



NOTICE AND AGENDA

SUNNYVALE BICYCLE AND PEDESTRIAN ADVISORY COMMISSION

March 15, 2012

6:30 P.M./West Conference Room

CALL TO ORDER

ROLL CALL

PUBLIC ANNOUNCEMENTS

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

CONSENT CALENDAR

- 1.A) Approval of the Draft Minutes of February 16, 2012 Meeting
- 1.B) Updated 2012 BPAC Calendar

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.

PUBLIC HEARINGS/GENERAL BUSINESS

1. ACTION: Transportation Development Act Article 3 Funding Recommendation
2. ACTION: El Camino Real Bus Rapid Transit Conceptual Engineering/Alternatives Study Recommendation

NON-AGENDA ITEMS AND COMMENTS

- COMMISSIONERS ORAL COMMENTS
- STAFF ORAL COMMENTS

INFORMATION ONLY ITEMS

1. BPAC E-mail messages and/or letters since circulation of the agenda packet of the February 16, 2012 meeting.
6. BPAC Active Items List.

ADJOURNMENT

Notice to the Public:

Any agenda related writings or documents distributed to members of the Bicycle and Pedestrian Advisory Commission regarding any open session item on this agenda will be made available for public inspection in the Department of Public Works located at 456 West Olive Avenue, Sunnyvale, CA. during normal business hours and in the West Conference Room of City Hall on the evening of the Bicycle and Pedestrian Advisory Commission meeting, pursuant to Government Code §54957.5.

Agenda information is available by contacting Heba El-Guendy at (408) 730-2713. Agendas and associated reports are also available on the City's web site at <http://www.ci.sunnyvale.ca.us> or at the Sunnyvale Public Library, 665 W. Olive Ave., Sunnyvale, 72 hours before the meeting.

Pursuant to the Americans with Disabilities Act, if you need special assistance in this meeting, please contact Jack Witthaus at (408) 730-7415. Notification of 48 hours prior to the meeting will enable the City to make reasonable arrangements to ensure accessibility to this meeting. (29 CFR 35.106 ADA Title II)

GUIDELINES FOR ADDRESSING THE BOARD OR COMMISSION

Public Announcements – Beginning of Meeting

- 3 minutes or less per speaker.
- Speakers are requested to give their name (address is optional).
- Recognition of a special achievement.
- Announcement of public event with definite time and date.
- Public events that are of board/commission interest that occur in the City annually. (Only announce one time for the year).

Public Hearings – Order of Hearing as Follows:

- Opening remarks by the applicant (if applicable).
- Speakers are requested to give their name (address is optional).
- Anyone interested in addressing the Council (may only speak one time).
- Closing remarks by the applicant (if applicable).
- Time limit of 3 minutes per person (to be extended at discretion of Chair). Please make comments brief and be prepared to provide new input.

Public Comments

- Any item relevant to the Board and/or Commission
- Speakers are requested to give their name (address is optional).
- Speakers are to turn in a Speaker Card to the Recording Secretary.
- Items not on the agenda.
- Items that do not fall within the scope of the Public Announcement section.
- Time limit of 3 minutes, 15 minutes total for this category (to be extended or continued to end of Board/Commission business, at the discretion of the Chair). Limit to one appearance during this section.

Planning to present materials to the board/commission?

If you wish to provide the board/commission with copies of your presentation materials, please provide sufficient copies for each member, the recording secretary, and other staff present.

Staff Reports

Public Hearing/General Business 1

Transportation Development Act Article 3 Funding Recommendation

Each year the City receives an allocation of funds set aside for bicycle and pedestrian projects per the Transportation Development Act (TDA), Article 3. These funds are administered by the Metropolitan Transportation Commission (MTC) and the Santa Clara Valley Transportation Authority (VTA). The VTA has created two categories for TDA funding, a Bicycle Expenditure Program (BEP) category and a "guarantee" category. Cities can elect to compete for discretionary BEP funds if they have construction-ready projects that are in the approved VTA BEP. Or, cities can submit applications for non-BEP qualifying projects for guarantee funding, up to the amount of their guarantee. Cities also have the option of banking funds to a subsequent year if they do not have qualifying projects or if the guarantee amount is insufficient to fund an entire project. The attached call for projects provides additional information on funding and project eligibility (Attachment A).

Sunnyvale has typically utilized these funds for bicycle and pedestrian capital improvements. It is City policy not to use one-time grant funds for programmatic activities, such as bicycle education programs. Staff's evaluation of potential candidate projects therefore is focused on planned capital improvements. This year \$ 94,203 is guaranteed to be available to Sunnyvale. The City will also rescind an additional \$ 67,205 of funds previously allocated to an East Channel Bike Path project, which can then be applied to other projects.

City staff does not recommend submitting any projects for Bicycle Expenditure Program funding. Any eligible projects in Sunnyvale are not at a construction-ready status that could meet TDA project delivery requirements.

City staff has identified the following candidate projects for guarantee funding:

1. Pedestrian Safety and Opportunities Study (Ped SOS) select pedestrian improvements

The Ped SOS identifies a large number of potential pedestrian improvements. This year's TDA allocation would be sufficient to fund the first seven priority Pedestrian Opportunity District Projects as per the attached list (Attachment B), and some elements of the eighth priority.

2. Duane Avenue Bicycle Lanes

This project is currently the first priority from the Bicycle Capital Improvement Program. The project would install bike lanes on Duane Avenue from Fair Oaks Avenue to Lawrence Expressway. A street space allocation study would need to be completed before the project scope is finalized and the project proceeds to construction. It is likely that travel lane removal and/or parking removal would need to be considered to construct bike lanes.

3. Sunnyvale Avenue/Old San Francisco Road Left Turn Project – Bicycle and Pedestrian Enhancements - \$ 98,000

This project is a federally funded project to construct new left turn access from southbound Sunnyvale Avenue to eastbound Old San Francisco Road. As part of the project, sidewalks will be widened, bike lanes will be extended to El Camino Real, high speed right turn lanes will be eliminated, and crosswalk distances reduced. The project is currently under design and is trending to be over the available funding. Additional funding will allow the project to proceed without any modifications to the intended project scope.

Alternately, the BPAC could select to recommend another project or initiative that is eligible for TDA funding.

Public Hearing/General Business 2

El Camino Real Bus Rapid Transit Project Engineering/Alternatives Study Recommendation

The Santa Clara Valley Transportation Authority is nearing completion of a conceptual engineering and public outreach phase of a San Jose to Palo Alto Bus Rapid Transit (BRT) project that would traverse Sunnyvale via El Camino Real. This project is the result of a Countywide evaluation of potential BRT corridors that found the El Camino Real corridor to be a high priority for development. VTA retained a consulting firm and over the last approximately 18 months has examined civil engineering requirements, traffic impacts, urban design considerations, operations and ridership, compatibility with local plans and policies, as well as pedestrian and bicycle concerns. The VTA has also conducted extensive public outreach.

The initially considered alternatives over the whole corridor considered three basic options for bus rapid transit:

Alternative 1. Retaining existing lanes and operating rapid bus service in mixed flow lanes;

Alternative 2. Retaining six existing mixed flow lanes and constructing 2 bus rapid transit lanes in the roadway median;

Alternative 3. Eliminating one mixed flow lane in each direction and constructing 2 bus rapid transit lanes in the roadway median.

Under Alternative 1, generally speaking, - landscape medians, on-street parking, or bike lanes – could be provided within the existing curb to curb width, depending upon local preference. The VTA has indicated that a BRT project would not construct bike lanes where none currently exist under a mixed flow scenario.

Under Alternative 2, generally speaking, either a landscape median or bike lanes could be provided within the existing curb to curb width.

Under Alternative 3, generally speaking, two of the following features - landscape medians, on-street parking, or bike lanes – could be provided within the existing curb to curb width, depending upon local preference.

The median bus rapid transit lanes configurations would have stations in the median of El Camino Real in Sunnyvale.

The VTA is advocating an alternative that would construct exclusive bus-only lanes and stations in the median of El Camino Real from Lafayette Street in Santa Clara to Showers Drive in Mountain View. This would involve removal of a travel lane in each direction. The alternative at this time assumes on-street parking removal in Sunnyvale to provide bike lanes, consistent with the City's street space allocation policies per City staff direction. The VTA has indicated that bike lane improvements could be included in a BRT project under the 4 mixed flow + 2 BRT lane configuration. Eliminating a travel lane in each direction will divert El Camino Real traffic demand to parallel corridors, including Evelyn, Fremont, Homestead, Central Expressway, 101 and 280.

As part of their engineering studies, VTA conducted some computer modeling to assess the impact of bike lane construction on El Camino on bicycle ridership. Bicycle modeling is not a typical task, and transportation modeling in general, particularly at macro levels, must assume a fair amount of potential deviation. Generally, the modeling showed significant increases in bicycle ridership on El Camino and Evelyn, and static or slightly reduced ridership on other east-west routes such as Fremont Avenue and Maude Avenue. El Camino Real ridership is

projected to increase by a factor of 4.4X. Bicycle ridership in Sunnyvale constitutes about 1% of all trips. A four + time increase on El Camino Real could increase the percentage of bicycle trips to over 4% in the corridor, although some of these trips would be trips diverted from other routes. Bicycle trips would remain a relatively small percentage of the overall mode share. According to the VTA's model, the number of daily bicycle trips on El Camino Real would generally increase from around 100-200 to 400-600.

The VTA projects in 2035 that there would be an 84% increase in transit ridership on El Camino Real routes with BRT over the existing level of transit service. This would create a fairly significant increase in the transit + pedestrian mode share. Currently pedestrian travel constitutes about 2% of trips in Sunnyvale. The project transit use increase with BRT could nearly double the number of pedestrian trips along El Camino Real. Pedestrian trips would remain a relatively small percentage of the overall mode share, however.

The VTA is promoting that a significant makeover of the streetscape could be an element or a catalyst of a project, including enhanced pedestrian facilities such as additional crossings, shortened crosswalk distances, pedestrian scale lighting, and enhanced landscaping and buffers from the street. City staff believes that proposed Federal transit funding for the project would pay for certain pedestrian improvement elements, particularly those that provide direct access to the BRT system. It remains unclear the degree to which a BRT project would provide improvements the length of the corridor. The VTA's current drawings assume only the construction of reduced curb radii at intersections with stations, median improvements such as pedestrian refuges at intersections with stations, and high visibility crosswalks at signalized intersections. It is important to remember that Federally funded light rail construction in Sunnyvale and other locations did not provide corresponding pedestrian access improvements. The City ultimately had to provide improvements, and many are still not in place. The City may also be responsible for maintenance of enhanced streetscape, which could represent a significant, unbudgeted cost.

It is important to remember the certain pedestrian or bus stop features such as bulb outs may conflict with bicycling. VTA assumes that a mixed flow BRT alternative would include bulb out stations.

VTA is asking for cities along the route to indicate a design preference or otherwise take a position on the project prior to the VTA initiating the next steps. To date, Sunnyvale has not taken a specific policy position on the proposal beyond monitoring and participating in project planning to assure that the City's interests are met. Staff has given guidance to the VTA on consistency with related City policies and commented on design guidelines and technical studies.

Council consideration of the ultimate project recommendation is scheduled to occur in May, 2012. Depending upon the outcome of local agency outreach, the

VTA will consider pursuing Federal "Small Starts" capital funding and Caltrans design approval.

More detailed information on the BRT program, including cross sections showing lane layouts under the different scenarios is attached (Attachment C). Staff is recommending that the BPAC consider a recommendation to the City Council relative to bicycle and pedestrian facilities on El Camino Real that may or may not be provided or affected by construction of Bus Rapid Transit.

Information Item 1

Pastoria Avenue Street Space Allocation Study Neighborhood Meeting Report-Out

Staff conducted a neighborhood meeting on the Pastoria Avenue Street Space Allocation Study on March 1, 2012. Over 100 residents attended. There was significant opposition to removal of on-street parking for bike lanes. There was interest in improvements that would address motor vehicle speeds and safety, and potentially combining motor vehicle attenuation with bicycle improvements. Some residents also indicated support for combining two of the presented alternatives to create alternative bikeways via Sunset Avenue or Charles Street, or focusing on sharrow implementation on Pastoria only.

Information Item 2

BPAC E-mail Messages and/or Letters

Enclosed is a copy of e-mail messages covering requests and/or relevant information received after circulation of the agenda packet of the February 16, 2012 BPAC Meeting. (Attachment D)

Information Item 3

BPAC Active Items List Update

The Commission's active items list is attached for reference. (Attachment E).



DRAFT

SUNNYVALE BICYCLE AND PEDESTRIAN ADVISORY COMMISSION

Meeting Minutes – February 16, 2012

The Sunnyvale Bicycle and Pedestrian Advisory Commission met at 6:31 p.m. on February 16, 2012 with Commission Chair Ralph Durham presiding. The meeting was held in the West Conference Room, City Hall, 456 West Olive Avenue, Sunnyvale.

ROLL CALL/CONSIDERATION OF ABSENCES

Members Present: Andrea Stawitcke
Angela Rausch
Cathy Switzer
David Gandrud
James Manidakos
Patrick Walz
Ralph Durham

Members Absent: None

Council Liaison

Present: Chris Moylan

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

Visitors: Kevin Jackson, Horizon 2035 Committee member
Sharlene Liu, resident
David O'Brien, resident

SCHEDULED PRESENTATION

None.

PUBLIC ANNOUNCEMENTS

Commissioner Walz announced his resignation from the BPAC effective the end of February.

Kevin Jackson discussed the County/City Safe Routes to School project and announced that a bike ride is being planned for the Ponderosa School area in late April. He announced public meetings on the Draft Horizon 2035 Plan on the evenings of March 1, 8, and 15 at Raynor Park, the Community Center and Fair Oaks Park respectively.

CONSENT CALENDAR

- 1.A) Approval of Draft Minutes of the January 19, 2011 Meeting
- 1.B) Approval of the 2012 BPAC Calendar Update

Commissioner Walz moved and Vice-Chair Manitakos seconded a motion to approve the Consent Calendar.

Motion passed: 7-0.

PUBLIC COMMENTS

Sharlene Liu discussed observations of traffic flow during school hours in the West Valley School enrollment area. She requested improvements.

David O'Brien stated that loop detectors were not sufficiently marked for bikes, or were marked in the wrong locations. He also commented on traffic signal timing for eastbound Moffett Park Drive to northbound Mathilda Avenue.

Kevin Jackson encouraged staff to meet with West Valley School parents to discuss traffic issues. He inquired about locations for upcoming Safe Routes to School and 15 MPH speed zone improvements. He asked about 2012 study issues. He asked about Share the Road curricula for City employees. He asked about the City's upcoming roadway maintenance projects and whether street space allocation studies were necessary.

PUBLIC HEARINGS/GENERAL BUSINESS

1. ACTION: Approval of Draft Minutes of the November 17, 2011 Meeting

Staff gave the report.

Without discussion, the Committee approved a motion by Walz, second by Stawitcke, to approve the Draft Minutes of the November 17, 2011 meeting as submitted, 7-0.

2. DISCUSSION: Utility Bill Stuffer Concepts

The Commission discussed ideas centering on providing a contact list of City staff or other officials keyed to certain issues that bicyclists and pedestrians may encounter.

The public hearing was opened. Kevin Jackson suggested an idea encouraging drivers to think about reasons to drive safely during school commute times.

Council Liaison Moylan suggested identifying the BPAC as a contact point for policy issues.

The Commission directed by consensus for staff to return with a stuffer that incorporates the suggested concepts.

3. DISCUSSION: Pastoria Avenue Street Space Allocation Study Concept Alternatives

Staff gave the report and explained a handout presenting possible detailed concepts for the four alternative proposals.

At the request of Commissioner Stawitcke, Council Liaison Moylan explained his concerns about parking removal on Pastoria and what affect it might have on City Council views of the Street Space Allocation Policy.

The public hearing was opened. Sharlene Liu stated that she felt Pastoria is a better alternative for north-south bike riding than Mary Avenue.

Vice-Chair Manidakos and Chair Durham observed that the alternate route proposals would likely not be effective, because cyclists will choose the most direct route, which is Pastoria. Chair Durham stated that a bike boulevard on Pastoria that re-routed or otherwise discouraged through automobile traffic would be more effective. Commissioner Walz stated that he thinks a bike boulevard could provide benefits to area residents by slowing traffic and discouraging non-neighborhood traffic.

Kevin Jackson stated that he believes alternatives to Class II bike lanes on Pastoria are not acceptable, and that not providing for safe travel for bikes on all roads puts cycling at a disadvantage as a travel alternative. He suggested exploring mechanisms such as zoning ordinance relief to provide more on-site car storage for residents.

Commissioner Gandrud inquired about potential liability to the City if property owners no longer had access to on-street public parking and there was an effect on property values.

Commissioner Rauch inquired about one-way street couplets.

NON-AGENDA ITEMS AND COMMENTS

- COMMISSIONERS ORAL COMMENTS

Chair Durham expressed concerns about Federal transportation legislation. He then presented parting gifts to Commissioner Walz.

- STAFF ORAL COMMENTS

Staff thanked Commission members for comments on the Bicycle Friendly Community application to be submitted by the City.

INFORMATION ONLY ITEMS

1. Council Ranking of Study Issues
2. Employee Share the Road Training
3. John W. Christian Greenbelt Trail Guide Signs
4. 2012 Pavement Rehabilitation List
5. BPAC E-mail messages and/or letters since circulation of the agenda packet of the January 19, 2012 meeting.
6. BPAC Active Items List.

Accepted as submitted.

ADJOURNMENT

Meeting adjourned at 8:05 p.m.

Respectfully submitted by: _____
Jack Witthaus
Transportation and Traffic Manager

Bicycle and Pedestrian Advisory Commission Master Work Plan

Calendar Year: 2012

List all regularly scheduled board/commission meetings, annual review of the Code of Ethics and Conduct for Elected and Appointed Officials, specific issues identified in the Tentative Council Meeting Agenda Calendar, and routine assignments specific to each board or commission.

Meeting Date	Agenda Item/Issue
January 19	<ul style="list-style-type: none"> - 2012 BPAC Calendar - Annual Review of the Code of Ethics and Conduct for Elected and Appointed Officials - Project Updates - BPAC E-mail Messages and/or Letters (Information item) - BPAC Active Items List (Information item)
February 16	<ul style="list-style-type: none"> - Updated 2012 BPAC Calendar - Utility Bill Insert Concepts - Pastoria Avenue Street Space Allocation Study Proposal Analysis Alternatives - Council Ranking of Study Issues (Information item) - Employee Share the Road Training(Information item) - John W. Christian Greenbelt Guide Signs(Information item) - 2012/13 Pavement Rehabilitation List(Information item) - BPAC E-mail Messages and/or Letters (Information item) - BPAC Active Items List Update (Information item)

Meeting Date	Agenda Item/Issue
March 15	<ul style="list-style-type: none"> - Updated 2012 BPAC Calendar - Transportation Development Act (TDA) Funding Recommendation - El Camino Real Bus Rapid Transit Project - BPAC E-mail Messages and/or Letters (Information item) - BPAC Active Items List Update (Information item)
April 19	<ul style="list-style-type: none"> - Updated 2012 BPAC Calendar - Utility Bill Insert Concepts - Code Enforcement Presentation - Study Issue Brainstorming - Bike to Work Day Planning - BPAC E-mail Messages and/or Letters (Information item) - BPAC Active Items List Update (Information item)
May 17	<ul style="list-style-type: none"> - Updated 2012 BPAC Calendar - Review of the Detailed Two-Year Budget - BPAC E-mail Messages and/or Letters (Information item) - BPAC Active Items List Update (Information item)
June 21	<ul style="list-style-type: none"> - Updated 2012 BPAC Calendar - Study Issue Brainstorming - BPAC E-mail Messages and/or Letters (Information item) - BPAC Active Items List Update (Information item)
July 19	<ul style="list-style-type: none"> - Updated 2012 BPAC Calendar - Utility Bill Stuffer Update - BPAC E-mail Messages and/or Letters (Information item) - BPAC Active Items List Update (Information item) - Election of Officers
August 16	<ul style="list-style-type: none"> - Updated 2012 BPAC Calendar - Update of the City of Sunnyvale Local Appointment List for Boards and Commissions (Information Item) - Consideration of Candidate Study Issues - BPAC E-mail Messages and/or Letters (Information item) - BPAC Active Items List Update (Information item)

Meeting Date	Agenda Item/Issue
September 20	<ul style="list-style-type: none"> - Updated 2012 BPAC Calendar - Study and Budget Issues Finalization - BPAC E-mail Messages and/or Letters (Information item) - BPAC Active Items List
October 18	<ul style="list-style-type: none"> - Updated 2012 BPAC Calendar - Annual reporting on collisions involving pedestrians and cyclists - Stevens Creek Trail Alternatives Feasibility Study - BPAC E-mail Messages and/or Letters (Information item) - BPAC Active Items List (Information item)
November 15	<ul style="list-style-type: none"> - Updated 2012 BPAC Calendar - Ranking of Study Issues - BPAC E-mail Messages and/or Letters (Information item) - BPAC Active Items List (Information item)
December 20	<ul style="list-style-type: none"> - Updated 2012 BPAC Calendar - 2012 Work Plan - BPAC E-mail Messages and/or Letters (Information item) - BPAC Active Items List (Information item)



MEMORANDUM

TO: TDA Article 3 Bicycle and Pedestrian Program Grant Applicants
 Technical Advisory Committee Members

FROM: Bill Hough, Transportation Planner III

DATE: March 1, 2012

SUBJECT: Call for Projects, Transportation Development Act Article 3
 FY 2012/13 Program

TDA Article 3 Funds Available

This memorandum serves as the General Call-for-Projects for the FY 2012/13 Transportation Development Act (TDA) Article 3 Program funding cycle. There are two components to the TDA Article 3 program:

1. Bicycle Expenditure Program

The VTA Board of Directors took action on December 9, 2004 to dedicate 25% of Santa Clara County's TDA Article 3 funds to projects on the countywide Bicycle Expenditure Program (BEP) list through 2030. On November 5, 2009, the Board committed \$150,000 of the TDA3 BEP set-aside to County Expressway Pedestrian Projects.

There is \$250,000 available for BEP projects this year. **Projects must be on the current Board-adopted BEP project list.** BEP project sponsors **must** submit MTC's TDA Article 3 Project Application Form and **must include a transmittal letter that states when they expect the project begin construction.** In the event that BEP applications are oversubscribed, preference will be given to projects that are ready for construction and/or have other funding sources that could be jeopardized if the project is not delivered in a timely manner.

2. Guarantee Funds

Table 1 below shows each city and the County's "Guarantee" share of MTC's TDA Article 3 Fund Estimate. There is \$1,405,422 available for "Guarantee" projects this year. The guarantee share is based on California Department of Finance (DOF) population projections and funds banked or rescinded from previous years, where applicable. **An agency's total applications cannot exceed its guarantee share listed in the following table:**

Table 1

2012/13 TDA ARTICLE 3 ESTIMATE FOR SANTA CLARA COUNTY

Agency	Guarantee Amount (Includes banked and rescinded funds from prior years.)
Campbell	\$28,268
Cupertino	\$39,222
Gilroy	\$57,870
Los Altos	\$19,479
Los Altos Hills	\$13,005
Los Gatos	\$34,535
Milpitas	\$45,050
Monte Sereno	\$2,246
Morgan Hill	\$44,835
Mountain View	\$86,152
Palo Alto	\$43,359
San Jose	\$640,126
Santa Clara	\$135,754
Saratoga	\$20,159
Sunnyvale	\$94,203
Santa Clara County	\$101,158
	\$1,405,422

Rescind/Reallocation Requests

Agencies may only allocate up to their estimate in any given year. Sponsors may rescind prior year projects, but VTA cannot reallocate them until the next TDA funding cycle. Funds rescinded in 2012 will be added to the sponsor's guarantee in 2013.

It is the responsibility of the project sponsor to monitor project expiration deadlines and to apply for rescind/reallocation of funds in a timely manner. Failure to do so will result in the sponsor losing the funds.

Banking Funds

TDA Article 3 funds may be banked for up to two years plus one year to program funds. To bank TDA funds, project sponsors must submit a letter or email stating that funds will be banked. If banked funds are not programmed by the end of the 3rd Year, they will be redistributed to the countywide TDA Article 3 pool for the following fiscal year. If you are planning to bank funds, please send a letter or email to that effect to Bill Hough at the address below. **A member agency must inform VTA in writing of its intent to either claim or bank its TDA3 guarantee funds; failure to do so means that the funds revert to the countywide pool in the next cycle.**

Project Types and Guidelines

Your TDA Article 3 project must be ready to implement within ONE year of the application cycle.

Eligible Project Types

The following project types are eligible for TDA Article 3 Funding:

- Design & construction of on and off-street bicycle facility projects – including but not limited to bicycle parking.
- Design & construction of on and off-street pedestrian facility projects
- Maintenance of Class I bikeways (unlimited)
- Maintenance of Class II bikeways. Countywide, the total funds allocated to Class II bikeway maintenance cannot exceed 20% of the total countywide TDA estimate. Call Bill Hough at (408) 321-5735 if you plan to exceed 20% of your agency's guarantee amount.
- Bicycle Safety Education Programs (not more than 50% of the project's budget and not more 5% of the countywide TDA Article 3 funds)
- Comprehensive Bicycle & Pedestrian Facilities Plans (not more than once per jurisdiction every 5 years)
- Projects identified in a recent (within 5 years) comprehensive local bicycle or pedestrian plan
- Annual TDA Article 3 Audits

Other Eligibility & Procedural Issues

Environmental clearance is required for construction projects only. If you are submitting an application for design, you are not required to submit a County stamped notice. Additional information on the TDA Article 3 procedures and criteria can be found in the MTC TDA Article 3 Rules and Procedures, which is available on the Metropolitan Transportation Commission website at:

<http://www.mtc.ca.gov/funding/sta-tda/res-0875.doc>

Bicycle Advisory Committee and Bicycle Plan Requirement

Cities and counties may not receive TDA Article 3 funds for bicycle projects unless the jurisdiction has established a Bicycle Advisory Committee (BAC) and the project is included in an adopted plan as stipulated in the MTC TDA Article 3 Rules and Procedures. This requirement does not apply to pedestrian projects.

VTA Bicycle Technical Guidelines

The VTA Board of Directors approved the *VTA Bicycle Technical Guidelines* update on December 13, 2007. The purpose of the *Guidelines* is to provide a uniform set of optimum standards for the planning, design, and construction of bicycle facilities that are part of the countywide bicycle system. Bicycle projects funded by TDA Article 3 funds must comply with the *Guidelines*. For a copy of this document, please contact Michelle

DeRobertis at (408) 321-5716 or Michelle.DeRobertis@vta.org. It is also available on the VTA website at http://www.vta.org/schedules/bikeways_program.html

Application Submittals

MTC's TDA Article 3 Project Application Form and resolution boilerplate is located at: http://www.mtc.ca.gov/funding/STA-TDA/TDA_Article_3_Claim_Forms.doc

Project sponsors must use this form to submit applications. Late applications will not be accepted.

Complete one application for each project. PLEASE NOTE: VTA should receive 2 copies of each project application. .

2012/13 TDA Article 3 Detailed New Project Submittal Requirements

Number of Copies	Item
1 per agency	Cover letter that indicates whether application is for guarantee and/or BEP funding. The cover letter must include a statement that the project must be ready to implement within ONE year of the application cycle.
2 per agency	Governing body resolution wording and Council Resolution supporting the project(s) (<i>due on May 25, 2012</i>). The sample is on the Metropolitan Transportation Commission website: http://www.mtc.ca.gov/funding/STA-TDA/
2 per project	MTC's TDA Article 3 Application (<i>See Application Form – available on the Metropolitan Transportation Commission website: http://www.mtc.ca.gov/funding/STA-TDA/</i>)
2 per project	A vicinity map showing the project's general location in your jurisdiction
2 per project	A detail map showing the project and phases where applicable
2 per project	Documentation of environmental clearance (<i>for applicable projects</i>). The county clerk must stamp the environmental document.

Completed project applications should be submitted to VTA by 4:00 p.m. on **Friday, April 13, 2012.**

Please send applications to:

Bill Hough, Transportation Planner III
Santa Clara Valley Transportation Authority
Programming & Grants
3331 North 1st St., Bldg. B2
San Jose, CA 95134-1906

Evaluation Process, Programming and Drawing Programmed Funds

VTA staff will review project applications. The resulting countywide program will be reviewed by the VTA advisory committees before adoption by the VTA Board of Directors at its June 2012 meeting.

The VTA Board-adopted project priorities will be forwarded to MTC for review and adoption. Once MTC has adopted the program, MTC's Finance Section will issue allocation instructions to your agency. Please read these instructions carefully, they will provide your agency with guidance on invoicing and annual audit and reporting requirements. **All project invoicing goes directly to MTC.** All work must be completed by June 30, 2015 and **MTC needs to receive reimbursement requests by August 1, 2015.**

TDA Audit Information

In accordance with MTC Resolution 875, all claimants that have received an allocation of TDA funds are required to submit an annual fiscal and compliance audit to MTC and to the Secretary of Business and Transportation Agency within 180 days after the close of the fiscal year. **Your audits are due to MTC by December 31 of each year.** Failure to submit the audit will prohibit MTC from making a new TDA allocation. If no TDA funds were expended during the fiscal year, the applicant should file a statement to that effect with MTC. Please contact MTC's TDA program manager Cheryl Chi, at 510-817-5939 or cchi@mtc.ca.gov, for additional information on audit requirements.

DRAFT
City of Sunnyvale
Pedestrian Safety and Opportunities Study

Table O: Potential POD Projects

POD	Main Street	Cross Street or Extent	Recommended Improvements	Cost Estimate	Score
7	Sunnyvale-Saratoga	Crescent	Reduce SE corner radii Install tactile domes Install crosswalk across Crescent	\$7,300	7
5	Maude	Sunnyvale to Bayview	Install outer striping in EB direction to reduce lane widths and provide a defilited area for vehicles backing out	\$1,103	7
1	Bayview	Washington	Install centerline striping to make road seem narrower on Bayview Install 3 diagonal curb ramps Install high visibility crosswalk on north leg Install transverse crosswalk on east leg Red curbs near intersection to improve sight distance	\$6,760	6
7	Remington	Azure	Install crossing aids on east leg Install median ped refuge	\$29,400	5
7	Remington	Manet	Retrofit curb ramps Reduce radii for right-turn speed reduction and ADA accessibility	\$26,800	5
6	Washington	Acalanes to Leota	Reduce curb radii at all intersections	\$96,000	5
5	Maude	Bayview	Install bulb-outs at SW and SE corners Reduce radii at all other corners Install high-visibility crosswalks on west and east leg Install tactile domes Install crosswalk paddles across Maude	\$55,400	5
5	Maude	Sunnyvale-Borregas	Reduce radii at NW corner to correct ADA accessibility issues and install pop curb ramps Tactile domes on all corners Install curb ramp on SW corner of Borregas No right turn on red from SB Borregas Audible signals	\$18,200	5
3	Lakehaven	Hidden Lake	Install crosswalks, including high-visibility across Lakehaven Install tactile domes	\$5,000	5
3	Lakehaven	Meadowlake	Install high-visibility crosswalks on all legs Install advance stop bars Install tactile domes	\$7,600	5
3	Lakehaven	Silverlake	Change to 4-way stop control Install high visibility crosswalks on all legs Install tactile domes	\$6,400	5
1	Murphy	Washington and Evelyn	Install raised crosswalk with transverse markings Install ped-scaled lighting Install advance stop bars Install crosswalk paddles "Yield" for pedestrians	\$2,500	5

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City of Sunnyvale
Pedestrian Safety and Opportunities Study

POD	Main Street	Cross Street or Extent	Recommended Improvements	Cost Estimate	Score
1	Frances	Evelyn	Install perpendicular curb ramps on SE corner Relocate ped actuation on SE corner to location closer to curb ramps Install tactile domes and high visibility crosswalk Redesign Caltrain driveway as a 4th intersection leg with perpendicular curb ramps Retime signals for pedestrian lead phase	\$24,600	5
1	Taaffe	Washington	Install tactile domes Install bulbout at NW corner for crossing Washington Install high visibility crosswalk across Washington Remove two parking spaces east of Taaffe on north side of roadway Ensure driveways for new shopping mall built to be pedestrian-friendly (minimize, clearly indicated, no cross ramp issues, ADA accessible)	\$7,840	5
7	Sunnyvale-Saratoga	Fromont	Straighten crosswalks Countdown signal heads Remove median noses in crosswalks Reduce corner radii at NW, SW, and SE corners for ADA accessibility and more ped storage Install perp curb ramps, tactile domes, and audible signals	\$64,000	4
7	Fremont	Sydney	Straighten bike lane Remove EB striping at intersection Bulb-out on SW corner High-visibility crosswalk on western leg Education and enforcement Yield paddles at crosswalk	\$37,955	4
6	Bernardo	Evelyn to Ayala	Stripe median and parking lane to narrow roadway	\$750	4
5	Arbor	Worley	Install 2-way stop Install diagonal curb ramps with tactile domes Install crosswalks, including high visibility across Worley Install bulb-out on SW corner Install centerline striping	\$19,785	4
5	Maude	San Angelo	Install gateway to visually inform drivers of transition to a lower speed, local street	\$12,000	4
4	El Camino Real	Saratoga-Sunnyvale	Install high-visibility crosswalks on all legs and straighten western leg Install advance stop bars Install tactile domes and ped countdown signals Relocate ped actuation for ADA accessibility Reduce corner radii	\$34,800	4
4	El Camino Real	Fair Oaks-Remington	Reduce corner radii at all intersections Install tactile domes and ped countdown signals Install stop bars on all legs Make ped actuation ADA accessible Install high visibility crosswalks Install audible signal on west leg Reduce median nose in east leg crosswalk	\$39,800	4

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City of Sunnyvale
Pedestrian Safety and Opportunities Study

POD	Main Street	Cross Street or Extent	Recommended Improvements	Cost Estimate	Score
2	Tasman	Fair Oaks	Install sidewalks Install tactile domes and ped countdown signals Install high visibility crosswalks Reduce corner radii on NE and SE corners and install stop signs Install ped heads at median refuges to allow for half-crossings during left turn phases Install advanced stop bars	\$28,800	4
1	Sunnyvale	Washington	Install perpendicular curb ramps at NE corner Install tactile domes and ped countdown signals Repair SW corner and realign south leg crosswalk Make ped actuation ADA accessible at 2 locations Reconfigure SE curb ramp for cross ramp issue Install high visibility crosswalks on 3 legs Transverse crosswalk markings on west leg Reduce radii at NE and SE corner for ADA access issues	\$29,100	4
1	Frances	Washington	Install perpendicular curb ramp Install tactile domes Reconfigure curb ramps on south side of intersection for cross ramp issues Install high-visibility crosswalks Realign Frances crosswalk to sidewalk Install bulb-outs on NE and NW corners Remove two parking spaces on Washington east of Frances	\$25,040	4
1	Mathilda	Washington	Install perpendicular curb ramps Install tactile domes and ped countdown signals Reduce corner radii, especially at NW and SW corners for more ped storage space, shorter crossing distances, and to reduce right turn speeds Median nose reduction Install high visibility crosswalks Relocate ped actuation for ADA access Advance stop bars	\$44,400	4
1	Murphy	Olive	Install perpendicular curb ramp for SE corner Install tactile domes	\$37,000	4
6	Bernardo	Ayala	Install bulb-outs, esp NE and NW corners Install high-visibility crosswalks across Bernardo Install tactile domes at curb ramps	\$14,000	3
6	Bernardo	Evelyn to Washington	Reduce curb radii at all intersections	\$12,000	3
5	Maude	Mathilda	Reduce corner radii at channelized right turns for slower speeds and improved sight distance Install tactile domes at curb ramps and park chop islands Install countdown signals	\$28,800	3
5	Maude	Mathilda to Fair Oaks	Widen sidewalk and install buffers between Mathilda and San Angelo Outer stripe for travel lane between Sunnyvale and Mathilda	\$80,000	3

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Pedestrian Safety and Opportunities Study

POD	Main Street	Cross Street or Extent	Recommended Improvements	Cost Estimate	Score
2	Java	Borregas	Install tactile domes, ped countdown signals, and audible signals Install high visibility crosswalks Install ped heads at medians to allow for half-crossings during left turn phases Relocate ped heads to align with crosswalks Relocate ped actuation for ADA accessibility Install sidewalks	\$24,800	3
2	Tasman	Reamwood	Install sidewalks Install tactile domes, audible signals, and ped countdown signals Install high visibility crosswalks Install ped heads at median refuges to allow for half-crossings during left turn phases Install advanced stop bars Make ped actuation ADA accessible	\$20,700	3
7	Sunnyvale-Saratoga	Remington	Reduce corner radii and retrofit curb ramps	\$55,200	2
6	Bernardo	Washington	Tighten radii at NW and SW corner to widen for ADA compliance and improve ped visibility Install tactile domes and audible signals Install countdown signals heads across Bernardo	\$18,000	2
4	El Camino Real	Bernardo	Reduce corner radii at all intersections Increase ped crossing time Install tactile domes and ped countdown signals Install stop bars on east leg Make ped actuation ADA accessible Install high visibility crosswalks	\$47,600	2
4	El Camino Real	Wolfe	No right turns on red Install tactile domes and ped countdown signals Install audible signals on south and north leg Reduce corner radii to reduce ped crossing distances, reduce vehicle speeds, and resolve ADA issues Median nose reduction Install advance stop bars and high visibility crosswalks on all legs	\$43,600	2
2	Mathilda	5th	Install tactile domes, ped countdown signals, and audible signals Install high visibility crosswalks Create ped refuge at medians with ped heads to allow for half-crossings during left turn phases Install advance stop bars Reduce curb radii, esp at SW corner	\$66,800	2
2	Java	Crossman	Reduce radii and stop signs at all channelized right turns Install tactile domes, ped countdown signals, and audible signals Install advance stop bars Relocate 1 ped head Create ADA accessible ped actuation High visibility crosswalks Install ped heads at medians to allow for half-crossings during left turn phases	\$43,600	2

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City of Sunnyvale
Pedestrian Safety and Opportunities Study

POD	Main Street	Cross Street or Extent	Recommended Improvements	Cost Estimate	Score
2	Tasman	Vienna	Install sidewalks Install tactile domes and ped countdown signals Install high visibility crosswalks Install bulb-outs on SW and SE corners to reduce crossing distances and turning radii Install ped heads at median refuges to allow for half-crossings during left turn phases Install advanced stop bars Make ped actuation ADA accessible	\$58,600	2
1	Mathilda	Olive	Install ped heads with countdown signals on all legs Install tactile domes and audible signals Install perpendicular curb ramps, esp at NW and SW corners Relocate ped actuation for ADA access Reduce corner radii, esp at NE and NW corners, for shorter ped crossing distances and ADA ped access issues Reduce median nose Install high visibility crosswalks Install advance stop bars	\$47,200	2
5	Maude	Fair Oaks	Install advance stop bars Reduce radii at all but NW corner to slow right turning vehicles and solve ADA access issues Install ped countdown and tactile domes	\$32,400	1
4	El Camino Real	Mathilda	Install perpendicular curb ramps Increase ped crossing time on signal Install tactile domes, audible signals and ped countdown signals Install stop bars on all legs Reduce corner radii and make ped actuation ADA accessible Install high visibility crosswalks	\$74,000	1
3	Lakehaven	Hidden Lake to Velvet Lake	Install centerline striping to make road seem narrower Install stop signs, tactile domes, and crosswalks at the 4 uncontrolled T-Intersections Remove bus shelter or create a bus bulb-out between Twin Lake and Velvet Lake (south side) Gateway entrance treatment at Lakemuir Work with retail center and gas stations to consolidate and upgrade driveways to create more visual awareness of peds and resolve cross slope issues	\$50,150	1
3	Lakehaven	Lawrence Expressway	Install ped countdown and audible signals Tighten corner radii for better ped visibility, reduce crossing distances, and to resolve ADA issues Install perp curb ramps and tactile domes	\$62,800	1

Why is VTA proposing BRT?



- VTA wants to improve the quality of service and level of ridership and reduce operating costs
- Direction from VTA's Board of Directors – *BRT Strategic Plan (2009)*
- Policy direction from cities
 - Grand Boulevard Initiative
 - City General Plans and Specific Plans
- Cost-effective, high-capacity transit solution in growing corridors

BUS RAPID TRANSIT



Growth in the El Camino Real Corridor

Corridor Employment grows 48-71%

Corridor Population grows 46-65%

City	within 1/4 mile of El Camino Real			Population		
	2010	2035	% Growth	2010	2035	% Growth
Palo Alto	27,172	30,950	14%	24,577	37,604	53%
Los Altos	2,195	2,379	8%	2,227	2,473	11%
Mountain View	7,476	11,585	55%	20,439	25,538	25%
Sunnyvale	8,009	15,470	93%	29,117	37,761	30%
Santa Clara	12,162	25,653	111%	23,697	44,013	86%
San Jose	12,509	32,544	160%	13,024	39,277	202%
Total	69,523	118,581	71%	113,081	186,666	65%

City	within 1/2 mile of El Camino Real			Population		
	2010	2035	% Growth	2010	2035	% Growth
Palo Alto	58,124	64,328	11%	43,500	66,290	52%
Los Altos	3,218	3,539	10%	5,550	6,009	8%
Mountain View	15,739	23,748	51%	39,750	48,377	22%
Sunnyvale	14,881	28,629	92%	69,269	84,479	22%
Santa Clara	24,293	41,627	71%	59,647	82,429	38%
San Jose	23,180	44,073	90%	25,183	67,985	170%
Total	139,435	205,944	48%	242,899	355,569	46%

Source: VTA Traffic Model based on ABAG Projections 2009

Transit Benefits of BRT



- **Fast service**
 - **Branded service**
 - **Alignment flexibility**
 - **Rail-like amenities (wi-fi, pre-paid fare, real-time information)**
 - **Improves efficiency - cost per rider (\$2.58)**
 - **Produces mode shift from auto to transit**
-
- ➡ **Increased ridership**
 - ➡ **Lowers operating cost**
 - ➡ **Opens new transit markets**

City Benefits of BRT



- \$240 Million invested in El Camino Real corridor
- Reduced greenhouse gases
- Reduced congestion
- Reduced vehicle miles travelled
- Bike lanes
- Improved pedestrian facilities: porkchop removal, increased crossings, shorter crossings
- Enhanced landscaping

➔ ▪ Opportunity for transformation of
El Camino Real

El Camino Real BRT



- **Where We Are in the Process**
 - Highest Ridership in VTA System – 20%
 - Strategic Plan Adopted in 2009
 - Grand Boulevard Initiative
 - *Conceptual Engineering*
 - Environmental Process
 - Design
 - Construction

The Decision Process



- **Preliminary Investment Strategy**
 - Review by El Camino PAB
 - Preliminary concurrence by cities
 - Approval by VTA Board
- **Environmental Review**
 - VTA Lead Agency for CEQA
 - Cities comment on ED
- **Caltrans Coordination**
- **FTA Small Starts**

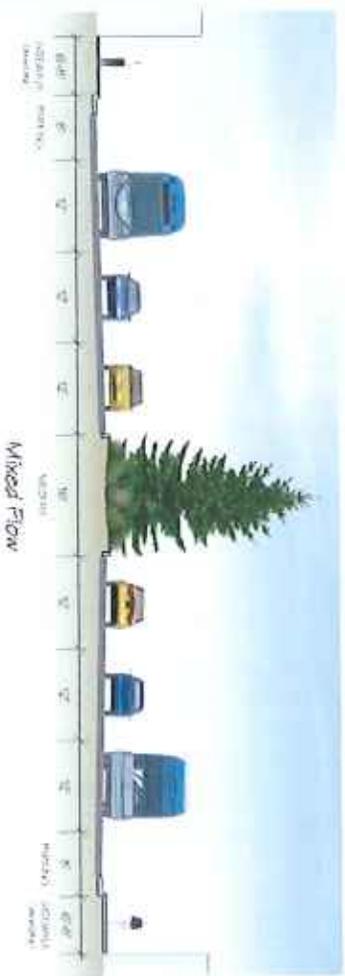
The Choice Before Us

- El Camino Real public right of way is 120 feet wide from Palo Alto through Santa Clara (The Alameda is 115 feet)
- Many competing interests for street right of way
 - Autos
 - Transit
 - On-street parking
 - Bikes
 - Pedestrians
 - Landscaped median
- Which interests should get priority?
- Can all interests be accommodated?

The Choice Before Us

- **Mixed Flow**
- Lower capital expenditure
- Constrained by surrounding traffic
- Spot improvements at stations
- Longer travel times
- Higher operating costs
- Lower ridership

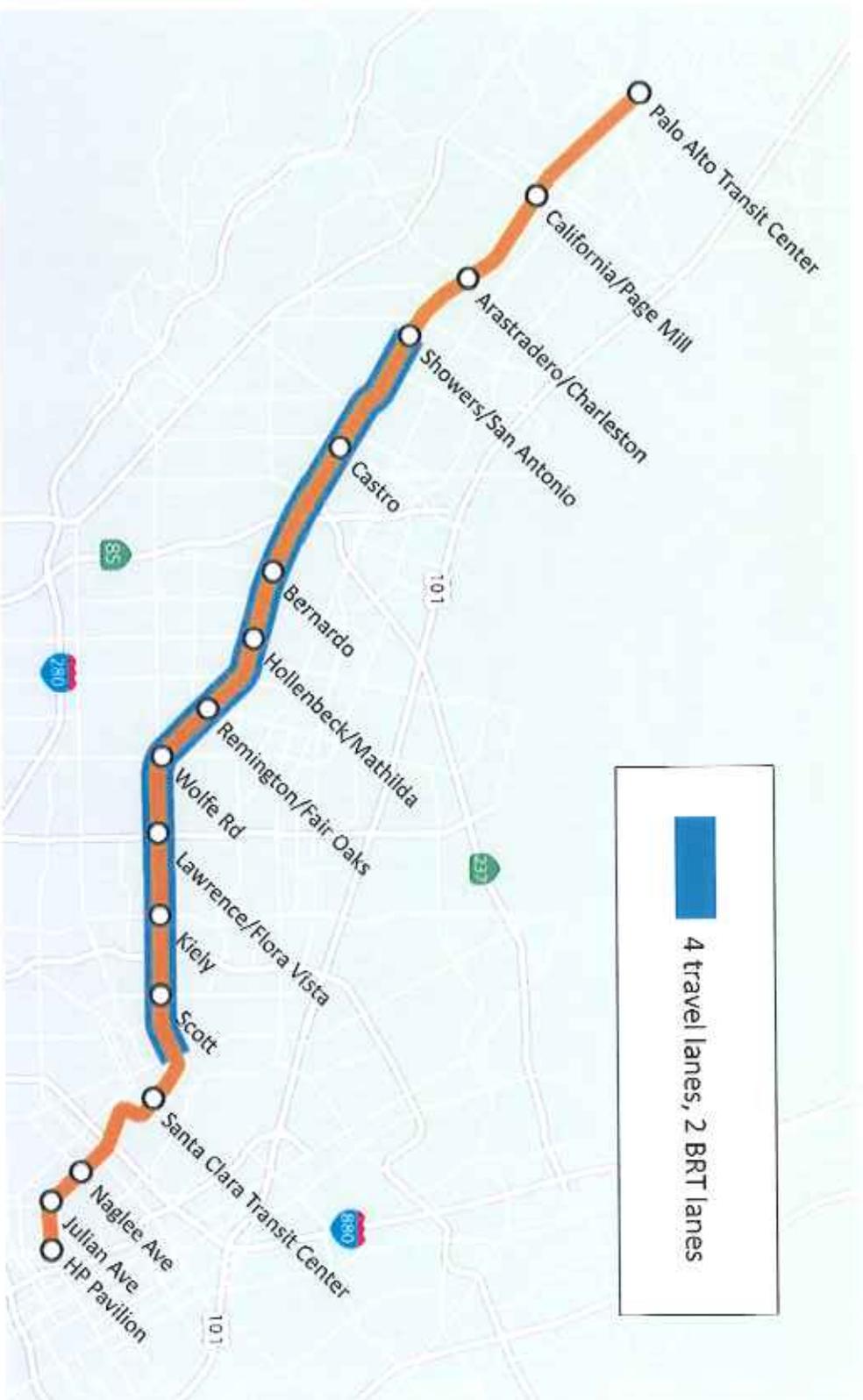
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BUS RAPID TRANSIT



Optimized Project



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What Happens to Traffic

- **With Preliminary Investment Strategy...**
 - **Greatly improve BRT travel time in PM peak hour**
 - **EB – from 107 min to 71 min (-34%)**
 - **WB – from 74 min to 53 min (-28%)**
 - **Little impact to auto travel time**
 - **EB – from 58 min to 57 min**
 - **WB – from 43 min to 45 min**
 - **Mode shift – some people do switch from cars to transit**
 - **Level of Service stays about the same**
 - **5 intersections at LOS F, but most with less delay**
 - **Some traffic diverts to multiple other routes**

BUS RAPID TRANSIT



Precise Plan for El Camino Real

Adopted January 2007

Vision for the Future

“The street will continually be improved to provide good traffic flow, while also encouraging enhanced access for walking, bicycling and public transportation.”

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Long-Range Goals

“To maintain and enhance the capacity of the street to accommodate automobile and transit traffic, while providing improved facilities for bicyclists and pedestrians.”

“To encourage development which supports the use of public transit.”

Draft Land Use and Transportation Element Currently In Development

POLICY 43: Support statewide, regional and sub-regional efforts that provide for a safe, effective transportation system that serves all travel modes consistent with established service standards.

Action 2: Advocate expansion and enhancement to bus, light rail, commuter rail and shuttle services within Sunnyvale, consistent with adopted service level standards and incorporating a certainty of ongoing investment.

Action 3: Monitor and participate in planning and implementation of the Grand Boulevard Initiative and Bus Rapid Transit (BRT) on El Camino Real to assure that local Sunnyvale interests such as a quality streetscape, bicycle facilities, and pedestrian facility enhancements are incorporated, and capacity for transit does not sacrifice safety and service for other travel modes.

Action 4: Work in coordination with the Santa Clara Valley Transportation Authority (VTA) to ensure that the City creates streets that are transit-friendly, including bus signal pre-emption, adequate street and transit stop furniture, and appropriate lighting for nighttime riders.

Ridership Projections

Daily Boardings

	2010 Base	TSM (2015)	TSM (2035)	4+2 (2035)*
Rapid 522/BRT 522	3,035	7,315	12,085	22,717
Line 22	10,946	9,916	8,750	15,681
522 + 22	13,981	17,231	20,835	38,398

*4 general lanes, 2 dedicated lanes from Lafayette to Showers

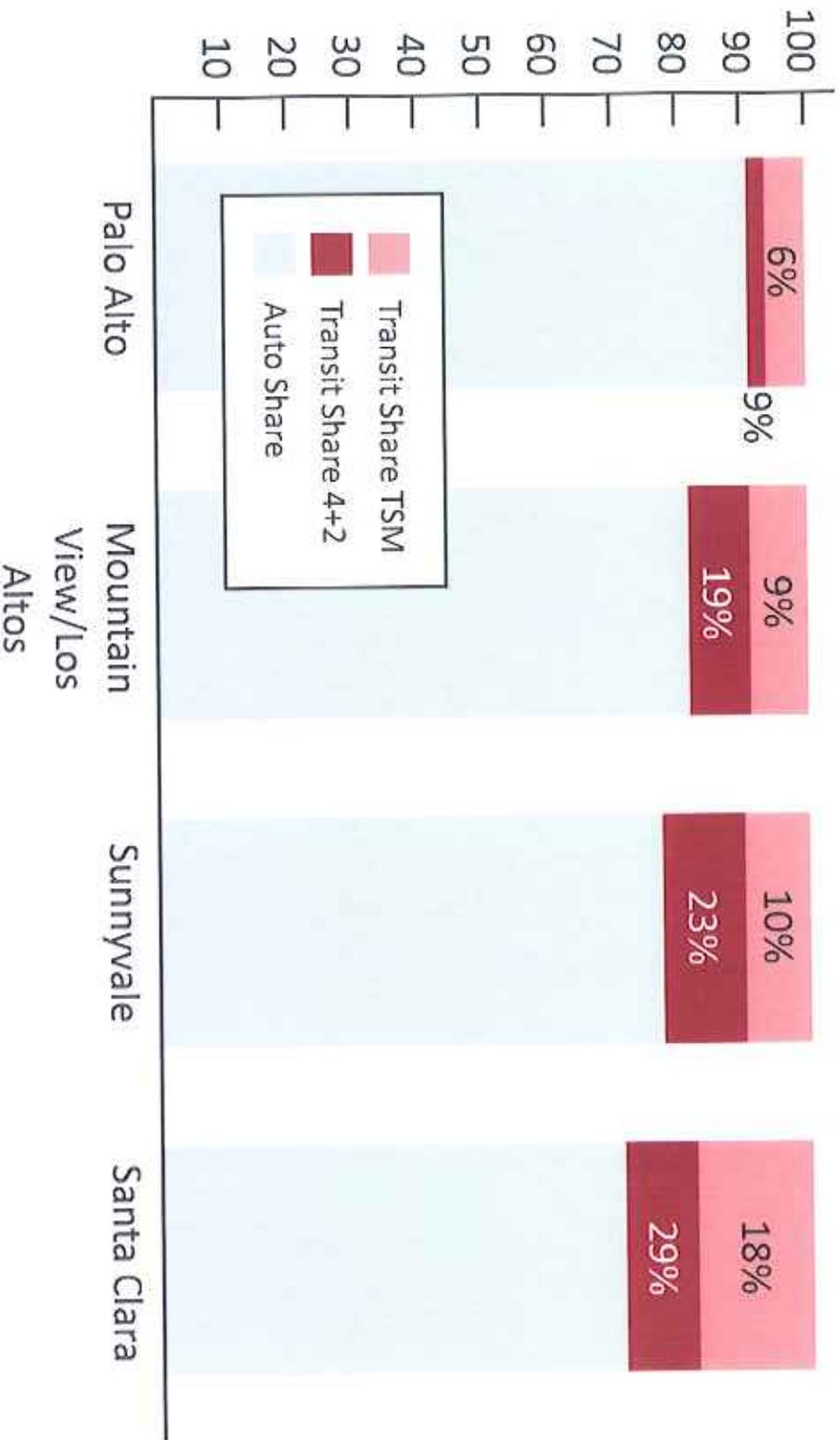
**4 general lanes, 2 dedicated lanes from Lafayette to Lawrence &

6 general lanes, 2 dedicated lanes from Lawrence to Showers

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El Camino Real Mode Share (2035)

Person-Miles Traveled (PMT)



BUS RAPID TRANSIT



Level of Service – Sunnyvale

Intersection	Existing PM	2015 NDP PM	2035 TSM PM	2035 4+2	2035 4+2/6+2
Grape	B	A	A	A	A
Mary	E	E	F	F	F
Hollenbeck	C	C	D	D	D
Mathilda	D	E	F	F	F
Murphy	A	A	A	limited access	limited access
Sunnyvale-Saratoga	C	D	F	F	F
Cezanne	B	B	B	B	B
Fair Oaks/Remington	C	C	F	F	F
Maria	C	C	F	F	F
Wolfe	F	F	F	F	F
Poplar	C	C	C	C	C
Henderson	C	C	D	D	C
Halford	B	B	C	C	C

Traffic Diversion – Sunnyvale

Westbound Traffic West of Mathilda (Peak Hour)

Street	Capacity	Vehicle Volume		Capacity Used	
		2035 NP	2035 4+2	2035 NP	2035 4+2
Maude	1800/hr.	969	1030	54%	57%
Central Expwy	2900/hr.	2140	2190	74%	76%
Evelyn	1800/hr.	521	633	29%	35%
Remington	1900/hr.	595	723	31%	38%
Fremont	1900/hr.	791	866	42%	46%
Homestead	1900/hr.	1466	1496	77%	79%

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