



City of Sunnyvale

Meeting Minutes - Draft

Bicycle and Pedestrian Advisory Commission

Thursday, February 15, 2024

6:30 PM

Online and Bay Conference Room, City
Hall, 456 W. Olive Ave.,
Sunnyvale, CA 94086

CALL TO ORDER

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

SALUTE TO THE FLAG

Chair Oey led the salute to the flag.

ROLL CALL

Present 7 - Chair Timothy Oey
Vice Chair Bryce Beagle
Commissioner Alex Bonne
Commissioner Arwen Davé
Commissioner Dan Hafeman
Commissioner Sharlene Liu
Commissioner Leia Mehlman

Council Liaison Sell (absent)

PRESENTATION

A [24-0368](#) Tasman Pedestrian-Bicycle Improvements Study Issue

Thinh Le, Transportation Engineer, Gina Nguyen and Adam Dankberg, Kimley-Horn consultants, gave a presentation on the Tasman Drive Pedestrian-Bicycle Improvements Study. Highlighting the following:

- Tasman Drive corridor lacks bike lanes and sidewalks
- Project aims to create connections for pedestrians and bicyclists on Tasman Drive between Fair Oaks Avenue and Lawrence Expressway
- 5-year Collision Report
- Pedestrian improvements
- Bicycle improvements

- Project Timeline:
 - Background review and data collection
 - Perform safety and traffic analysis
 - Develop preliminary design alternatives
 - Refine design alternatives
 - Final report
- Community Outreach - Round 1 and 2
- Traffic Considerations
- Existing Geometric Conditions
- Alternatives Requirements:
 - Provide bicycle and pedestrian facilities on both sides of Tasman Drive
 - Maintain all existing access to mobile home parks
 - Stay within the public right-of-way
 - No modifications to VTA Light Rail
 - Limit tree impacts
- Alternative 1: Multi-Use Path:
 - Wide surface (12'-16') for pedestrians and bicycles to share
 - Two-way travel on both sides of the street
 - Tree impacts: Up to 4
- Alternative 1 at Fair Oaks Avenue and at Lawrence Expressway
- Alternative 2: Buffered Bike Lane:
 - Separates bicycles and autos
 - 6' bike lane
 - 2' painted buffer between bikes and autos
 - Potential for vertical separation in the future
 - Pedestrians are separated from both autos traffic and bike lane by 6' curb
 - 6' sidewalk
 - Tree impacts: Up to 4
- Alternative 2 at Fair Oaks Avenue and at Lawrence Expressway
- Alternatives Comparison
- Benefits of Both Alternatives - Pedestrian and Bicycle Benefits
- Online survey at <https://www.surveymonkey.com/r/tasmanpedbikesurvey>
- Next Steps:
 - Receive community input on proposed alternatives
 - Online survey - closes March 15, 2024
 - February 29th - Community meeting at City Hall and on Zoom
 - Early March - Open houses with mobile home park communities
 - Refine alternatives and prepare cost estimates
 - Late summer - BPAC meeting #2 to inform alternative selection

Commissioner Melhman asked about the following:

- What changes to the intersection at Vienna Drive and Tasman Drive are being made to accommodate cyclists?
- Left turn bike boxes at the Lawrence Expressway end and at the Fair Oaks end
- Any talks with the County to eliminate right turns on red in all directions on Lawrence Expressway?
- Is the current intersection design at Fair Oaks Avenue being looked at for modifications to the traffic controls to make it safer for bicyclists and pedestrians?
- Are there any street lighting or cover designs on the shared-use path?
- Are there any storm drainage issues?

Mr. Dankberg and Mr. Le addressed the questions.

Commissioner Hafeman asked about the following:

- Have driveways been considered a safety hazard in Alternative 1: Multi-Use Path
- What is the benefit of having bi-directional bicycles on both sides?
- Consider Alternative 1A where the bikeway is separate from the pedestrians and unidirectional

Mr. Dankberg addressed the questions.

Vice Chair Beagle asked about the following:

- Was there a sign that removing the travel lane led to reduced usage of the road or would traffic not have returned had the two travel lanes stayed the entire time?
- Is traffic anticipated to return as it was pre-Covid?
- With reduced traffic, is a sound barrier necessary and would reducing the constraint for that sound barrier allow wider space for bike/ped options?
- Was it considered to remove one of the left turn lanes on Lawrence Expressway with the reduced traffic?
- Why is the single direction bike path able to continue straight while the multi directional shared-use path has to do a weird branching option?

Ms. Tsang and Mr. Dankberg addressed the questions.

Commissioner Davé asked about the following:

- Where can pedestrians cross to get to the light rail?

Ms. Nguyen and Mr. Dankberg addressed the question.

Commissioner Bonne asked about the following:

- How will the paths get cleaned? Is there room for a street sweeper?
- Was current bicycle use measured on this sector?

Mr. Dankberg addressed the question.

Commissioner Liu asked about the following:

- What would be done with the extra space if one of the left turns were removed? Could bike boxes be used in its place?
- Are travelers expected to stay on the right side on the multi-use path in Alternative 1?
- Would there be a dotted white line in the center to help keep travelers on their side?
- Do pedestrians typically stay on the rightmost edge and cyclists pass to the left of the pedestrians but stay on the right side half of the multi-use path?
- Is there going to be a barrier between the path and the car lane in Alternative 1?
- Will there be any landscape strip between the multi-use path and the car lane?
- How would cyclists go in both directions in Alternative 1 at Fair Oaks Avenue?
- How would cyclists make a left turn onto Fair Oaks Avenue?
- Would the Alternative 2 Class IIB Buffered Bike Lanes become Class 4?
- Are there currently lights to regulate pedestrians and cyclists to cross at the light rail?
- Will bike boxes be put in for Alternative 1?

Mr. Dankberg, Ms. Tsang and Ms. Nguyen addressed the questions.

Chair Oey asked about the following:

- Can all the vehicle travel lanes be 12 feet consistently and then the extra on the left in Alternative 1?

Mr. Dankberg addressed the question.

Commissioner Mehlman asked about the following:

- What is the speed limit on Alternative 1 and 2 roads?
- How are you going to adjust grading on Alternative 1 areas that intersect?
- How likely will the County permit reduction of a left turn lane from Lawrence Expressway onto Tasman Drive if a lane was removed?
- How can a crosswalk be put in without impacting the light rail?
- How would the shared-use path grade to prevent cars from sitting and waiting to turn in Alternative 1 at Fair Oaks Avenue?
- How will the City clean the shared-use path?

Mr. Le and Ms. Tsang addressed the questions.

Vice Chair Beagle asked about the following:

- Was there any consideration for having a single straight or combined straight and left turn lane from Tasman Drive onto Fair Oaks Avenue?
- Was there any consideration for having raised crosswalks? Especially the one within the pork chop island.
- Can you combine the pork chop island crosswalk and the one to the light rail medium?
- Is there a way to get from the bike path into the left turn in Alternative 1 when turning off the bike path onto Vienna Drive?
- Is the 12 foot travel lane for the whole thoroughfare?

Mr. Dankberg and Ms. Tsang addressed the questions.

Chair Oey asked about the following:

- Can the travel lanes go down to 11 feet?

Ms. Tsang addressed the question.

Commissioner Davé asked about the following:

- Why are the bike lanes buffered in Alternative 2?

Mr. Dankberg addressed the question.

Public Comment opened at 8:11 p.m.

No speakers.

Public Comment closed at 8:12 p.m.

Commissioner Mehlman commented on the following:

- Would like to see the design of the Vienna Drive intersection
- Would like to see the Alternatives address the concerns at the signalized intersections
- Needs more of a cross section of Fair Oaks Avenue, to see how the multi-use path in Alternative 1 works closer up
- Leaning towards Alternative 2
- Sidewalks are needed on both sides of the street
- More intersection design towards to cyclists that make the turn
- Roadway speed needs to be 30 mph or lower for the buffered bike lane option
- Concerned with the right turns coming from Fair Oaks Avenue and right turns coming from Lawrence Expressway from the north/south direction
- Should be four way, no right turn on red to be safer for pedestrians
- Improvements should include reducing the crossing distance for pedestrians

crossing Lawrence Expressway

- Alternative 1 is not safe enough as designed and no way to keep it clean

Chair Oey commented on the following:

- Strong supporter of Alternative 1 because of experiencing it
- Bicyclists don't have to stay on the multi use path, they could use the lane to be safer
- Much less trash in Alternative 1 because of the downward grade
- Have doors in the sound barrier fence

Commissioner Liu commented on the following:

- Would feel safer as a cyclist to have the bike path raised up by 6 inches to the level of the sidewalk in either Alternative 1 or 2
- Supports the narrowing of the car lane to 11 feet if no gutter is present
- Supports the no right-turn on red at both ends of Lawrence Expressway and Fair Oaks Avenue which would make it easier for transportation users
- Raised crosswalks where possible are a good idea which would make is safer for pedestrians and cyclists on Tasman Drive
- Dotted white line can help with the safety

Commissioner Davé commented on the following:

- Harrowing for families using shared-use pathways due to bicyclists moving fast on certain paths
- Does not agree with narrowing the road so people will drive slower

Vice Chair Beagle commented on the following:

- Likes the curb radii reduced at all the intersections
- Right-turn on red, should be removed from all intersections in all directions both onto and off of Tasman Drive
- Lighting should be looked at closer
- There should be raised crosswalks wherever possible since they force drivers to slow down and signal to drivers that they are entering pedestrian space
- Would like to see a bike ramp, allowing confident bicyclists to turn left from the shared-use path into the left turn lanes in Alternative 1
- Width of lanes should be the minimum allowed
- Bi-directional bike way on both sides of the street are a great idea
- Likes bike paths at sidewalk level which separate bike traffic from car traffic and increases safety and keeps the gutter in the street instead of the bike lane
- Dislikes the bike lane situation in Alternative 1 at Fair Oaks Avenue
- If Alternative 2 is chosen would like to see the raised bike paths

Commissioner Bonne commented on the following:

- Should have the speed limit in mind when designing the bicycle and pedestrian facility
- Two reasons people do not bike - 1: Don't feel safe and 2: High speed of cars
- The width of the gutter should no be considered in the bicycle width calculations

Commissioner Hafeman commented on the following:

- In favor of Alternative 2 with a buffered bike lane and raised only if there is a way to clean it
- Pay attention to intersections for the Alternatives

Commissioner Mehlman commented on the following:

- Mobile home parks need access to large trucks such as flatbed trailers and fire trucks
- Concerned with the tree roots lifting up the elevated sidewalks
- Would like to see the speed limit reduced on the street when designing the alternatives

Chair Oey called for a recess at 8:43 p.m. Chair Oey reconvened the meeting at 8:51 p.m.

ORAL COMMUNICATIONS

Public Comment opened at 8:51 p.m.

No Speakers.

Public Comment closed at 8:52 p.m.

CONSENT CALENDAR

Public Comment opened at 8:52 p.m.

No speakers.

Public Comment closed at 8:52 p.m.

- 1.A** [24-0369](#) Approve the Bicycle and Pedestrian Commission Meeting Minutes of January 18, 2024.

Commissioner Liu commented on the following:

- Much improved - part of the meeting is two-way
- Some of the minutes were one-way
- Would like it two-way for the whole meeting

Approve the Bicycle and Pedestrian Commission Meeting Minutes of January 18, 2024 as submitted.

Vice Chair Beagle moved and Commissioner Mehlman seconded the motion to approve item 1.A.

The motion carried by the following vote:

Yes 5 - Chair Oey
Vice Chair Beagle
Commissioner Bonne
Commissioner Hafeman
Commissioner Mehlman

No 1 - Commissioner Liu

Abstain 1 - Commissioner Davé

1.B [24-0319](#) Approve the Bicycle and Pedestrian Special Meeting Minutes of January 29, 2024.

Approve the Bicycle and Pedestrian Commission Special Meeting Minutes of January 29, 2024 as submitted.

Commissioner Mehlman moved and Commissioner Hafeman seconded the motion to approve item 1.A.

The motion carried with the following vote:

Yes 5 - Chair Oey
Vice Chair Beagle
Commissioner Bonne
Commissioner Hafeman
Commissioner Mehlman

No 0

Abstain 2 - Commissioner Davé
Commissioner Liu

PUBLIC HEARINGS/GENERAL BUSINESS

2 [24-0362](#) Discussion on Design Concepts for 2024 Utility Bill Insert
Think Le, Transportation Engineer, discussed the 2024 Utility Bill Inserts Design.

Public Comment opened at 9:05 p.m.

No speakers.

Public Comment closed at 9:05 p.m.

Vice Chair Beagle commented on the following:

- Supports a utility bill insert that explains the upcoming changes of where cars can no longer park in or near a crosswalk in January 2025 and explain what designates a crosswalk

Commissioner Hafeman commented on the following:

- Would like an explanation on how a Class IIIB is supposed to work

Commissioner Davé commented on the following:

- Would like an explanation of the Green Bike Lane when it becomes an intermittent green and solid green pavement

Commissioner Liu commented on the following:

- Since BPAC can't respond to the public they shouldn't be a contact on the utility bill insert
- Advertise the free bike, repair events at the library that happens every second Saturday of every month
- Advertise where one can buy a new or used bike in Sunnyvale
- Advertise the Safe Routes to School Program

Commissioner Bonne commented on the following:

- List the three main causes for injury collisions in Sunnyvale
- Shorten the violation descriptions

Commissioner Mehlman commented on the following:

- Can't advertise for private businesses
- Show how to change a tire, etc..
- Remind residents that the BPAC is here and to attend a meeting
- Advertise no texting and driving and the right hook prevention
- Explain what it means when the bike lane becomes dashed green and crosses the road and what is the driver and bicyclists supposed to do

Chair Oey commented on the following:

- Likes Commissioner Davé idea about dashed green bike lane and Commissioner Hafeman's idea about what does the double yellow line mean
- It is important to promote the BPAC

Commissioner Liu commented on the following:

- Publish the transportation projects and indicate when the BPAC and City Council meetings are on it

Commissioner Mehlman commented on the following:

- Have the big picture and the BPAC meeting information on the front with a non-caucasian family on bicycles
- On the back have an explanation of what the double yellow lines and dashed green bike lane mean

Vice Chair Beagle commented on the following:

- Advocates promoting AB413 on the front side and bike safety or bike education on the back side

Commissioner Liu commented on the following:

- Supports publishing AB413

Commissioner Mehlman commented on the following:

- Supports publishing AB413
- Not enough time to finalize insert before the city decides how they are going to implement AB413

Chair Oey commented on the following:

- One side should have the BPAC with a family friendly picture in Sunnyvale and the other side explaining the double yellow lines and the dashed green lines

Vice Chair Beagle commented on the following:

- Does not support having a side dedicated to promoting the BPAC information
- Should have one side dedicated for education and a corner of a page for the BPAC information

Commissioner Liu commented on the following:

- Supports not having one side dedicated to promoting the BPAC
- Should dedicate one side to advertise bike and repair events which is city sponsored and/or advertise the Safe Routes to School Program

Commissioner Mehlman commented on the following:

- It is important for the public to know that the BPAC exists and that they are there to make the streets safer for residents bicycling and walking
- Supports having one side dedicated to explaining the double yellow lines and the

dashed green lines

Chair Oey commented on the following:

- Informal vote to agree that one side should be dedicated to explaining the double yellow lines and the dashed green lines
- Informal vote for other side should be a family bicycling or walking instead of driving with corner showing BPAC information

Commissioner Davé commented on the following:

- Proposes using a quarter of the insert to alert residents of the BPAC and the library repairs and use three quarters to enlighten the residents of other subjects

Commissioner Hafeman commented on the following:

- Likes the idea of walk/bike instead of driving on front side

3 [24-0363](#) Discussion on Projects for Transportation Development Act (TDA) Article 3 Application

Thinh Le, Transportation Engineer, discussed the Transportation Development Act (TDA) Article 3 Grant Application. Highlighting the following:

- TDA Article 3 Funding for FY 2024/25
- TDA can be used for the following:
 - Design & construction of a bicycle/pedestrian capital or quick build project
 - Secured bicycle parking facilities in high use activity areas
 - Restriping Class II bicycle lanes
- Will receive about \$140,000/year - based on sales tax
- TDA funding used last year was for the following:
 - Design phase of the installation of sidewalk on Poplar Avenue (\$160,000)
 - Bank the remaining funds (\$176,620) for construction
- Currently there is \$176,620 banked from FY 2023/24
- Potential projects:
 - Install sidewalk on Poplar Avenue near Peterson Middle School (Construction \$895,000)
 - Convert part-time bike lanes on Homestead Road between Wright Avenue and New Brunswick Avenue in full-time bike lanes (cost \$30,000)
 - Convert all part-time bike lanes on Homestead Road into full-time bike lanes (Design \$110,000 & Construction \$520,000)
 - Reduce pork chop islands on Westbound El Camino Real and Murphy Avenue and at Frances Street (Cost \$70,000)
 - Implement Class III Bicycle Route on Pastoria Avenue (Cost \$30,000)
- Objective:

- Discussion of potential projects
- If BPAC agrees with staff recommendation to bank the funds for the construction phase of the Poplar sidewalk project, then commissioners can make motion at the current meeting
- Otherwise no motion needed
- BPAC to make a recommendation for a project during the May BPAC Meeting

Public Comment opened at 9:47 p.m.

No speakers.

Public Comment closed at 9:47 p.m.

Commissioner Hafeman commented on the following:

- Dollar amounts in the packet are different than the amounts in the presentation
- The amount banked and the amount going to receive should be all used toward the Homestead Road Project because of public interest

Commissioner Liu commented on the following:

- Sidewalk on Poplar Avenue is important due to it being near a Peterson Middle School
- Homestead Full-Time Bike Lane Project would be better use of the funds
- Recommends dropping the Class III bike ways from the list
- Suggested adding four more projects and they are as follows:
 - Remove the bollards and align ramps that are placed in front of the multi-use paths such as the multi-use bridges over US101 and SR237 on Borregas Avenue and the Dalles Bridge over SR85. Install a curb ramp on the southeast corner of Borregas Avenue and Weddell Drive intersection. Remove the bollards and align the ramp at Cheyenne bike/ped pathway connecting Yukon Drive and ValCartier Drive. Stella Court bike/ped pathway to Las Palmas Park, align the ramp to the pathway at the Stella Court entrance. Remove the bollard and metal guard rail at Fremont Avenue at Los Altos border at the wooden bridge entrance going westward.
 - A study to install a scramble phase at Kennewick Drive/Homestead Road intersection
 - Improving the bike lane connection between Los Altos and Sunnyvale
 - Public parking lot at Evelyn Avenue, east of Francis Street needs to have a concrete barrier along the median in front of the exit or close off the exit altogether

Ms. Tsang stated that if the BPAC decides to bank the funding it does not need to go to City Council. VTA needs to know by mid April if the funds will be banked. There is a separate deadline that City Council has to adopt a resolution if decided not to bank it and apply it for a project. If the BPAC wants staff to look at a project

that is not on the list, staff could go and look at it and decide if it is feasible then bring it back to the BPAC in April.

Vice Chair Beagle commented and asked about the following:

- Could there be a quick build project along the lines of AB413 to narrow some residential intersections and remove parking?
- Could TDA funding be used for signs or paint to prohibit parking at the approach of crosswalks?
- Parking on Bernardo Avenue at the crosswalk is very dangerous

Ms. Tsang addressed the questions.

Commissioner Hafeman commented on the following:

- Doesn't support the idea of banking the funds since there are good projects to choose from on the list
- Supports Homestead Road Project and Poplar sidewalks

MOTION: Commissioner Hafeman moved and Commissioner Mehlman seconded to not bank the TDA funding.

Commissioner Hafeman commented on the following:

- Moved by all the public input about Homestead Road bike lanes
- A great opportunity to get the project implemented since the funds are there now

Commissioner Mehlman commented on the following:

- Agrees with Commissioner Hafeman
- Does not want to see all funds go to just one project
- Would like to see the Homestead Road Bike Lane Project implemented because it is a major commuting route for school kids as well for people going up and down Sunnyvale

Commissioner Liu commented on the following:

- Leans towards putting more funds into the Homestead Road Full-Time Bike Lanes because it is less safe on Homestead Road than on the Poplar Avenue sidewalks
- To implement Poplar Avenue sidewalks would need to bank the TDA funding for many years

Vice Chair Beagle commented on the following:

- Doesn't see banking enough of the funds long enough for the Poplar Avenue Project

- Would like the money to be used for shorter and smaller projects with immediate focus

Chair Oey commented on the following:

- Supports the motion to not bank the money and would like to see the Homestead Road Bike Lane Project move forward as quickly as possible
- Poplar Avenue needs to have sidewalks by Peterson Middle School

Vice Chair Beagle moved and Commissioner Mehlman seconded the motion to not bank the TDA funding.

The motion carried by the following vote:

Yes 7 - Chair Oey
Vice Chair Beagle
Commissioner Bonne
Commissioner Davé
Commissioner Hafeman
Commissioner Liu
Commissioner Mehlman

No 0

- 4** [24-0364](#) Report and Discussion of Recent Santa Clara Valley Transportation Authority (VTA) Bicycle and Pedestrian Advisory Committee (BPAC) Meeting

Commissioner Bonne, VTA BPAC Sunnyvale Representative, gave the meeting summary report for February regarding the following topics:

- VTA graduated new bus drivers and five new light rail operators
- VTA is helping to create 90 affordable housing units at the Winchester Light Rail station
- Measure B update
- Bicycle and Pedestrian updates
- VTA sponsored bike ride near Steven Creek trail
- Outlined the priorities for the VTA BPAC for this year which has three main ones:
 - Advance plans to support bicycle and pedestrian mode shift
 - Secure ample funding for the projects
 - To be an effective BPAC in the County - work with the county on development of ATP for unincorporated road and expressways and review final drafts for two large plans

- Improve Monterey Road Corridor - Community outreach and surveys conducted online, in-person, at libraries, schools, street fairs
- Eliminate sidewalk gaps, install flashing beacons, install new bike facilities with emphasis on school safety & traffic calming
- BPAC voted to recommend the plan and VTA Board approved the plan
- Presentation on proposed re-work on Highway 17 in Los Gatos
- Goals:
 - Improve active transportation across Hwy 17 on SR 9 in Los Gatos
 - Reduce Hwy 17 congestion and reduce cut-through traffic from Hwy 17 into Los Gatos
 - Improve Hwy 17 & Hwy 9 interchange from Los Gatos Creek Trail to Los Gatos Blvd.
 - Improve the bicycle and pedestrian crossing on Hwy 17 on Hwy 9
 - Currently bikes cross either interchange ramps, project will reduce it to two crossings each way
 - Cost approximately \$110 million - \$13.3 million available from Measure B, City of Los Gatos will contribute 1.6 million
 - Target start of construction date is 2028 to be completed by 2030
- Presentation on the Transit-Oriented Communities Grant Program:
 - Increase transit ridership and reduce vehicle trips
 - \$750,000 for FY2024
 - Funding release notice in March. Application deadline in May and awarded in June
- Next month meeting will include Bascom Avenue Complete Streets Project
- Bicycle Academy by Herman Wadler will begin soon - 4 week session

Public Comment opened at 10:54 p.m.

No speakers.

Public Comment closed at 10:55 p.m.

STANDING ITEM: CONSIDERATION OF POTENTIAL STUDY ISSUES

None.

NON-AGENDA ITEMS & COMMENTS

-Commissioner Comments

Commissioner Mehlman commented on the following:

- King Tide Bike Ride was a success
- Female cyclists on Foothill Expressway lost her life to a motor vehicle collision

Vice Chair Beagle commented on the following:

- Active Transportation Planner position was referred to the budget process in May
- Fair Oaks Complete Streets Redesign was ranked fourth on the Department of Public Works Study Issue list and will move forward
- CDD 24-04 - Perry Park Project was ranked sixth and on the CDD list

Ms. Tsang commented on the following:

- Improving bicycle and pedestrian safety near intersections and crosswalks at Fremont High School and Homestead High School and other innovative traffic improvement - scope was downsized to only one study, scramble, implementation at Fremont Avenue during busy school hours and no right turn on red at Homestead Road and Kennewick Drive was ranked first on the Department of Public Works list
- DPW 24-01 - Evaluate Visibility of an Art Crosswalk Program was deferred
- DPW 24-10 - Evaluate a Red Curb Painting Request Process and Utilization on Volunteers to Paint Curb was deferred
- DPW 23-05 - Vision Zero Redesign of Borregas Avenue was dropped
- DPW 23-08 - Define Metric that the City will use to Evaluate Progress on Bicycle and Pedestrian Infrastructure for Future Reporting was dropped
- Active Transportation Planner position was referred to the May Budget Workshop
- DPW 24-06 - Painting Program was deferred
- Ranked #2 - Evaluate Visibility of Dog Leash Hours in select Sunnyvale Parks
- Ranked #3 - Explore the Visibility of converting the PG&E Lots facing Ramona Avenue, Lois Avenue and Donna Avenue into an open green space

Chair Oey commented on the following:

- Library Bike Repair at the Library was a success with 20-30 bikes that got fixed
- May 16-18 - Bike to Wherever Day

-Staff Comments

Mr. Le and Ms. Tsang commented on the following:

- Bike Pathway Improvement Project has been completed while using TDA Article 3 FY 22/23 funding
- VTA will be presenting Homestead Safe Routes to School Project to Sunnyvale BPAC in March
- Wednesday, April 3 at 6:00 p.m. - VTA hosting a public meeting on Homestead Safe Routes to School Project
- Thursday, February 29 from 6-7 p.m. - Tasman Pedestrian Bicycle Improvement Project Community meeting in the Bay Conference Room
- Spanish and English surveys online at <https://www.sunnyvale.ca.gov/homes-streets-and-property/transportation-and-traffic-safety/transportation-projects>

INFORMATION ONLY REPORTS/ITEMS

- [24-0365](#) BPAC 2024 Annual Work Plan
- [24-0366](#) Active Items List February 2024
- [24-0367](#) 2024 Deferred Study Issues

ADJOURNMENT

Chair Oey adjourned the meeting at 11:07 p.m.