. The allocation expires on June 30, 2024 and all eligible expenses must be incurred before this date. All disbursement requests should be submitted by August 31, 2024.

Disbursement

1. The claimant shall submit to MTC the following, no later than two months after the grant expiration date:
 - a) A copy of the allocation instructions along with a dated cover letter referring to the project by name, dollar amount and allocation instruction number and the request for a disbursement of funds;
 - b) Documents showing that costs have been incurred during the period of time covered by the allocation.
 - c) With the final invoice, the claimant shall submit a one paragraph summary of work completed with the allocated funds. This information may be included in the cover letter identified in bullet “a” above and is required before final disbursement is made.

Reimbursement requests should be emailed to acctpay@bayareametro.gov.

2. MTC will approve the disbursement and, if the disbursement request was received in a timely fashion and the allocation instruction has not expired, been totally drawn down nor been rescinded, issue an authorization to the County Auditor to disburse funds to the claimant.

Rescissions and Expired Allocations

Funds will be allocated to claimants for specific projects, so transfers of funds to other projects sponsored by the same claimant may not be made. If a claimant has to abandon a project or cannot complete it within the time allowed, it should ask the county or congestion management agency to request that MTC rescind the allocation. Rescission requests may be submitted to and acted upon by MTC at any time during the year. Rescinded funds will be returned to the county's apportionment.

Allocations that expire without being fully disbursed will be disencumbered in the fiscal year following expiration. The funds will be returned to county's apportionment and will be available for allocation.

Fiscal Audit

All claimants that have received a disbursement of TDA funds are required to submit an annual certified fiscal and compliance audit for that fiscal year to MTC and to the Secretary of Business and Transportation Agency within 180 days after the close of the fiscal year, in accordance with PUC Section 99245. Article 3 applicants need not file a fiscal audit if TDA funds were not disbursed (that is, reimbursed by MTC) during a given fiscal year. Reimbursement may cover eligible expenditures from a previous fiscal year. Failure to submit the required audit for any TDA article will preclude MTC from making a new Article 3 allocation. For example, a delinquent Article 4.5 fiscal audit will delay any other TDA allocation to the city/county with an outstanding audit. Until the audit requirement is met, no new Article 3 allocations will be made.

TDA Article 3 funds may be used to pay for the fiscal audit required for this funding.

Appendix A: Examples of Eligible Projects

Below are some examples of eligible projects. If you have questions about whether a proposed project is eligible for funding, please contact the MTC Program Coordinator.

1. Projects that eliminate or improve an identified problem area (specific safety hazards such as high-traffic narrow roadways or barriers to travel) on routes that would otherwise provide relatively safe and direct bicycle or pedestrian travel use. For example, restriping or parking removal to provide space for bicycles; a bicycle/pedestrian bridge across a stream or railroad tracks on an otherwise useful route; a segment of multi-purpose path to divert young bicyclists from a high traffic arterial; a multi-purpose path to provide safe access to a school or other activity center; replacement of substandard grates or culverts; adjustment of traffic-actuated signals to make them bicycle sensitive. Projects based on NACTO (National Association of City Transportation Officials) guidance or similar best practices guidance.
2. Roadway improvements or construction of a continuous interconnected route to provide reasonably direct access to activity centers (employment, educational, cultural, recreational) where access did not previously exist or was hazardous. For example, development of multi-purpose paths on continuous rights-of-way with few intersections (such as abandoned railroad rights-of-way) which lead to activity centers; an appropriate combination of shared-use paths (Class I), bike lanes (Class II), Class III, or separated bikeways (Class IV)
3. Secure bicycle parking facilities, especially in high use activity areas, at transit terminals, and at park-and-ride lots. Desirable facilities include lockers, sheltered and guarded check-in areas; self-locking sheltered racks that eliminate the need to carry a chain and racks that accept U-shaped locks.
4. Other provisions that facilitate bicycle/transit trips and walk/transit. For example, bike racks on buses, paratransit/trailer combinations, and bicycle loan or check-in facilities at transit terminals, bus stop improvements, wayfinding signage.
5. Maintenance of multiple purpose pathways that are closed to motorized traffic or for the purposes of restriping Class II bicycle lanes (provided that the total amount for Class II bicycle lane restriping does not exceed twenty percent of the county's total TDA Article 3 allocation).
6. Funds may be used for construction and plans, specification, and estimates (PS&E) phases of work. Funds may be used for quick build projects. Quick build projects are interim capital improvements that are built with durable, low to moderate cost material to immediately address pedestrian and bicycle needs until capital upgrades are possible. Project level environmental, planning, and right-of-way phases are not eligible uses of funds.

7. Projects that enhance or encourage bicycle or pedestrian commutes, including Safe Routes to Schools projects.
8. Projects that address bicycle and pedestrian safety such as those in the [Local Roadway Safety Manual](#). Intersection safety improvements including protected intersections, bulb-outs/curb extensions, transit stop extensions, installation of pedestrian countdown or accessible pedestrian signals, or pedestrian signal timing adjustments. Striping high-visibility crosswalks or advanced stop-back lines, where warranted.
9. Purchase and installation of pedestrian traffic control devices, such as High-intensity Activated crossWalk (HAWK) beacons, rectangular rapid flashing beacons (RRFB), or pedestrian safety “refuge” islands, where warranted.
10. The project may be part of a larger roadway improvement project as long as the funds are used only for the bicycle and/or pedestrian component of the larger project.
11. Bicycle and Pedestrian Safety Education Programs. Up to five percent of a county's Article 3 fund may be expended to supplement monies from other sources to fund public bicycle and pedestrian safety education programs and staffing.
12. Comprehensive Bicycle and Pedestrian Facilities Plan. Funds may be allocated for these plans (emphasis should be for accommodation of bicycle and walking commuters rather than recreational uses). A city or county may not receive allocations for these plans more than once every five years. Environmental documentation and approval necessary for plan adoption is an eligible expense.

Potential Projects for TDA Article 3 Application FY 24/25

No.	Proposed Projects	Proposed Improvements	Staff Comments	Budget Estimate
1	Install Sidewalk on Poplar Avenue	- Construct sidewalk on the east side of Poplar Avenue and on the north and south side of Bryant Way east of Poplar Avenue, where there is currently a sidewalk gap.	- Identified as part of ATP Walk Audit; SRTS Recommendations for Peterson Middle School - Study Issue DPW 21-04 - Council action was to use FY 23/24 TDA Article 3 funding for the Design (\$160,000) and bank remaining funds for Construction.	Construction \$895,000
2	Convert all part-time bike lanes on Homestead Road into full-time bike lanes	- Post signs to remove parking - Incorporate buffered bike lanes and road diets where possible	- RTC 23-0422: Council action was to approve Alternative 2: Convert all part-time bike lanes on Homestead Road into permanent full-time bike lanes by removing parking, and to incorporate buffered bike lanes and road diets where possible as part of the design and implementation.	Design \$97,000 Construction \$483,000
3	Implement crossing improvements at the intersection of Gail Ave & Iris Ave	- Curb extension at southwest corner - High visibility crosswalk on all 4 legs - Green stormwater infrastructure (GSI)	- Safe Routes to School improvements identified in the ATP for Braly Elementary School - Safe Routes to School cost estimate is \$215,000 proposed to be funded by TDA Article 3 Funding - GSI cost estimate is \$329,000 to be funded by CIP 835010 (Green Stormwater Infrastructure Plan Implementation)	\$ 215,000
4	Reduce pork chop island on: - Westbound El Camino Real at Murphy Ave - Westbound El Camino Real at Frances St	- Reduce pork chop islands at both locations		\$ 60,000
5	Implement Class III bicycle route on Pastoria Ave	- ATP calls for Class III from Olive Ave to Evelyn Ave; install Bicycle May Use Full Lane signs, bicycle sharrows, shoulder striping, and double yellow centerline	- Length of Class III added: 1.34 miles (both directions) - Per Traffic Calming policy, won't be able to implement traffic calming improvements since Pastoria Ave is a collector roadway classification; however, we can implement improvements to provide a Class III bicycle facility per the ATP	\$ 30,000



City of Sunnyvale

Agenda Item

24-0364

Agenda Date: 2/15/2024

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.

VTA BPAC Meeting Notes

Staff Report

1. Light Rail graduation on January 24th: 5 new Light Rail Operators.
2. VTA announced new partnership with Related California and Path Ventures to build 90 affordable housing units at Winchester Light rail Station Park & Ride in Campbell. Apartments to be affordable to families and individuals earning $\leq 60\%$ of Area Median Income. 4th affordable housing development to be introduced through VTA
3. Measure B Update

2016 Measure B Update - December 2023

 LOCAL STREETS & ROADS <ul style="list-style-type: none">• Reviewing reimbursement requests.• Allocation through FY24: \$323.3M• Expenditure through December 2023: \$191.8M	 HIGHWAY INTERCHANGES <ul style="list-style-type: none">• US101/Zanker Rd I/C: Draft Environmental Document (EIR/EA) was circulated for public review and comment. Public Meeting is scheduled for 1/10/24.• US101/Blossom Hill Plant Establishment Period (PEP): Invitation for Bid for Yr 2 & Yr 3 PEP as required by Caltrans issued.• Allocation through FY24: \$413.2M• Expenditure through December 2023: \$139.7M
 BART PHASE II <ul style="list-style-type: none">• Working with the Federal Transit Administration to prepare for cost/schedule risk assessment.• Allocation through FY24: \$725M• Expenditure through December 2023: \$165.3M	 COUNTY EXPRESSWAYS <ul style="list-style-type: none">• Reviewing ongoing reimbursement requests.• Allocation through FY24: \$54.3M• Expenditure through December 2023: \$28.5M
 BICYCLE & PEDESTRIAN <ul style="list-style-type: none">• Reviewing reimbursement requests.• VTA Board approved shifting funds from the Winchester Blvd Complete Streets project (design) to the Kennedy Rd Sidewalk and Class II Bike Lanes project (construction).• Allocation through FY24: \$66.6M• Expenditure through December 2023: \$8.5M	 SR 85 CORRIDOR <ul style="list-style-type: none">• No new 2016 Measure B activities in December 2023.• Allocation through FY24: \$14.5M• Expenditure through December 2023: \$3.7M
 CALTRAIN GRADE SEPARATION <ul style="list-style-type: none">• Continued collaborative work with Caltrain and cities for ongoing projects.• Allocation through FY24: \$178M• Expenditure through December 2023: \$4.5M	 TRANSIT OPERATIONS <ul style="list-style-type: none">• Reviewing ongoing reimbursement requests and progress reporting.• Expand Mobility & Affordable Fares: Sold 1,410 passes via community partners in December 2023.• Allocation through FY24: \$130.7M• Expenditure through December 2023: \$113.1M
 CALTRAIN CORRIDOR CAPACITY IMPROVEMENTS <ul style="list-style-type: none">• Caltrain released DRAFT Caltrain Corridor Crossings Delivery Guide.• VTA Board authorized execution of necessary agreements for FY24/FY25.• Allocation through FY24: \$42.5M• Expenditure through December 2023: \$6.5M	 2016 MEASURE B PROGRAM ADMINISTRATION <ul style="list-style-type: none">• VTA Board approved augmenting the FY24/FY25 biennial budget by \$25.5 million for the Highway IC and SR85 Program Categories.• Continued improvements on the 2016 Measure B transparency website and reporting forms.• Allocation through FY24: \$16.7M• Expenditure through December 2023: \$11.3M

For more information, visit the 2016 Measure B Transparency Website.

4. Bike & Pedestrian Update

Bike/Ped Updates

- ▶ Caltrans releases Design Information Bulletin 94, “Complete Streets: Contextual Design Guidance.”
 - <https://dot.ca.gov/-/media/dot-media/programs/design/documents/dib-94-010224-a11y.pdf>
- ▶ Caltrans District 4 Pedestrian Advisory Committee Meeting 1/31/2024
 - Overview of Design Information Bulletin 94
 - Report out from Complete Streets Leadership Academy
- ▶ Metropolitan Transportation Commission’s Active Transportation Working Group Meeting 2/1/2024
 - Legislative update from California Walks
 - Vision Zero Legislative Update from MTC
 - DIB 94 Update
 - Active Transportation Workshops
 - Transportation Development Act Article 3 Update
 - Regional Measure 3 Safe Routes to Transit & Bay Trail Update
 - <https://mtcdrive.app.box.com/s/swgbgta1573zqn2yh122odhtz3vpetg6>

Chairman’s Report

1. VTA-sponsored bike ride occurred near Stevens Creek Trail, with VTA members and several consultants who work on VTA projects. Consultant’s “eyes were opened” to needs of bike-riders and pedestrians.
2. 2024 priorities:
 - A. Advance plans to support mode shift to bike/ped
 - B. Focus on ample funding for bike/ped projects
 - C. Be a vital and effective county BPAC
 1. Work with county on development of Active Transportation Plan (ATP) for the unincorporated road and expressway network
 2. Review final drafts and recommend plans for
 - a) Foothill Expressway / Junipero Serra Blvd (Hwy 280 - Alpine Rd) bike/ped study
 - b) County General Plan and its specific community plans (Stanford Community Plan and San Martin Community Plan)
 3. Provide complete streets review for major county road projects
 4. Serve as bridge between municipalities for border-crossing plans.

Monterey Road Corridor, by Ian Lin, Transportation Planner

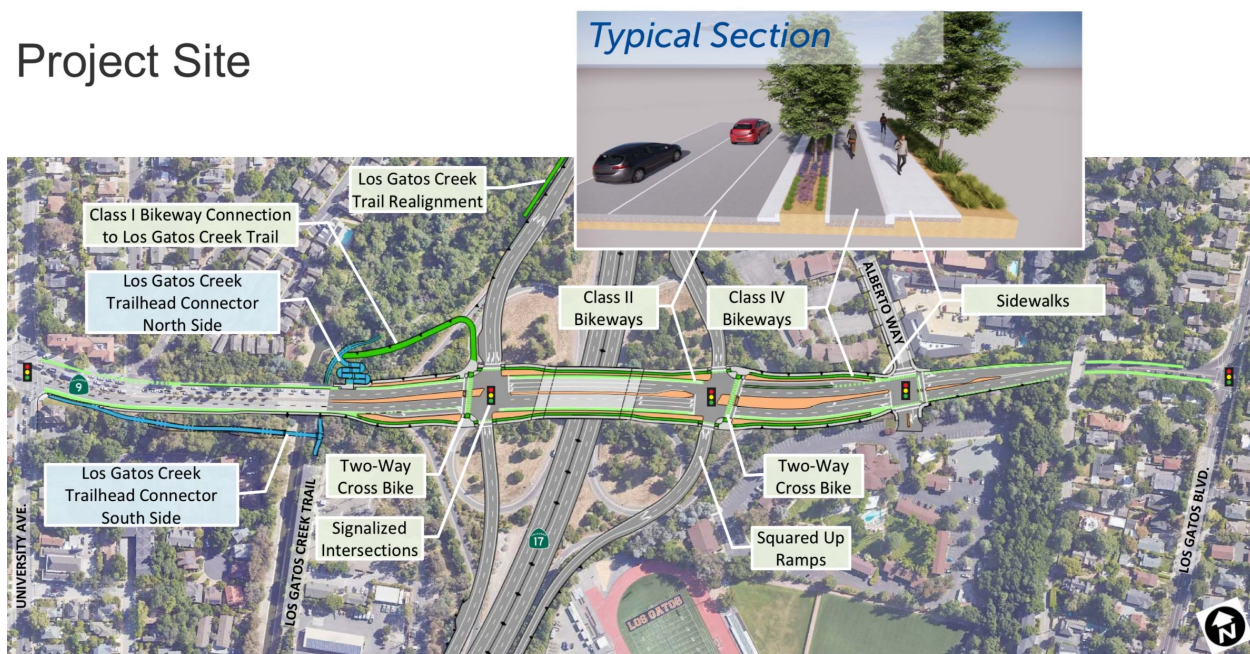
1. Community outreach and surveys conducted online, in-person, at libraries, schools, street fairs. Spectrum of > 200 respondents corresponds to demographic makeup of SJC.
 1. Monterey Rd & Kerner
 2. Blossom Hill Rd & Monterey
 3. Grand Boulevard Construction proposes to transform Monterey Road from Keyes St to Metcalf Rd. 6-lane highway —> Grand Boulevard with complete streets features.
2. Sidewalk gap, flashing beacons, bike facility, school safety; traffic calming
3. BPAC voted to recommend VTA Board approve this plan.

VTA Highway Program, Route 17 Corridor Congestion Relief Project, in Los Gatos

Presented by Gene Gonzalo, Engineering Manager, Hwy Capital Program; Chris Lillie, Project Manager.

1. Goals:
 1. improve active transport across Hwy 17 on SR 9 in Los Gatos.
 2. Reduce 17 congestion and reduce cut-through traffic from 17 into Los Gatos
 3. improve 17 & 9 interchange, from Los Gatos Creek Trail to Los Gatos Blvd.
2. No bike facilities crossing 17 on 9; bikes cross 8 interchange ramps (4 each way). Project will reduce crossings to 2 each way.
3. No sidewalks are ADA-compliant

Project Site



4. Current Bike Stress Level 4 calculated for this stretch. Max on the scale. Project would result in Stress Level 1.
5. Project estimate 110 M\$. Current: 13.3 M\$ from Measure B, Los Gatos city 0.6 M\$. Remainder yet unsecured.
6. Target construction start 2028; complete by 2030.

Transit-Oriented Communities Grant Program, by Melissa Cerezo, Principal Transportation Planner

1. Goal: increase transit ridership and reduce vehicle trips, via mixed-use, mixed-income development around transit stations and corridors.
2. 750 k\$ for FY24. Allocated to: local funding agencies/towns (50%), community orgs. (25%), education (15%), placemaking arts (10%).
3. Funding Release notice March; Application Deadline May; Awards June.

Announcements:

1. Next month meeting will include Bascomb Ave Complete Streets project.
2. Bicycle Academy by Henry Wadler will begin soon; check website; 4-week session. Henry will retire after 22 yrs at Bicycle Academy.



City of Sunnyvale

Agenda Item

24-0365

Agenda Date: 2/15/2024

REPORT TO BICYCLE AND PEDESTRIAN ADVISORY COMMISSION

SUBJECT

BPAC 2024 Annual Work Plan

2024 Master Work Plan

Bicycle and Pedestrian Advisory Commission

Annual Calendar

MEETING DATE	AGENDA ITEM/ISSUE
January 18	<ul style="list-style-type: none"> • Ranking of 2024 Study Issues
February 15	<ul style="list-style-type: none"> • Tasman Pedestrian-Bicycle Improvements Study Issue (DPW 21-03) • Discussion of Utility Bill Concepts • Discussion of TDA Funding
March 21	<ul style="list-style-type: none"> • VTA SRTS Homestead Road Improvements • Climate Action Playbook Progress Update 2023 • Safe Routes to School Coordinator Update 2023 • Utility Bill Concept Designs • Council Ranking of Study Issues (Information item)
April 18	<ul style="list-style-type: none"> • Discussion of TDA Funding • Traffic Calming Program Study Issue (DPW 22-06)
May 16	<ul style="list-style-type: none"> • Annual reporting on collisions involving pedestrians and cyclists • Vision Zero Plan Progress Update • TDA Funding Project Recommendation • Review Recommended Budget
June 20	<ul style="list-style-type: none"> • Recognition of Service • Utility Bill Stuffer Update (Information item) • Annual Slurry Seal List (Information item)
July 18	<ul style="list-style-type: none"> • Selection of Chair and Vice Chair • Mary Avenue Overcrossing (Draft EIR)
August 15	<ul style="list-style-type: none"> • Central Arques Specific Plan • Tasman Pedestrian-Bicycle Improvements Study Issue (DPW 21-03) • Active Transportation Plan Progress Update • VTA Measure B Education and Encouragement Potential Projects
September 19	<ul style="list-style-type: none"> • El Camino Real Sense of Place and Gateways • Study Issues Sponsorship (for Scenario 1)
October 17	<ul style="list-style-type: none"> • Safe Routes to School Coordinator Update 2024 • Mary Avenue Overcrossing (Final EIR) • Final month to Propose Study Issues • Study Issues Sponsorship (for Scenario 2, if necessary) • Review Sponsored Study Issues Write-up (for Scenario 1 only)

MEETING DATE	AGENDA ITEM/ISSUE
November 21	<ul style="list-style-type: none">• Climate Action Playbook Progress Update 2024• Approve 2025 Master Work Plan
December 19	<ul style="list-style-type: none">• Final month to Approve 2025 Master Work Plan• 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
- East Channel Trail Study
- Hollenbeck Bike Lane Study
- Class IIIB Bicycle Boulevards (Information Item)
- Assembly Bill No. 413
- Sunnyvale Municipal Code 10.56 Bicycles
- Sunnyvale Municipal Code 19.46.150 Bicycle Parking
- Bicycle Improvements Planning Study (Mathilda Ave between Almanor Ave and Del Rey Ave – Southbound only)
- Bicycle and Pedestrian Access Improvements at Sunnyvale Caltrain Station (Study Issue DPW 20-02)



City of Sunnyvale

Agenda Item

24-0366

Agenda Date: 2/15/2024

REPORT TO BICYCLE AND PEDESTRIAN ADVISORY COMMISSION

SUBJECT

Active Items List February 2024

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	The project will be brought to BPAC in February. Staff is currently working on the materials and postcard for the first community meeting that is scheduled for the end of February. Staff is working with the consultant to analyze the collected data to improve pedestrian and bike facility along Tasman Drive.	1/18/2024
2	Bernardo Caltrain Under-crossing	Obeso	TBD	The eastern option has been selected as the preferred option. The project is now completing the technical studies required for environmental clearance. Environmental clearance is anticipated by spring 2024.	1/18/2024
3	Stevens Creek Trail Extension	Obeso	TBD	The project team is currently completing technical studies for environmental clearance. Once that is complete, the final design will begin. Additionally, the project team is also looking into additional grant funding opportunities to study a bike/pedestrian overcrossing of Fremont Avenue and coordinating with adjacent property owners, per City Council direction.	1/18/2024
4	Caltrain Grade Separation Feasibility Study	Obeso	Sept. 2022	The feasibility study is complete. City Council selected the Underpass with Jughandle option for Mary Avenue and the Bicycle and Pedestrian Underpass option for Sunnyvale Avenue. The City is currently working with Caltrain on agreements to begin the environmental clearance phase for the Mary Avenue crossing.	1/18/2024
5	Pedestrian/Bicycle Pathway Spot Improvements	Talavera	2023	Spot improvements have been implemented by Field Services Crews. Work is completed.	1/18/2024
6	Improve Bicycle and Pedestrian Access at Sunnyvale Caltrain Station	Wong	Feb. 2025	Staff is finalizing the consultant procurement process and are onboarding a consultant.	1/18/2024
7	Homestead Road Bike Lane Study	Wong	Summer 2023	During the August 8, 2023 City Council meeting, Council selected Alternative 2 with additions to the motion to include a road diet and buffered bike lanes where possible. Next steps are to create a CIP project and seek funding opportunities.	8/17/2023
8	Road Overlay, Slurry, Reconstruction & Chip Schedule	Ng	Annual	List was included in June 2023 BPAC meeting agenda packet.	6/15/2023
9	Bike to Work Day	Tsang	Annual	Silicon Valley Bicycle Coalition Bike to Wherever Day 2023 is held on Thursday May 18, 2023 to Saturday May 20, 2023. Bike to Work Day 2023 is held on Thursday May 18, 2023 from 7AM to 10AM at Plaza Del Sol.	5/18/2023
10	Utility Bill Insert	Tsang	Annual	The 2023 Utility Bill Insert will be mailed out with the Utility Bill in July/August 2023.	2/16/2023
11	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 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.</p> <p>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.</p>	6/16/2022



City of Sunnyvale

Agenda Item

24-0367

Agenda Date: 2/15/2024

REPORT TO BICYCLE AND PEDESTRIAN ADVISORY COMMISSION

SUBJECT

2024 Deferred Study Issues

2024 Deferred Study Issues

Number	Name	2024 Ranking Results
ESD 24-02	Evaluate Adopting Transit-Supportive Policies for Sunnyvale	Deferred by BPAC
<p>Notes:</p> <p>These study issues will be brought back to BPAC in 2025 for ranking.</p> <p>The Study Issue Papers can be found on the City website at www.sunnyvale.ca.gov by searching "Proposed Study Issues".</p>		