



City of Sunnyvale

Notice and Agenda - Final Bicycle and Pedestrian Advisory Commission

Thursday, October 17, 2019

6:30 PM

Council Chambers, City Hall, 456 W. Olive
Ave., Sunnyvale, CA 94086

CALL TO ORDER

SALUTE TO THE FLAG

ROLL CALL

PRESENTATION

[19-1125](#)

PRESENTATION - Fremont Corners Village Center Concept
Plan

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. [19-1089](#) Approve the Bicycle and Pedestrian Advisory Commission Meeting Minutes of September 19, 2019.

Recommendation: Approve the Bicycle and Pedestrian Advisory Commission Meeting Minutes of September 19, 2019 as submitted.

PUBLIC HEARINGS/GENERAL BUSINESS

2. [19-1121](#) Report and Discussion of Recent VTA BPAC Meeting
3. [19-1122](#) Review and Discussion of Active Transportation Plan Draft

Vision, Goals, and Policies

STANDING ITEM: CONSIDERATION OF POTENTIAL STUDY ISSUES

4. [19-1126](#) Enable safer and faster cycling by keeping trash receptacles out of bike lanes and bikeways (Potential Study Issue)
5. [19-1127](#) Create safer street by narrowing travel lanes (Potential Study Issue)
6. [19-1128](#) BPAC 2020 Study Issue Sponsorship (Scenario 2)
7. [19-1129](#) BPAC 2020 Sponsored Study Issues (Scenario 1)

NON-AGENDA ITEMS & COMMENTS

-Commissioner Comments

-Staff Comments

INFORMATION ONLY REPORTS/ITEMS

- [19-1123](#) BPAC 2019 Annual Work Plan
- [19-1118](#) Active Items List - October 2019
- [19-1124](#) VTA Bicycle and Pedestrian Funding Programs Presentation to VTA BPAC on October 9, 2019

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))



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City of Sunnyvale

Agenda Item

19-1125

Agenda Date: 10/17/2019

REPORT TO BICYCLE AND PEDESTRIAN ADVISORY COMMISSION

SUBJECT

PRESENTATION - Fremont Corners Village Center Concept Plan

The Fremont Corners Village Center Community Engagement Team will present information about the Village Center Concept and the Public Engagement Process.



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City of Sunnyvale

Agenda Item

19-1089

Agenda Date: 10/17/2019

SUBJECT

Approve the Bicycle and Pedestrian Advisory Commission Meeting Minutes of September 19, 2019.

RECOMMENDATION

Approve the Bicycle and Pedestrian Advisory Commission Meeting Minutes of September 19, 2019 as submitted.



City of Sunnyvale

Meeting Minutes - Draft Bicycle and Pedestrian Advisory Commission

Thursday, September 19, 2019

6:30 PM

Council Chambers, City Hall, 456 W. Olive
Ave., Sunnyvale, CA 94086

CALL TO ORDER

Chair Mehlinger called the meeting to order at 6:33 p.m.

SALUTE TO THE FLAG

Chair Mehlinger led the salute to the flag.

ROLL CALL

Present 6 - Chair Richard Mehlinger
Vice Chair John Cordes
Commissioner Dan Hafeman
Commissioner Leia Mehlman
Commissioner Timothy Oey
Commissioner Scott Swail

Council member Gustav Larsson(absent)

ORAL COMMUNICATIONS

CONSENT CALENDAR

1.A [19-0941](#) Approve the Bicycle and Pedestrian Advisory Commission Meeting Minutes of August 15,2019.

Approve the Bicycle and Pedestrian Advisory Commission Meeting Minutes of August 15,2019 as submitted.

The motion carried by the following vote:

Yes 6 - Chair Mehlinger
Vice Chair Cordes
Commissioner Hafeman
Commissioner Mehلمان
Commissioner Oey
Commissioner Swail

No 0

PUBLIC HEARINGS/GENERAL BUSINESS

2. [19-0976](#) Report and Discussion of Recent VTA BPAC Meeting

Dave Simons, VTA BPAC Representative, provides updates on recent VTA BPAC meeting.

Dave Simons, VTA BPAC Representative, gave the meeting summary report regarding the following topics:

- VTA Measure B Bicycle/Pedestrian Competitive Grant Program criteria has been finalized and is going to the VTA board for approval on Oct.3, 2019
- Feedback from BPAC is encouraged in regards to the MTC Complete Streets Checklist
- Viva Calle in San Jose on Sunday, September 22

Commissioner Cordes asked what the vote was for the competitive grant program and if there is still a chance it can be overturned.

Chair Mehlinger asked for the MTC Complete Streets Checklist to be sent to BPAC.

Lillian Tsang, Principal Transportation Engineer/Planner informed the BPAC commission that they can find the checklist on the MTC website.

STANDING ITEM: CONSIDERATION OF POTENTIAL STUDY ISSUES

3. [19-0979](#) BPAC 2020 Study Issue Sponsorship (Scenario 1)

To review the list of potential study issues and vote on sponsorship for each individually listed study issue.

Lillian Tsang, Principal Transportation Engineer/Planner asked that each Commissioner review the list of each potential Study Issue and vote on sponsorship for each individual listed Study Issue. To get formal sponsorship on each listed individual Study Issue there needs to be a motion, a second and a majority vote. Chair Mehlinger summarized the three Study Issues, which are Improve Bicycle and Pedestrian Access at the Sunnyvale Caltrain Station, El Camino Protected Bike Lanes and the Evelyn Avenue Multi-use Trail and Bike Lane Study.

Mr. Simons commented on the El Camino Protected Bike Lanes Project and recommended making this study issue a high priority.

Commissioner Oey recommended deferring the Study Issues and combine them with the Active Transportation Plan(ATP).

Vice Chair Cordes explained that two of the study issues are back-ups in case ATP does not consider it. Vice Chair Cordes recommended moving the Study Issues forward and then wait to see if they end up on the ATP.

Chair Mehlinger and Vice Chair Cordes expressed their concerns regarding access to the Sunnyvale Caltrain Station.

Vice Chair Cordes moved and Commissioner Oey seconded to move to adopt Study Issue #1 which is to Improve Bicycle and Pedestrian Access to the Sunnyvale Caltrain Station.

The motion carried by the following vote:

- Yes** 5 - Chair Mehlinger
Vice Chair Cordes
Commissioner Hafeman
Commissioner Mehلمان
Commissioner Oey
- No** 1 - Commissioner Swail

Commissioner Swail moved and Commissioner Oey seconded to adopt Study Issue #2, El Camino Real Protected Bike lanes. Vice Chair Cordes made a friendly amendment to change the wording from Protected Bike Lanes to Protected Bikeways.

The motion carried by the following vote:

Yes 6 - Chair Mehlinger
Vice Chair Cordes
Commissioner Hafeman
Commissioner Mehlman
Commissioner Oey
Commissioner Swail

No 0

Commissioner Mehlman moved and Commissioner Oey seconded to adopt Study Issue #3, Evelyn Avenue Multi-Use Trail and Bike Lane Study. Chair Mehlinger made a friendly amendment to change the following:

- The title to Evelyn Avenue Multi-Use Trail and Bikeway Study.
- The first sentence in the summary of scope to Class 1 Multi-Use path and/or Class IV Bikeway on Evelyn Avenue from Bernardo Avenue to Aster Avenue
- Remove the sentence starting with "In addition, the Study would....."
- Replace "bike lane" to "bikeway"

The motion carried by the following vote:

Yes 6 - Chair Mehlinger
Vice Chair Cordes
Commissioner Hafeman
Commissioner Mehlman
Commissioner Oey
Commissioner Swail

No 0

NON-AGENDA ITEMS & COMMENTS

-Commissioner Comments

Commissioner Oey commented on the following:

- San Jose Viva Calle on Sunday, September 22, 2019.
- Employed as an event coordinator for the Silicone Valley Bicycle Coalition.
- Cupertino Bike Fest on September 28, 2019.
- Looking forward to hearing more about the Stevens Creek Trail and what the City

Council decides in regards to funding for that project.

Vice Chair Cordes commented on the following:

- City of Cupertino City Council directed staff to move forward with the design of the Regnart Creek Trail.
- On September 29, 2019 there will be a Bike Palo Alto event from 1-3 p.m.
- Asked staff what is the status of the letter that was requested that the City send to the County.
- VTA is completing the Tasman Drive Complete Streets Corridor Study with bike and pedestrian improvement recommendations for the four cities(Santa Clara, Sunnyvale, San Jose and Milpitas). More information can be found on the VTA website.

Commissioner Hafeman commented on the following:

- Expressed concern of not having sidewalks on Tasman Drive between Fair Oaks Avenue and Lawrence Expressway and would like to know what are the City's plans to put in sidewalks.

Commissioner Mehlman commented on the following:

- On September 22, 2019, there is the Niles Canyon Stroll and Roll in Fremont.
- Attended a meeting about the proposed 6.5 acre park.

Chair Mehlinger commented on the following:

- The City's Active Transportation Plan(ATP) is ongoing and being developed by Alta Planning. Email BPAC@sunnyvale.ca.gov for questions, feedback or comments.

-Staff Comments

Lillian Tsang, Principal Transportation Engineer/Planner, commented on the following:

- The Public Input Map and online survey for ATP is online and will be open until October 16, 2019.
- Community meeting for Caltrain Electrification Project is on October 10, 2019 between 6-7 p.m. at Washington Park building.
- Provided annual Measure B funding amount that Sunnyvale will receive.
- Downtown Specific Plan Amendment is not completed yet.
- Bay Trail will be re-open in the middle of October.
- Updates on projects will be provided at the monthly meetings.
- City provides updates on long term Capital Improvement Projects on the City

website.

INFORMATION ONLY REPORTS/ITEMS

[19-0977](#) BPAC 2019 Annual Work Plan

Ms. Tsang stated there will be a second round of sponsorship in October.

[19-0978](#) Active Items List - September 2019

ADJOURNMENT

Chair Mehlinger adjourned the meeting at 7:25 p.m.



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City of Sunnyvale

Agenda Item

19-1121

Agenda Date: 10/17/2019

REPORT TO BICYCLE AND PEDESTRIAN ADVISORY COMMISSION

SUBJECT

Report and Discussion of Recent VTA BPAC Meeting

Dave Simons, VTA BPAC Representative, provides updates on recent VTA BPAC meeting.



City of Sunnyvale

Agenda Item

19-1122

Agenda Date: 10/17/2019

REPORT TO BICYCLE AND PEDESTRIAN ADVISORY COMMISSION

SUBJECT

Review and Discussion of Active Transportation Plan Draft Vision, Goals, and Policies

The Draft Vision, Goals, and Policies for the Active Transportation Plan (ATP) has been prepared. The document will be the guidance for the development of bicycle, pedestrian and safe routes to school recommendations for the ATP.

This item is for discussion only and no action is required or recommended.



304 12th Street, Suite 2A
Oakland, CA 94607
(510) 540-5008
www.altaplanning.com

MEMORANDUM

To: Lillian Tsang, City of Sunnyvale
From: Jeff Knowles, Alta Planning + Design
Date: October 11, 2019

Re: Active Transportation Plan Vision, Goals, and Policies

Vision Statement

Sunnyvale is a Complete Streets Community where residents and commuters have the choice to bicycle and walk to meet their transportation needs on a connected, comfortable, and convenient network designed for all abilities and ages.

Bicycle Plan Goals and Policies

Goal 1: Create a connected, comfortable, and convenient bicycle network that serves the city's residents and commuters.

Policy 1: Design a connected and comfortable bicycle network that serves users of all ages and abilities.

Action 1.1: Utilize design guidelines provided in this document as appropriate as well as guidance from the [National Association of City Transportation Officials \(NACTO\)](#), [Santa Clara Valley Transportation Authority \(VTA\) Bicycle Technical Guidelines](#), and the most recent State and Federal design guidelines to develop on-street and off-street bicycle facilities.

Action 1.2: Create a connected network of bikeways for all ages and abilities, utilizing combinations of Class I to IV bicycle facilities to achieve this.

Action 1.3: When possible, consider installing best-practice intersection treatments, such as bike boxes, fully protected intersections, and two-stage left turn lanes to reduce automobile-bicycle conflicts.

Action 1.4: Continue to install bicycle detection markings, bicycle loop detection devices and/or bicycle video detection devices at all intersections.

Action 1.5: Evaluate opportunities to reconfigure roadways with excess vehicular capacity to accommodate bicycle facilities.

Action 1.6: Evaluate opportunities to narrow lanes to the City’s current standard of 11-foot lanes, or to 10-foot lanes under unique circumstances, to create or expand bicycle facilities.

Action 1.7: Overcome bicycling barriers, such as highways, with overcrossings to reduce out of way travel.

Action 1.8: Work with online mapping companies to ensure recommended bicycle routes within City limits are accurate.

Policy 2: Maintain and expand the bicycle parking network throughout Sunnyvale.

Action 2.1: Consult, monitor, and continue to implement bicycle parking requirements in new developments according to the [City of Sunnyvale Municipal Code 19.46.150](#).

Action 2.2: Review current bicycle parking requirements under City of Sunnyvale Municipal Code 19.46.150 and consider increasing requirements in new developments.

Action 2.3: Utilize bicycle parking design and placement guidelines from best practices listed in the Santa Clara VTA Bicycle Technical Guidelines, the [Association of Pedestrian and Bicycle Professionals \(APBP\) Bicycle Parking Guidelines](#), and/or standards from adjoining jurisdictions.

Action 2.6: Encourage event organizers to provide and publicize valet bicycle parking at local events.

Action 2.7: Develop bicycle parking program with local business owners to install bike parking on private property.

Goal 2: Increase Education, Encouragement, and Enforcement to support a bicycle friendly community.

Policy 3: Leverage community resources to increase interest in bicycling and raise the bicycling mode share from 1.5 percent in 2017 to 5 percent by 2030.

Action 3.1: Continue to support and participate in Bike to Work and other bike promotion events.

Action 3.2: Integrate bicycling encouragement programs into existing municipal programs and events where possible.

Action 3.3: Work with large employers and business districts within the City of Sunnyvale to incentivize more employer-based Transportation Demand Management (TDM) programs.

Action 3.4: Encourage Businesses to apply to be Bicycle Friendly Businesses.

Action 3.5: Apply for and achieve League of American Bicyclists (LAB) Bicycle Friendly Community Silver status after implementation of priority projects and programs recommended in this plan.

Action 3.6: Coordinate implementation of Bicycle Plan with implementation of Safe Routes to School Plan to ensure children are encouraged to bicycle to school.

Goal 3: Evaluate bicycle planning progress on a regular basis and adapt the City's efforts as needed to increase effectiveness.

Policy 4: Develop a system for reporting on progress made on **completing** the planned bicycle network.

Action 4.1: Prepare and present a biennial report on progress made on achieving the goals and implementing the policies of this Plan Update to the Bicycle and Pedestrian Advisory Commission.

Action 4.2: Consider beginning the process to revise and update the Bicycle Plan every seven years.

Action 4.3: Implement Vision Zero policies and designs from the Countermeasure Toolbox to reduce traffic fatalities and serious injuries by 50 percent by 2029.

Pedestrian Plan Goals and Policies

Goal 1: Design a more comfortable, connected, and accessible pedestrian network that serves users of all ages and abilities.

Policy 1: Continue to expand pedestrian access by filling in sidewalks gaps within the existing network to facilitate pedestrian travel.

Action 1.1: When public right-of-way is available, install sidewalks on retrofitted roads and paving projects where sidewalks did not exist before.

Action 1.2: Identify and construct sidewalks in areas where gaps exist, where appropriate.

Action 1.3: Identify and apply for grants to support construction of sidewalks in areas where gaps exist.

Policy 2: Work to eliminate barriers to pedestrian travel in the city.

Action 2.1: Continue to enforce the sidewalk maintenance program per Municipal Code 13.08.380 to ensure the pedestrian network is free from obstructions.

Action 2.2: Overcome pedestrian barriers, such as highways, with overcrossings to reduce out of way travel.

Action 2.3: Work with online mapping companies to ensure recommended walking routes within City limits are accurate.

Policy 3: Continue to identify intersections for improvements that facilitate pedestrian travel and meet Americans with Disabilities Act (ADA) requirements.

Action 3.1: When possible, evaluate intersections and locations for installing new or enhancing existing crosswalks, curb extensions, pedestrian-scale lighting, and other improvements.

Action 3.2: Consider implementing leading pedestrian interval phases in high pedestrian demand areas such as downtown and crossing El Camino Real, as needed, to facilitate safe and efficient pedestrian travel. When possible, review signal timing and locations at high demand locations to identify and adjust for increased pedestrian clearance time and/or shorter pedestrian waiting times.

Goal 2: Design and implement programs to support and incentivize pedestrian travel.

Policy 4: Implement pedestrian friendly designs and facilities.

Action 4.1: Continue to promote Sunnyvale’s free Street Tree Planting program to produce a more pleasant walking experience for pedestrians.

Action 4.2: Continue to provide pedestrian facilities, such as street trees, benches, waste receptacles, and landscaping, in the furniture zone when planned for and where space allows.

Action 4.3: Work with Caltrain and the Santa Clara VTA to provide more pedestrian amenities such as benches and covered waiting areas at transit stops with real-time transit info.

Action 4.4: Continue to update toolkit of available traffic calming measures to reflect best practices.

Policy 5: Target pedestrian improvements in areas with high numbers of seniors (e.g. senior centers, hospitals) to allow the senior community greater accessibility to services, transit, and other amenities.

Action 5.1: Work with the senior community in Sunnyvale to identify and address barriers to accessibility in areas with high numbers of seniors.

Policy 6: Introduce and promote education, encouragement, and outreach for pedestrian programs, as well as enforcement programs to further support pedestrian safety.

Action 6.1: Continue to develop effective safety programs for youths, adults, and seniors to educate pedestrians and drivers of their rights and responsibilities.

Action 6.2: Continue to promote the City’s *Access Sunnyvale* site to encourage residents to report sidewalk hazards within the City.

Goal 3: Evaluate pedestrian planning progress on a regular basis and adapt the City’s efforts as needed to increase effectiveness.

Policy 7: Develop a system for reporting on progress made on completing the goals and policies of the Pedestrian Plan.

Action 7.1: Prepare and present a biennial report on progress made on achieving the goals and implementing the policies of this plan to the Bicycle and Pedestrian Advisory Commission.

Action 7.2: Consider beginning the process to revise and update the Pedestrian Plan every seven years.

Action 7.3: Implement Vision Zero policies and designs from the Countermeasure Toolbox to reduce traffic fatalities and serious injuries by 50 percent by 2029.

Safe Routes to School Plan Goals and Policies

Goal 1: Increase safety for pedestrians and bicyclists by improving school travel routes to be safe, convenient, and comfortable for all users and modes.

Policy 1: Work with School Districts that serve Sunnyvale students, and the school community (teachers, administrators, students, parents, and neighbors) to identify infrastructure improvements that make walking and bicycling to school a safer option for students.

Action 1.1: Identify, develop, and enhance education, encouragement, and enforcement programs while working with the School Districts that serve Sunnyvale students.

Action 1.2: Utilize school walk audits to identify priority infrastructure improvements close to schools within the city to produce a safer walking and bicycling environment. Coordinate with neighboring jurisdictions to develop infrastructure improvements close to schools located outside Sunnyvale but serve Sunnyvale residents.

Action 1.3: Identify infrastructure improvements in the Capital Improvement Program(CIPs) to enhance pedestrian safety adjacent to schools.

Action 1.4: Work with public schools that serve Sunnyvale students to provide bicycle racks to schools in need of racks, or add additional racks at schools in need of more bicycle parking.

Action 1.5: Work with the Sunnyvale Police Department to target speed enforcement and use speed feedback signs. Consider install traffic calming and other speed reduction measures to further incentivize drivers to travel the reduced speed limit in school zones as needed.

Goal 2: Increase participation in the Safe Routes to School Program

Policy 2: Conduct comprehensive community outreach to engage with students, parents, staff, and the community to design and implement a program that makes using active transportation modes to and from schools safer and increases the percentage of students arriving using active transportation.

Action 2.1: Design an equitable outreach campaign to engage community members of all backgrounds in a Safe Routes to School program.

Action 2.2: When possible, produce outreach materials to inform communities of the City of Sunnyvale’s Safe Routes to School program and the progress made towards its goals and objectives.

Action 2.3: Help to organize or host events that publicize and increase awareness of the Safe Routes to School efforts, programs, and resources.

Action 2.4: Survey parents and students to determine baseline active transportation mode share, and specify a goal for active transportation mode share by 2030.

Policy 3: Encourage Sunnyvale public schools to participate in Sunnyvale’s Safe Routes to School program.

Action 3.1: Conduct walk audits at public schools that serve Sunnyvale students and utilize the subsequent improvement plans to pursue grant funding for implementation.

Action 3.2: Continue City staff participation in Santa Clara County Safe Routes to School programs and task forces.

Action 3.3: Eliminate barriers to participation in the Safe Routes to School program, whether founded on race, ethnicity, national origin, disability, income level, language, or any other basis.

Action 3.4: Publish a biennial Safe Routes to School report that highlights school participation in Safe Routes to School activities. Include hand tally and parent survey results in the report.

Policy 4: Expand on existing Walk and Bike to School encouragement events and programs to increase awareness about active transportation options available to students.

Action 4.1: Continue to expand support for Walk to School Day and Bike to School Day.

Action 4.2: Establish a Walking School Bus and/or Bike Train at two schools per year to incentivize pedestrian and bicycling behavior in a supervised manner and report on progress.

Action 4.3: Assist the school districts in establishing promotional campaigns to encourage students and parents to walk or roll to school.



Sunnyvale

City of Sunnyvale

Agenda Item

19-1126

Agenda Date: 10/17/2019

REPORT TO BICYCLE AND PEDESTRIAN ADVISORY COMMISSION

SUBJECT

Enable safer and faster cycling by keeping trash receptacles out of bike lanes and bikeways
(Potential Study Issue)



Sunnyvale

Study Issue Form

The Study Issues process is designed to assist City Council with setting priorities for the coming calendar year. Board and commission members have two roles in this process:

1. To advise Council regarding the identification of policy issues to study, within their relevant area of authority;
2. To advise Council on those issues Council has decided to study.

The study issues process should focus on considering a new or revised ordinance, new or expanded service delivery program, changes to existing Council Policy, or amendments to the General Plan. The Study Issues Form is designed to focus board and commissioner members' ideas on potential policy study issues, and provide the opportunity for staff feedback and guidance in a transparent process. *Board members or commissioners may only fill out a form for study issue ideas within their purview.*

Date Submitted to Staff 8/15/2019
Liaison:

Board/ Commission: Select One

Workplan Year: Select Year

Submitted by: John Cordes

Study Issue Working Title: Enable safer and faster cycling by keeping trash recepticals out of bike lanes and bike ways

1. What are the key elements of the issue? What precipitated this study?

Study education programs, policy and regulations implemented by other cities to determine steps Sunnyvale should take to reduce or completely eliminate bicycle travel blockage caused by trash collection.

Sunnyvale has numerous policies to encourage the use of bicycling and to make our streets safer for all users. These include our complete streets and Vision Zero policies among others. Currently Bicycle lanes effectively vanish in many places one day per week when trash collection day occurs. The trash receptacles are put in the bicycle path by uninformed residents and trash collectors who do not know it is against the law to block a travel lane. These blockages creates unsafe conditions where bicycles and scooter users have to dart in and out of the bike travel lane because it is blocked.

As one city which implemented a program to reduce these problems is Gilroy. Here is an article
<https://bikesiliconvalley.org/2019/07/do-not-block-the-bike-lane-campaign-success-in-gilroy/>

2. Staff Summary of Scope and/or Comments: [Staff Use Only]

2. Staff Summary of Scope and/or Comments:

According to the article referenced in the link, the City of Gilroy's campaign to keep bike lanes clear will focus on two streets: Church Street and Egleberry Street. These streets have parking lanes adjacent to the curb and bike lanes next to the parking lane. The intent of the education campaign is to have residents place the trash bins next to the curb in the parking lane and not in the bike lane. The project for the City of Sunnyvale would focus on similar types of streets with on-street parking and bike lanes.

The scope of work will include the following elements:

1. An evaluation of current programs, policies and regulations of the City's garbage and recycling program in regards to placement of trash bins.
2. A review and evaluation of the current practice of trash bin placement by residents adjacent to on-street bicycle facilities. Also, the analysis will include trash bin placement after collection services have occurred.
3. Recommendations for any policy or program modifications to keep bicycle lanes clear.
4. If necessary, recommendations and development of an educational campaign to keep bicycle lanes clear and suggestions for distribution through various media outlets.

It should be noted that the California Vehicle Code (CVC) 21211 contains policies that prohibit the blockage of bikeways and the Sunnyvale Municipal Code (SMC) 8.16.110 contains provisions that the solid waste and recycling containers be placed at the street curb line.

- CVC 21211 (a) No person may place or park any bicycle, vehicle, or any other object upon any bikeway or bicycle path or trail...which impedes or blocks the normal and reasonable movement of any bicyclist unless the placement or parking is necessary for safe operation or is otherwise in compliance with the law.
- SMC 8.16.110 The collection station for single-family, two-family, and three-family residential uses shall be the street curb line adjacent to such premises and solid waste and recycling containers shall be placed in that location by the occupant of the premises for collection by the city licensed disposal service operator(s).

It is doubtful that any additional regulations will be necessary as part of the study issue. To clarify, the project will not include recommendations to place trash bins anywhere except at the curb line. Therefore, the result of the study issue may be a recommendation for an educational campaign. Alternatively, another option would be to include an educational notice in the next BPAC utility bill flyer and/or City website.



Sunnyvale

City of Sunnyvale

Agenda Item

19-1127

Agenda Date: 10/17/2019

REPORT TO BICYCLE AND PEDESTRIAN ADVISORY COMMISSION

SUBJECT

Create safer street by narrowing travel lanes (Potential Study Issue)



Sunnyvale

Study Issue Form

The Study Issues process is designed to assist City Council with setting priorities for the coming calendar year. Board and commission members have two roles in this process:

1. To advise Council regarding the identification of policy issues to study, within their relevant area of authority;
2. To advise Council on those issues Council has decided to study.

The study issues process should focus on considering a new or revised ordinance, new or expanded service delivery program, changes to existing Council Policy, or amendments to the General Plan. The Study Issues Form is designed to focus board and commissioner members' ideas on potential policy study issues, and provide the opportunity for staff feedback and guidance in a transparent process. *Board members or commissioners may only fill out a form for study issue ideas within their purview.*

Date Submitted to Staff 8/15/2019
Liaison:

Board/ Commission: Bicycle and Pedestrian Advisory Commission

Workplan Year: 2020

Submitted by: John Cordes

Study Issue Working Create safer street by narrowing travel lanes
Title:

1. What are the key elements of the issue? What precipitated this study?

Study if Sunnyvale should create a policy to reduce minimum lane width to 10' on city streets when it improves safety and improves multi-modal use. Narrowing travel lanes enable more "Right of Way" for possible Bicycle or Pedestrian infrastructure improvements including buffered and protected bikeways, slows drivers, and reduces fatality and injury rates.

There are two principle reasons for this study. One is improve safety, per Sunnyvale's Vision Zero plan. The other is enable more and safer bicycle/scooter infrastructure by re-allocating road width from some travel lanes to the ones supporting bicycles, per Sunnyvale Complete streets and other policies. The City of Fremont has been a leader in our region in implementing 10' travel lanes on multiple roads to enable more protected and buffered bike ways.

Contact Hans Larsen, Fremont Public Works Director, about implementation in Fremont.

2. Staff Summary of Scope and/or Comments: [Staff Use Only]

The City is currently developing an Active Transportation Plan (ATP), and as part of the ATP, the plan will establish visions, goals, policies and actions for the Bicycle Plan, Pedestrian Plan and Safe Routes to School Plan. One of the proposed actions for the Bicycle Plan is to evaluate opportunities to narrow lanes wider than 11 feet to the City's current standard of 11-foot lanes, or to narrow lanes to 10 feet under unique circumstances to create or expand bicycle facilities. Given this action will be proposed in the ATP, a study issue to evaluate whether a new policy should be established is not warranted.



Sunnyvale

City of Sunnyvale

Agenda Item

19-1128

Agenda Date: 10/17/2019

REPORT TO BICYCLE AND PEDESTRIAN ADVISORY COMMISSION

SUBJECT

BPAC 2020 Study Issue Sponsorship (Scenario 2)

To review the list of potential study issues and vote on sponsorship for each individually listed study issue.



Sunnyvale

City of Sunnyvale

Agenda Item

19-1129

Agenda Date: 10/17/2019

REPORT TO BICYCLE AND PEDESTRIAN ADVISORY COMMISSION

SUBJECT

BPAC 2020 Sponsored Study Issues (Scenario 1)

To review the Draft Study Issue Papers for ones that were sponsored under Scenario 1.

BPAC 2020 Sponsored Study Issues

DPW 20-01 Improve Bicycle and Pedestrian Access at Sunnyvale Caltrain Station

DPW 20-02 El Camino Real Protected Bikeways

DPW 20-03 Evelyn Avenue Multi-Use Trail and Bikeway Study

2020 COUNCIL STUDY ISSUE (Draft)

NUMBER

..Title

DPW 20-01

TITLE Improve Bicycle and Pedestrian Access at Sunnyvale Caltrain Station

..

SCOPE OF THE STUDY

What precipitated this study?

The Sunnyvale Caltrain Station is a major transportation hub for the city providing access to and from the downtown area. Currently the station serves over ten northbound trains during the morning commute (6 to 9 a.m.) and over ten southbound trains during the evening commute (4 to 7 p.m.), as well as five VTA bus transit lines. The station is bicycle-friendly with 74 bicycle lockers and bicycle accommodations on most transit lines.

The station is adjacent to Evelyn Avenue which provides direct access for the area south of the railroad. Access to the station north of the railroad can be made through a pedestrian opening to the station at the intersection of North Frances Street and West Hendy Avenue. In addition, there is an unpaved pedestrian pathway leading to the station from the City-operated parking lot north of the railroad under the Mathilda Avenue overpass.

The City-operated parking lot is accessible by vehicle through the Sunnyvale Business Park driveway on California Avenue west of Mathilda Avenue. At the southeast corner of the parking lot, there are 12 bicycle parking lockers. The unpaved pedestrian pathway connecting to the Caltrain southbound platform is on the south side of the parking lot to serve Caltrain patrons that park in the City lot.

The purpose of the study is to evaluate the existing pedestrian and bicycle access to the Sunnyvale Caltrain Station north and south of the station. The study will make recommendations on improvements to signage, access paths, roadways, traffic control and bicyclist / pedestrian amenities. The study will also determine areas for the inclusion of public art displays. Finally, the study will include an evaluation of right-of-way restrictions, feasibility of improvements and possible sources of funding.

What are the key elements of the study?

The study will include several elements to produce a full evaluation of multi-modal accessibility of the Caltrain Station. One of the components of the study will be a land survey to determine right-of-way constraints between the City, Union Pacific Railroad, Caltrain, and private land owners that would affect proposed modifications. The land survey will also be used to determine ADA compliance for existing and proposed facilities as well as geometric requirements for all proposed travel modes (i.e. bikeways, sidewalks, curb ramps, multi-use paths, etc.).

Another element of the study will be a public outreach component to obtain information about station users. Public outreach will include a community workshop, an on-site commuter survey, and an online survey. The data collected from the public outreach efforts will be supplemented with weekday and weekend peak period bike and vehicle parking counts at the Caltrain lot as well as the City owned public parking lots in the area, driveway counts at the station entrance, and Caltrain rider counts with travel mode split.

Lastly, the study will provide feasible recommendations for Sunnyvale Caltrain access improvements. These recommendations might include adding additional pedestrian and/or bicycle access from the neighborhood north of the station which may include increasing or decreasing the number of vehicle or bicycle parking spaces based on the analysis. All recommendations will include conceptual drawings of the proposed modifications with a cost estimate and any identifiable constraints. The study will also include possible funding sources and eligible grants for design and construction of the recommended improvements.

Estimated years to complete study: 2 years

NUMBER

..Title

DPW 20-02

TITLE El Camino Real Protected Bikeways

..

SCOPE OF THE STUDY

What precipitated this study?

El Camino Real (State Route 82) is a six-lane divided arterial that extends from the city limits at Mountain View to the city limits at Santa Clara. Within the vicinity of Sunnyvale, El Camino Real has a posted speed limit of 40 miles per hour (mph). Sidewalks are present along both sides of the roadway, and Class II bike lanes are present between Fair Oaks Avenue and Sunnyvale Avenue. On-street parking is permitted along certain segments of the roadway. Under the existing 2006 Bicycle Plan, El Camino Real is proposed to have Class II bike lanes for the entire corridor.

The City is currently preparing the El Camino Real Specific Plan (ECRSP), which would evaluate decreasing commercial development and increasing residential units over the City's current General Plan. The ECRSP area will have more mixed-use and transit-oriented development creating a more walkable community. The City is also currently in the development process of the Active Transportation Plan (ATP), which includes the Bicycle Plan, Pedestrian Safety and Circulation Plan, and the Safe Routes to School. Both the ECRSP and the ATP will evaluate the bicycle and pedestrian needs along the El Camino Real Corridor and provide recommendations on the types of bicycle and pedestrian facilities that best serve the corridor. The recommendations provided in two plans will be coordinated and consistent.

The two adjacent cities, Mountain View and Santa Clara, have recently adopted plans with proposed bicycle facilities on El Camino Real. The City of Mountain View adopted the El Camino Real Streetscape Plan on October 1, 2019. The Streetscape Plan includes public improvement design guidelines to create a more pedestrian, bicycle and transit friendly boulevard environment that identifies the corridor as a welcoming destination. The Streetscape Plan includes various types of proposed bike facilities on El Camino Real, depending on space availabilities. These facilities include Class II bike lanes (for locations with space constrained), Class II buffered bike lanes, and Class IV cycle tracks (for locations with long gaps between commercial driveways). The City of Santa Clara adopted the Bicycle Master Plan Update 2018 on September 24, 2019, which proposed to install Class IV separated bikeway on El Camino Real from city limit to city limit. Installation of Class IV separated bikeways will be evaluated on streets that can accommodate a minimum five-foot bikeway (not including gutter pan), three-foot buffer and have infrequent driveway conflicts.

Since El Camino Real serves as a regional corridor which connects the two neighboring

cities, it should be evaluated to determine the most appropriate bicycle facilities that are similar to the bike improvements which Mountain View and Santa Clara are proposing.

What are the key elements of the study?

The study will include a review of existing bicycle usage and future forecasted usage on El Camino Real. It will also evaluate the most appropriate bicycle facilities for each segment of El Camino Real based on roadway widths and travel patterns, and to be consistent with our Complete Streets policy. The study will also include an on-street parking study to determine the existing on-street parking usage and whether on-street parking could be removed. In addition, the study will include identification of potential driveway consolidations, as well as locations with long gaps between commercial driveways where Class IV bikeways could be implemented. The study will also evaluate other bicycle improvements for locations with right-of-way constraints. In addition, the study will evaluate possible bike routes parallel to El Camino Real. Lastly, the study will include public outreach to businesses and residents along the El Camino Real Corridor and gather feedback from them on their preferred bicycle facilities on this corridor.

Estimated years to complete study: 2 years

NUMBER

..Title
DPW 20-03

TITLE Evelyn Avenue Multi-Use Trail and Bikeway Study

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SCOPE OF THE STUDY

What precipitated this study?

Evelyn Avenue is a two-lane east-west arterial that extends from the city limits at Mountain View, passes by the Sunnyvale Caltrain Station, through the Sunnyvale downtown district, then continues to Reed Avenue. It is located immediately south of the Caltrain railroad tracks from the western city limits to downtown Sunnyvale. Between the western city limits and Florence Street, and between S. Wolfe Road and Reed Avenue, Evelyn Avenue has a posted speed limit of 35 miles per hour (mph). Through downtown Sunnyvale, Evelyn Avenue has a posted speed limit of 30 mph. Sidewalks are present along both sides of the roadway for most of the corridor, except for the segment between the western city limits and Florence Street, where sidewalk is only present on the south side of the street. Class II bike lanes are present for the entire corridor, and on-street parking is permitted along certain segments of the roadway. There is also a center two-way left turn lane on Evelyn Avenue for the entire corridor.

The city is currently preparing the Downtown Specific Plan (DSP) Amendment, which would modify land uses within the downtown by removing the hotel component and increasing residential units, commercial development and office development over the city's current General Plan. The DSP area will have more mixed-use and transit-oriented development creating a more walkable community. The City is also currently in the development process of the Active Transportation Plan (ATP), which includes the Bicycle Plan, Pedestrian Safety and Circulation Plan, and the Safe Routes to School. Both the DSP and the ATP will evaluate the bicycle and pedestrian needs along the Evelyn Avenue Corridor and provide recommendations on the types of bicycle and pedestrian facilities that best serve the corridor. The recommendations provided in two plans will be coordinated and consistent.

On the eastern end of the corridor, Evelyn Avenue connects to the Lawrence Station Caltrain Station (LSAP) via Aster Avenue, and it connects to Santa Clara via Reed Avenue. Both Aster Avenue and Reed Avenue are part of the Lawrence Station Area Plan area, where the city is currently reviewing the potential roadway configuration for the two streets to better serve the land uses in the LSAP. The recommendations provided in the LSAP will be coordinated and consistent with the ATP.

There are two other projects Sunnyvale is currently working on which are in close proximity of Evelyn Avenue:

- **Bernardo Avenue Pedestrian/Bicycle Undercrossing** - Sunnyvale and Mountain View are currently working on a joint project to evaluate the alignment of a pedestrian/bicycle undercrossing under the existing Caltrain railroad track and Central Expressway at Bernardo Avenue. The alignment of the undercrossing ramp on the south side of the railroad tracks would likely be parallel to Evelyn Avenue.
- **Caltrain Grade Separations at Sunnyvale Avenue and Mary Avenue** – Sunnyvale is currently conducting a feasibility study on grade separating the railroad tracks at Sunnyvale Avenue and Mary Avenue. Several alternatives are being evaluated, which includes depressing Evelyn Avenue at Mary Avenue.

The City of Mountain View developed the Mountain View Transit Center Master Plan in March 2018, where they plan to incorporate a two-way Class IV Cycle Track along the north side of Evelyn Avenue from the eastern end of the Mountain View Transit Center to the Stevens Creek Trail/State Route 85 by removing one westbound travel lane. Eastbound Evelyn Avenue will remain as a two-lane roadway with a Class II bike lane. Between the Stevens Creek Trail and the Mountain View/Sunnyvale City Limits, which is approximately one-mile in distance, the existing Class II bike lane on both sides of Evelyn Avenue would remain.

Since Evelyn Avenue is identified as a Cross-County Bicycle Corridor in the Santa Clara Valley Transportation Authority (VTA) Countywide Bicycle Plan (May 2018) which connects neighboring cities, it should be evaluated to determine the most appropriate bicycle facilities that are similar to the bike improvements along the corridor.

What are the key elements of the study?

The study will include a review of existing bicycle usage and future forecasted usage on Evelyn Avenue. It will also evaluate the most appropriate bicycle facilities for each segment of Evelyn Avenue based on roadway widths and travel patterns, and to be consistent with our Complete Streets policy and the recently adopted Vision Zero Plan. The study will evaluate the feasibility of installing a two-way Class I Multi-Use path on the north side of the roadway between Bernardo Avenue and the Sunnyvale Caltrain Station. This will include the coordination with Caltrain to determine right-of-way constraints. The study will perform an on-street parking study to determine the existing on-street parking usage and whether on-street parking could be removed. In addition, the study will evaluate the feasibility of removing the two-way center turn lane and the potential operation impacts to the corridor. The study will also alternatively study whether or not a Class IV Bikeway can be constructed along the same stretch in lieu of a Class I facility. The study will also evaluate other bicycle improvements for locations with right-of-way constraints as well as improvements at the intersections along the corridor. In addition, the study will evaluate how the proposed Bernardo Avenue undercrossing and the Grade Separations at Sunnyvale and Mary Avenues will interact with the bicycle and pedestrian facilities on Evelyn Avenue. Lastly, the study will include public outreach to businesses and residents along the Evelyn Avenue Corridor and

gather feedback from them on their preferred bicycle facilities on this corridor.

Estimated years to complete study: 2 years



Sunnyvale

City of Sunnyvale

Agenda Item

19-1123

Agenda Date: 10/17/2019

REPORT TO BICYCLE AND PEDESTRIAN ADVISORY COMMISSION

SUBJECT

BPAC 2019 Annual Work Plan

2019 Master Work Plan

BPAC Annual Calendar

MEETING DATE	AGENDA ITEM/ISSUE
January 17	<ul style="list-style-type: none"> • Ranking of 2019 Study Issues
February 21	<ul style="list-style-type: none"> • Discussion of Utility Bill Concepts • Discussion of TDA Funding
March 21	<ul style="list-style-type: none"> • Utility Bill Concepts • TDA Funding Recommendation • Annual Slurry Seal List (Information item) • Council Ranking of Study Issues (Information item)
April 18	<ul style="list-style-type: none"> • Active Transportation Plan
May 16	<ul style="list-style-type: none"> • Review Recommended Budget • Annual reporting on collisions involving pedestrians and cyclists
June 20	<ul style="list-style-type: none"> • Recommendation to City Council on Adopting the Vision Zero Plan • Utility Bill Stuffer Update
July 18	<ul style="list-style-type: none"> • Selection of Chair and Vice Chair • Climate Action Playbook 2.0
August 15	<ul style="list-style-type: none"> • Study Session – Active Transportation Plan • Recommendations/Comments for County Bicycle Accommodation Guidelines • Final month to Propose Study Issues for Scenario 1 (Study Issue Form to be submitted to Staff Liaison by 8/12/2019)
September 19	<ul style="list-style-type: none"> • Final month to Propose Study Issues for Scenario 2 (Study Issue Form to be submitted to Staff Liaison by 9/9/2019) • Study Issues Sponsorship (for Scenario 1)
October 17	<ul style="list-style-type: none"> • Study Issues Sponsorship (for Scenario 2, if necessary) • Review Sponsored Study Issues Write-up (for Scenario 1 only)
November 21	<ul style="list-style-type: none"> • Approve 2020 Master Work Plan • El Camino Real Corridor Plan • Introduction to Class IV Bicycle Facilities (commissioner-led presentation – Commissioner Cordes) • Highway Design Manual Requirements for Off-Street Paths (commissioner-led presentation – Commissioner Oey)
December 19	<ul style="list-style-type: none"> • Active Transportation Plan • Final month to Approve 2020 Master Work Plan

MEETING DATE	AGENDA ITEM/ISSUE
	<ul style="list-style-type: none">• Final month for Annual Review of Code of Ethics and Conduct for Elected and Appointed Officials

Additional items yet to be scheduled:

- Study Issues may be proposed at any meeting throughout the year
- Mary Avenue Overcrossing
- Bernardo Avenue Bicycle/Pedestrian Undercrossing
- Caltrain Grade Separation (Mary Avenue and Sunnyvale Avenue crossings)
- Homestead Road Full Time Bike Lane Project
- City of Santa Clara Bicycle Master Plan Update impact on Lawrence Station Area (commissioner-led presentation)
- Lawrence Station Area Plan - Sense of Place Plan
- Downtown Specific Plan Amendments
- Downtown Parking Capacity & Management Study
- Moffett Park Specific Plan Amendments



Sunnyvale

City of Sunnyvale

Agenda Item

19-1118

Agenda Date: 10/17/2019

REPORT TO BICYCLE AND PEDESTRIAN ADVISORY COMMISSION

SUBJECT

Active Items List - October 2019

Active Items List

Item #	Item	PR	Due Date (Approx)	Status	Last Updated
1	Bernardo Caltrain Undercrossing	Garcia	TBD	The project team is working to resolve right-of-way constraints with Santa Clara County, Caltrain, Sunnyvale, Mountain View and private developments, and to identify a feasible design alternative for the Undercrossing.	9/19/2019
2	East-West Channel Trail	Ng	Annual	SCVWD anticipates the flood control project will begin in summer 2020, and it will be completed by December 2022. City will not be able to begin on trail projects until after SCVWD is done with the flood control project.	9/19/2019
3	Stevens Creek Trail	Ochoa	TBD	Sunnyvale plans to look for grant fund opportunities to close the gap in funding, such as Measure B Pedestrian and Bicycle Program. We would also consider partnering with other jurisdictions to apply for grant funds.	9/19/2019
4	Study to reduce all school speed limits to 15 mph	Tsang	2019	Installation of the 15 mph speed zones at the all Sunnyvale elementary and middle schools have been completed.	9/19/2019
5	Caltrain Grade Separation Feasibility Study	Tsang	TBD	The City is currently refining concept designs and undertaking preliminary traffic analysis related to grade separation at both Mary and Sunnyvale Avenues. Additional community meetings are planned for fall 2019.	9/19/2019
6	Vision Zero Plan	Garcia	Completed	The Vision Zero project draft report was prepared by the project team and is available on the project webpage - sunnyvale.ca.gov/news/topics/visionzero . The report provides details on the results of the collision analysis, community input efforts, priority project locations, applicable collision countermeasures and project recommendations. The report was reviewed and approved with modifications by City Council on July 30, 2019.	8/15/2019
7	Homestead Road Bike Lanes Study	Ng	2020	City Council has approved budget to prepare the feasibility study of installing fulltime bike lanes on Homestead Road for FY19/20.	8/15/2019
8	Utility Bill Insert	Tsang	Annual	Final Utility Bill Insert design is provided to BPAC in June 2019, and it was mailed out with the Utility Bill in July/August 2019.	8/15/2019
9	Fair Oaks Bicycle Project	Nguyen	Construction 2019	This project is currently under construction. The estimated completion date is mid September.	6/20/2019
10	Maude Avenue Bike Lanes	Racca-Johnson	TBD	City Council awarded the construction contract on March 5, 2019. Construction is anticipated to begin in late 2019.	6/20/2019
11	Bike to Work Day	Tsang	Annual	Bike to Work Day took place on May 9, 2019. Sunnyvale saw a total increase of 7% of bicyclists at the two Sunnyvale hosted Energizer Stations.	5/16/2019
12	Road Overlay, Slurry, Reconstruction & Chip Schedule	T. Pineda	Annual	List was submitted in March 2019 BPAC meeting agenda packet.	4/18/2019



Sunnyvale

City of Sunnyvale

Agenda Item

19-1124

Agenda Date: 10/17/2019

REPORT TO BICYCLE AND PEDESTRIAN ADVISORY COMMISSION

SUBJECT

VTA Bicycle and Pedestrian Funding Programs Presentation to VTA BPAC on October 9, 2019

VTA Bicycle and Pedestrian Funding Programs

VTA Bicycle and Pedestrian Advisory Committee
October 9, 2019

Presented by Lauren Ledbetter
Sr. Transportation Planner, VTA



VTA's Role in Administering Funding

- Funds come from federal, state, or regional agencies
- Or are generated locally (e.g. sales tax)
- VTA distributes funding to cities, towns, County
- Sources of funding for bicycle/pedestrian projects
 - One Bay Area Grant
 - Vehicle Emissions Reductions Based at Schools
 - Transportation Fund for Clean Air
 - Transportation Development Act Article 3
 - 2016 Measure B



Other Funding Sources (Not Administered by VTA)

Just a sampling...

- Active Transportation Program
 - Caltrans Sustainable Communities Planning Grants
 - California's Recreational Trails Program
 - Vehicle Trip Reduction Grant Program
-
- Countywide Bicycle Plan, Appendix 8.2 lists many funding sources.
<https://www.vta.org/projects/santa-clara-countywide-bike-plan-update-2018>



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Typical Costs for Bike/Ped Infrastructure

■ Represents \$1 Million

— Curb Extension at One Corner

■ 1 Mile of Bike Lanes

■ New Traffic Signal

■■■ 1 Mile of Bicycle and Pedestrian Path (Class I)

■■■■ Bicycle and Pedestrian Bridge



Solutions that move you

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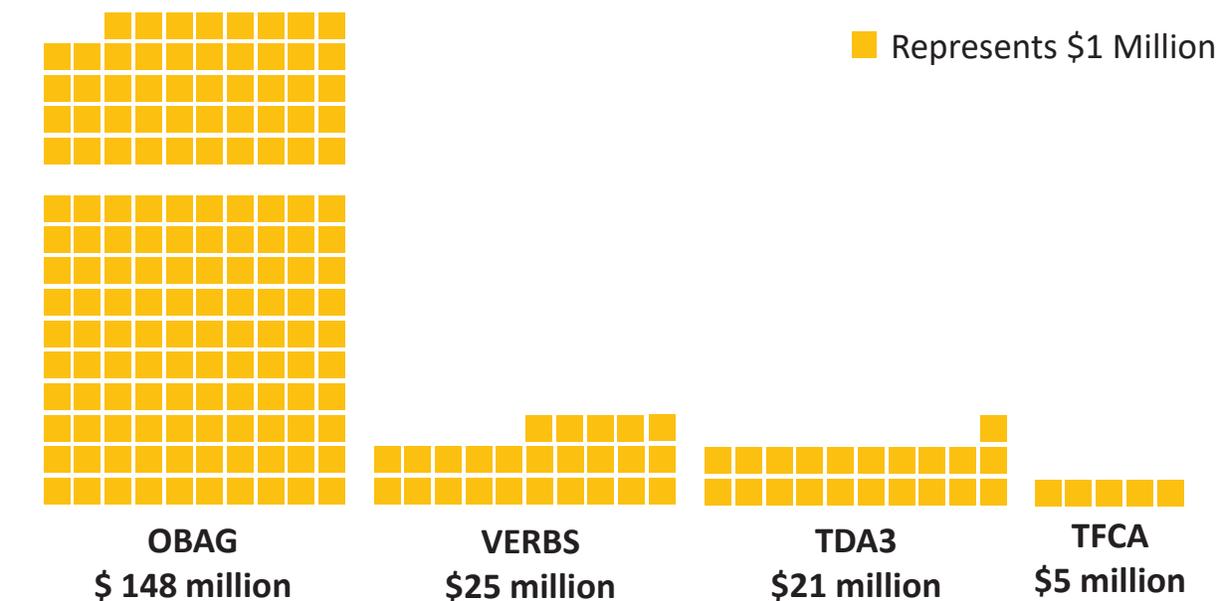
Bike/Ped Programming

Between 2010 and 2019, VTA programmed **\$200 M** to bicycle and pedestrian projects.



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Historic Bike/Ped Programming, 2010-2019



Solutions that move you

Annual Bike Ped Programming

On average, VTA programs **\$24.4 million** per year to bicycle and pedestrian projects and activities.



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Annual Bike Ped Programming

On average, VTA programs \$24.4 million per year to bicycle and pedestrian projects and activities.

2016 Measure B increases this annual average by \$8.3 million

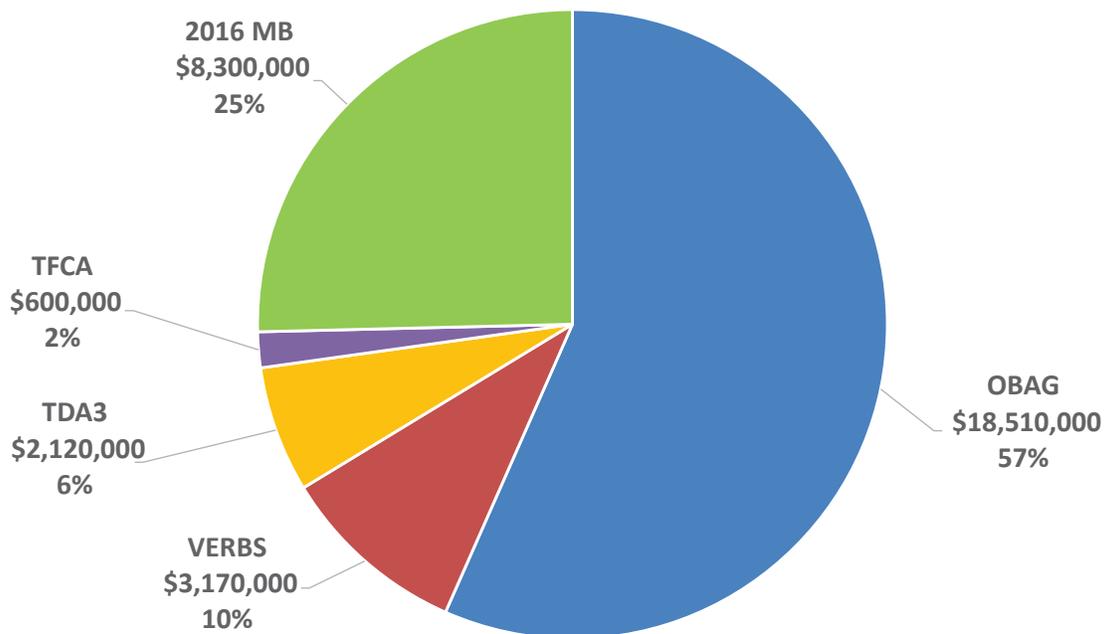
Total: **\$32.7 million** per year.



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Anticipated Annualized Funding – 2019 forward



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The Color of Money: Funding Requirements & Restrictions

- Funding sources come with requirements and restrictions
- Set by various agencies, including:
 - Federal Highway Administration
 - California Transportation Commission
 - Caltrans
 - Metropolitan Transportation Commission
 - Bay Area Air Quality Management District
- VTA may add other requirements to support agency priorities
- VTA is responsible for ensuring project compliance



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VTA's Funding: Competitive vs. Formula

- Between 2010 and June 2019, VTA programmed \$200 M to nearly 280 bike/ped projects.
- Of this funding, **63%** was distributed competitively and **37%** was distributed by formula.



Formula Funding

- Mathematical formula determines funding amounts
- Relies on objective measure (e.g miles of roadway, population)
- Example: 2016 Measure B Education Encouragement funds
 - Distributed to cities by population with a floor of \$10,000 per year
 - Amount per city ranges from \$10,000 to nearly \$500,000 (San Jose)



Formula Funding Benefits and Disadvantages

- Benefits:
 - Easy and quick to administer
 - Easy and quick to receive funding
 - All jurisdictions get funding
 - Allows local agencies to prioritize how to spend money
 - Guaranteed funding allows agencies to plan ahead
- Disadvantages:
 - May not provide enough money to fund expensive projects
 - Some jurisdictions may get very little money
 - Regional priorities may not get funded



Competitive Funding

- Funding agency sets scoring criteria
- Project sponsors submit application describing how project meets criteria
- Highest scoring projects receive funding
- Example: Vehicle Emissions Based at Schools



Competitive Funding: Benefits and Disadvantages

- Benefits:
 - Allows funding agency to set priorities
 - May result in funding projects that support regional goals
 - Can fund large, expensive projects
- Disadvantages:
 - Time consuming to set up criteria, request applications, and review
 - Time consuming to fill out applications
 - Some jurisdictions may receive no money
 - Local jurisdictions may not submit projects that support regional priorities



VTA Funding: Do we invest in Communities of Concern?

- **For 2/3 our funding (mostly competitive) we are looking at this.**
 - 93% of the competitive funding (\$117 M) used Communities of Concern as a scoring criteria.
 - We are in the process of mapping these projects to determine how they relate to Communities of Concern.
- **For about 1/3 of our funding (mostly formula) its challenging.**
 - Much of the money went to “citywide” projects (e.g. curb ramps, pedestrian and bicycle safety, bicycle parking, safety education).
 - VTA doesn’t have information to allow us to map what was built.
 - Cities/county may be able to answer the question.



Questions?

- Questions:
 - 2016 Measure B – Jane Shinn jane.shinn@vta.org
 - Other VTA Bike/Ped Funds – Amin Surani amin.Surani@vta.org
 - General Bike/Ped – Lauren Ledbetter lauren.ledbetter@vta.org

