



City of Sunnyvale

Notice and Agenda Bicycle and Pedestrian Advisory Commission

Thursday, July 21, 2016

6:30 PM

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

CALL TO ORDER

ROLL CALL

ORAL COMMUNICATIONS

This category provides an opportunity for members of the public to address the commission on items not listed on the agenda and is limited to 15 minutes (may be extended or continued after the public hearings/general business section of the agenda at the discretion of the Chair) with a maximum of up to three minutes per speaker. Please note the Brown Act (Open Meeting Law) does not allow commissioners to take action on an item not listed on the agenda. If you wish to address the commission, please complete a speaker card and give it to the Recording Secretary. Individuals are limited to one appearance during this section.

CONSENT CALENDAR

- 1A. [16-0677](#) Approve the Bicycle and Pedestrian Commission Meeting Minutes of June 16, 2016

PUBLIC HEARINGS/GENERAL BUSINESS

- 2 [16-0679](#) Election of Officers
- 3 [16-0678](#) Sunnyvale Bikeway User Map

STANDING ITEM: CONSIDERATION OF POTENTIAL STUDY ISSUES

- [16-0680](#) DPW 17-01 Develop Implementation Standards for Cycle Tracks/Separated Bikeways
- [16-0653](#) DPW 17-04 Update Bike Plan Every Five Years

NON-AGENDA ITEMS & COMMENTS

-Commissioner Comments

-Staff Comments

INFORMATION ONLY REPORTS/ITEMS

16-0681	Active Items List
16-0682	BPAC 2016 Approved Work Plan
16-0752	Cycle Tracks Consideration

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 website at 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

16-0677

Agenda Date: 7/21/2016

SUBJECT

Approve the Bicycle and Pedestrian Commission Meeting Minutes of June 16, 2016



City of Sunnyvale

Meeting Minutes - Draft Bicycle and Pedestrian Advisory Commission

Thursday, June 16, 2016

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 6:35 p.m. in the West Conference Room.

ROLL CALL

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

Council Liaison attendance: Mayor Hendrick (present)
Vice Mayor Larsson (present)

PRESENTATION

[16-0633](#) PRESENTATION - Recognition of Service

Mayor Hendricks gave Recognition of Service to Commissioners Richard Kolber and Kevin Jackson for service from 2012 to 2016.

ORAL COMMUNICATIONS

Tim Oey introduced himself as new BPAC Commissioner coming on board.

Commissioner Jackson mentioned the Wolfe Road Project going to Council on June 21st and possibly assisting with bike parking at the Sunnyvale State of the City on July 9th. He also discussed working on a Safe Routes to School map for Ponderosa school and that he would be getting all files from the consultant that worked on the school traffic study and provide them to the City.

Commissioner Rausch stated that the Stevens Creek Trail Project going to Cupertino City Council on June 21st.

CONSENT CALENDAR

- 1.A** [16-0625](#) Draft Minutes of the Bicycle and Pedestrian Advisory
Commission Meeting of May 19, 2016

Commissioner Cordes moved and Commissioner Kolber seconded the motion to approve the consent calendar with modifications. The motion carried by the following vote:

Yes 7 - Chair Jones
 Vice Chair Cordes
 Commissioner Jackson
 Commissioner Kolber
 Commissioner Okuzumi
 Commissioner Rausch
 Commissioner Welch

No 0

PUBLIC HEARINGS/GENERAL BUSINESS

- 2** [16-0640](#) Appoint a Member to the Valley Transportation Authority
(VTA) Bicycle and Pedestrian Advisory Commission (BPAC)

Carol Shariat, Principal Transportation Engineer/Planner, stated that Sunnyvale's seat on the VTA BPAC expires on June 30th. BPAC would need to elect a representative to be appointed to VTA BPAC for a two-year term that starts July 1st.

Commissioner Welch moved and Commissioner Kolber seconded the motion to recommend Planning Commissioner, Dave Simons, as Sunnyvale VTA BPAC representative. The motion carried by the following vote:

Yes 7 - Chair Jones
 Vice Chair Cordes
 Commissioner Jackson
 Commissioner Kolber
 Commissioner Okuzumi
 Commissioner Rausch
 Commissioner Welch

No 0

3 16-0639 Utility Bill Stuffer Update

Ms. Shariat provided the proof for BPAC to view of the utility flier they created for this year.

Commissioner Cordes inquired about the residents that pay their bill electronically if they are able to view the utility flier.

STANDING ITEM: CONSIDERATION OF POTENTIAL STUDY ISSUES

Ms. Shariat provided the updated study issues language for both DPW 17-01, Develop Implementation Standards for Cycle Tracks, and DPW 17-04, Update Bike Plan Every Five Years. Commissioners Jackson and Cordes noted that the revised language for both study issues was still not conveyed correctly. They both would send Ms. Shariat the revised language to be included in both study issues.

[16-0624](#) DPW 17-01 Develop Implementation Standards for Cycle
 Tracks / Separated Bikeways

[16-0634](#) DPW 17-04 Update Bike Plan Every Five Years

NON-AGENDA ITEMS & COMMENTS

-Commissioner Comments

Commissioner Cordes inquired when the approved Maude Avenue Streetscape and Bike Lane Project will begin and he would like more information pertaining to the Safe Routes to School projects. Ms. Shariat would find out when the Maude project would begin and provide him more details on the Safe Routes to School projects. He also inquired as to when the funds for the Vision Zero Project would be added to the City budget.

Commissioner Jackson would like to know in advance when any project that has been brought to BPAC will go to Council. Ms. Shariat commented that she will have the Transportation and Traffic Manager, Shahid Abbas, provide him the information. Mr. Jackson also inquired about the status of the ADA Transition Plan Update Project. Ms. Shariat told him that a kick-off meeting occurred last month and the consultant will begin field work for the project. He also asked about the Bike Map update and Ms. Shariat told him it would be brought to BPAC next month.

Commissioner Welch inquired about sidewalk repairs within the City. Ms. Shariat commented she would find out about the status of the sidewalk repairs.

-Staff Comments

Ms. Shariat mentioned that the Transportation and Traffic Division submitted two Active Transportation Program (ATP) Grants for two projects along Maude Avenue. Both projects would have pedestrian and bicycle safety improvements and would be working with schools in the area to do non-infrastructure improvements.

INFORMATION ONLY REPORTS/ITEMS

- | | |
|--------------------------------|-----------------------|
| <u>16-0630</u> | Safe Routes to School |
| <u>16-0635</u> | Active Items List |
| <u>16-0637</u> | 2016 Work Plan |

ADJOURNMENT

Chair Jones adjourned the meeting at 7:42 p.m.



City of Sunnyvale

Agenda Item

16-0679

Agenda Date: 7/21/2016

Election of Officers

From "*The Standard Code of Parliamentary Procedure*" by Alice Sturgis

Electing the Chair and Vice Chair

1. Open Nominations:
 - a. Presiding officer may say: "Are there nominations for the office of Chair?"
 - b. Any member may say: "I nominate _____"
 - c. No second is necessary.
 - d. Presiding officer will ask: "Are there further nominations for the office of Chair?"
 - e. Repeat until no further nominations.
2. Close Nominations:
 - a. Presiding officer declares nominations for that office closed.
 - b. Motion to close is not necessary.
3. Nominations are voted upon in the order taken.
 - a. The member receiving the necessary vote is elected.

Electing a Temporary Chair in the absence of both Chair and Vice Chair

1. Open Nominations:
 - a. Secretary or Liaison should inform the members that in the absence of both Chair and Vice Chair, a Temporary Chair (or Chair Pro Tem) must be elected to serve as presiding officer for this meeting only.
 - b. Secretary or Liaison may say: "Are there nominations for Temporary Chair for this meeting?"
 - c. Any member may say: "I nominate _____"
 - d. No second is necessary.
 - e. Secretary or Liaison will ask: "Are there further nominations for Temporary Chair?"
 - f. Repeat until no further nominations.
2. Close Nominations:
 - a. Secretary or Liaison declares nominations for Temporary Chair closed.
 - b. Motion to close is not necessary.
3. Nominations are voted upon in the order taken.
 - a. The member receiving the necessary vote is elected for this meeting only.



City of Sunnyvale

Agenda Item

16-0678

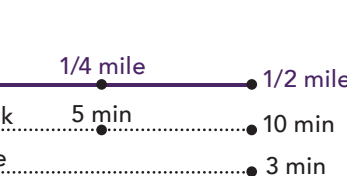
Agenda Date: 7/21/2016

Sunnyvale Bikeway User Map

LEGEND

Bikeways

- Existing / Planned
- Class I
- Class II
- Class III
- Public Access Path
- Bike/Ped Bridge
- Bike Parking
- VTA Station
- Caltrain Station
- Transit Stop
- Traffic Signal
- School

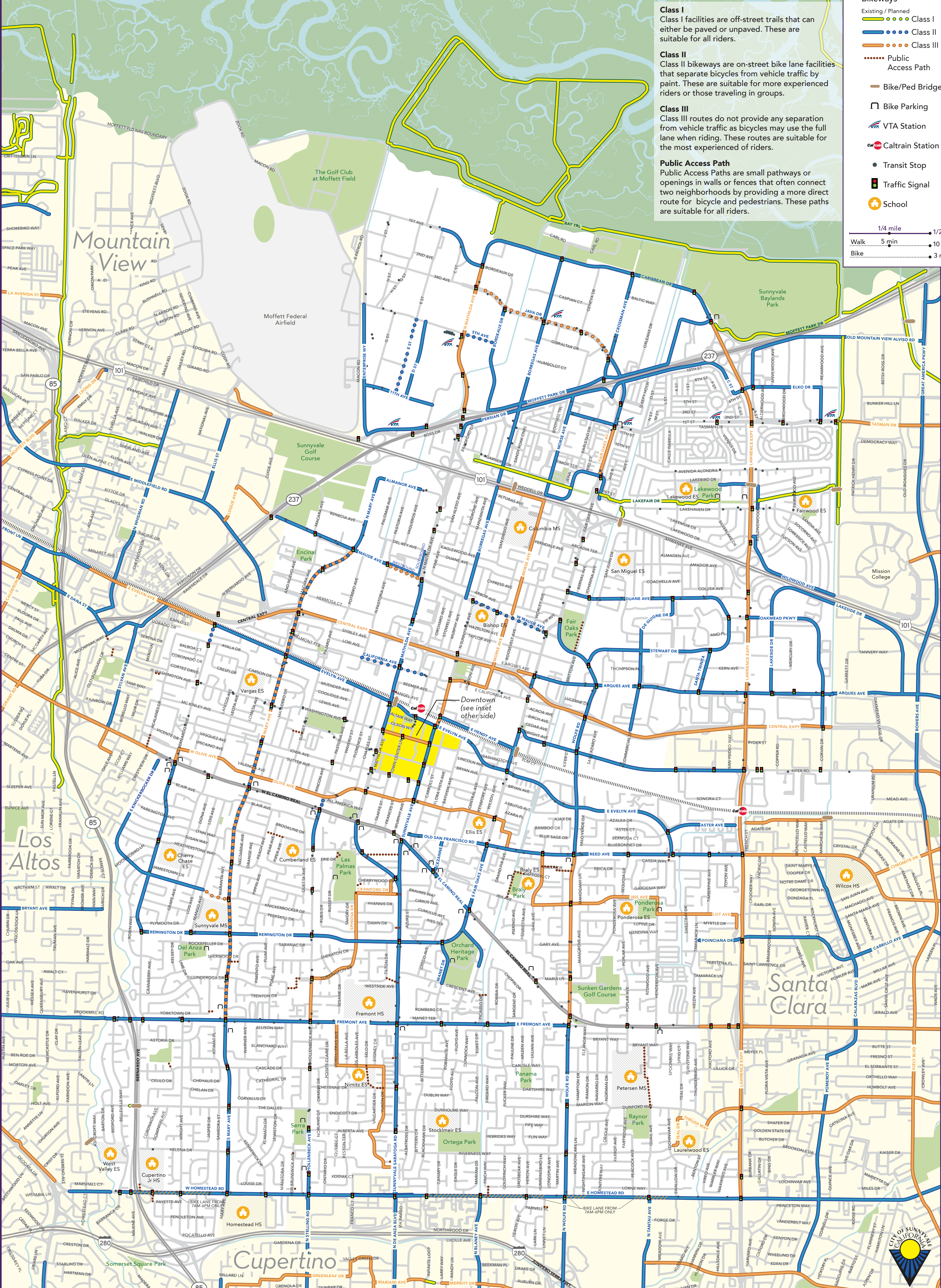


Class I
Class I facilities are off-street trails that can either be paved or unpaved. These are suitable for all riders.

Class II
Class II bikeways are on-street bike lane facilities that separate bicycles from vehicle traffic by paint. These are suitable for more experienced riders or those traveling in groups.

Class III
Class III routes do not provide any separation from vehicle traffic as bicycles may use the full lane when riding. These routes are suitable for the most experienced of riders.

Public Access Path
Public Access Paths are small pathways or openings in walls or fences that often connect two neighborhoods by providing a more direct route for bicycle and pedestrians. These paths are suitable for all riders.



ROUTE SELECTION

Bicycle facilities are divided into types. Choose the route that is most suitable for your skills and comfort level.

Class I

Class I facilities are off-street trails that can either be paved or unpaved. These are suitable for all riders.

Class II

Class II bikeways are on-street bike lane facilities that separate bicycles from vehicle traffic by paint. These are suitable for more experienced riders or those traveling in groups.

Class III

Class III routes do not provide any separation from vehicle traffic as bicycles may use the full lane when riding. These routes are suitable for the most experienced of riders.

Public Access Path

Public Access Paths are small pathways or openings in walls or fences that often connect two neighborhoods by providing a more direct route for bicycle and pedestrians. These paths are suitable for all riders.

Bicyclists are permitted to ride on all streets in the City of Sunnyvale except Hwys 101, 237, and 85. In order to aid in route selection, all major streets in Sunnyvale have been rated to indicated the level of competence recommended for safe bicycle travel.

Beginner

Streets with low traffic volumes and speeds. Suitable for bicyclists with limited cycling ability and some knowledge of safety rules and the rights and responsibilities of cyclists and motorists.

Intermediate

Streets with moderate speeds and traffic volumes. Bicyclists must share the road with vehicles; however, there is typically enough room for this to be accommodated comfortably. Suitable for riders with knowledge of safety rules and responsibilities and a basic level of cycling competency.

Advanced

Streets with high speeds and traffic volumes. Bicyclists must share the road with vehicles in situations of limited roadway width and with parked vehicles. Suitable for bicyclists capable of riding on major roadways, in high traffic volume with very little difficulty, and knowledgeable of all safety rules and responsibilities.

BIKE/TRANSIT CONNECTIONS

Bicycles can be accommodated on all public transportation in the Bay Area except on the San Francisco Muni Metro and on historic streetcars and cable cars.

Caltrain

Bicycles are welcome on all trains at all all times as long as there is space. Gallery train cars are limited to 32 bicycles and Bombardier cars (Baby Bullet) can accommodate 16 bicycles. Look for the yellow sticker which designates the proper car. Call 800.660.4287 for helpful destination tags for your bike.

VTA Buses

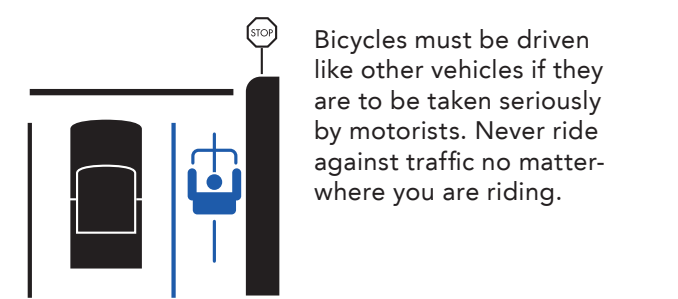
All VTA buses are equipped with an exterior bike rack that can accommodate up to two bikes. If the rack is full, up to two bikes will be allowed inside the bus subject to the driver's discretion.

VTA Light Rail

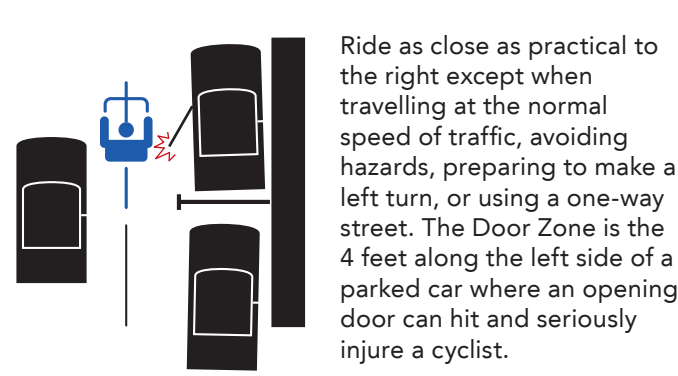
All light rail vehicles are equipped with interior bike racks. Up to six bicycles are allowed inside a light rail vehicle. Bikes must be board through the center doors and are restricted to the designated area.

Safety Tips

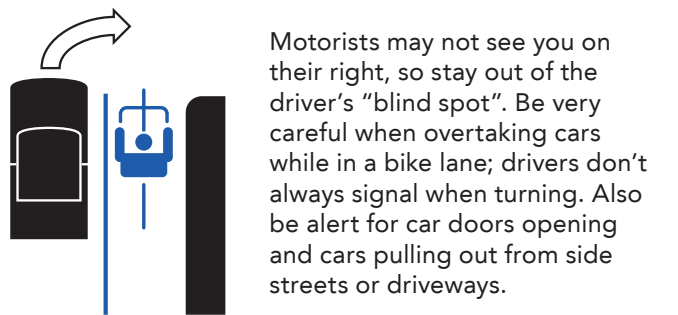
Obey All Signs & Traffic Lights



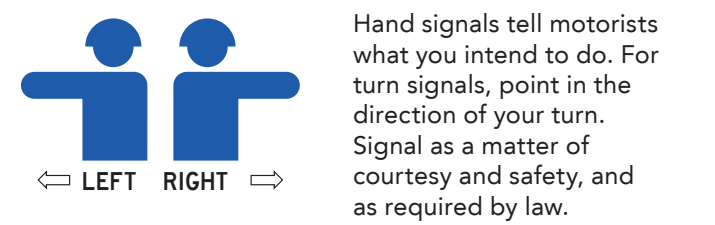
Ride Consistently & Avoid the Door Zone



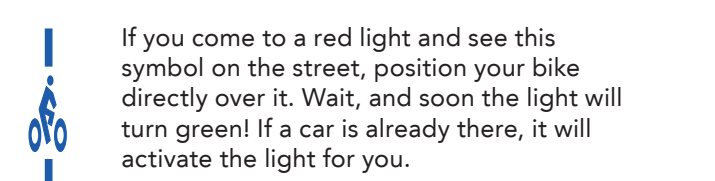
Use Caution When Passing



Use Hand Signals



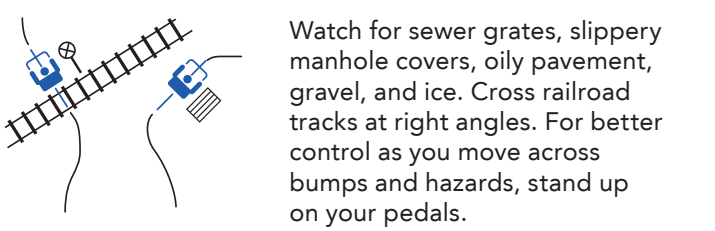
Get A Green Light



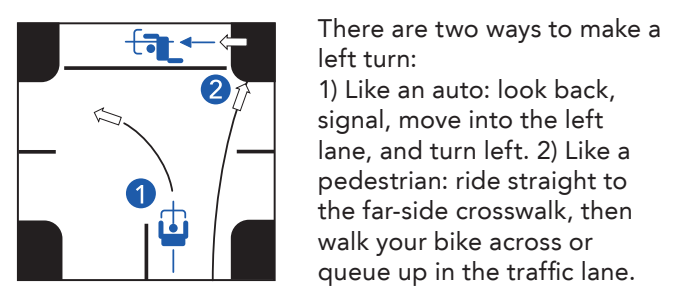
Go Slow On Shared Paths



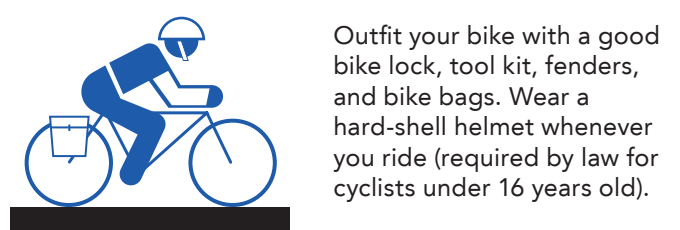
Avoid Road Hazards



Choose The Best Way To Turn Left



Ride A Well-Equipped Bike

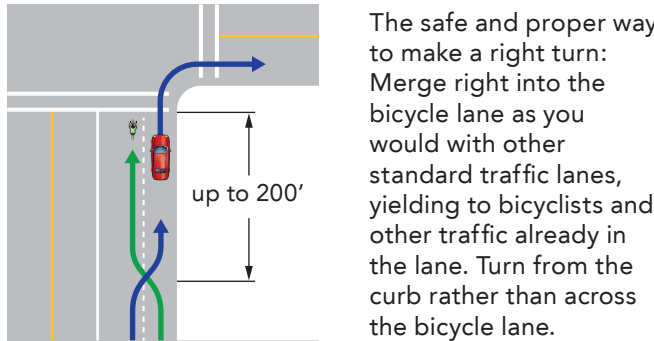
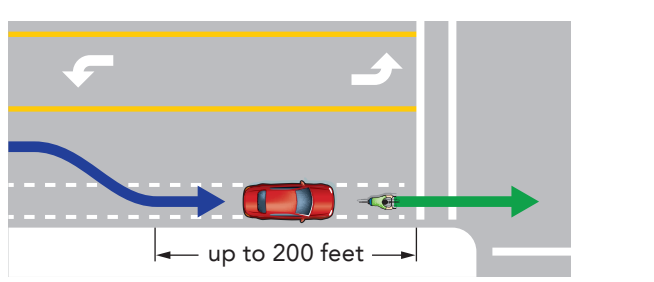


See and Be Seen At Night



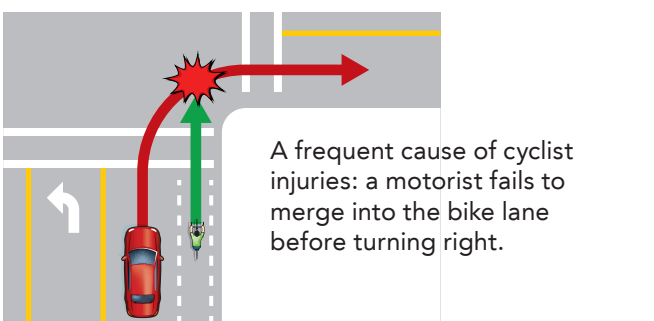
It's the Law: Merge Right to Turn Right

Legal Right Turn Options



Optional: ONLY if it is safe to do so.

Wrong



California Vehicle Code (CVC) 21209, 21717 & 21208

ABC Quick Check

A is for AIR

Inflate tires to pressure listed on the sidewall of the tire. Use a gauge to ensure proper pressure.

B is for BRAKES

Brake pads should not be worn too thin or rub against your wheel or tire. Brake levers should not pull all the way down to your handlebars.

C is for CRANKS AND CHAIN

Your cranks (the arms your pedals are attached to) should be bolted tightly. Make sure your chain connects smoothly to your gears and doesn't skip.

QUICK is for QUICK RELEASE LEVERS

Make sure your quick release levers are tight. They are usually found on your hubs (in the center of the wheel) and your seat post.

CHECK is for CHECK IT OVER

Check the bike over for loose or broken parts. Take a test ride to check braking and shifting.

Source: The League of American Bicyclists
For more information visit www.bikeleague.org

Bicycle Organizations and Resources

511 Bay Area Travel Guide

bicycling.511.org

Silicon Valley Bicycle Coalition

www.svbcbikes.org | 408.867.9797

California Bicycle Coalition

www.calbike.org | 916.446.7558

League of American Bicyclists

www.bikeleague.org | 202.822.1333

Sunnyvale BPAC

www.sunnyvale.ca.gov | 408.730.7415

Valley Transportation Authority

www.vta.org | 408.321.5680



The Sunnyvale Bicycle Map was developed to encourage more people to bicycle by identifying a network of the best streets and paths for bicycling, to educate bicyclists about their rights and responsibilities as roadway users, to inform bicyclists about access to public transit, and to recognize bicycling as a legitimate form of transportation.

All roadways in Sunnyvale are accessible to bikes except Highways 101, 280, 85, and 237.

www.sunnyvale.ca.gov

The Sunnyvale Bicycle and Pedestrian Advisory Committee (BPAC) is a group of Sunnyvale residents appointed by the City Council to recommend bicycle and pedestrian project priorities and priorities for implementation of Sunnyvale's Bicycle Program. The BPAC works closely with the Department of Public Works and other City Departments in the formulation of enhanced education and bicycle safety programs.

The seven-member advisory committee meets on the third Thursday of each month at 6:30 p.m. in the West Conference Room, City Hall, 456 West Olive Avenue. The meetings are open to the public.

Locking Your Bike

Bicycle Parking Tips

Bicycle theft is a common problem. Never leave your bike unlocked, not even for a second! Always use a high quality U-Lock or chain.

Always lock the frame and front wheel to a secure rack or post, since wheels can often be easily removed from a bike (see Illustration 1). For extra security remove the front wheel and lock it with the frame and rear wheel (see Illustration 2).

When leaving your bike for long periods or overnight, bring your bicycle indoors or lock in a secure location. Remove components that could easily be stolen such as lights or speedometers.

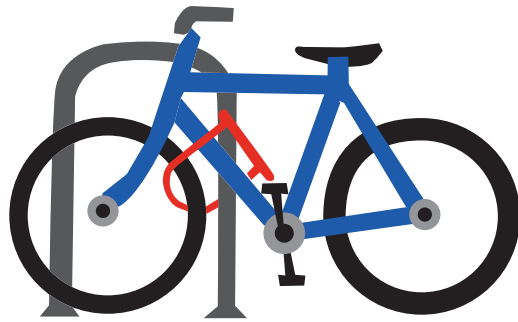


Illustration 1

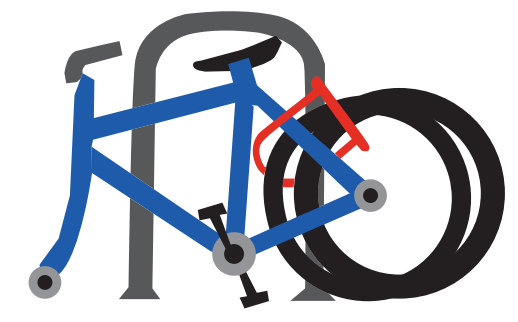
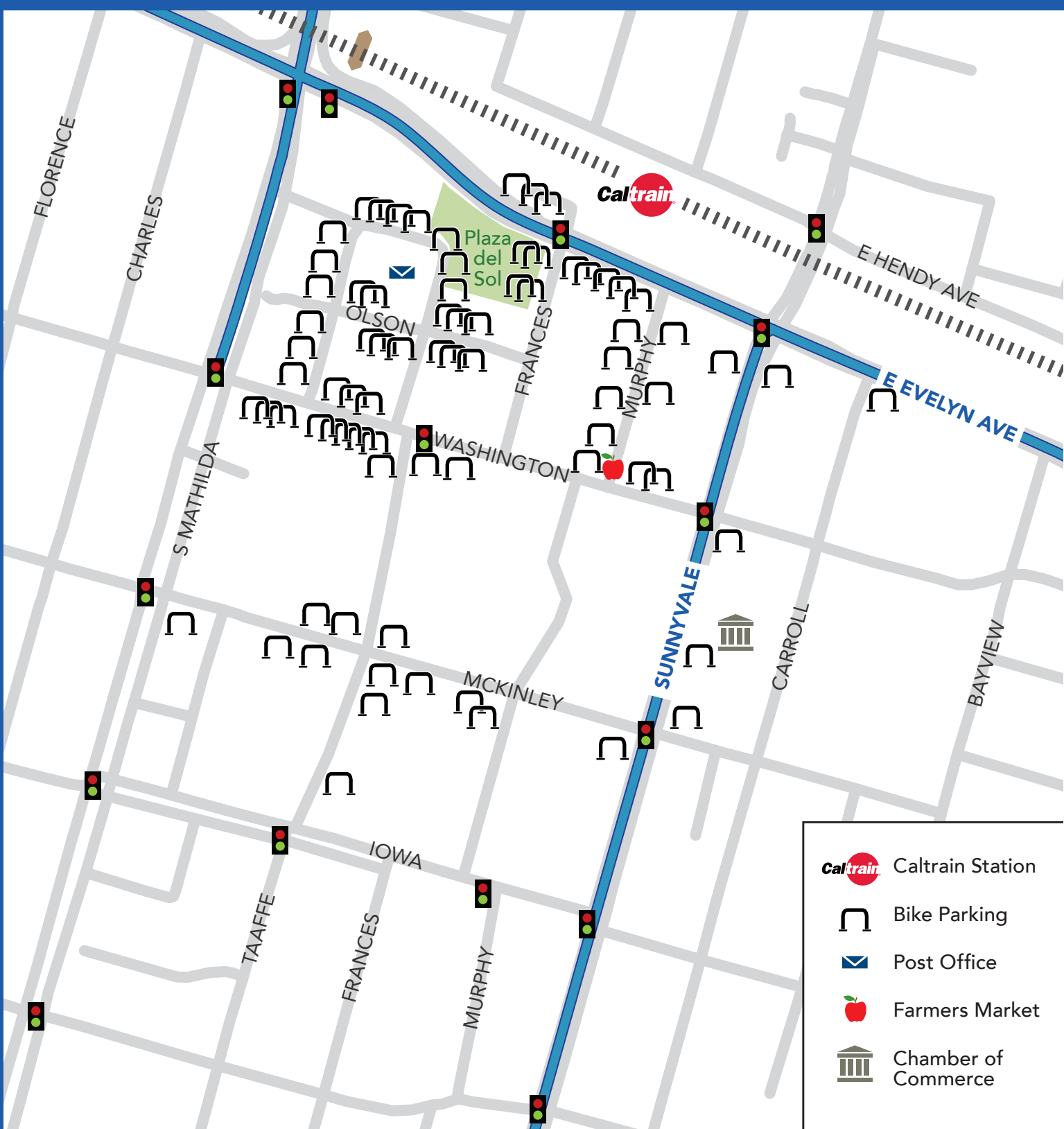


Illustration 2

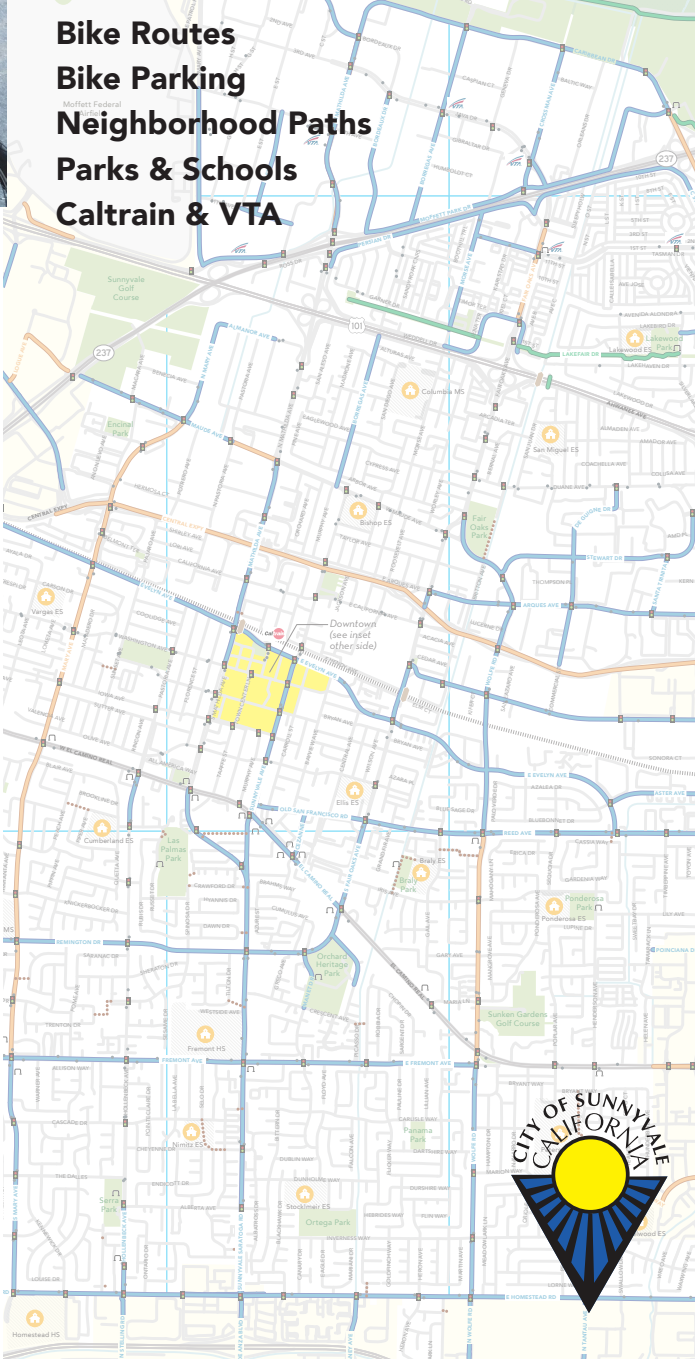
Downtown Sunnyvale



SUNNYVALE Bike Map

& Guide to Safe Cycling

Bike Routes
Bike Parking
Neighborhood Paths
Parks & Schools
Caltrain & VTA



2016 EDITION



City of Sunnyvale

Agenda Item

16-0680

Agenda Date: 7/21/2016

DPW 17-01 Develop Implementation Standards for Cycle Tracks/Separated Bikeways



City of Sunnyvale

Agenda Item

16-0524

Agenda Date: 2/3/2017

2017 COUNCIL STUDY ISSUE

NUMBER

DPW 17 - 01

TITLE Develop Implementation Standards for Cycle Tracks / Separated Bikeways

BACKGROUND

Lead Department: Public Works
Support Department(s): N/A

Sponsor(s):

Board/Commission: Bicycle and Pedestrian Advisory Commission

History:

1 year ago: N/A

2 years ago: N/A

SCOPE OF THE STUDY

What are the key elements of the study?

This study would evaluate the pros and cons of Class IV bikeways known as cycle tracks or separated bikeways. The Protected Bikeways Act of 2014 established Class IV bikeways for California and required Caltrans to establish design criteria for them. In addition, the study would develop standards or guidelines which would aid in the determination of the best locations to implement cycle tracks within the City of Sunnyvale.

What precipitated this study?

Interest in cycle tracks is a growing trend and is used as a way to accommodate novice bicyclists by providing complete separation from motor vehicle traffic. However, these facilities can introduce some safety hazards and other adverse traffic impacts that may not be realized. BPAC would like the City to develop procedures and guidelines for the design and placement of cycle tracks in order to ensure any decision to implement them will be made with the full understanding of its benefits and drawbacks.

Planned Completion Year: 2018

FISCAL IMPACT

Cost to Conduct Study

Level of staff effort required (opportunity cost): [Major/Moderate/Minor]

Amount of funding above current budget required: \$ [or enter \$0 if total expected funding is \$0]

Funding Source: [(select one) Will seek budget supplement or Will seek grant funding]

Explanation of Cost:

[Briefly explain the cost of study; including impact or workload and how any additional dollars will be used. Describe the level of complexity that will be required in order to complete a thorough, professional examination of the study issue and any effect this examination may have on existing workload and service level responsibilities.]

Cost to Implement Study Results

[(Select one) "No cost to implement.", "Unknown. Study would include assessment of potential costs.", "Some cost to implement."]

Explanation of Cost: [If there is some cost to implement, briefly explain potential costs of implementing study results. Note estimated capital and operating costs, as well as revenue/savings, include dollar amounts. If there is no cost to implement, delete this section.]

EXPECTED PARTICIPATION IN THE PROCESS

Council-approved work plan: [Yes/No]

Council Study Session: [Yes/No]

Reviewed by Boards/Commissions: [identify the B/Cs, full name, no acronyms]

STAFF RECOMMENDATION

Position: [Support/Drop/Defer/None]

Explanation: [Explain the staff recommendation position.]

[If additional departments support this paper, include those who need to review below and add to Legistar ATS sequence.]

Prepared By: [Name], [Title]

Reviewed By: [Name], Director, [Department]

Reviewed By: Walter C. Rossmann, Assistant City Manager

Approved By: Deanna J. Santana, City Manager



City of Sunnyvale

Agenda Item

16-0653

Agenda Date: 7/21/2016

DPW 17-04 Update Bike Plan Every Five Years



City of Sunnyvale

Agenda Item

16-0547

Agenda Date: 2/3/2017

2017 COUNCIL STUDY ISSUE

NUMBER

DPW 17 - 04

TITLE Update Bicycle Master Plan every five years

BACKGROUND

Lead Department: Public Works
Support Department(s): N/A

Sponsor(s):

Board/Commission: Bicycle and Pedestrian Advisory Commission

History:

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

SCOPE OF THE STUDY

What are the key elements of the study?

This study would investigate the feasibility of updating the City's Bicycle Master Plan every five years instead of every ten years.

What precipitated this study?

BPAC recommends increasing the frequency of updating the Sunnyvale Bicycle Master Plan to every five years instead of ten years. As alternative modes of transportation such as walking and bicycling gain more users, it becomes more important to update these plans more frequently. Updating the Bicycle Master Plan every five years would aid in making necessary course corrections do to more frequent plan updates. In addition, more frequent updates will assist with achieving a higher level Bicycle Friendly Community class designation by the League of American Bicyclists.

Planned Completion Year: 2018

FISCAL IMPACT

Cost to Conduct Study

Level of staff effort required (opportunity cost): [Major/Moderate/Minor]

Amount of funding above current budget required: \$ [or enter \$0 if total expected funding is \$0]

Funding Source: [(select one) Will seek budget supplement or Will seek grant funding]

Explanation of Cost:

[Briefly explain the cost of study; including impact or workload and how any additional dollars will be used. Describe the level of complexity that will be required in order to complete a thorough, professional examination of the study issue and any effect this examination may have on existing workload and service level responsibilities.]

Cost to Implement Study Results

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EXPECTED PARTICIPATION IN THE PROCESS

Council-approved work plan: [Yes/No]

Council Study Session: [Yes/No]

Reviewed by Boards/Commissions: [identify the B/Cs, full name, no acronyms]

STAFF RECOMMENDATION

Position: [Support/Drop/Defer/None]

Explanation: [Explain the staff recommendation position.]

[If additional departments support this paper, include those who need to review below and add to Legistar ATS sequence.]

Prepared By: [Name], [Title]

Reviewed By: [Name], Director, [Department]

Reviewed By: Walter C. Rossmann, Assistant City Manager

Approved By: Deanna J. Santana, City Manager



City of Sunnyvale

Agenda Item

16-0681

Agenda Date: 7/21/2016

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 City TIF funds are prioritized towards completion of the 237/101/Mathilda interchange project.	7/14/2016
2	Code of Ethics and Conduct	Shariat	Annual	Reviewed by BPAC during the January 2016 meeting	4/15/2016
3	Utility Bill Insert	Shariat	Annual	BPAC reviewed proof during June 2016 meeting. Scheduled to go out in July/Aug.	7/14/2016
4	Bike to Work Day	Shariat	Annual	Event held May 12, 2016 Two energizer stations: Wolfe and ECR, & Plaza del Sol (downtown Caltrain station)	7/14/2016
5	Road Overlay, Slurry, Reconstruction & Chip Schedule	T. Pineda	Annual	Transmitted at Feb. 2016 BPAC meeting.	4/14/2016

Item #	Item	PR	Due Date (Approx)	Status	Last Updated
6	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.	4/14/2016
7	Safe Routes to Schools Projects	Price	Design 2016	Safe Route to School Comprehensive Pedestrian Infrastructure Improvements project underway. Project funds is \$1.9 Million. Under design stage	4/14/2016

Item #	Item	PR	Due Date (Approx)	Status	Last Updated
8	Establishment of Bike Lanes on Mary Avenue (Freemont to Evelyn)	Werner	Construction Spring 2016	Under construction. Anticipated completion in September.	7/14/2016
9	One Bay Area Grants	Abbas	2016	Updates provided in May 2015.	6/12/2015
10	Priority Development Area Grants	Abbas, Uribe, Pineda, Zulueta	Fall, 2017	Space Allocation Study, Mathilda Avenue Plan Line, Precise Plan for El Camino Real update/EIR. Consultant selection complete and are in process. Mathilda Avenue Plan Line is completed, and space allocation study for El Camino Real is on hold.	4/14/2016
11	Old Mountain View-Alviso Road	Ng	Construction 2017	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. Under design.	4/14/2016



City of Sunnyvale

Agenda Item

16-0682

Agenda Date: 7/21/2016

BPAC 2016 Approved Work Plan

2016 Master Work Plan

BPAC Annual Calendar

List all regularly scheduled board/commission meetings, 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	<ul style="list-style-type: none"> • 2016 BPAC Work Plan/Calendar • Annual Review of the Code of Ethics and Conduct for Elected and Appointed Officials • TDA Funds Guidelines (information item)
February	<ul style="list-style-type: none"> • TDA Funding Recommendation • Utility Bill Concepts - Discussion • Annual Slurry Seal List (Information item) • Council Ranking of Study Issues (information item)
March	<ul style="list-style-type: none"> • Approve Master Work Plan¹ • TDA Funding Recommendation • Silver Level Bicycle Friendly Community • Bike Map • Utility Bill Concepts • Bike to Work Day Planning • Mathilda Plan Line north of Washington (information item)
April	<ul style="list-style-type: none"> • Wolfe Road Water Pipeline (Presentation) • Maude Avenue Streetscape • Bike to Work Day Planning
May	<ul style="list-style-type: none"> • Presentation – Mathilda and US 101/SR 237 Project • Peery Park • Review Recommended Budget² • Wolfe Road Corridor Study
June	<ul style="list-style-type: none"> • Board Member/Commissioner Recognition (Presentation) • Utility Bill Stuffer Update • Appointment of a Member to the VTA BPAC
July	<ul style="list-style-type: none"> • Bike Map • Study Issues Brainstorming • Election of Officers³
August	<ul style="list-style-type: none"> • Consideration of Candidate Study Issues
September	<ul style="list-style-type: none"> • Final month to propose Study Issues (Due to City Manager by October 1)⁴
October	<ul style="list-style-type: none"> • El Camino Precise Plan • Annual reporting on collisions involving pedestrians and cyclists

	(information item)
November	<ul style="list-style-type: none">• Final month to rank Study Issues (if any)⁵
December	<ul style="list-style-type: none">• Final month for Annual Review of Code of Ethics and Conduct for Elected and Appointed Officials⁶• 2017 Work Plan

Additional items yet to be scheduled:

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Footnotes

1

Council Policy requires that all boards and commissions create an annual work plan, defined as a 12-month calendar of the policy issues the body will be acting on during the year. Since Council does not approve until February the issues it will ask each of the boards and commissions to study, these work plans can not be adopted by the boards and commissions until March.

2

May is the month for boards and commissions to perform an official review and to comment on the City Manager's recommended budget to Council—i.e., make recommendations to Council regarding priorities and service levels, fees, and/or capital projects. Given the budgetary process, the City Manager's recommended budget will typically not be ready for boards and commissions to review until shortly before the time that a recommendation is necessary from the advisory body---in other words, there will be a very short turnaround time for boards and commissions---in fact, often there is not enough time to perform a thorough review and get the results to Council without conducting a special meeting of the board/commission and subsequently sending the Chair or his/her designated representative to Council's public hearing to convey recommendations in person (waiting for the normal board/commission minutes to reach Council won't work). This underscores the importance of a board/commission being prepared to conduct its review—to understand its role, to know how to navigate the budget and be familiar with its contents---before the issue is brought before it in May.

3

Unless otherwise dictated by City Charter, each board and commission shall, within the month of July each year, or during the next regularly scheduled meeting if a July meeting is not otherwise necessary, elect one of its members as presiding officer, to serve commencing after the end of the meeting, upon completion of mandatory chair training and ideally in time to advise staff on the agenda for the next regularly-scheduled meeting. The Board of Building Code Appeals must meet in July to select a Chair and Vice Chair if no meetings if no meetings are scheduled in the future. The selection of Chair and Vice Chair shall be the last item on the agenda at the scheduled meeting. All boards and

commissions shall select their chair and vice chair in accordance with practices and procedures outlined by the Office of the City Clerk.

4

Boards and Commissions may propose study and budget issues throughout the year. In order to be considered by Council for study in the following year, however, all study issues must be proposed by boards and commissions by no later than September. Any Study Issues proposed by a board/commission after September shall roll over to the next year's process (the only other recourse a b/c member has is to get Council to sponsor the Study Issue Paper). Study Issue papers must be signed by the City Manager prior to being ranked by a board or commission.

5

Boards and Commissions must rank their study issues by no later than November of each year so that staff can complete the work necessary to add these issues to the list Council will consider for ranking early in the next calendar year. Chairs of boards and commissions are encouraged to attend the Council's public hearing on study/budget issues to champion the issues ranked and prioritized by their body.

6

All Boards and Commissions must review the City's Code of Ethics and Conduct for Elected and Appointed Officials annually near the end of the calendar year prior to Council review, and by no later than December.



City of Sunnyvale

Agenda Item

16-0752

Agenda Date: 7/21/2016

Cycle Tracks Consideration

Cycle Tracks have several inherent drawbacks that should be carefully weighed against the one obvious attraction, particularly in urban areas due to frequent intersections and driveways. Among these are (not all of them apply in every case):

1. Cycle Tracks prevent motorists from making a proper right turn.

The Vehicle Code requires motorists to merge with bicycle traffic prior to turning right. Failure to do so causes right-hook collisions. Cycle Tracks make these deadly encounters much more likely.

2. Cycle Tracks prevent cyclists from making a vehicular-style left turn.

Cyclists may legally turn left using either the vehicular or pedestrian manner. The vehicular manner is generally safer and more efficient for all but novice cyclists, but is precluded by Cycle Tracks. Crossing in the pedestrian manner imposes considerably more delay, and exposes cyclists to additional conflicting traffic movements.

3. Entering/exiting Cycle Tracks creates unnecessary hazards.

Cycle Tracks are generally discontinuous because it is not possible to install them along the entire length of a transportation corridor. This results in additional merges/diverges with motor vehicle traffic, often at places with high motor vehicle speeds and volumes, where travel lanes are substandard width, sight lines are inadequate, and motorists are not expecting bicycle traffic to enter (or slow down to exit) the motor vehicle stream.

4. Motorists approaching on cross-streets and entering/exiting driveways routinely encroach on Cycle Tracks without looking or thinking.

Nothing to date has been found to reliably deter the typical American driver from doing this (in stark contrast to European drivers, which is the primary reason why they have fewer problems with these facilities).

5. Cyclists may have no legal protection for badly constructed or maintained Cycle Tracks.

California law provides "recreational use immunity" for property owners who allow people to use "unimproved trails" on their land in order to promote public access to woodlands, beaches, etc. Los Angeles successfully invoked this defense when sued by a cyclist who was seriously injured due to a badly flawed design of a paved sidepath that the city installed as a transportation facility. Unless overturned on appeal, government agencies have an easy excuse for failing to meet safety standards on such facilities.

6. Use of Cycle Tracks is optional by law, but effectively mandatory in practice.

Cyclists retain the right to use general travel lanes when a Cycle Track is provided, and may choose to do so for any of the reasons above or because they wish to avoid having to slow to pedestrian speeds every time they encounter foot traffic. But the presence of the Cycle Track means cyclists exercising their right to use the roadway are invariably subjected to increased harassment from ignorant motorists.

7. It is not feasible to provide a completely redundant system of Cycle Tracks.

Motorists take it for granted that they can use whatever route best meets their needs to reach any destination. How can cycling be expected to compete as a transportation alternative if safe routes are located only where it happens to be easy to provide them, rather than where people need to go? Motorists are arguably safer driving on quiet side streets, yet nearly all of them choose major arterials in order to make the best use of their travel time. Utility cyclists have exactly the same motivation. Without a robust network of safe and efficient bike routes that provide access to all destinations, the vast majority of potential cyclists will continue to believe that driving is their only real option.