



City of Sunnyvale

Notice and Agenda - Final Bicycle and Pedestrian Advisory Commission

Thursday, January 21, 2021

6:30 PM

Telepresence Meeting: City Web Stream

TELECONFERENCE NOTICE

Because of the COVID-19 emergency and the “shelter in place” orders issued by Santa Clara County and the State of California, the meeting of the Sunnyvale Bicycle and Pedestrian Commission (BPAC) on January 21, 2021 will take place by teleconference, as allowed by Governor Gavin Newsom’s Executive Order N-29-20.

- *Watch the BPAC meeting at:*

<http://youtube.com/SunnyvaleMeetings>

- *Submit written comments to the BPAC up to 4 hours prior to the meeting to BPAC@sunnyvale.ca.gov or by mail to City Clerk, 603 All America Way, Sunnyvale, CA 94086.*

- *Teleconference participation: You may provide audio public comment by connecting to the teleconference meeting online or by telephone. Use the Raise Hand feature to request to speak (*9 on a telephone)*

- Meeting online link: <https://sunnyvale-ca-gov.zoom.us/j/97997417379>

- Meeting call-in telephone number: 833-548-0282 | Meeting ID: 979 9741 7379

Pursuant to the Americans with Disabilities Act (ADA) and Executive Order N-29-20, if you need special assistance to provide public comment, contact the City at least 2 hours prior to the meeting in order for the City to make reasonable alternative arrangements for you to communicate your comments. For other special assistance; please contact the City at least 48 hours prior to the meeting to enable the City to make reasonable arrangements to ensure accessibility to this meeting. ADA contact: Ralph Garcia may be reached at (408) 730-7415 or rgarcia@sunnyvale.ca.gov (28 CFR 35.160 (b) (1)).

CALL TO ORDER

Call to Order via teleconference.

ROLL CALL

PRESENTATION

- A [21-0210](#) Climate Action Playbook Progress Update

ORAL COMMUNICATIONS

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

CONSENT CALENDAR

All matters listed on the consent calendar are considered to be routine and will be acted upon by one motion. There will be no separate discussion of these items. If a member of the public would like a consent calendar item pulled and discussed separately, please refer to the notice at the beginning of this agenda.

- 1A. [21-0209](#) Approve the Bicycle and Pedestrian Commission Meeting Minutes of December 17, 2020.

Recommendation: Approve the Bicycle and Pedestrian Commission Meeting Minutes of December 17, 2020 as submitted.

PUBLIC HEARINGS/GENERAL BUSINESS

If you wish to speak to a public hearing/general business item, please refer to notice at the beginning of this agenda. Each speaker is limited to a maximum of three minutes.

- 2 [21-0211](#) Ranking of 2021 Study Issues
- 3 [21-0214](#) Report and Discussion of Recent Santa Clara Valley Transportation Authority (VTA) Bicycle and Pedestrian

Advisory Committee (BPAC) Meeting

STANDING ITEM: CONSIDERATION OF POTENTIAL STUDY ISSUES

NON-AGENDA ITEMS & COMMENTS

-Commissioner Comments

-Staff Comments

INFORMATION ONLY REPORTS/ITEMS

[21-0215](#) BPAC 2021 Annual Work Plan (Draft)

[21-0216](#) Active Items List - January 2021

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, during normal business hours and in the Council Chamber on the evening of the Bicycle and Pedestrian Advisory 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 One-Stop Desk, City Hall, 456 W. Olive Ave., Sunnyvale, CA, (408) 730-7580 and at the Sunnyvale Public Library, 665 W. Olive Ave., Sunnyvale, 72 hours before the meeting.



City of Sunnyvale

Agenda Item

21-0210

Agenda Date: 1/21/2021

REPORT TO BICYCLE AND PEDESTRIAN ADVISORY COMMISSION

SUBJECT

Climate Action Playbook Progress Update

Nupur Hiremath, Environmental Programs Manager, and Madeline Willett, Sustainability Coordinator in the Department of Environmental Services, will be presenting the Climate Action Playbook (CAP) Progress for 2020.



City of Sunnyvale

Agenda Item

21-0209

Agenda Date: 1/21/2021

REPORT TO BICYCLE AND PEDESTRIAN ADVISORY COMMISSION

SUBJECT

Approve the Bicycle and Pedestrian Commission Meeting Minutes of December 17, 2020.

RECOMMENDATION

Approve the Bicycle and Pedestrian Commission Meeting Minutes of December 17, 2020 as submitted.



City of Sunnyvale

Meeting Minutes - Draft Bicycle and Pedestrian Advisory Commission

Thursday, December 17, 2020

6:30 PM

Telepresence Meeting: City Web Stream

CALL TO ORDER

Pursuant to Section 3 of Executive Order N-29-20, issued by Governor Newsom on March 17, 2020, the meeting was conducted telephonically.

Chair Mehlinger called the meeting to order at 6:34 p.m. via teleconference.

ROLL CALL

Present 6 - Chair Richard Mehlinger
Vice Chair Leia Mehlman
Commissioner John Cordes
Commissioner Dan Hafeman
Commissioner Timothy Oey
Commissioner Scott Swail
Absent 1 - Commissioner Arwen Davé

Commissioner Davé's absence is excused.

Nancy Smith, Council Liaison, Lillian Tsang, Principal Transportation Engineer/Planner and Ralph Garcia, Senior Transportation Engineer attended via teleconference.

PRESENTATION

A [20-1021](#) Fair Oaks Bike Lanes and Streetscape Project Phase 2

Lillian Tsang, Principal Transportation Engineer/Planner, introduced Raymond Qi, Civil Engineer, Department of Public Works and Michael Fisher, Principal Engineer at CSG Consultants.

Raymond Qi and Michael Fisher presented on the Project Plans for the Fair Oaks Bike Lanes and Streetscape Project Phase 2. They highlighted the following:

- Project History
- Project Overview
 - Incorporate Complete Street principles
 - Install bicycle facilities to connect Fair Oaks Avenue from E Arques Ave to Wolfe Road and from Ahwanee Ave to Fair Oaks Way
 - Safe and Efficient bicycle travel (ATP 2020)
 - Improve Connectivity to Employment Centers & Residential Areas
- Existing Conditions
 - Phase 1 Project Overview
 - Bikeway Gaps on Fair Oaks
 - Existing on-street parking in Segment 1 (to remain)
 - No existing on-street parking in Segment 2 and Segment 3
- Class II Bike Lane and Class III Bike Route
- Planned Improvements
 - Segment 1 Class III Bicycle Route
 - Segment 2 Class III Bicycle Route
 - Segment 3 Class II Bicycle Lane
- Project Schedule

Vice Chair Mehlman asked if this phase will reduce the posted speed limit on Fair Oaks Avenue to make it safer for cyclists? What is the plan to address the merge at the US 101 ramps with respect to the cyclists using that overcrossing?

Mr. Fisher stated that this project does not propose to change any speed limits. Caltrans controls the interchanges and they didn't like taking away width from the vehicle lanes and they have design standards that they need to adhere to.

Mr. Qi stated that they did explore implementing a highlighted lane for addressing bike merging on the overcrossing but there are limitations on the width of the bridge so they could not fit it in the project.

Commissioner Oey asked about the following:

- Does Caltrans have a requirement not to narrow the lanes or is it just a preference?
- Mr. Fisher stated that Caltrans has different levels of mandatory and advisory requirements.
- Does the project include any bike markings at intersections to trigger a green light at the signal? Mr. Fisher stated that City standards will be followed and having bike markings is a City standard.

- What is the proper position of the sharrow on the road? Mr. Fisher stated that the sharrow will be in the middle of the outside lane.
- Is it an option to narrow the road to one lane each direction in the future on the bridge? Mr. Fisher stated that would take a lot of work to do.
- Would this kind of project be presented to Caltrans District 4 BPAC? Mr. Fisher stated it would not.

Commissioner Hafeman asked about the following:

- Will there be a warning sign on the US 101 off-ramps to let drivers know a shared bike lane is coming up? Mr. Fisher stated that there will be signage and striping before the Caltrans right of way starts to let people know. It will not be on the off ramps.
- Can there be an exit speed limit sign from Fair Oaks entering the 101 on ramp? Mr. Fisher stated that the project does not intend to address speed limits.

Commissioner Cordes asked why isn't it appropriate to put a bike lane in segment 2 going northbound in at least one direction? Mr. Fisher stated they didn't want to put a bike lane in only one direction. It would have to be approved by Caltrans.

Chair Mehlinger asked about the following:

- How much money is expected to spend on this project? Mr. Qi stated this is a grant funded project and will get approximately \$780,000 in grant funding and the City would provide a 21% local match which would be around \$200,000.
- Was this project evaluated against the Vision Zero Plan that was adopted in 2019? Mr. Fisher stated that the majority of the project falls within the Vision Zero Plan principles and the City Bike Plan and a lot of Complete Street principles were used in this project.
- When did the design start on phase 2? Mr. Fisher stated the design on phase 2 started early 2020.
- Why was it decided to not remove street parking in segment 1? Mr. Fisher stated segment 1 received Council approval not to remove on-street parking in 2016.
- Will Phase 2 get Council approval? Mr. Qi stated because Phase 2 is a continuation of Phase 1 it does not need Council approval since it was approved in Phase 1. We will bring this project to City Council for approval to award the contract for construction.

Commissioner Oey asked about the following:

- The segment 2 cross section does not match the cross section on the bridge. Was there a Q & A process? Mr. Fisher stated there is the cross section varies between

Ahwanee Avenue and Weddell Drive. The cross section as shown is closer to Ahwanee Avenue.

Vice Chair Mehlman asked about the following:

- Is there a plan to install a flashing beacon at the US 101 off/on ramps? Mr. Fisher stated the project will not include the installation of a flashing beacon.
- Will there be a bike box or bike loop signals in the left lane going from Fair Oaks Avenue to Ahwanee Avenue or Fair Oaks Avenue to Weddell Drive? Mr. Fisher stated loops are currently being installed in the City right of way but the purpose is not specifically to be replaced for bikes.

Commissioner Cordes asked if there will be any signage to notify residents of the Borregas Bridge or the Fair Oaks Bridge on Ahwanee Avenue in either direction? Mr. Fisher stated at this time it is not in the project.

Ms. Tsang stated that there is a project to install infrared light detection system at the Fair Oaks Avenue/Ahwanee Avenue intersection. It will part of the Advanced Dilemma Zone phase 2 project.

Chair Mehlinger opened for Public Comment.

Ari Feinsmith, member of the public, commented and asked about the following:

- Will the crosswalks be re-painted? Mr. Qi stated they will not.
- Can the sidewalk on the US 101 overpass be improved? Mr. Fisher stated sidewalk improvement would not be in this project as it belongs to Caltrans.
- Will there be any improvements at the intersection of Fair Oaks Avenue/Tasman Drive? Mr. Fisher stated there are few improvements planned for that intersection as part of this project.
- Will there be green bike lanes and sharrows installed for better visibility?

David Simons, member of the public, commented and asked about the following:

- Caltrans Project Initiation Document (PID)
- Separate as much pedestrian as possible from cyclist
- One way separated ped/cyclist lane
- Active warning for automobiles on merging lanes

Chair Mehlinger closed for Public Comment.

Vice Chair Mehlinger commented on the following:

- Thanked everyone for their work on the project
- Concerned about not addressing vehicular speed on the route

Commissioner Oey commented on the following:

- Cross section on Awhanee to Weddell on the map does not exist
- Current sharrows need to be consistent
- Would like to see bike markings in every lane at the intersections
- The road deserves dedicated bike lanes because of the volume and speed of traffic
- Narrow lane width within Caltrans right-of-way

Chair Mehlinger commented on the following:

- Thanked staff for the presentation and all their hard work
- Guiding principles of Vision Zero
- Sharrows on Fair Oaks Avenue at the US 101 overpass and 101 are not safe
- Should remove on street parking
- Segments 1 & 2 should go back to the drawing board and incorporate the new standards from Vision Zero and the Active Transportation Plan
- Need feedback from Caltrans District 4
- Signage on the off ramps indicating that drivers need to be alert for bicyclists/pedestrians
- Signs should say "Bicycles may use full lane"
- Likes converting 6 foot shoulder to a bike lane
- Need signage re-directing pedestrians and cyclists to the San Miguel and Borregas Bridges
- Urge staff to reconsider the project

Commissioner Cordes commented on the following:

- Segments 1 and 2 should not move forward
- Should ask Council to reconsider removing on-street parking in Segment 1
- Do not approve funding until it is determined that other Vision Zero projects are more appropriate
- Support adding signage to the existing bridges
- Lacking wayfinding signs
- Convince Caltrans to add in a bike lane at least for the northbound direction
- Speed limit should be reduced if having sharrows

Commissioner Hafeman commented on the following:

- Agrees with the other Commissioners

- Segment 2 should be dropped
- In favor of flashing signs
- Sharrows don't work on high speed roadways
- Proceed with segment 3, don't consider segment 2 and review the parking situation in Segment 1

Chair Mehlinger re-opened for Public Comment with unanimous consent.

Diane Gleason, member of the public, commented on the following:

- Waste of money to spend on painting the sharrows on Fair Oaks Avenue
- Install wayfinding signs on Fair Oaks to direct bicyclists to the two bike/ped bridges

Chair Mehlinger Closed for Public Comment.

Mr. Qi thanked the BPAC for their input on the project. Mr. Fisher stated that the majority of the funding will go to Segment 3.

ORAL COMMUNICATIONS

Chair Mehlinger opened for Public Comment.

Dave Simons, member of the public, commented on the following:

- VTA Bicycle Superhighway Project

Chair Mehlinger closed for Public Comment.

CONSENT CALENDAR

- 1A.** [20-1014](#) Approve the Bicycle and Pedestrian Commission Meeting Minutes of November 19, 2020.

Approve the Bicycle and Pedestrian Commission Meeting Minutes of November 19, 2020 as submitted.

The motion carried the following vote:

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

No 0

Absent 1 - Commissioner Davé

- 1B.** [20-1018](#) Approve the Special Joint Meeting with Mountain View Bicycle and Pedestrian Advisory Commission/Committee Meeting Minutes of December 2, 2020.

Approve the Special Joint Meeting with Mountain View Bicycle and Pedestrian Advisory Commission/Committee Meeting Minutes of December 2, 2020 as amended.

Chair Mehlinger moved and Commissioner Hafeman seconded to approve amended item 1.B.

The amendment was made by Chair Mehlinger who stated he would like to add to his comment that read "Is there a possibility to have a two way bike path on the North side of Evelyn Avenue running from Castro to Murphy as part of these plans? The addition would be the following "Can the project be designed so as not to preclude the possibility of adding a two way bike lane or trail roughly connecting Murphy Street to Castro Street".

The motion carried the following vote:

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

No 0

Absent 1 - Commissioner Davé

PUBLIC HEARINGS/GENERAL BUSINESS

- 2** [20-1019](#) Report and Discussion of Recent Santa Clara Valley Transportation Authority (VTA) Bicycle and Pedestrian Advisory Committee (BPAC) Meeting

Timothy Oey, VTA BPAC Representative, gave the meeting summary report regarding the following topics:

- Write up posted as a separate item that the BPAC can download
- VTA intersections at Page Mill Road and Hanover Road
- Expressway budget for bike improvements
- Recap of vision and goals of the community outreach on the Central Bikeway Study
- Routes/Maps
- Bicycle Superhighway in Sunnyvale
- Identified improvements needed in Sunnyvale
- Connectivity into Moffett Park

Chair Mehlinger opened for Public Comment.

Dave Simons, member of the public, commented on the following:

- VTA Bicycle Superhighway Project

Chair Mehlinger closed for Public Comment.

Commissioner Oey asked staff why the City did not want to include Homestead Road on the Superhighway map and why did Google ask to re-do the Sunnyvale Bicycle Master Plan?

Ms. Tsang stated that VTA was considering Class I and Class IV facilities as part of the Bicycle Superhighway and Homestead Road would not be wide enough to accommodate those facilities. Ms. Tsang is not aware of Google asking a re-do of the Sunnyvale Master Plan.

Commissioner Cordes commented on the timeline for the Superhighway.

3 [20-1020](#) Review and Approve BPAC 2021 Master Work Plan

Ralph Garcia, Senior Transportation Engineer, gave a staff report on the BPAC 2021 Master Work Plan and commented on the following:

- Changes made from the November BPAC meeting

Chair Mehlinger asked if the Climate Action Playbook progress update scheduled for both January and November was intentional.

Mr. Garcia stated they are intentional.

Chair Mehlinger opened for Public Comment.

Chair Mehlinger closed for Public Comment.

Commissioner Cordes thanked staff for adding the list of streets on the annual slurry seal list with upgraded striping.

Commissioner Hafeman asked if the El Camino Real Specific Plan could be moved to April since there is so many items on the March agenda.

Mr. Garcia stated certain projects items cannot be moved due to Council specific dates.

Chair Mehlinger asked if the Maude Avenue Bike Lanes - Post Study could be moved to February or April.

Mr. Garcia stated it cannot due to timelines.

MOTION: Commissioner Cordes moved and Vice Chair Mehلمان seconded to move Maude Avenue Bike Lanes - Post Study agenda item from March to April 2021.

Commissioner Cordes stated that there is a full agenda in March and a lighter agenda in April.

Commissioner Oey would like to wait to make a decision on moving items around.

Chair Mehlinger would vote against this because he would like to have staff maintain flexibility.

The motion failed with the following vote:

Yes 2 - Vice Chair Mehلمان
Commissioner Cordes

No 4 - Chair Mehlinger
Commissioner Hafeman
Commissioner Oey
Commissioner Swail

Absent 1 - Commissioner Davé

MOTION: Chair Mehlinger moved and Commissioner Hafeman seconded the motion to have the following items listed as presentation only be handled as regular agenda items.

- Climate Action Playbook Progress updates 1 & 2
- Annual reporting on collisions involving pedestrians and cyclists
- Vision Zero progress update
- Active Transportation progress update
- Other items that may come up

Chair Mehlinger stated it would be helpful for the BPAC to have substantial feedback on a presentation.

Commissioner Hafeman agreed with Chair Mehlinger's comments and added that it would be a good way to document the discussion other than just through the minutes.

Commissioner Cordes and Commissioner Oey support the motion.

Mr. Garcia stated some of the presentations are in the early phases and are informational only which would not require any action.

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

No 0

Absent 1 - Commissioner Davé

MOTION: Commissioner Oey moved and Commissioner Cordes seconded to approve the 2021 Work Plan as amended.

Commissioner Oey appreciates the 2021 Work Plan.

Commission Cordes thanked staff for the Work Plan and looks forward to a productive year.

The motion carried the following vote:

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

No 0

Absent 1 - Commissioner Davé

STANDING ITEM: CONSIDERATION OF POTENTIAL STUDY ISSUES

None.

NON-AGENDA ITEMS & COMMENTS

-Commissioner Comments

Commissioner Hafeman commented on the following:

- Appreciated the joint BPAC meeting with Mountain View BPAC

Chair Mehlinger commented and asked about the following:

- Appreciated the joint BPAC meeting with Mt.View BPAC
- Asking Council about opening up the Fair Oaks Bike Lanes and Streetscape Project Phase 2

Ms. Tsang addressed the comments.

Commissioner Cordes thanked staff for the Transportation webpage.

Commissioner Oey commented on the following:

- Bike to Work Day will be Friday, May 21, 2021

-Staff Comments

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

- Thanked the BPAC for attending the joint BPAC meeting on December 2, 2020. You can visit the project webpage on the City's website to view project materials, see upcoming public outreach events, and to subscribe to a contact list to receive project updates. Search "Bernardo Avenue Undercrossing" on the City's website to find the project page.
- Norma O'Connell who has served as the City's Safe Routes to School Coordinator since 2016, has taken another role in the Department of Public Safety. The new Safe Routes to School Coordinator will be Maria Arellano. She was a Community Services Officer and she has been with the Department since 2018.
- If you are requesting information from the City as part of your role as a BPAC commissioner, please correspond with the staff liaison first, which would be Ms. Tsang and Mr. Garcia. Please do not initiate correspondence with other City staff members if you are requesting information.
- During the meeting, both Mr Garcia and Ms Tsang will be occupied with managing and hosting the meeting, we might not be able to capture all questions/items to be followed up. In future meetings once we have obtained the information, we would provide an update during staff comment.
- How to add items onto the agenda
- Transportation webpage is a work in progress
- January 28, 2021- Council Strategic Planning Workshop
- February 25, 2021- Study and Budget Issue Workshop for City Council

INFORMATION ONLY REPORTS/ITEMS

- | | |
|--------------------------------|--|
| <u>20-1022</u> | Bicycle and Pedestrian Advisory Commission 2020 Annual Work Plan |
| <u>20-1023</u> | Active Items List - December 2020 |
| <u>20-1024</u> | 2016 Measure B Bicycle & Pedestrian Education and Encouragement Program FY20/21 Projects |

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

- Measure B Projects
- Bank Amount

Commissioner Cordes commented on the following:

- Use funds for adult bicycle education courses
- Funding for the schools and bike rodeos
- Focus on kids walking/biking more then once or twice a year

Commissioner Oey commented on the following:

- Bicycle education for all age levels
- More funding for the middle schools bicycle education
- Traffic Gardens

Vice Chair Mehlman commented and asked about the following:

- Helmets included with incentives
- Bicycle education for adults and older children and non-English language residents
- Wayfinding signage
- Bicycle repair maintenance course
- Merchant education/Business outreach

Ms. Tsang addressed the comments.

Commissioner Hafeman commented on the following:

- Helmet issues

Commissioner Swail commented on the following:

- Liked the proposals that were made on the Safe Routes to School incentives

Commissioner Cordes asked to see the plan for 2021 early in the process to have early input before it becomes the final plan.

ADJOURNMENT

Chair Mehlinger adjourned the meeting at 9:18 p.m.



City of Sunnyvale

Agenda Item

21-0211

Agenda Date: 1/21/2021

REPORT TO BICYCLE AND PEDESTRIAN ADVISORY COMMISSION

SUBJECT

Ranking of 2021 Study Issues

Board/Commission Process for Ranking Study Issues

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

- To advise Council regarding the identification of policy issues to study (i.e., the generation of study issue ideas for Council's consideration); and
- To advise Council on those issues Council has decided to study.

All procedures must comply with Council Policies [7.2.19 Boards and Commissions](#), [7.3.26 Study Issues Process](#), and Administrative Policy [Chapter 1, Article 15 Boards and Commissions](#). All board and commission members shall adhere to those operational practices and procedures as contained in the *Board and Commission Handbook* prepared by the Office of the City Clerk.

To ensure consistency in approach and practice, all boards/commissions shall use the same ranking process as Council for all proposed Study Issues (described below and captured in Council Policy [7.3.26 Study Issues Process](#)).

Ranking Process

Step 1: Review issues

Staff provides a brief summary of each proposed Study Issue. Any Study Issue ranked by a Board/Commission, must be signed/approved by the City Manager prior to ranking. Boards and commissions shall review and take action on only those issues under their purview, as determined by the City Manager. Items not under the specific purview of a board or commission may be presented to them for "information only".

Step 2: Questions of Staff

Staff will address questions Commissioners may have regarding each study issue.

Step 3: Public Hearing

Chairperson opens Public Hearing for public input on any of the issues under consideration. (Note: the Commission may not take action on, or rank any new issue raised by the public for which there is not already a study issue paper developed. Those seeking to raise new issues at this point in the process should be informed that their options are to seek Council sponsorship of their issue or submit it to the Board/Commission for the following year's process.) Chairperson will close the Public Hearing.

Step 4: Determine which issues, if any, will be dropped

Commissioners may make motions to drop issues from consideration. After the motion is seconded, discussion on each item may ensue. If the motion passes by a simple majority of those present, the Board/Commission will drop the issue. Such action suggests that there is no need to study the issue.

If the Board/Commission votes to drop an issue that was initiated by the Commission that same year, the issue will not be forwarded to City Council for the Council's consideration. If, however, the Commission votes to drop an issue that was not initiated by the Commission - meaning that it was initiated by staff, Council or another Commission - or that had been deferred or fell below the line in the previous year, the issue would be forwarded to Council with a notation that the Commission recommended it be dropped from consideration. Board/Commissions may also vote to drop a Study Issue that they sponsored in prior years, if they have determined that the study is no longer needed or the issue has been met through a different City process. This includes issues that are returning from prior year workshops, including those that were ranked by Council. Please note that the issue would be forwarded to Council with a notation that the Commission recommended it be dropped from consideration, as returning Study Issues can only be dropped by the City Council at the workshop.

Step 5: Determine which issues, if any, will be deferred

Commissioners may make motions to defer issues from consideration to a later year. After the motion is seconded, discussion on each item may ensue. If the motion passes by a simple majority of those present, the Commission will not rank the issue. Such action suggests only that the issue is not currently a priority and/or it is not the appropriate time to study the issue.

If the Commission votes to defer an issue that was initiated by the Commission that year, the issue will not be forwarded to City Council for the Council's consideration. If the Commission votes to defer an issue that was not initiated by the Commission - meaning that it was initiated by staff, Council or another Commission - or that had been deferred or fell below the line in the previous year, the issue would be forwarded to Council with a notation that the Commission recommended it be deferred from consideration.

Board/Commissions may also vote to defer a Study Issue that they sponsored in prior years, if they have determined that the study is no longer needed or the issue has been met through a different City process. This includes issues that are returning from prior year workshops, including those that were ranked by Council. Please note that the issue would be forwarded to Council with a notation that the Commission recommended it be deferred, as returning Study Issues can only be deferred by the City Council at the workshop.

Step 6: Commission discussion on issues to be ranked

Commissioners have the opportunity to speak to the remaining issues to be ranked and to discuss merits and priorities before ranking the remaining issues. No motion is required.

Step 7: Commissioners rank issues individually

Depending on the number of issues left to rank, the Board/Commission shall utilize one of the following ranking methods:

Simple Majority/Borda Count (for ranking ten or fewer issues) – Commissioners individually and simultaneously rank each of the remaining issues. Rankings are from 1 to the total number of issues, with “1” representing the issue with the highest priority for study. Each number can be used only once (no ties) and each issue must receive a ranking.

Choice Ranking (for ranking eleven or more issues) – the number of items to be ranked is divided by three and each Commissioner is given that many votes. Each Commissioner allocates his or her votes, one each, to different issues. Some issues will receive votes, others may not, depending on the total number of issues and the number targeted for selection. A tally is made for each issue selected. Two-way ties between issues are resolved by quick votes of the group. Multiple ties are resolved in the same manner as before: dividing by three (if four items are tied, for example, each member gets one vote to assign to one of those issues). The issues that receive the most votes are thereby prioritized. If necessary and desired, the process is repeated for the remaining issues (the ones that didn't get votes the first time).

Regardless of ranking method, all individual Commissioner ranking votes and final Board/Commission rank recommendations will become a part of the official record and shall be made available to the public.

Step 8: Combined ranking determined

A combined Commission ranking is determined when staff totals the individual ranking from all Commissioners for each issue.

Simple Majority/Borda Count: The issue with the lowest total becomes the Commission's Priority 1 issue; the next lowest total is Priority 2, etc.

Choice Ranking: The issues that receive the most votes becomes the Commission's Priority 1 issue; the next lowest total is Priority 2, etc.

Step 9: Tie Breaks

Two-way ties should be resolved by quick hand votes of the Board/Commission.

Three-way (or more) ties should be resolved using a tie break ranking sheet. The sheet lists all tied issues and the Board/Commission ranks in order, first to last choice. The issues receiving the most votes get the higher priority. This step is repeated if there are multiple ties.

Step 10: Acceptance of rankings

A motion is then made to accept, reject or modify the overall Commission rankings for issues. After the motion is seconded, discussion may ensue. Simple majority is required for passage.

After the Commission Ranking

B/C liaisons are responsible for inputting the commission's rankings in the B/C Ranking Spreadsheet provided by OCM. The completed sheet is due to OCM in early December.

Council will hold a Public Hearing on Study Issues in early January. The Chair or his/her appointee is encouraged to speak before Council and share the Board/Commission's recommended rankings.

Issues Sponsored AFTER Commission Ranking

If a study issue is sponsored after the Commission has held its ranking meeting, the issue will identify the paper as "too late to rank" for the B/C. In this instance, Commissioners are able to attend the January Public Hearing, identify themselves as Commissioners, and testify on how they would have voted (as an individual) had this item gone before the Commission (I would have voted to [drop, defer, rank] this item).

Key Dates for each year are available on Sunspot at: <https://cityofsunnyvale.sharepoint.com/sites/Sunspot-OCM/pams/SiteConfig/StudyIssues.aspx>.

Note: There is no proxy ranking: Commissioners must be present to rank study issues.

**Study Issues with an asterisk fell below the line or were deferred last year.
These will be reviewed by Council regardless of any Commission recommendations.*

Proposed 2021 Study Issues		Commissioner's Ranking #1 = Highest Priority								Composite Score of ALL	Commission's Final Ranking
Number	Title	Staff Rec	Cordes	Davé	Hafeman	Mehlman	Mehlinger	Oey	Swail		
CDD 19-07*	Develop Citywide Guidelines or Criteria for Allowing Reduced Parking for Development Projects and for Future Conversions of Parking to Other Uses	Defer									
DPW 20-05*	Evelyn Avenue Multi-Use Trail and Bikeway Study	Drop									
DPW 21-01	Bike Lanes on Hollenbeck Avenue between El Camino Real and Homestead Road	Drop									
DPW 21-02	Community Driven Active Transportation Plan Amendment Process	Drop									

Proposed 2021 Study Issues		Commissioner's Ranking #1 = Highest Priority								Composite Score of ALL	Commission's Final Ranking
Number	Title	Staff Rec	Cordes	Davé	Hafeman	Mehlman	Mehlinger	Oey	Swail		
DPW 21-03	Pedestrian and Bicycle Facility Installation on Tasman Drive from Fair Oaks Avenue to Lawrence Expressway	Drop									

TIE BREAK RANKING SHEET

Board/Commission Member: _____

FIRST TIE BREAK

Please **print the study issue number of all that are tied**, ranked in order of first to last choice.

First Choice:	
Second Choice:	
Third Choice:	
Fourth Choice:	
Fifth Choice:	
Sixth Choice:	
Seventh Choice:	

SECOND TIE BREAK

Please **print the study issue number of all that are tied**, ranked in order of first to last choice.

First Choice:	
Second Choice:	
Third Choice:	
Fourth Choice:	
Fifth Choice:	
Sixth Choice:	
Seventh Choice:	



City of Sunnyvale

Agenda Item

21-0077

Agenda Date: 2/25/2021

2021 COUNCIL STUDY ISSUE

NUMBER

CDD 19-07

TITLE Develop Citywide Guidelines or Criteria for Allowing Reduced Parking for Development Projects and for Future Conversions of Parking to Other Uses

BACKGROUND

Lead Department: Community Development

Support Departments: Office of the City Manager

Office of the City Attorney

Sponsor(s): Planning Commission

History: 1 year ago: Deferred by City Council

2 years ago: Deferred by Planning Commission

SCOPE OF THE STUDY

What precipitated this Study?

The general parking standards in the Sunnyvale Municipal Code (SMC) establish required parking for residential and non-residential development based on a variety of factors. For residential uses, the number of bedrooms, the number of assigned spaces to a dwelling unit, and the type (i.e., private enclosure or open) also affect the requirements for parking. Lower parking space rates are established for affordable housing, senior housing and housing for persons with disabilities. Non-residential parking is based on the use and has both minimum and maximum parking requirements.

The SMC includes provisions for parking adjustments to non-residential uses and special housing developments. Other reductions (if not covered by an adjustment) require approval of a Variance or approval of a Special Development Permit (only allowed within specified zoning districts). The Planning Commission has asked if there are circumstances where reduced parking could be appropriate, such as: a multi-family project that may be able to increase the total number of units if parking requirements are reduced, or on a single-family property where the size of an existing one-car garage restricts the total allowable square footage of the house, thereby potentially restricting large or extended families from living together in one dwelling.

The Planning Commission also suggested this Study may be important when discussing the future of autonomous vehicles, and whether parking structures could be converted to other uses in the future.

What are the key elements of the Study?

There are certain areas within the City where parking standards are reduced compared to the generic citywide standards (e.g., Downtown Specific Plan, Lawrence Station Area Plan). Generally, the areas with reduced parking standards are located near major transit stations, but reduced parking standards have also been considered in other areas of the City (e.g., Peery Park Specific Plan) if a

project can demonstrate other trip reduction strategies. Additionally, it may be appropriate to study all parking standards to determine if the City has other general parking standards that could be reduced.

This Study may include:

- Evaluation of the City's current parking regulations in comparison to other cities;
- Examination of the covered parking requirement for single-family zoning districts;
- Mapping major or frequent transportation lines to see if there are other areas of the City where reduced parking may be appropriate;
- Consider establishing Council policy for alternative parking options such as unbundled parking;
- Considering and developing guidelines or criteria that could be used to evaluate a project requesting reduced parking standards; and
- Establishing guidelines for future conversion of parking into other uses if autonomous vehicles become a primary means of transportation in the future.

Estimated years to complete study: 2 years

FISCAL IMPACT

Cost to Conduct Study

Level of staff effort required (opportunity cost):	Moderate
Funding Required for Non-Budgeted Costs:	\$100,000
Funding Source:	Will seek budget supplement

Non-budgeted costs would be utilized to hire a consultant who specializes in parking requirements, design guidelines, and has specialized knowledge in the parking industry.

Cost to Implement Study Results

Unknown. Study would include assessment of potential costs, including capital and operating, as well as revenue/savings.

EXPECTED CITY COUNCIL, BOARD OR COMMISSION PARTICIPATION

Council-Approved Work Plan: No

Council Study Session: No

Reviewed by Boards/Commissions: Bicycle and Pedestrian Advisory Committee, Planning Commission

STAFF RECOMMENDATION

Defer. This policy issue merits discussion at a future Study Issues Workshop.

Staff recommends deferral of this Study Issue due to other efforts being considered and the unknowns of key components of the Study as described further below.

- The future of autonomous vehicles and how that affects parking standards is still unknown. True autonomous vehicles will not be parked on a site but could be in near-continuous service. Self-piloted single occupancy vehicles could still require a high number of parking spaces. The future of this technology and how it impacts parking needs is not yet known.
- With the addition of BART into San Jose, and the future electrification of Caltrain, the Santa

Clara Valley Transportation Authority (VTA) will be making changes to some of their routes. These changes may lead to increased bus routes or headways within Sunnyvale and could justify the potential to reduce parking in some areas of the City that had not been previously considered within area-wide plans.

- Until more is known about converting parking garages to other uses (residential or office), it would be difficult to establish policies for that concept. It may be useful for an independent study of this one aspect of the issue in future years.
- Staff believes that evaluating the existing single-family parking regulations and comparing the City's regulations with other jurisdictions could be a valuable study. Further enhancement of permeable pavement may warrant a look at the regulation that limits front yard paving on a single-family lot. A future study could also consider the impact of reduced parking in single-family residential areas due to accessory dwelling units.
- Finally, VTA has already reduced route frequencies due to COVID-19 impacts on ridership and is conducting a study to temporarily modify headways on many of the routes until ridership increases. This could last for several years and may mean that more people will be driving to their destinations due to the lack of transportation or out of caution.

Prepared by: Trudi Ryan, Director, Community Development

Reviewed by: Teri Silva, Assistant City Manager

Approved by: Kent Steffens, City Manager



City of Sunnyvale

Agenda Item

21-0041

Agenda Date: 2/25/2021

2021 COUNCIL STUDY ISSUE

NUMBER

DPW 20-05

TITLE Evelyn Avenue Multi-Use Trail and Bikeway Study

BACKGROUND

Lead Department: Public Works

Support Departments: Office of the City Manager
Office of the City Attorney

Sponsor(s): Bicycle and Pedestrian Advisory Commission

History: 1 year ago: Deferred by Council
2 years ago: N/A

SCOPE OF THE STUDY

What precipitated this Study?

This Study will evaluate the potential of installation of a two-way Class I or Class IV bicycle facility on the north side of Evelyn Avenue between Bernardo Avenue and the Caltrain Station.

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 or median island on Evelyn Avenue for almost the entire corridor.

In January 2017, Councilmember Klein (now Mayor Klein) proposed a similar study issue to evaluate the development of a Class I bicycle and Pedestrian Trail along Evelyn Avenue adjacent to the Caltrain railroad tracks, between Sunnyvale and Mountain View. This Study Issue (DPW 17-12) was co-sponsored by Vice Mayor Larsson (now Councilmember Larsson) and Councilmember Melton. Councilmember Klein discussed this as an opportunity to create a pedestrian and bike friendly connection between Downtown Sunnyvale and Downtown Mountain View and connect two Caltrain Stations. The final categorization in 2017 for this Study Issue was Priority C, meaning the study would only be absorbed in the current year (2017) if capacity presented itself; if not, it would carry forward for City Council consideration in the next Study Issue cycle.

This Study Issue was brought back to City Council for ranking at the 2018 Study Issues Workshop. The City Council voted 7-0 to drop this Study Issue for two reasons: 1) Staff was getting ready to begin the Bicycle Plan Update (currently known as the Active Transportation Plan), and bicycle improvements on Evelyn Avenue would be included in the evaluation; and 2) BPAC had other bicycle improvement priorities in the City. As a result, this Study Issue was dropped at the 2018 Study Issues Workshop.

Staff has completed development and City Council adopted the Active Transportation Plan (ATP) on August 25, 2020, which includes the Bicycle Plan, Pedestrian Safety and Circulation Plan, and the Safe Routes to School Plan. The ATP evaluated the bicycle and pedestrian needs along the Evelyn Avenue Corridor and provided the recommendation of implementing a Class IV facility from Bernardo Avenue to Mathilda Place and upgrading the Class II facility from Frances Street to Deodar Way to Class IIB.

On the eastern end of the corridor, Evelyn Avenue connects to the Lawrence Station Area Plan (LSAP) area via Aster Avenue, and 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 that 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 grade separating Evelyn Avenue from 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) that 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 the 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 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 on the preferred bicycle facilities on this corridor. The City will coordinate with the City of Mountain View to determine the feasibility of providing a continuous Class I or Class IV two-way facilities on the north side of Evelyn Avenue at the Sunnyvale/Mountain View city limits.

Estimated years to complete study: 2 years

FISCAL IMPACT

Cost to Conduct Study

Level of staff effort required (opportunity cost):	Major
Funding Required for Non-Budgeted Costs:	\$ 350,000
Funding Source:	Will seek budget supplement

The cost associated with this Study would be for consultant services to perform the Study as listed under the Key Elements of the Study. City staff will work with the consultant throughout the process in the development of parking study, the recommended improvements, as well as the public outreach efforts.

Cost to Implement Study Results

Unknown. Study would include assessment of potential costs, including capital and operating, as well as revenue/savings for recommended improvements that are within the public right-of-way.

EXPECTED CITY COUNCIL, BOARD OR COMMISSION PARTICIPATION

Council-Approved Work Plan: Yes
 Council Study Session: Yes
 Reviewed by Boards/Commissions: Bicycle and Pedestrian Advisory Commission

STAFF RECOMMENDATION

Drop. This policy issue does not merit discussion at a Study Issues Workshop.

The ATP was approved by City Council on August 25, 2020, which identified a Class IV Separated Bikeway on Evelyn Avenue between Bernardo Avenue and Mathilda Place as a future bikeway

improvement. The recommended improvement in the ATP is consistent with the improvement as suggested in this Study Issue.

On Evelyn Avenue between Mathilda Place and the Sunnyvale Caltrain Station, given that there are existing trees in the median and bridge structure columns on the north side of the street, the road cannot be reconfigured to install a Class I or Class IV bicycle facility, and therefore, no additional bicycle improvements were identified in the direct vicinity on Evelyn Avenue.

Prepared by: Lillian Tsang, Principal Transportation Engineer

Reviewed by: Dennis Ng, Transportation and Traffic Manager

Reviewed by: Chip Taylor, Director, Public Works

Reviewed by: Teri Silva, Assistant City Manager

Approved by: Kent Steffens, City Manager



City of Sunnyvale

Agenda Item

21-0045

Agenda Date: 2/25/2021

2021 COUNCIL STUDY ISSUE

NUMBER

DPW 21-01

TITLE Bike Lanes on Hollenbeck Avenue between El Camino Real and Homestead Road

BACKGROUND

Lead Department: Public Works

Support Departments: Office of the City Manager
Office of the City Attorney

Sponsor(s): Bicycle and Pedestrian Advisory Commission

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

SCOPE OF THE STUDY

What precipitated this Study?

Hollenbeck Avenue is identified as a Collector Street and spans from El Camino Real to Homestead Road. The roadway becomes Pastoria Avenue north of El Camino Real and Stelling Road south of Homestead Road. Since there are existing bicycle lanes between El Camino Real and Danforth Avenue and between Alberta Avenue and Homestead Road, the actual study segment consists of Hollenbeck Avenue between Danforth Drive to the north and Alberta Avenue to the south. The segment mostly consists of a two-lane road with on-street parking and includes turn lanes at Danforth Drive, Torrington Drive, and Fremont Avenue. The study segment does not have bicycle facilities. However, there are Class II Bicycle Lanes on Hollenbeck Avenue north of Danforth Drive to El Camino Real and on Hollenbeck south of Alberta Avenue and continuing on Stelling Road south of Homestead Road throughout Cupertino.

The land uses adjacent to the study segment mostly consist of single-family homes with a few local serving properties such as commercial buildings, Challenger (Private) School, Resurrection Church and (Private) School, and Serra Park. In addition, De Anza College is adjacent to Stelling Road in Cupertino.

The purpose of the Study is to determine the feasibility of installing Class II Bicycle Facilities on the study segment to close the gap of missing bicycle lanes and provide direct access to schools, parks, and retail through the Hollenbeck Avenue/Stelling Road corridor.

What are the key elements of the study?

The Study will include a review of existing and future vehicle, bicycle, and parking usage on Hollenbeck Avenue between Homestead Road and El Camino Real. The project will include level of service analysis, collision analysis, and a parking occupancy analysis. Data collection will consist of

traffic volumes, collision records, and parking counts.

The Study will also include a re-analysis of the Active Transportation Plan (ATP) as it does not contemplate Class II bicycle facilities on the corridor and the General Plan as part of the need determination. Furthermore, the Study will evaluate the most appropriate bicycle facility, if feasible, for each study segment of Hollenbeck Avenue based on existing roadway widths. Vehicle travel lanes may be narrowed to a maximum of 11 feet. This task will require a road survey of the study segment to obtain accurate roadway widths and for the development of conceptual implementation plans.

Finally, this project will require a public outreach component to evaluate public support for the project. Public outreach may consist of a variety of tasks including community meetings, online surveys, and mail surveys for adjacent properties that would be affected by the parking removal.

Estimated years to complete study: 2 years

FISCAL IMPACT

Cost to Conduct Study

Level of staff effort required (opportunity cost):	Major
Funding Required for Non-Budgeted Costs:	\$150,000
Funding Source:	Will seek budget supplement

The cost associated with this Study would be for consultant services to perform the study as listed under the Key Elements of the Study. City staff will work with the consultant throughout the project process including the analysis and the development of recommendations, as well as the public outreach efforts.

Cost to Implement Study Results

Unknown. Study would include assessment of potential costs, including capital and operating, as well as revenue/savings.

EXPECTED CITY COUNCIL, BOARD OR COMMISSION PARTICIPATION

Council-Approved Work Plan: No

Council Study Session: No

Reviewed by Boards/Commissions: Bicycle and Pedestrian Advisory Commission

STAFF RECOMMENDATION

Drop. This policy issue does not merit discussion at a Study Issues Workshop.

The existing roadway width on Hollenbeck Avenue within the study segment prohibits the possibility of implementing bike lanes without the removal of an existing parking lane or a vehicle turning lane at some of the intersections. This could negatively impact the parking needs of the residents or other properties along the Hollenbeck Avenue corridor and the traffic operations at the intersections along the study segment.

Additionally, the City has adopted the Active Transportation Plan (ATP), which has identified several bicycle, pedestrian, and safe routes to school improvements that are needed throughout the City. Staff resources will be dedicated to implementing the improvements identified in the ATP. The ATP describes improvements on parallel nearby facilities such as a Class IV facility on Sunnyvale-

Saratoga Road and Class II facility and protected intersections along Mary Avenue.

Prepared by: Ralph Garcia, Senior Transportation Engineer
Reviewed by: Dennis Ng, Transportation and Traffic Manager
Reviewed by: Chip Taylor, Director, Public Works
Reviewed by: Teri Silva, Assistant City Manager
Approved by: Kent Steffens, City Manager



City of Sunnyvale

Agenda Item

21-0046

Agenda Date: 2/25/2021

2021 COUNCIL STUDY ISSUE

NUMBER

DPW 21-02

TITLE Community Driven Active Transportation Plan Amendment Process

BACKGROUND

Lead Department: Public Works

Support Departments: Office of the City Manager
Office of the City Attorney

Sponsor(s): Bicycle and Pedestrian Advisory Commission (BPAC)

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

SCOPE OF THE STUDY

What precipitated this Study?

The Sunnyvale City Council adopted the Active Transportation Plan (ATP) on August 25, 2020. The Plan is comprised of three elements: Bicycle Plan, Pedestrian Plan, and Safe Routes to School Plan. The ATP was created through an extensive year plus effort of gathering input from the public, school districts, adjoining jurisdictions and other stakeholders via in person meetings, network audits with the public and online outreach.

The City aims to improve existing bicycle and pedestrian infrastructure by identifying new projects through the implementation of the ATP. The identified projects from the ATP will improve connectivity and continuity to existing bicycle, pedestrian, and Safe Routes to School networks within the city, with neighboring jurisdictions, and with regional networks. The Plan also lays out goals, strategies, and supporting programs, as well as identifies funding sources and implementation priorities. The ATP will serve as a guide for City Council to consider future actions and to approve future grant applications. Implementation of the recommendations identified in the ATP is dependent on the availability of funding sources and subject to additional studies to determine the feasibility of the recommendations on the design level.

The purpose of the ATP is to assist the City in creating a safe, connected, and efficient citywide walking and bicycling network for the next ten years. However, circumstances change, and implementing an amendment process within the 10-year cycle is essential in making the ATP a living, amendable document.

What are the key elements of the study?

The Study would focus on developing the procedure to implement a Community-Driven ATP Amendment process with a goal to determine how best to periodically update the ATP with minimal

staff effort while providing public input, maintain consistency with adopted plans and City Council approval of the planning document, which may include the following considerations:

- Review of the existing ATP, and evaluate the proposed improvements as identified in the ATP in respect to facilities under design, construction or completed.
- Identify how the public could submit to BPAC or City Council their recommended changes to the bicycle/pedestrian/safe routes to school network.
- Identify how the BPAC could propose recommendations to the bicycle/pedestrian/safe routes to school networks.
- Assess the amount of staff time and consultant costs:
 - To evaluate the feasibility of the proposed improvements
 - To coordinate with other agencies and/or school districts/school representative, as appropriate.
 - To prioritize the proposed projects relative to recommendations in the adopted ATP.
 - To conduct public outreach to obtain input on the proposed recommendations.
 - The number of BPAC meetings to review the proposed improvements and to make recommendations to City Council for the amendment of the ATP.
 - The number of City Council meetings to consider the proposed recommendations.
 - To review and update the ATP report, including figures per City Council's action.
- Determine the appropriate frequency for the update process.
- Determine the tasks and schedule for the amendment process.
- Identify the appropriate outreach efforts to inform the public of the ATP Amendment Process. Public outreach may consist of a variety of tasks including community meetings, online surveys, etc.

Estimated years to complete study: 2 years

FISCAL IMPACT

Cost to Conduct Study

Level of staff effort required (opportunity cost):	Major
Funding Required for Non-Budgeted Costs:	\$150,000
Funding Source:	Will seek budget supplement

The cost associated with this Study would be for consultant services to develop procedures on implementing the concepts of the study. City staff will work with the consultant throughout the project process including the analysis and the development of recommendations, as well as the public outreach efforts.

Cost to Implement Study Results

Unknown. Study would include assessment of potential costs, including capital and operating, as well as revenue/savings.

EXPECTED CITY COUNCIL, BOARD OR COMMISSION PARTICIPATION

Council-Approved Work Plan: No

Council Study Session: No

Reviewed by Boards/Commissions: Bicycle and Pedestrian Advisory Commission

STAFF RECOMMENDATION

Drop. This policy issue does not merit discussion at a Study Issues Workshop.

The ATP was approved by City Council on August 25, 2020. The ATP was developed through a robust effort that included an in-depth traffic analysis, safety analysis, engineering assessment, policy review, staff input, and public outreach. Any proposed modifications through an abbreviated process would not result in the same level of analysis used to develop the projects in the ATP.

In addition, the public outreach events held for the development of the ATP included community workshops, online surveys, an online comment tool, pop-up events, walking and biking tours, focus groups, school audits and meetings with school districts and neighboring jurisdictions. The proposed study would not include the same level of public outreach effort included in the development of the ATP. Without these public outreach events, the public would not be able to make direct recommendations for modifications to the plan and would only be able to participate in this process by providing comments on the proposed project list through the Bicycle and Pedestrian Advisory Commission or City Council meetings.

Finally, if any modifications to the ATP are developed through this process, the final report will need to be updated. The update to the report will include text, figures and maps which may require additional costs for a consultant to prepare the report.

Each of the components in the scope of the Study Issue would require significant amount staff time to implement tasks such as the coordination with different departments within the City in the review of new recommendations identified, coordination with the school districts/schools to ensure the proposed recommendations would meet the needs of students biking and walking to school, coordination with other agencies on the recommended projects across city boundaries, preparation of outreach meetings and presentation at BPAC and City Council meetings for the review and consideration of the proposed recommendations, and finally, review of the updated ATP.

With the approval of the current ATP, staff is devoting a significant amount of time and resources in applying for external grants to fund the recommended improvements as identified in the Plan and implementing the proposed improvements. Some projects will need to include conducting some parking and capacity studies along corridors and outreach to the public. At present, staff is working on a number of recommended projects as identified in the ATP including: the Stevens Creek Trail Extension, Bernardo Avenue Bike/Pedestrian Undercrossing, Pedestrian & Bicycle Safety Improvements at Fremont Avenue/Manet Drive/Bobwhite Avenue, East and West Channels Trail Construction, Homestead Road Pedestrian/Bicycle Improvements near Homestead High School, and SNAIL and San Miguel Neighborhoods Active Transportation Improvements. Because of the resources and staff time required to plan, coordinate, and implement the current and pending projects, it would be not be possible, without additional resources, to allocate more staff time to adequately oversee and implement a new Community Driven ATP Amendment process.

As an example of how the ATP can be modified in the interim as the City changes, as neighborhoods or large areas of the City are planned for redevelopment such as Moffett Park or El Camino Real, specific area plans are developed, which include analysis of the transportation (bicycle, pedestrian and vehicular) networks with significant public outreach. These facilities are evaluated for conformance with the ATP and to determine with planned development if the transportation network

should be modified.

Prepared by: Lillian Tsang, Principal Transportation Engineer

Reviewed by: Dennis Ng, Transportation and Traffic Manager

Reviewed by: Chip Taylor, Director, Public Works

Reviewed by: Teri Silva, Assistant City Manager

Approved by: Kent Steffens, City Manager



City of Sunnyvale

Agenda Item

21-0047

Agenda Date: 2/25/2021

2021 COUNCIL STUDY ISSUE

NUMBER

DPW 21-03

TITLE Pedestrian and Bicycle Facility Installation on Tasman Drive from Fair Oaks Avenue to Lawrence Expressway

BACKGROUND

Lead Department: Public Works

Support Departments: Office of the City Manager

Office of the City Attorney

Sponsor(s): Bicycle and Pedestrian Advisory Commission

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

SCOPE OF THE STUDY

What precipitated this Study?

Tasman Drive is designated as a collector street and spans west to east from Morse Avenue in Sunnyvale through Santa Clara and San Jose to Interstate 880 in Milpitas. On the segment of Tasman Drive between Fair Oaks Avenue and Lawrence Expressway in Sunnyvale, the road consists of four lanes (two lanes in each direction) with light rail tracks and stations in the median and left-turn pockets at intersections. Tasman Drive in the study area has a speed limit of 40 MPH and has no bicycle lanes or continuous sidewalk segments. For sections without sidewalks, there is a narrow landscape strip with trees. The segment serves as vehicle access to the Casa de Amigos and Plaza del Rey mobile home communities at Vienna Drive. There is also a shopping center on the northeast corner of Fair Oaks Avenue and Tasman Drive.

There are limited convenient travel options for pedestrians on the study segment. This section of Tasman Drive lacks continuous sidewalks although it has several sidewalk segments. There is one sidewalk segment on the north side of Tasman Drive from Fair Oaks Avenue to approximately 600 feet east of Fair Oaks Avenue. This segment ends approximately 850 feet from the west driveway entrance of Casa de Amigos and 2,500 feet from the Vienna Drive intersection. At the Vienna Drive and Tasman Drive intersection there are sidewalks on all four corners leading to curb ramps and crosswalks across all four legs of the intersection. The crossings allow pedestrians to access the Vienna Drive light rail station in the Tasman Drive median and to cross all intersection approaches. There are no other sidewalk facilities on the north side to Lawrence Expressway. On the south side of Tasman Drive, there are two sidewalk segments. One of the sidewalk segments is from Fair Oaks Avenue and ends midblock approximately 1,650 east of Fair Oaks Avenue and 1,450 feet west of the Vienna Drive intersection. The second sidewalk segment is located from Vienna Drive to Lawrence Expressway. Pedestrians on segments without sidewalk facilities will have to walk on the roadway

shoulder.

The study segment does not have any bicycle facilities. In the vicinity of the study segment, there are Class II bicycle lanes on Tasman Drive west of Fair Oaks Avenue and east of Reamwood Avenue approximately 2,000 feet east of Lawrence Expressway. For bicyclists traveling on the study segment, they can travel within the vehicle lane or shoulder.

The constrained roadway width and right-of-way of the study segment limit the pedestrian and bicycle improvement options. Any improvements to pedestrian and bicycle facilities will probably affect the existing travel lanes. In the late 1990's as part of the Santa Clara Valley Transportation Authority (VTA) Light Rail Train (LRT) construction from Santa Clara through Sunnyvale to Mountain View, Tasman Drive was widened to accommodate the LRT. During the design process it was decided that sidewalks and bicycle lanes could not be accommodated along Tasman Drive without removal of the remaining heritage trees and purchasing mobile home properties on both sides of Tasman in order to accommodate relocation of the sound walls.

What are the key elements of the Study?

The Study will include the necessary elements to evaluate the removal of a travel lane in both directions of Tasman Drive between Fair Oaks Avenue and Lawrence Expressway to install pedestrian and bicycle facilities.

The scope of work will include a geometric survey, traffic safety analysis, traffic capacity and queueing analysis, level of service analysis, public outreach, and a design of conceptual improvement plans. The geometric survey will be used to determine the possible pedestrian and bicycle facility improvement options for Tasman Drive. The traffic safety analysis will be used to determine what modifications are warranted and to include modifications that would address existing traffic safety issues, if any. The traffic capacity, queueing and level of service analysis will be used to determine how any proposed modifications affect or impact existing and future vehicle traffic including, but not limited to, the VTA Congestion Management Program (CMP) intersection at Lawrence Expressway and Tasman Drive that is operated and maintained by Santa Clara County and monitored by the VTA. Public outreach will be conducted to determine the amount of public support for any proposed modifications. Finally, draft concept plans will be developed to demonstrate how any proposed improvements could be implemented including traffic calming features suitable for a Collector Street such as speed feedback signs.

In addition, if the project is implemented, an "after construction" speed survey will be conducted to set new speed limits, if warranted. The speed survey will be required to set enforceable speed limits based on 85th percentile speeds and the analysis included in the speed survey.

Estimated years to complete study: 2 years

FISCAL IMPACT

Cost to Conduct Study

Level of staff effort required (opportunity cost):	Major
Funding Required for Non-Budgeted Costs:	\$200,000
Funding Source:	Will seek budget supplement

The cost associated with this Study would be for consultant services to perform the study as listed under the Key Elements of the Study. City staff will work with the consultant throughout the project process including the analysis and the development of recommendations, as well as the public outreach efforts.

Cost to Implement Study Results

Unknown. Study would include assessment of potential costs, including capital and operating, as well as revenue/savings.

EXPECTED CITY COUNCIL, BOARD OR COMMISSION PARTICIPATION

Council-Approved Work Plan: No

Council Study Session: No

Reviewed by Boards/Commissions: Bicycle and Pedestrian Advisory Commission

STAFF RECOMMENDATION

Drop. This policy issue does not merit discussion at a Study Issues Workshop.

The VTA is in the process of completing the Tasman Drive Complete Streets Corridor Study. The Study is evaluating the possibility of implementing improvements to Tasman Drive that would address bicycle and pedestrian access and comfort levels along the entire corridor within the cities of Milpitas, San Jose, Santa Clara and Sunnyvale. This would include how to address sidewalk and bicycle facility gaps along the corridor, connections to various destinations along Tasman Drive, bicycle and pedestrian crossings across Tasman Drive, intersection improvements, improving access to transit (bus and light rail) stations, and possible parallel multimodal facilities. The Study is currently anticipated to be finalized in early to mid-2021. Staff is working with VTA staff to present the Study to City Council for comments and review prior to adoption by the VTA Board of Directors. Then subsequently VTA staff will coordinate with local agency staff on any subsequent studies of alternatives, new revisions, identification of funding opportunities and implementation.

In addition, the roadway is too narrow to implement pedestrian and bicycle facilities without removing a travel lane. This will affect the intersection operation at Lawrence Expressway and Tasman Drive, which is maintained and operated by Santa Clara County. Also, the intersection is included in the Congestion Management Program, which is monitored by VTA. Any modifications on Tasman Drive that affect the number of travel lanes will need to be coordinated with both Santa Clara County and the VTA.

Finally, due to the Covid-19 global pandemic, traffic levels have decreased from pre-pandemic levels. If the traffic study is conducted during a time when traffic is reduced it may not accurately reflect the traffic capacity needs of the roadway.

Prepared by: Ralph Garcia, Senior Transportation Engineer

Reviewed by: Dennis Ng, Transportation and Traffic Manager

Reviewed by: Chip Taylor, Director, Public Works

Reviewed by: Teri Silva, Assistant City Manager

Approved by: Kent Steffens, City Manager



City of Sunnyvale

Agenda Item

21-0214

Agenda Date: 1/21/2021

REPORT TO BICYCLE AND PEDESTRIAN ADVISORY COMMISSION

SUBJECT

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

Timothy Oey, Santa Clara Valley Transportation Authority (VTA) Bicycle and Pedestrian Advisory Committee (BPAC) Sunnyvale Representative, provides updates on recent VTA BPAC meeting.

VTa Jan 13, 2021 BPAC report to Sunnyvale BPAC

VTa BPAC Sunnyvale Representative: Tim Oey

Another long, interesting, and information packed meeting that went from 6:30 to 9:15pm

For copies of the presentations and reports see:

http://santaclaravta.iqm2.com/Citizens/Detail_Meeting.aspx?ID=3152

Here are the highlights for Sunnyvale.

Agenda Item 4 – Staff Report

Glenn Hendricks now VTA Board Chair

Draft Caltrans District 4 Pedestrian Plan Released

- Identifies pedestrian needs along State Highways.
- VTA staff on Technical Advisory Group.
- <https://www.catplan.org/district-4>
- The public input period closes on Friday,
- February 5, 2021.
- Comments on the Plan elements should be
- emailed to d4pedplan@dot.ca.gov

Caltrans District 4 Bike Highway Study Commences

- Purpose: understand where bike highways can be installed alongside State Highways
- VTA staff on Technical Advisory Group.
- <https://d4bikehighwaystudy.org/>
- Survey on website open for 6 to 8 weeks.

A late breaking surprise new MTC Program has just opened up to support Quick Builds, Education, and Encouragement programs. Contact Lauren Ledbetter for details.

VTa Board Governance Enhancement Process Status Update

- An outside expert consultant recommended many board changes. The Board Enhancement Committee sent most on to the Governance & Audit Committee **but not the one that would disband the VTA BPAC** in part thanks to BPAC chair Brandon Alvarado being alert and attending these meetings.

2016 Measure B Update Placemat gives summary update of what is happening as a results of measure B.

2016 Measure B Update - November 2020



LOCAL STREETS & ROADS

- Received FY21 documentation and FY20 annual reports from Member Agencies.
- Allocation through FY21: \$170M.
- Expenditure through November 2020: \$62.4M.



BART PHASE II

- No 2016 Measure B activities.
- Allocation through FY21: \$150M.



BICYCLE & PEDESTRIAN

- Capital Projects: Working on the funding agreements for each awarded project in the FY21 Cycle.
- Planning Studies: Continued development of grant application and instructions.
- Allocation through FY21: \$33.3M
- Expenditure through November 2020: \$26K



CALTRAIN GRADE SEPARATION

- Implementation Plan will be completed by Spring 2021.
- Finalizing Cooperative Agreement with Caltrain and City of Mountain View for the Mountain View Transit Center Grade Separation and Access project.
- Allocation through FY21: \$38M.
- Expenditure through November 2020: \$400K.



CALTRAIN CORRIDOR CAPACITY IMPROVEMENTS

- Continued work on Diridon Integrated Station Concept Plan Phase 1.
- Developing funding agreement with Caltrain for technical services and analysis for the Diridon Integrated Station Concept Plan.
- Allocation through FY21: \$13.1M.
- Expenditure through November 2020: \$2.7M



HIGHWAY INTERCHANGES

- US 101/SR 237/Mathilda: Open to traffic. Construction closeout in early January.
- US 101/Blossom Hill: Construction is ongoing and expected to open to traffic in late Fall 2022.
- US 101/De La Cruz/Trimble Interchange Improvements recommended for SB1 Local Partnership Program funding.
- US 10/SR 25 Interchange Improvements recommended for SB1 Trade Corridor Enhancement funding.
- Allocation through FY21: \$206.9M.
- Expenditure through November 2020: \$25.6M.



COUNTY EXPRESSWAYS

- Working with the County of Santa Clara and City of Morgan Hill to complete required project documentation.
- Allocation through FY21: \$50M.



SR 85 CORRIDOR

- No new 2016 Measure B activities in November.
- Allocation through FY21: \$14.5M.
- Expenditure through November 2020: \$1M.



TRANSIT OPERATIONS

- Innovative Transit Service Models: released a call for projects in October – applications close December 7th, 2020.
- Expand Mobility & Affordable Fares: Sold 1,205 passes via six community partners through November 2020.
- Allocation through FY21: \$66.6M.
- Expenditure through November 2020: \$49.6M.



PROGRAM ADMINISTRATION

- Developing a 10-year Vision.
- Developing the Program manual and FY17 - FY19 annual report.
- Released an RFP for on-call Complete Streets technical services.
- Expenditure in Administration through November 2020: \$4.4M.

Agenda Item 10 - Transportation Fund for Clean Air (TFCA) update

Signal timing speeds traffic and reduces idling waiting for stop lights.
Lots of funding went to Sunnyvale.

Attachment A
Santa Clara County TFCA Funding Status Report

TFCA Project #	Project Title	Project Sponsor	Current TFCA Funds	TFCA\$ Paid Out To Date	TFCA\$ Paid Out per CMA Update	% Complete	Project Completion Date	Comments
16SC01	Three-Position Exterior Bike Racks for Buses	Santa Clara Valley Transportation Authority (VTA)	\$696,998.00	\$0.00	\$0.00	85%	12/31/2020	In progress. Time extension approved.
17SC03	Bowers Signal Timing Project	City of Santa Clara	\$590,000.00	\$590,000.00	\$590,000.00	100%	Complete	Project complete.
18SC01	Arques Avenue Signal Timing Improvements	City of Sunnyvale	\$36,400.00	\$27,232.96	\$30,834.02	95%	6/30/2021	In progress.
18SC02	Caribbean Drive Signal Timing Improvements	City of Sunnyvale	\$49,919.00	\$37,135.85	\$42,046.42	95%	6/30/2021	In progress.
18SC03	Evelyn Avenue Corridor Signal Timing Improvements	City of Sunnyvale	\$29,804.00	\$22,281.55	\$25,227.84	95%	6/30/2021	In progress.
18SC04	Fair Oaks Avenue Signal Timing Improvements	City of Sunnyvale	\$117,511.00	\$82,663.07	\$93,466.20	95%	6/30/2021	In progress.
18SC05	Reed Avenue Corridor Signal Timing Improvements	City of Sunnyvale	\$29,804.00	\$22,281.56	\$25,277.85	95%	6/30/2021	In progress.
18SC06	Sunnyvale Avenue Corridor Signal Timing Improvements	City of Sunnyvale	\$76,955.00	\$55,977.83	\$63,507.23	95%	6/30/2021	In progress.
18SC09	Charleston-Arastradero Adaptive Timing Project (SynchoGreen)	City of Palo Alto	\$250,604.00	\$0.00	\$250,604.00	100%	Complete	Project complete.
18SC12	San Jose Bike Racks	City of San Jose	\$63,212.00	\$0.00	\$0.00	60%	6/30/2021	In progress.
18SC15	Agnew/De la Cruz signal timing project	City of Santa Clara	\$220,000.00	\$220,000.00	\$220,000.00	100%	Complete	Project complete.
19SC02	Roberts Road Safe Routes to School Bicycle Improvements	Town of Los Gatos	\$39,500.00	\$39,500.00	\$39,500.00	95%	6/30/2021	In progress.
19SC03	San Jose Signal Timing	City of San Jose	\$664,000.00	\$309,645.00	\$309,645.00	60%	6/30/2021	In progress.
19SC05	Scott Boulevard Signal Timing	City of Santa Clara	\$200,000.00	\$0.00	\$0.00	70%	6/30/2021	In progress.
19SC07	Mathilda/Saratoga-Sunnyvale Signal Timing	City of Sunnyvale	\$191,927.00	\$0.00	\$0.00	45%	6/30/2021	In progress.
19SC08	Tasman Drive/Java Drive Signal Timing	City of Sunnyvale	\$85,887.00	\$0.00	\$0.00	45%	6/30/2021	In progress.
19SC09	Maude Avenue Signal Timing	City of Sunnyvale	\$33,417.00	\$0.00	\$0.00	45%	6/30/2021	In progress.
19SC10	Public Bike Rack Purchase and Installation	City of San Jose	\$90,423.00	\$0.00	\$0.00	15%	6/30/2021	In progress.
19SC11	Benton Street Bicycle Lanes	City of Santa Clara	\$77,000.00	\$0.00	\$0.00	95%	6/30/2021	In progress.
19SC12	Main Avenue Bicycle Lanes	City of Morgan Hill	\$65,100.00	\$0.00	\$0.00	70%	6/30/2021	In progress.
20SC00	Santa Clara TFCA Program Administration	Santa Clara Valley Transportation Authority	\$163,939.00	\$138,856.00	\$163,939.00	100%	Complete	Project complete.
20SC03	Los Gatos School Bus Route A	Town of Los Gatos	\$44,000.00	\$0.00	\$22,000.00	100%	Complete	project complete-post-project spreadsheet pending.
20SC04	Los Gatos School Bus Route B	Town of Los Gatos	\$130,000.00	\$0.00	\$65,000.00	100%	Complete	project complete-post-project spreadsheet pending.
20SC05	East Main Street Raised Sidewalk/Speed Table	Town of Los Gatos	\$86,200.00	\$0.00	\$0.00	10%	8/31/2020	In progress.
20SC06	San Jose Signal Retiming	City of San Jose	\$679,800.00	\$0.00	\$0.00	10%	6/30/2021	In progress.
20SC07	Saratoga Avenue Bike Lanes	City of Santa Clara	\$38,500.00	\$0.00	\$0.00	75%	6/30/2021	In progress.
20SC08	Madrone Channel Trail Improvements	City of Morgan Hill	\$33,400.00	\$0.00	\$0.00	50%	6/30/2021	In progress.
20SC09	Kifer Road Signal Retiming	City of Sunnyvale	\$39,100.00	\$0.00	\$0.00	45%	6/30/2021	In progress.
20SC10	Wolfe Road Signal Retiming	City of Sunnyvale	\$116,600.00	\$0.00	\$0.00	45%	6/30/2021	In progress.
20SC11	Homestead Road Signal Retiming	City of Sunnyvale	\$61,100.00	\$0.00	\$0.00	45%	6/30/2021	In progress.
20SC12	Bernardo Road Signal Retiming	City of Sunnyvale	\$40,200.00	\$0.00	\$0.00	45%	6/30/2021	In progress.
20SC13	Duane Road Signal Retiming	City of Sunnyvale	\$45,900.00	\$0.00	\$0.00	45%	6/30/2021	In progress.
20SC14	Mountain View Bike Rack Purchase and Installation	City of Mountain View	\$70,710.00	\$0.00	\$0.00	10%	6/30/2021	In progress.
20SC15	Scott Boulevard Signal Timing Phase 2	City of Santa Clara	\$137,000.00	\$0.00	\$0.00	20%	6/30/2021	In progress.

Attachment B
Santa Clara County TFCA 40% Program
Descriptions of Current Projects-Fall 2020

16SC01 - 3-Position Bus Bike Racks

VTa procured and installed three-position bike racks on its bus fleet.

17SC03 - Bowers Avenue Signal Timing

Santa Clara performed signal timing on Bowers Avenue between El Camino Real and US-101.

18SC01 - Arques Avenue Signal Timing

Sunnyvale is performing signal timing on Arques Avenue from Commercial Street to Oakmead Parkway.

18SC02 - Caribbean Drive Signal Timing

Sunnyvale is performing signal timing on Caribbean Drive from Mathilda Avenue to Lawrence Station Road.

18SC03 - Evelyn Avenue Signal Timing

Sunnyvale is performing signal timing on Evelyn Avenue from Sunnyvale Avenue to Mathilda Off-Ramp.

18SC04 - Fair Oaks Avenue Signal Timing

Sunnyvale is performing signal timing on Fair Oaks Avenue from El Camino Real to Fair Oaks Way.

18SC05 - Reed Avenue Signal Timing

Sunnyvale is performing signal timing on Reed Avenue from Timberpine Avenue to Gail Avenue.

18SC06 - Sunnyvale Avenue Signal Timing

Sunnyvale is performing signal timing on Sunnyvale Avenue from El Camino Real to Maude Avenue.

18SC09 - Charleston/Arastradero Adaptive Signal Timing.

Palo Alto performed signal timing on Charleston/Arastradero from East Charleston Road at Fabian Way to Arastradero Road at Gunn High School.

18SC12 - San Jose Bike Rack Purchase and Installation

San Jose is installing 300 public Bike Racks throughout the City of San Jose.

18SC15 - Agnew/De La Cruz Signal Timing

Santa Clara performed signal timing on Agnew/De La Cruz between Sun Fire Way and Laurelwood Road.

19SC02 - Los Gatos Roberts Road Smart Growth Bicycle Improvements

Los Gatos is installing frontage improvements on Roberts Road and Fisher Avenue by Fisher Middle School.

19SC03 - San Jose Signal Timing

San Jose is performing signal timing on 18 streets throughout the city.

19SC05 - Scott Boulevard Signal Timing

Santa Clara is performing signal timing on Scott Boulevard from the western city limit to Central Expressway.

19SC07 - Mathilda/Saratoga-Sunnyvale Signal Timing

Sunnyvale is performing signal timing on Mathilda/Saratoga-Sunnyvale Road from Bordeaux Drive to Alberta Avenue.

19SC08 - Tasman Drive/Java Drive Signal Timing

Sunnyvale is performing signal timing on Tasman Drive/Java Drive between Tasman Drive and Mathilda Avenue.

19SC09 - Maude Avenue Signal Timing.

Sunnyvale is performing signal timing on Maude Avenue between Sunnyvale/Borregas Avenues and Macara Avenue.

19SC10 - Bike Rack Purchase and Installation

San Jose is installing 300 public Bike Racks and two Quad eLockers at popular destinations throughout the City of San Jose.

19SC11 - Benton Street Bicycle Lanes

Santa Clara is constructing bicycle lanes on Benton Street between Monroe Street and El Camino Real.

19SC12 - Main Avenue Bicycle Lanes

Morgan Hill is constructing bicycle lanes on Main Avenue between Butterfield and Condit Roads.

20SC00 - Program Administration

MTA received 6.25% of TFCA Program Manager funds for program administration.

20SC03 - Los Gatos School Bus Pilot Route A

Los Gatos provided a school bus service from North Los Gatos to Fisher Middle School.

20SC04 - Los Gatos School Bus Pilot Route B

Los Gatos provided a school bus service from the Santa Cruz Mountains to Los Gatos High School and Fisher Middle School.

20SC05 - Los Gatos East Main Street Raised Sidewalk/ Speed Table

Los Gatos is installing two “speed tables” on East Main Street in front of Los Gatos High School, combined with raised crosswalks, and the construction of bulb outs at all three crosswalks.

20SC06 - San Jose Signal Retiming

San Jose is performing signal timing on 13 streets throughout the city.

20SC07 - Saratoga Avenue Bike Lane

Santa Clara is installing 0.6 miles of class 2 bicycle facility on Saratoga Avenue between San Tomas Expressway and Los Padres Boulevard.

20SC08 - Madrone Channel Trail Improvements

Morgan Hill is paving a 1.1-mile portion of the Madrone Channel trail and add amenities such as the installation of interpretative signage, benches, dog-waste stations, trash and recycling bins for the section of the trail from Main Avenue to Cochrane Road.

20SC09 - Kifer Road Signal Timing

Sunnyvale is implementing weekday and weekend signal timing plans for Kifer Road from Fair Oaks Avenue to Costco Way.

20SC10 - Wolfe Road Signal Timing

Sunnyvale is implementing weekday and weekend signal timing plans for Wolfe Road from Fair Oaks Avenue to Inverness Way.

20SC11 - Homestead Road Signal Timing

Sunnyvale is implementing weekday and weekend signal timing plans for Homestead Road from Belleville Way-Barranca Drive to Hollenbeck Avenue-Stelling Road.

20SC12 - Bernardo Avenue Signal Timing

Sunnyvale is implementing weekday and weekend signal timing plans for Bernardo Avenue from Evelyn Avenue to Heatherstone Way.

20SC13 - Duane Road Signal Timing

Sunnyvale is implementing weekday and weekend signal timing plans for Duane Avenue/Oakmead Parkway from Fair Oaks Avenue to Lakeside Drive.

20SC14 - Bike Rack Purchase and Installation

Mountain View is installing 141 public bicycle racks at locations throughout the City.

20SC15 - Scott Boulevard Signal Timing

Santa Clara is implementing coordination and real-time monitoring/management along the Scott Boulevard between El Camino Real to Saratoga Avenue.

Agenda Item 11 – Election of new BPAC Chair and Vice Chair.

Chair: Robert Neff - Palo Alto

Vice Chair: Stacy Banerjee - Los Altos

Agenda Item 12 – 2016 Measure B Bicycle & Pedestrian Education & Encouragement FY2021 Program of Projects

Lots and lots of excellent projects are being funded!

Worth reviewing the staff report and presentation in the agenda packet.

Agenda Item 13 – Silicon Valley Bicycle Coalition Bicycling Public Opinion Research Results

Presentation by Emma Shlaes from SVBC about the results of a research study “Surveying Silicon Valley on Cycling, Travel Behavior, and Travel Attitudes” funded by Santa Clara County.

Very interesting presentation and report with lots of information about people’s perceptions and desires around transportation in Silicon Valley.

Sunnyvale BPAC should consider inviting someone from SVBC to present to the Sunnyvale BPAC on it. An early quick presentation on it was done at the Silicon Valley Bike Summit.

The full study, data, a written summary, and a much longer presentation recording about it is available at <https://bikesiliconvalley.org/resources/surveying-silicon-valley/>. I recommend all BPAC members and staff review this if we cannot have it presented directly to the Sunnyvale BPAC.



City of Sunnyvale

Agenda Item

21-0215

Agenda Date: 1/21/2021

REPORT TO BICYCLE AND PEDESTRIAN ADVISORY COMMISSION

SUBJECT

BPAC 2021 Annual Work Plan (Draft)

2021 Master Work Plan (Draft)

Bicycle and Pedestrian Advisory Commission

Annual Calendar

MEETING DATE	AGENDA ITEM/ISSUE
January 21	<ul style="list-style-type: none"> • Climate Action Playbook Progress Update (Presentation) • Ranking of 2021 Study Issues
February 18	<ul style="list-style-type: none"> • Lawrence Station Area Plan - Sense of Place Pla • Discussion of Utility Bill Concepts • Discussion of TDA Funding
March 18	<ul style="list-style-type: none"> • Maude Avenue Bike Lanes – Post Study • El Camino Real Specific Plan • Utility Bill Concept Designs • TDA Funding Recommendation • Annual Slurry Seal List (Information item) • Council Ranking of Study Issues (Information item)
April 15	<ul style="list-style-type: none"> • Annual reporting on collisions involving pedestrians and cyclists (Presentation)
May 20	<ul style="list-style-type: none"> • Review Recommended Budget
June 17	<ul style="list-style-type: none"> • Recognition of Service • Utility Bill Stuffer Update (Information item)
July 15	<ul style="list-style-type: none"> • Vision Zero Plan Progress Update (Presentation) • Selection of Chair and Vice Chair
August 19	<ul style="list-style-type: none"> • VTA Measure B Education and Encouragement Update (Presentation) • Active Transportation Plan Progress Update (Presentation)
September 16	<ul style="list-style-type: none"> • Study Issues Sponsorship (for Scenario 1) • Homestead Road Full-time Bike Lane Study
October 21	<ul style="list-style-type: none"> • Final month to Propose Study Issues • Study Issues Sponsorship (for Scenario 2, if necessary) • Review Sponsored Study Issues Write-up (for Scenario 1 only)
November 18	<ul style="list-style-type: none"> • Climate Action Playbook Progress Update (Presentation) • Approve 2022 Master Work Plan
December 16	<ul style="list-style-type: none"> • Final month to Approve 2022 Master Work Plan • 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
- Active Transportation Program Grant – Safe Route to School Project
- Active Transportation Program Grant – SNAIL & San Miguel Neighborhoods Active Transportation Improvements
- Bernardo Avenue Bicycle/Pedestrian Undercrossing
- Bicycle and Pedestrian Access Improvements at Sunnyvale Caltrain Station
- Caltrain Grade Separation (Mary Avenue and Sunnyvale Avenue crossings)
- Java Drive Road Diet
- Lawrence Station Area Sidewalks and Bicycle Facilities
- List of Streets on the Annual Slurry Seal List with Upgraded Striping or Other Changes to Implement the Bicycle Plan (Information Item)
- Mary Avenue Freeway Overcrossing
- Moffett Park Specific Plan Update
- Safe Routes to School Coordinator Update (Presentation)
- Stevens Creek Trail Extension Project



City of Sunnyvale

Agenda Item

21-0216

Agenda Date: 1/21/2021

REPORT TO BICYCLE AND PEDESTRIAN ADVISORY COMMISSION

SUBJECT

Active Items List - January 2021

Item #	Item	PR	Due Date (Approx)	Status	Last Updated
1	Bike to Work Day	Tsang	Annual	Bike to Work Day 2021 will be held on Friday May 21, 2021.	1/21/2021
2	Homestead Road Bike Lanes Study	Garcia	2022	The City expects to release a Request for Proposals in spring 2021. The project is anticipated to begin in fall 2021.	1/21/2021
3	Utility Bill Insert	Tsang	Annual	The 2021 Utility Bill Insert will be mailed out with the Utility Bill in July/August 2021.	1/21/2021
4	Transportation Webpage	Deen	TBD	City staff from Communications and Traffic divisions are working on preparing elements to be included in the Transportation webpage. The webpage is scheduled to go live in Jan. 2021.	12/17/2020
5	East-West Channel Trail	Ng	Annual	<p>This project is to provide trails along the Sunnyvale East and West Channels via installation of paving on the Santa Clara Valley Water District's maintenance road. Approximately 1.7 new miles of trails will be constructed. The West Channel trail will extend from Caribbean Drive to Mathilda Avenue, and the East Channel trail will extend from Caribbean Drive to Moffett Park Drive.</p> <p>Valley Water continues the design of their Sunnyvale East and West Channel Flood Protection Project.</p> <p>Valley Water is working with resource agencies to get the necessary environmental permits. Once issued, Valley Water anticipates beginning construction by May 2021. Part of this process includes partnering with Google to enhance 1100' of the West Channel. This is part of Google's proposed site development Project at Caribbean Drive. Valley Water and Google are currently working on an Authorization Agreement for that part of the West Channel. This enhancement will provide mitigation opportunities for Valley Water. The trail project will begin after Valley Water has completed the flood control project.</p>	12/17/2020
6	Bernardo Caltrain Under-crossing	Garcia	TBD	Sunnyvale and Mountain View are collaborating with the project consultant to consider different project alternatives. These alternatives are intended to be presented for the upcoming Joint BPAC meeting and community public outreach. The project team is coordinating with the County and Caltrain to select a preferred alternative to present to the City Council for approval in 2021.	11/19/2020
7	Maude Avenue Bike Lanes	Ng	2021	Construction has been completed as of August 1, 2020. Staff will monitor the improvements, and will re-evaluate six months after project completion to determine if the removal of on-street parking would result in parking impacts within the neighborhood. Based on the evaluation, staff will then determine if the bicycle lanes east of Sunnyvale Avenue should be permanently installed in the future. Staff plan to perform the evaluation and present the results to BPAC in March of 2021.	8/20/2020
8	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 spring 2021.	8/20/2020
9	Stevens Creek Trail Extension	Ng	TBD	<p>Sunnyvale partnered with Mountain View in the application of the Measure B Bike/Ped Competitive Grant for capital projects for the environmental study and design of the Stevens Creek Trail extension from the Dales/Heatherstone bike-pedestrian overcrossing to West Remington Drive/Mountain View High School. The application was accepted and the grant amount would be \$4.8 million.</p> <p>Sunnyvale also submitted an application for the segment between W. Remington Dr. and W. Fremont Avenue. The application for the environmental study and design phases were accepted and the grant amount would be \$3.5 million.</p> <p>For both applications, VTA is in the process of finalizing the grant allocation timeline.</p>	7/16/2020
10	Road Overlay, Slurry, Reconstruction & Chip Schedule	T. Pineda	Annual	List was included in April 2020 BPAC meeting agenda packet.	4/16/2020