SECTION 4
Citywide Maps
City of Sunnyvale
Comprehensive School Traffic Study

Recommendations for Further Evaluation
Map 1
Stop Controlled Intersections Without Crosswalks

- Mark x-walk at Stop - Option 2 - within 1/2 mile
- Mark x-walk at Stop - Option 4 - over 2k 3way and 4way stops
- Mark x-walk at Stop - Option 3 - within 1/4 mile
- Mark x-walk at Stop - Option 1 - crashes and street class
City of Sunnyvale
Comprehensive School Traffic Study

Recommendations for Further Evaluation
Map 2
Uncontrolled and Yield Intersections Without Crosswalks

- Mark x-walk and improve at Uncontrolled, unmarked - Option 1
- Mark x-walk and improve at Uncontrolled, unmarked - Option 2
- Mark x-walk and improve at Uncontrolled, unmarked - Option 3
- Mark x-walk and improve at Yield
City of Sunnyvale
Comprehensive School Traffic Study

Recommendations for Further Evaluation Map 3
Intersections With Marked Crosswalks
- Stop Warrant and improve at Marked x-walks - Option 2
- Stop Warrant and improve at Marked x-walks - Option 1
- In-Pavement Lighted X-Walks
- Rectangular Rapid Flashing Beacons
- Raised Crosswalks/Traffic Calming
- Improve Signal - Option 1 - Within 1/2 mile with high crash rate
- Improve Signal - Option 2 - Within 1/2 mile
SECTION 5
School Attendance Area Maps
Recommendations for Intersections Without Marked Crosswalks

- Mark x-walk and improve at Uncontrolled, unmarked - Option 1
- Mark x-walk and improve at Uncontrolled, unmarked - Option 2
- Mark x-walk and improve at Uncontrolled, unmarked - Option 3
- Mark x-walk and improve at Yield
- Mark x-walk at Stop - Option 2 - within 1/2 mile
- Mark x-walk at Stop - Option 4 - over 2k 3way and 4way stops
- Mark x-walk at Stop - Option 3 - within 1/4 mile
- Mark x-walk at Stop - Option 1 - crashes and street class
Recommendations for Intersections With Marked Crosswalks

- Stop Warrant and improve at Marked x-walks - Option 2
- Stop Warrant and improve at Marked x-walks - Option 1
- Rectangular Rapid Flashing Beacons
- In-Pavement Lighted X-Walks
- Raised Crosswalks/Traffic Calming
- Improve Signal - Option 1 - Within 1/2 mile with high crash rate
- Improve Signal - Option 2 - Within 1/2 mile
Safe Routes to School
Cherry Chase Elementary
Sunnyvale Middle

Recommendations for Intersections
Without Crosswalks

- Mark x-walk and improve at Uncontrolled, unmarked - Option 1
- Mark x-walk and improve at Uncontrolled, unmarked - Option 2
- Mark x-walk and improve at Uncontrolled, unmarked - Option 3
- Mark x-walk and improve at Yield
- Mark x-walk at Stop - Option 2 - within 1/2 mile
- Mark x-walk at Stop - Option 4 - over 2k 3way and 4way stops
- Mark x-walk at Stop - Option 3 - within 1/4 mile
- Mark x-walk at Stop - Option 1 - crashes and street class
Recommendations for Intersections With Crosswalks
- Stop Warrant and improve at Marked x-walks - Option 2
- Rectangular Rapid Flashing Beacons
- Raised Crosswalks/Traffic Calming
- Improve Signal - Option 1 - Within 1/2 mile with high crash rate
- Improve Signal - Option 2 - Within 1/2 mile

Cherry Chase Elementary Sunnyvale Middle
Recommendations for Intersections Without Crosswalks

- Mark x-walk and improve at Uncontrolled, unmarked - Option 1
- Mark x-walk and improve at Uncontrolled, unmarked - Option 2
- Mark x-walk and improve at Uncontrolled, unmarked - Option 3
- Mark x-walk and improve at Yield
- Mark x-walk at Stop - Option2 - within 1/2 mile
- Mark x-walk at Stop - Option4 - over 2k 3way and 4way stops
- Mark x-walk at Stop - Option3 - within 1/4 mile
- Mark x-walk at Stop - Option1 - crashes and street class
Safe Routes to School
Cumberland Elementary
(Sunnyvale Middle School Feeder School)

Base Map
- Cumberland Elementary
- Attendance Boundary
  - School Route
  - Crossing Guard
  - Crosswalk
  - Traffic Signals
  - Stop Sign
  - Yield Sign

Recommendations for Intersections With Crosswalks
- Stop Warrant and improve at Marked x-walks - Option 2
- Stop Warrant and improve at Marked x-walks - Option 1
- Rectangular Rapid Flashing Beacons
- In-Pavement Lighted X-Walks
- Raised Crosswalks/Traffic Calming
- Improve Signal - Option 1 - Within 1/2 mile with high crash rate
- Improve Signal - Option 2 - Within 1/2 mile
Recommendations for Intersections
Without Crosswalks

- Mark x-walk and improve at Uncontrolled, unmarked - Option 1
- Mark x-walk and improve at Uncontrolled, unmarked - Option 2
- Mark x-walk and improve at Uncontrolled, unmarked - Option 3
- Mark x-walk and improve at Yield
- Mark x-walk at Stop - Option 2 - within 1/2 mile
- Mark x-walk at Stop - Option 4 - over 2k 3way and 4way stops
- Mark x-walk at Stop - Option 3 - within 1/4 mile
- Mark x-walk at Stop - Option 1 - crashes and street class
Recommendations for Intersections With Crosswalks

- Stop Warrant and improve at Marked x-walks - Option 2
- Stop Warrant and improve at Marked x-walks - Option 1
- Rectangular Rapid Flashing Beacons
- In-Pavement Lighted X-Walks
- Raised Crosswalks/Traffic Calming
- Improve Signal - Option 1 - Within 1/2 mile with high crash rate
- Improve Signal - Option 2 - Within 1/2 mile

Safe Routes to School
Ellis Elementary
(Sunnyvale Middle School Feeder School)
Safe Routes to School
Fairwood Elementary
(Columbia Middle School Feeder School)

Recommendations for Intersections
Without Marked Crosswalks

- Mark x-walk and improve at Uncontrolled, unmarked - Option 1
- Mark x-walk and improve at Uncontrolled, unmarked - Option 2
- Mark x-walk and improve at Uncontrolled, unmarked - Option 3
- Mark x-walk and improve at Yield
- Mark x-walk at Stop - Option 2 - within 1/2 mile
- Mark x-walk at Stop - Option 4 - over 2k 3way and 4way stops
- Mark x-walk at Stop - Option 3 - within 1/4 mile
- Mark x-walk at Stop - Option 1 - crashes and street class
Recommendations for Intersections With Marked Crosswalks

- Stop Warrant and improve at Marked x-walks - Option 2
- Stop Warrant and improve at Marked x-walks - Option 1
- Rectangular Rapid Flashing Beacons
- In-Pavement Lighted X-Walks
- Raised Crosswalks/Traffic Calming
- Improve Signal - Option 1 - Within 1/2 mile with high crash rates
- Improve Signal - Option 2 - Within 1/2 mile
Safe Routes to School
Lakewood Elementary
(Columbia Middle School Feeder School)

Recommendations for Intersections
Without Marked Crosswalks

- Mark x-walk and improve at Uncontrolled, unmarked - Option 1
- Mark x-walk and improve at Uncontrolled, unmarked - Option 2
- Mark x-walk and improve at Uncontrolled, unmarked - Option 3
- Mark x-walk and improve at Yield
- Mark x-walk at Stop - Option 2 - within 1/2 mile
- Mark x-walk at Stop - Option 3 - over 2k 3way and 4way stops
- Mark x-walk at Stop - Option 3 - within 1/4 mile
- Mark x-walk at Stop - Option 1 - crashes and street class
**Safe Routes to School**
Lakewood Elementary
(Columbia Middle School Feeder School)

---

**Recommendations for Intersections With Marked Crosswalks**

- Stop Warrant and improve at Marked x-walks - Option 2
- Stop Warrant and improve at Marked x-walks - Option 1
- Rectangular Rapid Flashing Beacons
- In-Pavement Lighted X-Walks
- Raised Crosswalks/Traffic Calming
- Improve Signal - Option 1 - Within 1/2 mile with high crash rate
- Improve Signal - Option 2 - Within 1/2 mile
Base Map
- Attendance Boundary
- School Route
- Crossing Guard
- Crosswalk
- Traffic Signals
- Stop Sign
- Yield Sign

Safe Routes to School
San Miguel Elementary
(Columbia Middle School Feeder School)

Recommendations for Intersections Without Marked Crosswalks

- Mark x-walk and improve at Uncontrolled, unmarked - Option 1
- Mark x-walk and improve at Uncontrolled, unmarked - Option 2
- Mark x-walk and improve at Uncontrolled, unmarked - Option 3
- Mark x-walk and improve at Yield
- Mark x-walk at Stop - Option 2 - within 1/2 mile
- Mark x-walk at Stop - Option 4 - over 2k 3way and 4way stops
- Mark x-walk at Stop - Option 3 - within 1/4 mile
- Mark x-walk at Stop - Option 1 - crashes and street class
Recommendations for Intersections With Marked Crosswalks

- Stop Warrant and improve at Marked x-walks - Option 2
- Stop Warrant and improve at Marked x-walks - Option 1
- Rectangular Rapid Flashing Beacons
- In-Pavement Lighted X-Walks
- Raised Crosswalks/Traffic Calming
- Improve Signal - Option 1: Within 1/2 mile with high crash rate
- Improve Signal - Option 2: Within 1/2 mile
Base Map

- Traffic Signals
- Vargas Elementary

- Stop Sign
- Yield Sign
- Crossing Guard
- School Route
- Attendance Boundary

Recommendations for Intersections
Without Crosswalks

- Mark x-walk and improve at Uncontrolled, unmarked - Option 1
- Mark x-walk and improve at Uncontrolled, unmarked - Option 2
- Mark x-walk and improve at Uncontrolled, unmarked - Option 3
- Mark x-walk and improve at Yield
- Mark x-walk at Stop - Option 2 - within 1/2 mile
- Mark x-walk at Stop - Option 4 - over 2k 3way and 4way stops
- Mark x-walk at Stop - Option 3 - within 1/4 mile
- Mark x-walk at Stop - Option 1 - crashes and street class
Recommendations for Intersections With Crosswalks

- Stop Warrant and improve at Marked x-walks - Option 2
- Stop Warrant and improve at Marked x-walks - Option 1
- Rectangular Rapid Flashing Beacons
- In-Pavement Lighted X-Walks
- Raised Crosswalks/Traffic Calming
- Improve Signal - Option 1 - Within 1/2 mile with high crash rate
- Improve Signal - Option 2 - Within 1/2 mile
Nimitz Elementary  Page 55-56
Stockleir Elementary  Page 56-57
West Valley Elementary  Page 58-59
Recommendations for Intersections
Without Crosswalks
- Mark x-walk and improve at Uncontrolled, unmarked - Option 1
- Mark x-walk and improve at Uncontrolled, unmarked - Option 2
- Mark x-walk and improve at Uncontrolled, unmarked - Option 3
- Mark x-walk and improve at Yield
  - Mark x-walk at Stop - Option 2 - within 1/2 mile
  - Mark x-walk at Stop - Option 4 - over 2k 3way and 4way stops
- Mark x-walk at Stop - Option 3 - within 1/4 mile
- Mark x-walk at Stop - Option 1 - crashes and street class

Base Map
- Nimitz School
- Traffic Signals
  - Stop Sign
  - Yield Sign
  - Crossing Guard
- Crosswalk
- School Route
- Attendance Boundary

Paragon
Studios
Safe Routes to School
Nimitz Elementary
(Cupertino Union School District)

Base Map
- Nimitz School
- Traffic Signals
  - Stop Sign
  - Yield Sign
  - Crossing Guard
- Crosswalk
- School Route
- Attendance Boundary

Recommendations for Intersections With Crosswalks
- Stop Warrant and improve at Marked x-walks - Option 2
- Stop Warrant and improve at Marked x-walks - Option 1
- Rectangular Rapid Flashing Beacons
- In-Pavement Lighted X-Walks
- Raised Crosswalks/Traffic Calming
- Improve Signal - Option 1 - Within 1/2 mile with high crash rate
- Improve Signal - Option 2 - Within 1/2 mile
Recommendations for Intersections Without Crosswalks

- Mark x-walk and improve at Uncontrolled, unmarked - Option 1
- Mark x-walk and improve at Uncontrolled, unmarked - Option 2
- Mark x-walk and improve at Uncontrolled, unmarked - Option 3
- Mark x-walk and improve at Yield - Option 4
- Mark x-walk at Stop - Option 2 - within 1/2 mile
- Mark x-walk at Stop - Option 4 - over 2k 3way and 4way stops
- Mark x-walk at Stop - Option 3 - within 1/4 mile
- Mark x-walk at Stop - Option 1 - crashes and street class
Safe Routes to School
Stocklmeir Elementary
(Cupertino Union School District)

Recommendations for Intersections
With Crosswalks

- Stop Warrant and improve at Marked x-walks - Option 2
- Stop Warrant and improve at Marked x-walks - Option 1
- In-Pavement Lighted X-Walks
- Raised Crosswalks/Traffic Calming
- Improve Signal - Option 1 - Within 1/2 mile with high crash rate
- Improve Signal - Option 2 - Within 1/2 mile

Base Map

- Stocklmeir School
- Attendance Boundary
- School Route
- Crossing Guard
- Crosswalks
- Stop Sign
- Yield Sign
- Traffic Signals
Safe Routes to School
West Valley Elementary
(Cupertino Union School District)

Recommendations for Intersections
Without Crosswalks

- Mark x-walk and improve at Uncontrolled, unmarked - Option 1
- Mark x-walk and improve at Uncontrolled, unmarked - Option 2
- Mark x-walk and improve at Uncontrolled, unmarked - Option 3
- Mark x-walk and improve at Yield
  - Mark x-walk at Stop - Option 2 - within 1/2 mile
  - Mark x-walk at Stop - Option 4 - over 2k 3way and 4way stops
  - Mark x-walk at Stop - Option 3 - within 1/4 mile
- Mark x-walk at Stop - Option 1 - crashes and street class
Safe Routes to School
West Valley Elementary
(Cupertino Union School District)

Base Map
- West Valley School
- Attendance Boundary
- School Route
- Crossing Guard
- Crosswalk
- Stop Sign
- Yield Sign
- Traffic Signals

Recommendations for Intersections
With Crosswalks
- Stop Warrant and improve at Marked x-walks - Option 2
- Stop Warrant and improve at Marked x-walks - Option 1
- Rectangular Rapid Flashing Beacons
- In-Pavement Lighted X-Walks
- Raised Crosswalks/Traffic Calming
- Improve Signal - Option 1: Within 1/2 mile with high crash rate
- Improve Signal - Option 2: Within 1/2 mile
<table>
<thead>
<tr>
<th>School</th>
<th>Pages</th>
</tr>
</thead>
<tbody>
<tr>
<td>Braly Elementary</td>
<td>Page 62-63</td>
</tr>
<tr>
<td>Ponderosa Elementary</td>
<td>Page 64-65</td>
</tr>
<tr>
<td>Peterson Elementary</td>
<td>Page 66-67</td>
</tr>
</tbody>
</table>
Recommendations for Intersections Without Marked Crosswalks

- Mark x-walk and improve at Uncontrolled, unmarked - Option 1
- Mark x-walk and improve at Uncontrolled, unmarked - Option 2
- Mark x-walk and improve at Uncontrolled, unmarked - Option 3
- Mark x-walk and improve at Yield
- Mark x-walk at Stop - Option 2 - within 1/2 mile
- Mark x-walk at Stop - Option 4 - over 2k 3way and 4way stops
- Mark x-walk at Stop - Option 3 - within 1/4 mile
- Mark x-walk at Stop - Option 1 - crashes and street class

Legend
- Stop
- Braly School
- School Route
- Crossing Guard
- Crosswalk
- Yield Sign
- Traffic Signals
Recommendations for Intersections With Marked Crosswalks

- Stop Warrant and improve at Marked x-walks - Option 2
- Stop Warrant and improve at Marked x-walks - Option 1
- Rectangular Rapid Flashing Beacons
- In-Pavement Lighted X-Walks
- Raised Crosswalks/Traffic Calming
- Improve Signal - Option 1 - Within 1/2 mile with high crash rate
- Improve Signal - Option 2 - Within 1/2 mile

Legend

- Stop
- Braly School
- School Route
- Crossing Guard
- Crosswalk
- Yield Sign
- Traffic Signals
Recommendations for Intersections
Without Marked Crosswalks

- Mark x-walk and improve at Uncontrolled, unmarked - Option 1
- Mark x-walk and improve at Uncontrolled, unmarked - Option 2
- Mark x-walk and improve at Uncontrolled, unmarked - Option 3
- Mark x-walk and improve at Yield
- Mark x-walk at Stop - Option 2 - within 1/2 mile
- Mark x-walk at Stop - Option 4 - over 2k 3way and 4 way stops
- Mark x-walk at Stop - Option 3 - within 1/4 mile
- Mark x-walk at Stop - Option 1 - crashes and street class
Recommendations for Intersections With Marked Crosswalks

- Stop Warrant and improve at Marked x-walks -Option2
- Stop Warrant and improve at Marked x-walks -Option1
- Rectangular Rapid Flashing Beacons
- In-Pavement Lighted X-Walks
- Raised Crosswalks/Traffic Calming
- Improve Signal - Option1- Within 1/2 mile with high crash rate
- Improve Signal - Option2- Within 1/2 mile
Recommendations for Intersections Without Marked Crosswalks

- Mark x-walk and improve at Uncontrolled, unmarked - Option 1
- Mark x-walk and improve at Uncontrolled, unmarked - Option 2
- Mark x-walk and improve at Uncontrolled, unmarked - Option 3
- Mark x-walk and improve at Yield
- Mark x-walk at Stop - Option2 - within 1/2 mile
- Mark x-walk at Stop - Option4 - over 2k 3way and 4way stops
- Mark x-walk at Stop - Option3 - within 1/4 mile
- Mark x-walk at Stop - Option1 - crashes and street class
Safe Routes to School
Peterson Middle School
(Santa Clara Unified School District)

Recommendations for Intersections With Marked Crosswalks

- Stop Warrant and improve at Marked x-walks - Option 2
- Stop Warrant and improve at Marked x-walks - Option 1
- Rectangular Rapid Flashing Beacons
- In-Pavement Lighted X-Walks
- Raised Crosswalks/Traffic Calming
- Improve Signal - Option 1 - Within 1/2 mile with high crash rate
- Improve Signal - Option 2 - Within 1/2 mile
Attachment D
Examples of School Traffic Control Improvements

Pedestrian Flashing Sign
In-Pavement Roadway Warning Lights
Marked School Crosswalk
Raised Crosswalk
High Visibility Ladder Crosswalk
SUNNYVALE BICYCLE AND PEDESTRIAN ADVISORY COMMISSION
Meeting Minutes – November 15, 2012

The Sunnyvale Bicycle and Pedestrian Advisory Commission met at 6:31 p.m. on November 15, 2012 with Commission Chair James Manitakos presiding. The meeting was held in the West Conference Room, City Hall, 456 West Olive Avenue, Sunnyvale.

ROLL CALL/CONSIDERATION OF ABSENCES

Members Present:   James Manitakos
                   Angela Rausch
                   Kevin Jackson
                   Richard Kolber
                   David Jones
                   Cathy Switzer
                   Kyle Welch

Members Absent:   None

Council Liaison Present:   Mayor Anthony Spitaleri

Staff Present:   Jack Witthaus, Transportation and Traffic Division Manager, Department of Public Works

Visitors:   David Simons, Valley Transportation Authority Bicycle and Pedestrian Advisory Committee representative

SPECIAL PRESENTATION

David Simons gave a summary of Valley Transportation Authority (VTA) BPAC events, including election of officers, pending review of One Bay Area Grant applications, and a pending workshop on comments on revisions to the VTA Bicycle Technical Guidelines. The Commission inquired about One Bay Area grant funding.

PUBLIC ANNOUNCEMENTS
(Speakers are limited to 3 minutes for announcements of related board/commission events, programs, resignations, recognitions, acknowledgments)

Commissioner Jackson announced the passing of Ellen Fletcher, a noted bicycle advocate. He gave updates on a Sunnyvale Cool Cities parking presentation, a Stevens Creek Trail public meeting, a Lawrence Station Area Plan citizens group meeting, and Safe Routes to School program activities. He commented on the importance of bicycles in the wake of the east coast Superstorm.
CONSENT CALENDAR

1.A) Approval of the Draft Minutes of October 18, 2012 Meeting
1.B) Updated 2012 BPAC Calendar

Chair Manitakos pulled item 1A, Approval of the Draft Minutes of October 18, 2012.

Item 1B was approved by consensus.

1.A) Approval of the Draft Minutes of October 18, 2012 Meeting

Chair Manitakos asked that the October minutes specifically reflect under item 1, Bicycle Parking for Non-Residential Uses, the BPAC’s support for a ratio of 5% bicycle parking to vehicle parking. He also requested under Information Only items that the minutes reflect that the BPAC supports language in City driver training materials to state that bicycles and pedestrians are a “priority”, not a “concern.”

The minutes were approved as amended by consensus.

PUBLIC COMMENTS

This category is limited to 15 minutes, with a maximum of three minutes per speaker. If you wish to address the board or commission, please complete a speaker card and give it to the Recording Secretary or you may orally make a request to speak. If your subject is not on the agenda, you will be recognized at this time; but the Brown Act (Open Meeting Law) does not allow action by board or commission members. If you wish to speak to a subject listed on the agenda, you will be recognized at the time the item is being considered by the board or commission.

None.

PUBLIC HEARINGS/GENERAL BUSINESS

1. ACTION – Ranking of Study Issues

Chair Manitakos announced that the BPAC would follow the Study Issues ranking procedures provided by the Office of the City Manager.

Chair Manitakos inquired whether the current Stevens Creek Trail Joint Cities Feasibility Study would be considering property issues.

Motion by Jackson, second Manitakos, to drop issue CDD 13-01, Appropriate Locations for Bicycle Parking. Commissioner Jackson stated that he believed that the issue has the wrong emphasis, and that legitimate bicycle parking should be provided at locations where people are parking illegitimately, rather than regulating bike parking. Commissioner Jones noted that bicycle parking had been addressed well in the recent non-residential bicycle parking study. Motion approved, 7-0.

Motion by Jackson to drop issue ESD 13-04 regarding Transportation Demand Management (TDM) program enforcement. Commissioner Jackson stated that the level of effort was too great and was not justified based on his perceptions of compliance with
TDM requirements. Second by Manitakos. Friendly amendment by Kolber to defer the issue, not accepted by the maker. Commissioner Jones noted that the City Council had expressed concerns recently about questionable implementation and boilerplating of TDM programs. In response to an inquiry by Commissioner Kolber, staff stated that there are insufficient resources currently to conduct robust TDM program enforcement. Motion approved 6-1, Welch dissenting, stating he preferred deferral of the issue.

Motion by Manitakos to drop issue DPW 13-09 regarding resources for demarcating no parking zones at controlled intersections. He stated that Council has already acted to direct staff to conduct this work. Commissioner Jackson stated that he believes there are no resources to do this work. Staff clarified that there are resources, but it will take some time to accomplish the work. In response to an inquiry from Commissioner Jackson, staff stated that they are considering a budget issue to add resources to allow painting of red curbs as a means to implement the Council approved parking restrictions. Commissioner Switzer inquired if the parking restrictions would occur if neither a study issue or a budget issue were approved, and staff responded affirmatively. Commissioner Jackson asked if the BPAC could be given progress reports. Motion seconded by Jackson, motion approved 7-0.

Commissioner Kolber inquired about what a Cyclovia is.

Motion by Jones to drop issue DPW 13-07 regarding removal of bollards based on staff support for accomplishing this as an operational issue. Second Manitakos. Commissioner Jackson stated that he was not confident that progress would be made on this issue. In response to an inquiry from Chair Manitakos, staff indicated that work is proceeding on modification of two locations to remove bollards. Commissioner Jackson stated that the pedestrian overpass near Fair Oaks and Highway 101 should be a priority. Motion approved 5-2, Jackson and Kolber dissenting based on a desire for prioritization and scheduling of removal.

Motion by Manitakos to defer item DPW 13-12 regarding acquisition of property along Stevens Creek until the Stevens Creek Trail Joint Cities Feasibility Study is complete. Second Jackson. Motion approved, 7-0.

Motion by Jackson, second Manitakos, to defer the Cyclovia study issue due to a clear lack of resources to hold an event. Commissioner Switzer suggested contacting local cycling clubs to see if they would pursue an event. Motion approved, 7-0.

Motion by Jackson to defer the bicycle and pedestrian level of service study issue. Commissioner Jackson stated that it is not a practical role for a City to take the lead in adopting this type of measure. The Commission and staff discussed the status of various efforts to consider bicycle and pedestrian level of service, including efforts by the VTA. Second my Manitakos based on the VTA’s ongoing consideration of bicycle and pedestrian level of service. Motion approved, 7-0.

Motion by Jackson to defer the bicycle boulevard pilot project study issue, based on his concerns that Sunnyvale would not implement an effective bicycle boulevard and that bicycle boulevards still require bicycles to ride side by side with motor vehicles without any
dedicated bike space. Commissioner Jones encouraged staff to refine the definition of bicycle boulevards. Motion failed, 2-5, Manitakos, Rausch, Switzer, Kolber, and Welch opposed.

Discussion of study issues for ranking occurred. Commissioner Jackson indicated support for issue DPW 13-06 regarding residential area parking measures to support bicycling. Commissioner Jones related that there was City Council support for DPW 13-01, the pedestrian anti-harassment ordinance.

The Commission ranked study issues as follows:

<table>
<thead>
<tr>
<th>ISSUE</th>
<th>Switzer</th>
<th>Rausch</th>
<th>Manitakos</th>
<th>Jackson</th>
<th>Welch</th>
<th>Jones</th>
<th>Kolber</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>DPW 13-04, vision triangle extension</td>
<td>1</td>
<td>3</td>
<td>3</td>
<td>3</td>
<td>5</td>
<td>3</td>
<td>4</td>
<td>22</td>
</tr>
<tr>
<td>DPW 13-06, residential parking measures</td>
<td>2</td>
<td>2</td>
<td>6</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>2</td>
<td>15</td>
</tr>
<tr>
<td>DPW 13-08, bikes use full lane signs</td>
<td>3</td>
<td>4</td>
<td>2</td>
<td>2</td>
<td>7</td>
<td>7</td>
<td>7</td>
<td>32</td>
</tr>
<tr>
<td>DPW 13-10, bike boulevard pilot</td>
<td>5</td>
<td>1</td>
<td>1</td>
<td>6</td>
<td>2</td>
<td>4</td>
<td>3</td>
<td>22</td>
</tr>
<tr>
<td>DPW 13-01, pedestrian anti-harassment</td>
<td>4</td>
<td>7</td>
<td>7</td>
<td>7</td>
<td>4</td>
<td>2</td>
<td>1</td>
<td>32</td>
</tr>
<tr>
<td>DPW 13-05 street amenities for disabled</td>
<td>6</td>
<td>6</td>
<td>5</td>
<td>5</td>
<td>2</td>
<td>3</td>
<td>6</td>
<td>33</td>
</tr>
<tr>
<td>DPW 13-02 broken yellow lines</td>
<td>7</td>
<td>5</td>
<td>4</td>
<td>4</td>
<td>6</td>
<td>6</td>
<td>5</td>
<td>37</td>
</tr>
</tbody>
</table>

Motion by Kolber, second Manitakos, to recommend the top five scoring issues to the City Council, and to defer the remaining two issues to the next year. Motion approved, 7-0.
2. ACTION - STUDY ISSUE – Consideration and Recommendation to Council on a Comprehensive School Traffic Study

Staff indicated that they could answer questions. In response to an inquiry from Commissioner Jackson, staff responded that the study had not been shared with school administrators. Commissioner Jackson encouraged staff to share the study with schools. Commissioner Jackson inquired about the Traffic Safe Communities Network effort. He requested editorial changes to the Report to Council to clarify that lower speeds can reduce the incidence of collisions as well, by increasing reaction times. He asked about the process for Council to approve speed limit changes. Commissioner Welch inquired about private schools. Commissioner Jones asked about the focus of the study on traffic controls and GIS formatting. Motion by Manitakos, second Kolber to recommend approval of the staff recommendation. Motion approved, 7-0.

NON-AGENDA ITEMS AND COMMENTS

• COMMISSIONERS ORAL COMMENTS

Chair Manitakos requested numbering of the meeting packet pages. He encouraged staff to prepare agendas as far ahead of time as possible.

The Commission discussed possible agenda items for the December 20 meeting.

• STAFF ORAL COMMENTS

None.

INFORMATION ONLY ITEMS

1. BPAC E-mail messages and/or letters since circulation of the agenda packet of the October 18, 2012 meeting.
2. BPAC Active Items List.

Commissioner Jackson inquired about the status of Bernardo Avenue Caltrain undercrossing planning.

ADJOURNMENT

Meeting adjourned at 8:45 p.m.

Respectfully submitted by:

Jack Witthaus
Transportation and Traffic Manager