

Does Council need to approve a work plan? No
 Does this Issue require review by a Board/Commission? Yes
 If so, which? Planning Commission
 Is a Council Study Session anticipated? No

7. Briefly explain if a budget modification will be required to study this issue

Amount of budget modification required

Explanation

8. Briefly explain potential costs of implementing study results, note estimated capital and operating costs, as well as estimated revenue/savings, include dollar amounts

Are there costs of implementation? No

Explanation

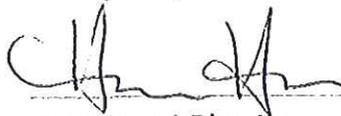
9. Staff Recommendation

Staff Recommendation Support

If 'Support', 'Drop' or 'Defer', explain

The Sunnyvale parking requirements for non-residential uses have not been overhauled in many years, and current needs may have changed, or community standards may have adjusted over the years. Completing this study would clean up the parking requirements and provide more current standards more in line with other cities and business needs.

Reviewed by



Department Director

12/5/11
Date

Approved by



City Manager

12/6/11
Date

TENTATIVE STAFF RECOMMENDATION PROPOSED PARKING LOT DESIGN GUIDELINES

City-Wide Design Guidelines

III. PARKING AND CIRCULATION - Project site shall be conveniently accessible to both pedestrians and automobiles. Sufficient off-street parking shall be provided for every project. Onsite circulation patterns shall be designed to adequately accommodate pedestrian, bicycle and vehicle traffic.

The existing design guidelines were adopted in 1992 and can be found italicized at the beginning of each section. These guidelines should be repealed and replaced with the new guidelines.

CIRCULATION

PROVIDE WELL-DEFINED AND DESIGNED PEDESTRIAN AREAS AND CIRCULATION

Pedestrian-oriented development can reduce parking demand by making shared parking more useable. Improvements to pedestrian spaces and comfort can reduce perceived distances and increase the activity and life of a center.

New:

1. All projects should have a clear and direct walkway between fronting streets and one or more of the primary building entries.
2. Provide pedestrian connections between all buildings on the site. Avoid pad buildings along street frontages without clear pedestrian links to the remainder of a shopping complex.
3. Provide easy pedestrian access to building entries from side streets serving adjacent residential neighborhoods.
4. Pedestrian walkways should be provided in all parking lots over X spaces. Walkways running parallel to the parking rows should be provided for every four rows, and walkways running perpendicular to the parking rows should be no further than 20 parking stalls apart. *Pedestrian technical guidelines*).
5. Where walkways cross traffic lanes, the walkway should be clearly delineated with contrasting color and pavement pattern, and be raised slightly to form a speed table.
6. Parking lots with over 150 spaces should have walkways designed with adjacent planting areas for trees and other landscaping.
7. Pedestrian walkways should include the following features:
 - a. At least 5 feet in width
 - b. Separated from vehicular movements for at least 50% of its length.
 - c. Visually distinct from vehicular driving surfaces (e.g. pavers, brick, scored concrete, color.) Paint striping is not permitted.
 - d. Appropriate lighting. (see ___ section for lighting guidelines)
8. Pedestrian amenities and varied width walkways along storefronts are encouraged through the use of expanded plaza areas, landscaped amenity areas with benches, landscaping, special paving, and pedestrian scale lighting.
9. For development of new shopping centers, a single area should be set aside for all restaurant outdoor dining when possible. If this is not possible, additional area shall be designed to allow for both the placement of tables and chairs as well as comfortable pedestrian circulation in front of the building.

TENTATIVE STAFF RECOMMENDATION

PROPOSED PARKING LOT DESIGN GUIDELINES

Existing:

- Limit curb cut entries into project sites to maintain sidewalk and streetscape continuity. Shared driveway access on adjacent non-single family properties is encouraged. (A3 from City-Wide Design Guidelines)
- Provide walkways to connect parking lots to building entrances. Define walkways by landscaping, lighting and paving. (A8 from City-Wide Design Guidelines)
- Separate pedestrian and automobile traffic paths, and minimize conflict areas for safety. (A7 from City-Wide Design Guidelines)
- Walkways and paths shall be provided in parking lots and provide a safe pedestrian access to buildings. (D8 from Industrial Design Guidelines)
- Different color, or textured material shall be used to define primary pedestrian access ways on site. (D10 from Industrial Design Guidelines)

DESIGN ATTRACTIVE, EFFICIENT AND SAFE PARKING LOTS

ATTRACTIVE

1. While surface parking is most typical, below grade parking facilities are encouraged to reduce the amount of paving. When surface parking is unavoidable, cluster parking spaces into small parking areas, dispersed around the site, to avoid large paved expanses.
2. Separate large parking lots of 120 or more cars into smaller subareas with landscaping, pedestrian walkways and/or buildings.
3. Landscaped strips between rows of parking are encouraged to reduce the visual sense of large areas of paving and to provide the ability to use bioswales to reduce the amount of storm water runoff. They may be continuous or broken into segments.
4. Landscaped islands are encouraged to break up long rows of parking spaces and reduce the visual width of parking aisles. One island for every 10 spaces is suggested as a minimum.
5. Parking lot edges at adjacent streets should be defined positively with three feet walls and/or box hedges. Parking lot edges at property or setback lines should include landscape islands with large species trees and low plants to visually break up long lines of parked vehicles.
6. Landscaped edges are encouraged along pedestrian sidewalks at storefronts to separate pedestrians from parked cars and vehicular traffic.

EFFICIENT

7. Angled parking is preferred in high-turnover uses such as retail, restaurant and recreation uses to make turning movements easier. One-way driveways should be used for angled parking spaces to reduce paving and increase layout efficiency.
8. Parking spaces shall be marked in the following manner to encourage careful parking and increase usability of spaces.
 - a. A wheel stop should be placed 2 feet from the top of each space.
 - b. Double lines, 1 foot apart (as measured from the center) and 4 inches wide shall mark the sides of each space.
 - c. Lines shall be 16 feet long, with a rounded radius end.

SAFE

- (a) **Lighting.** (Check city of Fremont and what happened with Best Buy)

TENTATIVE STAFF RECOMMENDATION PROPOSED PARKING LOT DESIGN GUIDELINES

- (1) **Brightness.** Lighting must provide a minimum average of 0.5 foot candles. Minimum and maximum average. ? COAs? (LUMES???) on the pavement, and average light-to-dark ratio not to exceed 4 to 2. *(Council Policy III B on Parking, Lighting and Drainage)*
 - (2) **Energy efficiency.** Sodium vapor? LEDs allowed? Type. *(City-wide Design Guidelines VD6)*
 - (3) **Pole Height.** Light poles are limited to 8 feet in height for pedestrian and residential areas. Light poles may extend up to 16 feet in height in other areas. Light poles must not exceed the height of the main building. *(City-Wide Design Guideline VD3 and VD4)*
 - (4) **Shielding.** Shield light sources to prevent any glare or direct illumination on public streets or adjacent properties. *(City-wide Design Guidelines VD5)*
- (b) **Drainage Design.** The design of landscaping islands and parking areas shall integrate parking lot and sign drainage to reduce storm water runoff velocities and minimize non-point source pollution. Drainage “weep holes” are required for 6-inch concrete curbs. *(19.37.060(c))*

Existing:

- Minimize the use of surface parking in large office complexes and multi-family developments to preserve open space and reduce visual effects. Below grade parking facilities are encouraged. *(A1 from City-Wide Design Guidelines)*
- When surface parking is unavoidable, cluster parking spaces into small parking areas, dispersed around the site, to avoid large paved expanses. *(A2 from City-Wide Design Guidelines)*
- Design internal driveways for safety and convenience. For dimensional standards and requirements on driveways and parking spaces refer to Section 19.48.210 of the Zoning Code. *(A4 from City-Wide Design Guidelines)*
- Appropriately stripe parking stalls to indicate handicapped and compact spaces. *(A5 from City-Wide Design Guidelines)*
- Avoid parking in required setback areas to maintain landscape strips along project boundaries. *(A6 from City-Wide Design Guidelines)*
- No more than 50% of the front setback area can be paved for driveways in single family residential projects (Section 19.40.60) to maintain landscaping along residential streets. *(A11 from City-Wide Design Guidelines)*
- Landscaping shall be adequately distributed through out parking lots to reduce the effect of heat and glare from pavement. *(D1 from Industrial Design Guidelines)*
- When landscape pockets are provided between parking spaces facing each other, the width of the islands shall be minimum of 6 feet. Landscaped pockets shall also be provided for every 7 parking spaces and at the end of each; row of parking spaces. *(D3 from Industrial Design Guidelines)*
- When tree wells are provided, the wells shall be a minimum of 5 feet square. Interlocking pavement is encouraged around tree wells. *(D4 from Industrial Design Guidelines)*
- When selecting landscape material for parking lots, trees with deep roots shall be selected to avoid damaging the pavement. *(D5 from Industrial Design Guidelines)*
- Buildings shall be separated from parking areas by landscaping and walkways. *(D6 from Industrial Design Guidelines)*
- Maximum landscaping is encouraged in parking areas, however, the Municipal Code allows for 2 foot overhang for standard spaces into internal landscape areas over 6 feet wide or perimeter landscaped area over 4 feet wide. *(D7 from Industrial Design Guidelines)*

TENTATIVE STAFF RECOMMENDATION

PROPOSED PARKING LOT DESIGN GUIDELINES

- Separate all parking and landscape areas by a 6" wide, poured in place concrete curbs. (*D9 from Industrial Design Guidelines*)

BICYCLE PARKING

New:

SAFE

1. Bicycle parking areas should be lit at night throughout the year to increase safety. Special consideration should be used when deciding on the placement of lighting especially near residential areas.
2. To protect bicycles from theft and vandalism racks should not be obscured by landscaping fences or other obstructions. They should be in view of passing pedestrians or vendors.

LOCATION

3. Bicycle parking racks should be located within 50 feet of a building entrance and should be clearly visible from the entrance and its approaches. Signs should be posted to direct bicyclists to the bike parking if this is not possible.
4. Protection from the weather should be provided for a portion of the rack parking. The ground surface area where the rack is situated should be an all-weather and drainable material. Consideration should be given to the material and how slippery it may become when wet.
5. Bicycle lockers should be conveniently located for the bicyclist, at least as close as the nearest motor vehicle parking area.
6. Lockers should be placed on hard all-weather surfaces and be covered from the rain. The cover is not required, but a helpful addition for the bicyclists. Covering is required when a perforated metal is used for the lockers.
7. Bicycle racks and lockers should be located outside of the typical pedestrian travel path with additional room for bicyclists to maneuver outside of the pedestrian way.
8. Bicycle racks and lockers should be located at a sufficient distance from motor vehicles to prevent damage to parked bicycles, lockers or motor vehicles.
9. Signs should be posted to direct bicyclists to the locations of bike racks or lockers that may not be readily apparent. Similarly, signs indicating the location of bicycle parking should be posted wherever a NO BICYCLE PARKING sign is posted.

Existing:

- Large developments shall sufficient bicycle parking and lockable racks close to entrances. (*A9 from City-Wide Design Guidelines*)

TENTATIVE STAFF RECOMMENDATION

PROPOSED PARKING LOT DESIGN GUIDELINES

- Long term storage of recreational vehicles and boats on front driveways of residential buildings is discouraged to avoid visual impacts on the neighborhood. Covered permanent parking areas/storage areas are recommended. (A10 from City-Wide Design Guidelines)

PARKING LOT SURFACES

Residential Parking Surfaces. Residential parking surfaces that accommodate passenger vehicles only shall be constructed with the following standard:

- A) Four inches of concrete with #3 rebar at 16 inches on center each way at mid-height; and
- B) Over six inches of aggregate base compacted to 95% relative compaction over sub-grade compacted to 90% relative compaction.
- C) Permeable paving materials such as grass cell and turf block may be considered if the materials support anticipated vehicle traffic and weight. **Materials shall not cause maintenance problems.**

LOADING SPACES

New:

- A) **Time of Use.** Interrupting daily flow – flexibility to allow unmarked areas in front of stores
- B) **Size.** A loading space must be 350 square feet in area with a minimum dimension of 35 feet in one direction. (19.46.150(a))
- C) **Space Markings.** Required loading spaces must be reserved with lot markings, signs or other techniques. Signs must indicate loading times if no specific loading space is reserved.
- D) **Location.** A loading space must be located within 10 feet of the building served and cannot impede normal circulation of vehicular traffic through parking areas or traffic circulation aisles. In the ECR Combining District, loading areas must be set back 20 feet from the any property line that abuts residential uses/zoning districts? Loading bays that include ramps, roll-up doors or gates are prohibited between the face of the building and the street. (19.46.150(a)(b)(c))? (19.26.160(d)(B))

CAR-SHARE SPACES

Reserved car share spaces must be located nearest to the main building.

City of Sunnyvale - DPW
Division of Transportation and Traffic

Collision Report Summary

10/10/2012
Date Range Reported: 1/1/12 - 10/10/12
Total Number of Collisions: 74
Total Number of Persons Injured: 69
Total Number of Persons Killed: 4

Report#	Date	Time	Location	Dist.	Dir.	Type of Collision	Motor Veh. Involved With	Dir. of Travel 1	Movement Prec. Coll. 1	Dir. of Travel 2	Movement Prec. Coll. 2	PCF	Inj. Kil.
CR12-80	1/4/12	08:50	Ahwanee Avenue & Mathilda Avenue	40'	East	Broadside	Bicycle	West	Entering Traffic	South	Changing Lanes	Auto R/W Violation	1 0
CR12-136	1/5/12	18:27	Central Expressway & Wolfe Road O/C	242'	East	Vehicle - Pedestrian	Pedestrian	North		East	Proceeding Straight	Ped or Other Under Influence	1 0
CR12-116	1/9/12	06:51	Reed & Sequoia	20'	West	Vehicle - Pedestrian	Pedestrian		Making Left Turn	South	Other	Ped R/W Violation	0 1
CR12-355	1/13/12	03:00	S Wolfe Rd & E Fremont	11'	South	Vehicle - Pedestrian	Pedestrian	West	Other	South	Proceeding Straight	Pedestrian Violation	1 0
CR12-422	1/15/12	17:50	Grand Coulee Avenue & Hollenbeck Avenue	0'	In Int.	Vehicle - Pedestrian	Pedestrian	West	Making Right Turn	North	Proceeding Straight	Ped R/W Violation	0 0
CR12-449	1/16/12	18:58	Mary Avenue & Cascade Drive	0'	In Int.	Vehicle - Pedestrian	Pedestrian	West	Proceeding Straight	East	Making Left Turn	Pedestrian Violation	1 0
CR12-776	1/27/12	14:44	1201 Sycamore Te & Sr-82	885'	North	Other	Bicycle	North	Proceeding Straight			Unsafe Speed	1 0
CR12-815	1/29/12	10:00	Fair Oaks Avenue & Kifer Road	0'	In Int.	Sideswipe	Bicycle	North	Other Unsafe Turning	North	Proceeding Straight	Other	1 0
CR12-867	1/30/12	21:55	El Camino Real & Bernardo Avenue	330'	West	Vehicle - Pedestrian	Pedestrian	North	Entering Traffic	West	Proceeding Straight	Pedestrian Violation	1 0
CR12-933	2/2/12	13:27	W Evelyn & Murphy	0'	In Int.	Vehicle - Pedestrian	Bicycle	South	Making Left Turn	East		Auto R/W Violation	0 0
CR12-961	2/3/12	11:55	El Camino Real & Maria Lane	1173'	West	Broadside	Bicycle	South	Entering Traffic	East	Proceeding Straight	Other Improper Driving	1 0
CR12-973	2/3/12	15:55	West Fremont & Sydney	10'	West	Vehicle - Pedestrian	Pedestrian	East	Proceeding Straight	North	Proceeding Straight	Ped R/W Violation	1 0

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Report#	Date	Time	Location	Dist.	Dir.	Type of Collision	Motor Veh. Involved With	Dir. of Travel 1	Movement Prec. Coll. 1	Dir. of Travel 2	Movement Prec. Coll. 2	PCF	Inj. Kil.
CR12-988	2/3/12	21:36	Kifer Road & Wolfe Road	262'	West	Broadside	Bicycle	West	Changing Lanes	West	Proceeding Straight	Unsafe Lane Change	1 0
CR12-1251	2/12/12	14:33	El Camino Real(Sr 82) & Helen Avenue	20'	East	Broadside	Bicycle	East	Making Right Turn	East	Proceeding Straight	Improper Turning	1 0
CR12-1612	2/24/12	12:15	El Camino Real & Remington Drive	738'	West	Sideswipe	Bicycle	East	Making Right Turn	East	Proceeding Straight	Improper Turning	1 0
CR12-1690	2/27/12	08:37	Fair Oaks Avenue & Weddell Drive	0'	In Int.	Vehicle - Pedestrian	Pedestrian	North	Making Left Turn	West	Proceeding Straight	Ped R/W Violation	1 0
CR12-1977	3/7/12	13:32	Quail Avenue & Inverness Way	0'	In Int.	Broadside	Bicycle	South	Making Left Turn	West	Proceeding Straight	Ped R/W Violation	1 0
CR12-1982	3/7/12	14:57	Lewiston & Helena	0'	In Int.	Broadside	Bicycle	East	Making Left Turn	North	Proceeding Straight	Auto R/W Violation	1 0
CR12-1998	3/8/12	08:02	Homestead & Bernardo	25'	East	Rear-End	Bicycle	West	Stopped In Road	West	Proceeding Straight	Unsafe Lane Change	1 0
CR12-2021	3/8/12	18:15	Bernardo Avenue & McKinley Avenue	0'	In Int.	Broadside	Pedestrian	South	Making Right Turn	South	Other	Improper Turning	1 0
CR12-2312	3/18/12	10:39	Hollenbeck Avenue & Grand Coulee Avenue	600'	South	Broadside	Bicycle	East	Entering Traffic	South	Proceeding Straight	Auto R/W Violation	1 0
CR12-2396	3/21/12	07:45	Central Expressway & Fair Oaks Avenue	790'	East	Rear-End	Bicycle	West	Merging	East	Proceeding Straight	Auto R/W Violation	1 0
CR12-2477	3/23/12	13:13	Fremont Avenue & Sydney	0'	In Int.	Vehicle - Pedestrian	Pedestrian	East	Proceeding Straight	North	Other	Ped R/W Violation	1 0
CR12-2526	3/25/12	01:45	Vaqueros Avenue & Almanor Avenue	100'	South	Vehicle - Pedestrian	Pedestrian	North	Proceeding Straight	North	Proceeding Straight	Unsafe Speed	1 0
CR12-2553	3/26/12	07:19	Timberpine Avenue & Reed Avenue	19'	South	Broadside	Bicycle	South	Making Right Turn	South	Proceeding Straight	Traffic Signals and Signs	1 0
CR12-2570	3/26/12	15:02	East Fremont Ave & Arleen Ave	0'	In Int.	Head-On	Pedestrian	North	Making Right Turn	West	Stopped In Road	Ped R/W Violation	1 0
CR12-2726	3/31/12	12:21	Hollenbeck Avenue & Danforth Drive	0'	In Int.	Vehicle - Pedestrian	Pedestrian	South	Making Left Turn	West	Proceeding Straight	Other Improper Driving	1 1
CR12-2861	4/5/12	12:52	Old San Francisco Road & Cezanne Drive	0'	In Int.	Vehicle - Pedestrian	Bicycle	North	Making Right Turn	West	Proceeding Straight	Traffic Signals and Signs	1 0

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Report#	Date	Time	Location	Dist.	Dir.	Type of Collision	Motor Veh. Involved With	Dir. of Travel 1	Movement Prec. Coll. 1	Dir. of Travel 2	Movement Prec. Coll. 2	PCF	Inj. Kil.
CR12-2886	4/6/12	07:57	Poplar Avenue & Bryant Way	0'	In Int.	Broadside	Bicycle	East	Making Left Turn	North	Proceeding Straight	Auto RW Violation	1 0
CR12-2980	4/9/12	18:10	Samedra Street & Helena Drive	0'	In Int.	Broadside	Bicycle	East	Making Left Turn	East	Proceeding Straight	Auto RW Violation	1 0
CR12-3122	4/14/12	16:07	El Camino Real (Sr 82) & Grape	86'	East	Vehicle - Pedestrian	Pedestrian	East	Making Right Turn	East	Proceeding Straight	Traffic Signals and Signs	2 0
CR12-3242	4/18/12	12:24	Mary Avenue & El Camino Real	210'	North	Broadside	Bicycle	South	Traveling Wrong Way	West	Slowing/Stopping	Wrong Side of Road	1 0
CR12-3296	4/20/12	11:43	El Camino Real & Poplar Avenue	100'	East	Other	Bicycle	South	Entering Traffic	East	Traveling Wrong Way	Auto RW Violation	1 0
CR12-3319	4/20/12	19:05	1077 E Arques (Private Property) & Santa Trinita	500'	West	Vehicle - Pedestrian	Pedestrian	East	Backing	North	Other Improper Driving	Other Improper Driving	1 0
CR12-3394	4/24/12	17:39	El Camino Real (Sr-82) & Cezanne Drive	0'	In Int.	Vehicle - Pedestrian	Pedestrian	East	Making Left Turn	South	Traveling Wrong Way	Ped RW Violation	1 0
CR12-3449	4/25/12	17:52	Sunnyvale Saratoga Road & La Conner Drive	195'	North	Vehicle - Pedestrian	Pedestrian	West	Entering Traffic	South	Proceeding Straight	Pedestrian Violation	1 0
CR12-3603	5/1/12	15:30	Sunnyvale Saratoga Road & Remington Drive	0'	In Int.	Broadside	Bicycle	East	Entering Traffic	South	Making Right Turn	Auto RW Violation	1 0
CR12-3631	5/2/12	12:23	El Camino Real & Fair Oaks Avenue	0'	In Int.	Broadside	Bicycle	West	Proceeding Straight	South	Proceeding Straight	Traffic Signals and Signs	1 0
CR12-3694	5/4/12	14:43	Mathilda Avenue & Iowa Avenue	200'	South	Broadside	Bicycle	West	Entering Traffic	South	Traveling Wrong Way	Auto RW Violation	1 0
CR12-3807	5/8/12	07:28	Danforth Drive & Reseda Drive	0'	In Int.	Broadside	Bicycle	East	Making Left Turn	West	Proceeding Straight	Improper Turning	1 0
CR12-3809	5/8/12	07:55	Bobwhite Avenue & Carlisle Way	10'	North	Vehicle - Pedestrian	Bicycle	North	Making Left Turn	West	Proceeding Straight	Auto RW Violation	1 0
CR12-3889	5/10/12	07:27	Canary Drive & Homestead Road	5'	North	Broadside	Bicycle	North	Making Left Turn	West	Proceeding Straight	Auto RW Violation	1 0
CR12-4179	5/19/12	12:03	El Camino Real & Sunnyvale Saratoga Road	200'	West	Broadside	Bicycle	West	Proceeding Straight	North	Entering Traffic	Wrong Side of Road	1 0
CR12-4256	5/22/12	12:05	Borregas Avenue & Gibraltar Court	3'	North	Vehicle - Pedestrian	Pedestrian	West	Making Right Turn	South	Traveling Wrong Way	Ped RW Violation	1 0

Report#	Date	Time	Location	Dist.	Dir.	Type of Collision	Motor Veh. Involved With	Dir. of Travel 1	Movement Prec. Coll. 1	Dir. of Travel 2	Movement Prec. Coll. 2	PCF	Inj. Kil.
CR12-4515	5/31/12	07:51	Kirkland Drive & Queen Charlotte Drive	110'	East	Broadside	Bicycle	East	Entering Traffic	East	Proceeding Straight	Auto RW Violation	0
CR12-4558	6/1/12	22:39	El Camino Real & Maria Lane	600'	West	Broadside	Bicycle	East	Making Left Turn	West	Proceeding Straight	Auto RW Violation	1
CR12-4689	6/5/12	20:40	El Camino Real & Maria Avenue	50'	South	Broadside	Bicycle	North		East	Traffic Signals and Signs		1
CR12-4697	6/6/12	07:56	W Fremont Ave & Pome Avenue	0'	In Int.	Broadside	Bicycle	East	Making Left Turn	West	Proceeding Straight	Improper Turning	1
CR12-4707	6/6/12	13:10	Bernardo Avenue & Merrimac Drive	0'	In Int.	Sideswipe	Bicycle	North	Making Right Turn	North	Proceeding Straight	Improper Turning	1
CR12-4764	6/8/12	03:30	Mathilda Avenue & Ross Drive	0'	In Int.	Vehicle - Pedestrian	Pedestrian	South	Making Left Turn	West	Proceeding Straight	Ped RW Violation	1
CR12-4842	6/10/12	14:30	Wolfe Road & Maude Avenue	50'	South	Sideswipe	Bicycle	East	Making Right Turn	East	Making Left Turn	Auto RW Violation	1
CR12-4790	6/10/12	17:51	Homestead Road & Belleville Way	0'	In Int.	Broadside	Bicycle	West	Proceeding Straight	South	Proceeding Straight	Traffic Signals and Signs	0
CR12-4861	6/11/12	09:10	Mathilda Avenue & Moffett Park Drive	0'	In Int.	Broadside	Bicycle	South	Proceeding Straight	West	Making Left Turn	Traffic Signals and Signs	1
CR12-5320	6/26/12	18:25	Inverness Avenue & Longspur Ave	0'	In Int.	Sideswipe	Bicycle	West	Proceeding Straight	West	Proceeding Straight	Improper Passing	1
CR12-5173	6/27/12	13:04	Mckinley Avenue & Mary Avenue	5'	West	Broadside	Bicycle	West	Entering Traffic	East	Stopped In Road	Auto RW Violation	1
CR12-5364	6/27/12	18:40	Central Expressway & Miraloma	700'	West	Rear-End	Bicycle	West	Proceeding Straight	West	Stopped In Road	Unsafe Speed	1
CR12-6049	7/20/12	23:30	Lawrence Expressway & Sandia Avenue	0'	In Int.	Vehicle - Pedestrian	Pedestrian	West	Entering Traffic	North	Proceeding Straight	Pedestrian Violation	1
CR12-6108	7/23/12	12:30	Arques Avenue & De Guigne Drive	376'	West	Broadside	Bicycle	South	Entering Traffic	East	Proceeding Straight	Auto RW Violation	1
CR12-6155	7/26/12	18:02	W Evelyn Avenue & Bernardo Avenue	150'	East	Broadside	Bicycle	East	Making Right Turn	East	Proceeding Straight	Improper Turning	1
CR12-6395	8/1/12	18:52	Mary Avenue & Rocketfeller Drive	0'	In Int.	Other	Bicycle	West	Making Left Turn	South	Proceeding Straight	Auto RW Violation	1

Report#	Date	Time	Location	Dist.	Dir.	Type of Collision	Motor Veh. Involved With	Dir. of Travel 1	Movement Prec. Coll. 1	Dir. of Travel 2	Movement Prec. Coll. 2	PCF	Inj. Kil.
CR12-6440	8/3/12	12:25	El Camino Real & Cezanne Drive	31'	West	Broadside	Pedestrian	West	Making Right Turn	South	Proceeding Straight	Ped R/W Violation	1 0
CR12-6480	8/4/12	11:27	150 Lawrence Station Road (Private Property) & Kifer Road	250'	South	Vehicle - Pedestrian	Pedestrian	East	Proceeding Straight	North	Proceeding Straight	Other Improper Driving	1 0
CR12-7121	8/26/12	08:52	687 Grand Coulee & Ontario	98'	West	Broadside	Bicycle	South	Entering Traffic	West	Proceeding Straight	Auto R/W Violation	1 0
CR12-7173	8/27/12	18:30	Hollenbeck Avenue & Danforth Drive	100'	North	Rear-End	Bicycle	North	Other	North	Proceeding Straight	Other	1 0
CR12-7413	9/4/12	14:12	Arques Avenue & 1210 E Arques (Private Property)	4'	North	Broadside	Bicycle	North	Making Right Turn	East	Proceeding Straight	Auto R/W Violation	1 0
CR12-7467	9/5/12	14:21	Sunnyvale Saratoga Road & W El Camino Real	0'	In Int.	Vehicle - Pedestrian	Pedestrian	North	Making Right Turn	West	Other	Ped R/W Violation	1 0
CR12-7505	9/6/12	17:11	El Camino Real & Mathilda Avenue	410'	West	Vehicle - Pedestrian	Pedestrian	South	Entering Traffic	West	Proceeding Straight	Pedestrian Violation	0 1
CR12-7766	9/14/12	22:42	W El Camino Real (Sr 82) & Mary	0'	In Int.	Vehicle - Pedestrian	Pedestrian	South	Other	East	Proceeding Straight	Pedestrian Violation	1 0
CR12-7930	9/20/12	08:25	S Mary & Heathersone	5'	South	Broadside	Bicycle	South	Proceeding Straight	West	Proceeding Straight	Other Improper Driving	1 0
CR12-8125	9/27/12	08:23	Pastoria Avenue & McKinley Avenue	150'	North	Broadside	Bicycle	North	Proceeding Straight	North	Making Right Turn	Unsafe Speed	1 0
CR12-8096	9/29/12	09:20	Sunnyvale Saratoga Road & Fremont Avenue	320'	North	Vehicle - Pedestrian	Pedestrian	West	Making Right Turn	South	Proceeding Straight	Auto R/W Violation	1 0
CR12-8322	10/2/12	21:12	Arques Avenue & Morse Avenue	0'	In Int.	Broadside	Bicycle	North	Traveling Wrong Way	West	Proceeding Straight	Traffic Signals and Signs	1 0
CR12-8384	10/4/12	17:44	Central Expressway & Wolfe Road	695'	West	Sideswipe	Bicycle	West	Entering Traffic	West	Proceeding Straight	Auto R/W Violation	1 0
CR12-7878	10/7/12	20:18	Fair Oaks Avenue & Wolfe Road	0'	In Int.	Vehicle - Pedestrian	Pedestrian	South	Other	North	Proceeding Straight	Pedestrian Violation	1 0

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Defensive Driving Driver Safety Awareness



August 30th , 2012

James Cole

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A "Defensive" of Defensive Driving

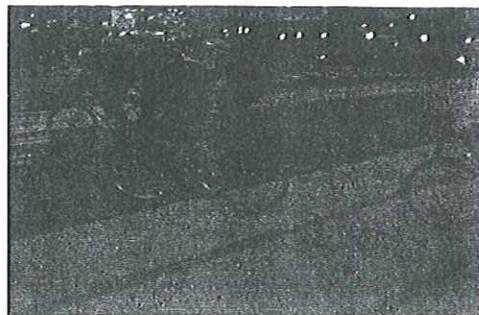
- Defensive driving is driving to save lives, time, and money in spite of the conditions around you and actions of others.

Hazard Recognition - Everyday Driving

- Act Correctly, in time.
- Once you've identified a hazard and made a decision as to what would be the safest maneuver, you must act quickly to avoid the collision.

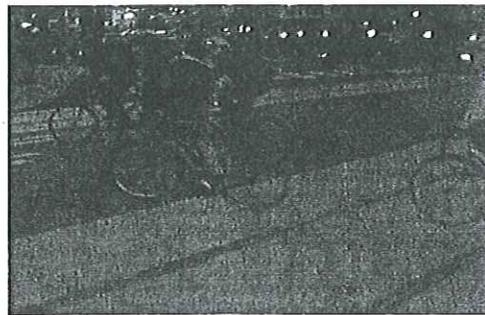
Pedestrians and Bicyclists

- Pedestrians and Bicyclist are always a concern.
- Special road conditions such as lane closures or sidewalk closures are major considerations as a professional driver.
- These conditions may direct both bicyclists and pedestrians into traffic lanes.



Pedestrians and Bicyclists

- Pedestrians and Bicyclists should be provided with a safe convenient travel path that replicates as much as possible the most desirable characteristics of sidewalks, footpaths or bike lanes.
- When construction occurs this does not always mean they follow alternative routes.



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Pedestrian Traffic

- When the Activity Site encroaches upon a sidewalk, walkway or crosswalk, special consideration must be given to pedestrian safety. A minimum of advance warning is required. Effort must be made to separate pedestrians from the Activity Site. Pedestrians SHALL NOT be led into direct conflict with vehicles operating in the Activity Site or other traffic.
- Protective barricades, fencing, handrails and bridges, with warning signs and guidance devices must be utilized so pedestrians, the visually impaired and Physically Disabled are safe and their path is well defined.
- If you see these signs be prepared to stop!

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Bicycle Traffic

- Always pass bicyclists safely.
- Leave a minimum of three feet between your vehicle and the bicyclist.
- If there is not enough room to safely pass, don't pass.
- When making turns, yield to bicyclists.

Bicycle Traffic

- Never block a bike lane.
- Watch for bicyclists before you open your car door.
- Remember that bicyclists have the same rights to the road as vehicles do.
- This means that bicyclists may occupy the full lane.

Bicycle Traffic

- Attention should be directed to the probability of bicycle traffic.
- Be alert to roadways adjacent to the road work activity sites, particularly shoulders or parking lanes, these areas should be kept free of obstructions or other hazards to bicyclists.

Bicycle Traffic

- When work on Roadways designated as a bike route or where bike lanes are present, special attention needs to be given to bicyclists.
- When a striped bike lane is closed for an Activity, signing shall be installed to terminate the bike lane and advise motorists and bicyclists that previously separated bicycle traffic will be in the traveled way.



Jack Witthaus - Photos from Sep 15, 2012, Sunnyvale Avenue

From: Cathy Switzer <cbsbikes@me.com>
To: Jack Witthaus <JWitthaus@ci.sunnyvale.ca.us>, BPAC Sunnyvale <bpac@ci.sunnyvale.ca.us>
Date: 9/15/2012 8:13 PM
Subject: Photos from Sep 15, 2012, Sunnyvale Avenue

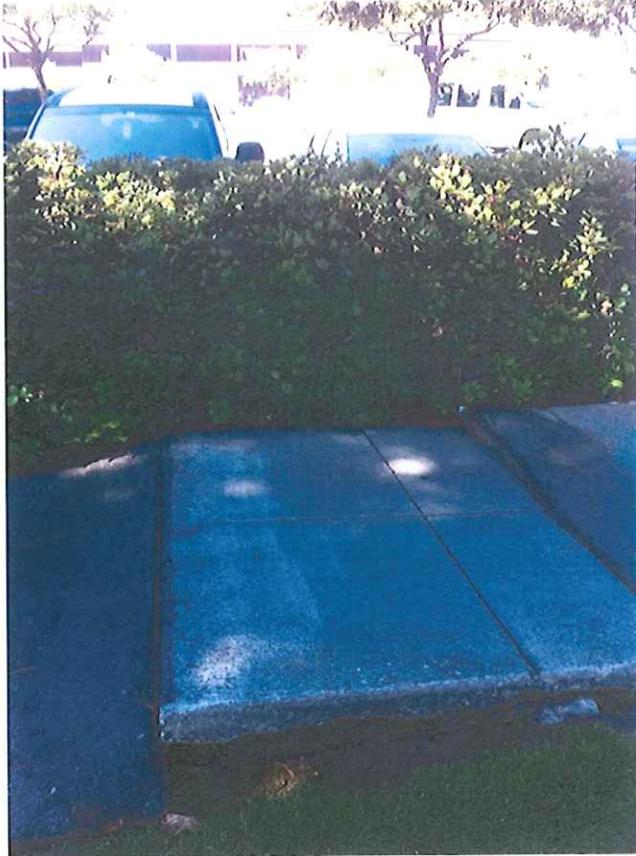


SB Sunnyvale Ave - dangerously uneven Bike Lane. If we insist on including the gutter in the width of the bike lane, please make it a useable gutter



SB Sunnyvale Avenue, dangerous uneven sidewalk opposite Macy's

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SB Sunnyvale Avenue, same dangerous uneven sidewalk opposite Macy's

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