



# City of Sunnyvale

## Notice and Agenda Bicycle and Pedestrian Advisory Commission

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Thursday, March 21, 2024

6:30 PM

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

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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.*

*The Chair may determine it would be impractical to include remote public comment during Oral Communications.*

- *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](mailto: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](mailto:awong@sunnyvale.ca.gov) (28 CFR 35.160 (b) (1)).*

### **CALL TO ORDER**

### **SALUTE TO THE FLAG**

### **ROLL CALL**

### **PRESENTATION**

- A     [24-0503](#)           Sunnyvale Safe Routes to School Coordinator Updates 2023
- B     [24-0504](#)           Climate Action Playbook Update 2023

### **ORAL COMMUNICATIONS**

*The Chair may determine it would be impractical to include remote public comment during Oral Communications for the purpose of timeliness of the meeting or conducting an orderly meeting. Such a determination shall be made prior to opening public comment on 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    [24-0502](#)            Approve the Bicycle and Pedestrian Commission Meeting Minutes of February 15, 2024.

**Recommendation:** Approve the Bicycle and Pedestrian Commission Meeting Minutes of February 15, 2024 as submitted.

- 1.B    [24-0507](#)            Approve the Joint Study Session Meeting Minutes of November 30, 2023.

**Recommendation:** Approve the Joint Study Session Meeting Minutes of November 30, 2023 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        [24-0505](#)            Discussion on Projects for Transportation Development Act (TDA) Article 3 Application
- 3        [24-0506](#)            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**

- [24-0508](#)            BPAC 2024 Annual Work Plan

- [24-0509](#) Active Items List March 2024
- [24-0510](#) 2024 Deferred Study Issues
- [24-0511](#) Council Ranking of Study Issues 2024
- [24-0512](#) Council Action on Budget Proposals 2024

### **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](mailto: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](http://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

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**24-0503**

**Agenda Date: 3/21/2024**

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

#### **SUBJECT**

Sunnyvale Safe Routes to School Coordinator Updates 2023

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



# City of Sunnyvale

## Agenda Item

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**24-0504**

**Agenda Date: 3/21/2024**

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

#### **SUBJECT**

Climate Action Playbook Update 2023

Christina Raby, City of Sunnyvale Environmental Engineering Coordinator, and Madeline Khair, City of Sunnyvale Environmental Programs Manager, will provide an update on the City's progress toward the implementation of the Climate Action Playbook.



# City of Sunnyvale

## Agenda Item

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**24-0502**

**Agenda Date: 3/21/2024**

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

#### **SUBJECT**

Approve the Bicycle and Pedestrian Commission Meeting Minutes of February 15, 2024.

#### **RECOMMENDATION**

Approve the Bicycle and Pedestrian Commission Meeting Minutes of February 15, 2024 as submitted.



# City of Sunnyvale

## Meeting Minutes - Draft Bicycle and Pedestrian Advisory Commission

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Thursday, February 15, 2024

6:30 PM

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

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### **CALL TO ORDER**

Chair Oey called the meeting to order at 6:33 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 (absent)

### **PRESENTATION**

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

Thinh Le, Transportation Engineer, Gina Nguyen and Adam Dankberg, Kimley-Horn consultants, gave a presentation on the Tasman Drive Pedestrian-Bicycle Improvements Study. Highlighting the following:

- Tasman Drive corridor lacks bike lanes and sidewalks
- Project aims to create connections for pedestrians and bicyclists on Tasman Drive between Fair Oaks Avenue and Lawrence Expressway
- 5-year Collision Report
- Pedestrian improvements
- Bicycle improvements



- Project Timeline:
  - Background review and data collection
  - Perform safety and traffic analysis
  - Develop preliminary design alternatives
  - Refine design alternatives
  - Final report
- Community Outreach - Round 1 and 2
- Traffic Considerations
- Existing Geometric Conditions
- Alternatives Requirements:
  - Provide bicycle and pedestrian facilities on both sides of Tasman Drive
  - Maintain all existing access to mobile home parks
  - Stay within the public right-of-way
  - No modifications to VTA Light Rail
  - Limit tree impacts
- Alternative 1: Multi-Use Path:
  - Wide surface (12'-16') for pedestrians and bicycles to share
  - Two-way travel on both sides of the street
  - Tree impacts: Up to 4
- Alternative 1 at Fair Oaks Avenue and at Lawrence Expressway
- Alternative 2: Buffered Bike Lane:
  - Separates bicycles and autos
  - 6' bike lane
  - 2' painted buffer between bikes and autos
  - Potential for vertical separation in the future
  - Pedestrians are separated from both autos traffic and bike lane by 6' curb
  - 6' sidewalk
  - Tree impacts: Up to 4
- Alternative 2 at Fair Oaks Avenue and at Lawrence Expressway
- Alternatives Comparison
- Benefits of Both Alternatives - Pedestrian and Bicycle Benefits
- Online survey at <https://www.surveymonkey.com/r/tasmanpedbikesurvey>
- Next Steps:
  - Receive community input on proposed alternatives
  - Online survey - closes March 15, 2024
  - February 29th - Community meeting at City Hall and on Zoom
  - Early March - Open houses with mobile home park communities
  - Refine alternatives and prepare cost estimates
  - Late summer - BPAC meeting #2 to inform alternative selection

Commissioner Melhman asked about the following:

- What changes to the intersection at Vienna Drive and Tasman Drive are being made to accommodate cyclists?
- Left turn bike boxes at the Lawrence Expressway end and at the Fair Oaks end
- Any talks with the County to eliminate right turns on red in all directions on Lawrence Expressway?
- Is the current intersection design at Fair Oaks Avenue being looked at for modifications to the traffic controls to make it safer for bicyclists and pedestrians?
- Are there any street lighting or cover designs on the shared-use path?
- Are there any storm drainage issues?

Mr. Dankberg and Mr. Le addressed the questions.

Commissioner Hafeman asked about the following:

- Have driveways been considered a safety hazard in Alternative 1: Multi-Use Path
- What is the benefit of having bi-directional bicycles on both sides?
- Consider Alternative 1A where the bikeway is separate from the pedestrians and unidirectional

Mr. Dankberg addressed the questions.

Vice Chair Beagle asked about the following:

- Was there a sign that removing the travel lane led to reduced usage of the road or would traffic not have returned had the two travel lanes stayed the entire time?
- Is traffic anticipated to return as it was pre-Covid?
- With reduced traffic, is a sound barrier necessary and would reducing the constraint for that sound barrier allow wider space for bike/ped options?
- Was it considered to remove one of the left turn lanes on Lawrence Expressway with the reduced traffic?
- Why is the single direction bike path able to continue straight while the multi directional shared-use path has to do a weird branching option?

Ms. Tsang and Mr. Dankberg addressed the questions.

Commissioner Davé asked about the following:

- Where can pedestrians cross to get to the light rail?

Ms. Nguyen and Mr. Dankberg addressed the question.

Commissioner Bonne asked about the following:

- How will the paths get cleaned? Is there room for a street sweeper?
- Was current bicycle use measured on this sector?

Mr. Dankberg addressed the question.

Commissioner Liu asked about the following:

- What would be done with the extra space if one of the left turns were removed? Could bike boxes be used in its place?
- Are travelers expected to stay on the right side on the multi-use path in Alternative 1?
- Would there be a dotted white line in the center to help keep travelers on their side?
- Do pedestrians typically stay on the rightmost edge and cyclists pass to the left of the pedestrians but stay on the right side half of the multi-use path?
- Is there going to be a barrier between the path and the car lane in Alternative 1?
- Will there be any landscape strip between the multi-use path and the car lane?
- How would cyclists go in both directions in Alternative 1 at Fair Oaks Avenue?
- How would cyclists make a left turn onto Fair Oaks Avenue?
- Would the Alternative 2 Class IIB Buffered Bike Lanes become Class 4?
- Are there currently lights to regulate pedestrians and cyclists to cross at the light rail?
- Will bike boxes be put in for Alternative 1?

Mr. Dankberg, Ms. Tsang and Ms. Nguyen addressed the questions.

Chair Oey asked about the following:

- Can all the vehicle travel lanes be 12 feet consistently and then the extra on the left in Alternative 1?

Mr. Dankberg addressed the question.

Commissioner Mehlman asked about the following:

- What is the speed limit on Alternative 1 and 2 roads?
- How are you going to adjust grading on Alternative 1 areas that intersect?
- How likely will the County permit reduction of a left turn lane from Lawrence Expressway onto Tasman Drive if a lane was removed?
- How can a crosswalk be put in without impacting the light rail?
- How would the shared-use path grade to prevent cars from sitting and waiting to turn in Alternative 1 at Fair Oaks Avenue?
- How will the City clean the shared-use path?

Mr. Le and Ms. Tsang addressed the questions.

Vice Chair Beagle asked about the following:

- Was there any consideration for having a single straight or combined straight and left turn lane from Tasman Drive onto Fair Oaks Avenue?
- Was there any consideration for having raised crosswalks? Especially the one within the pork chop island.
- Can you combine the pork chop island crosswalk and the one to the light rail medium?
- Is there a way to get from the bike path into the left turn in Alternative 1 when turning off the bike path onto Vienna Drive?
- Is the 12 foot travel lane for the whole thoroughfare?

Mr. Dankberg and Ms. Tsang addressed the questions.

Chair Oey asked about the following:

- Can the travel lanes go down to 11 feet?

Ms. Tsang addressed the question.

Commissioner Davé asked about the following:

- Why are the bike lanes buffered in Alternative 2?

Mr. Dankberg addressed the question.

Public Comment opened at 8:11 p.m.

No speakers.

Public Comment closed at 8:12 p.m.

Commissioner Mehlman commented on the following:

- Would like to see the design of the Vienna Drive intersection
- Would like to see the Alternatives address the concerns at the signalized intersections
- Needs more of a cross section of Fair Oaks Avenue, to see how the multi-use path in Alternative 1 works closer up
- Leaning towards Alternative 2
- Sidewalks are needed on both sides of the street
- More intersection design towards to cyclists that make the turn
- Roadway speed needs to be 30 mph or lower for the buffered bike lane option
- Concerned with the right turns coming from Fair Oaks Avenue and right turns coming from Lawrence Expressway from the north/south direction
- Should be four way, no right turn on red to be safer for pedestrians
- Improvements should include reducing the crossing distance for pedestrians

crossing Lawrence Expressway

- Alternative 1 is not safe enough as designed and no way to keep it clean

Chair Oey commented on the following:

- Strong supporter of Alternative 1 because of experiencing it
- Bicyclists don't have to stay on the multi use path, they could use the lane to be safer
- Much less trash in Alternative 1 because of the downward grade
- Have doors in the sound barrier fence

Commissioner Liu commented on the following:

- Would feel safer as a cyclist to have the bike path raised up by 6 inches to the level of the sidewalk in either Alternative 1 or 2
- Supports the narrowing of the car lane to 11 feet if no gutter is present
- Supports the no right-turn on red at both ends of Lawrence Expressway and Fair Oaks Avenue which would make it easier for transportation users
- Raised crosswalks where possible are a good idea which would make is safer for pedestrians and cyclists on Tasman Drive
- Dotted white line can help with the safety

Commissioner Davé commented on the following:

- Harrowing for families using shared-use pathways due to bicyclists moving fast on certain paths
- Does not agree with narrowing the road so people will drive slower

Vice Chair Beagle commented on the following:

- Likes the curb radii reduced at all the intersections
- Right-turn on red, should be removed from all intersections in all directions both onto and off of Tasman Drive
- Lighting should be looked at closer
- There should be raised crosswalks wherever possible since they force drivers to slow down and signal to drivers that they are entering pedestrian space
- Would like to see a bike ramp, allowing confident bicyclists to turn left from the shared-use path into the left turn lanes in Alternative 1
- Width of lanes should be the minimum allowed
- Bi-directional bike way on both sides of the street are a great idea
- Likes bike paths at sidewalk level which separate bike traffic from car traffic and increases safety and keeps the gutter in the street instead of the bike lane
- Dislikes the bike lane situation in Alternative 1 at Fair Oaks Avenue
- If Alternative 2 is chosen would like to see the raised bike paths

Commissioner Bonne commented on the following:

- Should have the speed limit in mind when designing the bicycle and pedestrian facility
- Two reasons people do not bike - 1: Don't feel safe and 2: High speed of cars
- The width of the gutter should not be considered in the bicycle width calculations

Commissioner Hafeman commented on the following:

- In favor of Alternative 2 with a buffered bike lane and raised only if there is a way to clean it
- Pay attention to intersections for the Alternatives

Commissioner Mehlman commented on the following:

- Mobile home parks need access to large trucks such as flatbed trailers and fire trucks
- Concerned with the tree roots lifting up the elevated sidewalks
- Would like to see the speed limit reduced on the street when designing the alternatives

Chair Oey called for a recess at 8:43 p.m. Chair Oey reconvened the meeting at 8:51 p.m.

### **ORAL COMMUNICATIONS**

Public Comment opened at 8:51 p.m.

No Speakers.

Public Comment closed at 8:52 p.m.

### **CONSENT CALENDAR**

Public Comment opened at 8:52 p.m.

No speakers.

Public Comment closed at 8:52 p.m.

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

Commissioner Liu commented on the following:

- Much improved - part of the meeting is two-way
- Some of the minutes were one-way
- Would like it two-way for the whole meeting

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

Vice Chair Beagle moved and Commissioner Mehlman seconded the motion to approve item 1.A.

The motion carried by the following vote:

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

**No** 1 - Commissioner Liu

**Abstain** 1 - Commissioner Davé

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

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

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

The motion carried with the following vote:

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

**No** 0

**Abstain** 2 - Commissioner Davé  
Commissioner Liu

## **PUBLIC HEARINGS/GENERAL BUSINESS**

**2**      [24-0362](#)      Discussion on Design Concepts for 2024 Utility Bill Insert  
Thinh Le, Transportation Engineer, discussed the 2024 Utility Bill Inserts Design.

Public Comment opened at 9:05 p.m.

No speakers.

Public Comment closed at 9:05 p.m.

Vice Chair Beagle commented on the following:

- Supports a utility bill insert that explains the upcoming changes of where cars can no longer park in or near a crosswalk in January 2025 and explain what designates a crosswalk

Commissioner Hafeman commented on the following:

- Would like an explanation on how a Class IIIB is supposed to work

Commissioner Davé commented on the following:

- Would like an explanation of the Green Bike Lane when it becomes an intermittent green and solid green pavement

Commissioner Liu commented on the following:

- Since BPAC can't respond to the public they shouldn't be a contact on the utility bill insert
- Advertise the free bike, repair events at the library that happens every second Saturday of every month
- Advertise where one can buy a new or used bike in Sunnyvale
- Advertise the Safe Routes to School Program

Commissioner Bonne commented on the following:

- List the three main causes for injury collisions in Sunnyvale
- Shorten the violation descriptions

Commissioner Mehlman commented on the following:

- Can't advertise for private businesses
- Show how to change a tire, etc..
- Remind residents that the BPAC is here and to attend a meeting
- Advertise no texting and driving and the right hook prevention
- Explain what it means when the bike lane becomes dashed green and crosses the road and what is the driver and bicyclists supposed to do

Chair Oey commented on the following:

- Likes Commissioner Davé idea about dashed green bike lane and Commissioner Hafeman's idea about what does the double yellow line mean
- It is important to promote the BPAC



Commissioner Liu commented on the following:

- Publish the transportation projects and indicate when the BPAC and City Council meetings are on it

Commissioner Mehlman commented on the following:

- Have the big picture and the BPAC meeting information on the front with a non-caucasian family on bicycles
- On the back have an explanation of what the double yellow lines and dashed green bike lane mean

Vice Chair Beagle commented on the following:

- Advocates promoting AB413 on the front side and bike safety or bike education on the back side

Commissioner Liu commented on the following:

- Supports publishing AB413

Commissioner Mehlman commented on the following:

- Supports publishing AB413
- Not enough time to finalize insert before the city decides how they are going to implement AB413

Chair Oey commented on the following:

- One side should have the BPAC with a family friendly picture in Sunnyvale and the other side explaining the double yellow lines and the dashed green lines

Vice Chair Beagle commented on the following:

- Does not support having a side dedicated to promoting the BPAC information
- Should have one side dedicated for education and a corner of a page for the BPAC information

Commissioner Liu commented on the following:

- Supports not having one side dedicated to promoting the BPAC
- Should dedicate one side to advertise bike and repair events which is city sponsored and/or advertise the Safe Routes to School Program

Commissioner Mehlman commented on the following:

- It is important for the public to know that the BPAC exists and that they are there to make the streets safer for residents bicycling and walking
- Supports having one side dedicated to explaining the double yellow lines and the

dashed green lines

Chair Oey commented on the following:

- Informal vote to agree that one side should be dedicated to explaining the double yellow lines and the dashed green lines
- Informal vote for other side should be a family bicycling or walking instead of driving with corner showing BPAC information

Commissioner Davé commented on the following:

- Proposes using a quarter of the insert to alert residents of the BPAC and the library repairs and use three quarters to enlighten the residents of other subjects

Commissioner Hafeman commented on the following:

- Likes the idea of walk/bike instead of driving on front side

**3**      [24-0363](#)      Discussion on Projects for Transportation Development Act (TDA) Article 3 Application

Thinh Le, Transportation Engineer, discussed the Transportation Development Act (TDA) Article 3 Grant Application. Highlighting the following:

- TDA Article 3 Funding for FY 2024/25
- TDA can be used for the following:
  - Design & construction of a bicycle/pedestrian capital or quick build project
  - Secured bicycle parking facilities in high use activity areas
  - Restriping Class II bicycle lanes
- Will receive about \$140,000/year - based on sales tax
- TDA funding used last year was for the following:
  - Design phase of the installation of sidewalk on Poplar Avenue (\$160,000)
  - Bank the remaining funds (\$176,620) for construction
- Currently there is \$176,620 banked from FY 2023/24
- Potential projects:
  - Install sidewalk on Poplar Avenue near Peterson Middle School (Construction \$895,000)
  - Convert part-time bike lanes on Homestead Road between Wright Avenue and New Brunswick Avenue in full-time bike lanes (cost \$30,000)
  - Convert all part-time bike lanes on Homestead Road into full-time bike lanes (Design \$110,000 & Construction \$520,000)
  - Reduce pork chop islands on Westbound El Camino Real and Murphy Avenue and at Frances Street (Cost \$70,000)
  - Implement Class III Bicycle Route on Pastoria Avenue (Cost \$30,000)
- Objective:

- Discussion of potential projects
- If BPAC agrees with staff recommendation to bank the funds for the construction phase of the Poplar sidewalk project, then commissioners can make motion at the current meeting
- Otherwise no motion needed
- BPAC to make a recommendation for a project during the May BPAC Meeting

Public Comment opened at 9:47 p.m.

No speakers.

Public Comment closed at 9:47 p.m.

Commissioner Hafeman commented on the following:

- Dollar amounts in the packet are different than the amounts in the presentation
- The amount banked and the amount going to receive should be all used toward the Homestead Road Project because of public interest

Commissioner Liu commented on the following:

- Sidewalk on Poplar Avenue is important due to it being near a Peterson Middle School
- Homestead Full-Time Bike Lane Project would be better use of the funds
- Recommends dropping the Class III bike ways from the list
- Suggested adding four more projects and they are as follows:
  - Remove the bollards and align ramps that are placed in front of the multi-use paths such as the multi-use bridges over US101 and SR237 on Borregas Avenue and the Dalles Bridge over SR85. Install a curb ramp on the southeast corner of Borregas Avenue and Weddell Drive intersection. Remove the bollards and align the ramp at Cheyenne bike/ped pathway connecting Yukon Drive and ValCartier Drive. Stella Court bike/ped pathway to Las Palmas Park, align the ramp to the pathway at the Stella Court entrance. Remove the bollard and metal guard rail at Fremont Avenue at Los Altos border at the wooden bridge entrance going westward.
  - A study to install a scramble phase at Kennewick Drive/Homestead Road intersection
  - Improving the bike lane connection between Los Altos and Sunnyvale
  - Public parking lot at Evelyn Avenue, east of Francis Street needs to have a concrete barrier along the median in front of the exit or close off the exit altogether

Ms. Tsang stated that if the BPAC decides to bank the funding it does not need to go to City Council. VTA needs to know by mid April if the funds will be banked. There is a separate deadline that City Council has to adopt a resolution if decided not to bank it and apply it for a project. If the BPAC wants staff to look at a project

that is not on the list, staff could go and look at it and decide if it is feasible then bring it back to the BPAC in April.

Vice Chair Beagle commented and asked about the following:

- Could there be a quick build project along the lines of AB413 to narrow some residential intersections and remove parking?
- Could TDA funding be used for signs or paint to prohibit parking at the approach of crosswalks?
- Parking on Bernardo Avenue at the crosswalk is very dangerous

Ms. Tsang addressed the questions.

Commissioner Hafeman commented on the following:

- Doesn't support the idea of banking the funds since there are good projects to choose from on the list
- Supports Homestead Road Project and Poplar sidewalks

MOTION: Commissioner Hafeman moved and Commissioner Mehlman seconded to not bank the TDA funding.

Commissioner Hafeman commented on the following:

- Moved by all the public input about Homestead Road bike lanes
- A great opportunity to get the project implemented since the funds are there now

Commissioner Mehlman commented on the following:

- Agrees with Commissioner Hafeman
- Does not want to see all funds go to just one project
- Would like to see the Homestead Road Bike Lane Project implemented because it is a major commuting route for school kids as well for people going up and down Sunnyvale

Commissioner Liu commented on the following:

- Leans towards putting more funds into the Homestead Road Full-Time Bike Lanes because it is less safe on Homestead Road than on the Poplar Avenue sidewalks
- To implement Poplar Avenue sidewalks would need to bank the TDA funding for many years

Vice Chair Beagle commented on the following:

- Doesn't see banking enough of the funds long enough for the Poplar Avenue Project

- Would like the money to be used for shorter and smaller projects with immediate focus

Chair Oey commented on the following:

- Supports the motion to not bank the money and would like to see the Homestead Road Bike Lane Project move forward as quickly as possible
- Poplar Avenue needs to have sidewalks by Peterson Middle School

Vice Chair Beagle moved and Commissioner Mehlman seconded the motion to not bank the TDA funding.

The motion carried by the following vote:

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

**No 0**

**4**      [24-0364](#)      Report and Discussion of Recent Santa Clara Valley  
Transportation Authority (VTA) Bicycle and Pedestrian  
Advisory Committee (BPAC) Meeting

Commissioner Bonne, VTA BPAC Sunnyvale Representative, gave the meeting summary report for February regarding the following topics:

- VTA graduated new bus drivers and five new light rail operators
- VTA is helping to create 90 affordable housing units at the Winchester Light Rail station
- Measure B update
- Bicycle and Pedestrian updates
- VTA sponsored bike ride near Steven Creek trail
- Outlined the priorities for the VTA BPAC for this year which has three main ones:
  - Advance plans to support bicycle and pedestrian mode shift
  - Secure ample funding for the projects
  - To be an effective BPAC in the County - work with the county on development of ATP for unincorporated road and expressways and review final drafts for two large plans

- Improve Monterey Road Corridor - Community outreach and surveys conducted online, in-person, at libraries, schools, street fairs
- Eliminate sidewalk gaps, install flashing beacons, install new bike facilities with emphasis on school safety & traffic calming
- BPAC voted to recommend the plan and VTA Board approved the plan
- Presentation on proposed re-work on Highway 17 in Los Gatos
- Goals:
  - Improve active transportation across Hwy 17 on SR 9 in Los Gatos
  - Reduce Hwy 17 congestion and reduce cut-through traffic from Hwy 17 into Los Gatos
  - Improve Hwy 17 & Hwy 9 interchange from Los Gatos Creek Trail to Los Gatos Blvd.
  - Improve the bicycle and pedestrian crossing on Hwy 17 on Hwy 9
  - Currently bikes cross either interchange ramps, project will reduce it to two crossings each way
  - Cost approximately \$110 million - \$13.3 million available from Measure B, City of Los Gatos will contribute 1.6 million
  - Target start of construction date is 2028 to be completed by 2030
- Presentation on the Transit-Oriented Communities Grant Program:
  - Increase transit ridership and reduce vehicle trips
  - \$750,000 for FY2024
  - Funding release notice in March. Application deadline in May and awarded in June
- Next month meeting will include Bascom Avenue Complete Streets Project
- Bicycle Academy by Herman Wadler will begin soon - 4 week session

Public Comment opened at 10:54 p.m.

No speakers.

Public Comment closed at 10:55 p.m.

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

None.

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

##### **-Commissioner Comments**

Commissioner Mehlman commented on the following:

- King Tide Bike Ride was a success
- Female cyclists on Foothill Expressway lost her life to a motor vehicle collision

Vice Chair Beagle commented on the following:

- Active Transportation Planner position was referred to the budget process in May
- Fair Oaks Complete Streets Redesign was ranked fourth on the Department of Public Works Study Issue list and will move forward
- CDD 24-04 - Perry Park Project was ranked sixth and on the CDD list

Ms. Tsang commented on the following:

- Improving bicycle and pedestrian safety near intersections and crosswalks at Fremont High School and Homestead High School and other innovative traffic improvement - scope was downsized to only one study, scramble, implementation at Fremont Avenue during busy school hours and no right turn on red at Homestead Road and Kennewick Drive was ranked first on the Department of Public Works list
- DPW 24-01 - Evaluate Visibility of an Art Crosswalk Program was deferred
- DPW 24-10 - Evaluate a Red Curb Painting Request Process and Utilization on Volunteers to Paint Curb was deferred
- DPW 23-05 - Vision Zero Redesign of Borregas Avenue was dropped
- DPW 23-08 - Define Metric that the City will use to Evaluate Progress on Bicycle and Pedestrian Infrastructure for Future Reporting was dropped
- Active Transportation Planner position was referred to the May Budget Workshop
- DPW 24-06 - Painting Program was deferred
- Ranked #2 - Evaluate Visibility of Dog Leash Hours in select Sunnyvale Parks
- Ranked #3 - Explore the Visibility of converting the PG&E Lots facing Ramona Avenue, Lois Avenue and Donna Avenue into an open green space

Chair Oey commented on the following:

- Library Bike Repair at the Library was a success with 20-30 bikes that got fixed
- May 16-18 - Bike to Wherever Day

#### **-Staff Comments**

Mr. Le and Ms. Tsang commented on the following:

- Bike Pathway Improvement Project has been completed while using TDA Article 3 FY 22/23 funding
- VTA will be presenting Homestead Safe Routes to School Project to Sunnyvale BPAC in March
- Wednesday, April 3 at 6:00 p.m. - VTA hosting a public meeting on Homestead Safe Routes to School Project
- Thursday, February 29 from 6-7 p.m. - Tasman Pedestrian Bicycle Improvement Project Community meeting in the Bay Conference Room
- Spanish and English surveys online at <https://www.sunnyvale.ca.gov/homes-streets-and-property/transportation-and-traffic-safety/transportation-projects>

**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**

Chair Oey adjourned the meeting at 11:07 p.m.





# City of Sunnyvale

## Agenda Item

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**24-0507**

**Agenda Date:** 3/21/2024

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

#### **SUBJECT**

Approve the Joint Study Session Meeting Minutes of November 30, 2023.

#### **RECOMMENDATION**

Approve the Joint Study Session Meeting Minutes of November 30, 2023 as submitted.



# City of Sunnyvale

## Meeting Minutes - Draft Planning Commission

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Thursday, November 30, 2023

6:30 PM

Online and Bay Conference Room  
(Room 145), City Hall,  
456 W. Olive Ave.,  
Sunnyvale, CA 94086

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### Special Meeting: Joint Study Session of the Bicycle and Pedestrian Advisory Commission, Planning Commission and Sustainability Commission

#### **CALL TO ORDER**

Chair Kunz called the joint meeting to order at 6:36 p.m. in the Bay Conference Room (Room 145) at City Hall.

#### **SALUTE TO THE FLAG**

Chair Kunz led the salute to the flag.

#### **ROLL CALL**

**Present:** 17 - Vice Chair Nathan Iglesias  
Commissioner Galen Kim Davis  
Commissioner Daniel Howard  
Commissioner Michael Serrone  
Commissioner Neela Shukla  
Douglas Kunz  
Tonya Veitch  
Kathryn Besser  
Bobbykin Makwana  
Jeffery Nabhan  
Kristina Pistone  
Kristel Wickham  
Bryce Beagle  
Dan Hafeman  
Sharlene Liu  
Leia Mehlman  
Timothy Oey

**Absent:** 4 - Chair Martin Pyne  
Commissioner John Howe  
Alex Bonne  
Arwen Davé

Planning Commission Vice Chair Iglesias arrived at 7:15 p.m.

Planning Commission Chair Pyne and Planning Commissioner Howe were absent.

BPAC Commissioner Dave and BPAC Commissioner Bonne were absent.

Council Liaison Melton and Council Liaison Din were absent.

### **STUDY SESSION**

#### **23-1053**

Review and discuss Draft Game Plan 2028. The complete draft can be downloaded at [bit.ly/GamePlan28](https://bit.ly/GamePlan28)

Madeline Khair, Environmental Programs Manager, provided an overview of the Climate Action Playbook (CAP) carbon neutrality amendment, updated metrics and Draft Game Plan 2028. Ms. Khair concluded her presentation requesting that Commissioners first provide input on the new CAP carbon neutrality target, then metric updates and finally, discuss Draft Game Plan 2028 Strategies, Plays and Moves. Ms. Khair; Ramana Chinnakotla, Director of Environmental Services; and Melody Tovar, Regulatory Programs Division Manager provided answers to the Commissioner's questions.

Planning Commissioner Howard asked why emissions went up in 2019 and what feedback the City Council had to the proposed decrease in the vehicle miles traveled (VMT) CAP metric.

BPAC Chair Oey thanked staff for their progress on the CAP to-date. Chair Oey asked for a breakdown of the greenhouse gas (GHG) emissions for on-road transportation. He then asked staff to provide more detail on commercial gas and what uses make up the emissions in that sector. Chair Oey inquired if off-road equipment is solely lawn equipment or also construction equipment.

Sustainability Commissioner Pistone asked staff to clarify what CO2 equivalent means, which greenhouse gases are tracked and what defines carbon neutrality.

Sustainability Commissioner Makwana asked what the process is for adding new Moves or updating current Moves in Game Plan 2028 during its five-year time frame. Staff clarified there is no process for updating the Game Plan once its adopted. Commissioner Makwana asked for the potential to amend Game Plan

2028 as new innovations and practices are emerging.

Planning Commissioner Davis thanked staff and supports the City adopting more aggressive GHG targets than the State. Commissioner Davis noted not being supportive of current methods used to calculate VMT. Commissioner Davis stated concern that the City's 2045 carbon neutrality target would require a significant lifestyle change in the community. Commissioner Davis advised that the City start talking about the upcoming lifestyle and land use impacts to bring awareness to the community.

BPAC Commissioner Mehlman thanked staff for the presentation. Commissioner Mehlman suggested the City focus on micro-mobility infrastructure in Strategy 3: Decarbonizing Transportation & Sustainable Land Use and not solely on EV adoption. Commissioner Mehlman recommended adding a Move on micro-mobility. Commissioner Mehlman voiced concern on the focus of Strategy 4: Managing Resources Sustainably, being on reducing emissions from organics and not on reducing plastic or from other municipal solid waste streams. Commissioner Mehlman voiced concern that there is not enough in Draft Game Plan 2028 about transit infrastructure and recommended prioritizing transit infrastructure to make public transit options more accessible. Commissioner Mehlman recommended staff work with mobile home parks to help them electrify their homes.

BPAC Commissioner Hafeman asked if delivery vehicles are accounted for and affect commercial VMT data. Commissioner Hafeman asked if the CAP metric to increase on-road zero emission vehicle adoption to 42% by 2030 is for new vehicles only or all vehicles. Commissioner Hafeman voiced concern that car manufacturers may not be able to transition fast enough to all-electric fleet or acquire enough lithium to produce electric vehicles (EV) to meet our 2030 targets. Commissioner Hafeman recommended that staff focus more on reducing reliance on cars instead of replacing them with EV's.

Sustainability Commissioner Wickham commended staff for getting three Commissions together to discuss Draft Game Plan 2028. Commissioner Wickham stated support of the new carbon neutrality target in Draft Game Plan 2028 to align with the State's 2045 target. Commissioner Wickham recommended several changes to the carbon neutrality language that could make the target stronger and more achievable. Sustainability Chair Kunz and Vice Chair Veitch supported these suggestions.

Planning Vice Chair Iglesias recommended staff include a metric to understand the costs on the City, residents or a combination to implement the targets stated in the

Draft Game Plan 2028.

BPAC Chair Oey requested staff invest in real data to track VMT's in Sunnyvale and suggested using methods such as stop light data to track transportation instead of using estimates in the current methodology.

Sustainability Commissioner Wickham asked if the current CAP qualified for California Environmental Quality Act (CEQA) streamlining purposes.

Sustainability Chair Kunz recommended staff continue to pursue qualifying the CAP for CEQA streamlining purposes.

Sustainability Commissioner Pistone emphasized having better and stronger goals in Game Plan 2028 to help Sunnyvale achieve its targets. Commissioner Pistone recommended expanding the scope of Game Plan 2028 goals to include lifecycle impacts to bolster the City's efforts to reduce emissions.

Sustainability Chair Kunz opened discussion on the Strategy Plays and Ms. Khair responded to questions.

BPAC Chair Oey, BPAC Vice Chair Beagle, Planning Vice Chair Iglesias, Sustainability Commissioner Besser, and BPAC Commissioner Liu voiced concern about reducing the VMT per person target in Play 3.1.

BPAC Chair Oey asked whether tracking GHG emissions in transportation includes emissions from asphalt in parking lots and roadways.

Planning Commissioner Davis agreed with the landfill organics targets in Strategy 4: Managing Resources Sustainably.

Sustainability Commissioner Besser suggested increasing the Play 3.1 target slightly could encourage more people to strive for the higher goal and help the City achieve its true target of 10%. Commissioner Besser echoed statements previously made that EV adoption should not be the sole solution due to the cost barrier to purchase an EV as well as the worldwide impacts of lithium production.

BPAC Commissioner Liu suggested that staff account for emissions from EV production and usage, and asphalt creation and repaving when measuring GHG emissions in transportation. Commissioner Liu was concerned that the City is asking residents to switch from gas to electric vehicles, but not advocating for expanded public transit, bicycle routes and walkable streets. Commissioner Liu

recommended staff work with the Transportation Division to require that all high-density housing projects include safe routes for residents that will live in the complexes to get around without a vehicle. Commissioner Liu asked the City to consider making this recommendation a policy.

Sustainability Commissioner Wickham voiced support for the new metrics in Strategy 2, 3 and 4. Commissioner Wickham emphasized liking that Strategy 2's metrics focus on natural gas use. Commissioner Wickham praised the percent reduction in landfill organics metric in Strategy 4 and asked if there could be further improvements to reduce landfill organics between 2030 and 2045.

Sustainability Commissioner Makwana asked to add the City's current status in meeting the metric targets in Game Plan 2028.

Sustainability Commissioner Pistone noted support for increasing the percent of off-road zero emission equipment in Play 3.4. Commissioner Pistone suggested the metric come with a behavioral change framework to help move people away from unsustainable landscaping practices, such as gas-powered leaf blowers and lawn mowers.

BPAC Commissioner Hafeman asked if emissions from tires of cars or EVs are counted. Commissioner Hafeman asked if there is any discussion on measuring the percentage of people taking transit in Sunnyvale versus using single occupancy vehicles. Commissioner Hafeman suggested seeing the data on percentage of miles traveled on public transit in comparison to miles traveled in cars could be a helpful metric.

Sustainability Commissioner Makwana suggested an increase in the local battery storage metric target for Play 1.3.

Sustainability Commissioner Nabhan was concerned to see the Strategy 4: Managing Resources Sustainably metric to reduce landfill garbage to one pound per person when it is currently at 3.6 pounds per person. Commissioner Nabhan asked if the data is trending that way and whether it would be feasible to meet.

BPAC Commissioner Mehlman inquired how waste per person or per household is measured. Commissioner Mehlman asked if that calculation includes residential and commercial sources. Commissioner Mehlman questioned how construction waste is counted. Commissioner Mehlman asked the status of a commercial organics recycling program. Commissioner Mehlman inquired about compliance measures the City will be taking to ensure businesses are separating their

organics. Commissioner Mehlman asked if hotel and motel residents' waste are captured in the calculation, if these residents are considered part of Sunnyvale's population and if they are required to separate organics during their stay.

BPAC Chair Oey expressed worry that Sunnyvale is unable to calculate the true total of GHGs and asked what percentage of total GHGs are outside of the City's scope. Chair Oey recommended including clarification in the CAP about GHG inventories being focused on Scope 1 emissions. Chair Oey emphasized that focusing on reducing VMTs in general could help the City reduce emissions in Scopes 1, 2 and 3 due to lower car sales, repaving and tire manufacturing.

Sustainability Chair Kunz voiced support on the new metrics that are being added and shared the same concerns about decreasing the VMT target.

Sustainability Chair Kunz opened discussion on the Strategy Moves and Ms. Khair guided the Commissioners on the structure staff would like to take feedback.

Sustainability Commissioner Pistone asked for clarity on where the source of organics is coming from in Move 1.C.

BPAC Commissioner Mehlman recommended for Strategy 1 or Strategy 2 that there be an added Move to implement solar panels in parking lots to reduce heat island effects and promote clean electricity generation and battery storage.

Sustainability Commissioner Pistone asked for more clarity on why people would want to opt out of Silicon Valley Clean Energy's (SVCE) clean energy programs.

Sustainability Commissioner Wickham asked the status of the City's GreenPrime enrollment. Commissioner Wickham asked staff to get the City re-enrolled in GreenPrime.

Sustainability Chair Kunz opened the discussion on Strategy 2: Decarbonizing Buildings.

BPAC Vice Chair Beagle asked for an explanation on the difference between the terms decarbonization and zero emission.

BPAC Commissioner Hafeman expressed excitement for Move 2.H.

Planning Commissioner Davis supported the list of Moves in Strategy 2 and recommended staff work to switch residents with wood burning stoves to

all-electric.

BPAC Chair Oey was pleased with the Moves listed in Strategy 2.

Sustainability Commissioner Pistone and Vice Chair Veitch stated concern for renters as they do not have authority over electrifying their appliances. Commissioner Pistone called out that Moves 2.D, 2.F, 2.M and 2.I all encourage accelerated electrification adoption, but it is more difficult for renters to take advantage of these incentives without property manager support.

Sustainability Vice Chair Veitch recommended the municipal GHG inventory for Move 2.C be conducted every two or three years. Vice Chair Veitch suggested language changes to Move 2.M.

BPAC Commissioner Mehlman inquired about the timeline to implement an ordinance for 2.G and requested there be no exemptions for manufactured home parks. Commissioner Mehlman additionally recommended staff design an assistance program for low-income households to bring them up to code.

Planning Vice Chair Iglesias recommended implementation costs be identified for each Move throughout Game Plan 2028 to prioritize the Moves that are cost-effective on residents and the City. BPAC Chair Oey supported this suggestion.

Sustainability Commissioner Wickham suggested the City prioritize designing an awareness campaign to assist residents and businesses in electrifying their homes and buildings, specifically to help support the Bay Area Air Management District's (BAAQMD) ruling to ban natural gas water heater sales by 2027.

Sustainability Commissioner Pistone asked why the local environmental quality icon in the community benefits section of Strategy 2 is identified for Move 2.J but not for Moves 2.D, 2.E and 2.G. Commissioner Pistone recommended staff monitor new enhancements to measuring methane leaks from existing buildings.

Sustainability Chair Kunz stated excitement for all new Moves in Strategy 2 and was particularly excited about Move 2.H. Chair Kunz stated uncertainty about the feasibility of reaching the 44% percent reduction goal in existing residential natural gas use by 2030. Chair Kunz asked how the set of tools in Moves 2.F, 2.L and 2.N fit together and suggested imbedding a diagram to show the course of action to achieve the 2030 target in Strategy 2.



Sustainability Chair Kunz opened the discussion on Strategy 3: Decarbonizing Transportation & Sustainable Land Use.

BPAC Commissioner Mehlman asked what progress has been made on Move 3.A. Commissioner Mehlman recommended connecting and expanding the shuttle program identified in Move 3.F to other areas of the city to connect people to the VTA light rail and Caltrain.

BPAC Commissioner Liu requested that the supporting text in Moves 3.D and 3.I be more specific and quantify the high priority projects in the Active Transportation Plan (ATP).

Planning Commissioner Serrone articulated the barriers renters have to purchase an EV when their building does not have EV charging infrastructure and asked what triggers more EV chargers in multi-family buildings. Commissioner Serrone asked if the City can implement an ordinance to require EV chargers in new multi-family building projects. Commissioner Serrone mentioned that the State plans to ban the sale of natural gas-powered off-road equipment and asked staff if this will also ban the operation of them.

BPAC Commissioner Hafeman asked how the City plans to reduce street parking in Move 3.A to put more ATP infrastructure in. Commissioner Hafeman recommended modifying one of the Moves to include that existing street parking will be removed after any new construction project is complete. Commissioner Hafeman also requested adding a new goal to Strategy 3 that seeks more funding for the City's ATP.

BPAC Chair Oey stated support for Move 3.I. Chair Oey requested the City install safer, more convenient bicycle lockers in existing parking lots. Chair Oey also suggested there be more emphasis on bicycle education and outreach in the Safe Routes to Schools program and in driver training programs. Chair Oey urged for more focus on funding in Game Plan 2028 and asked to better define "robust first and last mile" in Move 3.C.

Planning Vice Chair Iglesias expressed safety concerns to bike on the roads in Sunnyvale and suggested a more reliable and accessible public transit network around the city. Vice Chair Iglesias suggested imbedding a measurable goal in Strategy 3 to call out how long it should take people to get to and from a destination in Sunnyvale using alternatives modes of transportation.

BPAC Vice Chair Beagle strongly agreed with Vice Chair Iglesias, and emphasized

that mode shift should be the focus of Strategy 3. Vice Chair Beagle suggested rephrasing Play 3.3 to increase the percentage of electric vehicles clarifying that the overall number of vehicles should decrease. Vice Chair Beagle asked for clarity on Move 3.J and how the largest employers in the city is defined. He recommended the City encourage companies to support transit through incentives. Vice Chair Beagle recommended Move 3.E include car share as an option.

BPAC Commissioner Mehlman asked why the threshold for Move 3.E is 1,000 employees and not 500.

Planning Commissioner Howard recommended a shift in focus to promoting smaller EV equipment such as bicycles and scooters and utilizing retail spaces in Sunnyvale to promote the sale and use of micro mobility devices.

Planning Commissioner Davis supported Move 3.I and recommends creating more space on roadways for safe walking and biking routes.

Sustainability Commissioner Wickham questioned if the City's Specific Plans and Area Plans are enough to achieve the land use goals in Strategy 3 or if the City needed more zoning policies or higher density policies to implement.

Sustainability Chair Kunz opened the discussion on Strategy 4: Managing Resources Sustainably

Sustainability Commissioner Pistone asked if there is a plan to expand infrastructure to accept paper products in organics collection.

BPAC Commissioner Hafeman supported Move 4.I but suggests the Move also include residential construction projects. Commissioner Hafeman questioned why composting was left out of Strategy 4.

BPAC Commissioner Mehlman requested that 4.K be seen as a high priority Move. Commissioner Mehlman suggested merging Moves 4.K and 4.J.

Sustainability Commissioner Wickham commented that Move 4.L is in need of funding. Commissioner Wickham went on to state the entire CAP needs funding and encouraged staff to think of creative ways to find the funding necessary to implement all of the Moves in Game Plan 2028. Chair Kunz supported these comments.

Planning Vice Chair Iglesias asked what a campaign looks like for Move 4.A.

Sustainability Commissioner Pistone questioned how to encourage businesses like grocery stores to reduce plastic packaging and provide more sustainable options for consumers.

Sustainability Chair Veitch suggested including the potential to explore climate bonds or climate taxes to help fund the CAP. Vice Chair Veitch also suggested establishing more private-public partnerships for funding.

Sustainability Chair Kunz asked what Sunnyvale's Scope 3 emissions are and suggested establishing a consumption-based inventory to help the City identify target areas to drive policy changes.

Sustainability Chair Kunz opened the discussion on Strategy 5: Empowering Our Community and Strategy 6: Adapting to a Changing Climate.

BPAC Chair Oey stated support for Strategy 5 overall and encouraged more City recognition of residential demonstration projects. Chair Oey commented his support of the Sustainability Speaker Series.

BPAC Commissioner Mehlman inquired about the work currently happening on Strategy 5 and suggested expanding the current environmental education programs to include more sustainability topics.

BPAC Commissioner Liu suggested adding a Move about incorporating Safe Routes to School in the elementary school curriculum.

Sustainability Commissioner Pistone commented that Governor Newsom signed Assembly Bill 285 to mandate climate change education in California in K-12 grade classrooms. Commissioner Pistone suggested rewording Move 6.C to make it clearer to understand what the intent is.

Sustainability Vice Chair Veitch voiced appreciation for Strategy 5. Vice Chair Veitch inquired about a way to integrate climate change information into the Community Emergency Response Team (CERT) Program. Vice Chair Veitch voiced excitement for Move 6.F and emphasized the importance of partnering with Non-Profit Organizations and Community Based Organizations to operate as resilience hubs.

BPAC Commissioner Mehlman inquired about strategies to achieve the Game Plan 2028 Moves, where the City's accountability is and if the City's budget can be

altered to support the completion of the Moves in Game Plan 2028.

Sustainability Chair Kunz opened public comment.

Sustainability Chair Kunz closed public comment.

Sustainability Chair Kunz and Ms. Khair provided closing comments and thanked the Commissioners for attending the Joint Study Session on Draft Game Plan 2028.

### **ADJOURNMENT**

The meeting was adjourned at 9:37 p.m.



# City of Sunnyvale

## Agenda Item

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**24-0505**

**Agenda Date: 3/21/2024**

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### **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

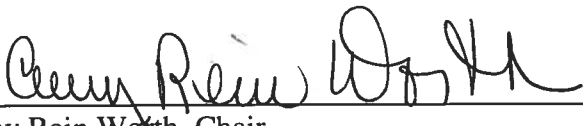
WHEREAS, the Metropolitan Transportation Commission (MTC), as the Transportation Planning Agency for the San Francisco Bay Region, adopted MTC Resolution No. 875 entitled "Transportation Development Act, Article 3, Pedestrian/Bicycle Projects", that delineates procedures and criteria for submission of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

## **Policies and Procedures Update on TDA Article 3 (Res. 4108)**

### *I. Update to list of eligible project types*

Description	Rationale
Capital purchases for maintenance of Class I or Class IV separated bikeways such as compact street sweeping vehicles	Various sponsors have expressed concerns that the future cost of maintenance on separated bikeways or multi-use trails has been an obstacle in pursuing projects

### *I. BPAC requirement revision*

Description	Rationale
Change language regarding BPAC involvement; Countywide BPAC or equivalent body shall review and adopt an annual list of projects to submit for funding. Each project shall include a statement of review and funding recommendation	To clarify BPAC's role in the project selection process

### *II. Additional application and invoice documentation*

Description	Rationale
Request sponsors to provide a mapped link of the project site in their application	This additional documentation will be part of an effort to collect data for future public facing mapping tool of completed and in progress projects
In addition to the paragraph summary of the work completed with final reimbursement request, sponsors shall submit to MTC a photo(s) of the completed project.	This additional documentation will be part of an effort to collect data for future public facing mapping tool of completed and in progress projects.

*\*Will not include non-construction projects\**

### *III. Formalize Extension request process*

Description	Rationale
If a project cannot be completed within the time allowed, a claimant may request an extension through the county coordinator. County coordinators will coordinate time extensions with claimants by requesting a written status update of the given project and a summary of all expenditures to date. County coordinators will submit a list of extension requests with supporting materials to MTC no later than three months before the project sunset date (March 31 <sup>th</sup> ). MTC staff will review the list of extension requests and recommend approval	Policies and procedures do not formalize process for extensions, nor do we collect documentation of extension requests;

**Potential Projects for TDA Article 3 Application FY24/25**

<b>No.</b>	<b>Proposed Projects</b>	<b>Proposed Improvements</b>	<b>Staff Comments</b>	<b>Budget Estimate</b>	<b>Use of TDA Article 3 Funding</b>
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	Eligible - Yes Recommended - Yes
2	Convert all part-time bike lanes on Homestead Road into full-time bike lanes between Wright and New Brunswick Avenues	- Post signs to remove parking	- 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. - Will be repaved as part of a CalWater Pipeline Project (2024) - Use CIP 834370 to implement this to align with the CalWater project timeline	\$ 30,000	Eligible - Yes Recommended - No
3	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 \$110,000 Construction \$520,000	Eligible - Yes Recommended - No
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	- Provide a more direct and safer path for bicyclists traveling WB	\$ 70,000	Eligible - Yes Recommended - No
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; however, we can implement improvements to provide a Class III bicycle facility per the ATP	\$ 30,000	Eligible - Yes Recommended - No
6	Widen fence opening at Crawford Dr near Las Palmas Park	- Widen fence opening	- Discussed with City arborist, this is feasible	\$ 130,000	Eligible - Yes Recommended - No



**Potential Projects for TDA Article 3 Application FY24/25**

No.	Proposed Projects	Proposed Improvements	Staff Comments	Budget Estimate	Use of TDA Article 3 Funding
7	Improvements to Bike/Pedestrian Bridges and Paths	<p>Remove bollards, align curb ramps to pathways, and widen entrances at the following locations:</p> <p>1) The Dalles Bridge over Hwy 85: Remove bollard at both entrances. Adjust ramps at both entrances to align with travel path. Widen opening at east entrance.</p> <p>2) Borregas Ave. Bridges over US101 and SR237. Remove bollard at all 4 entrances. Install curb ramp on SE corner of Borregas Ave./Weddell Dr. intersection for cyclists.</p> <p>3) Cheyenne Dr. bike/ped pathway connecting Yukon and Valcartier: Remove bollard at both entrances. Align ramp to the pathway on both entrances.</p> <p>4) Stella Ct. bike/ped pathway to Las Palmas Park: Align ramp to pathway at Stella Ct. entrance.</p> <p>5) Fremont Ave. at Los Altos border wooden bridge entrance: Remove bollard and metal guard rail.</p>	<p>1) The bridge is designated for pedestrian use only (signs posted on both ends of the bridge). The slope of the bridge is steep, bicyclists will need to walk their bike.</p> <p>2) Bollards help deter bicyclists from riding at high speeds when entering/exiting the bridge. Bicyclists should slow down watch for pedestrians at these key points. As for installing a curb ramp on the SE corner of Borregas Ave./Weddell Dr., this was previously recommended by the BPAC and Staff has noted this as a potential future project. There are no sidewalks to cross over to, so will install curb ramp for bicyclists (not ADA standard). Given it is an existing 3-way stop controlled intersection, staff will determine an appropriate design to slow down bicyclists for them to exit the ramp safely.</p> <p>3) This was previously recommended by the BPAC. Bollards help deter bicyclists from riding at high speeds when entering/exiting the bridge. Bicyclists should slow down and watch for pedestrians as they navigate the pathway.</p> <p>- Yukon side: Existing ramp was recently installed. Creating another ramp at the entrance would lead into the middle of the intersection, which would be dangerous for pedestrians with visual disabilities.</p> <p>- Valcartier side: A manhole is obstructing the location of the curb ramp. More consideration is needed for the curb ramp to be designed around the manhole. Moving the manhole would be expensive since there is another manhole on the other side of the pathway.</p> <p>4) Adding a ramp is not feasible as the pathway entrance is between two existing residential driveways and there is not sufficient space. Also, it would be difficult and expensive to move the existing curb face drain .</p> <p>5) Bollard helps slow down bicyclists when entering the mixing zone (for bike/ped) at the entrance of the wooden bridge. The guard rail prevents vehicles from veering off course, as this is a merging area for WB traffic.</p>	n/a	Eligible - No Recommended - No
8	Provide continuous bike lane on Fremont Ave. and Belleville Wy.	<p>WB: Paint continuous bike lane on roadway across the bridge, next to wooden bridge. Vehicle travel lane would have to merge with left car lane earlier. Remove bollard and metal guard rail at wooden bridge entrance.</p> <p>EB: Paint continuous bike lane from bridge across the Belleville intersection. The car lane that suddenly appears after bridge before Belleville would have to be removed to allow a smooth bike lane transition.</p>	<p>WB: The wooden bridge allows for pedestrians and bicyclists.</p> <p>Changes to lane configuration at the intersection would need to be evaluated prior to implementation. At part of the Stevens Creek Trail Extension project, potential improvements to the intersection of Fremont Ave./Belleville Wy will be evaluated.</p>	n/a	Eligible - No Recommended - No
9	Install Pedestrian Scramble and bike boxes at Kennewick Dr. and Homestead Rd.	Install pedestrian scramble and bike boxes	Study Issue DPW 24-09 was ranked by Council at the 2024 Study Issue Workshop with a reduced scope to study No-Right-Turn-on-Red at Kennewick Dr/Homestead Rd.	n/a	Eligible - Yes Recommended - No
10	Turn Prohibition at the City Parking Lot on Evelyn Ave. east of Frances St.	Install a concrete barrier in center median on Evelyn Ave. to prevent cars from turning left when exiting the parking lot or close off the parking lot exit.	There is existing Right Turn Only sign. Staff can conduct field visit to determine if improvements are needed.	n/a	Eligible - No Recommended - No
11	Implement Red Curb pertaining to AB 413	Install signs/paint to prohibit parking at the approach side of crosswalks	Budget Proposal 2024-06 Curb Paint Program was referred by Council at the 2024 Study Issue Workshop. Staff would need to identify locations that meet this criteria and perform field investigation before installing. Staff currently receives red curb inquiries through service requests.	n/a	Eligible - No Recommended - No



# City of Sunnyvale

## Agenda Item

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**24-0506**

**Agenda Date: 3/21/2024**

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

#### **SUBJECT**

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

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

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### Staff Report

Not verbally presented. Read in notes.

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### Chairman's Report

1. 2 cyclists killed in North County in last month; one on Foothill Expy.
  2. Chairman witnessed collision between R-turning car and student-ridden bicycle in bike lane, on Homestead near HHS. This is the 3rd incident she's witnessed this school year.
- 

### Equitable Vehicle Miles Travelled Program

by Robert Swierk, Principal Planner.

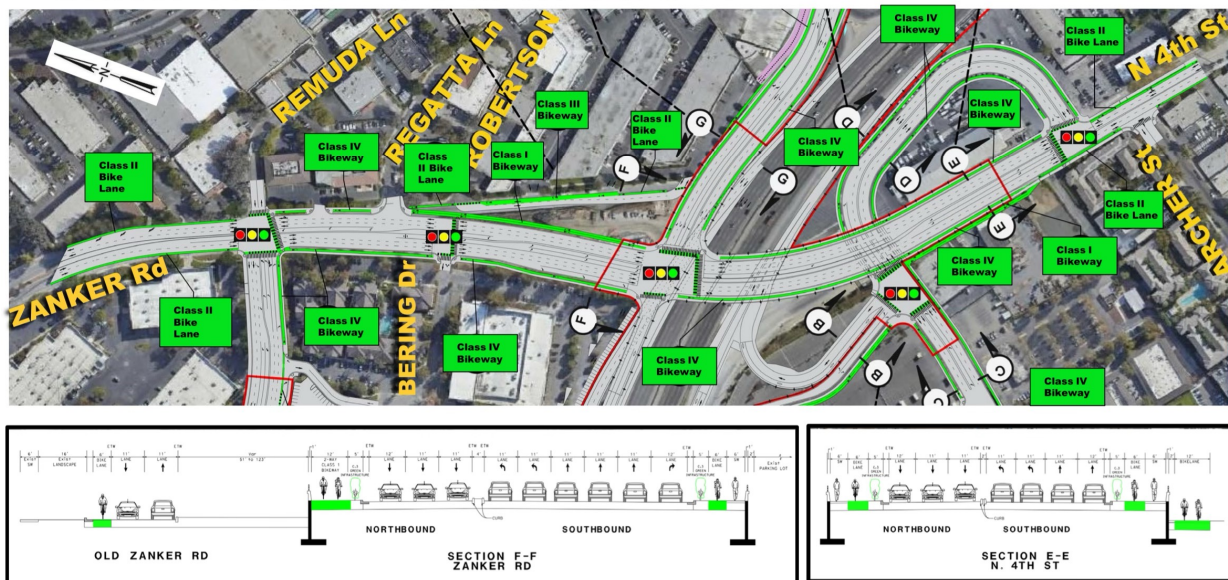
3. Public outreach via pop-up tables (Viva Calle, etc.), web surveys, 4-language brochures (English, Vietnamese, Spanish, Chinese), website explainer videos 2-4 min. duration. So far ~200 persons with ~730 pieces of feedback.
    1. cost of public transport
    2. time vs driving
    3. Fast & Frequent service
    4. Bike & Walk paths
    5. Proximity of public transport destinations to "interesting things to do"
  4. Ideas:
    1. transit priority treatments (bus boarding islands / bulb-outs)
    2. e-bike purchase incentive
    3. vanpools for non-office workers, e.g. hospitals, large retail centres
  5. Feedback desired:
    1. How to prioritize VMT reduction measures?
    2. Where focus?
    3. Who should sponsor?
    4. With whom should VTA also be speaking?
- 

### 101/Zanker Rd/Skyport Dr/4th St improvement project

1. by Karsten Adam, Project Manager, & Gene Gonzalo, Eng. Group Mgr.
2. Project began in early 1980s, in N SJC development plan.
3. accommodate increased traffic; make bike & pedestrian access wider & safer; provide more opportunities for bikes/ped to cross 101. 10th and 1st streets currently only means. Proposed Zanker -- N 4th street new overpass. With bike Class IV & separated sidewalk, and 5 ft landscape buffer to vehicles.
4. New Class II bike lanes on Brokaw.
5. Cost ~ 350 M\$. ~ 20 M\$ secured.
6. 3 Public comments all voiced concern that project is tilted far in favor of cars, with "old thinking" about bike infrastructure.

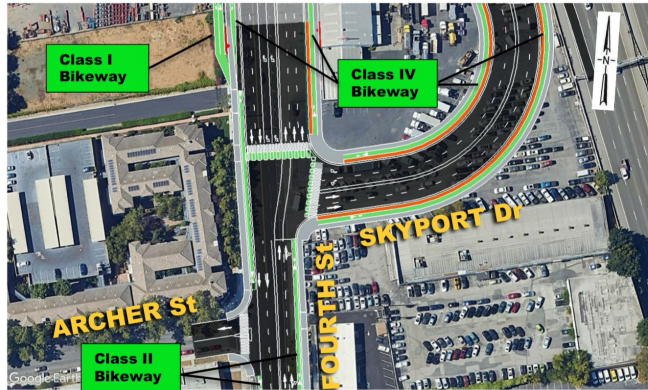


## Zanker Road – Fourth Street





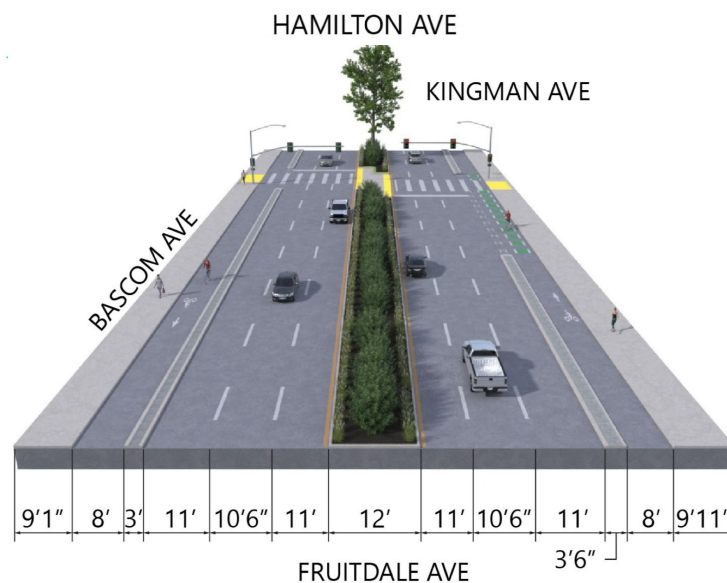
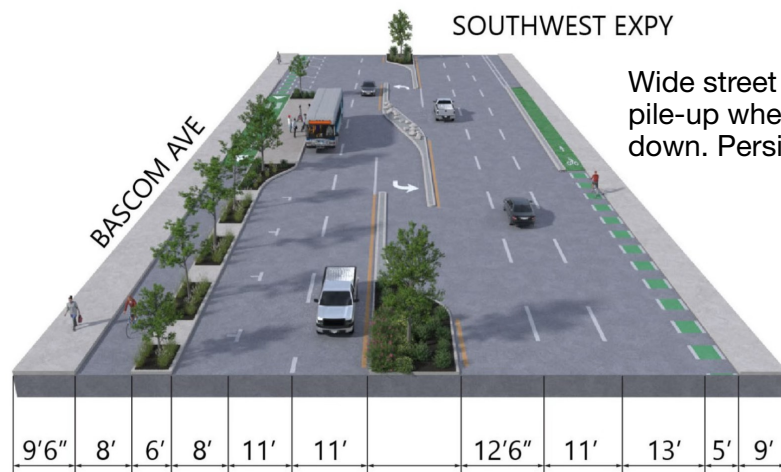
# Fourth Street at Archer Street

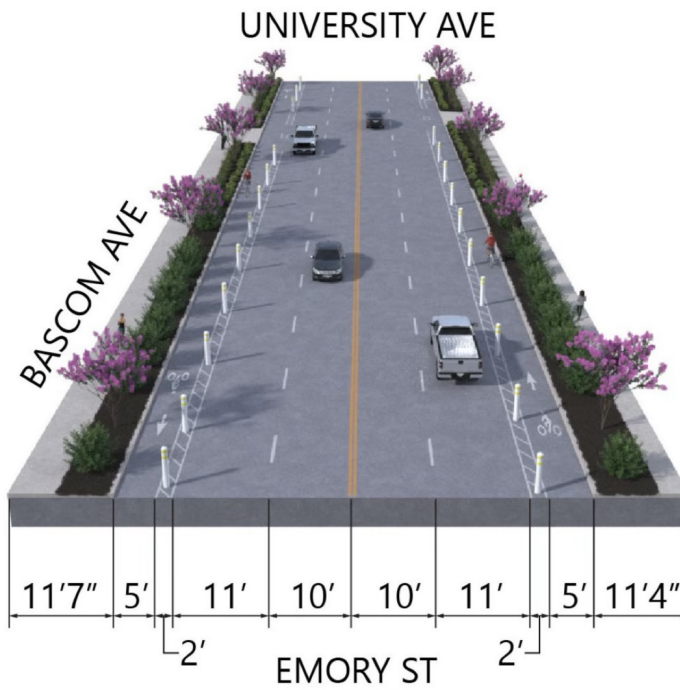


## Bascomb Ave Complete St (880 - Hamilton)

by Hassan Basma, Transportation Eng Mgr., Shawn O'Keefe, consulting engineer from Mark Thomas (design consultants)

1. Measure B project. Total construction + management cost ~ 70 M\$
2. 3-mile corridor, multi-jurisdiction project: SCC, Caltrans, SJC, Campbell
3. 65% designed.





### Comments:

1. More written comments!
2. End-of-meeting announcements much more effective if preceded by written comment, included in Notes, particularly if such announcement includes event dates / web links.



# City of Sunnyvale

## Agenda Item

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**24-0508**

**Agenda Date: 3/21/2024**

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

#### **SUBJECT**

BPAC 2024 Annual Work Plan

## 2024 Annual Work Plan

### Bicycle and Pedestrian Advisory Commission

MEETING DATE	AGENDA ITEM/ISSUE
January 18	<ul style="list-style-type: none"> <li>Ranking of 2024 Study Issues</li> </ul>
February 15	<ul style="list-style-type: none"> <li>Tasman Pedestrian-Bicycle Improvements Study Issue (DPW 21-03)</li> <li>Discussion of Utility Bill Concepts</li> <li>Discussion of TDA Funding</li> </ul>
March 21	<ul style="list-style-type: none"> <li><del>VTA SRTS Homestead Road Improvements (Postpone to a later meeting – TBD)</del></li> <li>Climate Action Playbook Progress Update 2023</li> <li>Safe Routes to School Coordinator Update 2023</li> <li><del>Utility Bill Concept Designs (Move to April 2024)</del></li> <li>Discussion of TDA Funding (Move from April 2024)</li> <li>Council Ranking of Study Issues (Information item)</li> </ul>
April 18	<ul style="list-style-type: none"> <li><del>Discussion of TDA Funding (Move to March 2024)</del></li> <li><del>Traffic Calming Program Study Issue (DPW 22-06)</del></li> <li>Utility Bill Concept Designs (Move from March 2024)</li> <li>VTA BPAC Sunnyvale Representative Appointment (New)</li> </ul>
May 16	<ul style="list-style-type: none"> <li><del>Annual reporting on collisions involving pedestrians and cyclists (Move to September 2024)</del></li> <li><del>Vision Zero Plan Progress Update (Move to September 2024)</del></li> <li>TDA Funding Project Recommendation</li> <li>Review Recommended Budget</li> <li>Climate Action Playbook Amendment and Game Plan 2028 (New)</li> </ul>
June 20	<ul style="list-style-type: none"> <li>Recognition of Service</li> <li>Utility Bill Stuffer Update (Information item)</li> <li>Annual Slurry Seal List (Information item)</li> </ul>
July 18	<ul style="list-style-type: none"> <li>Selection of Chair and Vice Chair</li> <li>Mary Avenue Overcrossing (Draft EIR)</li> </ul>
August 15	<ul style="list-style-type: none"> <li>Central Arques Specific Plan</li> <li>Tasman Pedestrian-Bicycle Improvements Study Issue (DPW 21-03)</li> <li>Active Transportation Plan Progress Update</li> <li>VTA Measure B Education and Encouragement Potential Projects</li> </ul>
September 19	<ul style="list-style-type: none"> <li><del>Annual reporting on collisions involving pedestrians and cyclists (Move from May 2024)</del></li> </ul>



MEETING DATE	AGENDA ITEM/ISSUE
	<ul style="list-style-type: none"> <li>• <a href="#">Vision Zero Plan Progress Update (Move from May 2024)</a></li> <li>• El Camino Real Sense of Place and Gateways</li> <li>• Study Issues Sponsorship (for Scenario 1)</li> </ul>
October 17	<ul style="list-style-type: none"> <li>• Safe Routes to School Coordinator Update 2024</li> <li>• Mary Avenue Overcrossing (Final EIR)</li> <li>• Final month to Propose Study Issues</li> <li>• Study Issues Sponsorship (for Scenario 2, if necessary)</li> <li>• Review Sponsored Study Issues Write-up (for Scenario 1 only)</li> </ul>
November 21	<ul style="list-style-type: none"> <li>• Climate Action Playbook Progress Update 2024</li> <li>• Approve 2025 Master Work Plan</li> </ul>
December 19	<ul style="list-style-type: none"> <li>• Final month to Approve 2025 Master Work Plan</li> <li>• Final month for Annual Review of Code of Ethics and Conduct for Elected and Appointed Officials</li> </ul>

**Additional items yet to be scheduled:**

- Study Issues may be proposed 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

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**24-0509**

**Agenda Date: 3/21/2024**

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

#### **SUBJECT**

Active Items List March 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	Staff gathered feedback and comments from BPAC and the public during the community meeting and workshops at the mobile homes. The consultant and staff are analyzing the feedback to refine the two proposed alternatives.	3/21/2024
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	v	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

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**24-0510**

**Agenda Date: 3/21/2024**

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

#### **SUBJECT**

2024 Deferred Study Issues

## 2024 Deferred Study Issues

Number	Name	2024 Ranking Results
DPW 24-01	Evaluate Feasibility of an Art Crosswalk Program or Policy	Deferred by CC
DPW 24-10	Evaluate a Red Curb Painting Request Process and Utilization of Volunteers to Paint Curbs	Deferred by CC
ESD 24-02	Evaluate Adopting Transit-Supportive Policies for Sunnyvale	Deferred by SC and 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 <a href="http://www.sunnyvale.ca.gov">www.sunnyvale.ca.gov</a> by searching "Proposed Study Issues".</p>		



# City of Sunnyvale

## Agenda Item

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**24-0511**

**Agenda Date: 3/21/2024**

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

#### **SUBJECT**

Council Ranking of Study Issues 2024



## Office of the City Manager



Rank	Rank Avg	Number	Name	Din	Sell	Melton	Klein	Srinivasan	Mehlinger	Cisneros
1	1.00	OCM 24-02	Evaluate the City of Sunnyvale Study Issues Process	1	1	1	1	1	1	1
Defer	Defer	OCM 24-01	North Sunnyvale Quality of Life Improvement Master Plan							
Drop	Drop	OCM 21-04	Establishing Local Rules for City Council Campaign Contributions That Would Differ from the Requirements of AB 571							

**Community Development**

Rank	Rank Avg	Number	Name	Din	Sell	Melton	Klein	Srinivasan	Mehlinger	Cisneros
1	1.71	CDD 24-03	Establishment of a Sanctioned Encampment for Unhoused Individuals in Sunnyvale	2	2	1	2	1	3	1
2	2.43	CDD 23-02	Consider General Plan Land Use Designation Amendments and Rezoning for 26 Legal Non-Conforming Single- and Two-Family Dwellings	3	3	3	1	3	1	3
3	2.71	CDD 24-01	Determine Cost and Feasibility of Requiring Structural Retrofitting of Existing Seismically-Vulnerable Buildings within a Specific Time Frame	1	1	4	3	6	2	2
4	4.43	CDD 24-02	Explore the Creation of a Dark Sky Ordinance for Single-Family Dwellings	6	4	5	4	2	5	5
5	4.71	CDD 22-05	Consider Modifications to the Sunnyvale Municipal Code Related to Undergrounding Utilities	4	6	2	5	4	6	6
6	5.00	CDD 24-04	Peery Park Specific Plan Amendment (area east of Mathilda Avenue)	5	5	6	6	5	4	4
Defer	Defer	CDD 18-02	Update and Review of the Heritage Resource Inventory							
Defer	Defer	CDD 24-05	Review of Appeals Fees and Processes							
Defer	Defer	CDD 24-06	Re-evaluate Nonresidential Sign Code Standards and Compliance with the First Amendment							
Drop	Drop	CDD 19-06	Programs to Encourage Visitation to Heritage and Landmark Resources							
Drop	Drop	CDD 23-04	Explore Expanding Sunnyvale Municipal Code Chapter 19.52 (Art in Private Development) to Include a Public Art Requirement for High Density Residential Developments (Including Affordable Housing)							





# 2024 Study Issues Workshop - Preliminary Study Issue Ranking Results Sheet by Department

## Public Works



Rank	Rank Avg	Number	Name	Din	Sell	Melton	Klein	Srinivasan	Mehlinger	Cisneros
1	2.14	DPW 24-09	Improving Pedestrian and Bicycle Safety Near Intersections and Crosswalks at Fremont High School and at Homestead High School and Other Innovative Traffic Improvements	5	1	1	1	1	2	4
2	2.71	DPW 20-11	Evaluate Feasibility of Dog Off-leash Hours in Select Sunnyvale Park(s)	1	3	2	2	3	6	2
3	3.71*	DPW 24-08	Explore the Feasibility of Converting the PG&E Lots Facing Ramona Avenue, Lois Avenue, and/or Dona Avenue into an Open Green Space Linear Park for the Community	8	2	3	3	2	5	3
4	3.71*	DPW 24-02	Complete Streets Redesign of Fair Oaks Avenue	7	4	4	5	4	1	1
5	5.57	DPW 24-11	Sunnyvale Gateway Program	6	6	5	8	6	3	5
6	5.71	DPW 24-04	Evaluate Late Night Lights at Public Parks	2	7	8	4	5	8	6
7	6.00	DPW 24-07	Explore the Benefits and Costs of Project Labor Agreements (PLAs) to Establish the Terms and Conditions of Employment for Specific City Construction Projects	4	5	7	6	8	4	8
8	6.43	DPW 24-03	Create a Council Policy Framework to Establish a Process for Evaluating Requests for City to Take Over Private Infrastructure Based on Potential Offers of Dedication in the Moffett Park Specific Plan Area	3	8	6	7	7	7	7
Defer	Defer	DPW 20-03	Waste Reduction Initiative in Sunnyvale Parks							

\*Rankings resulting in a tie were decided by Council vote.

**Public Works**

Rank	Rank Avg	Number	Name	Din	Sell	Melton	Klein	Srinivasan	Mehlinger	Cisneros
Defer	Defer	DPW 22-08	Evaluate the Council Policy for Naming City Parks with the Intention of Incorporating a More Diverse Cultural History in Park Names Including South Asian Culture and Develop a Policy for Renaming Existing Parks							
Defer	Defer	DPW 23-07	Evaluate the Feasibility of an Ordinance to Ban the Use of Gas-Powered Leaf Blowers and Other Small Two-Stroke Motors Within the City Limits of Sunnyvale							
Defer	Defer	DPW 24-01	Evaluate Feasibility of an Art Crosswalks Program or Policy							
Defer	Defer	DPW 24-10	Evaluate a Red Curb Painting Request Process and Utilization of Volunteers to Paint Curbs							
Drop	Drop	DPW 20-13	Lighting of Current and Future City Owned Dog Parks							
Drop	Drop	DPW 23-05	Vision Zero Redesign of Borregas Avenue							
Drop	Drop	DPW 23-08	Define Metrics that the City Will Use to Evaluate Progress on Bicycle and Pedestrian Infrastructure for Future Reporting							
Drop	Drop	DPW 24-05	Explore Making the City-Owned Property at East Evelyn & West Mathilda Place Open and Accesible to the Public with A Rehabilitation of the Existing Bus Terminal Sign Abandoned at that Location							
Drop	Drop	DPW 24-06	Explore the Feasibility of Planting 2,025 New Trees in Sunnyvale by the Year 2025							

\*Rankings resulting in a tie were decided by Council vote.



2024 Study Issues Workshop - Preliminary Study Issue Ranking Results Sheet by Department

## Public Safety



Rank	Rank Avg	Number	Name	Din	Sell	Melton	Klein	Srinivasan	Mehlinger	Cisneros
1	1.71*	DPS 24-02	Evaluate Municipal Code 10.16.120 (Use of Streets or Public Parking Facilities for Storage of Vehicles Prohibited) and Modernize Parking Requirements and Restrictions	1	1	1	1	2	3	3
2	1.71*	DPS 24-04	Explore the Creation of a Special Needs Awareness Program	2	2	3	2	1	1	1
3	2.57	DPS 24-01	Evaluate an Ordinance or Resolution Allowing Traffic Enforcement on Private Roadways in the Moffett Park Specific Plan Area	3	3	2	3	3	2	2
Defer	Defer	DPS 24-03	Evaluate Vehicle Abatement Program Service Delivery and Explore Ways to Improve Service							

\*Rankings resulting in a tie were decided by Council vote.



Environmental Services



Rank	Rank Avg	Number	Name	Din	Sell	Melton	Klein	Srinivasan	Mehlinger	Cisneros
1	1.14	ESD 24-01	Evaluate the Use of Artificial Turf versus Living Groundcover	1	1	1	1	1	2	1
2	1.86	ESD 22-02	Promotion and Assessment of Sustainable Landscaping Strategies	2	2	2	2	2	1	2



## Library and Recreation Services



Rank	Rank Avg	Number	Name	Din	Sell	Melton	Klein	Srinivasan	Mehlinger	Cisneros
1	1.29	LRS 24-02	Benchmark Sunnyvale Public Library Collections and Budget to Understand the Effect of the Cost of Digital Materials and the Addition of New Branch Library	1	2	1	1	2	1	1
2	1.71	LRS 24-01	Examine the Permanent Closure of the Interior Levee Trails Surrounding Sunnyvale's Wastewater Treatment Ponds for Public Recreation	2	1	2	2	1	2	2



# City of Sunnyvale

## Agenda Item

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**24-0512**

**Agenda Date: 3/21/2024**

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

#### **SUBJECT**

Council Action on Budget Proposals 2024

Study Issues/Budget Proposals Workshop  
Summary Worksheet: Budget Proposals for Council Consideration

Version: 2/15/2024

#	Title Staff Recommendation	Total Cost of Proposal	Funding Source	Council Actions		
				Refer*	Defer*	Drop*
2024-01	<b>Hire an Active Transportation Planner</b> Staff Recommendation: Refer	\$ 219,525	General Fund	<b>Refer</b>		
2024-02	<b>Purchase and Install Fixed Automatic License Plate Reader (ALPR) Devices to Enhance Public Safety and Assist the Department of Public Safety with Criminal Investigations</b> Staff Recommendation: Refer	\$ 154,150	General Fund	<b>Refer</b>		
2024-03**	<b>Increase Staffing Levels to Support Year-Round Implementation of the Department of Public Safety Burglary Suppression Detail (BSD)</b> Staff Recommendation: Refer	\$ 3,808,148	General Fund			<b>Drop</b>
2024-04**	<b>Increase Staffing Levels for the Department of Public Safety Traffic Safety Unit</b> Staff Recommendation: Defer	\$ 1,412,552	General Fund			<b>Drop</b>
2024-05	<b>Increase the Service Level Pertaining to City Legislative and Funding Advocacy</b> Staff Recommendation: Refer	\$ 200,000	General Fund	<b>Refer</b>		
2024-06	<b>Curb Painting Program</b> Staff Recommendation: Refer	\$ 272,565	General Fund	<b>Refer</b>		

\*\*Council voted to create a new Budget Proposal to add two Public Safety Officers in the Department of Public Safety.

\*Council Actions: **Refer** for consideration in Recommended Budget; **Defer** consideration to next year; **Drop** budget proposal