

Form: 18397

Sunnyvale

Started at: 7/6/2020 03:36 PM - Finalized at: 10/1/2020 03:20 PM

Page: BFC: Application Intro

PLEASE NOTE: The Fall 2020 BFC Application submission deadline has been extended to **October 1, 2020**.

As of August 10, 2020 this online application has been updated. [Please download the current Word document preview of the BFC Application here](#), which highlights all updates made. **For a complete summary and explanation of the changes made, please download this accompanying Word document.**

Community Name:

Sunnyvale

Has the community applied to the Bicycle Friendly Community program before?

Returning Application > Applying for Higher Award Level

What year was the community's most recent BFC application?

2016

What was the result of the community's most recent BFC application?

Bronze

If awarded, the following links will appear on your BFA Award Profile on the League's [Connect Locally Map](#).

Community Website:

<https://sunnyvale.ca.gov/>

Community's Twitter URL:

<https://twitter.com/cityofsunnyvale>

Community's Facebook URL:

<https://www.facebook.com/CityofSunnyvale/>

Page: BFC: Contact Information

Applicant First Name

Lillian

Applicant Last Name

Tsang

Job Title

Principal Transportation Engineer

Department

Public Works

Employer

City of Sunnyvale

Street Address (No PO Box, please)

456 W. Olive Ave

City

Sunnyvale

State

California

Zip

94086

Phone #

408-730-7556

Applicant Email Address

LTsang@sunnyvale.ca.gov

Did you work with any other local government agencies, departments, or city staff on this application?

Yes

Please list up to 10 additional government agency contacts.

Agency Contacts

Nabilah Deen
City of Sunnyvale/Public Works
Transportation Engineer
ndeen@sunnyvale.ca.gov

Joel Arreola
City of Sunnyvale/Public Works
Transportation Engineer
jarreola@sunnyvale.ca.gov

Joshua Llamas
City of Sunnyvale/Public Works
Traffic Engineer Technician I
jllamas@sunnyvale.ca.gov

Norma O'Connell
City of Sunnyvale/Public Safety (DPS)
Community Services Officer
NOConnell@sunnyvale.ca.gov

Brent Tietjen
Caltrain

TietjenB@samtrans.com

Lauren Ledbetter

VTA

Lauren.Ledbetter@vta.org

Did you work with any local advocacy organizations or citizen volunteers on this application?

Yes

Please list up to 10 additional local advocacy contacts.

Advocacy Contacts

Emma Shlaes

SVBC

emma@bikesiliconvalley.org

Are there other local bicycle, active transportation, or transportation equity advocacy groups in your community not already identified?

No

Page: BFC: Community Profile

Please note: The application will refer to your type of jurisdiction as '**community**' throughout the application, which should not include any bicycle amenities, services and other resources outside your boundaries.

A1. Name of Community:

Sunnyvale

A2. County/ Borough/Parish:

Santa Clara

A3. State:

California

A4. Link to map of community boundaries:

<https://www.google.com/maps/place/Sunnyvale,+CA/@37.3957135,-122.0939081,12z/data=!3m1!4b1!4m5!3m4!1s0x808fb645a9d05d3b:0x768dfb26dd7cc3a2!8m2!3d37.36883!4d-122.0363496>

A5. If your community spans multiple jurisdictions or does not align with the name of your community given in Question A1, please specify your census geography(ies) here.

A6. Type of Jurisdiction

Town/City/Municipality

A7. Size of community

22.06

A8. Total Population:

156503

A9. Population Density:

7095

A10. Which of the following best describe your community? Check all that apply.

Urban core surrounded by low density suburban areas

A11. What is the street network density?

More than 15.0

(For internal use only.)

A12. Name

Larry Klein

A12. Title

Mayor

A12. Street Address

456 W. Olive Ave

A12. City

Sunnyvale

A12. State

California

A12. Zip

94086

A12. Phone

408-730-7473

A12. Email

mayor@sunnyvale.ca.gov

Page: BFC: Engineering**B1. Does your community currently have any of the following policies in place?**

Local Complete Streets ordinance adopted by local governing body

B1a. What year was the ordinance adopted?

2016

B1b. Please provide a link to the ordinance.

<https://sunnyvaleca.legistar.com/View.ashx?M=F&ID=3702807&GUID=CDEACC7D-0E22-4778-B677-6FF0510B661E>

B1c. Since the adoption of the ordinance, what percentage of the implemented road projects (where bicycle facilities were considered) have included bicycle facilities?

More than 75%

B2. Does your community have bicycle facility selection criteria that increases separation and protection of bicyclists based of levels of motor vehicle speed and volume?

No

B3. Does your community currently have any of the following policies in place that promote shorter distances between homes and destinations? Check all that apply.

Mixed-use zoning or incentives, Planned Unit Development zoning, Connectivity policy or standards

B4. Does your community currently have any of the following street design policies in place that promote a more comfortable cycling environment? Check all that apply.

Design manual that incorporates the AASHTO Guide for the Development of Bicycle Facilities, 4th Edition, Design manual that incorporates the NACTO Urban Bikeway Design Guide, Design manual that incorporates the NACTO Urban Street Design Guide, Streetscape design guidelines

B5. Does your community currently have any of the following additional policies in place? Check all that apply.

Accommodation of bicyclists through construction sites in the public right-of-way, Policy or set schedule for routine maintenance of bike facilities, such as repainting bike lanes, Established budget for routine maintenance of bike facilities, such as repainting bike lanes

B6. How do engineers and planners learn how to accommodate bicyclists according to the most current AASHTO or NACTO standards? Check all that apply.

FHWA/National Highway Institute Training Course, Staff participate in bicycle-specific conferences/trainings/educational tours, Webinars , Internal peer training, Require project consultants to have bike/ped qualifications

B7. What policies or programs increase the amount of end-of-trip facilities for bicyclists? Check all that apply.

Bike parking ordinance for all new developments specifying amount and location , Building accessibility ordinance (Bicycles are allowed to be parked inside non-residential buildings), Public uncovered bike racks, Public covered bike racks, Ordinance that allows bike parking to substitute for car parking, Developers are eligible for density bonuses for providing end-of-trip facilities, Public or private program that provides grants for bike racks or free bike racks upon request

B8. What, if any, end-of-trip facilities are available to the general public in your community? Check all that apply.

Publicly accessible bicycle repair stations, Publicly accessible air pumps, Bicycle Station or Hub that provides lockers and/or showers for commuters

B9. Do your standards for bicycle parking: Check all that apply.

Conform with APBP guidelines?

B10. What percentage of public and private bike racks conform with APBP guidelines?

51-75%

B11. Is there a program (e.g. publicly funded, public-private partnership, or development regulation) that provides or increases bike parking at any of the following locations? Check all that apply.

Public & private schools (K-12), Hotels & restaurants, Retail stores (excluding grocery stores), Grocery stores

B12. Does your community have a rail transit or bus system?

Yes

B12a. Are bikes allowed inside transit vehicles, including buses? Check all that apply.

Yes, at all times in rail vehicles, Folding bikes are allowed in folded position in buses, There is specialized space (e.g. hooks or luggage space) for bikes in buses, There is specialized space (e.g. hooks or luggage space) for bikes in rail vehicles

B12b. What percentage of buses are equipped with bike racks?

100%

B12c. What percentage of transit stops are equipped with secure and convenient bike parking, including bus stops?

10% or less

B12d. Has your community made specific bicycle infrastructure investments around major transit stops to improve accessibility?

Yes

Please describe any bicycle infrastructure investments around major transit stops that have improved accessibility.

Caltrain has installed close to 100 bicycle lockers at the Sunnyvale Station and the Lawrence Station. With a recently secured grant, Caltrain is working to upgrade these to e-lockers.

B12e. How are residents and visitors encouraged to combine cycling and public transportation? Check all that apply.

Cyclists can practice mounting their bike on a bus bike rack at community events, Video describing bike rack use/how to store bikes inside a transit vehicle , Information on bike racks/storage provided on transit schedules

B13. Are there any off-street facilities within your community's boundaries that can be legally used by bicyclists?

Yes

Answer all that apply. (in miles)

Paved shared use paths (≥10 feet)

14.8

Paved shared use paths (≥ 8 and <10 feet)

1.6

Unpaved shared use paths (≥10 feet)

0.2

Unpaved shared use paths (≥ 8 and <10 feet)

Singletrack

B13b. Which of the following features are provided for bicyclists and pedestrians at off-street path crossings of roads with posted speed limits above 25 mph? Check all that apply.

Bike/pedestrian overpasses/underpasses, Raised path crossings, Path crossing with high visibility markings/signs/ HAWK signals/ Rapid Flashing Beacons, Curb extensions, Signalized crossings

B13c. What measures have been taken to improve the safety and convenience of bicyclists on off-street paths? Check all that apply.

"Cut-throughs" that improve network connectivity for bicyclists (e.g. connecting dead-ends or cul-de-sacs)

Sweeping

As needed

Vegetation maintenance

Annually

Snow and ice clearance

N/A - No snow or ice

Surface repair

Within one week of complaint

Restriping/ repainting markings

Annually

B14. What is the centerline mileage of your total road network (including federal, state, county, local, and private roads)?

369

(in centerline miles)

Note: If you have unposted roads that are subject to a county or statewide speed limit in one of the following speed categories, please include those miles in the appropriate speed category below.

≤25mph

305

>25mph and ≤35mph

48

>35mph

16

Unknown

0

B16. Does your community have on-street bicycle facilities?

Yes

B16a. Are there any on-street bicycle facilities on roads with posted speeds of ≤ 25mph?

Yes

Answer in centerline miles. Write "0" if facility is not present in community.

Bike boulevards

0

Shared lane markings (not counted under Bicycle Boulevards)

9.6

Wide paved shoulders (ridable surface ≥ 4 feet, and minimum clear path of ≥ 4 feet between rumble strips)

0

Bike lanes (incl. standard, contra-flow, left-side) (ridable surface ≥ 4 feet)

21.9

Buffered bike lanes

1.7

Protected bike lanes (one-way or two-way)

0

Raised cycle tracks (one-way or two-way)

0

B16b. Are there any on-street bicycle facilities on roads with posted speeds of >25 mph and ≤ 35 mph?

Yes

Answer in centerline miles. Write "0" if facility is not present in community.

Shared lane markings

3

Wide paved shoulders (ridable surface ≥ 4 feet, and minimum clear path of ≥ 4 feet between rumble strips)

0

Bike lanes (incl. standard, contra-flow, left-side) (ridable surface ≥ 4 feet)

27.2

Buffered bike lanes

0

Protected bike lanes (one-way or two-way)

0.4

Raised cycle tracks (one-way or two-way)

0

B16c. Are there any on-street bicycle facilities on roads with posted speeds of >35mph?

Yes

Answer in centerline miles. Write "0" if facility is not present in community.

Wide paved shoulders (ridable surface ≥ 4 feet, and minimum clear path of ≥ 4 feet between rumble strips)

6.4

Bike lanes (incl. standard, contra-flow, left-side) (ridable surface ≥ 4 feet)

5.4

Buffered bike lanes

2.7

Protected bike lanes (one-way or two-way)

0

Raised cycle tracks (one-way or two-way)

0

Sweeping

Same time as other travel lanes

Snow and ice clearance

N/A - No snow or ice

Pothole maintenance/ surface repair

Within one week of complaint

Restriping/ repainting markings

Annually

B17. Within the last five years, has your community ever removed a bicycle facility without an improved replacement?

No

B18. How has your community calmed traffic? Check all that apply.

Speed limits 20 mph or less on residential streets, Physically altered the road layout or appearance , Road diets , Lane diets, Speed feedback signs/cameras

B19. In what other ways has your community improved riding conditions and amenities for on-street bicyclists? Check all that apply.

Colored bike lanes outside of conflict zones, Removal of on-street car parking, Reverse angle parking, Signed bike routes

B20. Are there any signalized intersections in your community?

Yes

B20a. Which of the following accommodations are available at signalized intersections to improve conditions for bicyclists?

Video or microwave detection for demand-activated signals, Demand activated signals with loop detector (and marking), Timed signals, Advanced Stop Line or Bike Box, Colored bike lanes in conflict areas, Intersection crossing markings for bicycles, Right corner islands ("pork chops"), Right-on-red restrictions in certain signalized intersections

Exclude any private bike sharing systems that are limited to employees of a certain business or students of a certain university.

B21. Does your community currently have a community-wide bike sharing program that is open to the general public?

No

Bike share programs are becoming popular and can contribute to making it possible for more people to choose to bike more often. In many communities bike share programs are large investments and it is important that they are sustainable in order to provide a dependable system for people in the community. While bike share programs are important and encouraged, having one is not essential to receiving a Bicycle Friendly Community award, particularly for smaller communities or non-urban communities.

B22. What other shared mobility services are available in the community, beyond bike share, if any?

Public car share (i.e. Car2Go, Zipcar, etc.)

B22a. Has the presence of this service (public car share) affected bicycle planning or ridership in your community? If so, please describe.

No

B23. Which of the following bicycling amenities are available within your community boundaries? Check all that apply

Bicycle-accessible skate park

B24. Which of the following safety amenities are available in your community? Check all that apply

Street lighting on most arterials, Street lighting on most non-arterials, Lighting of most shared-use paths

B25. Describe any other policies, amenities, infrastructure improvements or maintenance programs that your community provides or requires that create a comfortable and attractive bicycling environment for bicyclists of all ages and abilities.

Sunnyvale is making strides towards providing a safe, comfortable, and connected bicycle network. The City has recently installed a half mile of parking protected bikeway (Class IV) on Mary Avenue, and is looking at this project as a template to build out the proposed over 17-miles of Class IV facilities identified in the Active Transportation Plan. In addition, since the last application, the City has installed bike boxes at the intersections of Homestead Road -Mary Avenue and Bernardo Avenue - Evelyn Avenue, and green conflict striping at 10 intersections, that vary between facilities at one approach to all four approaches. The City is currently working on a number of high impact bicycle projects including adding buffered bicycle lanes on Maude Avenue, and designing bicycle-friendly Caltrain grade separation projects at three separate locations.

The City has worked with consultants to design state of the art bicycle guidance and facilities to respond to the needs identified through the City's Vision Zero Plan (2019) and the ongoing Active Transportation Plan. The City now has a full suite of design guidelines and standard details for class IV bikeways (one-way separated and two-way separated), protected intersections, bikeway intersection markings, bicycle signal installation, raised side street crossings, traffic circles, and two-stage bicycle turn boxes (see attached Design Guide and Standard Details).

Sunnyvale has been successful in securing grant funding to implement a number of high-quality bicycle facilities with documented safety benefits and public demand. For example, the City was successful in securing bicycle and pedestrian funding for the SNAIL neighborhood (an MTC-defined Community of Concern) as part of the Cycle 3 Statewide Active Transportation program. This project includes 1.8 miles of bicycle boulevards and 0.7 miles of bike lanes across the neighborhood and connecting students to local elementary and middle schools. Sunnyvale has also recently partnered with neighboring City of Mountain View to secure \$4.8 million for the design of the Stevens Creek Trail extension from the VTA Measure B Competitive Grant. Sunnyvale also has received another VTA Measure B Competitive Grant for the environmental and design to extend Stevens Creek Trail from Remington Drive to Fremont Avenue for \$3.5 million. These projects have broad support and would extend the Stevens Creek Trail south through Sunnyvale and Mountain View, extending an important regional and commuter trail.

Sunnyvale has been effective in constructing bicycle facilities as part of private development projects and public agency partnerships. For example, Google's proposal for the Manila Drive/West Moffett Park Class 1 shared-use path will provide a bicycle and pedestrian connection from Mountain View to Sunnyvale, benefitting all users within the Moffett Park area. In addition, the City is working with Santa Clara Valley Water District (Valley Water) to develop two water channels (the East and West Channels) into 1.7 miles of bicycle and pedestrian trails. This work will begin when SCVWD completes an ongoing flood control project.

B26. What, if any, biking-related infrastructure changes has your community implemented in response to the COVID-19 pandemic? Are these changes temporary or permanent? How did your community address or incorporate equity into these changes? Please describe in as much detail as possible.

The only infrastructure changes that were implemented directly in response to COVID-19 is the closing off of a low income/disadvantaged area of the City where there are two mobile home parks and no sidewalks to create additional space for pedestrians and bicyclists. This connected them to retail and commercial shopping during COVID 19. These changes are temporary.

Page: BFC: Education

C1. Do any public or private elementary schools offer regular bicycle education to students?

Yes

C1a. What percentage of your public and private elementary schools offer bicycle education?

51-75%

C1b. What type of bicycle education is offered?

Optional on-bike education

C1c. Are bicycles provided to students by the school district, police, non-profit or other entity to allow every student the opportunity to participate in on-bike instruction?

Yes, a limited number of bicycles are available for students in need

C2. Do any public or private middle schools offer regular bicycle education to students?

Yes

C2a. What percentage of your public and private middle schools offer bicycle education?

75-99%

C2b. What type of bicycle education is offered?

Mandatory on-bike education

C2c. Are bicycles provided to students by the school district, police, non-profit or other entity to allow every student the opportunity to participate in on-bike instruction?

Yes, a limited number of bicycles are available for students in need

C3. Do any public or private high schools offer regular bicycle education to students?

No

Offering bicycle education to students is extremely important to receiving a Bicycle Friendly Community award. If your community does not currently offer bicycle education opportunities to at least some students other portions of your application will need to be exceptional in order to receive an award. In order to receive higher award levels it is expected that bicycle education is available to some students at all education levels.

C4. Outside of schools, how are children and youth taught safe cycling skills? Check all that apply.

Learn to ride classes, Bike clinics or rodeos, ABCs of Family Biking, family bike show-and-tell, or similar program focused on families with toddlers and young children, Scouts bicycle training, Youth development mountain bike racing teams, Helmet fit seminars, Safety town area

C5. Are bicycle safety or riding skills-related classes or hands-on instruction offered to adults in your community?

Yes

C5a. What type of classes are available for adults? Check all that apply.

Classes that include on-bike instruction, Classroom-based classes , Information sessions/workshops

C5b. What topics are covered in these classes? Check all that apply.

Introduction to bicycling/Learn to ride/Bike handling basics, Safe riding skills/habits, Bicycle maintenance, Sharing the road, trail, or path with vehicles or pedestrians, Bike commuting basics

C5c. Who teaches these classes? Check all that apply.

League Cycling Instructor, Local bicycle advocate, Local law enforcement officer

C5d. On average, how often are these classes offered?

Semi-annually or more frequently

C5e. Are bicycles provided to adults by the community, police, non-profit or other entity to allow every resident to participate in on-bike instruction?

No

C6. Which of the following communications methods are used to share bicycle information with adults in your community? Check all that apply.

Videos on community website/TV channel/social media, Bike-specific website or social media accounts for community, Neighborhood listserves, Community newsletter (print or digital), Community maps (print or digital), Handouts or brochures, Table or booth at community events , Ticket diversion program for bicyclists, Other

C6a. If other, please describe.

Email updates through City-wide communications

C7. Which of the following information is shared using the methods checked above? Check all that apply.

Safe riding skills/habits, Sharing the road, trail, or path with vehicles or pedestrians, Traffic laws/ rules of the road, Bicycle purchase and fitting guidance, Equipment, gear, and accessories

C8. Do any of the above educational classes, resources, or programs for adults specifically target any of the following traditionally-underrepresented groups? Check all that apply.

Seniors

C9. In what ways have motorists in your community been educated on sharing the road safely with bicyclists of all ages and abilities? Check all that apply.

Public service announcements, Community-wide public education campaign, Share the Road educational videos on community website/TV channel/social media, Community newsletter/magazine article/blog, Community maps (print or digital), Information in new resident packet, Information for students and parents from the school system, Utility bill insert, Flyer/handout , Bicycle-related traffic signs installed (e.g. Share the Road, Bicycles May Use Full Lane, etc.), Motorist ticket diversion program with Bicycle Friendly Driver or similar training included

C10. Which of the following groups of professional drivers receive training that includes information on sharing the road with bicyclists? Check all that apply.

Law enforcement officers

C11. How many League Cycling Instructors are active (have taught a class in the last year) in your community?

4

C12. Are any of the following educational materials published by the League of American Bicyclists provided to community residents and/or businesses?

None of the above

C13. Describe any other education efforts in your community that promote safe cycling.

Since 2018, the City of Sunnyvale has taken over funding Sunnyvale's SRTS program from the County. The program encourages school-aged children to walk and bicycle to school through infrastructure improvements, enforcement, safety education, and outreach. The City of Sunnyvale has a strong and growing Safe Routes to School program, thanks in part to the leadership of Norma O'Connell, the City's Safe Routes to School liaison, funded through the Department of Public Safety. The program offers two citywide bicycle rodeos annually that provide support, materials, and education around bicycle safety. These events include bike inspections and repairs, helmet fitting, bike safety courses, and other bicycle-related events.

The City also continues to convene the SRTS collaborative, including stakeholders from the County Public Health Department, Sunnyvale Department of Public Safety, Sunnyvale Department of Public Works, and the surrounding community's SRTS coordinators. The goal of the group is to strengthen cross sector collaboration and build sustainability for Safe Routes to School in the City of Sunnyvale.

The ongoing Active Transportation Plan included 21 school walking audits at all of the public schools serving Sunnyvale students and brought together school staff, parents, City staff, and consultants to discuss how programming and engineering improvements can encourage more students to walk and bike. The Safe Routes to School chapter of the plan includes more detailed recommendations to enrich and deepen the education and encouragement component of the Safe Routes to School program. The Plan also includes recommendations to expand bicycle education for adult bicyclists.

C14. How has bike education changed in your community in response to the COVID-19 pandemic? Are these changes temporary or permanent? How did your community address or incorporate equity into these changes? Please describe in as much detail as possible.

Bike education has changed in the City due to COVID-19, specifically in the method of educating the community. Temporarily for the duration of COVID-19 shelter in place and social distancing requirements, there are currently no in person classes. However, in the future once things go back to normal, we will have them again. In order to address the need to educate students during this time, the City has purchased learning packets to deliver to schools for their students as well as educating students and families via social media posts and through monthly newsletters to the families.

Page: BFC: Encouragement

D1. Which of the following community-wide bicycle encouragement programs or policies exist in your community? Check all that apply.

Trip reduction ordinance or incentive program

D1a. Please provide a link to your trip reduction ordinance or incentive program.

<https://sunnyvale.ca.gov/civicax/filebank/blobdload.aspx?blobid=26080>

D2. What other groups actively promote bicycling in the community? Check all that apply.

Chamber of Commerce, Downtown Business Association/Business District, Tourism Board, Other

D2a. If other, please describe.

Sunnyvale Bicycle and Pedestrian Advisory Commission, Silicon Valley Bicycle Coalition

D3. Does your community actively promote the League of American Bicyclists' Bicycle Friendly Business (BFB) or Bicycle Friendly University (BFU) programs in your community?

No

The [Bicycle Friendly Business](#) and [Bicycle Friendly University](#) programs can be great tools to increase ridership in your community. Learn more and find resources to help you promote these programs at bikeleague.org/bfa/toolkit.

D4. What up-to-date mapping and route-finding information is available for your community? Check all that apply.

Web-based route finding service, Smart phone app, Printed/digital bicycle network map , Printed/digital greenways and trails map

****We recognize that most communities had to cancel their in-person [2020 National Bike Month](#) events due to the COVID-19 pandemic. Please respond to D5 with the activities your community *typically* hosts for Bike Month over the past several years, even if those activities were not held this year. If your community tried something new this year to celebrate Bike Month or Bike to Work Day during the pandemic, please select "other" in D5 and use the space provided to describe those newer efforts. ****

D5. How is National Bike Month/your own dedicated Bike Month typically promoted in your community? Check all that apply.

Official Proclamation, Community-wide Bike to Work Day/Week, Bike to School Day/Week , Public Service Announcements, Challenges aimed at students biking to school, Bike Commuter energizer stations/breakfasts

D6. How is bicycling typically promoted in your community outside of Bike Month? Check all that apply.

Community and charity rides, Public Service Announcements, Challenges aimed at students biking to school, Bike valet parking at events

D7. Are any bicycle events specifically marketed to any of the following traditionally underrepresented groups? Check all that apply.

Seniors

D8. How does the municipality sponsor or actively support bicycle events in the community? Check all that apply.

Organize event(s), Fund event(s), Assist in promoting event(s)

D9. Are any of the following organized cycling clubs/groups active in your community? Check all that apply.

Recreational bike clubs, Mountain bike clubs, Friends of the Trail groups, Racing clubs or teams

D10. Does your community have any of the following youth programs centered on encouraging bicycling for children and youth? Check all that apply.

Safe Routes to School program

D11. What public or private programs are in place to provide youth and/or adult bicyclists with necessary equipment and accessories? Check all that apply.

Helmet giveaways or subsidy program, Light giveaways or subsidy program, Lock giveaways or subsidy program, Other bicycle-related giveaway or subsidy programs

D11a. If other, please describe.

Reflectors, including reflective slap-wrist bands giveaways

D12. What is the ratio of for-profit specialty bicycle retailers (shops dedicated primarily to selling bikes and bike-related equipment) to population within your community's boundaries?

1 shop for more than 50,001 residents

D13. Is there at least one bike co-op or non-profit community bike shop within the community's boundaries?

No

D14. Has the community taken any steps to reduce vehicle miles traveled or to encourage biking among its own employees conducting work-related trips?

None of the above

D15. Describe any other events, programs or policies your community has to encourage bicycling.

Sunnyvale is served by the very active advocacy organization, the Silicon Valley Bicycle Coalition (SVBC). SVBC offers encouragement and programming within Sunnyvale and all Santa Clara and San Mateo counties; this includes leading social rides, offering valet bike parking at events, and offering intro to urban cycling classes. Most impressively, SVBC hosts an annual "Bike Summit" that convenes cities, agencies, and local advocates to share best practices and encourage cycling in Sunnyvale and the rest of Silicon Valley. This group has been supported and led by many of Sunnyvale's current Bicycle and Pedestrian Advisory Commission members, and fosters Sunnyvale residents to become local bicycle advocates in their neighborhoods.

For the last 20 years, the City of Sunnyvale has hosted an Energizer Station as part of the annual Bike to Work Day. City staff hand out coffee and snacks to the many commuting cyclists that stop by and talk about how to improve conditions for cycling in the City. The City of Sunnyvale planned to have two energizer stations planned this year, but due to COVID-19 they have been cancelled until further notice.

In addition, there is an active bike club culture to encourage recreation and mountain bike riding within Sunnyvale. Some of the established recreational road and mountain bike clubs are the Alto Vela Bicycle Racing Club, Silicon Valley Mountain Bikers, Skyline Bicycle Club, and the Sunnyvale Cupertino Cycling Club.

D16. How have bicycling-related encouragement efforts changed in your community in response to the COVID-19 pandemic? Are these changes temporary or permanent? How did your community address or incorporate equity into these changes? Please describe in as much detail as possible.

Effective June 9, 2020, the "Enforcement & Safety" section of the Fall 2020 BFC application has been taken offline to allow the League to assess all Enforcement-related questions and begin to determine how the BFC program can best contribute to policy and cultural changes that reduce the potential for police violence and discriminatory enforcement. [Read more here.](#)

As of August 10, 2020, the Fall 2020 Bicycle Friendly Community application has been updated to reflect a number of Enforcement & Safety-related changes throughout the other 'E' sections of the application. The remaining 'Enforcement & Safety' questions will remain offline for the remainder of the Fall 2020 application cycle.

For a complete list of the changes made to the other sections of the BFC application on August 10th, [please download our summary document which highlights and explains each edit.](#) (.docx)

You may also [download the complete BFC application Word document updated with all changes highlighted here.](#) (.docx) If you have questions or feedback about the application updates, please contact bfa@bikeleague.org.

Please note the Fall 2020 submission deadline has been extended to October 1, 2020 to provide applicant communities with more time to answer the updated questions.

After the Fall 2020 deadline passes, the League will continue to collaborate with Bicycle Friendly Community applicants, advocates, and other partners, to listen, learn, and roll out further changes to the BFC application as needed in future application rounds, to encourage more equitable policies that make streets safer for everyone.

Page: BFC: Evaluation & Planning

F1. Is there a bike program manager or primary point of contact for bicycling issues at your local government?

Two or more paid employees each spend a portion of their time on bicycle-related projects, but there is no full-time bicycle project manager.

F2. Is there a Safe Routes to School Coordinator?

There is a full-time, paid Safe Routes to School Coordinator.

F2a. First Name:

Norma

F2a. Last Name:

O'Connell

F2a. Email:

NOConnell@sunnyvale.ca.gov

F3. How many paid government employees (including the Bicycle Program Manager and the Safe Routes to Schools Coordinator), expressed in full-time equivalents (FTE), work on bicycle issues in your community?

2

F4. Does your local government provide any of the following professional development opportunities for employees who have bicycle-related responsibilities? Check all that apply.

Other professional memberships/accreditations related to bicycles , Attend bicycle-related webinars/trainings , Attend bicycle-related conferences , Present at bicycle-related webinars, trainings, or conferences

F5. Does your community have an officially-recognized Bicycle Advisory Committee?

Yes

F5a. How often does the committee meet?

Monthly or more frequently

F5b. First Name:

Richard

F5b. Last Name:

Mehlinger

F5b. Email:

rmehlinger@gmail.com

F6. Does your local government have an internal equity, diversity, and inclusion (EDI) initiative, committee, or position?

Yes

F6a. Provide the name and email address of the primary contact.

Jaqui Guzman Jguzman@sunnyvale.ca.gov

F6b. Please describe how, if at all, the EDI initiative, committee, or position supports equitable bike planning or outreach in the community.

The Diversity and Inclusion Liaison's duties include: engaging with diverse communities and serve as a liaison to ethnic, LGBTQ+ and disability rights groups; applying a diversity and inclusion lens to policy, services and outreach; and assisting the City Manager, Council and other city officials with issues affecting Sunnyvale's diverse communities.

F7. Does your community have a comprehensive bicycle master plan or similar section in another document?

Yes

F7a. What year was the plan originally adopted?

2006

F7a1. Has the plan been updated or revised since it was first adopted?

Yes

F7a2. If yes, what year was the plan most recently updated?

2020

F7b. Provide a link to the current plan.

<https://sunnyvale.ca.gov/news/topics/atp/default.htm>

F7c. Is there a dedicated budget for implementation of the plan?

No

F7d. Does your plan include a goal to increase bicycle facilities?

Yes

F7d1. Please list or describe these goals.

Goal 1: Leverage community resources to increase interest in bicycling and raise the bicycling mode share from 1.5 percent in 2017 to 10 percent by 2030.

Policy 1: Design a connected, comfortable, convenient, safe and efficient bicycle network.

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

» Action 1.2: When possible, install best practice intersection treatments, such as bike boxes, fully protected intersections, and two-stage left turn lanes to reduce automobile-bicycle conflicts.

» Action 1.3: Continue to install bicycle loop or video detection devices and bicycle detection markings at all intersections.

» Action 1.4: Provide safe access to city streets for all modes of transportation. Safety considerations of all transport modes shall take priority over capacity considerations of any one transport mode.

» Action 1.5: Narrow lanes to the City's current standard of 11-foot lanes, or to 10-foot lanes under unique circumstances, to create or expand bicycle facilities. VTA requires 11-foot travel lanes for travel lanes that require bus access.

» Action 1.6: Prioritize street space allocated for transportation over parking when determining the appropriate future use of street space.

» Action 1.7: Work with adjacent cities to eliminate barriers and facilitate ways to get across barriers to travel such as discontinuous streets, trails, bike lanes, sidewalks, and paths.

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

F7e. How have community planning staff reached out to minority, non-English speaking, and/or low-income communities to ensure that they are included in the decision-making process?

Through the ongoing Active Transportation Plan, City staff have tried to engage a diverse range of Sunnyvale residents, visitors, and workers. In particular, staff hosted two focus groups, one with the Senior Center Advisory Committee and one with the Advisory Committee on Accessibility focused specifically on the walking and biking needs of seniors and people with disabilities. These focus groups identified the priority of safe walking and biking routes to transit

F8. What other local agencies have a bicycle master plan or similar section in another transportation demand management document? Check all that apply.

Transit agency , Metropolitan Planning Organization, County/Borough/Parish

F9. Is community-wide bicycle planning integrated with planning for any of the following: Check all that apply.

Transit stops, Public & private schools (K-12), Parks & recreation centers

F10. What percentage of the community's total annual transportation budget – on average over the last five fiscal years – was invested in bicycle projects?

24%

F11. Is bicycle-related funding specifically allocated to underrepresented areas of your community? (e.g. low-income neighborhoods, etc.)

Yes

F11a. Please describe.

Money received from the Active Transportation Program, Traffic Impact Fees, and One Bay Area Grants are used in underrepresented areas in our community.

F12. How many lane miles of planned bicycle facilities does your community expect to have installed in the next four years?

10.73

F13. How many lane miles of bicycle facilities has your community installed in the last two years?

10.48

F14. How does your community collect information on bicycle usage? Check all that apply.

Travel diaries, Household travel surveys that include bicycle trips, Regular manual counts of bicyclists on the road

Additional files may be uploaded at the end of the application.

F14a. Utilitarian ridership data collected locally (e.g. bicycle rides for commuting, running errands, transportation, etc.)

No File Uploaded

F14b. Recreational ridership data collected locally (e.g. rides solely for exercise or fun.)

No File Uploaded

F14c. Demographic ridership data collected locally (e.g. rider age, race, gender, etc.)

No File Uploaded

F14d. School ridership data collected locally (e.g. rides by or with K-12 or younger children – either riding on their own or being carried in a child seat, trailer, etc.)

[Download File](#)

F14e. Other ridership data (e.g. any other bicycle ridership data collected locally that doesn't fall under the above categories.)

No File Uploaded

F14f. If other ridership data is provided above, please briefly describe the dataset, including methodology for collection. (optional)

Safe Routes to School mode split information from student travel surveys

F14g. Has your community made any changes to bike-related data collection efforts (e.g. counting methodology) in response to the COVID-19 pandemic? If so, please describe those changes in as much detail as possible.

F14h. Has your community noticed significant changes in ridership levels/locations/habits in response to the COVID-19 pandemic? If so, please describe those changes in as much detail as possible.

F15. Does your community establish target goals for bicycle use? (e.g. a certain level of bicycle mode share)

Yes

F15a. Please list or describe these goals.

Increase commuter bicycling mode share from 1.5% in 2017 to 10% in 2030 and continue to work toward increasing bicycling mode share in the next 10 years

F16. Does your community collect and track bicyclist crash data?

Yes

F16a. On average over the past five calendar years, how many bicyclists have been in a crash involving a motor vehicle annually?

68

F17. On average over the past five calendar years, how many bicyclists have died due to a crash involving a motor vehicle annually?

1.2

F18. If your community has collected any other bicycling safety metrics or data, including any demographic or geographic data of safety outcomes, please describe and provide a related link and/or file below.

F18. Related Link:

F18. Related File:

No File Uploaded

F19. Has the community set a goal to eliminate traffic fatalities within the next 20 years or less?

Yes

F19a. If yes, please state or summarize the goal, including timeframe.

Reduce traffic fatalities and serious injuries by 50% by 2029.

F19b. What is the primary method or mechanism the community has implemented to achieve this goal? Please describe and provide links and/or file attachments to any associated plan, policy, or program below.

As part of our commitment to maintaining safe streets for everyone, the City developed a Vision Zero Plan that strives for the total elimination of traffic fatalities and severe injuries for all travel modes within Sunnyvale. The Plan includes key transportation safety challenges and suitable safety measures to help the City reach its goal.

F19b. Link to related plan/policy/program:

<http://sunnyvaleca-prod.civica.granicusops.com/civica/filebank/blobdload.asp?BlobID=26613>

F19b. File for related plan/policy/program:

City of Sunnyvale Vision Zero Plan

[Download File](#)

F20. Are there any local ordinances or state laws in place designed to improve bicyclists' safety in your community? Check all that apply.

It is illegal to park or drive in a bike lane (intersections excepted), Ban on cell phone use while driving , Ban on texting while driving, Vulnerable road user law, Safe passing distance law, It is illegal to harass a cyclist

F21. Do any local ordinances in your community place restrictions on bicyclists? Check all that apply.

None of the above

F22. Please describe any efforts in place to evaluate how equitably and effectively these laws or ordinances are currently applied in the community.

F23. How does your community ensure transparency and accountability regarding traffic law enforcement? Check all that apply.

Officers are required to report all traffic enforcement stops made of motor vehicle drivers, Officers are required to report all traffic enforcement stops made of bicyclists and pedestrians, including any stops made on streets, sidewalks, trails, transit, etc., Data is only available to the public by FOIA request, Other

F23b. If other, please describe the policies or practices in place to increase transparency and accountability in traffic enforcement.

Demographic data is only collected if a citation or a Field interview Contact report is generated by the officer. Annual and 5-year totals of collision data involving pedestrians and bicyclists are provided to the Bicycle Pedestrian Advisory Council annually and upon request.

F24. What, if any, policies or practices does your community have in place to measure and eliminate racial bias in traffic law enforcement, including in-person and automated enforcement practices?

All officers are required to receive training in Cultural Diversity. Topics within this training include Tools for Tolerance, Racial Profiling, Bias-Based Policing, Remaining Fair and Impartial and Hate Crimes.

F25. Does your community routinely conduct pre/post bicycle mode share evaluations of bicycle-related road projects?

No

F26. Which of the following mechanisms are in place for bicyclists to identify problem areas or hazards to traffic engineers and planners? Check all that apply.

Online reporting system (e.g. SeeClickFix), Hotline, Regular meetings, Contact staff directly via call/voicemail/fax/email/text/social media, Traffic safety (crash/fatality) data automatically or routinely shared with engineers and planners to identify and prioritize problem areas

F27. How has your community conducted a network analysis to evaluate current conditions for bicyclists and identify significant infrastructure barriers to bicycling? Check all that apply.

Level of Traffic Stress analysis

F28. Besides the Bicycle Friendly Community program, what other national programs does your community participate in to improve for bicycling? Check all that apply.

None of the above

F29. Describe any other efforts by your community to evaluate and/or plan for bicycle ridership and/or networks.

The City's Active Transportation Plan, including an entire Bicycle Plan component, is currently underway. The planning effort incorporates several approaches to allow the community to evaluate bicycle needs and the network:

- An online webmap offered people in Sunnyvale the opportunity to share where they currently bike and where they would like to bike in the future. The webmap received 821 individual comments that shaped the development of the active transportation network.
- A community survey gathered feedback on bicycling challenges, preferences, and opportunities throughout Sunnyvale. The survey received 944 responses that informed the City's understanding of the public's current bicycling patterns as well as barriers to bicycling in Sunnyvale.
- A Bicycle Level of Traffic Stress (BLTS) analysis was conducted to quantify the perceived stress levels when biking along Sunnyvale's roadways and paths. Roadways and paths were categorized from LTS 1: All Ages and Abilities to LTS 4: Fearless Adult. Feedback from members of the Bicycle and Pedestrian Advisory Commission were incorporated into the BLTS to account for locations where terrain, high vehicle speeds, and challenging crossings decreased people's comfort.
- Twenty-one school walk audits were performed, bringing together school staff, parents, school district staff (when available), City staff, and transportation planning and engineering consultants to evaluate the challenges of students walking and biking to school.

F30. How have bicycling-related evaluation and planning efforts, including community engagement and outreach, changed in your community in response to the COVID-19 pandemic? Are these changes temporary or permanent? How did your community address or incorporate equity into these changes? Please describe in as much detail as possible.

G1. What are the top three reasons your community has made bicycling a priority?

Improved quality of life, Climate change/environmental stewardship concerns, Traffic and bicycle/pedestrian safety

G2. Briefly describe the most positive outcome of your community's support for bicycling.

We have received strong support for bicycling improvements from our community, and the members of the Bicycle and Pedestrian Advisory Commission are dedicated volunteers to making Sunnyvale an increasingly bike-friendly place. Biking has become a common and accepted mobility mode in Sunnyvale, and many view bicycle infrastructure improvements as key to encouraging commute options in Sunnyvale. Due to public support, as Sunnyvale redevelops certain areas with more jobs and housing (such as the Moffett Park area), a combination of high-quality bike facilities, trails, and bicycle parking will be integrated within the final design.

In addition, we see many students bike to school, especially at Cupertino Middle School, Peterson Middle School, and Fremont High School. There is strong support within the school administration and community for biking improvements that enhance student routes. When a student was involved in an unfortunate collision by Peter Middle School, we saw teachers and families rally to attend our Active Transportation Plan Community Workshop to advocate for improved biking and pedestrian infrastructure around the school – much of which has since been installed.

The City has seen strong public support for bicycling infrastructure, especially when the City has applied for local, state, and federal funding related to bicycle facility improvements. Community members and stakeholders have provided us with letters of support to be included in our application for grants funds, which greatly increases the likelihood of receiving funding and speeds up the installation process.

G3. Describe any improvements that have occurred for cycling in your community since your last application.

The following improvements have been implemented since the City's former application in 2016:

- Installation of bike boxes, bike detection systems, and green bike lanes
- Road diets implemented to improve safety of bicyclists and motorists on roadways.
- Installation of new Class I through Class IV bike facilities throughout the City.
- Retiming of traffic signals to facilitate safe bike passages,
- Narrowing of travel lanes to calm traffic and introduce bike lanes.
- Establishment of bike routes and guide signs.

G4. What could be done differently in order to make bicycling safer, more enjoyable and/or more convenient in your community?

Through the extensive public engagement as part of the Active Transportation Plan, staff heard the following themes about increasing the safety and convenience of bicycling. These themes will be a focus for future planning:

Prioritizing building Creek Trails. Overall, people use and appreciate nearby creek trails, such as the Stevens Creek Trail and Calabazas Creek Trail. Creek trails are seen as important walking and bicycling connections that allow people to travel long distances away from the stress and air pollution of cars. The City will focus on improved connections and access points to existing creek trails.

Designing protected bikeways on arterials. High speeds and high volumes of cars were consistently reported as being a deterrent to bicycling on Sunnyvale roads. People identified a number of arterials as providing the shortest, most direct route to their destination, but don't always feel safe biking on these streets. The City will focus on building bike facilities with a physical separation from cars.

Increasing bicycle priority at intersections. Across the City, people reported intersections that did not prioritize their bicycle travel. This included intersections that did not detect bicycles, signal timing that was too short to let bicyclists cross, or travel configurations that left bicyclists feeling unprotected as they crossed the intersection. The City has planned 76 spot improvements that use treatments such as bike boxes, bicycle signals, and protected intersections to address this concern.

Prioritizing student routes. City investment in bicycle and pedestrian infrastructure should prioritize routes used by students getting to and from school. Residents have identified routes and intersections used by students at Cupertino Middle School, Peterson Middle School, and Fremont High School, as needing improvements and enhancements.

G5. What specific bicycle-related improvements are planned in the next 12 months that directly affect your community?

The City intends to improve the following bicycle facilities with the following projects:

1. Moffett Park Drive/Manilla Drive Bicycle and Pedestrian Improvements are broken into two phases: Phase I is to install off-street Class I Shared-use path, rail crossing safety, and minor street grading on Manila Avenue west of Enterprise Way. the extension the proposed Class I Shared-use path from Enterprise Way to Innovation Way, with the intention of connecting to the new VTA Class I Shared-use path that runs east of Innovation Way; and Phase II is extend the proposed Class I Shared-use path from Enterprise Way to Innovation Way, with the intention of connecting to the new VTA Class I Shared-use path that runs east of Innovation Way. Phase 2 also includes rail crossing safety improvements, roadway reallocation, as well as intersection crossing improvements at both the Enterprise Way intersection and Innovation Way intersection. If the City Council accepts this donation, then Google estimates that construction may start in fall 2020.
2. Bike Rack Program is provided to encourage existing commercial/retail properties to upgrade their bicycle parking facilities where there is currently a lack of bicycle parking available, and where none were required when the property was last redeveloped. This program will be implemented within the next 12 months to pilot providing bike racks to bicyclists to use throughout the City.
3. The City has other bicycle related improvements that are planned in the next 12 months to be completed that will benefit the community:
 - Fair Oaks Avenue Phase II Project will implement approximately 1.00 mile of bicycle-lanes.
 - Almanor Avenue between Mathilda and Vaqueros is planned to have approximately 0.38 mile of Class II Bike lane.
 - Almanor Avenue between Mathilda and Vaqueros is planned to have approximately 0.23 mile of Class II Bike lane.
 - Poplar Avenue is planned to have approximately 0.28 mile between Peterson Middle School and El Camino Real.
 - Mary Ave southbound is planned to have approximately 0.38 miles of Class IV bicycle
 - Kifer Road is planned to have approximately 0.6 miles of Class I path near Intuitive Surgical.

G6. We often get requests for example BFC applications from aspiring communities. Are you willing to share your application?

Yes

G7. How did you hear about the Bicycle Friendly Community program?

The City has applied to the Bicycle Friendly Community program in the past

Page: Supplementary Materials

Optional: If you would like to share any supplemental materials to support your application, please upload your files here.

By submitting photos here, you are granting the League of American Bicyclists the right to use your images to promote bicycling.

File 1[Download File](#)**File 2**[Download File](#)**File 3**

No File Uploaded

File 4

No File Uploaded

File 5

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