



City of Sunnyvale

Notice and Agenda

Bicycle and Pedestrian Advisory Commission

Thursday, April 16, 2015

6:30 PM

West Conference Room, City Hall, 456 W.
Olive Ave., Sunnyvale, CA 94086

CALL TO ORDER

ROLL CALL

PUBLIC ANNOUNCEMENTS

Speakers are limited to 3 minutes for announcements of related board/commission events, programs, resignations, recognitions, acknowledgments.

CONSENT CALENDAR

- 1 A. [15-0450](#) Draft Minutes of the Bicycle and Pedestrian Advisory
Commission Meeting of March 19, 2015

Attachments: [Draft Minutes of the Bicycle and Pedestrian Advisory Comr](#)

- 1 B. [15-0451](#) 2015 Work Plan

Attachments: [Proposed 2015 Work Plan.doc](#)

PUBLIC COMMENTS

This category is limited to 15 minutes, with a maximum of three minutes per speaker. If you wish to address the commission, please complete a speaker card and give it to the Recording Secretary or you may orally make a request to speak. If your subject is not on the agenda, you will be recognized at this time; but the Brown Act (Open Meeting Law) does not allow action by commission members. If you wish to speak to a subject listed on the agenda, you will be recognized at the time the item is being considered by the commission.

PUBLIC HEARINGS/GENERAL BUSINESS

2. [15-0452](#) Bike to Work Day Planning

Attachments: [Bike to Work Day 2015.pdf](#)

3. [15-0453](#) City of Sunnyvale Bicycle and Pedestrian Policies

Attachments: [Bicycle and Pedestrian Policies.doc](#)
[LUTE Policy 5.4.pdf](#)
[Sunnyvale GP LUTE - Street Space Allocation Policies 5-9](#)
[Complete Streets Act ab 1358 bill 20080930.pdf](#)
[VTA BPAC 2010 complete streets memo.pdf](#)
[Additional Complete Streets Websites.pdf](#)
[City of Sunnyvale AB 1358 Compliance Assessment.pdf](#)
[Excerpt CA 2015 veh code.pdf](#)
[Excerpt from Sunnyvale Climate Action Plan.pdf](#)

NON-AGENDA ITEMS & COMMENTS

-Commissioner Comments

-Staff Comments

INFORMATION ONLY REPORTS/ITEMS

[15-0454](#) Active Items List

Attachments: [Active Items List-April 2015.xls](#)

ADJOURNMENT

Notice to the Public:

Any agenda related writings or documents distributed to members of this meeting body regarding any item on this agenda will be made available for public inspection in the originating department or can be accessed through the Office of the City Clerk located at 603 All America Way, Sunnyvale, CA. during normal business hours and at the meeting location on the evening of the board or commission meeting, pursuant to Government Code §54957.5.

Agenda information is available by contacting Carol Shariat at pubworks@sunnyvale.ca.gov or (408) 730-7415. Agendas and associated reports are also available on the City's web site at <http://sunnyvale.ca.gov> or at the Sunnyvale Public Library, 665 W. Olive Ave., Sunnyvale, 72 hours before the meeting.

Pursuant to the Americans with Disabilities Act, if you need special assistance in this meeting, please contact Carol Shariat at (408) 730-7415. Notification of 48 hours prior to the meeting will enable the City to make reasonable arrangements to ensure accessibility to this meeting. (29 CFR 35.106 ADA Title II)



City of Sunnyvale

Agenda Item

15-0450

Agenda Date: 4/16/2015

Draft Minutes of the Bicycle and Pedestrian Advisory Commission Meeting of March 19, 2015



City of Sunnyvale

Meeting Minutes - Draft Bicycle and Pedestrian Advisory Commission

Thursday, March 19, 2015

6:30 PM

West Conference Room, City Hall, 456 W.
Olive Ave., Sunnyvale, CA 94086

CALL TO ORDER

Chair Jones called the meeting to order at 6:34 p.m. in the West Conference Room.

ROLL CALL

Present 7 - Chair David Jones
Vice Chair Kevin Jackson
Commissioner John Cordes
Commissioner Richard Kolber
Commissioner Margaret Okuzumi
Commissioner Angela Rausch
Commissioner Kyle Welch

Council Liaison attendance: Mayor Jim Griffith (present)

PRESENTATION

[15-0322](#) PRESENTATION - Lawrence Station Area Plan

Andrew Miner, Principal Planner, gives presentation on Lawrence Station Area Plan (LSAP). This plan aims to increase ridership at the Caltrain station and promote growth of the area. The plan would provide transit-oriented development opportunities and access to the station.

Vice Chair Jackson concerned about safe bike accommodations and asked if there are cross-section diagrams for major streets. Mr. Miner referred to Section 6 of the published plan.

Commissioner Okuzumi concerned that bike parking is inadequate and requested lockers at the station. Mr. Miner stated that the parking issue is being revisited. Commissioner Cordes seconds Ms. Okuzumi's point about amount of bike parking and states he does not want car parking on Sonora Ct. Vice Chair Jackson

seconds Ms. Okuzumi's point about control access lockers and states maintenance responsibility of these lockers needs to be clear.

Chair Jones wonders how LSAP fits with the County's Expressway 2040 Plan. Mr. Miner stated that the plan fits nicely with the County's plan and that there are meetings with multiple outside agencies. Commissioners Cordes and Kolber state need for bus stops on Lawrence Expressway. Mr. Miner stated that the County's plan and this plan provide bus stops at the station.

PUBLIC ANNOUNCEMENTS

Vice Chair Jackson shared some topics discussed at the last VTA BPAC meeting: cycle track design requirements for VTA Bicycle Technical Guidelines; and the new state requirement for reconfigured intersections to include bike detection on all lanes. He announced that on April 28, the City Council will have a Study Session on Transportation Policy and Process. Mr. Jackson also stated that at the last Council meeting there was a reconsideration of Study Issues. He stated the progress of Steven's Creek Trail, announced upcoming meetings, and discussed the draft feasibility study report that will be presented to Council and that will need to be reviewed. He also announced upcoming bicycling workshops as well as Bike to Shop Day on May 23.

CONSENT CALENDAR

1. A [15-0323](#) Draft Minutes of the Bicycle and Pedestrian Advisory
Commission Meeting of February 19, 2015
1. B [15-0324](#) Proposed 2015 Work Plan

Vice Chair Jackson asked for a correction of the minutes. In the first sentence of item 1B, 2015 Work Plan, "Streetscape" needs to change to "Street Space." With this change, Commissioner Welch moved and Commissioner Kolber seconded the motion to approve the consent calendar with modification. The motion carried by the following vote:

Yes 6 - Chair Jones
 Vice Chair Jackson
 Commissioner Cordes
 Commissioner Kolber
 Commissioner Okuzumi
 Commissioner Welch

No 0

Abstain 1 - Commissioner Rausch

PUBLIC COMMENTS

None

PUBLIC HEARINGS/GENERAL BUSINESS

2 [15-0325](#) Utility Bill Concepts

Commissioner Okuzumi presented draft utility bill insert which educates motorists and cyclists on how to avoid a right hook situation. Commissioners provided input, suggestions, and ideas. Chair Jones recommended dedicating half of the insert towards pedestrian advocacy. Commissioner Cordes moved and Commissioner Rausch seconded the motion to have one side of the insert cover right hooks and the other side cover pedestrians. Commissioners provide staff with mock-up of utility bill insert. The motion carried by the following vote:

Yes 6 - Chair Jones
 Vice Chair Jackson
 Commissioner Cordes
 Commissioner Kolber
 Commissioner Rausch
 Commissioner Welch

No 0

Abstain 1 - Commissioner Okuzumi

3 [15-0326](#) Bike to Work Day Planning

Ms. Shariat provides overview of event to be held on May 14. She states the City of Sunnyvale will be hosting an energizer station at Plaza del Sol and at the intersection of Wolfe and El Camino. She also expressed the need for volunteers at the stations and Commissioners Cordes, Okuzumi, and Welch volunteered. Ms. Shariat also discussed with Commissioners the food and drinks to be donated.

4 [15-0332](#) Transportation Development Act (TDA) Funding Recommendation

Ms. Shariat reads the summary of TDA Article 3, announces amount of guarantee available to Sunnyvale, and proposes staff recommended projects for BPAC approval. The first project provides green bike lanes along Evelyn Avenue at major conflict points based on collision data.

Commissioner Okuzumi concerned that collisions occurred prior to road diet and that green bike lanes may not be necessary. Vice Chair Jackson concerned about

how well the green bike lanes work and if they are worth the investment. Mr. Jackson also stated concerns about the One Bay Area Grant program projects that were approved but still in need of funding. He requested an update on those projects as an information only item on the next agenda.

Ms. Shariat proposed the second staff recommended project that provides rapid flashing beacons at the intersection of Henderson and Lily for the large volume of pedestrians in the vicinity of a park and school. Staff chose this pedestrian project based on collision data and a resident's request that was followed by traffic analysis conducted by the Transportation and Traffic Division regarding this intersection.

Commissioner Cordes moved and Commissioner Kolber seconded the motion to approve the two staff recommended projects. The motion carried by the following vote:

- Yes 4 -** Chair Jones
Commissioner Kolber
Commissioner Rausch
Commissioner Welch
- No 3 -** Vice Chair Jackson
Commissioner Cordes
Commissioner Okuzumi

NON-AGENDA ITEMS & COMMENTS

-Commissioner Comments

Vice Chair Jackson announced Study Issue DPW 14-14, Optimization of Wolfe Road for Neighborhood and Commuters via Reconfiguration and Signalization, didn't come to BPAC and wanted an update on it. Ms. Shariat stated that part of the Scope of Work includes a meeting with BPAC.

Mr. Jackson also discussed the public's view of communication with BPAC such that they will not get a response back from Commissioners. He requested it be known that the Commissioners can't respond due to policy and that it be mentioned to the public that they may attend BPAC meetings if they would like to discuss further. He also requested the option for the public to be able to sign up for BPAC meeting email notifications.

-Staff Comments

Ms. Shariat provided the requested update of Safe Routes to School Phase 2. She also provided requested information regarding programs for City employees to walk

and bike to work. Commissioner Cordes requested the union representative contact information to discuss programs for City employees to walk and bike to work.

INFORMATION ONLY REPORTS/ITEMS

[15-0328](#) 2015 Council Ranking of Study Issues

[15-0329](#) Active Items List-March 2015

ADJOURNMENT

Chair Jones adjourned the meeting at 9:37 p.m.



City of Sunnyvale

Agenda Item

15-0451

Agenda Date: 4/16/2015

2015 Work Plan

Proposed Bicycle and Pedestrian Advisory Commission Master Work Plan/Calendar

Calendar Year: 2015

List all regularly scheduled board/commission meetings, annual review of the Code of Ethics and Conduct for Elected and Appointed Officials, specific issues identified in the Tentative Council Meeting Agenda Calendar, and routine assignments specific to each board or commission.

Meeting Date	Agenda Item/Issue
January 15	2015 BPAC Work Plan/Calendar
February 19	Annual Slurry Seal List (Information item) Curb Ramp List (Information item) Utility Bill Concepts Presentation - East Sunnyvale Sense of Place Plan
March 19	Transportation Development Act (TDA) Funding Recommendation Utility Bill Concepts Lawrence Station Area Plan Bike to Work Day Planning Council Ranking of Study Issues (Information item)
April 16	Bike to Work Day Planning City of Sunnyvale Bicycle and Pedestrian Policies (Discussion)

Meeting Date	Agenda Item/Issue
May 21	Review of the Detailed Two-Year Budget Discussion – Buffered Bike Lane Standards Discussion – Public Safety Department working with bicycle community Park Dedication Fund Project List (Information item)
June 18	Board Member/Commissioner Recognition (Presentation) Utility Bill Stuffer Update Land Use and Transportation Element Update Study Issue Brainstorming Mathilda Downtown Plan Line
July 16	Election of Officers Discussion – Bollards/Chicanes on Off-Street Paths
August 20	Consideration of Candidate Study Issues Wolfe Road Corridor Study Peery Park Specific Plan

Meeting Date	Agenda Item/Issue
September 17	Study and Budget Issues Finalization Stevens Creek Feasibility Study Discussion – State of Bicycling and Walking in Sunnyvale report
October 15	Annual reporting on collisions involving pedestrians and cyclists (information item) Discussion - Program to reduce cyclist/pedestrian/motor vehicle crashes
November 19	Ranking of Study Issues
December 17	Annual Review of the Code of Ethics and Conduct for Elected and Appointed Officials



City of Sunnyvale

Agenda Item

15-0452

Agenda Date: 4/16/2015

Bike to Work Day Planning



Bike to Work Day
Thursday, May 14, 2015
Energizer Station Tips & Hints

What is an Energizer Station?

Energizer Stations are made available to the public to provide support and encouragement to Bike to Work Day event participants. They are staffed by a volunteer Energizer Station lead and other volunteers on the morning of Bike to Work Day (BTWD) and are equipped with light refreshments and drinks, musette bags (a small canvas bag with one shoulder strap) and other fun giveaways.

Silicon Valley Bicycle Coalition (SVBC) coordinates BTWD in Santa Clara and San Mateo Counties alongside other organizations. SVBC has, through its local sponsorship efforts, gathered some goodies for leads to give away at their stations. Details will be emailed to the Energizer Station leads regarding what will be available.

If you are hosting an Energizer Station on behalf of a business or government agency, they will be credited on the official Bike to Work Day website, where there will be a map of the Energizer Stations located throughout Santa Clara and San Mateo Counties.

After looking through this guide, if you have additional questions or concerns regarding running your Energizer Station or other BTWD details, please contact Marissa Aviña at marissa@bikesiliconvalley.org or (408) 784-0202.

Thank you for your participation in this event.

Summary of the Tips & Hints

1. Choose a visible location
2. Determine your morning hours of business
3. Plan for set up and tear down
4. Order musette bags
5. Solicit local donations
6. Recruit volunteers
7. Arrange for tables and chairs
8. Get a canopy
9. Make banners and posters
10. Plan for handling trash and recyclable materials
11. Prepare for minor repairs
12. Transport supplies to and from the station
13. Have the permit if at a Caltrain or Light Rail station
14. Secure materials on tables
15. Sign-in and count BTWD participants
16. Talk with BTWD participants
17. Best practices
18. Popular giveaways

Details of the Tips & Hints

1. Choose a visible location. It may be easy to miss an Energizer Station placed out of the common path of travel. Before BTWD, spend a little time at your Energizer Station location during the morning commute hours to identify a good spot for your Energizer Station. Also notice other paths of travel where it may be helpful to position volunteers and/or directional posters to point BTWD participants to your Energizer Station.

2. Determine your morning hours of operation. Many commuters are early birds and you won't want to miss supporting and encouraging them on BTWD. Typical hours for an Energizer Station are roughly 6:00am - 10:00am. If your Energizer Station is located at a Caltrain or

VTA Light Rail station, take into account the transit schedule when determining the hours of operation.

3. Plan for set up and tear down. Some set up and tear down time will be needed for your Energizer Station. Allow enough time for you and your volunteers before your advertised opening to get materials and supplies transported to your station location and ready for participants. After the closing time of your station, allow enough time for packing up left-over materials and cleaning up the area around your station.

4. Order musette bags. SVBC supplies the official bags to be given away to cycling commuters. The musette bags are an icon of Bike to Work Day and are filled with goodies. We ask that you please help cover the cost of the bags by making a donation of \$3.50 per bag.

For those of you who are SVBC members or work with non-profits, agencies, or companies who cannot cover this cost in your own budgets, we will certainly provide bags free of charge – we don't want this to be a barrier to your participation.

In the past, we have not always been able to provide the quantity of bags that has been requested by everyone. Purchasing bags helps assure that you will get the quantity of bags you need. Supply is limited.

5. Solicit local donations. Although SVBC will be providing county-wide donations for giveaways, we lack the resources to approach local businesses in the vicinity of each station and encourage you to solicit donations directly from local businesses.

If your company is sponsoring an Energizer Station, you may wish to inquire regarding obtaining a small budget to purchase goodies for your station instead of soliciting donations.

Local donations are a great way to provide exposure for local stores and businesses and to personalize your Energizer Station. Identify

grocery stores, bike shops, corporations, coffee shops, bagel shops, drug stores, and any other places that have goodies BTWD participants will appreciate. It is amazing what can be obtained by simply asking. Here are some ideas...

- Grocery stores: water, juice, other drinks, fruit, baked goods, energy bars, gift cards to allow you to purchase supplies
- Coffee shops: boxes of coffee
- Bagel shops and bakery's: bagels and other baked goods
- Drug stores: water, juice, other drinks, energy bars
- Bike shops: discount coupons, water bottles, patch kits, tubes, leg bands, a mechanic to be at your Energizer Station to offer light mechanic duty
- Corporations: "trade show" goodies
- Businesses: discount coupons

Most donators want a letter with tax information so they can write off their donation. Please contact SVBC if you would like a letter of introduction to present to merchants.

6. Recruit volunteers. It is important to recruit outgoing, assertive, and friendly volunteers to help at your Energizer Station. This has proven to be a key to success. Volunteers willing to holler friendly calls to passing bicyclists get many more to stop than do passive volunteers. You'll need help not only on the big day but to solicit local donations, organize materials, distribute posters, and to help advertise BTWD and your Energizer Station.

On BTWD, you'll need volunteers staffing your Energizer Station, handing out supplies, signing in and counting bicyclists, talking with BTWD participants, and setting up and tearing down your station. Ask your bicycling friends, co-workers, local city Bicycle and Pedestrian Advisory Commission members, family members, etc. to provide a little of their time to make BTWD and your Energizer Station a big success. Tell them how much fun and how rewarding it'll be to

support those bicycling to work for their first time!

Be sure to show your appreciation to your Energizer Station volunteers. This can be in the way of a gift, a hand written thank you note, a volunteer bike ride, a BTWD shirt, or perhaps a volunteer dinner.

7. Arrange for tables and chairs. SVBC is not providing tables and chairs so you will need to identify your source for tables and chairs. Depending on how many goodies you'll have and the layout of your Energizer Station location, more than one table might be needed. Be sure to factor in where you'll place food and drinks in addition to the musette bags and other giveaways. Chairs will come in handy as the volunteers will be staffing the Energizer Station for a few hours. If your station is at a transit location, the chairs will be a welcome convenience during the time between trains when rider traffic is slower.

8. Get a canopy. Not only is a canopy a functional addition to your Energizer Station in case of rain or to protect you from the sun, it can also make your station more visible and can provide an excellent place for hanging a banner.

9. Make banners and posters. Display banners in as obvious a manner as is feasible. Across the top of the awning is ideal if you have one, or across the front of the table. Remember to bring tape and/or string to secure the banners.

Depending on the general area around your Energizer Station, you may want or need to set up directional posters to your station. Remember that for someone riding their bike to work for the first time, they may not know where your station was positioned last year or be familiar with the Energizer Station area. Consider making a Spanish language poster(s) for your station. Consider making poster(s) in Spanish (or another language of choice) to encourage non-English-reading bicyclists to stop by.

10. Plan for handling trash and recyclable materials. Some bicyclists will stay at your Energizer Station for a while enjoying refreshments and your company. It'll be important to have a receptacle for those banana peels, juice and water containers, and energy bar wrappers. It is also important to show our environmental commitment by not creating litter and leaving trash. Cyclists are usually environmentally conscious, so please arrange to recycle as much as possible.

11. Prepare for minor repairs. If you can't get a mechanic from a local bike shop to be at your Energizer Station, be prepared for those needing minor adjustments. It's a good idea to have some basic tools on hand. This can make a big difference to new riders who dug an old bike out of the garage or borrowed one from a neighbor. Be careful about pumping up tires – hidden damage can result in a blowout if any significant pressure is applied!

12. Transport materials and supplies to and from the station. No matter where your station is or how many bicyclists you are anticipating on BTWD, you will need to arrange for transporting materials and supplies to and from your station. This could be a motorized vehicle and/or a bike trailer.

13. Have the permit if located at a Caltrain station, along an Expressway or along a City bike path. SVBC will be obtaining all permits needed for Energizer Stations. If you're at such a location, be sure to have your permit with you.

14. Secure materials on tables. In addition to the possibility of a windy BTWD, trains at transit locations create quite a breeze. Regardless of the cause, you don't want all your great goodies blowing away so they'll need to be secured. Plus we don't want to litter. Some of the possibilities for securing materials are using stones as paperweights, large paper clips, or rubber bands. Sheet protectors are great for keeping stacks of paper in place, as well as visible and accessible (and if need be, protected from the rain).

15. Sign-in and count BTWD participants. Sign-in sheets will be provided by SVBC. We ask that you encourage bicyclists to sign in when they stop at your station. Be sure to have a few clipboards and pens for the sign-in sheets. We also ask that you count passing bicyclists who do not stop at your Energizer Station and those that stop, but do not sign in. You will need to keep the “passed by” and “stopped” counts separate. Note these counts by putting a tick mark on a separate sign-in sheet. Then these tick marks can be easily tallied as part of the final count. These counts will need to be emailed to SVBC by 11am on BTWD.

The counts will be reported to local and regional media outlets to help generate more press for BTWD. This counting is a crucial function of the Energizer Stations. Not only are the numbers used in media promotion, they also allow us to track our progress towards promoting BTWD. Accurate counting provides the numbers we will give out next year to potential sponsors, which in turn helps the event become an even bigger success. Your timely cooperation on passing this data back to SVBC is greatly appreciated.

16. Talk with BTWD participants. This may be the first time some of these participants have ridden to work. Be prepared to help them with routes and directions. Having a set of local bike maps and regular road maps at your Energizer Station will come in handy (SVBC will provide you with some subject to availability). Also have paper and pens available for writing route notes. If time permits, use the opportunity to talk with participants about their routes. SVBC will appreciate any information you gather.

Note information on issues or problem sections along their routes in addition to sections of their routes they find especially enjoyable. Remember that you won't have time for extended discussions with each participant, so be prepared to provide and get the maximum information in the minimum time. One of the best ways to respond to the most common questions is to show them a copy of the SVBC brochure and point out the website and email information. Through

the email list, they can request route and equipment assistance in addition to asking other questions or raising concerns.

You can also encourage them to use bikesiliconvalley.org as an informational resource on biking in the area. In addition to covering the majority of inquiries, pointing participants to these SVBC resources is an effective way to help SVBC grow our membership—something we greatly appreciate your assistance with.

Be sure to mention the Bike Away from Work Bash that SVBC is hosting and show them the flyer. Unless your location is on a route that only expert cyclists would contemplate, you'll almost certainly see novice riders who made a special effort to come out that day. In turn, you should make a special effort to encourage them because they are the greatest potential source to become regular cyclists if you help them have a pleasant experience.

17. Best practices

- Make sure you have enough volunteers and it's helpful to assign them roles. It's a decent amount of work and you don't want to miss counting cyclists that may or may not stop at your Energizer Station. It's recommended to have at least one person do the counting as their only assignment. Some stations have additional counters to be extra certain not to miss riders.
- Don't forget trash cans, especially if you are providing food and drinks.
- Use a megaphone, cow bells, costumes or something catchy to attract attention, and be sure to place that person or object on a main corner.
- Create signage to make it easier for cyclists to spot and also alert them that you are an official Energizer Station. Put out balloons or a reusable string of flags/banner (like at a car sales lot).

- If your location allows, have space for bicyclists to "pull over" at your Energizer Station.
- Always have at least one floor pump, some chain lube, rags, and Allen wrenches for quick, simple repairs.
- Invite a local bike shop to help with minor maintenance.
- Ask local businesses to support your Energizer Station by way of donations. You'll find that they are excited to be a part of such a fun, healthy community event. Be sure to ask early, 30-60 days prior to the event.
- If available, acquire local bike maps from surrounding cities by contacting the local city's transportation or public works departments or the city's Bicycle and Pedestrian Advisory Commissions.
- Best practices for companies trying to encourage employees to participate.
 - i. Connect with SVBC and host a bike commute workshop in March or April.
 - ii. Encourage your employees to bike with a buddy to work or organize caravans to encourage more people to ride together.
 - iii. Set a participation goal for employees to foster a sense of competition within the company.
 - iv. Hold a drawing for all employees that stop by your station. Drawing items can include the BTWD t-shirts along with some other prizes you purchase for the event.
 - v. Host a ride and lunch two days before Bike to Work Day. The ride will raise awareness of Bike to Work month, raise awareness of access roads in the immediate area of

the business, and connect employees with other employees who ride.

- vi. Compete in the Company Bike Challenge to create a fun competitive spirit among employees.

18. Popular giveaways

- Beverages: WATER, orange juice, coffee, chocolate milk, liquid Sqwincher (a pouch that you add water to for a quick flavored energy drink).
- Food: fruit, muffins, pastries, energy bars, dried fruit and nut packs, breakfast burritos.
- Company schwag with logo, e.g., bike bells, reflectors, reflective strap for pant leg, lip balm, socks.
- For companies that have cafeterias, you could give out a free breakfast or lunch coupon to employees that ride to work, if it's not already subsidized.
- Free 5 minute massages.
- Local city bike route maps.

Silicon Valley Bicycle Coalition
96 N. Third Street, Suite 375
San Jose, CA 95112

Marissa Aviña
Event Coordinator
(408) 784-0202
marissa@bikesiliconvalley.org



City of Sunnyvale

Agenda Item

15-0453

Agenda Date: 4/16/2015

City of Sunnyvale Bicycle and Pedestrian Policies

Staff Reports

Public Hearing/General Business 1

DISCUSSION – City of Sunnyvale Bicycle and Pedestrian Policies

Per the request of Commissioner Jackson, staff has assembled bicycle and pedestrian policies related to the City's Street Space Allocation Policies from the General Plan, and included other information on the general topic of complete streets. These materials are for the edification of the Commission and for general discussion; no action is requested. Materials presented are:

1 – Sunnyvale General Plan Land Use and Transportation Chapter policies regarding street space allocation. These were developed under a BPAC generated study issue and adopted by Council as a General Plan amendment. These policies are followed when considering modifications to roadway geometry, capacity or parking.

2 – Text of AB 1358, the California Complete Streets Act. This act requires cities and counties to include policies in the Transportation Element of their General Plans which address all user groups of roadways.

3 – Sunnyvale AB 1358 Compliance Document- as part of a new agglomeration of Federal transportation funding by the Metropolitan Transportation Commission (MTC) under a "One Bay Area Grant" program, MTC has required that the VTA certify that city General Plans are consistent with the requirements of AB 1358. Sunnyvale has been certified as AB 1358-compliant.

4 – Summaries of programs and policies that can advance the principles of complete streets.

- LT-5.3d Make appropriate hardware and software improvements to traffic signals. *(Previously LUTE Action Strategy C3.3.4)*
- LT-5.3e Make the traffic signal system responsive to all users, including bicyclists and pedestrians. *(Previously LUTE Action Strategy C3.3.5)*
- LT-5.3f Install and remove signals when warranted and establish an implementation schedule. *(Previously LUTE Action Strategy C3.3.6)*

POLICY LT-5.4 MAINTAIN ROADWAYS AND TRAFFIC CONTROL DEVICES IN GOOD OPERATING CONDITION. *(Previously LUTE Policy C3.4)*

- LT-5.4a Inventory and monitor roadway conditions and implement a regular program of pavement maintenance. *(Previously LUTE Action Strategy C3.4.1)*
- LT-5.4b Install permanent and painted pavement markings. *(Previously LUTE Action Strategy C3.4.2)*
- LT-5.4c Implement programs for repair of roadbeds, barriers and lighting. *(Previously LUTE Action Strategy C3.4.3)*
- LT-5.4d Respond quickly to sign damages and losses. *(Previously LUTE Action Strategy C3.4.4)*
- LT-5.4e Develop and implement a program for long term transportation infrastructure replacement. *(Previously LUTE Action Strategy C3.4.5)*
- LT-5.4f Manage on-street parking to assure safe, efficient traffic flow. *(Previously LUTE Action Strategy C3.4.6)*
- LT-5.4g Conduct periodic analyses of roadway facilities and collision data in order to assure traffic safety. *(Previously LUTE Action Strategy C3.4.7)*

POLICY LT-5.5 SUPPORT A VARIETY OF TRANSPORTATION MODES. *(Previously LUTE Policy C3.5)*

- LT-5.5a Promote alternate modes of travel to the automobile. *(Previously LUTE Action Strategy C3.5.1)*
- LT-5.5b Require sidewalk installation in subdivisions of land and in new, reconstructed or expanded development. *(Previously LUTE Action Strategy C3.5.2)*
- LT-5.5c Support land uses that increase the likelihood of travel mode split. *(Previously LUTE Action Strategy C3.5.3)*
- LT-5.5d Maximize the provision of bicycle and pedestrian facilities. *(Previously LUTE Action Strategy C3.5.4)*

Modal Balance

POLICY LT-5.9 APPROPRIATE ACCOMMODATIONS FOR MOTOR VEHICLES, BICYCLES, AND PEDESTRIANS SHALL BE DETERMINED FOR CITY STREETS TO INCREASE THE USE OF BICYCLES FOR TRANSPORTATION AND TO ENHANCE THE SAFETY AND EFFICIENCY OF THE OVERALL STREET NETWORK FOR BICYCLISTS, PEDESTRIANS, AND MOTOR VEHICLES.

POLICY LT-5.10 ALL MODES OF TRANSPORTATION SHALL HAVE SAFE ACCESS TO CITY STREETS.

POLICY LT-5.11 THE CITY SHOULD CONSIDER ENHANCING STANDARDS FOR PEDESTRIAN FACILITIES.

Transport Vs. Non-Transport Uses

POLICY LT-5.12 CITY STREETS ARE PUBLIC SPACE DEDICATED TO THE MOVEMENT OF VEHICLES, BICYCLES AND PEDESTRIANS. PROVIDING SAFE ACCOMMODATION FOR ALL TRANSPORTATION MODES TAKES PRIORITY OVER NON-TRANSPORT USES. FACILITIES THAT MEET MINIMUM APPROPRIATE SAFETY STANDARDS FOR TRANSPORT USES SHALL BE CONSIDERED BEFORE NON-TRANSPORT USES ARE CONSIDERED.

POLICY LT-5.13 PARKING IS THE STORAGE OF TRANSPORTATION VEHICLES AND SHALL NOT BE CONSIDERED A TRANSPORT USE.

POLICY LT-5.14 HISTORICAL PRECEDENCE FOR STREET SPACE DEDICATED FOR PARKING SHALL BE A LESSER CONSIDERATION THAN PROVIDING STREET SPACE FOR TRANSPORTATION USES WHEN DETERMINING THE APPROPRIATE FUTURE USE OF STREET SPACE.

POLICY LT-5.15 PARKING REQUIREMENTS FOR PRIVATE DEVELOPMENT SHALL APPLY TO OFF-STREET PARKING ONLY.

- **LT-5.15a** Incentives to offset impacts of roadway changes to non-transportation users shall be considered when retrofitting roadways.

Use Of Engineering/Planning Criteria

POLICY LT-5.16 WHEN DECISIONS ON THE CONFIGURATION OF ROADWAY SPACE ARE MADE, STAFF SHALL PRESENT OPTIONS, INCLUDING AT A MINIMUM AN OPTION THAT MEETS MINIMUM SAFETY-RELATED DESIGN STANDARDS FOR MOTOR VEHICLES, BICYCLES AND PEDESTRIANS.

POLICY LT-5.17 BIKE RETROFIT PROJECTS SHALL BE EVALUATED BASED ON THE MERITS OF EACH PROJECT IN THE CONTEXT OF ENGINEERING AND PLANNING CRITERIA.

- **LT-5.17a** The City shall maintain engineering and planning criteria with respect to roadway geometry, collisions, travel speed, motor vehicle traffic volume, and parking supply and demand (on and off street) to guide decisions on the provision of bike lanes.

POLICY LT-5.18 THE CITY COUNCIL SHALL MAKE THE FINAL DECISIONS ON ROADWAY SPACE RECONFIGURATION WHEN ROADWAY RECONFIGURATION WILL RESULT IN CHANGES TO EXISTING ACCOMMODATIONS.

POLICY LT-5.19 PUBLIC INPUT ON ROADWAY SPACE RECONFIGURATION SHALL BE ENCOURAGED AND PRESENTED INDEPENDENTLY OF TECHNICAL ENGINEERING AND PLANNING ANALYSES.

Design Standards/Safety

POLICY LT-5.20 IF STREET CONFIGURATIONS DO NOT MEET MINIMUM DESIGN AND SAFETY STANDARDS FOR ALL USERS, THAN STANDARDIZATION FOR ALL USERS SHALL BE PRIORITY.

POLICY LT-5.21 SAFETY CONSIDERATIONS OF ALL MODES SHALL TAKE PRIORITY OVER CAPACITY CONSIDERATIONS OF ANY ONE MODE.

- **LT-5.21a** For each roadway space retrofit project, a bike and pedestrian safety study shall be included in the staff report to evaluate the route in question.

Assembly Bill No. 1358

CHAPTER 657

An act to amend Sections 65040.2 and 65302 of the Government Code, relating to planning.

[Approved by Governor September 30, 2008. Filed with
Secretary of State September 30, 2008.]

LEGISLATIVE COUNSEL'S DIGEST

AB 1358, Leno. Planning: circulation element: transportation.

(1) Existing law requires the legislative body of each county and city to adopt a comprehensive, long-term general plan for the physical development of the county or city with specified elements, including a circulation element consisting of the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, any military airports and ports, and other local public utilities and facilities, all correlated with the land use element of the plan.

This bill would require, commencing January 1, 2011, that the legislative body of a city or county, upon any substantive revision of the circulation element of the general plan, modify the circulation element to plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways, defined to include motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation, in a manner that is suitable to the rural, suburban, or urban context of the general plan. By requiring new duties of local officials, this bill would impose a state-mandated local program.

(2) Existing law establishes in the Office of the Governor the Office of Planning and Research with duties that include developing and adopting guidelines for the preparation of and content of mandatory elements required in city and county general plans.

This bill would require the office, commencing January 1, 2009, and no later than January 1, 2014, upon the next revision of these guidelines, to prepare or amend guidelines for a legislative body to accommodate the safe and convenient travel of users of streets, roads, and highways in a manner that is suitable to the rural, suburban, or urban context of the general plan, and in doing so to consider how appropriate accommodation varies depending on its transportation and land use context. It would authorize the office, in developing these guidelines, to consult with leading transportation experts, including, but not limited to, bicycle transportation planners, pedestrian planners, public transportation planners, local air quality management districts, and disability and senior mobility planners.

(3) The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.

This bill would provide that no reimbursement is required by this act for a specified reason.

The people of the State of California do enact as follows:

SECTION 1. This act shall be known and may be cited as the California Complete Streets Act of 2008.

SEC. 2. The Legislature finds and declares all of the following:

(a) The California Global Warming Solutions Act of 2006, enacted as Chapter 488 of the Statutes of 2006, sets targets for the reduction of greenhouse gas emissions in California to slow the onset of human-induced climate change.

(b) The State Energy Resources Conservation and Development Commission has determined that transportation represents 41 percent of total greenhouse gas emissions in California.

(c) According to the United States Department of Transportation's 2001 National Household Travel Survey, 41 percent of trips in urban areas nationwide are two miles or less in length, and 66 percent of urban trips that are one mile or less are made by automobile.

(d) Shifting the transportation mode share from single passenger cars to public transit, bicycling, and walking must be a significant part of short- and long-term planning goals if the state is to achieve the reduction in the number of vehicle miles traveled and in greenhouse gas emissions required by current law.

(e) Walking and bicycling provide the additional benefits of improving public health and reducing treatment costs for conditions associated with reduced physical activity including obesity, heart disease, lung disease, and diabetes. Medical costs associated with physical inactivity were estimated by the State Department of Health Care Services to be \$28 billion in 2005.

(f) The California Blueprint for Bicycling and Walking, prepared pursuant to the Supplemental Report of the Budget Act of 2001, sets the goal of a 50 percent increase in bicycling and walking trips in California by 2010, and states that to achieve this goal, bicycling and walking must be considered in land use and community planning, and in all phases of transportation planning and project design.

(g) In order to fulfill the commitment to reduce greenhouse gas emissions, make the most efficient use of urban land and transportation infrastructure, and improve public health by encouraging physical activity, transportation planners must find innovative ways to reduce vehicle miles traveled and to shift from short trips in the automobile to biking, walking, and use of public transit.

(h) It is the intent of the Legislature to require in the development of the circulation element of a local government's general plan that the circulation

of users of streets, roads, and highways be accommodated in a manner suitable for the respective setting in rural, suburban, and urban contexts, and that users of streets, roads, and highways include bicyclists, children, persons with disabilities, motorists, movers of commercial goods, pedestrians, public transportation, and seniors.

SEC. 3. Section 65040.2 of the Government Code is amended to read:

65040.2. (a) In connection with its responsibilities under subdivision (l) of Section 65040, the office shall develop and adopt guidelines for the preparation of and the content of the mandatory elements required in city and county general plans by Article 5 (commencing with Section 65300) of Chapter 3. For purposes of this section, the guidelines prepared pursuant to Section 50459 of the Health and Safety Code shall be the guidelines for the housing element required by Section 65302. In the event that additional elements are hereafter required in city and county general plans by Article 5 (commencing with Section 65300) of Chapter 3, the office shall adopt guidelines for those elements within six months of the effective date of the legislation requiring those additional elements.

(b) The office may request from each state department and agency, as it deems appropriate, and the department or agency shall provide, technical assistance in readopting, amending, or repealing the guidelines.

(c) The guidelines shall be advisory to each city and county in order to provide assistance in preparing and maintaining their respective general plans.

(d) The guidelines shall contain the guidelines for addressing environmental justice matters developed pursuant to Section 65040.12.

(e) The guidelines shall contain advice including recommendations for best practices to allow for collaborative land use planning of adjacent civilian and military lands and facilities. The guidelines shall encourage enhanced land use compatibility between civilian lands and any adjacent or nearby military facilities through the examination of potential impacts upon one another.

(f) The guidelines shall contain advice for addressing the effects of civilian development on military readiness activities carried out on all of the following:

- (1) Military installations.
- (2) Military operating areas.
- (3) Military training areas.
- (4) Military training routes.
- (5) Military airspace.
- (6) Other territory adjacent to those installations and areas.

(g) By March 1, 2005, the guidelines shall contain advice, developed in consultation with the Native American Heritage Commission, for consulting with California Native American tribes for all of the following:

(1) The preservation of, or the mitigation of impacts to, places, features, and objects described in Sections 5097.9 and 5097.993 of the Public Resources Code.

(2) Procedures for identifying through the Native American Heritage Commission the appropriate California Native American tribes.

(3) Procedures for continuing to protect the confidentiality of information concerning the specific identity, location, character, and use of those places, features, and objects.

(4) Procedures to facilitate voluntary landowner participation to preserve and protect the specific identity, location, character, and use of those places, features, and objects.

(h) Commencing January 1, 2009, but no later than January 1, 2014, upon the next revision of the guidelines pursuant to subdivision (i), the office shall prepare or amend guidelines for a legislative body to accommodate the safe and convenient travel of users of streets, roads, and highways in a manner that is suitable to the rural, suburban, or urban context of the general plan, pursuant to subdivision (b) of Section 65302.

(1) In developing guidelines, the office shall consider how appropriate accommodation varies depending on its transportation and land use context, including urban, suburban, or rural environments.

(2) The office may consult with leading transportation experts including, but not limited to, bicycle transportation planners, pedestrian planners, public transportation planners, local air quality management districts, and disability and senior mobility planners.

(i) The office shall provide for regular review and revision of the guidelines established pursuant to this section.

SEC. 4. Section 65302 of the Government Code is amended to read:

65302. The general plan shall consist of a statement of development policies and shall include a diagram or diagrams and text setting forth objectives, principles, standards, and plan proposals. The plan shall include the following elements:

(a) A land use element that designates the proposed general distribution and general location and extent of the uses of the land for housing, business, industry, open space, including agriculture, natural resources, recreation, and enjoyment of scenic beauty, education, public buildings and grounds, solid and liquid waste disposal facilities, and other categories of public and private uses of land. The location and designation of the extent of the uses of the land for public and private uses shall consider the identification of land and natural resources pursuant to paragraph (3) of subdivision (d). The land use element shall include a statement of the standards of population density and building intensity recommended for the various districts and other territory covered by the plan. The land use element shall identify and annually review those areas covered by the plan that are subject to flooding identified by flood plain mapping prepared by the Federal Emergency Management Agency (FEMA) or the Department of Water Resources. The land use element shall also do both of the following:

(1) Designate in a land use category that provides for timber production those parcels of real property zoned for timberland production pursuant to the California Timberland Productivity Act of 1982 (Chapter 6.7 (commencing with Section 51100) of Part 1 of Division 1 of Title 5).

(2) Consider the impact of new growth on military readiness activities carried out on military bases, installations, and operating and training areas, when proposing zoning ordinances or designating land uses covered by the general plan for land, or other territory adjacent to military facilities, or underlying designated military aviation routes and airspace.

(A) In determining the impact of new growth on military readiness activities, information provided by military facilities shall be considered. Cities and counties shall address military impacts based on information from the military and other sources.

(B) The following definitions govern this paragraph:

(i) “Military readiness activities” mean all of the following:

(I) Training, support, and operations that prepare the men and women of the military for combat.

(II) Operation, maintenance, and security of any military installation.

(III) Testing of military equipment, vehicles, weapons, and sensors for proper operation or suitability for combat use.

(ii) “Military installation” means a base, camp, post, station, yard, center, homeport facility for any ship, or other activity under the jurisdiction of the United States Department of Defense as defined in paragraph (1) of subsection (e) of Section 2687 of Title 10 of the United States Code.

(b) (1) A circulation element consisting of the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, any military airports and ports, and other local public utilities and facilities, all correlated with the land use element of the plan.

(2) (A) Commencing January 1, 2011, upon any substantive revision of the circulation element, the legislative body shall modify the circulation element to plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways for safe and convenient travel in a manner that is suitable to the rural, suburban, or urban context of the general plan.

(B) For purposes of this paragraph, “users of streets, roads, and highways” means bicyclists, children, persons with disabilities, motorists, movers of commercial goods, pedestrians, users of public transportation, and seniors.

(c) A housing element as provided in Article 10.6 (commencing with Section 65580).

(d) (1) A conservation element for the conservation, development, and utilization of natural resources including water and its hydraulic force, forests, soils, rivers and other waters, harbors, fisheries, wildlife, minerals, and other natural resources. The conservation element shall consider the effect of development within the jurisdiction, as described in the land use element, on natural resources located on public lands, including military installations. That portion of the conservation element including waters shall be developed in coordination with any countywide water agency and with all district and city agencies, including flood management, water conservation, or groundwater agencies that have developed, served, controlled, managed, or conserved water of any type for any purpose in the county or city for which the plan is prepared. Coordination shall include

the discussion and evaluation of any water supply and demand information described in Section 65352.5, if that information has been submitted by the water agency to the city or county.

(2) The conservation element may also cover all of the following:

- (A) The reclamation of land and waters.
- (B) Prevention and control of the pollution of streams and other waters.
- (C) Regulation of the use of land in stream channels and other areas required for the accomplishment of the conservation plan.
- (D) Prevention, control, and correction of the erosion of soils, beaches, and shores.
- (E) Protection of watersheds.
- (F) The location, quantity and quality of the rock, sand and gravel resources.

(3) Upon the next revision of the housing element on or after January 1, 2009, the conservation element shall identify rivers, creeks, streams, flood corridors, riparian habitats, and land that may accommodate floodwater for purposes of groundwater recharge and stormwater management.

(e) An open-space element as provided in Article 10.5 (commencing with Section 65560).

(f) (1) A noise element that shall identify and appraise noise problems in the community. The noise element shall recognize the guidelines established by the Office of Noise Control and shall analyze and quantify, to the extent practicable, as determined by the legislative body, current and projected noise levels for all of the following sources:

- (A) Highways and freeways.
- (B) Primary arterials and major local streets.
- (C) Passenger and freight on-line railroad operations and ground rapid transit systems.
- (D) Commercial, general aviation, heliport, helistop, and military airport operations, aircraft overflights, jet engine test stands, and all other ground facilities and maintenance functions related to airport operation.
- (E) Local industrial plants, including, but not limited to, railroad classification yards.
- (F) Other ground stationary noise sources, including, but not limited to, military installations, identified by local agencies as contributing to the community noise environment.

(2) Noise contours shall be shown for all of these sources and stated in terms of community noise equivalent level (CNEL) or day-night average level (L_{dn}). The noise contours shall be prepared on the basis of noise monitoring or following generally accepted noise modeling techniques for the various sources identified in paragraphs (1) to (6), inclusive.

(3) The noise contours shall be used as a guide for establishing a pattern of land uses in the land use element that minimizes the exposure of community residents to excessive noise.

(4) The noise element shall include implementation measures and possible solutions that address existing and foreseeable noise problems, if any. The

adopted noise element shall serve as a guideline for compliance with the state's noise insulation standards.

(g) (1) A safety element for the protection of the community from any unreasonable risks associated with the effects of seismically induced surface rupture, ground shaking, ground failure, tsunami, seiche, and dam failure; slope instability leading to mudslides and landslides; subsidence, liquefaction, and other seismic hazards identified pursuant to Chapter 7.8 (commencing with Section 2690) of Division 2 of the Public Resources Code, and other geologic hazards known to the legislative body; flooding; and wildland and urban fires. The safety element shall include mapping of known seismic and other geologic hazards. It shall also address evacuation routes, military installations, peakload water supply requirements, and minimum road widths and clearances around structures, as those items relate to identified fire and geologic hazards.

(2) The safety element, upon the next revision of the housing element on or after January 1, 2009, shall also do the following:

(A) Identify information regarding flood hazards, including, but not limited to, the following:

(i) Flood hazard zones. As used in this subdivision, "flood hazard zone" means an area subject to flooding that is delineated as either a special hazard area or an area of moderate or minimal hazard on an official flood insurance rate map issued by the Federal Emergency Management Agency. The identification of a flood hazard zone does not imply that areas outside the flood hazard zones or uses permitted within flood hazard zones will be free from flooding or flood damage.

(ii) National Flood Insurance Program maps published by FEMA.

(iii) Information about flood hazards that is available from the United States Army Corps of Engineers.

(iv) Designated floodway maps that are available from the Central Valley Flood Protection Board.

(v) Dam failure inundation maps prepared pursuant to Section 8589.5 that are available from the Office of Emergency Services.

(vi) Awareness Floodplain Mapping Program maps and 200-year flood plain maps that are or may be available from, or accepted by, the Department of Water Resources.

(vii) Maps of levee protection zones.

(viii) Areas subject to inundation in the event of the failure of project or nonproject levees or floodwalls.

(ix) Historical data on flooding, including locally prepared maps of areas that are subject to flooding, areas that are vulnerable to flooding after wildfires, and sites that have been repeatedly damaged by flooding.

(x) Existing and planned development in flood hazard zones, including structures, roads, utilities, and essential public facilities.

(xi) Local, state, and federal agencies with responsibility for flood protection, including special districts and local offices of emergency services.

(B) Establish a set of comprehensive goals, policies, and objectives based on the information identified pursuant to subparagraph (A), for the protection

of the community from the unreasonable risks of flooding, including, but not limited to:

- (i) Avoiding or minimizing the risks of flooding to new development.
- (ii) Evaluating whether new development should be located in flood hazard zones, and identifying construction methods or other methods to minimize damage if new development is located in flood hazard zones.
- (iii) Maintaining the structural and operational integrity of essential public facilities during flooding.
- (iv) Locating, when feasible, new essential public facilities outside of flood hazard zones, including hospitals and health care facilities, emergency shelters, fire stations, emergency command centers, and emergency communications facilities or identifying construction methods or other methods to minimize damage if these facilities are located in flood hazard zones.
- (v) Establishing cooperative working relationships among public agencies with responsibility for flood protection.

(C) Establish a set of feasible implementation measures designed to carry out the goals, policies, and objectives established pursuant to subparagraph (B).

(3) After the initial revision of the safety element pursuant to paragraph (2), upon each revision of the housing element, the planning agency shall review and, if necessary, revise the safety element to identify new information that was not available during the previous revision of the safety element.

(4) Cities and counties that have flood plain management ordinances that have been approved by FEMA that substantially comply with this section, or have substantially equivalent provisions to this subdivision in their general plans, may use that information in the safety element to comply with this subdivision, and shall summarize and incorporate by reference into the safety element the other general plan provisions or the flood plain ordinance, specifically showing how each requirement of this subdivision has been met.

(5) Prior to the periodic review of its general plan and prior to preparing or revising its safety element, each city and county shall consult the California Geological Survey of the Department of Conservation, the Central Valley Flood Protection Board, if the city or county is located within the boundaries of the Sacramento and San Joaquin Drainage District, as set forth in Section 8501 of the Water Code, and the Office of Emergency Services for the purpose of including information known by and available to the department, the office, and the board required by this subdivision.

(6) To the extent that a county's safety element is sufficiently detailed and contains appropriate policies and programs for adoption by a city, a city may adopt that portion of the county's safety element that pertains to the city's planning area in satisfaction of the requirement imposed by this subdivision.

SEC. 5. No reimbursement is required by this act pursuant to Section 6 of Article XIII B of the California Constitution because a local agency or

school district has the authority to levy service charges, fees, or assessments sufficient to pay for the program or level of service mandated by this act, within the meaning of Section 17556 of the Government Code.

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Date: October 5, 2010

BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority

Bicycle & Pedestrian Advisory Committee

THROUGH: General Manager, Michael T. Burns

FROM: Chief CMA Officer, John Ristow

SUBJECT: Discussions on Complete Streets Program Development

FOR INFORMATION ONLY

BACKGROUND:

The 2008 Complete Streets Act calls for cities and counties to consider the needs of all users in the planning, design and construction of new transportation projects. Beginning 2011, cities and counties are required to modify the Circulation Element of their General Plans to include Complete Streets policies to ensure all users, including bicyclists and pedestrians, are able to move safely along and across our streets. A similar bill is making its way through the Federal legislature to ensure federally-funded projects adhere to complete streets principles.

While Complete Streets is just gaining momentum on the state and federal level, VTA has long promoted the Complete Streets concept in policy and in practice. VTA is responsible for ensuring all transportation projects are well planned, accessible and safe for all users thus establishing a strong planning practice in multimodal design and planning. Through VTA's funding programs and complete set of comprehensive multimodal design guidelines for bicyclists and pedestrians, VTA's existing efforts provide the countywide framework for Member Agencies to support Complete Streets principles on a local level.

DISCUSSION:

The purpose of this memo is to review VTA's current and future efforts in support of Complete Streets. At the October BPAC meeting, VTA will request input from the Committee on the Complete Streets program developing.

A. Policy Framework

VTA's current efforts toward this end includes an established policy framework in VTA's longrange transportation plan Valley Transportation Plan (VTP) 2035, Community Design and Transportation (CDT) funding program and recent resolution approving a multimodal design approach on highway projects. One of the main objectives of VTP 2035 is to work in concert with Member Agencies to better integrate transportation and land use decisions to deliver a multimodal transportation system. This effort requires high level coordination between VTA, Member Agencies and regional, State and Federal partners to direct development in transit corridors to ensure transportation investments are supportive of alternate transportation modes. In an effort to make Complete Streets an explicit part of VTA's long-range plan, VTA will modify the existing language in the update of VTP 2040 to describe the countywide collaborative effort between VTA and its Member Agencies to deliver Complete Streets as a program and planning tool for promoting multimodal projects.

One mechanism for VTA to influence the development of smart land use and transportation investments is to fund projects through its Community Design and Transportation (CDT) program. The CDT program is supported by the Community Design & Transportation (CDT): A Manual of Best Practices for Integrating Transportation and Land Use (CDT Manual) to promote design standards that results in multimodal, pedestrian-friendly streets and transit-oriented, compact development projects. Similarly, the Local Streets and County Roads Program evaluates program eligibility for funding based on project types that includes multimodal reconstruction of streets, new or major upgrades to sidewalks and bicycle facilities, and traffic calming measures.

In January 2008, VTA's Board of Directors approved a multimodal approach for reconstructing the Tully Road/Hwy 101 interchange to follow multimodal design principles of VTA's CDT

Manual and other design guidelines. The Board action directs staff to follow the multimodal design approach used for the Tully/Hwy 101 interchange project on all future roadway improvement projects, as feasible.

B. VTA Multimodal Design Guidelines

VTA has several documents that provide technical guidance to local agencies, developers, and project sponsors on how to integrate transportation and land use, how to design for pedestrians, and how to design for bicycle use. These include the VTA Community Design & Transportation (CDT) Manual, Pedestrian Technical Guidelines (PTG), and Bicycle Technical Guidelines (BTG). Together, these three documents provide guidance on how to bring “complete streets” principles to locally initiated development projects, transportation projects, and plans.

C. Complete Streets Approach to the Development Review/Proactive CMP Process

As part of its Development Review/Proactive CMP process, VTA staff reviews and comments on development project proposals, land use plans, and plans for transportation projects to ensure that transportation considerations are adequately integrated into the plans. When reviewing local projects or plans through its Development Review/Proactive CMP process, staff evaluates the project’s relationships to the countywide Congestion Management Program (CMP) including measures to reduce single-occupant automobile use and promote alternative travel modes. In addition, staff considers how well the proposed project meets the principles in VTA’s CDT Manual, PTG and BTG. VTA staff may comment on areas that are not consistent with VTA’s technical guidelines, suggest areas that could be improved, or offer positive comments about good design features that are included.

D. Project Implementation

VTA’s Highway Program requires bicycle and pedestrian elements on surface streets and intersections, according to the Board direction as referenced in Section A. The three guidelines are regularly consulted for incorporating multimodal design standards in highway projects. VTA’s funding programs rely on the CDT Manual, BTG, PTG and other locally-adopted guidelines to evaluate project design standards for bicycle and pedestrian accommodation. VTA requires project sponsors to complete the MTC Routine Accommodation checklist.

E. Five Elements of the Complete Streets System Program

VTA is working to develop a Complete Streets Program that broadens the scope from typical design-oriented policies to a program that considers the entire life cycle of the street. Tentatively, the Program will cover five major multimodal elements including Geometrics (designing the road for all users), Continuity (consistency in street layout and capacity), Connectivity (use the roadway system to connect all modes), Technology (upgrade operations and safety of transportation network), and Maintenance (maintain the street network). At the May 2010 BPAC and TAC meetings staff introduced the preliminary scope of VTA’s Complete Streets Program and asked Committee members for input.

This memo serves to continue that discussion on developing Complete Streets.

Prepared By: Aiko Cuenco
Memo No. 2832

Web Links Related to Complete Streets

http://www.dot.ca.gov/hq/tpp/offices/ocp/complete_streets.html

http://opr.ca.gov/docs/Update_GP_Guidelines_Complete_Streets.pdf

<http://changelabsolutions.org/publications/CA-complete-streets-policies>

CITY OF SUNNYVALE

Form 1 - AB 1358 Compliance Assessment Based on AB 1358, Government Code § 65302

If an agency chooses this form, it must demonstrate how it addresses each of the items cited in AB 1358, listed below in Question #2. In addition, VTA is compiling all the complete street descriptions used in Santa Clara County, so please answer Question #1.

1. How does your Circulation Element (CE) define "Complete Streets" or a similar intent to meet the needs of all modes and all users of the streets, roadways and highways?

Balanced Transportation: To provide and maintain a balanced multi-modal transportation system which provides choice, convenience and efficiency for the movement of people and goods. A modern multi-modal transportation system consists of streets and freeways, mass transit, bikeways and walkways. While in the foreseeable future the private automobile will continue to be the dominant mode of travel, a reasonable balance of the other modes is necessary to conserve energy, reduce air pollution, reduce congestion and provide convenient conveyance for those without ready access to an automobile. The system must have the physical capacity to expand as the City grows, and must have access to sufficient financial resources to support that expansion.

- Date of the Circulation Element (and name if not called Circulation Element): Land Use and Transportation Chapter of the Sunnyvale General Plan, July, 2011

2. Specific Policy Areas: indicate the GP CE section, policy numbers & page numbers. You may also paste them in the cells below.

Where and how does the Circulation Element (CE) of your General Plan address:	Circulation Element policy # and description
a. bicyclists?	<p>Policy LT -5.10 All modes of transportation shall have safe access to City streets.</p> <p>Policy LT-5.9 Appropriate accommodations for motor vehicles, bicycles, and pedestrians shall be determined for City streets to increase the use of bicycles for transportation and to enhance the safety and efficiency of the overall street network for bicyclists, pedestrians, and motor vehicles.</p> <p>Policy LT -5.12 City streets are public space dedicated to the movement of vehicles, bicycles and pedestrians. Providing safe accommodation for all</p>

	<p>transportation modes takes priority over non-transport uses. Facilities that meet minimum appropriate safety standards for transport uses shall be considered before non-transport uses are considered.</p> <p>Policy LT -5.20 If street configurations do not meet minimum design and safety standards for all users, than standardization for all users shall be priority .</p> <p>Policy LT -5.21 Safety considerations of all modes shall take priority over capacity considerations of any one mode.</p> <p>LT-5.5a Promote alternate modes of travel to the automobile.</p> <p>LT-5.5d Maximize the provision of bicycle and pedestrian facilities.</p> <p>LT-5.5e Implement the City of Sunnyvale Bicycle Plan</p> <p>LT-5.5g Ensure safe and efficient pedestrian and bicycle connections to neighborhood transit stops.</p> <p>Policy LT-5.6 Minimize expansion of the current roadway system, while maximizing opportunities for alternative transportation systems and related programs.</p> <p>LT-5.6a Develop clear, safe and convenient linkages between all modes of travel; including, access to transit stations and stops and connections between work, home and commercial sites.</p> <p>Policy LT -1.9 Support flexible and appropriate alternative transportation modes and transportation system management measures that reduce reliance on the automobile and serve changing regional and City wide land use and transportation needs</p> <p>Policy LT-5.8 Provide a safe and comfortable system of pedestrian and bicycle pathways .</p> <p>LT-1.9a Support state and regional</p>
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	<p>efforts to provide High Occupant Vehicle (HOV) lanes, ridesharing, mass transit service, bicycling and Intelligent Transportation Systems.</p> <p>Policy LT-5.5 Support a variety of transportation modes.</p> <p>Policy LT -5.16 When decisions on the configuration of roadway space are made, staff shall present options, including at a minimum an option that meets minimum safety-related design standards for motor vehicles, bicycles and pedestrians.</p> <p>LT-1.9b Promote modes of travel and actions that reduce single-occupant vehicle trips and trip lengths</p> <p>LT-2.1b Promote and achieve compliance with land use and transportation standards.</p> <p>LT-2.2c Encourage development of multi-modal transportation centers</p> <p>LT-4.3b Study the adequacy /deficiency of bicycle and pedestrian access and circulation within neighborhoods.</p> <p>LT-4.3c Design streets, pedestrian paths and bicycle paths to link neighborhoods with services</p> <p>LT-4.10b Encourage commercial enterprises and offices to provide support facilities for bicycles and pedestrians</p> <p>LT-4.13e Provide pedestrian and bicycling opportunities to neighborhood and commercial services.</p> <p>LT-4.14b Ensure the provision of bicycle support facilities at all major public use locations.</p> <p>LT-5.1b Monitor the operation and performance of the street system by establishing a routine data collection program and by conducting special data collection as the need arises.</p> <p>LT-5.1e Promote the reduction of single occupant vehicle (SOV) trips and encourage an increase in the share of trips taken by all other forms of travel.</p>
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	<p>Policy LT-5.3 Optimize city traffic signal system performance.</p> <p>LT-5.3a Maintain the signal system and respond quickly to signal breakdowns.</p> <p>LT-5.3b Monitor traffic signal control performance</p> <p>LT-5.3d Make appropriate hardware and software improvements to traffic signals.</p> <p>LT-5.3e Make the traffic signal system responsive to all users, including bicyclists and pedestrians</p> <p>LT-5.3f Install and remove signals when warranted and establish an implementation schedule.</p> <p>Policy LT-5.4 Maintain roadways and traffic control devices in good operating condition.</p> <p>LT-5.4a Inventory and monitor roadway conditions and implement a regular program of pavement maintenance.</p> <p>LT-5.4b Install permanent and painted pavement markings.</p> <p>LT-5.4c Implement programs for repair of roadbeds, barriers and lighting.</p> <p>LT-5.4d Respond quickly to sign damages and losses.</p> <p>LT-5.4e Develop and implement a program for long term transportation infrastructure replacement</p> <p>LT-5.4f Manage on-street parking to assure safe, efficient traffic flow.</p>
b. children?	<p>Policy LT -5.10 All modes of transportation shall have safe access to City streets.</p> <p>Policy LT -5.12 City streets are public space dedicated to the movement of vehicles, bicycles and pedestrians. Providing safe accommodation for all transportation modes takes priority over non-transport uses. Facilities that meet minimum appropriate safety standards for transport uses shall be considered before non-transport uses are considered.</p> <p>Policy LT -5.20 If street configurations</p>

	<p>do not meet minimum design and safety standards for all users , than standardization for all users shall be priority</p> <p>Policy LT -5.21 Safety considerations of all modes shall take priority over capacity considerations of any one mode.</p> <p>LT-5.6a Develop clear, safe and convenient linkages between all modes of travel; including, access to transit stations and stops and connections between work, home and commercial sites.</p> <p>LT-2.1b Promote and achieve compliance with land use and transportation standards.</p> <p>LT-5.1b Monitor the operation and performance of the street system by establishing a routine data collection program and by conducting special data collection as the need arises.</p> <p>LT-5.3e Make the traffic signal system responsive to all users, including bicyclists and pedestrians</p>
c. persons with disabilities?	<p>Policy LT -5.10 All modes of transportation shall have safe access to City streets.</p> <p>Policy LT -5.12 City streets are public space dedicated to the movement of vehicles, bicycles and pedestrians. Providing safe accommodation for all transportation modes takes priority over non-transport uses. Facilities that meet minimum appropriate safety standards for transport uses shall be considered before non-transport uses are considered.</p> <p>Policy LT -5.20 If street configurations do not meet minimum design and safety standards for all users , than standardization for all users shall be priority.</p> <p>Policy LT -5.21 Safety considerations of all modes shall take priority over capacity considerations of any one</p>

	<p>mode.</p> <p>LT-5.5f Support an efficient and effective paratransit service and transportation facilities for people with special transportation needs</p> <p>LT-5.6a Develop clear, safe and convenient linkages between all modes of travel; including, access to transit stations and stops and connections between work, home and commercial sites.</p> <p>LT-2.1b Promote and achieve compliance with land use and transportation standards.</p> <p>LT-5.1b Monitor the operation and performance of the street system by establishing a routine data collection program and by conducting special data collection as the need arises.</p> <p>Policy LT-5.3 Optimize city traffic signal system performance.</p> <p>LT-5.3a Maintain the signal system and respond quickly to signal breakdowns.</p> <p>LT-5.3b Monitor traffic signal control performance</p> <p>LT-5.3d Make appropriate hardware and software improvements to traffic signals.</p> <p>LT-5.3e Make the traffic signal system responsive to all users, including bicyclists and pedestrians</p> <p>Policy LT-5.4 Maintain roadways and traffic control devices in good operating condition.</p>
d. motorists	<p>Policy LT -5.10 All modes of transportation shall have safe access to City streets.</p> <p>Policy LT-5.9 Appropriate accommodations for motor vehicles, bicycles, and pedestrians shall be determined for City streets to increase the use of bicycles for transportation and to enhance the safety and efficiency of the overall street network for bicyclists, pedestrians, and motor vehicles.</p> <p>Policy LT -5.12 City streets are public</p>

	<p>space dedicated to the movement of vehicles, bicycles and pedestrians. Providing safe accommodation for all transportation modes takes priority over non-transport uses. Facilities that meet minimum appropriate safety standards for transport uses shall be considered before non-transport uses are considered.</p> <p>Policy LT -5.20 If street configurations do not meet minimum design and safety standards for all users , than standardization for all users shall be priority.</p> <p>Policy LT -5.21 Safety considerations of all modes shall take priority over capacity considerations of any one mode.</p> <p>LT-5.6a Develop clear, safe and convenient linkages between all modes of travel; including, access to transit stations and stops and connections between work, home and commercial sites.</p> <p>Policy LT-5.5 Support a variety of transportation modes.</p> <p>Policy LT -5.16 When decisions on the configuration of roadway space are made, staff shall present opt ions, including at a minimum an opt ion that meets minimum safety -related design standards for motor vehicles, bicycles and pedestrians.</p> <p>Policy LT -1.4 Achieve an operating level of service (LO S) "E" or better for all regional roadways and intersections, as defined by the City functional classification of the street system.</p> <p>Policy LT -5.1 Achieve an operating level-of-service (LO S) of "D" or better on the City -wide roadways and intersections, as defined by the functional classification of the street system</p> <p>LT-5.1c Require roadway and signal improvements for development projects</p>
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	<p>to minimize decline of existing levels of service.</p> <p>LT-5.1d Study and implement physical and operational improvements to optimize roadway and intersection capacities.</p> <p>LT-1.9a Support state and regional efforts to provide High Occupant Vehicle (HOV) lanes, ridesharing, mass transit service, bicycling and Intelligent Transportation Systems.</p> <p>LT-2.1b Promote and achieve compliance with land use and transportation standards.</p> <p>LT-2.2c Encourage development of multi-modal transportation centers</p> <p>LT-3.4a Locate higher-density housing with easy access to transportation corridors, rail transit stations, bus transit corridor stops, commercial services and jobs.</p> <p>LT-4.3c Design streets, pedestrian paths and bicycle paths to link neighborhoods with services</p> <p>LT-4.5a Have internal residential neighborhood streets adequately serve traffic that is oriented to that neighborhood</p> <p>LT-4.5c Discourage non-neighborhood traffic from using residential neighborhood streets by accommodating traffic demand on Citywide and regional streets</p> <p>LT-4.10a Locate commercial uses where traffic can be accommodated, especially during peak periods (e.g. lunch time and commute times)</p> <p>LT-5.1b Monitor the operation and performance of the street system by establishing a routine data collection program and by conducting special data collection as the need arises.</p> <p>LT-5.1f Study the use of density, floor area limits, parking management, peak hour allocations and other techniques to maintain or achieve acceptable levels of</p>
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	<p>service on existing roadways.</p> <p>Policy LT-5.3 Optimize city traffic signal system performance.</p> <p>LT-5.3a Maintain the signal system and respond quickly to signal breakdowns.</p> <p>LT-5.3b Monitor traffic signal control performance</p> <p>LT-5.3c Interconnect groups of traffic signals where practicable</p> <p>LT-5.3d Make appropriate hardware and software improvements to traffic signals.</p> <p>LT-5.3e Make the traffic signal system responsive to all users, including bicyclists and pedestrians</p> <p>LT-5.3f Install and remove signals when warranted and establish an implementation schedule.</p> <p>Policy LT-5.4 Maintain roadways and traffic control devices in good operating condition.</p> <p>LT-5.4a Inventory and monitor roadway conditions and implement a regular program of pavement maintenance.</p> <p>LT-5.4b Install permanent and painted pavement markings.</p> <p>LT-5.4c Implement programs for repair of roadbeds, barriers and lighting.</p> <p>LT-5.4d Respond quickly to sign damages and losses.</p> <p>LT-5.4e Develop and implement a program for long term transportation infrastructure replacement</p> <p>LT-5.4f Manage on-street parking to assure safe, efficient traffic flow.</p>
e. movers of commercial goods?	<p>Policy LT -5.10 All modes of transportation shall have safe access to City streets.</p> <p>Policy LT -5.12 City streets are public space dedicated to the movement of vehicles, bicycles and pedestrians. Providing safe accommodation for all transportation modes takes priority over non-transport uses. Facilities that meet minimum appropriate safety standards for transport uses shall be considered before non-transport uses are</p>

	<p>considered.</p> <p>LT-5.6a Develop clear, safe and convenient linkages between all modes of travel; including, access to transit stations and stops and connections between work, home and commercial sites.</p> <p>Policy LT -5.20 If street configurations do not meet minimum design and safety standards for all users , than standardization for all users shall be priority.</p> <p>Policy LT -5.21 Safety considerations of all modes shall take priority over capacity considerations of any one mode.</p> <p>LT-2.1b Promote and achieve compliance with land use and transportation standards.</p> <p>LT-5.1b Monitor the operation and performance of the street system by establishing a routine data collection program and by conducting special data collection as the need arises.</p> <p>Policy LT-5.3 Optimize city traffic signal system performance.</p> <p>LT-5.3a Maintain the signal system and respond quickly to signal breakdowns.</p> <p>LT-5.3b Monitor traffic signal control performance</p> <p>LT-5.3d Make appropriate hardware and software improvements to traffic signals.</p> <p>LT-5.3e Make the traffic signal system responsive to all users, including bicyclists and pedestrians</p> <p>Policy LT-5.4 Maintain roadways and traffic control devices in good operating condition.</p> <p>LT-5.4a Inventory and monitor roadway conditions and implement a regular program of pavement maintenance.</p> <p>LT-5.4c Implement programs for repair of roadbeds, barriers and lighting.</p> <p>LT-5.4f Manage on-street parking to assure safe, efficient traffic flow.</p>
f. pedestrians?	Policy LT -5.10 All modes of

	<p>transportation shall have safe access to City streets.</p> <p>Policy LT-5.9 Appropriate accommodations for motor vehicles, bicycles, and pedestrians shall be determined for City streets to increase the use of bicycles for transportation and to enhance the safety and efficiency of the overall street network for bicyclists, pedestrians, and motor vehicles.</p> <p>Policy LT -5.12 City streets are public space dedicated to the movement of vehicles, bicycles and pedestrians. Providing safe accommodation for all transportation modes takes priority over non-transport uses. Facilities that meet minimum appropriate safety standards for transport uses shall be considered before non-transport uses are considered.</p> <p>Policy LT -5.20 If street configurations do not meet minimum design and safety standards for all users , than standardization for all users shall be priority .</p> <p>Policy LT -5.21 Safety considerations of all modes shall take priority over capacity considerations of any one mode.</p> <p>Policy LT-5.5 Support a variety of transportation modes.</p> <p>Policy LT -5.16 When decisions on the configuration of roadway space are made, staff shall present opt ions, including at a minimum an opt ion that meets minimum safety -related design standards for motor vehicles, bicycles and pedestrians.</p> <p>LT-5.5a Promote alternate modes of travel to the automobile.</p> <p>LT-5.5b Require sidewalk installation in subdivisions of land and in new, reconstructed or expanded development.</p> <p>LT-5.5d Maximize the provision of</p>
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	<p>bicycle and pedestrian facilities.</p> <p>Policy LT -5.11 The City should consider enhancing standards for pedestrian facilities.</p> <p>LT-5.5g Ensure safe and efficient pedestrian and bicycle connections to neighborhood transit stops.</p> <p>Policy LT-5.6 Minimize expansion of the current roadway system, while maximizing opportunities for alternative transportation systems and related programs.</p> <p>LT-5.6a Develop clear, safe and convenient linkages between all modes of travel; including, access to transit stations and stops and connections between work, home and commercial sites.</p> <p>Policy LT -1.9 Support flexible and appropriate alternative transportation modes and transportation system management measures that reduce reliance on the automobile and serve changing regional and City wide land use and transportation needs</p> <p>Policy LT-5.8 Provide a safe and comfortable system of pedestrian and bicycle pathways .</p> <p>LT-1.9b Promote modes of travel and actions that reduce single-occupant vehicle trips and trip lengths</p> <p>LT-2.2c Encourage development of multi-modal transportation centers</p> <p>LT-2.1b Promote and achieve compliance with land use and transportation standards.</p> <p>LT-4.3b Study the adequacy /deficiency of bicycle and pedestrian access and circulation within neighborhoods.</p> <p>LT-4.3c Design streets, pedestrian paths and bicycle paths to link neighborhoods with services</p> <p>LT-4.4d Promote small-scale, well-designed, pedestrian-friendly spaces within neighborhoods to establish safe and attractive gathering areas</p>
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	<p>LT-4.10b Encourage commercial enterprises and offices to provide support facilities for bicycles and pedestrians</p> <p>LT-4.13e Provide pedestrian and bicycling opportunities to neighborhood and commercial services.</p> <p>LT-5.1b Monitor the operation and performance of the street system by establishing a routine data collection program and by conducting special data collection as the need arises.</p> <p>LT-5.1e Promote the reduction of single occupant vehicle (SOV) trips and encourage an increase in the share of trips taken by all other forms of travel.</p> <p>LT-5.2c Encourage mixed use developments that provide pedestrian scale and transit oriented services and amenities.</p> <p>Policy LT-5.3 Optimize city traffic signal system performance.</p> <p>LT-5.3a Maintain the signal system and respond quickly to signal breakdowns.</p> <p>LT-5.3b Monitor traffic signal control performance</p> <p>LT-5.3d Make appropriate hardware and software improvements to traffic signals.</p> <p>LT-5.3e Make the traffic signal system responsive to all users, including bicyclists and pedestrians</p> <p>LT-5.3f Install and remove signals when warranted and establish an implementation schedule.</p> <p>Policy LT-5.4 Maintain roadways and traffic control devices in good operating condition.</p> <p>LT-5.4c Implement programs for repair of roadbeds, barriers and lighting.</p> <p>LT-5.4d Respond quickly to sign damages and losses.</p> <p>LT-5.4e Develop and implement a program for long term transportation infrastructure replacement</p>
g. public transportation?	Policy LT -5.10 All modes of

	<p>transportation shall have safe access to City streets.</p> <p>Policy LT -5.12 City streets are public space dedicated to the movement of vehicles, bicycles and pedestrians. Providing safe accommodation for all transportation modes takes priority over non-transport uses. Facilities that meet minimum appropriate safety standards for transport uses shall be considered before non-transport uses are considered.</p> <p>Policy LT -5.20 If street configurations do not meet minimum design and safety standards for all users , than standardization for all users shall be priority .Policy LT -5.21 Sa ety considerations of all modes shall take priority over capacity considerations of any one mode.</p> <p>LT-5.5a Promote alternate modes of travel to the automobile.</p> <p>LT-5.5g Ensure safe and efficient pedestrian and bicycle connections to neighborhood transit stops.</p> <p>LT-5.5h Work to improve bus service within the City, including linkages to rail.</p> <p>Policy LT-5.6 Minimize expansion of the current roadway system, while maximizing opportunities for alternative transportation systems and related programs.</p> <p>LT-5.6a Develop clear, safe and convenient linkages between all modes of travel; including, access to transit stations and stops and connections between work, home and commercial sites.</p> <p>LT-1.7b Support regional efforts which promote higher densities near major transit and travel facilities, without increasing the overall density of land usage.</p> <p>Policy LT -1.9 Support flexible and appropriate alternative transportation modes and transportation system</p>
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	<p>management measures that reduce reliance on the automobile and serve changing regional and City wide land use and transportation needs</p> <p>Policy LT-5.5 Support a variety of transportation modes.</p> <p>LT -1.9a Support state and regional efforts to provide High Occupant Vehicle (HOV) lanes, ridesharing, mass transit service, bicycling and Intelligent Transportation Systems.</p> <p>LT-1.9b Promote modes of travel and actions that reduce single-occupant vehicle trips and trip lengths</p> <p>LT-1.10b Support alternative transportation services, such as light rail, buses and commuter rail, through appropriate land use planning.</p> <p>LT-1.10c Encourage mixed uses near transit centers.</p> <p>LT-2.2c Encourage development of multi-modal transportation centers</p> <p>LT-3.4a Locate higher-density housing with easy access to transportation corridors, rail transit stations, bus transit corridor stops, commercial services and jobs.</p> <p>LT-5.1b Monitor the operation and performance of the street system by establishing a routine data collection program and by conducting special data collection as the need arises.</p> <p>LT-5.1e Promote the reduction of single occupant vehicle (SOV) trips and encourage an increase in the share of trips taken by all other forms of travel.</p> <p>LT-5.2c Encourage mixed use developments that provide pedestrian scale and transit oriented services and amenities.</p> <p>LT-5.2e Study potential transit station mixed use development.</p> <p>Policy LT-5.3 Optimize city traffic signal system performance.</p> <p>LT-5.3a Maintain the signal system and respond quickly to signal breakdowns.</p>
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	<p>LT-5.3b Monitor traffic signal control performance</p> <p>LT-5.3d Make appropriate hardware and software improvements to traffic signals.</p> <p>LT-5.3e Make the traffic signal system responsive to all users, including bicyclists and pedestrians</p> <p>Policy LT-5.4 Maintain roadways and traffic control devices in good operating condition.</p> <p>LT-5.4a Inventory and monitor roadway conditions and implement a regular program of pavement maintenance.</p> <p>LT-5.4c Implement programs for repair of roadbeds, barriers and lighting.</p> <p>LT-5.4f Manage on-street parking to assure safe, efficient traffic flow.</p>
h. seniors?	<p>LT-2.1b Promote and achieve compliance with land use and transportation standards.</p> <p>Policy LT -5.10 All modes of transportation shall have safe access to City streets.</p> <p>Policy LT -5.12 City streets are public space dedicated to the movement of vehicles, bicycles and pedestrians. Providing safe accommodation for all transportation modes takes priority over non-transport uses. Facilities that meet minimum appropriate safety standards for transport uses shall be considered before non-transport uses are considered.</p> <p>Policy LT -5.20 If street configurations do not meet minimum design and safety standards for all users , than standardization for all users shall be priority.</p> <p>Policy LT -5.21 Safety considerations of all modes shall take priority over capacity considerations of any one mode.</p> <p>LT-5.5f Support an efficient and effective paratransit service and transportation facilities for people with special transportation needs</p>

	<p>LT-5.6a Develop clear, safe and convenient linkages between all modes of travel; including, access to transit stations and stops and connections between work, home and commercial sites.</p> <p>LT-2.1b Promote and achieve compliance with land use and transportation standards.</p> <p>LT-5.1b Monitor the operation and performance of the street system by establishing a routine data collection program and by conducting special data collection as the need arises.</p> <p>LT-5.3e Make the traffic signal system responsive to all users, including bicyclists and pedestrians</p>
<p>3. If your agency has more than one setting, i.e. urban, suburban, and/or rural, describe how your CE addresses the various needs of these users in different settings, if not addressed above in Question #2.</p>	
<ul style="list-style-type: none"> • 	

STATE OF CALIFORNIA

2015 VEHICLE CODE



THROUGH THE
2014
LEGISLATIVE
SESSION

manufacturer, and the country in which the devices were manufactured or assembled in final form.
Added Ch. 71, Stats. 1990. Effective May 1, 1990.

Tire Tread

610. "Tire tread" is that portion of the tire, consisting of the ribs and grooves, which comes in contact with the roadway.

Added Ch. 216, Stats. 1970. Effective November 23, 1970.

Toll Highway or Toll Road

611. A "toll highway" or "toll road" is a publicly owned way or place open to the use of the public for purposes of vehicular travel which use requires the payment of a fee.

Added Ch. 1241, Stats. 1992. Effective January 1, 1993.

Tour Bus

612. "Tour bus" means a bus, which is operated by or for a charter-party carrier of passengers, as defined in Section 5360 of the Public Utilities Code, or a passenger stage corporation, as defined in Section 226 of the Public Utilities Code, or any highway carrier of passengers required to register with the California Public Utilities Commission pursuant to Section 3910 of the Public Utilities Code.

Amended Ch. 1216, Stats. 1989. Effective October 1, 1989.

Tow Truck: Tow Vehicle

615. (a) A "tow truck" is a motor vehicle which has been altered or designed and equipped for, and primarily used in the business of, transporting vehicles by means of a crane, hoist, tow bar, tow line, or dolly or is otherwise primarily used to render assistance to other vehicles. A "roll-back carrier" designed to carry up to two vehicles is also a tow truck. A trailer for hire that is being used to transport a vehicle is a tow truck. "Tow truck" does not include an automobile dismantlers' tow vehicle or a reposessor's tow vehicle.

(b) "Reposessor's tow vehicle" means a tow vehicle which is registered to a reposessor licensed or registered pursuant to Chapter 11 (commencing with Section 7500) of Division 3 of the Business and Professions Code that is used exclusively in the course of the repossession business.

(c) "Automobile dismantlers' tow vehicle" means a tow vehicle which is registered by an automobile dismantler licensed pursuant to Chapter 3 (commencing with Section 11500) of Division 5 and which is used exclusively to tow vehicles owned by that automobile dismantler in the course of the automobile dismantling business.

Amended Sec. 14, Ch. 456, Stats. 1999. Effective January 1, 2000.

Tow Dolly

617. A "tow dolly" is a vehicle towed by a motor vehicle and designed and used exclusively to transport another motor vehicle and upon which the front or rear wheels of the towed motor vehicle are mounted, while the other wheels of the towed motor vehicle remain in contact with the ground. "Tow dolly" does not include a portable or collapsible dolly used as specified in Section 4014.

Added Ch. 708, Stats. 1983. Effective January 1, 1984.

Traffic

620. The term "traffic" includes pedestrians, ridden animals, vehicles, street cars, and other conveyances, either singly or together, while using any highway for purposes of travel.

Traffic Officer

625. A "traffic officer" is any member of the California Highway Patrol, or any peace officer who is on duty for the exclusive or main purpose of enforcing Division 10 (commencing with Section 20000) or 11 (commencing with Section 21000).

Amended Ch. 142, Stats. 1983. Effective January 1, 1984.

Traffic Violator School

626. A "traffic violator school" is a business that, for compensation, provides, or offers to provide, instruction in traffic safety, including, but not limited to, classroom traffic violator curricula, for persons referred by a court pursuant to Section 42005 or to other persons who elect to attend.

Amended Sec. 1, Ch. 457, Stats. 2001. Effective January 1, 2002.

Traffic Violator School Branch or Classroom Location

626.2. A "traffic violator school branch or classroom location" is any place where a traffic violator school conducts instruction or maintains records.

Added Ch. 396, Stats. 1985. Effective July 30, 1985.

Traffic Violator School Instructor

626.4. A "traffic violator school instructor" is any person who provides instruction to traffic violators on behalf of a traffic violator school.

Added Ch. 396, Stats. 1985. Effective July 30, 1985.

Traffic Violator School Operator

626.6. A "traffic violator school operator" is the person who directs and manages the operations of a traffic violator school.

A "traffic violator school operator" may be either the traffic violator school owner or another person designated by the traffic violator school owner to personally direct and manage the traffic violator school for the traffic violator school owner.

Added Ch. 396, Stats. 1985. Effective July 30, 1985.

Traffic Violator School Owner

626.8. A "traffic violator school owner" is any natural person, association, or corporation that owns a traffic violator school.

Added Ch. 396, Stats. 1985. Effective July 30, 1985.

Engineering and Traffic Survey

627. (a) "Engineering and traffic survey," as used in this code, means a survey of highway and traffic conditions in accordance with methods determined by the Department of Transportation for use by state and local authorities.

(b) An engineering and traffic survey shall include, among other requirements deemed necessary by the department, consideration of all of the following:

(1) Prevailing speeds as determined by traffic engineering measurements.

(2) Accident records.

(3) Highway, traffic, and roadside conditions not readily apparent to the driver.

(c) When conducting an engineering and traffic survey, local authorities, in addition to the factors set forth in paragraphs (1) to (3), inclusive, of subdivision (b) may consider all of the following:

(1) Residential density, if any of the following conditions exist on the particular portion of highway and the property contiguous thereto, other than a business district:

(A) Upon one side of the highway, within a distance of a

Land Use Planning Measures

LUP-1 Parking

Reduce the amount of free or unrestricted parking available within the city to promote alternative modes of transportation and avoid unnecessary vehicle circulation.

Action Items:

- LUP-1.1. Build and maintain an electronic parking management system for City-owned parking structures in the downtown and consider expanding to other City lots in the downtown and in proximity to other commercial areas.
- LUP-1.2. Create maximum parking requirements and reduce minimum parking requirements for mixed-use development. Require parking lot sharing for mixed-use or commercial development with complementary hours of operation.
- LUP-1.3. Implement parking management tools for residential uses such as decreased or flexible standards, unbundled parking, and shared parking plans.
- LUP-1.4. Establish parking meters throughout downtown Sunnyvale to optimize parking availability and reduce unnecessary vehicle circulation.
- LUP-1.5. Retain a residential parking permit program for residential areas adjacent to commercial areas of the city where parking is in higher demand.
- LUP-1.6. Designate street parking stalls in the vicinity of key commercial and multi-family residential locations for efficient or alternatively fueled vehicles.

LUP-1 Key Information

GHG Reductions

2020:	4,970	MTCO ₂ e
2035:	5,350	MTCO ₂ e

Co-Benefits



Implementation Time Frame

Mid-Term

Responsible Department

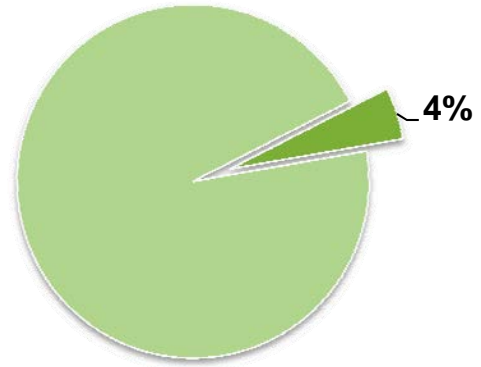
Public Works

Expand Sustainable Circulation and Transportation Options (CTO)

Goal: Modify the transportation infrastructure such that bicycling, walking, and transit are viable options regularly used by all Sunnyvale residents and employees.

Expansion of mode choices within the community, in combination with an expanded diversity of land uses, can replace single-driver trips with low- or zero-emissions modes like walking, biking, transit, and carpooling.

The policies to expand sustainable circulation and transportation options include continued investment of the city's bicycle and pedestrian infrastructure, continued participation in transportation demand management programs for both employees and school-age children, and expanded transit opportunities.



CTO contribution to total GHG reductions

Expand Sustainable Circulation and Transportation Options Measures

CTO-1 Bicycle, Pedestrian, and Transportation Design Elements

Create streets and connections that facilitate bicycling, walking, and transit use throughout the city.

Action Items:

- CTO-1.1. Incorporate the provisions of AB 1358, the California Complete Streets Act of 2008, into roadway design, construction, and maintenance activities.
- CTO-1.2. Implement the street space allocation policy (RTC 8-085, April 28, 2009) in coordination with road reconstruction or resurfacing projects to provide road configurations that accommodate all travel modes.
- CTO-1.3. Require new development to provide cross-parcel access and linkages from the development entrance to the public sidewalk system, transit stops, nearby

CTO-1 Key Information

GHG Reductions

2020:	4,070	MTCO ₂ e
2035:	4,380	MTCO ₂ e

Co-Benefits



Implementation Time Frame

Near-Term

Responsible Departments

Public Works & Community Development

employment and shopping centers, schools, parks, and other parcels for ease of pedestrian and cyclist access.

- CTO-1.4. Improve pedestrian safety and comfort through design elements such as landscaped medians, pedestrian-level amenities, sidewalk improvements, and compliance with Americans with Disabilities Act (ADA) design standards, particularly for areas serving high volumes of traffic.
- CTO-1.5. Improve bicycle facilities and perceptions of comfort through pavement marking/coloring, physical separation, specialized signs and markings, and other design elements.
- CTO-1.6. Require sidewalks to be a minimum of 6 feet wide in order to allow side-by-side walking at identified locations that currently serve high pedestrian traffic volumes or locations planned to serve high volumes of pedestrian traffic.
- CTO-1.7. Actively promote intermodal linkages to and from regional transit options by establishing or improving well-defined, convenient intermodal hubs in downtown and specific plan areas. Work with the Valley Transportation Authority, Peninsula Corridor Joint Powers Board, Advisory Committee on Accessibility, and others to establish the best places for these locations.

CTO-2 Bicycle, Pedestrian, and Transportation Travel Operations

Prioritize safe, efficient, and convenient access for non-automotive travel to destinations in and outside of Sunnyvale.

Action Items:

- CTO-2.1. Require public areas and new development to provide bicycle parking consistent with the Valley Transportation Authority Bicycle Technical Guidelines, as amended.
- CTO-2.2. Require secure bicycle parking at public and large private events.
- CTO-2.3. Increase awareness of the city's bicycle facilities by updating the city bicycle map to show locations of public and private bicycle parking, creating a web-based application for members of the public to identify locations of private parking, and establishing information kiosks at key city locations to provide maps and highlight alternative modes of transportation.

CTO-2 Key Information

GHG Reductions

2020: Supportive Measure

2035: Supportive Measure

Co-Benefits



Implementation Time Frame

Mid-Term

Responsible Departments

Public Works, Community Development, & Public Safety

- CTO-2.4. Fully fund the City's bicycle and pedestrian improvement plans for completion by 2035.
- CTO-2.5. Implement projects and programs to improve the safety of cyclists and pedestrians through increased enforcement of pedestrian right-of-way laws, removing crossing impediments, improving crossing time at signalized intersections for pedestrians and cyclists, requiring drive-through food establishments to serve bicyclists, and providing center refuge areas for pedestrians and bicyclists to pause when crossing arterials.
- CTO-2.6. Create at least one day a year when a portion of streets and plazas is designated for pedestrian and/or bicycle access only.
- CTO-2.7. Support business efforts to plan and implement a bike-sharing program for major commercial and industrial areas.

CTO-3 Transit

Facilitate the use of public and private transit such as buses, Caltrain, Amtrak, and shuttles to and from Sunnyvale and within the city.

Action Items:

- CTO-3.1. Continue sponsoring projects to provide transit rider amenities at bus stops and rail stations.
- CTO-3.2. Work with the Valley Transportation Authority (VTA) and neighboring jurisdictions to provide transit priority signal timing in order to decrease travel time.
- CTO-3.3. Work with other agencies to provide High Occupancy Toll (HOT) lanes, and support expenditure of HOT lane revenue on projects that reduce vehicle miles traveled in Sunnyvale. Support regional congestion pricing measures.
- CTO-3.4. Advocate for transit service improvements by area transit providers consistent with established performance standards, with an emphasis on coordinating public transit schedules and connections and for subsidies for a higher level of transit service and/or more transit passes for residents and/or employees.
- CTO-3.5. Partner with GreenTRIP and other local or regional organizations to implement trip reduction programs in new residential, commercial, and mixed-use developments.

CTO-3 Key Information

GHG Reductions

2020:	5,920	MTCO ₂ e
2035:	19,940	MTCO ₂ e

Co-Benefits



Implementation Time Frame

Near-Term

Responsible Department

Community Development & Public Works

CTO-4 Commute Programs

Reduce single-occupant vehicle trips to major employers (100 employees or more) located in Sunnyvale.

Action Items:

- CTO-4.1. Require existing and future major employers to utilize a variety of transportation demand management (TDM) measures such as flexible work schedules, telecommuting, guaranteed rides home, low- or no-cost transit passes, parking "cash-out" incentives, and other programs that provide employees with alternatives to single-occupant commutes.
- CTO-4.2. Create a TDM program for City staff to promote alternative transportation modes and carpooling to the greatest extent possible.
- CTO-4.3. Continue to provide density and other zoning incentives or procedural or financial incentives to developments for establishment of alternative transportation infrastructure within the private as well as adjacent public right-of-way, such as increased bicycle parking, separated sidewalks, bike lanes and signage, and change and shower facilities.
- CTO-4.4. Explore programs to encourage large employers to hire Sunnyvale residents.

CTO-4 Key Information

GHG Reductions

2020:	5,420	MTCO ₂ e
2035:	5,840	MTCO ₂ e

Co-Benefits



Implementation Time Frame

Mid-Term

Responsible Department

Community Development & Public Works

Moffett Park Business & Transportation Association – A TDM Model

The Moffett Park Business & Transportation Association (MPBTA) is a nonprofit organization serving the nearly 14,000 employees and businesses in the 1,200-acre Moffett Park area of Sunnyvale. The MPBTA was formed through a public/private partnership in 2001 as the City and businesses recognized the benefits of pooled resources to implement successful transportation demand management (TDM) programs.

The MPBTA is responsible for organizing an annual employee commute survey, and provides services to employees in Moffett Park including: emergency ride home, shuttle programs to regional transit, free or reduced fare transit passes, educational and informational events on alternative transportation options, and coordination/support for business transportation coordinators at participating companies.

CTO-5 School Commutes

Encourage carpooling, bicycling, walking, and transit access to elementary, middle, and high schools so that the number of car trips is no more than 50% of the number of students at any school.

Action Items:

- CTO-5.1. Support the creation of walking school bus programs in coordination with schools and parent organizations.
- CTO-5.2. Encourage schools to link employees and guardians of students with an online system such as 511.org that provides carpool matching.
- CTO-5.3. Continue to implement a Safe Routes to School program for increased bicycle and pedestrian safety to and from schools.

CTO-5 Key Information

GHG Reductions

2020: 1,250 MTCO₂e

2035: 2,220 MTCO₂e

Co-Benefits



Implementation Time Frame

Mid-Term

Responsible Department

Public Works & Public Safety

Safe Routes to School in Santa Clara County

Between 2008 and 2011, the City of Sunnyvale secured more than \$1.8 million in funding for capital improvements that support Safe Routes to School. This funding has been used to construct pedestrian and bicycle improvements on key school routes citywide.

Additionally, the Santa Clara County Department of Public Health received nearly \$1 million, in 2011, to create Safe Routes to School programs at local schools in the county. The program aims to increase safety at local schools primarily through educational programs such as bike rodeos, walking school buses, student safety traffic education, and family fun bike nights.

There are numerous benefits to Safe Routes To School programs including:

- Reduced traffic congestion surrounding schools.
- Increased physical activity for students.
- Improved air quality and reduced fuel consumption from idling vehicles.
- Increased community involvement.



City of Sunnyvale

Agenda Item

15-0454

Agenda Date: 4/16/2015

Active Items List

Bicycle and Pedestrian Advisory Commission

Active Items List

Item #	Item	PR	Due Date (Approx)	Status	Last Updated
1	Bernardo Caltrain Under-crossing	M. Pineda	TBD	Feasibility Study accepted by the City Council. Funds for 20% local matching funds must be identified before further project initiation. Project is included in VTP 2040. Approved for Transportation Impact Fee Funding. Current Cuity TIF funds are prioritized towards completion of the 237/101/Mathilda interchange project.	2/13/2015
2	Code of Ethics and Conduct	Shariat	Annual	Review by BPAC during the December 2014 meeting	2/13/2015
3	Utility Bill Insert	Shariat	Annual	Brainstorming to begin at Feb. 2015 BPAC meeting	2/13/2015
4	Bike to Work Day	Shariat	Annual	Event to be held May 14, 2015 Two energizer stations	2/13/2015
5	Road Overlay, Slurry, Reconstruction & Chip Schedule	T. Pineda	Annual	To be transmitted at Feb. 2015 BPAC meeting	2/13/2015

Item #	Item	PR	Due Date (Approx)	Status	Last Updated
6	VTA Bicycle Expenditure Program (BEP)	Abbas	Annual	To be discussed at March 2015 BPAC meeting	2/13/2015
7	Block Grants	Abbas	Annual	No update for now.	2/13/2015
8	Community Design and Transportation (CDT) - Planning Grant Program	Abbas	Annual	Feasibility study/concept plan for the West Channel Trail corridor capital project approved by Council. East and West Channel trail concepts provided to SCVWD for inclusion in flood control project. City can't begin on trail projects until SCVWD is done with the flood control project. SCVWD plans to complete the project in 2017/2018.	2/13/2015
9	2014/15 Active Transportation Grant Funds	Pineda	Annual	No update for now.	2/13/2015
10	Safe Routes to Schools Projects	Price	Design 2015	Safe Route to School Comprehensive Pedestrian Infrastructure Improvements project underway. Project will be sent out for advertisement soon. Project funds is \$1.9 Million.	2/13/2015

Item #	Item	PR	Due Date (Approx)	Status	Last Updated
11	Establishment of Bike Lanes on Mary Avenue	Werner	Construction Fall 2015	Proposals submitted and consultant interviews will be held the week of February 23rd.	2/13/2015
12	One Bay Area Grants	Abbas	2016	No update for now	2/13/2015
13	Priority Development Area Grants	Abbas, Uribe, Pineda, Zulueta	Spring, 2015	Four of five grant submittals approved including El Camino Real Street Space Allocation Study, Mathilda Avenue Plan Line, Precise Plan for El Camino Real update/EIR. Consultant selection complete and are in process.	2/13/2015
14	Vehicle Emissions Reductions Based at Schools (VERBS) Grant Program	Shariat	Ongoing	No update for now	2/13/2015
15	East Sunnyvale Sense of Place Plan	Kuchenig	Spring, 2015	Presentation to BPAC at Feb. 2015 meeting	2/13/2015
16	Old Mountain View-Alviso Road	Ng	Summer, 2016	The City of Sunnyvale is currently designing a bridge replacement project on Old Mountain View-Alviso Road between Patrick Henry Drive and Reamwood Avenue. The proposed project will replace the existing bridge with a wider bridge structure that accommodates pedestrian and bicycle facilities. Construction is anticipated to last 9-12 months. To help facilitate construction and ensure pedestrian/bicyclist/motor safety, there will be temporary trail and road closures. The road closure is anticipated to last for 2-3 months and trail closure is anticipated to last for 3-4 months.	11/17/2014