



City of Sunnyvale

Notice and Agenda - Revised Bicycle and Pedestrian Advisory Commission

Thursday, February 18, 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 February 18, 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

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.

- 1.A** [21-0328](#) Approve the Bicycle and Pedestrian Commission Meeting Minutes of January 21, 2021.

Recommendation: Approve the Bicycle and Pedestrian Commission Meeting Minutes of January 21, 2021 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** [21-0329](#) Discussion on Design Concepts for 2021 Utility Bill Insert
- 3** [21-0330](#) Discussion on Projects for Transportation Development Act (TDA) Article 3 Application
- 4** [21-0331](#) 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

- 5 [21-0334](#) Bicycle and Pedestrian Infrastructure Bond Measure (Potential Study Issue)

NON-AGENDA ITEMS & COMMENTS

-Commissioner Comments

-Staff Comments

INFORMATION ONLY REPORTS/ITEMS

[21-0332](#) BPAC 2021 Annual Work Plan

[21-0333](#) Active Items List - February 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

21-0328

Agenda Date: 2/18/2021

REPORT TO BICYCLE AND PEDESTRIAN ADVISORY COMMISSION

SUBJECT

Approve the Bicycle and Pedestrian Commission Meeting Minutes of January 21, 2021.

RECOMMENDATION

Approve the Bicycle and Pedestrian Commission Meeting Minutes of January 21, 2021 as submitted.



City of Sunnyvale

Meeting Minutes - Draft Bicycle and Pedestrian Advisory Commission

Thursday, January 21, 2021

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 6:30 p.m. via teleconference.

ROLL CALL

Present 7 - Chair Richard Mehlinger
Vice Chair Leia Mehlman
Commissioner John Cordes
Commissioner Arwen Davé
Commissioner Dan Hafeman
Commissioner Timothy Oey
Commissioner Scott Swail

Russ Melton, Council Liaison, Dennis Ng, Transportation and Traffic Manager, Lillian Tsang, Principal Transportation Engineer and Ralph Garcia, Senior Transportation Engineer attended via teleconference.

PRESENTATION

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

Ralph Garcia introduced Nupur Hiremath, Environmental Programs Manager, Department of Environmental Services and Madeline Willett, Environmental Engineering Coordinator, Department of Environmental Services.

Nupur Hiremath and Madeline Willett presented on the Climate Action Playbook Progress. They highlighted the following:

- 2019 Communitywide Greenhouse Gas Emissions

- Recap of total emissions by year and sector
- Playbook Progress Update
- Progress Updates for Scheduled Moves Key Accomplishments
- Pandemic Staffing & Funding Impacts
- Climate Action Scoreboard and Landing Page

Vice Chair Mehlman asked why were the natural gas prices increased. Ms. Willett stated between 2018-2019 residents/commercial heaters were turned on more often which would account for the price increases.

Commissioner Davé asked if the data that was given was based on projections of the number of people and square footage building rather than direct measurements of the emissions and which ones are they? Ms. Willett stated the energy sector is actual consumption based on electricity and natural gas used and transportation emissions are based on a model which is a projection based on population and land use. Off-road emissions come from a model from the County.

Commissioner Cordes asked about the following:

- What is the future plan for the Bike Share Pilot and why isn't there discussion with the County through VTA? Ms. Tsang stated that the company who participated in the Bike Share Program has pulled from the market. No other companies have expressed interest in operating a Bike Share Program in Sunnyvale. Ms. Tsang stated VTA is not leading in any effort to deploy any Bike Share Programs.
- Are they on track to hit the 2030 targets. Ms. Hiremath stated they are half way there to hit the 2030 target so they have 9 years and 28% to go. They are 90% confident they will hit their target by 2030.

Commissioner Oey asked about the following:

- What factors went into the Vehicle Miles Traveled (VMT) model? Ms. Hiremath stated that the VMT comes from the land use and transportation element of the City's general plan.
- Will there be a system in place where measurements of VMT will actually occur rather than a model? Ms. Hiremath stated that the Traffic and Transportation staff are working on a better predictor for VMT. Ms. Willett stated Google has a pilot program with real time data for transportation to predict VMT.
- Why were commercial natural gas increasing? Ms. Willett stated there has been a large increase in square footage for commercial space.
- Is the burning of fuel the only factor in EV's? Ms. Willett stated it is only the gas that is replaced.

- Is there any type of rebate program in the Climate Action Playbook for HVAC systems by making them heat pump based? Ms. Hiremath stated it does include space heating.
- Are you prioritizing by which thing would make the biggest impact in the plan to reach the 2030 target? Ms. Hiremath stated they look for the most meaningful action the City could take to shrink the large wedge of 50% in transportation.

Commissioner Hafeman asked about the following:

- Is there data that has been tracked on heat pump water heaters and heat pump house heating and is the data available to the public? Ms. Hiremath stated that Silicon Valley Clean Energy is tracking how many homes have leveraged their program for replacing their water heater with a heat pump water heater. Ms. Hiremath stated the data is available on the SVCE website.
- Is the data from private companies being leveraged for VMT? Ms. Hiremath stated they are not leveraging data from private companies in Sunnyvale. Ms. Hiremath stated the Travel Demand Model (TDM) program may be using this data. Dennis Ng, Transportation and Traffic Manager, stated that the TDM program is in coordination with Apple, Moffett Park Business Group and Google to get corporate rider ship data.

Chair Mehlinger asked about the following:

- What is VMT per resident and employee in the City? Ms. Willett stated between 2017-2019 population has increased but the VMT per capita has remained largely the same.
- Is Sunnyvale looking into Electric Micro Mobility Devices? Ms. Tsang stated the City is currently not looking into these devices.
- If you were to take out non electricity carbon levels from 1990 and compared them to non electricity carbon levels today where would we be? Ms. Hiremath stated the 1990 levels are approximation because they didn't have someone building Sunnyvale's Greenhouse Gas and Majority in 1990. Chair Mehlinger asked to compare 2008 with today instead. Ms. Hiremath stated she will look into it.
- Has there been any discussion on a ban on 2-stroke motors? Ms. Hiremath stated off-road emissions are 7% of their inventory. The City's Community Development has been working on an update to the City's General Plan on chapters on air quality and noise.
- Has there been consideration of expanding the Bicycle Parking Retrofits Program or additional programs to promote the construction of bicycle parking for commercial parking spaces and is there any consideration to expand it? Ms. Tsang stated the program is already launched, and it is on the City's website.

Commissioner Oey asked if there is away to measure how many residents and businesses have no natural gas going to them? Ms. Willett stated Silicon Valley Clean Energy (SVCE) is working on it.

Chair Mehlinger opened for public comment.

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

- Urban Forest issue
- Conflict with trees and solar panels put on homes
- Tree selection within the City
- Recommends in addition to the Climate Action Plan to have an Urban Forest Plan

Chair Mehlinger closed for public comment.

Commissioner Oey commented on the following:

- Google data on measuring people moving about
- Dashboard that shows "complete" for implementing the Active Transportation Plan

Commissioner Davé commented on the following:

- Getting information on samples of emissions from other sources

Commissioner Cordes commented on the following:

- E-bike rebates
- Reducing VMT by having people work from home in the Climate Action Playbook
- Multi Modal Plan
- Mode shift goals
- Traffic enforcement

Chair Mehlinger asked if the City has discussed with the State to legalize automated speed enforcement camera? Mr. Ng stated there is currently is no movement at the state legislation level for doing that.

Commissioner Hafeman commented on the following:

- Measuring transit usage and active mode usage
- Thanked staff for the wonderful presentation and website/dashboard

Commissioner Swail commented on the following:

- Greenhouse gas reductions

Commissioner Oey commented on the following:

- Thanked staff for the excellent presentation
- Automated speed enforcement

Chair Mehlinger called for a recess at 7:55 p.m. Chair Mehlinger reconvened the meeting at 8:10 p.m.

ORAL COMMUNICATIONS

Chair Mehlinger opened for Public Comment.

Chair Mehlinger closed for Public Comment.

CONSENT CALENDAR

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

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

Commissioner Oey moved and Commissioner Hafeman seconded to approve amended item 1.A.

The amendment was made by Chair Mehlinger who stated on the bottom of page 4 that says "Vice Chair Mehlinger commented on the following - thanked everyone for their work on the project" should say "Vice Chair Mehلمان commented on the following - thanked everyone for their work on the project".

The motion carried the following vote:

Yes 7 - Chair Mehlinger
 Vice Chair Mehلمان
 Commissioner Cordes
 Commissioner Davé
 Commissioner Hafeman
 Commissioner Oey
 Commissioner Swail

No 0

PUBLIC HEARINGS/GENERAL BUSINESS

2 [21-0211](#) Ranking of 2021 Study Issues

Lillian Tsang, Principal Transportation Engineer, discussed each Study Issue and provided Staff's recommendations. The Commissioners then discussed each Study Issue.

1. CDD 19-07 - Develop Citywide Guidelines or Criteria for Allowing Reduced Parking for Development Projects and for Future Conversions of Parking to Other Uses

- Staff recommendation: Defer

2. DPW 20-05 - Evelyn Avenue Multi-Use Trail and Bikeway Study

- Staff recommendation: Drop

3. DPW 21-01 - Bike Lanes on Hollenbeck Avenue between El Camino Real and Homestead Road

- Staff recommendation: Drop

4. DPW 21-02 - Community Driven Active Transportation Plan Amendment Process

- Staff recommendation: Drop

5. DPW 21-03 - Pedestrian and Bicycle Facility Installation on Tasman Drive from Fair Oaks Avenue to Lawrence Expressway

- Staff recommendation: Drop

Chair Mehlinger opened for Public Comment.

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

- Rules of the Study Issue process

Chair Mehlinger closed for Public Comment.

Commissioner Cordes moved and Commissioner Oey seconded the motion to drop CDD 19-07. The motion failed by the following vote:

Yes 1 - Commissioner Cordes

No 6 - Chair Mehlinger
Vice Chair Mehلمان
Commissioner Davé
Commissioner Hafeman
Commissioner Oey
Commissioner Swail

Commissioner Cordes thought the study is interesting but it is not high on the priority. Given staff's current workload, he would recommend to drop it.

Commissioner Hafeman and Chair Mehlinger commented on why this study issue should not be dropped and why it should be deferred instead.

Commissioner Oey moved and Commissioner Hafeman seconded to defer CDD 19-07. The motion carried the following vote:

Yes 7 - Chair Mehlinger
Vice Chair Mehلمان
Commissioner Cordes
Commissioner Davé
Commissioner Hafeman
Commissioner Oey
Commissioner Swail

No 0

Commissioner Oey agreed with Staff's recommendation on deferring this study issue.

Chair Mehlinger moved and Commissioner Oey seconded the motion to defer DPW 21-01. The motion carried the following vote:

Yes 7 - Chair Mehlinger
Vice Chair Mehلمان
Commissioner Cordes
Commissioner Davé
Commissioner Hafeman
Commissioner Oey
Commissioner Swail

No 0

Chair Mehlinger believed having bicycle facility on Hollenbeck Avenue is an excellent idea. However, there are other more important bicycle recommendations in the Active Transportation Plan (ATP) such as Sunnyvale-Saratoga Road, Evelyn Avenue, and Tasman Drive. Improvements on Hollenbeck is valuable but not as critical as the other locations; therefore, he recommended to defer it.

Commissioner Oey and Commissioner Hafeman agreed with Chair Mehlinger's reasonings.

Chair Mehlinger moved and Vice Chair Mehلمان seconded to defer DPW 21-02. The motion carried the following vote:

Yes 7 - Chair Mehlinger
Vice Chair Mehلمان
Commissioner Cordes
Commissioner Davé
Commissioner Hafeman
Commissioner Oey
Commissioner Swail

No 0

Chair Mehlinger would like to see how the proposed improvements in the ATP would be implemented and revisit this study issue in a year.

Chair Mehlinger opened for Public Comment.

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

- Getting bike projects done during Covid-19

Ari Feinsmith, member of the public commented on the following:

- Support for the Tasman Study Issue and sending it City Council

Chair Mehlinger closed for Public Comment.

Commissioner Cordes moved and Commissioner Oey seconded to defer DPW 21-03. Commissioner Cordes indicated that BPAC should convince Staff to propose improvements on Tasman Drive; Commissioner Oey would want more time to gather more community support. Vice Chair Mehلمان also suggested to defer this study issue for a year.

Commissioner Davé explained why DPW 21-03 should not be deferred. Commissioner Hafeman and Commissioner Swail agreed this is an important corridor to implement bicycle and pedestrian improvements. Chair Mehlinger explained why he thinks this is an important study issue.

Commissioner Oey and Vice Chair Mehلمان indicated that they have been persuaded to not defer this study issue.

Commissioner Cordes moved and Commissioner Oey seconded to withdraw the motion to defer DPW 21-03.

Commissioners ranked the Study Issues as follows:

1. DPW 21-03: Pedestrian and Bicycle Facility Installation on Tasman Drive from Fair Oaks Avenue to Lawrence Expressway
2. DPW 20-05: Evelyn Avenue Multi-Use Trail and Bikeway Study

Commissioner Cordes moved and Commissioner Oey seconded the motion to accept the overall Study Issue Rankings. The motion carried by the following vote:

Yes 7 - Chair Mehlinger
Vice Chair Mehلمان
Commissioner Cordes
Commissioner Davé
Commissioner Hafeman
Commissioner Oey
Commissioner Swail

No 0

Commissioner Oey indicated that he is very happy DPW 21-03 is ranked number one, and hoped City Council will support BPAC's ranking.

Chair Mehlinger asked if he could get approval from the BPAC to send a letter to City Council arguing for the 1 current 1,2 ranking. Mr. Garcia stated that the Chair can send letters on behalf of the BPAC.

Chair Mehlinger asked if the Study Issue process can be discussed in future BPAC meeting. Mr. Garcia stated he would have to check with the Office of the City Manager.

3 [21-0214](#) Report and Discussion of Recent Santa Clara Valley
Transportation Authority (VTA) Bicycle and Pedestrian
Advisory Committee (BPAC) Meeting

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

- Write up posted as a separate item that the BPAC can download
- Vice Mayor Glenn Hendricks is the current VTA Board Chair
- Caltrans District 4 has released a Draft Bay Area Pedestrian Plan
- Survey for Caltrans District 4 for Bike Highway Study
- Quick build education encouragement program
- Signal timing & clean air
- New Chair and Vice Chair for the VTA BPAC
- Silicon Valley Bike Coalition presentation about the survey on Silicon Valley cycling

Commissioner Hafeman thanked Commissioner Oey on his report.

STANDING ITEM: CONSIDERATION OF POTENTIAL STUDY ISSUES

None.

NON-AGENDA ITEMS & COMMENTS

-Commissioner Comments

Commissioner Hafeman commented on the following:

- Fair Oaks Bike Lanes and Streetscape Project Phase 2 - pedestrian crossing warnings at freeway on-ramps/exits needed - Check out El Camino Real/SR 85

Commissioner Cordes commented on the following:

- Silicon Valley Bicycle Coalition monthly educational seminar, link will be sent to the BPAC

Vice Chair Mehlman commented on the following:

- Public workshop on the Moffett Park Specific Plan will be on February 1, 4:00 - 7:00 p.m.

Chair Mehlinger commented on the following:

- Improve Bicycle and Pedestrian Access at Sunnyvale Caltrain Station Study Issue

-Staff Comments

Lillian Tsang, Principal Transportation Engineer commented on the following:

- January 28, 2021 - Council Strategic Planning Workshop
- February 1, 2021 - Moffett Park Specific Plan Workshop
- February 2, 2021 - Mary Avenue Overcrossing City Council Study Session
- 2021 Master Work Plan will be brought to City Council for approval at the February 2 City Council meeting.
- February 25, 2021 - Study and Budget Issue Workshop for City Council
- Transportation and Traffic Safety website has been launched, will be updated periodically
- Bike Rack Installation Pilot Program has been launched
- Applying for a Caltrans Sustainable Communities Grant
- Discussion of the Transportation Development Act -, Article 3 Funding Recommendations at the February and March BPAC meetings
- Discussion of Utility bill concept design at the February and March BPAC meetings

Commissioner Oey asked about the following:

- List of new projects under consideration, specifically Crawford/Las Palmas

Commissioner Cordes asked about the following:

- Full page for Utility bill insert

INFORMATION ONLY REPORTS/ITEMS

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

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

ADJOURNMENT

Chair Mehlinger adjourned the meeting at 10:06 p.m.



City of Sunnyvale

Agenda Item

21-0329

Agenda Date: 2/18/2021

REPORT TO BICYCLE AND PEDESTRIAN ADVISORY COMMISSION

SUBJECT

Discussion on Design Concepts for 2021 Utility Bill Insert

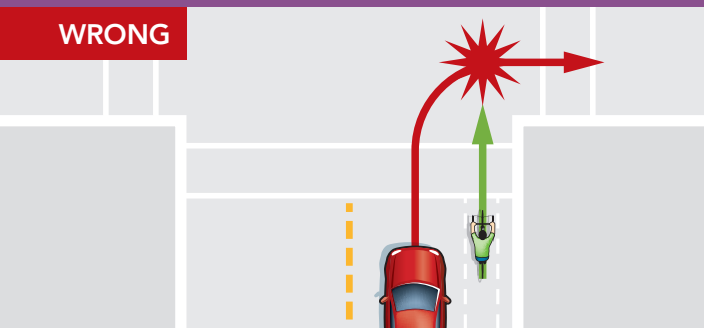
Open discussion about the design of bicycle/pedestrian oriented utility bill insert that are scheduled to be sent to Sunnyvale residents in July/August 2021.

The flyer on HAWK Beacon and Utility Bill Inserts previously distributed are attached.

Driving Safely with Bicyclists

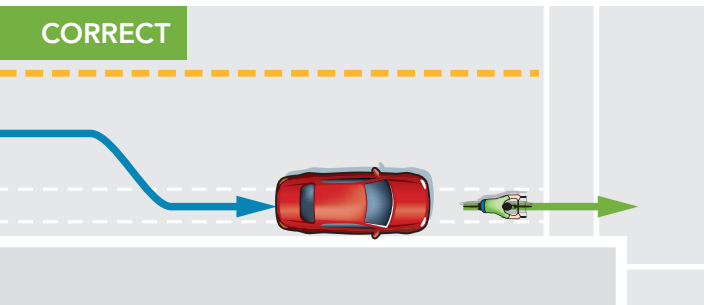
1. MERGE RIGHT TO TURN RIGHT

WRONG

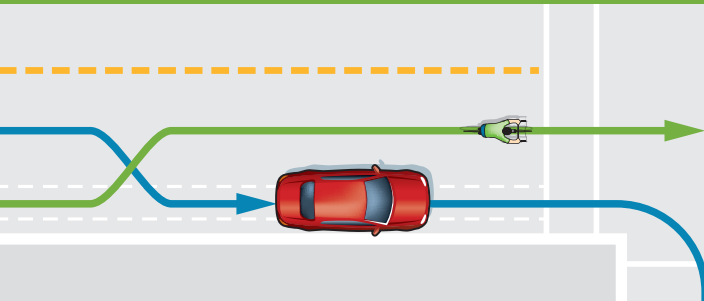


Improper turns are a frequent cause of bicyclist injuries.

CORRECT



Drivers shall merge into the bicycle lane to turn right, while keeping 3 feet of distance from any bicycle. Vehicles can enter the bicycle lane up to 200 feet in advance of the intersection to turn right.



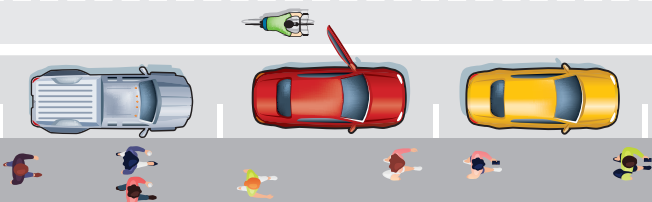
Bicyclists can pass on left as drivers merge into the bicycle lane.

2. KEEP A SAFE DISTANCE



Bicyclists may use full lane where no bicycle lanes or shoulders exist. Stay 3 feet away from any bicycle.

3. LOOK BEFORE OPENING THE DOOR



Watch for bicyclists and don't underestimate their speed.

For information about the
Bicycle and Pedestrian Advisory Commission,
search "BPAC" at Sunnyvale.ca.gov



Sunnyvale

Printed on Recycled Paper.

Enjoy Sunnyvale with a Walk or Ride



Sunnyvale

Sunnyvale Bicycle & Pedestrian Advisory Commission (BPAC) Meetings

The commission advises
City Council on bicycle
and pedestrian topics
in Sunnyvale.

When

3rd Thursday each month

Time

6:30 p.m.

Location

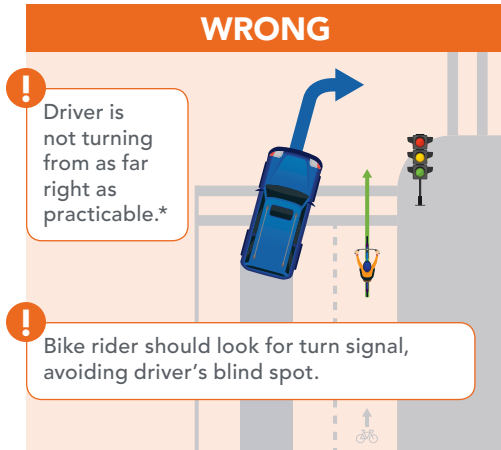
Council Chambers at
City Hall

bpac@sunnyvale.ca.gov

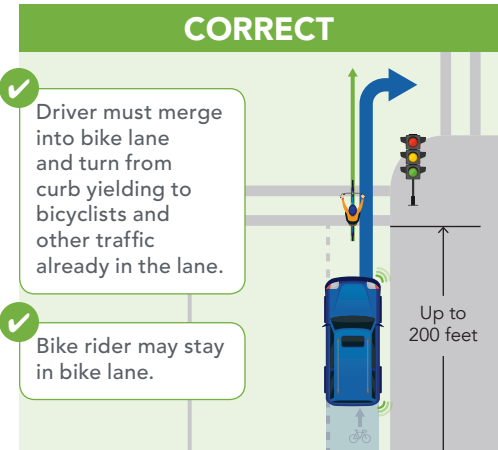
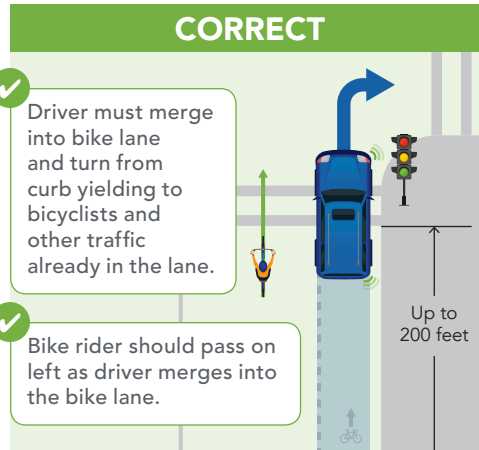
Photo credit: Paul Sirajuddin



Avoid turning right into a bicyclist



*California Vehicle Code (CVC) 21209, 21717, 21208, 21760, & 22100



Top Factors Leading to Serious Injury Collisions in Sunnyvale*

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

Safety Tips



Slow down for pedestrians and bicyclists.



Be alert when crossing.



Do not drive under the influence of drugs or alcohol.



Do not text while driving.

*Source: Sunnyvale Vision Zero

July/August 2018 Printed on Recycled Paper.

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



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

When: 3rd Thursday each month

Time: 6:30 p.m.

Location: Council Chambers at City Hall

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



Sunnyvale

What is a HAWK Beacon?

A HAWK Beacon (**H**igh-Intensity **A**ctivated cross**W**alk) is a pedestrian warning device that helps people safely cross busy streets.



A HAWK Beacon like this one will be activated on El Camino Real at Helen Avenue

Questions? Call 408-730-7415



Sunnyvale

How Does a HAWK Beacon Operate?

Drivers

...will see this

...will do this



Dark

**Proceed
as Normal**



Flashing Yellow

Slow Down

Pedestrian has
activated the
HAWK Beacon



Solid Yellow

**Prepare
to Stop**

Pedestrian will
begin to cross
soon



Solid Red

STOP!
Pedestrian
in crosswalk



Alternating
Flashing Red

STOP!
**Proceed
with Caution
if Clear**



Dark

**Proceed
as Normal**

Pedestrians

...will see this

...will do this



**Push the
Button to
Activate
the HAWK
Beacon**



Wait



**Continue
to Wait**



**Start
Crossing
with
Caution**



**Continue
Crossing
During
Countdown
Signal**



**Push the
Button to
Activate
the HAWK
Beacon**



City of Sunnyvale

Agenda Item

21-0330

Agenda Date: 2/18/2021

REPORT TO BICYCLE AND PEDESTRIAN ADVISORY COMMISSION

SUBJECT

Discussion on Projects for Transportation Development Act (TDA) Article 3 Application

Open discussion on projects eligible for Transportation Development Act (TDA) Article 3 Funding for Fiscal Year 2021/22.

Date: June 26, 2013
W.I.: 1514
Referred By: PAC
Revised: 02/24/16-C

ABSTRACT

Resolution No. 4108, Revised

This resolution establishes policies and procedures for the submission of claims for Article 3 funding for pedestrian and bicycle facilities as required by the Transportation Development Act in Public Utilities Code (PUC) Section 99401.(a). Funding for pedestrian and bicycle projects is established by PUC Section 99233.3.

This resolution supersedes MTC Resolution No. 875, Revised commencing with the FY2014-15 funding cycle.

This resolution was revised on February 24, 2016 to make pedestrian safety education projects eligible for funding, in accordance with recent state law changes.

Further discussion of these procedures and criteria are contained in the Programming and Allocations Summary Sheet dated June 12, 2013 and February 10, 2016.

Date: June 26, 2013
W.I.: 1514
Referred By: PAC

RE: Transportation Development Act, Article 3. Pedestrian and Bicycle Projects.

METROPOLITAN TRANSPORTATION COMMISSION

RESOLUTION NO. 4108

WHEREAS, the Transportation Development Act (TDA), Public Utilities Code (PUC) Section 99200 et seq., requires the Transportation Planning Agency to adopt rules and regulations delineating procedures for the submission of claims for funding for pedestrian and bicycle facilities (Article 3, PUC Section 99233.3); state criteria by which the claims will be analyzed and evaluated (PUC Section 99401(a); and to prepare a priority list for funding the construction of pedestrian and bicycle facilities (PUC Section 99234(b)); and

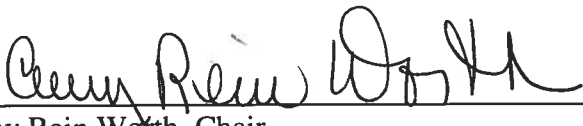
WHEREAS, the Metropolitan Transportation Commission (MTC), as the Transportation Planning Agency for the San Francisco Bay Region, adopted MTC Resolution No. 875 entitled "Transportation Development Act, Article 3, Pedestrian/Bicycle Projects", that delineates procedures and criteria for submission of claims for Article 3 funding for pedestrian and bicycle facilities; and

WHEREAS, MTC desires to update these procedures and criteria commencing with the FY2014-15 funding cycle, now therefore be it

RESOLVED, that MTC adopts its policies and procedures for TDA funding for pedestrian and bicycle facilities described in Attachment A ; and be it further

RESOLVED, that the prior policy governing allocation of funds contained in Resolution No. 875 is superseded by this resolution, effective with the FY 2014-15 funding cycle.

METROPOLITAN TRANSPORTATION COMMISSION



Amy Rein Worth, Chair

The above resolution was approved by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California, on June 26, 2013.

Date: June 26, 2013
W.I.: 1514
Referred By: PAC
Revised: 02/24/16-C

Attachment A
Resolution No. 4108
Page 1 of 7

TRANSPORTATION DEVELOPMENT ACT, ARTICLE 3,
PEDESTRIAN/BICYCLE PROJECTS
Policies and Procedures

Eligible Claimants

The Transportation Development Act (TDA), Public Utilities Code Sections 99233.3 and 99234, makes funds available in the nine-county Metropolitan Transportation Commission (MTC) Region for the exclusive use of pedestrian and bicycle projects. MTC makes annual allocations of TDA Article 3 funds to eligible claimants after review of applications submitted by counties or congestion management agencies.

All cities and counties in the nine counties in the MTC region are eligible to claim funds under TDA Article 3. Joint powers agencies composed of cities and/or counties are also eligible provided their JPA agreement allows it to claim TDA funds.

Application

1. Counties or congestion management agencies will be responsible for developing a program of projects not more than annually, which they initiate by contacting the county and all cities and joint powers agencies within their jurisdiction and encouraging submission of project applications.
2. Claimants will send one or more copies of project applications to the county or congestion management agency (see "Priority Setting" below).
3. A project is eligible for funding if:
 - a. The project sponsor submits a resolution of its governing board that addresses the following six points:
 1. There are no legal impediments regarding the project.
 2. Jurisdictional or agency staffing resources are adequate to complete the project.
 3. There is no pending or threatened litigation that might adversely affect the project or the ability of the project sponsor to carry out the project.
 4. Environmental and right-of-way issues have been reviewed and found to be in such a state that fund obligation deadlines will not be jeopardized.
 5. Adequate local funding is available to complete the project.

6. The project has been conceptually reviewed to the point that all contingent issues have been considered.
- b. The funding requested is for one or more of the following purposes:
 1. Construction and/or engineering of a bicycle or pedestrian capital project
 2. Maintenance of a multi-purpose path which is closed to motorized traffic
 3. Bicycle safety education program (no more than 5% of county total).
 4. Development of a comprehensive bicycle or pedestrian facilities plans (allocations to a claimant for this purpose may not be made more than once every five years).
 5. Restriping Class II bicycle lanes.Refer to Appendix A for examples of eligible projects.
- c. The claimant is eligible to claim TDA Article 3 funds under Sections 99233.3 or 99234 of the Public Utilities Code.
- d. If it is a Class I, II or III bikeway project, it must meet the mandatory minimum safety design criteria published in Chapter 1000 of the California Highway Design Manual (Available via Caltrans headquarters' World Wide Web page); or if it is a pedestrian facility, it must meet the mandatory minimum safety design criteria published in Chapter 100 of the California Highway Design Manual (Available via Caltrans headquarters' World Wide Web page).
- e. The project is ready to implement and can be completed within the three year eligibility period.
- f. *If the project includes construction, that it meets the requirements of the California Environmental Quality Act (CEQA, Public Resources Code Sections 21000 et seq.) and project sponsor submits an environmental document that has been stamped by the County Clerk within the past three years.*
- g. A jurisdiction agrees to maintain the facility.
- h. The project is included in a locally approved bicycle, pedestrian, transit, multimodal, complete streets, or other relevant plan.

Priority Setting

1. The county or congestion management agency (CMA) shall establish a process for establishing project priorities in order to prepare an annual list of projects being recommended for funding.
2. Each county and city is required to have a Bicycle Advisory Committee (BAC) to review and prioritize TDA Article 3 bicycle and pedestrian projects and to participate in the

development and review of comprehensive bicycle plans. BACs should be composed of both bicyclists and pedestrians.

A city BAC shall be composed of at least 3 members who live or work in the city. More members may be added as desired. They will be appointed by the City Council. The City or Town Manager will designate staff to provide administrative and technical support to the Committee.

An agency can apply to MTC for exemption from the city BAC requirement if they can demonstrate that the countywide BAC provides for expanded city representation.

A county BAC shall be composed of at least 5 members who live or work in the county. More members may be added as desired. The County Board of Supervisors or Congestion Management Agency (CMA) will appoint BAC members. The county or congestion management agency executive/administrator will designate staff to provide administration and technical support to the Committee.

3. All proposed projects shall be submitted to the County or congestion management agency for evaluation/prioritization. Consistent with the county process, either the Board of Supervisors or the Congestion Management Agency (CMA) will adopt the countywide list and forward it to MTC for approval.
4. The county or congestion management agency will forward to MTC a copy of the following:
 - a) Applications for the recommended projects, including a governing body resolution, stamped environmental document, and map for each, as well as a cover letter stating the total amount of money being claimed; *and confirmation that each project meets Caltrans' minimum safety design criteria and can be completed before the allocation expires.*
 - b) The complete priority list of projects with an electronic version to facilitate grant processing.
 - c) A Board of Supervisors' or CMA resolution approving the priority list and authorizing the claim.

MTC Staff Evaluation

MTC Staff will review the list of projects submitted by each county. If a recommended project is eligible for funding, falls within the overall TDA Article 3 fund estimate level for that county, and has a completed application, staff will recommend that funds be allocated to the project.

Allocation

The Commission will approve the allocation of funds for the recommended projects. The County Auditor will be notified by allocation instructions to reserve funds for the approved projects. Claimants will be sent copies of the allocation instructions and funds should be invoiced in accordance with the “Disbursement” section below.

Eligible Expenditures

Eligible expenditures may be incurred from the start of the fiscal year of award plus two additional fiscal years. Allocations expire at the end of third fiscal year following allocation. For example, if funds are allocated to a project in October 2014, a claimant may be reimbursed for eligible expenses that were incurred on or after July 1, 2014. The allocation expires on June 30, 2017 and all eligible expenses must be incurred before this date. All disbursement requests should be submitted by August 31, 2017.

Disbursement

1. The claimant shall submit to MTC the following, no later than two months after the grant expiration date:
 - a) A copy of the allocation instructions along with a dated cover letter referring to the project by name, dollar amount and allocation instruction number and the request for a disbursement of funds;
 - b) Documents showing that costs have been incurred during the period of time covered by the allocation.
 - c) With the final invoice, the claimant shall submit a one paragraph summary of work completed with the allocated funds. This information may be included in the cover letter identified in bullet “a” above and is required before final disbursement is made. If the project includes completion of a Class I, II or III bicycle facility, this information should be added to Bikemapper or a request should be made to MTC to add it to Bikemapper.
2. MTC will approve the disbursement and, if the disbursement request was received in a timely fashion and the allocation instruction has not expired, been totally drawn down nor been rescinded, issue an authorization to the County Auditor to disburse funds to the claimant.

Rescissions and Expired Allocations

Funds will be allocated to claimants for specific projects, so transfers of funds to other projects sponsored by the same claimant may not be made. If a claimant has to abandon a project or cannot complete it within the time allowed, it should ask the county or congestion management

agency to request that MTC rescind the allocation. Rescission requests may be submitted to and acted upon by MTC at any time during the year. Rescinded funds will be returned to the county's apportionment.

Allocations that expire without being fully disbursed will be disencumbered in the fiscal year following expiration. The funds will be returned to county's apportionment and will be available for allocation.

Fiscal Audit

All claimants that have received an allocation of TDA funds are required to submit an annual certified fiscal and compliance audit to MTC and to the Secretary of Business and Transportation Agency within 180 days after the close of the fiscal year, in accordance with PUC Section 99245. Article 3 applicants need not file a fiscal audit if TDA funds were not expended (that is, costs incurred) during a given fiscal year. However, the applicant should submit a statement for MTC's records certifying that no TDA funds were expended during the fiscal year. Failure to submit the required audit for any TDA article will preclude MTC from making a new Article 3 allocation. For example, a delinquent Article 4.5 fiscal audit will delay any other TDA allocation to the city/county with an outstanding audit. Until the audit requirement is met, no new Article 3 allocations will be made.

TDA Article 3 funds may be used to pay for the fiscal audit required for this funding.

Appendix A: Examples of Eligible Projects

1. Projects that eliminate or improve an identified problem area (specific safety hazards such as high-traffic narrow roadways or barriers to travel) on routes that would otherwise provide relatively safe and direct bicycle or pedestrian travel use. For example, roadway widening, shoulder paving, restriping or parking removal to provide space for bicycles; a bicycle/pedestrian bridge across a stream or railroad tracks on an otherwise useful route; a segment of multi-purpose path to divert young bicyclists from a high traffic arterial; a multi-purpose path to provide safe access to a school or other activity center; replacement of substandard grates or culverts; adjustment of traffic-actuated signals to make them bicycle sensitive. Projects to improve safety should be based on current traffic safety engineering knowledge.
2. Roadway improvements or construction of a continuous interconnected route to provide reasonably direct access to activity centers (employment, educational, cultural, recreational) where access did not previously exist or was hazardous. For example, development of Multi-purpose paths on continuous rights-of-way with few intersections (such as abandoned railroad rights-of-way) which lead to activity centers; an appropriate combination of Multi-purpose paths, Class II, and Class III bikeways on routes identified as high demand access routes; bicycle route signs or bike lanes on selected routes which receive priority maintenance and cleaning.
3. Secure bicycle parking facilities, especially in high use activity areas, at transit terminals, and at park-and-ride lots. Desirable facilities include lockers, sheltered and guarded check-in areas; self-locking sheltered racks that eliminate the need to carry a chain and racks that accept U-shaped locks.
4. Other provisions that facilitate bicycle/transit trips and walk/transit. For example, bike racks on buses, paratransit/trailer combinations, and bicycle loan or check-in facilities at transit terminals, bus stop improvements, wayfinding signage.
5. Maintenance of multiple purpose pathways that are closed to motorized traffic or for the purposes of restriping Class II bicycle lanes (provided that the total amount for Class II bicycle lane restriping does not exceed twenty percent of the county's total TDA Article 3 allocation).
6. Funds may be used for construction and plans, specification, and estimates (PS&E) phases of work. Project level environmental, planning, and right-of-way phases are not eligible uses of funds.
7. Projects that enhance or encourage bicycle or pedestrian commutes, including Safe Routes to Schools projects.

8. Intersection safety improvements including bulbouts/curb extensions, transit stop extensions, installation of pedestrian countdown or accessible pedestrian signals, or pedestrian signal timing adjustments. Striping high-visibility crosswalks or advanced stop-back lines, where warranted.
9. Purchase and installation of pedestrian traffic control devices, such as High-intensity Activated crossWalK (HAWK) beacons, rectangular rapid flashing beacons (RRFB), or pedestrian safety “refuge” islands, where warranted.
10. Projects that provide connection to and continuity with longer routes provided by other means or by other jurisdictions to improve regional continuity.
11. The project may be part of a larger roadway improvement project as long as the funds are used only for the bicycle and/or pedestrian component of the larger project.
12. Bicycle and Pedestrian Safety Education Programs. Up to five percent of a county's Article 3 fund may be expended to supplement monies from other sources to fund public bicycle and pedestrian safety education programs and staffing.
13. Comprehensive Bicycle and Pedestrian Facilities Plan. Funds may be allocated for these plans (emphasis should be for accommodation of bicycle and walking commuters rather than recreational uses). A city or county may not receive allocations for these plans more than once every five years. Environmental documentation and approval necessary for plan adoption is an eligible expense.



City of Sunnyvale

Agenda Item

21-0331

Agenda Date: 2/18/2021

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

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

VTA Feb 10, 2021 BPAC report to Sunnyvale BPAC

VTA BPAC Sunnyvale Representative: Tim Oey

For copies of the presentations and more detailed reports see:

http://santaclaravta.iqm2.com/Citizens/Detail_Meeting.aspx?ID=3372

Highlights for Sunnyvale:

Agenda Item 4 – VTA Committee Staff Report.

By federal law now, masks required on all public transit. VTA is now allowing rear door boarding, no fares required.

Caltrans maintenance is being used for some complete streets improvements in Mountain View (3 improved pedestrian crossings on El Camino) and Santa Clara (bike lanes on El Camino).

Agenda Item 5 – Santa Clara County Staff Report.

County roads and public health dept are watching an electric bike pilot program that the City of Gilroy is doing. 4 people in Gilroy will get up to 2K per bike. Silicon Valley Clean Energy provides grant funding. County would like to replicate with county sponsorship.

Agenda Item 8 – INFORMATION ITEM -Receive the Three-Year Project Initiation Document (PID) Work Plan for Santa Clara County for Fiscal Years 2020 to 2023.

PIDs document the scope of work, viable alternatives, cost estimates and schedule for improvement projects for the state highway system and are needed to qualify for federal and state funding for such projects.

The following PIDs to tentatively be done in FY 2021 are for modernizing interchanges so bicyclists and pedestrians can navigate them more safely as well as improve their general operation.

- US 101/10th Street Southbound Off-ramp, Gilroy
- SR 87/Capitol Expressway Interchange, San Jose
- I-280/Bird Avenue Interchange, San Jose
- SR 237/Lawrence Expressway Interchange, Sunnyvale
- US 101/Ellis Street Interchange, Mountain View
- SR 87 Technology-based Corridor Improvements, (various locations to-be-determined).

Cities may submit requests to VTA for PIDs at any time.

Agenda Item 9 – INFORMATION ITEM -Receive a status report of the Bus Stop Balancing program.

VTA is modifying bus routes to serve riders better – mostly removing stops at this time to speed routes up and sometimes adding stops. Route 56 in Sunnyvale has been modified as of Feb 8, see additional attachment with details.

Our Bus Stops Are Getting Spaced Out

Less stops, more go!

ROUTE 56

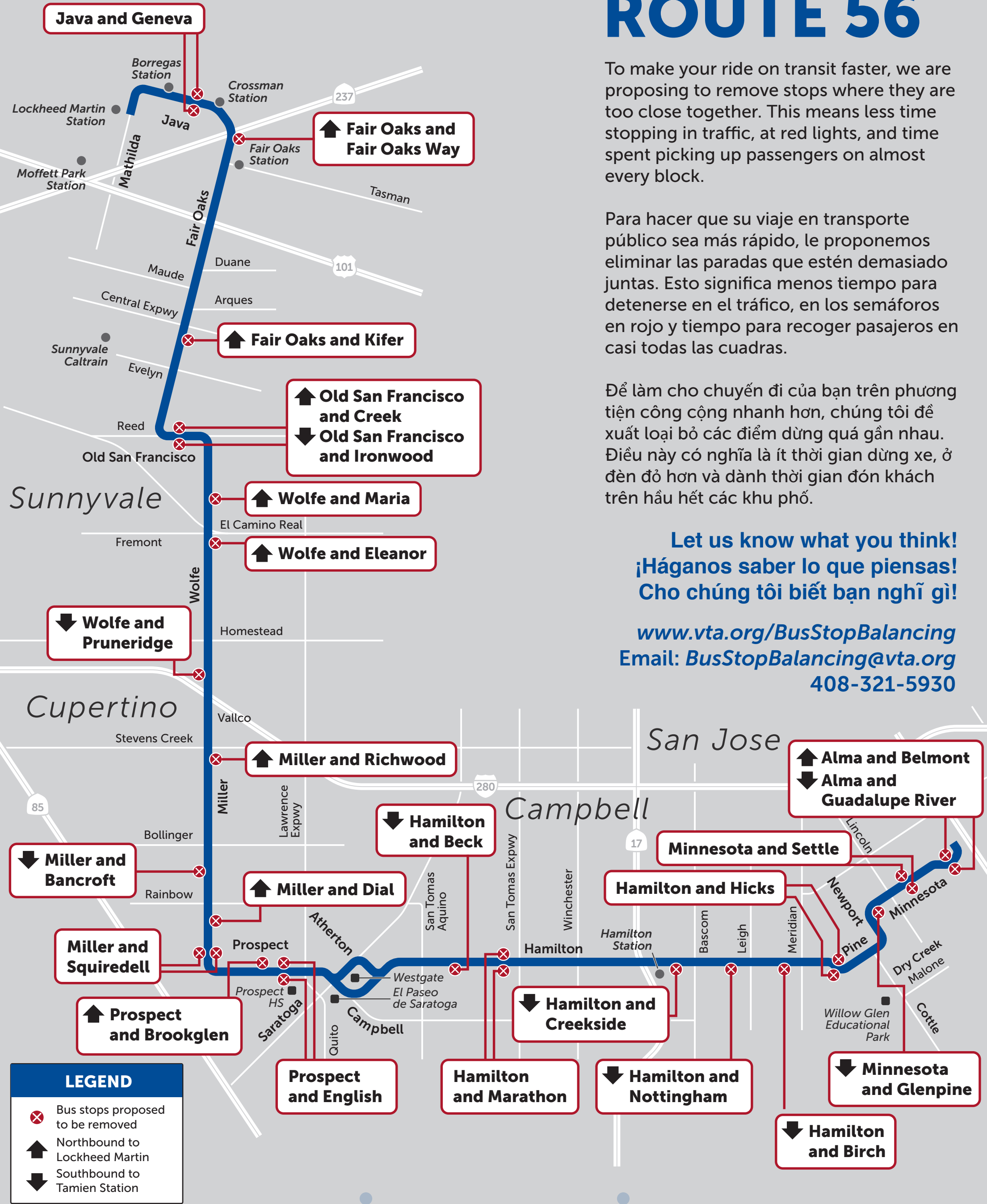
To make your ride on transit faster, we are proposing to remove stops where they are too close together. This means less time stopping in traffic, at red lights, and time spent picking up passengers on almost every block.

Para hacer que su viaje en transporte público sea más rápido, le proponemos eliminar las paradas que estén demasiado juntas. Esto significa menos tiempo para detenerse en el tráfico, en los semáforos en rojo y tiempo para recoger pasajeros en casi todas las cuadras.

Để làm cho chuyến đi của bạn trên phương tiện công cộng nhanh hơn, chúng tôi đề xuất loại bỏ các điểm dừng quá gần nhau. Điều này có nghĩa là ít thời gian dừng xe, ở đèn đỏ hơn và dành thời gian đón khách trên hầu hết các khu phố.

Let us know what you think!
¡Háganos saber lo que piensas!
Cho chúng tôi biết bạn nghĩ gì!

www.vta.org/BusStopBalancing
Email: BusStopBalancing@vta.org
408-321-5930





City of Sunnyvale

Agenda Item

21-0334

Agenda Date: 2/18/2021

REPORT TO BICYCLE AND PEDESTRIAN ADVISORY COMMISSION

SUBJECT

Bicycle and Pedestrian Infrastructure Bond Measure (Potential Study Issue)



Sunnyvale

Study Issue Form

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

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

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

Board or commissioners may only fill out a form for study issue ideas within their purview.

Place cursor in gray field box and press F1 for instructions.

Date Submitted to Staff Liaison: 12/8/2020

Board/ Commission: BPAC

Workplan Year: 2021

Submitted by: Richard Mehlinger

Study Issue Working Title: Bicycle and Pedestrian Infrastructure Bond Measure

1. What are the key elements of the issue? What precipitated this study?
The Active Transportation Plan adopted by City Council will cost between 21.3 and 98.6 million dollars for bicycle infrastructure alone. There are also additional costs for implementing the pedestrian and safe routes to school components.

There is currently no adequate, dedicated funding source for active transportation projects. Given the climate crisis and the need for the city to encourage active transportation, I propose a bond measure for the 2022 or 2024 election, to fund improvements to bicycle and pedestrian infrastructure. I suggest \$100m over 10 years as a starting minimum.

This bond could fund bike lanes, sidewalks, trails, bike parking retrofits, and study issues. The city could also choose to do a bigger bond to include non-transportation green infrastructure projects from the CAP 2.0.

Note that ACA-1, pending in the state legislature, would lower the threshold to pass infrastructure bonds from 2/3 to 55% if passed.

2. Staff Summary of Scope and/or Comments:

The study will include consideration of financing options for the Active Transportation Plan (ATP). Given the City's constrained financial position, a new revenue source is needed to fund the projects included in the ATP. The study will review options to establish a funding source, most likely a new tax, to generate revenue needed to pay debt service on new bonds issued for the purposes of constructing ATP projects.

The study will identify the process needed to establish a new tax, identify the amount of the tax needed to secure the debt necessary to construct the projects, and fund public polling to determine the likelihood of passage of a new tax by the voters. As this would be a special purpose tax, a two thirds majority is required for passage.

As part of the study, staff will also explore the availability of Federal Grants or low interest loans (through the Transportation Infrastructure Financing and Innovation Act). The study will recommend a path forward to potentially provide funding through new revenues, and also identify potential funding options should a special tax fail at the ballot.



City of Sunnyvale

Agenda Item

21-0332

Agenda Date: 2/18/2021

REPORT TO BICYCLE AND PEDESTRIAN ADVISORY COMMISSION

SUBJECT

BPAC 2021 Annual Work Plan

2021 Master Work Plan

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"> • Discussion of Utility Bill Concepts • Discussion of TDA Funding
March 18	<ul style="list-style-type: none"> • Lawrence Station Area Plan - Sense of Place Plan • El Camino Real Specific Plan • Maude Avenue Bike Lanes – Post Study • 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

21-0333

Agenda Date: 2/18/2021

REPORT TO BICYCLE AND PEDESTRIAN ADVISORY COMMISSION

SUBJECT

Active Items List - February 2021

Item #	Item	PR	Due Date (Approx)	Status	Last Updated
1	Transportation Webpage	Deen	TBD	The Transportation and Traffic Safety webpage has been launched on the city website. Staff will continue to add content to the page.	2/18/2021
2	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 is managing the Sunnyvale East and West Channel Flood Protection Project (Project). Design is 99% complete. The Project includes paved trail improvements along both channels in north Sunnyvale. Valley Water is awaiting approval of regulatory permits before advertising the construction bid. Valley Water anticipates Project construction to begin in late 2021. The project should be complete by December 2023.</p> <p>Part of this Project includes partnering with Google to enhance 1,100 feet of the West Channel. This is part of Google's proposed site development at Caribbean Drive. Currently, Valley Water is working with Google on an agreement. The agreement will outline short-term and long-term responsibilities related to the West Channel. This enhancement of the West Channel will provide mitigation opportunities for Valley Water.</p>	2/18/2021
3	Bernardo Caltrain Under-crossing	Obeso	TBD	The project team presented at the Joint Sunnyvale/Mountain View BPAC meeting on Dec. 2, 2020 and has begun to evaluate the different project alternatives based on the feedback provided at the Joint BPAC meeting. The project team has also coordinated with the County and Caltrain to obtain feedback on the project alternatives to present to the City Council. The project team is currently working to obtain further input from Caltrain on the different project alternatives. The modified project alternatives will be presented at the future community public outreach meeting, which is planned for spring 2021.	2/18/2021
4	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. City Council will review the results at a study session in spring 2021.	2/18/2021
5	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
6	Bike to Work Day	Tsang	Annual	Bike to Work Day 2021 will be held on Friday May 21, 2021.	1/21/2021
7	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
8	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
9	Stevens Creek Trail Extension	Obeso	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	Ng	Annual	List was included in April 2020 BPAC meeting agenda packet.	4/16/2020