City of Sunnyvale

Notice and Agenda - Final

Bicycle and Pedestrian Advisory Commission

Thursday, June 21, 2018 | **6:30 PM** | **Council Chambers, City Hall, 456 W. Olive Ave., Sunnyvale, CA 94086**

CALL TO ORDER

SALUTE TO THE FLAG

ROLL CALL

PRESENTATION

18-0577 Board Member/Commissioner Recognition of Service

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

18-0561 Approve the Bicycle and Pedestrian Advisory Commission Meeting Minutes of May 17, 2018

Recommendation: Approve the Bicycle and Pedestrian Advisory Commission Meeting Minutes of May 17, 2018 as submitted.

PUBLIC HEARINGS/GENERAL BUSINESS

18-0583 Active Transportation Program (ATP) Cycle 4 Grant Application

STANDING ITEM: CONSIDERATION OF POTENTIAL STUDY ISSUES

18-0570	Adopt Bicycle Parking Standards
18-0571	Vehicle Types allowed on Sidewalks, Bicycle Facilities, and Roadways
18-0572	Add Cycle Tracks or Designated Bike Paths to All New Developments
18-0573	Update Bicycle Facilities Standards to include Charging Stations for Electric Bikes for New Development

NON-AGENDA ITEMS & COMMENTS

-Commissioner Comments

-Staff Comments

INFORMATION ONLY REPORTS/ITEMS

18-0574	Active Items List - June 2018
18-0575	BPAC 2018 Annual Work Plan
18-0576	Utility Bill Stuffer Update

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 Ralph Garcia 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 Ralph Garcia 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. (28 CFR 35.160 (b) (1))

City of Sunnyvale

Agenda Item

18-0577 **Agenda Date:** 6/21/2018

Board Member/Commissioner Recognition of Service

City of Sunnyvale

Agenda Item

18-0561 **Agenda Date:** 6/21/2018

SUBJECT

Approve the Bicycle and Pedestrian Advisory Commission Meeting Minutes of May 17, 2018

RECOMMENDATION

Approve the Bicycle and Pedestrian Advisory Commission Meeting Minutes of May 17, 2018 as submitted.

City of Sunnyvale

Meeting Minutes - Draft
Bicycle and Pedestrian Advisory Commission

Thursday, May 17, 2018 **6:30 PM** **Council Chambers, City Hall, 456 W. Olive Ave., Sunnyvale, CA 94086**

CALL TO ORDER

Chair Cordes called the meeting to order at 6:30 p.m.

SALUTE TO THE FLAG

Chair Cordes led the salute to the flag.

ROLL CALL

Present 5 - Chair John Cordes
Vice Chair Timothy Oey
Commissioner Angela Rausch
Commissioner Scott Swail
Commissioner Kyle Welch

Absent 2 - Commissioner Catherine Barry
Commissioner Susan Bremond

Status of an absence: Commissioner Bremond (excused)
Status of an absence: Commissioner Barry (un excused)
Council Liaison attendance: Council Liaison Russ Melton (present)

PRESENTATION

18-0491 Annual Reporting on Collisions Involving Pedestrians and Cyclists

Lieutenant Tracy Hern, Department of Public Safety (DPS) Division of Traffic Safety and Street Crime, gave an update on collisions involving pedestrians and cyclists that occurred in the last two years (May 1, 2016 - May 1, 2018). Lt. Hern also gave a brief overview on how Office of Traffic Safety (OTS) funds are distributed.

Vice Chair Oey asked if there was a way to get the report in Excel, so it could be more useful in policy planning. Vice Chair Oey also stated that on El Camino Real

the crosswalks are too far apart so pedestrians tend to cross where it is not safe. He would like to see it be more pedestrian friendly.

Commissioner Welch commented that in October, the City held a Vision Zero workshop and the analytical data presented was in the format Vice Chair Oey is requesting.

Chair Cordes asked about the types of education events DPS offers, and whether DPS is requesting additional funds.

ORAL COMMUNICATIONS

Kevin Jackson, member of the public, advised the Commissioners to understand the council approved policies before making their decisions.

David Snow, member of the public, expressed his concern about appropriate placement of bus stops to cut down on people unsafely crossing busy streets. Mr. Snow commended the efforts of DPS to help educate the public on pedestrian safety and suggested the information be in a multilingual format.

CONSENT CALENDAR

1.A 18-0464 Approve the Bicycle and Pedestrian Advisory Commission Meeting Minutes of April 19, 2018.

Vice Chair Oey requested to amend the minutes to include his comments on the Caribbean Drive Parking and Trail Access Enhancements Design.

Mr. Jackson wanted it on the record that his comment made at the last meeting should have also included the thirty-seven off-street paths and six bike/pedestrians bridges that were identified to be part of the ADA Transition Plan, have not been.

Commissioner Swail moved and Commissioner Welch seconded the motion to approve the Bicycle and Pedestrian Advisory Commission Meeting Minutes of April 19, 2018 with the amendment to include Vice Chair Oey's comments. The motion carried by the following vote:

Yes 5 - Chair Cordes
Vice Chair Oey
Commissioner Rausch
Commissioner Swail
Commissioner Welch

No 0

Absent 2 - Commissioner Barry
Commissioner Bremond

PUBLIC HEARINGS/GENERAL BUSINESS

2. 18-0492 Review Recommended Budget

Lillian Tsang, Principal Transportation Engineer/Planner, stated the recommended budget for transportation related projects for Fiscal Year 2018/19 is $3.4 million which is an 11% increase from the previous year.

Chair Cordes questioned the budget for the Fair Oaks Avenue Bike Lane and Streetscape Phase 2 project. Chair Cordes also asked for clarification on the money alloted for Bicycle Map Revisions. Council member Melton explained the updates to the Volume One and Volume Two of the Budget Reports.

Vice Chair Oey asked for clarification on the budget allocated for the Bicycle Master Plan, Safe Routes to School (SRTS) Plan and the Pedestrian and Safety Circulation Plan. The numbers differ from the totals he was given. Ms Tsang will look into it.

Vice Chair Oey motioned and Commissioner Rausch seconded the motion to add $40k per year to the program to fund the SRTS program. The motion carried by the following vote:

Yes 5 - Chair Cordes
Vice Chair Oey
Commissioner Rausch
Commissioner Swail
Commissioner Welch

No 0

Absent 2 - Commissioner Barry
Commissioner Bremond

Vice Chair Oey motioned and Commissioner Swail seconded the motion to continue funding the SRTS Coordinator Position with a supplemental budget of $169k per

year and a one time cost of $9,700. The motion carried by the following vote:

Yes 5 - Chair Cordes
Vice Chair Oey
Commissioner Rausch
Commissioner Swail
Commissioner Welch

No 0

Absent 2 - Commissioner Barry
Commissioner Bremond

Madison Snow, an 8th grader at Sunnyvale Middle School, would like to see a public display of SRTS for kids and the general public. Ms. Snow also pointed out that Knickerbocker Drive is a dangerous street for bicycles.

Mr. Snow expressed his concerns that the BPAC will not have time to give their input on the budget and would like to see more time given in the upcoming years.

3. 18-0493 Sunnyvale Representative to VTA BPAC Recommendation

Vice Chair Oey moved and Commissioner Rausch seconded the motion to reappoint Dave Simons as the VTA BPAC Representative for the upcoming 2-year term (7/1/18-6/30/20). The motion carried by the following vote:

Yes 5 - Chair Cordes
Vice Chair Oey
Commissioner Rausch
Commissioner Swail
Commissioner Welch

No 0

Absent 2 - Commissioner Barry
Commissioner Bremond

STANDING ITEM: CONSIDERATION OF POTENTIAL STUDY ISSUES

4. 18-0494 Adopt Bicycle Parking Standards

Vice Chair Oey suggested to add secure, sheltered, bicycle parking and bicycle lockers to the Bicycle Parking Standards. Vice Chair Oey also suggested to add Bicycle Parking Standards to both new development and public right-of-way. Vice

Chair Oey will write up his recommendations for both.

5. 18-0495 Vehicle Types Allowed on Sidewalks, Bicycle Facilities, and Roadways

Commissioner Bremond has written up her recommendation. It will be discussed at the next BPAC meeting.

Commissioner Swail would like to address the proximity of cars to bikes for bike parking. Cars often block access to bike parking. Chair Cordes sees this as more of an enforcement issue.

Chair Cordes motioned and Commissioner Rausch seconded the motion to add cycle tracks or designated bike paths to all new development as a potential study issue.

Chair Cordes motioned and Vice Chair Oey seconded the motion to change the bicycle facilities standards for new development to add more bike parking facilities with charging capabilities for electric bikes as a requirement for all new development as a potential study issue.

NON-AGENDA ITEMS & COMMENTS

-Commissioner Comments

Vice Chair Oey re-visited having a staff bike ride. Ms. Tsang responded that Shahid Abbas,Transportation and Traffic Manager, said it would take too much staff time to coordinate. Vice Chair Oey mentioned several other cities have done it. Chair Cordes suggested to talk to the Mayor. Vice Chair Oey agreed to do that and Chair Cordes will talk to staff about adding it to the agenda so the Commissioners can vote on it.

Vice Chair Oey recommended the board be more clear in the future on recommendations so they are not misunderstood. Commissioner Rausch added in the future, guidance from staff would be helpful with moving projects forward.

Vice Chair Oey also recommended shifting money more towards bike and pedestrian facilities instead of cars in order to make it easier to walk and bike to work.

Chair Cordes mentioned Bike to Work Day went well but he thought there were less bikes this year.

-Staff Comments

Ms. Tsang reported that for Bike to Work Day, there were 510 bikes that rode by and 302 bikes that stopped at the two stations they hosted, which is a 4% increase from last year. She concluded by saying that the new Bike Maps are now available in the City Hall Lobby as well as online.

Council Member Russ Melton provided a brief summary of the Caribbean Drive project. Council approved the Staff Preferred Option.

INFORMATION ONLY REPORTS/ITEMS

18-0496 Active Items List - May 2018

18-0497 BPAC 2018 Annual Work Plan

ADJOURNMENT

Chair Cordes adjourned the meeting at 8:17 p.m.

City of Sunnyvale

Agenda Item

18-0583 **Agenda Date:** 6/21/2018

Active Transportation Program (ATP) Cycle 4 Grant Application

2019 Active Transportation Program
Small Infrastructure
Scoring Rubric

The California Transportation Commission (CTC) has prepared these Scoring Rubrics in coordination with Caltrans to provide additional guidance on the evaluation process. This document is principally intended as a guide for the evaluators when scoring the 2019 ATP applications. Applicants may also find this a useful resource when developing applications. This document, however, is not intended as the definitive formula for how applications will be scored. Evaluators may take other factors into consideration when scoring applications, such as the overall application quality, project context and project deliverability.

Note: For combined projects the term "project" refers to both the infrastructure and non-infrastructure elements.

Index:

2019 Active Transportation Program
Small Infrastructure
Scoring Rubric

QUESTION #1: DISADVANTAGED COMMUNITIES (0-10 POINTS)

This project does not qualify as a Disadvantaged Community.
If this project does not qualify as a Disadvantaged Community, applicant will skip the question and move onto question 2.

Special Instructions & Expectations for Evaluators:
If the applicant checked the box for "This project does not qualify as a Disadvantaged Community" the evaluator will not evaluate sub-questions C, D and E. The score for Question #1 will be zero "0" if the box is checked.

A. Map of Project Boundaries, Access and Destination (0 points): Required
Provide a scaled map showing the boundaries of the proposed project, the geographic boundaries of the disadvantaged community, and disadvantaged community access point(s) and destinations that the project is benefiting.

B. Identification of Disadvantaged Community: (0 points)
Select one of the following 4 options. Must provide information for all Census Tract/Block Group/Place # that the project affects.

- *Median Household Income*
- *CalEnviroScreen*
- *Free or Reduced Priced School Meals - Applications using this measure must demonstrate how the project benefits the school students in the project area.*
- *Other*

C. Direct Benefit: (0 - 4 points)
Explain how the project closes a gap, provides connections to, and/or addresses a deficiency in an active transportation network and how the improvements meet an important need of the disadvantaged community.

Special Instructions & Expectations for Evaluators:
Sub-questions A & B do not receive any points.

- If the applicant does not check the box "This project does not qualify as a Disadvantaged Community" they are required to provide the required project map(s) and provide the DAC information as required in both A & B.
- The evaluator should verify that the required information in both A & B is provided and complete. If the evaluator determines the information is incomplete, inconsistent, or has been manipulated to maximize the DAC criteria they should note this in their evaluation comments and score Question 1 accordingly.

When evaluating sub-question C the evaluator should consider:

- Does the project provide reasonable improvements to close missing gaps; increase needed routes or connections (such as access to and/or community safety for disadvantaged community residents to parks, greenways, open space, health care centers, transit stops, and other community assets) or address the poor conditions of an existing route?
- If developing a new route/connection, will the project result in a convenient and logical route that residents will want to use because it offers improved access to destinations the community commonly utilizes.
- Will the project address the lack of or need for active transportation planning? And/or does the project address the community concerns about the lack of pedestrian or bicycle safety education in their community?

- Will the project address an identified "need" that was identified by the local community and is it supported by backup documentation/attachments?

Points	Applicant's ability to demonstrate the project will result in a direct benefit to the Disadvantaged Community.
4 Points	The application **clearly and convincingly**: • Explains how the project closes a gap, provides connections to, or addresses a deficiency in an active transportation network and/or meets an important disadvantaged community need.
3 Points	The application **convincingly:** • Explains how the project closes a gap, provides connections to, or addresses a deficiency in an active transportation network or meets an important disadvantaged community need.
2 Points	The application **somewhat:** • Explains how the project closes a gap, provides connections to, and/or addresses a deficiency in an active transportation network or meets an important disadvantaged community need.
1 Point	The application **minimally:** • Explains how the project closes a gap, provides connections to, or addresses a deficiency in an active transportation network or meets an important disadvantaged community need.
0 Points	Evaluators can award a score of zero if they believe the application does not adequately make a convincing argument that the project will directly benefit a disadvantaged community.

D. Project Location: (0 - 2 points)
Is your project located within a disadvantaged community?

Special Instructions & Expectations for Evaluators:
Evaluators should review the project location maps that are required with the application to determine the accuracy of the applicant's response to the project location question.

- If the applicant failed to provide project location maps that clearly define and show all of the proposed projects locations, and the corresponding census track/block/place data that verifies the DAC community location status, the evaluator should not give full points for this sub-question and should use their best judgment to choose the least score they feel best represents the information given.

Points	Applicant's ability to demonstrate the project is located within a DAC.
2 Points	Project location(s) are/is fully (100%) located within a DAC.
1 Point	Project location(s) are/is partially (less than 100%) within a DAC.
0 Points	None of the project location(s) are/is within a DAC.

2019 Active Transportation Program
Small Infrastructure
Scoring Rubric

E. Severity: (0-4 points)

Points	Median Household Income (MHI) Criteria – MHI = $51,026	
1 Point	75% through <80% of MHI	$47,836.50 through $51,025.59
2 Points	70% through <75% of MHI	$44,646.49 through $47,835.99
3 Points	65% through <70% of MHI	$41,458.30 through $44,646.48
4 Points	< 65% of MHI	less than $41,458.30
Points	**CalEnviroScreen Criteria**	
1 Point	20% through 25% most disadvantaged	
2 Points	15% through < 20% most disadvantaged	
3 Points	10% through < 15% most disadvantaged	
4 Points	< 10% most disadvantaged	
Points	**Free or Reduced Lunches**	
1 Point	≥ 75% through 80% of students receive free or reduced lunches	
2 Points	> 80% through 85% of students receive free or reduced lunches	
3 Points	> 85% through 90% of students receive free or reduced lunches	
4 Points	> 90% of students receive free or reduced lunches	

Points	Other DAC Criterion
Use MHI Criteria Severity Scoring Above	If a project applicant believes a project benefits a disadvantaged community but the project does not meet the aforementioned criteria due to a lack of accurate Census data or CalEnviroScreen data that represents a small neighborhood or unincorporated area, the applicant must submit for consideration a quantitative assessment, to demonstrate that the community's median household income is at or below 80% of that state median household income.
TBD	Regional definitions of disadvantaged communities as adopted in a Regional Transportation Plan (RTP) by an MPO or RTPA per obligations with Title VI of the Federal Civil Rights Act of 1964, such as "environmental justice communities" or "communities of concern," may be used in lieu of the options identified above.
4 Points	Projects located within Federally Recognized Tribal Lands (typically within the boundaries of a Reservation or Rancheria).

2019 Active Transportation Program
Small Infrastructure
Scoring Rubric

QUESTION #2: POTENTIAL FOR INCREASED WALKING AND BICYCLING, ESPECIALLY AMONG STUDENTS, INCLUDING THE IDENTIFICATION OF WALKING AND BICYCLING ROUTES TO AND FROM SCHOOLS, TRANSIT FACILITIES, COMMUNITY CENTERS, EMPLOYMENT CENTERS, AND OTHER DESTINATIONS; AND INCLUDING INCREASING AND IMPROVING CONNECTIVITY AND MOBILITY OF NONMOTORIZED USERS. (0-53 POINTS)

A. Statement of Project need. Describe the issue(s) that this project will address. How will the proposed project benefit the non-motorized users? What is the project's desired outcome and how will the project best deliver that outcome? (0-26 points)

Discuss:

- *Destinations and key connectivity the project will achieve*
- *How the project will increase walking and or biking*
- *The lack of mobility if applicable- Does the population have limited access to cars? Bikes? And transit?*
    - *Does the project have an unserved or underserved demand?*
- *The **local** health concerns responses should focus on:*
    - *Specific local public health concerns, health disparity, and/or conditions in the built and social environment that affect the project community and can be addressed through the proposed project. Please provide detailed and locally relevant answers instead of general descriptions of the health benefits of walking and biking (i.e. "walking and biking increase physical activity").*
    - *Local public health data demonstrating the above public health concern or health disparity. Data should be at the smallest geography available (state or national data is not sufficient). One potential source is the Healthy Places Index (HPI) (http://healthyplacesindex.org/).*
- *For combined I/NI: discuss the need for an encouragement, education, and/or enforcement program.*

Breakdown of points:

- "**Need**" must be considered in the context of the "**Potential** for increased walking and bicycling"
- "**Need**" must be considered in the context of one or more of the following:
    - Connectivity to key destinations
    - Mobility to access everyday destinations and services
    - Local public health concerns
- To receive the maximum points, applicants must demonstrate all of the above aspects of "need".

Special Instructions & Expectations for Evaluators:

The following checks and analysis must be done by the evaluator prior to awarding points:

- Review the data provided for reasonableness from the proposed project.
    - The evaluator should consult the attached photos, Google Maps, and any other information available to make an informed decision.
    - A project does not need to have, or create large numbers in order to cause great change to a community's active transportation increases, and this can be reflected in the scores given to a project.
- Evaluate the level to which the applicant demonstrated the need for improvements in the project area.

2019 Active Transportation Program
Small Infrastructure
Scoring Rubric

- Did the applicant identify specific local public health concerns, health disparity, and/or conditions in the built and social environment affecting the project community that can be addressed by increasing walking and biking, including:
  - Thorough and nuanced discussion of existing health condition(s) amongst targeted users AND
  - Responses should be more sophisticated than simply stating, "Walking and biking is good for health because it increases physical activity." AND
  - The physical or social conditions (known as the social determinants of health) in the target community that contribute to the current health conditions (beyond other elements already addressed in the application including bike/ped infrastructure gaps and barriers, collision rates, etc.) AND
  - Description and supporting data of the social determinants of health including, but not limited to, access to safe places to recreate, access to essential destinations (like childcare and work), tree canopy, and social cohesion AND
- Provides local public health data demonstrating the above public health concern or health disparity, including:
  - Inclusion of health data at the smallest geography available (i.e., census track or possibly county level if census track is not available) AND
  - Health status of targeted users given as percentages or rates using relevant and local health indicators AND stated as ranks or comparisons to non-targeted user data (e.g., the community has a higher/lesser obesity rate compared to both the state and other rural communities of similar size) AND
  - Citation of sources used for all health status information given.

Points	Applicant's ability to demonstrate a specific active transportation need.
19-24 Points	The application **clearly and convincingly demonstrates "need" in the project area,** and documents all of the following: • the lack of connectivity, • the lack of mobility for non-motorized users, • local health concerns, **AND if applicable** • For NI components- education, encouragement and/or enforcement
13-18 Points	The application **convincingly demonstrates "need" in the project area,** and documents: (at least 2 of the following) • the lack of connectivity, • the lack of mobility for non-motorized users, • local health concerns, **AND if applicable** • For NI components- education, encouragement and/or enforcement
7-12 Points	The application **somewhat demonstrates "need" in the project area,** and documents: (at least 1 of the following) • the lack of connectivity, • the lack of mobility for non-motorized users, • local health concerns **AND if applicable** • For NI components- education, encouragement and/or enforcement

2019 Active Transportation Program
Small Infrastructure
Scoring Rubric

1-6 Points	The application **minimally demonstrates "need" in the project area,** and documents: (partially 1 or more of the following) • the lack of connectivity, • the lack of mobility for non-motorized users, • local health concerns **AND if applicable** • For NI components- education, encouragement and/or enforcement
0 Points	The application **does not demonstrate "need" in the project area**

PLUS:

Points	Applicant's ability to demonstrate the active transportation needs of STUDENTS.
2 Points	The application demonstrates the active transportation needs of students
0 Points	The application **does not** demonstrate the active transportation needs of students

B. Describe how the proposed project will address the active transportation need: (0-27 points)

1. ***Proposed project addresses:***
   - *Close a gap?*
   - *Creation of new routes?*
   - *Removal of barrier to mobility?*
   - *Other Improvements to existing routes?*

2. ***Must provide a map of each gap closure identifying the gap and connections, and/or of the new route location, and/or the barrier location and improvement.***

3. ***Referencing this map, describe the existing route(s) that currently connect the affected transportation related and community identified destinations and why the route(s) are not adequate.***

4. ***Referencing this map, describe how the project links or connects, or encourages use of existing routes to transportation-related and community identified destinations where an increase in active transportation modes can be realized, including but not limited to: schools, school facilities, transit facilities, community, social service or medical centers, employment centers, high density or affordable housing, regional, State or national trail system, recreational and visitor destinations or other community identified destinations. Specific destination must be identified.***
   - *For combined I/NI projects: discuss how the encouragement, education, and/or enforcement program will help address the needs.*

Breakdown of points:

- "**Need**" must be considered in the context of the "Potential for increased walking and bicycling"
- "**Will address**" must be considered in the context of one or more of the following "needs":
  - the lack of connectivity,
  - the lack of mobility for non-motorized users,
  - local health concerns

2019 Active Transportation Program
Small Infrastructure
Scoring Rubric

To receive the maximum points, applicants must demonstrate all of the above aspects of "need". The amount of points an applicant/project receives on this sub-questions is **not impacted by the number of categories documented** for addressing the active transportation need.

- Applications only documenting one category has the potential of receiving full points as long as it can fully meet the scoring criteria. It is up to the applicant to demonstrate that additional categories are not appropriate for the project to better or more fully address the need.
- Applications documenting numerous categories should not automatically receive additional points. It is up to the applicant to demonstrate that the project scope connected to each category is relevant to the non-motorized users' needs in the project limits.

Special Instructions & Expectations for Evaluators:

A "very important destination", includes those that offer access to goods, services and activities that society considers particularly important i.e. a hospital, a grocery store, a transit station, or an employment center (where the community can reasonably expect to find employment). The applicant may be able to make a case for other very important destinations, with adequate documentation.

The following checks and analysis must be done by the evaluator prior to awarding points:

- Evaluate if the proposed improvements are the best solution to address the need described in sub-question A.
- Evaluate if the destinations shown in the application are reasonably accessible by non-motorized users.
- Determine if an increase in active transportation modes can be realized by the project.
- Determine if the local public health department and/or local non-profit that provides support for health equity/addressing health disparities
  - was involved in aspects of the application such as supporting public engagement, developing project scope, supporting data and statistics to highlight the public health need, etc. AND
  - will continue to be engaged in the implementation of the project/program
- Evaluators should award fewer points if the local public health department and/or local non-profit that provides support for health equity/addressing health disparities was just contacted for data or information, but not involved in a meaningful way in project development otherwise, or if the applicant did not contact the local public health department.

Points	Applicant's ability to make a case that the project will address need for active transportation.
20-26 Points	The application **clearly and convincingly demonstrates** that the **project will best result in meaningful increases** in the number (and/or percentage for rural/small communities) of walking and bicycling users in the project area by: • creating or improving links or connections, • encouraging use of routes to very important destinations and community identified destinations.
13-19 Points	The application **convincingly demonstrates** that the **project will likely result in meaningful increases** in the number (and/or percentage for rural/small communities) of walking and bicycling users in the project area by: • creating or improving links or connections, • encouraging use of routes to very important destinations and community identified destinations.

2019 Active Transportation Program
Small Infrastructure
Scoring Rubric

7-12 Points	The application **somewhat demonstrates** that the **project will likely result in minor meaningful increases** in the number (and/or percentage for rural/small communities) of walking and bicycling users in the project area by: (at least 1 of the following) • creating or improving links or connections, • encouraging use of routes to very important destinations and community identified destinations.
1-6 Points	The application **minimally demonstrates** that the **project may result in some minor increases** in the number (and/or percentage for rural/small communities) of walking and bicycling users by: (partially 1 or more of the following) • creating or improving links or connections, • encouraging use of routes to very important destinations and community identified destinations.
0 Points	The application did not demonstrate the project would address the need.

PLUS:

Points	Applicant's ability to make a case that the proposal that will increase the number of active transportation trips accomplished by STUDENTS.
1 Point	The project will increase the proportion of active transportation trips accomplished by students
0 Points	The project **will not** increase the proportion of active transportation trips accomplished by students

2019 Active Transportation Program
Small Infrastructure
Scoring Rubric

QUESTION #3: POTENTIAL FOR REDUCING THE NUMBER AND/OR RATE OR THE RISK OF PEDESTRIAN AND BICYCLIST FATALITIES AND INJURIES, INCLUDING THE IDENTIFICATION OF SAFETY HAZARDS FOR PEDESTRIANS AND BICYCLISTS. (0-25 POINTS)

A. Describe the project location's history of pedestrian and bicycle collisions resulting in fatalities and injuries to non-motorized users, which this project will mitigate. (0-12 points)

***8 points:** Based on applicant's ability to make a compelling case that the history of crash data (or Safety Data for projects without documented crash data) within project location represents one of the agency's top priorities for addressing ongoing safety and demonstrates the need for safety improvements.*

Breakdown of points:
The amount of points an applicant/project receives on this sub-question is based on the evaluators review of the following output files from the new UC Berkeley SafeTREC TIMS ATP tool (or if the agency prefers, they may use their own collision database data/software to produce equivalent documents).

- The "County/City Heat Map" and the "Community Heat Map" of the area surrounding the project limits: Points are based on the maps demonstrating that the relative collision history within the project limits is high when compared to the overall jurisdiction/community's collision history, suggesting that the project limits represent one of their highest safety needs.
- Project Area Collision Map: Points are based on the map demonstrating that the past collision locations are within the **"Influence area"** of the proposed safety improvements. Evaluators should consider the overall project limits AND the limits of the specific improvements/scope of the project.
- Collision Summaries and collision lists/reports: Points are based on summaries, lists and reports demonstrating the overall number of collisions and that collision trends, collision types, and collision details will be positively impacted by the proposed safety improvements.
    - ❖ Note: For applications that do not have the collision data OR that prefer to provide safety data in a different format are allowed to do so. If an application chooses not to provide the above output documents, then the evaluator must scrutinize why they did not provide these documents/data and then do their best to make an approximation/comparison of the data provided to the generally-expected output data.

Special Instructions & Expectations for Evaluators:
Applicants are **required** to respond to question **1 or 2**, and have the **option** to respond to **both**.

Sub-questions 1 and/or 2 and 3 do not receive any points. The evaluator should verify that the required information in 1 and/or 2 and 3 is provided and complete. If the evaluator determines the information is incomplete, inconsistent, or has been manipulated they should note this in their evaluation comments and score sub-question 4 accordingly.

The following "Minimum Requirements" must be met for the application to receive any of these points:

- Applicant must provide the output files from the new TIMS ATP tool (or if the agency prefers, they may use their own collision database data/software to produce equivalent documents)
- The output files provided by the Applicant must meet the following parameters:

- The project's "Influence area", as defined by the applicant and shown in the output documents, must be consistent with the project maps/plans attached to the application AND must be reasonable per the "Influence area" guidance below.
  - Evaluators should consider additional point reductions for this question if the applicant included crash data that does not reasonably tie to the influence area of the proposed "safety" improvements.
- The collisions represent the most recent 5-11 years of available crash data. (Note: SWITRS and TIMS crash data is typically 1.5 to 2.5 years old before it is loaded into the crash database).
- If the applicant does not use the TIMS ATP tool and instead uses their own collision database data/software, then the following additional checks and analysis must be done by the evaluators prior to awarding points:
  - Crashes are from official crash reports. The full crash reports do not have to be included, but their report number and agency must be identifiable.
  - Only pedestrian and bicycle crashes are included. All crashes that do not include a non-motorized user as one of the primary victims must be excluded.
  - The number of crashes entered into the table is directly supported by both the map and the listing.

- The data entered in the application-table is accurate and reflects the documentation the applicant provides abiding to the above requirements.

A project's expected safety "Influence Area" (i.e. Where a project has the potential to mitigate) must be reasonable. The project's "Influence area" is established by the applicant and in the TIMS ATP Tool is depicted by the "Project Area Collision Map". The following are some general criteria to guide applicants and evaluators in determining appropriate "influence-area" and/or overall project area for their proposed safety improvements/countermeasures (These criteria are defined in the Caltrans Highway Safety Improvement Program application Instructions). Prior to scoring the Safety Question, the evaluator should assess and try to confirm that the applicant's "project area" (or Influence Area) shown in their maps is reasonable with respect to the following criteria:

- New Traffic Signals: crashes within 250 feet of the new signal.
- For intersection or mid-block crossing improvements, collisions that occurred within 250 feet of the intersection/mid-block crossing in all directions affected by the improvement may be used.
- Longitudinal Improvements (bike lanes, sidewalks, road diets, etc.): crashes potentially effected by and within the limits of the improvement.
- If the improvements represent a new route and there is no past crash and safety data available within the limits of the proposed improvements, the applicant should consider the potential for the project to eliminate or reduce existing conflict points on parallel routes. The crash data from parallel routes can be included where the new facility/route can be reasonably expected to reduce the likelihood of past crashes from reoccurring. The overall applicant data provided in the Narrative Questions and various attachments must support the use of parallel crash data.

2019 Active Transportation Program
Small Infrastructure
Scoring Rubric

Points	Applicant's ability to demonstrate the project location represents <u>one of the agency's top priorities for addressing ongoing safety</u>.
6-8 Points	The application **<u>clearly and convincingly shows</u>**: o <u>Collision Heat-maps</u> demonstrating that the relative collision history within the project limits is high when compared to the overall jurisdiction/community's collision history, o <u>Project Area Collision Map</u> demonstrating that the past collision locations are within the ***"Influence area"*** of the proposed safety improvements. o <u>Collision Summaries and collision lists/reports</u> demonstrating that the overall number of collisions is significant and that collision trends, collision types, and collision details will be positively impacted by the proposed safety improvements.
3-5 Points	The application **<u>somewhat shows:</u>** o <u>Collision Heat-map</u> demonstrating that the relative collision history within the project limits is high when compared to the overall jurisdiction/community's collision history, o <u>Project Area Collision Map</u> demonstrating that the past collision locations are within the ***"Influence area"*** of the proposed safety improvements. o <u>Collision Summaries and collision lists/reports</u> demonstrating that the overall number of collisions is significant and that collision trends, collision types, and collision details will be positively impacted by the proposed safety improvements.
1-2 Points	The application **<u>minimally shows:</u>** o <u>Collision Heat-map</u> demonstrating that the relative collision history within the project limits is high when compared to the overall jurisdiction/community's collision history, o <u>Project Area Collision Map</u> demonstrating that the past collision locations are within the ***"Influence area"*** of the proposed safety improvements. o <u>Collision Summaries and collision lists/reports</u> demonstrating that the overall number of collisions is significant and that collision trends, collision types, and collision details will be positively impacted by the proposed safety improvements.
0 Points	Evaluators can award a score of zero if they believe the application does not provide verifiable data and does not provide data-driven documentation to demonstrate that the propose project represents one of the jurisdiction/community's highest safety needs AND does not demonstrate that collision trends, collision types, and collision details will be positively impacted by the proposed safety improvements.

4 points: Based on applicant's ability to make a compelling case that they have analyzed their past Crash Data *(or Safety Data for projects without documented crash data)* ***and can demonstrate that <u>the proposed safety improvements correspond to the types and locations of the past collisions.</u>***

<u>Special Instructions & Expectations for Evaluators:</u>

The following checks and analysis must be done by the evaluator prior to awarding points:

- Evaluators are to verify that the applicant demonstrated that the past crash/safety data is within the expected influence area of the proposed project.
- Evaluators are to verify that the applicant demonstrated that they analyzed the past crash/safety data to identify the specific crash-type trends which will likely occur in the future if no action is taken.
- Evaluators are to verify that the applicant demonstrated there are significant safety threats to pedestrians and/or bicycles which can be mitigated by ATP eligible improvements.

2019 Active Transportation Program
Small Infrastructure
Scoring Rubric

Points	**Applicant's ability to demonstrate that they have <u>analyzed their past Crash/Safety Data and</u> the proposed safety <u>improvements correspond to the types and locations of the past collisions.</u>**
4 Points	The application **<u>clearly and convincingly shows</u>**: • how the past crash/safety data is within the expected influence area of the proposed project, • that the past crash/safety data was analyzed by the applicant to identify the specific crash-type trends that will likely occur in the future if no action is taken, **<u>AND</u>** • there are significant safety threats to pedestrians and/or bicycles that can be mitigated by ATP eligible improvements.
3 Points	The application **<u>convincingly shows:</u>** • how the past crash/safety data is within the expected influence area of the proposed project, • that the past crash/safety data was analyzed by the applicant to identify the specific crash-type trends that will likely occur in the future if no action is taken, **<u>AND</u>** • there are significant safety threats to pedestrians and/or bicycles that can be mitigated by ATP eligible improvements.
2 Points	The application **<u>somewhat shows:</u>** • how the past crash/safety data is within the expected influence area of the proposed project, • that the past crash/safety data was analyzed by the applicant to identify the specific crash-type trends that will likely occur in the future if no action is taken, **<u>AND</u>** • there are significant safety threats to pedestrians and/or bicycles that can be mitigated by ATP eligible improvements.
1 Point	The application **<u>minimally shows:</u>** • how the past crash/safety data is within the expected influence area of the proposed project, • that the past crash/safety data was analyzed by the applicant to identify the specific crash-type trends that will likely occur in the future if no action is taken, **<u>AND</u>** • there are significant safety threats to pedestrians and/or bicycles that can be mitigated by ATP eligible improvements.
0 Points	Evaluators can award a score of zero if they believe that the application does not adequately prove the safety need of the proposed project.

2019 Active Transportation Program
Small Infrastructure
Scoring Rubric

B. Safety Countermeasures (13 points max)
Describe how the project improvements will remedy (one or more) potential safety hazards that contribute to pedestrian and/or bicyclist injuries or fatalities. Referencing the information you provided in Part A, demonstrate how the proposed countermeasures directly address the underlying factors that are contributing to the occurrence of pedestrian and/or bicyclist collisions.

Breakdown of points:

- The amount of points an applicant/project receives on this sub-questions is not impacted by the number of "Potential safety hazards" and "Countermeasures" documented in the application.
    - Applications only documenting one "Potential safety hazard" / "Countermeasure" has the potential of receiving full points as long as it can fully meet the scoring criteria and demonstrate that implementing only one countermeasure is appropriate to fully address the existing hazards.
    - Applications documenting numerous "Potential safety hazards" / "Countermeasures" should not automatically receive additional points. It is up to the applicant to demonstrate that each safety hazard is relevant to the non-motorized users in the project limits and that each countermeasure being funded by the project is necessary to mitigate the potential for future crashes.
    - Projects that appear to include elements/costs with little safety benefits should not receive as many points as projects with highly effective & efficient use of limited funding.

Special Instructions & Expectations for Evaluators:
The following checks and analysis must be done by the evaluator prior to awarding points:

- Evaluators are to evaluate the level to which the applicant demonstrated the need for the safety improvements being proposed in the project.
- Evaluators are to evaluate the level to which the applicant demonstrated that they analyzed the past crash/safety data trends and appropriately selected safety countermeasure(s) with proven track record(s) for addressing the past trends.
- Evaluators are to evaluate the level to which the applicant demonstrated each proposed safety countermeasure(s) is appropriately included in the project to mitigate the potential for future non-motorized crashes in the area of the project.

Points	Applicant's ability to demonstrate the project will remedy (one or more) potential safety hazards with the project limits.
10-13 Points	**The applicant clearly and convincingly demonstrates** that: • there is an **urgent need** for the countermeasure(s) proposed – based on past crash/safety data trends, • the proposed countermeasure(s) have a **proven track record** for addressing the past crash/safety data trends, **AND** • the proposed application of the countermeasure(s) should **fully mitigate** the potential for future non-motorized crashes in the area of the project.

2019 Active Transportation Program
Small Infrastructure
Scoring Rubric

7-9 Points	**The applicant convincingly demonstrates** that: • there is a **significant need** for the countermeasure(s) proposed – based on past crash/safety data trends, • the proposed countermeasure(s) have a **proven track record** for addressing the past crash/safety data trends, **AND** • the proposed application of the countermeasure(s) should **significantly (but not fully) mitigate** the potential for future non-motorized crashes in the area of the project.
4-6 Points	**The applicant somewhat demonstrates** that: • there is a **moderate need** for the countermeasure(s) proposed – based on past crash/safety data trends, • the proposed countermeasure(s) have a **track record** for addressing the past crash/safety data trends, **AND** • the proposed application of the countermeasure(s) should **somewhat mitigate** the potential for future non-motorized crashes in the area of the project.
1-3 Points	**The applicant minimally demonstrates** that: • there **could be a need** for the countermeasure(s) proposed – based on past crash/safety data trends, • the proposed countermeasure(s) have a **track record** for addressing the past crash/safety data trends, **AND** • the proposed application of the countermeasure(s) should **somewhat mitigate** the potential for future non-motorized crashes in the area of the project.
0 Points	Evaluators can award a score of zero if they believe that the application does not adequately prove the safety need of the proposed project.

2019 Active Transportation Program
Small Infrastructure
Scoring Rubric

QUESTION #4: PUBLIC PARTICIPATION and PLANNING (0-10 POINTS)

A. Describe the community based public participation process that has and will continue to define the proposed project.

Include discussions of: What was the process to prepare for existing and future needs of users of this project? Who was engaged in the public participation and planning process? How will stakeholders continue to be engaged in the implementation of the project?

General Guidance on stakeholders and their involvement in a project:

- Public stakeholders can include, but are not limited to, residents, targeted end users, and community leaders, elected officials, advocacy organizations, local businesses, and members of vulnerable or underserved populations (i.e. elderly, youth, physically and/or mentally disabled, members from disadvantaged communities).
- Governmental stakeholders can include other departments, agencies, jurisdictions, etc. impacted by the proposed project that are NOT the applicant (these can include, but are not limited to law enforcement, transportation, local health department, schools/school districts, emergency services, metropolitan planning organization, etc.)
- Meetings and/or events and how many were held to engage stakeholders is key to Public Participation. These can include, but are not limited to:
    - The type of meetings or events: open houses, community charrettes, city council meetings, planning commission meetings, etc.
    - How the meetings or events were noticed: local newspaper, county website, on the radio, at school parents group meetings, etc.
    - How the meetings or events were documented: Meeting sign-in sheets, meeting notes, letters of support, etc.
    - Where the meetings or events took place: school, community center, city council hall, etc.
    - The accessibility of the meetings or events: accessible by public transportation, translational services provided, and time of day the meetings or events were held, etc.
    - The stakeholders' involvement in the decision-making body: technical advisory committee, citizens' advisory committee, etc.

Special Instructions & Expectations for Evaluators:

The following checks and analysis must be done by the evaluator prior to awarding points. Evaluators are to:

- Consider whether or not the applicant appropriately used their agency's active transportation technical planning to develop and refine the project scope.
- Consider the level to which the technical planning considered both existing and future needs of the project users and transportation system.
- Consider the level to which the planning process was effectively integrated into the public participation process.
- Give consideration to any attachments the agency provided in connection with this sub-question, including but not limited to: any applicable public outreach process/proposal/plan, links to websites, meeting agenda, meeting sign-in sheet, meeting minutes, public service announcements, letters of support, new alternatives or major revisions that were identified, etc.
    - Consider the level to which the letters of support emphasize that the project represents the top or one of the top active transportation priorities for the community, targeted end users, or public stakeholders.
- Consider the extent that the public participation and planning process was utilized to identify and improve the effectiveness of the project and ensure the project is one of the highest community/regional active transportation priorities.

  - Additional consideration can be given for outreach which has been ongoing for a longer duration.
- Consider the magnitude of the proposed project when considering the extent to which the project represents one of the highest community/regional active transportation priorities.

Points	Applicant's ability to demonstrate the public participation process will be utilized as part of the development of a plan.
8-10 Points	**The applicant clearly and convincingly demonstrates** that: The project scope was developed through a comprehensive technical planning process (appropriate for the complexity and magnitude of the project) **and** the planning process considered the existing and future needs of the project users and transportation system **and** the planning process was effectively integrated into the public participation process.
5-7 Points	**The applicant demonstrates** that: The project scope was developed through a comprehensive technical planning process (appropriate for the complexity and magnitude of the project) **and** the planning process considered the existing and future needs of the project users and transportation system **and** the planning process was effectively integrated into the public participation process.
3-4 Points	**The applicant somewhat demonstrates** that: The project scope was developed through a technical planning process (appropriate for the complexity and magnitude of the project) **and/or** the planning process considered the existing and future needs of the project users and transportation system **and/or** the planning process was somewhat integrated into the public participation process.
1-2 Points	**The applicant minimally demonstrates** that: The project scope was developed through a technical planning process (appropriate for the complexity and magnitude of the project) **and/or** the planning process considered the existing and future needs of the project users and transportation system **and/or** the planning process was minimally integrated into the public participation process.
0 Points	Evaluators can award a score of zero if they believe that the application does not adequately prove the project scope is a result of technical planning.

2019 Active Transportation Program
Small Infrastructure
Scoring Rubric

QUESTION #5: SCOPE AND PLAN CONSISTANCY (0-2 POINTS)

A. The application, scope and plans are consistent with one another: (2 points max)

- ***The scope and plans are consistent with one another including (2 points):***
  - □ ***Improvement location(s)***
  - □ ***Improvement element(s)***

- ***Either the scope and plans are not consistent with one another including (0 points):***
  - □ ***Improvement location(s)***
  - □ ***Improvement element(s)***

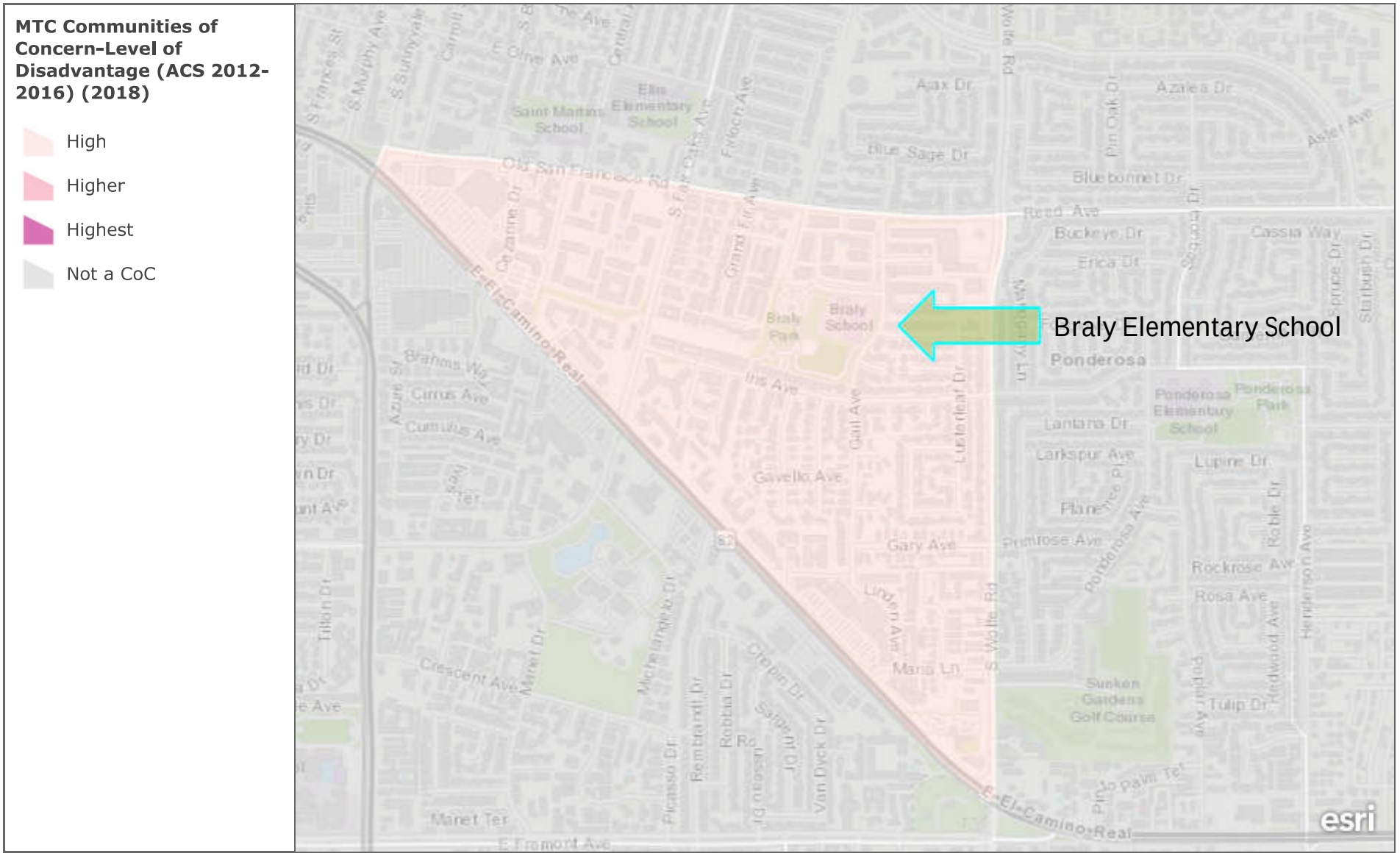
Special Instructions & Expectations for Evaluators:

The following checks and analysis must be done by the evaluator prior to awarding points:

- Give consideration to all of the information contained in the application; but extra attention should be given to the written scope/project description and the plans/maps included in the application.
- Do the plans/maps show the complete project as described in the application?

2 Points	All elements are consistent
0 Points	Not all elements are consistent

MTC Communities of Concern in 2018 (ACS 2012 - 2016)

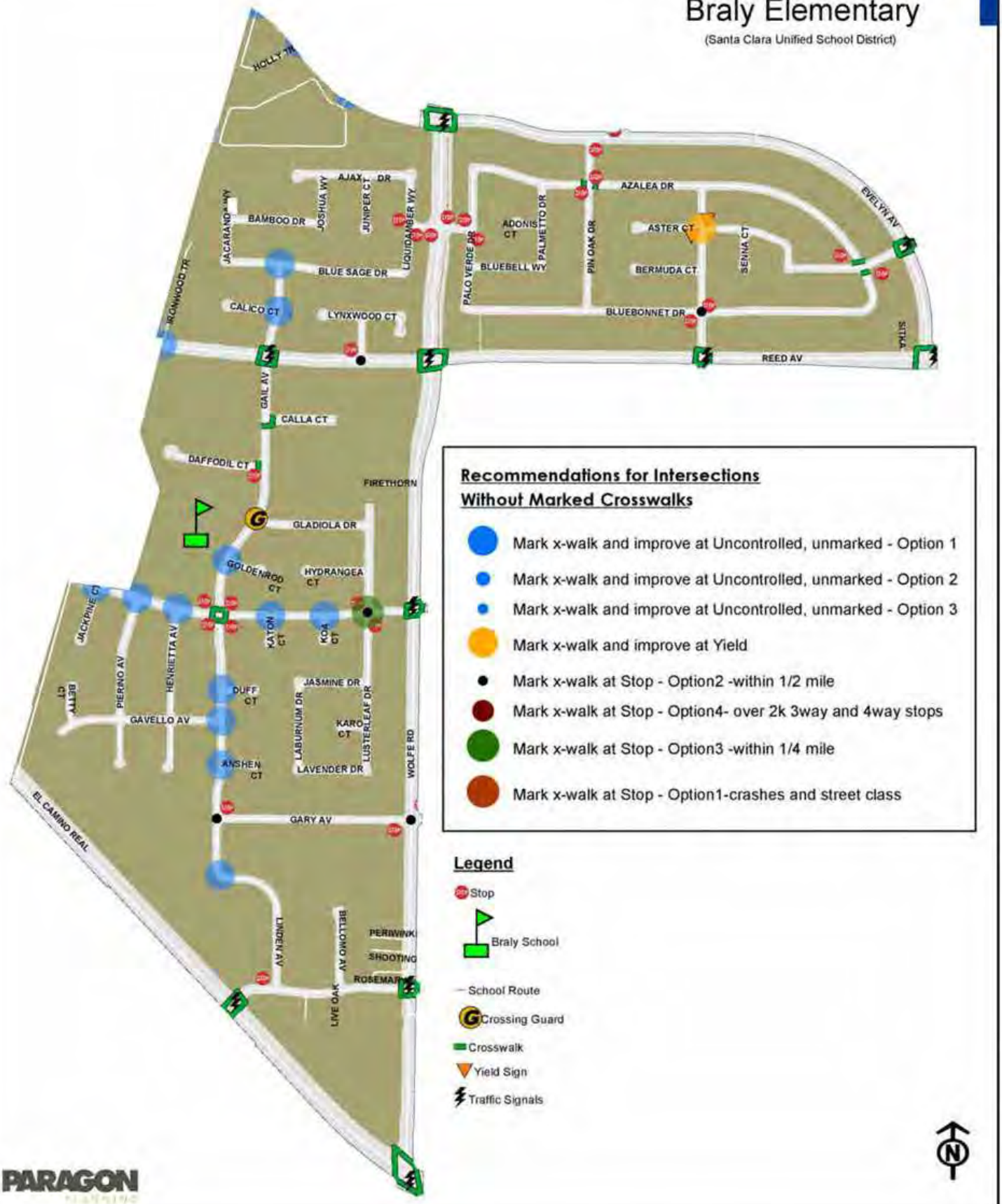


This map represents the most recent updates for Communities of Concern. This map supersedes all other previous maps that represent COCs.

City of San Jose, County of Santa Clara, Bureau of Land Management, Esri, HERE, Garmin, INCREMENT P, USGS, METI/NASA, EPA, USDA

Safe Routes to School
Braly Elementary

(Santa Clara Unified School District)



Recommendations for Intersections Without Marked Crosswalks

- Mark x-walk and improve at Uncontrolled, unmarked - Option 1
- Mark x-walk and improve at Uncontrolled, unmarked - Option 2
- Mark x-walk and improve at Uncontrolled, unmarked - Option 3
- Mark x-walk and improve at Yield
- Mark x-walk at Stop - Option2 -within 1/2 mile
- Mark x-walk at Stop - Option4- over 2k 3way and 4way stops
- Mark x-walk at Stop - Option3 -within 1/4 mile
- Mark x-walk at Stop - Option1-crashes and street class

Legend

- Stop
- Braly School
- School Route
- Crossing Guard
- Crosswalk
- Yield Sign
- Traffic Signals

PARAGON

Safe Routes to School
Braly Elementary

(Santa Clara Unified School District)

Recommendations for Intersections With Marked Crosswalks

- Stop Warrant and improve at Marked x-walks -Option2
- Stop Warrant and improve at Marked x-walks -Option1
- Rectangular Rapid Flashing Beacons
- In-Pavement Lighted X-Walks
- Raised Crosswalks/Traffic Calming
- Improve Signal - Option1- Within 1/2 mile with high crash rate
- Improve Signal - Option2- Within 1/2 mile

Legend

- Stop
- Braly School
- School Route
- Crossing Guard
- Crosswalk
- Yield Sign
- Traffic Signals

PARAGON

City of Sunnyvale

Agenda Item

18-0570 **Agenda Date:** 6/21/2018

Adopt Bicycle Parking Standards

City of Sunnyvale

Agenda Item

18-0571 **Agenda Date:** 6/21/2018

Vehicle Types allowed on Sidewalks, Bicycle Facilities, and Roadways

City of Sunnyvale

Agenda Item

18-0572 **Agenda Date:** 6/21/2018

Add Cycle Tracks or Designated Bike Paths to All New Developments

City of Sunnyvale

Agenda Item

18-0573 **Agenda Date:** 6/21/2018

Update Bicycle Facilities Standards to include Charging Stations for Electric Bikes for New Development

City of Sunnyvale

Agenda Item

18-0574 **Agenda Date:** 6/21/2018

Active Items List - June 2018

Bicycle and Pedestrian Advisory Commission

Active Items List

Item #	Item	PR	Due Date (Approx)	Status	Last Updated
1	Bike to Work Day	Tsang	Annual	Bike to Work Day occurred on May 10, 2018.	6/21/2018
2	Safe Routes to Schools Projects	Price	Construction 2018	Project under construction (80% complete), anticipated completion in 2018.	6/21/2018
3	Establishment of Bike Lanes on Mary Avenue (Evelyn to Maude)	Nguyen	Completed 2018	Construction was completed in May 2018.	6/21/2018
4	Fair Oaks Bicycle Project	Nguyen	Construction 2019	Project will be released for bid in summer 2018.	6/21/2018
5	Maude Avenue Bike Lanes	Racca-Johnson	TBD	The design for Maude Avenue Bikeway and Streetscape Project is complete. Construction bids for the Maude Avenue Bikeway and Streetscape Project were opened on Wednesday, May 2, 2018. Two bids were submitted. The bid proposal is in the review process.	6/21/2018
6	Road Overlay, Slurry, Reconstruction & Chip Schedule	T. Pineda	Annual	Transmitted at Mar. 2018 BPAC meeting.	3/15/2018
7	Old Mountain View-Alviso Road	Ng	Completed 2018	The Bridge construction is completed. A ribbon cutting ceremony was held on January 22, 2018.	2/15/2018
8	Utility Bill Insert	Tsang	Annual	BPAC to see proof during June 2018 meeting, Scheduled to go out in July/Aug.	2/15/2018
9	Vision Zero Plan	Garcia	N/A	Vision Zero Plan was awarded to the Consultant in May 2017. Since then, the Consultant has finished the existing conditions assessment summarizing the current safety conditions citywide. The City shared findings from the existing conditions assessment and sought feedback from the community on the preferred direction for the Plan at the first public workshop and a Bicycle and Pedestrian Advisory Commission (BPAC) meeting in Fall 2017. Public input was also provided in Fall 2017 via an online survey for the Vision Zero Plan. Based on the public inputs and the data obtained, the Consultant has developed the collision profiles identifying Sunnyvale's key collision types, locations where key collision types occur, and the modes of travel involving in the collisions. The Consultant has also identified a list of priority project locations based on the data.	2/15/2018
10	Stevens Creek Trail	Ochoa	TBD	The next step for the Stevens Creek Trail Project is development of Segment 1 (Dale / Heatherstone Bridge to Fremont Avenue). The City of Mountain View is leading development of this segment and they plan to assemble a multi-city staff group to gauge interest and commitment from the affected Cities. As discussed with Council as part of the budget process, no work will occur on Segment 2 (Fremont Avenue to Homestead Road) until the City has more clarity on the location of connection points for Segment 1. For Segment 3 (Homestead Road / SR 85 Bridge), the City of Sunnyvale will need to collaborate with the cities of Cupertino and Los Altos to seek out grant funding. Recent passage of Measure B appears to be a good potential funding source and staff is following this and other transportation grant sources as potential opportunities.	10/19/2017
11	East-West Channel Trail	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. The anticipated completion date of the project is 2020.	9/21/2017
12	Bernardo Caltrain Under-crossing	Garcia	TBD	The Bernardo Ped/Bike Undercrossing was listed in VTP 2040, the 2008 Countywide Bicycle Plan (as Tier 1 project), the City of Sunnyvale's Traffic Impact Fee, and VTA's Measure B preliminary bicycle-pedestrian project list. The estimated cost in the TIF and Measure B was approximately $10 million, which reflects an undercrossing under the railroad and at grade crossing across Central Expressway. In 2016, an OBAG grant in the amount of $500,000 was awarded for preliminary concept design. In 2017, the City awarded a contract for environmental review and preliminary concept design to WMH. The project team is now working with the City of Sunnyvale, Caltrain/JPB, County Roads & Airports, and the City of Mountain View to understand existing conditions, and define potential opportunities and constraints.	9/21/2017
13	Priority Development Area Grants	Abbas, Uribe, Zulueta	2017	Mathilda Avenue Plan Line is completed. Precise Plan for El Camino Real is on-going.	2/16/2017

City of Sunnyvale

Agenda Item

18-0575 **Agenda Date:** 6/21/2018

BPAC 2018 Annual Work Plan

Updated: June 21, 2018

2018 Master Work Plan
BPAC Annual Calendar

MEETING DATE	AGENDA ITEM/ISSUE
January 18	MEETING CANCELLED
February 15	• Vision Zero (Presentation) • Discussion of Utility Bill Concepts • Discussion of TDA Funding
March 15	• Utility Bill Concepts • Annual Slurry Seal List (Information item) • Council Ranking of Study Issues (Information item)
April 19	• ADA Transition Plan (Presentation) • Caribbean Drive Parking and Trail Access Enhancements Design • Bike to Work Day Planning
May 17	• Annual reporting on collisions involving pedestrians and cyclists • Review Recommended Budget
June 21	• Recognition of Service • Utility Bill Stuffer Update
July 19	• Selection of Chair and Vice Chair
August 16	•
September 20	• Bicycle Friendly Community Application Review (Commissioner Presentation) • Caltrain Grade Separation
October 18	• Climate Action Plan (CAP) 2.0
November 15	• Final month to approve 2019 Master Work Plan
December 20	• Final month for Annual Review of Code of Ethics and Conduct for Elected and Appointed Officials

Additional items yet to be scheduled:

- Study Issues ranking date to be determined based on 2019 Study Issues Workshop date
- Downtown Specific Plan Amendments
- Moffett Park Specific Plan Amendments
- Lawrence Station Area Plan Amendments

- El Camino Real Corridor Plan
- Mary Avenue Overcrossing (Presentation)
- Bernardo Avenue Undercrossing
- Bicycle Master Plan/Safe Routes to School Plan/Pedestrian Safety and Circulation Plan (2 Meetings)
- Safe Routes to School Final Maps

City of Sunnyvale

Agenda Item

18-0576 **Agenda Date:** 6/21/2018

Utility Bill Stuffer Update

Top Factors Leading to Serious Injury Collisions in Sunnyvale*

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

Safety Tips

Slow down for pedestrians and bicyclists.

Be alert when crossing.

Do not drive under the influence of drugs or alcohol.

Do not text while driving.

*Source: Sunnyvale Vision Zero

July/August 2018 Printed on Recycled Paper.

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

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

When: 3rd Thursday each month

Time: 6:30 p.m.

Location: Council Chambers at City Hall

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

Sunnyvale

July/August 2018 Printed on Recycled Paper.