



## NOTICE AND AGENDA

### SUNNYVALE BICYCLE AND PEDESTRIAN ADVISORY COMMISSION May 17, 2012 6:30 P.M./West Conference Room

#### CALL TO ORDER

#### ROLL CALL

#### SCHEDULED PRESENTATIONS

Recognition of Departing Bicycle and Pedestrian Advisory Commission Members

Neighborhood Preservation Division – Vision Triangle Enforcement

#### 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 April 19, 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

4. ACTION: Bicyclist Anti-Harassment Ordinance – Study Issue
5. ACTION: Review of the Proposed Two Year Budget

**NON-AGENDA ITEMS AND COMMENTS**

- COMMISSIONERS ORAL COMMENTS
- STAFF ORAL COMMENTS

**INFORMATION ONLY ITEMS**

1. Bike to Work Day Report Out
2. BPAC E-mail messages and/or letters since circulation of the agenda packet of the March 15, 2012 meeting.
3. BPAC Active Items List.

**ADJOURNMENT**

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**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)*

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## **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.



DRAFT

**SUNNYVALE BICYCLE AND PEDESTRIAN ADVISORY COMMISSION  
Meeting Minutes – April 19, 2012**

The Sunnyvale Bicycle and Pedestrian Advisory Commission met at 6:30 p.m. on April 19, 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:** Cathy Switzer  
David Gandrud  
James Manidakos  
Ralph Durham

**Members Absent:** Angela Rausch (excused)  
Andrea Stawitcke (excused)

**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  
David Simons, VTA BPAC Representative  
Garth Williams, resident  
Ron Salas, resident  
Alex Bonne, resident  
Jennifer Olsen, resident  
Jeff Olsen, resident  
Grace Sun, resident

**SCHEDULED PRESENTATION**

None.

**PUBLIC ANNOUNCEMENTS**

Kevin Jackson discussed bike rodeos at Ellis School and a pending event on April 25 at Sunnyvale Middle School. He announced that the County/City Safe Routes to School project will be holding a workshop on April 27 at 9:30 at the Community Center, and that a bike ride is being planned for the Ponderosa School area on May 19, and volunteers are welcomed. He stated that Cherry Chase School is holding a Fun Bike night on April 27<sup>th</sup> at 6:30 PM. He announced the City's Fit and Fun Fair and volunteered to help with bike helmet fitting. He stated that Mary 9 would be Bike to School Day. He requested volunteers for bike parking and a Heritage bike ride for the Centennial celebration in August. He also stated that a Drive Less Challenge was occurring.

## CONSENT CALENDAR

- 1.A) Approval of Draft Minutes of the March 15, 2012 Meeting
- 1.B) Approval of the 2012 BPAC Calendar Update

Item 1.A was pulled by Vice-Chair Manidakos.

**Motion by Manidakos, second by Switzer to approve Item 1B of the Consent Calendar approved 4-0.**

Item 1A, Approval of Draft Minutes of the March 15, 2012 Meeting was considered. Vice-Chair Manidakos indicated that under Public Hearing item 2 that he supports Bus Rapid Transit with dedicated lanes if it is appropriately designed and implemented to retain and enhance access across El Camino Real at currently unsignalized left turn access points. He also clarified that his concern regarding greenhouse gas analysis was the precision of the analysis, not the accuracy.

**Motion by Manidakos, second by Switzer to approve the minutes as amended. Motion approved, 4-0.**

## PUBLIC COMMENTS

Garth Williams, a resident and member of the Friends of the Stevens Creek Trail Board of Directors, distributed an annual report and notified Commissioners of a Creek clean up event.

Alex Bonne indicated support for bike lanes on Pastoria Avenue while retaining on-street parking.

Kevin Jackson noted that bike parking demand at the library has overwhelmed the supply of bike parking. He expressed concerns about distribution of the BPAC meeting packet.

Ron Salas commented on Pastoria Avenue bike lanes and the impact of parking removal on residents.

Jeff Olsen commented on Pastoria Avenue bike lanes and the potential impacts of parking removal on the speed of vehicles and the perception of bicyclists by residents.

Dave Simons provided information on a VTA Bicycle Technical Guidelines update and information pertaining to road treatments that may be applicable to Pastoria Avenue.

Alex Bonne comments that bike lanes on Evelyn Avenue appeared to be being removed.

Patrick Grant commented the status of state legislation to consider safe passing distances between motor vehicles and bicycles.

Grace Sun commented on Pastoria Avenue and the need for on-street parking for residents and preserve property values. She supports a bike boulevard to slow traffic.

**PUBLIC HEARINGS/GENERAL BUSINESS**

At the direction of the Chair the agenda was taken out of order. At the recommendation of staff, the Chair directed that item 4 be deferred to the May, 2012.

5. ACTION: Appointment of a Member to the Valley Transportation Authority Bicycle and Pedestrian Advisory Commission

The Commission, staff, and the Commission liaison discussed eligibility and reporting requirements and expectations for the VTA BPAC representative. The standing BPAC membership was polled for interest in serving as the VTA BPAC representative and no members expressed interest.

The public hearing was opened. Kevin Jackson encouraged any potential candidate to understand the long term nature of VTA BPAC issues, and the importance of providing continuity to City representation. The public hearing was closed.

Vice-Chair Manitakos expressed a need to consider policy or criteria for VTA BPAC representation for the City, to consider issues of qualifications, time commitment, and continuity of representation over time.

The Chair suggested recommended standing representative David Simons be recommended for re-appointment to the VTA BPAC, and that the City BPAC agenda at a later date a discussion of criteria for VTA BPAC representation.

David Simons indicated that he was committed to continued representation as long as possible.

**Motion by Manitakos, second by Switzer, to recommend that the City Council re-appoint David Simons as the City of Sunnyvale's representative to the VTA BPAC, and that the City BPAC consider at a later date issues of qualifications, time commitment, and continuity of representation over time for the VTA BPAC representative. Motion passes, 4-0.**

Commissioners expressed confidence in standing representative Simons record as the VTA BPAC representative and interest in considering whether policy or criteria should be developed to guide future nominations and appointments for the position.

1. ACTION: Approve Utility Bill Insert Concept

The BPAC made editorial suggestions.

**Motion by Manitakos, second by Switzer, to approve the utility bill stuffer in concept and to request that editorial suggestions be addressed.**

2. DISCUSSION: Study Issue Brainstorming

The Commission discussed potential study issues.

Commissioner Switzer suggested that the 15 mile per hour speed limit around schools be re-visited.

Vice-Chair Manidakos suggested issues regarding replacing double yellow roadway striping lines with dashed lines; consideration of bicycle and pedestrian level of service criteria; extending vision triangle restrictions at private driveways; and policy on placement of street amenities to assure comfortable access for the disabled.

The public hearing was opened. Kevin Jackson suggested an issue for improving public notification of BPAC meetings. He suggested an issue to identify measures to encourage transformation of streets to primarily transport uses, such as provision of neighborhood parking lots, donation of right of way for bicycle and pedestrian facilities, and identification of reasonable limits on automobile ownership or storage at residences. Council liaison Moylan questioned the speaker and indicated that the City already has policies requiring provision of off-street parking for land uses, and providing a certain number of residential off-street spaces. Mr. Jackson indicated that he believed that additional limitations should be considered. The public hearing was closed.

### 3. DISCUSSION: Bike to Work Day Planning

Staff indicated that the City would sponsor two Bike to Work Day Energizer Stations. Vice-Chair Manidakos and Commissioner Switzer indicated that they would volunteer at the Plaza del Sol station. Commissioner Gandrud indicated that he would volunteer at the Wolfe-El Camino station.

The public hearing was opened. In response to an inquiry by Kevin Jackson, staff indicated that they were in coordination with the Moffett Park Business Association. The public hearing was closed.

## **NON-AGENDA ITEMS AND COMMENTS**

- COMMISSIONERS ORAL COMMENTS

Commissioner Stawitcke summarized recent Bus Rapid Transit and Pastoria Avenue bike lanes meetings. She indicated that she believes that a bike boulevard for Pastoria Avenue is a reasonable compromise. She indicated that removal of a travel lane on El Camino was a significant discussion item at the Bus Rapid Transit meeting.

Commissioner Gandrud stated that he would found the staff presentation at a recent Bus Rapid Transit meeting to be fair and informative. He noted that left turn access was a key issue.

Council Liaison Moylan stated that staff's use of the term "lose a travel lane" in the recent Bus Rapid Transit meeting was misleading, and that street space was actually be reallocated to different modes, with bike lanes representing the addition of new travel lanes. He expressed appreciation for the role the BPAC has taken in leading a focus on mobility.

Commissioner Gandrud reported a malfunctioning loop detector at Reed and Sequoia. He asked about the status of the National Bike Registry implementation.

Chair Durham presented information on a street treatment in Cloverdale, California that uses narrow lanes with bike lanes. He summarized a recent report that found that providing bike facilities increases bicycle use.

- STAFF ORAL COMMENTS

Staff provided an update on a response to a recent inquiry regarding traffic facilities on school routes in southwest Sunnyvale.

**INFORMATION ONLY ITEMS**

1. BPAC E-mail messages and/or letters since circulation of the agenda packet of the March 15, 2012 meeting.
2. BPAC Active Items List.

The Information Only items were accepted as submitted.

**ADJOURNMENT**

Meeting adjourned at 9:05 p.m.

Respectfully submitted by:

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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.

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

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

Meeting Date	Agenda Item/Issue
August 16	<ul style="list-style-type: none"> <li>- Updated 2012 BPAC Calendar</li> <li>- Update of the City of Sunnyvale Local Appointment List for Boards and Commissions (Information Item)</li> <li>- Consideration of Candidate Study Issues</li> <li>- BPAC E-mail Messages and/or Letters (Information item)</li> <li>- BPAC Active Items List Update (Information item)</li> </ul>
September 20	<ul style="list-style-type: none"> <li>- Updated 2012 BPAC Calendar</li> <li>- Study and Budget Issues Finalization</li> <li>- BPAC E-mail Messages and/or Letters (Information item)</li> <li>- BPAC Active Items List</li> </ul>
October 18	<ul style="list-style-type: none"> <li>- Updated 2012 BPAC Calendar</li> <li>- Annual reporting on collisions involving pedestrians and cyclists</li> <li>- Ranking of Study Issues</li> <li>- Stevens Creek Trail Alternatives Feasibility Study</li> <li>- BPAC E-mail Messages and/or Letters (Information item)</li> <li>- BPAC Active Items List (Information item)</li> </ul>
November 15	<ul style="list-style-type: none"> <li>- Updated 2012 BPAC Calendar</li> <li>- BPAC E-mail Messages and/or Letters (Information item)</li> <li>- BPAC Active Items List (Information item)</li> </ul>
December 20	<ul style="list-style-type: none"> <li>- Updated 2012 BPAC Calendar</li> <li>- 2012 Work Plan</li> <li>- BPAC E-mail Messages and/or Letters (Information item)</li> <li>- BPAC Active Items List (Information item)</li> </ul>

## **Staff Reports**

*Public Hearing/General Business 1*

### **Bicyclist Anti-Harassment Ordinance**

Attached (Attachment B) is a draft Report to Council on the Bicyclist-Anti-Harassment Ordinance Study Issue. Staff recommends that the BPAC review and make a recommendation to Council on adoption of an ordinance.

*Public Hearing/General Business 2*

### **Review of the Proposed Two Year Budget**

Attached (Attachment C) are selected sections of the proposed two year budget for fiscal years 2012/13 and 2013/14. The BPAC is requested to review and comment on the budget.

Information presented in includes sections of the Division of Transportation and Traffic, the Police Field Services Division, Traffic Striping and Signing, Roadway Maintenance, and Concrete Maintenance operating budgets. The Transportation and Traffic Capital Budget and select bicycle and pedestrian project detail sheets are also included.

By way of summary the Transportation and Traffic operating budget, which includes tasks related to bikeway planning, work order generation, special investigations, loop detection repair, and BPAC support, has been generally been reduced from 2011/12 levels. The Police Field Services budget for Traffic Enforcement and Education has also been reduced from 2011/12. Public Works Field Services budgets for striping, signing, sweeping, and walkway cleaning and repairs are stable or increased, but sidewalk repairs has been reduced and sidewalk replacement has been essentially de-funded and replaced with a capital project.

The capital budget contains eighteen bicycle and pedestrian related projects, fourteen of which will be active in the coming year. Three of the other four are essentially complete, and the fourth, the Bicycle Map Revision, is a long term recurring project.

Staff recommends that the BPAC review the provided materials and provide comments to the City Council.

*Information Item 1*

**Bike to Work Day Report Out**

Participation at the City's two Bike to Work Day energizer stations was robust. There were 383 cyclists counted at the Plaza del Sol station, and 195 at the Wolfe/El Camino station. BPAC members Cathy Switzer, Andrea Stawitcke, Dave Gandrud, and Vice-Chair James Manidakos provided volunteer support to Transportation and Traffic staff. The only flaw in the event, other than the guy with the air horn, was poor coffee delivery by the Transportation and Traffic Manager. BPAC members that participated are encouraged to report out their experiences.

*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 April 19, 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 for Bicycle and Pedestrian Advisory  
Commission review on May 17, 2012**

**Council Meeting: June 19, 2012**

**SUBJECT: Introduce a Bicyclist Anti-Harassment Ordinance – STUDY  
ISSUE DPW 12-01**

**REPORT IN BRIEF**

This 2012 study issue (Attachment A) is a Bicycle and Pedestrian Advisory Commission nomination that the City consider adoption of a bicyclist anti-harassment ordinance modeled after the City of Los Angeles' recently adopted ordinance. A bicyclist anti-harassment ordinance would make it unlawful to intentionally force or attempt to force a bicyclist from a roadway with the intent to injure or distract the bicyclist simply because they are bicycling. It would subject violators to liability for damages, fees, and litigation costs. Existing civil and criminal laws are viewed by some as difficult to enforce and lacking specificity and "teeth" on the issue of motorists and others not allowing bicyclists their rightful use of the road. Council is being asked to adopt this ordinance providing a clear law with civil penalties. Bicyclists would be able to pursue remedy and restitution including punitive damages for intentional harassment in civil court. The proposed ordinance specifies civil penalties but does not make violation of the ordinance a misdemeanor or infraction and is therefore, not enforceable by the City's Public Safety Department. Citizens who feel they were harassed in violation of the ordinance would need to bring a civil lawsuit and any remedies would be ordered by the courts.

**EXISTING POLICY**

Law Enforcement Sub-Element Policy A.5, Facilitate the safe movement of pedestrians, bicyclists, and vehicles.

**DISCUSSION**

Staff has drafted a proposed ordinance largely based on the City of Los Angeles' ordinance (Attachment B). The Office of the City Attorney (OCA) has reviewed the proposed ordinance and considered legal issues and other ramifications to the City. The ordinance would allow bicyclists to seek treble damages or a statutory penalty of \$1,000 (whichever is greater) and attorney's fees in civil court for instances of intentional harassment that occurred within the Sunnyvale City limits. The ordinance has no criminal penalties and the city would have no involvement in enforcing the ordinance. The proposed ordinance simply enables cyclists that have been harassed to file civil lawsuits to recover damages.

In the opinion of OCA, the ordinance raises some legal questions related to possible preemption by state law. However, the ordinance is not clearly preempted. Courts have generally upheld the ability of charter cities to create private rights of action that include attorney's fees, penalties and enhanced damages. (See, e.g., *Rental Housing Ass'n of Northern Alameda County v. City of Oakland* (2009) 171 Cal.App.4th 741.) If the ordinance is challenged, that would likely occur by a private party challenging the validity of the right of private action in the context of a private civil action. The city is not a party to these types of private actions.

In the opinion of the Department of Public Safety, an ordinance, as described and suggested by the BPAC, would not be a law that empowers or is otherwise useful for law enforcement purposes. It would be unlikely that an officer would be able to differentiate between an intentional act or a simple driving error. Additionally, in the rare occasion where a driver's intent to steer towards a bicyclist could be determined, the penal code is far more appropriate to use as an enforcement tool. The existing vehicle code covers vehicle operators violating a bicyclist's right-of-way and will continue to be enforced by the Department of Public Safety. Since the proposed ordinance does not make violations a misdemeanor or infraction, the City of Sunnyvale will not be involved in enforcement. There is the likelihood that cyclists will rely on Public Safety enforcement as a result of this ordinance. Creating an unreasonable expectation is always problematic.

The ordinance, as proposed, would create a right of civil action. The burden of proof would fall on the aggrieved party rather than law enforcement personnel. The intent of this ordinance is to provide a means of remedy and restitution directly to cyclists who could meet a court's burden of proof. Staff believes that it may be as difficult for an individual cyclist as it is for the Department of Public Safety to witness and prove an intentional act of harassment. However, the burden of proof is lower than that of a criminal court. Some sort of proof of an intentional act would still need to be provided.

### **FISCAL IMPACT**

There is no fiscal impact from adopting the ordinance.

### **PUBLIC CONTACT**

Public contact was made by posting the Council agenda on the City's official-notice bulletin boards outside City Hall, in the Council Chambers lobby, the City Clerk's office, at the Library, Senior Center, Community Center, and Department of Public Safety; posting the agenda and report on the City's Web site; and making the report available at the Office of the City Clerk.

**ALTERNATIVES**

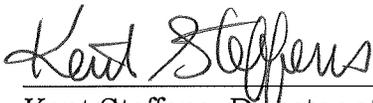
1. Introduce the attached ordinance (Attachment B) adopting a bicyclist anti-harassment ordinance.
2. Do not take action at this time.

**RECOMMENDATION**

Staff recommends Alternative No. 1: Introduce the attached ordinance (Attachment B) adopting a bicyclist anti-harassment ordinance.

Introduction of a Bicyclist Anti-Harassment Ordinance provides a potential remedy for cyclists who are harassed while riding. While it may face a difficult burden of proof in a court of law, it is one approach available to potentially address cases of harassment, and discourage harassment.

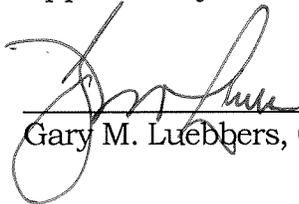
Reviewed by:



Kent Steffens, Director of Public Works

Prepared by: Jack Witthaus, Transportation and Traffic Manager

Approved by:



Gary M. Luebbers, City Manager

**Attachment:**

- A. Copy of Study Issue DPW 12-01 Bicyclist Anti-Harassment Ordinance
- B. Ordinance



## 2012 Council Study Issue

**DPW 12-01 Bicyclist Anti-Harrasment Ordinance**

Lead Department Public Works

History 1 year ago None 2 years ago None

**1. What are the key elements of the issue? What precipitated it?**

This issue was brought to the BPAC by a citizen who suggested, and the BPAC approved, that the City consider adoption of a bicyclist anti-harrasment ordinance modeled after the City of Los Angeles' recently adopted ordinance. A bicyclist anti-harrasment ordinance would make it unlawful to intentionally force or attempt to force a bicyclist from a roadway with the intent to injure or distract the bicyclist simply because they are bicycling. It would subject violators to liability for damages, fees, and litigation costs. Existing civil and criminal laws are viewed by some as difficult to enforce and lacking specificity and teeth on the issue of motorists and others not allowing bicyclists their rightful use of the road. This ordinance would provide a clear law with civil penalties. Bicyclists would be able to pursue remedy and restitution including punitive damages for intentional harassment in civil court.

**2. How does this relate to the General Plan or existing City Policy?**

Law Enforcement Sub-Element Policy A.5, Facilitate the safe movement of pedestrians, bicyclists, and vehicles.

**3. Origin of Issue**

Board or Commission Bicycle and Pedestrian Advisory Commission

**4. Staff effort required to conduct study** Minor**Briefly explain the level of staff effort required**

The City of Los Angeles has adopted an ordinance that would be used as a model. Staff would need to assess the proposed model ordinance and identify any potential issues before presenting it to Council for consideration.

**5. Multiple Year Project?** No **Planned Completion Year** 2012**6. Expected participation involved in the study issue process?**

**Does Council need to approve a work plan?** No  
**Does this issue require review by a Board/Commission?** Yes  
**If so, which?** Bicycle and Pedestrian Advisory  
 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 0

Explanation

ATTACHMENT A

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

Upon implementation the ordinance would become a citeable offense that could be used by the Department of Public Safety to address harrassment of bicyclists and improve safe bicycle travel.

9. Staff Recommendation

Staff Recommendation Drop

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

In the opinion of the Department of Public Safety, an ordinance, as described and suggested by the BPAC, would be virtually unenforcible. It would be unlikely that an officer would be able to differentiate between an intentional act or a simple driving error. Additionally, in the rare occasion where a drivers intent to steer towards a bicyclist could be determined, the penal code is far more appropriate to use as an enforcement tool. The vehicle code would cover simple driving errors that violate a bicyclist right of way.

Being a civil statute, this ordinance would potentially provide a means of remedy and restitution directly to cyclists who could meet a court's burden of proof, but staff believes that it would be as difficult for an individual cyclist as it is for the Department of Public Safety to witness and prove an intentional act of harassment. The burden of proof is lower than that of a criminal court, but some sort of proof of an intentional act would still need to be provided.

Reviewed by

*Kent Steffens*

Department Director

11-10-11

Date

Approved by

*[Signature]*

City Manager

11-10-11

Date



ORDINANCE NO. \_\_\_\_\_

**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF SUNNYVALE AMENDING CHAPTER 10.56 (BICYCLES) OF TITLE 10 (VEHICLES AND TRAFFIC) OF THE SUNNYVALE MUNICIPAL CODE RELATING TO BICYCLISTS**

WHEREAS, the City of Sunnyvale wants to encourage people to ride bicycles rather than drive motor vehicles in order to lessen traffic congestion and improve air quality; and

WHEREAS, harassment of bicyclists on the basis of their status as bicyclists exists; and

WHEREAS, riding a bicycle on City streets poses hazards to bicyclists, and these hazards are amplified by the actions of persons who deliberately harass and endanger bicyclists because of their status as bicyclists; and

WHEREAS, because people have a right to ride a bicycle in the City of Sunnyvale and should be able to do so safely on City streets, it is against the public policy of the City of Sunnyvale to harass a bicyclist upon the basis of the person's status as bicyclists;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SUNNYVALE DOES ORDAIN AS FOLLOWS:

SECTION 1. SECTION 10.56.010 AMENDED. Section 10.56.010 of Chapter 10.56 (Bicycles) of Title 10 (Vehicles and Traffic) of the Sunnyvale Municipal Code is hereby amended to read as follows:

**10.56.010. Definitions.**

For the purpose of this chapter, the word "bicycle" shall have the same meaning as that term is defined in the Vehicle Code Section 231 as the same exists or may be amended hereafter. A "bicyclist" is a person riding a bicycle. References to the "chief of public safety" means the chief or the chief's designee.

SECTION 2. SECTION 10.56.320 ADDED. Section 10.56.320 of Chapter 10.56 (Bicycles) of Title 10 (Vehicles and Traffic) of the Sunnyvale Municipal Code is hereby added to read as follows:

**10.56.320. Prohibition against harassment of bicyclists.**

- (a) A person shall not do or attempt to do any of the following:
- (1) Physically assault or attempt to physically assault a bicyclist because of, in whole or in part, the bicyclist's status as a bicyclist.
  - (2) Threaten to physically injure a bicyclist because of, in whole or in part, the bicyclist's status as a bicyclist.

(3) Intentionally injure, attempt to injure, or threaten to physically injure, either by words, vehicle, or other object, a bicyclist because of, in whole or in part, the bicyclist's status as a bicyclist.

(4) Intentionally distract or attempt to distract a bicyclist because of, in whole or in part, the bicyclist's status as a bicyclist.

(5) Intentionally force or attempt to force a bicyclist off a street for purposes unrelated to public safety.

(b) Remedies

(1) Any aggrieved person may enforce the provisions of this section by means of a civil lawsuit.

(2) Any person who violates the provisions of this section shall be liable for treble the actual damages with regard to each and every such violation, or \$1,000, whichever is greater, and shall be liable for reasonable attorneys' fees and costs of litigation. In addition, a jury or court may award punitive damages where warranted.

(3) Notwithstanding section 1.04.010 of this code, violations of any of the provisions of this section shall not constitute a misdemeanor or infraction, except where such actions, independently of this section, constitute a misdemeanor or infraction.

(4) The remedies provided by the provisions of this section are in addition to all other remedies provided by law, and nothing in this section shall preclude any aggrieved person from pursuing any other remedy provided by law.

**SECTION 3. EXEMPTION FROM CEQA.** The City Council finds, pursuant to Title 14 of the California Code of Regulations, Section 15378(b)(4), and that this ordinance is not a project and thus, not subject to the requirements of the California Environmental Quality Act (CEQA).

**SECTION 4. CONSTITUTIONALITY; SEVERABILITY.** If any section, subsection, sentence, clause or phrase of this ordinance is for any reason held to be invalid, such decision or decisions shall not affect the validity of the remaining portions of this ordinance. The City Council hereby declares that it would have passed this ordinance, and each section, subsection, sentence, clause and phrase thereof irrespective of the fact that any one or more sections, subsections, sentences, clauses or phrases be declared invalid.

**SECTION 5. EFFECTIVE DATE.** This ordinance shall be in full force and effect thirty (30) days from and after the date of its adoption.

**SECTION 6. POSTING AND PUBLICATION.** The City Clerk is directed to cause copies of this ordinance to be posted in three (3) prominent places in the City of Sunnyvale and to cause publication once in The Sun, the official publication of legal notices of the City of Sunnyvale, of a notice setting forth the date of adoption, the title of this ordinance, and a list of places where copies of this ordinance are posted, within fifteen (15) days after adoption of this ordinance.

Introduced at a regular meeting of the City Council held on \_\_\_\_\_, 2012, and adopted as an ordinance of the City of Sunnyvale at a regular meeting of the City Council held on \_\_\_\_\_, 2012, by the following vote:

ATTACHMENT B

AYES:  
NOES:  
ABSTAIN:  
ABSENT:

ATTEST:

APPROVED:

\_\_\_\_\_  
City Clerk  
Date of Attestation: \_\_\_\_\_

\_\_\_\_\_  
Mayor

SEAL

APPROVED AS TO FORM AND LEGALITY:

\_\_\_\_\_  
David E. Kahn, City Attorney

City of Sunnyvale  
 Program Performance Budget

Program 119 - Transportation and Traffic Services  
 Service Delivery Plan 11901 - Transportation Engineering and Planning

	2010/2011 Budgeted	2010/2011 Actual	2011/2012 Current	2012/2013 Plan	2013/2014 Plan
<b>Activity 119100 - Warrant Studies</b>					
Product: A Study Completed					
Costs:	7,309.40	17,345.90	7,539.41	30,506.41	30,875.42
Products:	44.00	11.00	44.00	11.00	11.00
Hours:	79.00	227.04	79.00	375.00	375.00
<b>Activity 119110 - Parking and Speed Studies</b>					
Product: A Study Completed					
Costs:	15,200.94	33,623.95	15,770.56	46,519.80	47,105.90
Products:	20.00	25.00	20.00	39.00	39.00
Hours:	155.00	379.90	155.00	525.00	525.00
<b>Activity 119120 - Collision Analysis</b>					
Product: A Collision Report Reviewed					
Costs:	39,708.97	11,425.47	40,943.39	30,552.15	30,911.33
Products:	2,005.00	425.00	2,005.00	1,600.00	1,600.00
Hours:	430.00	121.09	430.00	330.00	330.00
<b>Activity 119130 - Respond to Community Transportation Issues</b>					
Costs:	159,467.08	154,752.98	164,504.54	140,297.91	141,949.45
Products:	0.00	0.00	0.00	0.00	0.00
Hours:	1,585.00	1,517.10	1,585.00	1,384.00	1,384.00
<b>Activity 119140 - Planning/Policy Studies</b>					
Costs:	21,224.15	106,890.60	21,905.18	75,331.24	76,198.87
Products:	0.00	0.00	0.00	0.00	0.00
Hours:	192.00	946.48	192.00	710.00	710.00

City of Sunnyvale  
Program Performance Budget

Program 119 - Transportation and Traffic Services  
Service Delivery Plan 11901 - Transportation Engineering and Planning

	2010/2011 Budgeted	2010/2011 Actual	2011/2012 Current	2012/2013 Plan	2013/2014 Plan
<b>Activity 119150 - Capital Project Support</b>					
Costs:	91,383.85	80,448.84	94,672.67	121,903.41	115,244.60
Products:	0.00	0.00	0.00	0.00	0.00
Hours:	874.00	760.81	874.00	1,073.00	1,013.00
<b>Activity 119160 - Geometric, Streetlight, and Other Design</b>					
Costs:	84,872.54	29,276.85	86,712.20	68,585.05	69,606.66
Products:	0.00	0.00	0.00	0.00	0.00
Hours:	528.00	290.60	528.00	515.00	515.00
<b>Totals for Service Delivery Plan 11901 - Transportation Engineering and Planning</b>					
Costs:	419,166.93	433,764.59	432,047.95	513,695.97	511,892.23
Hours:	3,843.00	4,243.02	3,843.00	4,912.00	4,852.00

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City of Sunnyvale  
Program Performance Budget

Program 119 - Transportation and Traffic Services  
Service Delivery Plan 11902 - Intergovernmental Coordination

	2010/2011 Budgeted	2010/2011 Actual	2011/2012 Current	2012/2013 Plan	2013/2014 Plan
<b>Activity 119200 - Intergovernmental Support and Participation</b>					
Costs:	50,493.61	71,096.21	52,183.62	61,795.35	62,497.20
Products:	0.00	0.00	0.00	0.00	0.00
Hours:	443.00	623.09	443.00	523.00	523.00
<b>Activity 119210 - Grant Writing</b>					
Product: A Grant Application Completed					
Costs:	42,172.14	4,755.00	43,595.43	42,611.18	43,093.40
Products:	13.00	3.00	13.00	0.00	0.00
Hours:	361.00	41.88	361.00	350.00	350.00
<b>Activity 119220 - Review Outside Agency Plans, Designs, Studies</b>					
Costs:	11,874.20	11,418.16	12,269.24	17,597.03	17,806.02
Products:	0.00	0.00	0.00	0.00	0.00
Hours:	104.00	132.69	104.00	195.00	195.00
<b>Activity 119230 - Congestion Management Agency</b>					
Costs:	257,626.00	249,689.09	269,202.71	249,609.00	254,601.18
Products:	0.00	0.00	0.00	0.00	0.00
Hours:	0.00	0.00	0.00	0.00	0.00
<b>Totals for Service Delivery Plan 11902 - Intergovernmental Coordination</b>					
Costs:	362,165.95	336,958.46	377,251.00	371,612.56	377,997.80
Hours:	908.00	797.66	908.00	1,068.00	1,068.00

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City of Sunnyvale  
Program Performance Budget

**Program 119 - Transportation and Traffic Services**  
Service Delivery Plan 11905 - Management, Supervisory, and Administrative Support Services

	2010/2011 Budgeted	2010/2011 Actual	2011/2012 Current	2012/2013 Plan	2013/2014 Plan
<b>Activity 119500 - Management and Supervision</b>					
Costs:	21,463.25	40,565.71	22,223.86	37,157.56	37,573.88
Products:	0.00	0.00	0.00	0.00	0.00
Hours:	170.00	304.73	170.00	280.00	280.00
<b>Activity 119510 - Provide Legal Response</b>					
Costs:	6,392.85	2,986.36	6,615.34	5,764.63	5,829.65
Products:	0.00	0.00	0.00	0.00	0.00
Hours:	52.00	26.24	52.00	46.00	46.00
<b>Activity 119520 - Administrative Support</b>					
Costs:	71,750.59	67,320.65	74,867.57	65,340.08	66,238.13
Products:	0.00	0.00	0.00	0.00	0.00
Hours:	1,080.00	1,094.51	1,080.00	930.00	930.00
<b>Activity 119530 - Training</b>					
Costs:	28,401.98	27,037.46	29,340.69	29,789.91	30,149.77
Products:	0.00	0.00	0.00	0.00	0.00
Hours:	290.00	284.55	290.00	295.00	295.00
<b>Activity 119540 - Bicycle and Pedestrian Advisory Committee Support</b>					
Costs:	21,819.75	18,706.28	22,484.34	19,800.05	20,030.73
Products:	0.00	0.00	0.00	0.00	0.00
Hours:	206.00	169.02	206.00	185.00	185.00

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**City of Sunnyvale  
Program Performance Budget**

**Program 119 - Transportation and Traffic Services  
Service Delivery Plan 11905 - Management, Supervisory, and Administrative Support Services**

	2010/2011 Budgeted	2010/2011 Actual	2011/2012 Current	2012/2013 Plan	2013/2014 Plan
<b>Activity 119550, 119551, 119552 - Parking Permit Program Administration</b>					
Product: A Permit Issued					
Costs:	15,977.14	3,192.42	16,503.46	11,944.54	12,099.21
Products:	500.00	0.00	500.00	500.00	500.00
Hours:	170.00	20.18	170.00	170.00	170.00
<b>Activity 119560 - Capital and Operating Budget Preparation</b>					
Costs:	9,974.09	3,033.04	10,327.55	2,654.11	10,735.40
Products:	0.00	0.00	0.00	0.00	0.00
Hours:	79.00	24.22	79.00	20.00	80.00
<b>Activity 119570 - Issue Transportation Permits</b>					
Product: A Permit Issued					
Costs:	16,135.07	16,808.58	16,732.10	23,196.31	23,474.89
Products:	488.00	325.00	488.00	325.00	325.00
Hours:	194.00	215.43	194.00	277.00	277.00
<b>Totals for Service Delivery Plan 11905 - Management, Supervisory, and Administrative Support Services</b>					
Costs:	191,914.72	179,650.50	199,094.91	195,647.19	206,131.66
Hours:	2,241.00	2,138.88	2,241.00	2,203.00	2,263.00
<b>Totals for Program 119</b>					
Costs:	2,051,407.82	1,831,968.45	2,106,581.17	1,938,544.86	1,978,827.91
Hours:	11,838.00	10,463.90	11,838.00	10,637.00	10,637.00

**City of Sunnyvale  
Program Performance Budget**

**Program 471 - Police Services**  
**Service Delivery Plan 47101 - Police Field Services**

	2010/2011 Budgeted	2010/2011 Actual	2011/2012 Current	2012/2013 Plan	2013/2014 Plan
<b>Activity 471010, 471011, 471012, 471013, 471014, 471015 - Patrol Response to Police Events</b>					
Product: An Incident					
Costs:	6,472,203.64	6,660,624.87	6,970,266.07	7,421,430.90	7,730,321.62
Products:	40,000.00	39,979.00	40,000.00	40,000.00	40,000.00
Hours:	55,131.00	52,683.76	55,131.00	52,972.00	52,972.00
<b>Activity 471020 - Patrol Response to Fire Events</b>					
Product: An Incident					
Costs:	78,218.39	99,815.59	84,282.37	72,156.11	75,233.93
Products:	350.00	281.00	350.00	325.00	325.00
Hours:	600.00	790.34	600.00	500.00	500.00
<b>Activity 471030 - Patrol Response to Medical Emergencies</b>					
Product: An Incident					
Costs:	78,218.39	93,971.51	84,282.37	72,156.11	75,233.93
Products:	1,400.00	1,580.00	1,400.00	1,500.00	1,500.00
Hours:	600.00	739.15	600.00	500.00	500.00
<b>Activity 471040 - Traffic Enforcement and Education</b>					
Product: An Enforcement Stop					
Costs:	578,814.14	467,542.20	525,068.34	469,014.67	489,020.63
Products:	14,000.00	12,615.00	14,000.00	14,000.00	14,000.00
Hours:	4,700.00	3,685.63	3,750.00	3,250.00	3,250.00
<b>Activity 471050 - Ancillary Activities - Includes All Time Spent In and Out of Service Status to Attend On Duty Committee or Task Force Meetings</b>					
Costs:	48,863.93	88,205.47	52,704.91	55,198.86	57,379.83
Products:	0.00	0.00	0.00	0.00	0.00
Hours:	400.00	1,032.25	400.00	400.00	400.00

City of Sunnyvale  
Program Performance Budget

Program 120 - Pavement, Traffic Signs and Markings, Street Sweeping, and Roadside Easements  
Service Delivery Plan 12002 - Traffic Marking Maintenance

	2010/2011 Budgeted	2010/2011 Actual	2011/2012 Current	2012/2013 Plan	2013/2014 Plan
<b>Activity 120200 - Painting Traffic Lines</b>					
Product: A Lineal Foot Painted					
Costs:	112,404.75	83,726.18	117,610.91	119,212.06	121,270.67
Products:	20,000.00	410.00	20,000.00	200,000.00	200,000.00
Hours:	1,192.00	825.98	1,192.00	1,192.00	1,192.00
<b>Activity 120210, 120211, 120212, 120213, 120214, 120215, 120216, 120217, 120218, 120219 - Install/Remove Traffic Legends, Crosswalks, and Limit Bars</b>					
Product: A Legend/Crosswalk/Limit Bar					
Costs:	195,122.83	220,632.21	204,482.48	209,246.51	212,843.06
Products:	45,800.00	5,486.00	45,800.00	4,800.00	4,800.00
Hours:	2,177.00	2,584.74	2,177.00	2,177.00	2,177.00
<b>Activity 120220 - Premarking of Traffic Markings</b>					
Product: A Street Marked					
Costs:	32,248.07	48,807.34	34,036.60	38,195.42	38,828.87
Products:	260.00	366.00	260.00	300.00	300.00
Hours:	424.00	624.49	424.00	464.00	464.00
<b>Activity 120230 - Remove/Install Ceramic and Reflective Markers</b>					
Product: A Marker Removed/Installed					
Costs:	54,892.58	49,857.58	57,246.10	55,294.34	56,267.43
Products:	5,000.00	7,095.00	5,000.00	7,100.00	7,100.00
Hours:	524.00	486.99	524.00	485.00	485.00
<b>Totals for Service Delivery Plan 12002 - Traffic Marking Maintenance</b>					
Costs:	394,668.23	403,023.31	413,376.09	421,948.33	429,210.03
Hours:	4,317.00	4,522.20	4,317.00	4,318.00	4,318.00

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**City of Sunnyvale  
Program Performance Budget**

**Program 120 - Pavement, Traffic Signs and Markings, Street Sweeping, and Roadside Easements  
Service Delivery Plan 12003 - Traffic Sign Maintenance**

	2010/2011 Budgeted	2010/2011 Actual	2011/2012 Current	2012/2013 Plan	2013/2014 Plan
<b>Activity 120300, 120301, 120302, 120303 - Traffic Sign Fabrication</b>					
Product: A Sign Fabricated					
Costs:	59,835.61	87,899.92	62,887.53	70,645.57	71,851.19
Products:	1,415.00	1,923.00	1,415.00	1,420.00	1,420.00
Hours:	661.00	804.99	661.00	662.00	662.00
<b>Activity 120310, 120311, 120312, 120313, 120314, 120315, 120316 - Install, Repair, Removal, and/or Replace Traffic Signs and Poles</b>					
Product: A Sign or Pole					
Costs:	153,927.72	173,712.05	162,248.15	161,639.00	164,337.73
Products:	5,457.00	6,982.00	5,457.00	5,450.00	5,450.00
Hours:	1,934.00	2,195.76	1,934.00	1,882.00	1,882.00
<b>Activity 120320, 120321, 120322 - City Parking Lot Curb Painting</b>					
Product: A Lineal Foot Painted					
Costs:	26,236.15	19,730.61	27,605.79	28,038.01	28,510.75
Products:	15,000.00	2,624.00	15,000.00	3,200.00	3,200.00
Hours:	324.00	239.50	324.00	324.00	324.00
<b>Totals for Service Delivery Plan 12003 - Traffic Sign Maintenance</b>					
Costs:	239,999.48	281,342.58	252,741.47	260,322.58	264,699.67
Hours:	2,919.00	3,240.25	2,919.00	2,868.00	2,868.00

**City of Sunnyvale  
Program Performance Budget**

**Program 120 - Pavement, Traffic Signs and Markings, Street Sweeping, and Roadside Easements  
Service Delivery Plan 12004 - Street Sweeping**

	2010/2011 Budgeted	2010/2011 Actual	2011/2012 Current	2012/2013 Plan	2013/2014 Plan
<b>Activity 120400, 120401, 120402, 120403 - Schedule Street Sweeping Routes</b>					
Product: A Mile Swept					
Costs:	425,582.44	498,529.80	449,502.02	462,592.27	470,213.21
Products:	21,400.00	28,104.00	21,400.00	28,104.00	28,104.00
Hours:	5,482.50	6,166.77	5,482.50	5,541.00	5,541.00
<b>Activity 120410 - Heavy Leaf Pick Up</b>					
Product: A Yard of Debris Removed					
Costs:	67,893.25	58,893.01	71,678.47	72,883.14	74,093.11
Products:	1,400.00	1,374.00	1,400.00	1,374.00	1,374.00
Hours:	904.00	777.28	904.00	904.00	904.00
<b>Activity 120420 - Posting of Requested Streets</b>					
Product: A Street Posted					
Costs:	2,269.31	3,205.06	2,396.07	2,749.39	2,795.62
Products:	16.00	9.00	16.00	20.00	20.00
Hours:	30.00	41.50	30.00	36.00	36.00
<b>Totals for Service Delivery Plan 12004 - Street Sweeping</b>					
Costs:	495,745.00	560,627.87	523,576.56	538,224.80	547,101.94
Hours:	6,416.50	6,985.55	6,416.50	6,481.00	6,481.00

City of Sunnyvale  
Program Performance Budget

Program 120 - Pavement, Traffic Signs and Markings, Street Sweeping, and Roadside Easements  
Service Delivery Plan 12005 - Maintenance of Public Right-of-Way

	2010/2011 Budgeted	2010/2011 Actual	2011/2012 Current	2012/2013 Plan	2013/2014 Plan
<b>Activity 120500 - Preventative Maintenance - Clean Walkways</b>					
Product: A Walkway Cleaned					
Costs:	38,944.48	65,141.42	38,287.56	38,583.66	39,232.04
Products:	260.00	590.00	260.00	260.00	260.00
Hours:	522.00	838.98	472.00	472.00	472.00
<b>Activity 120510 - Corrective Maintenance - Repair Walkways</b>					
Product: A Walkway Repaired					
Costs:	5,772.03	20,337.49	6,064.33	8,419.46	8,568.45
Products:	8.00	25.00	8.00	10.00	10.00
Hours:	68.00	228.99	68.00	70.00	70.00
<b>Activity 120520 - Preventative Maintenance - Clean Roadside Easements</b>					
Product: An Easement Cleaned					
Costs:	51,852.09	74,754.45	51,929.29	80,932.74	82,378.38
Products:	40.00	24.00	40.00	40.00	40.00
Hours:	688.00	575.49	638.00	637.00	637.00
<b>Totals for Service Delivery Plan 12005 - Maintenance of Public Right-of-Way</b>					
Costs:	96,568.60	160,233.36	96,281.18	127,935.86	130,178.87
Hours:	1,278.00	1,643.46	1,178.00	1,179.00	1,179.00

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City of Sunnyvale  
Program Performance Budget

Program 222 - Concrete Maintenance  
Service Delivery Plan 22201 - Sidewalk Maintenance

	2010/2011 Budgeted	2010/2011 Actual	2011/2012 Current	2012/2013 Plan	2013/2014 Plan
<b>Activity 222100, 222101, 222102, 222103, 222104 - Mitigate Sidewalk Displacements</b>					
Product: A Lineal Foot of Sidewalk Mitigated					
Costs:	234,705.61	220,439.04	247,512.33	178,777.60	181,627.84
Products:	15,000.00	27,332.00	15,000.00	20,520.00	20,520.00
Hours:	4,050.00	3,844.90	4,050.00	3,775.00	3,775.00
<b>Activity 222110 - Sidewalk Replacement</b>					
Product: A Square Foot of Sidewalk Replaced					
Costs:	269,049.83	644.38	241,546.94	910.00	931.86
Products:	20,000.00	0.00	20,000.00	15,000.00	15,000.00
Hours:	1,825.00	0.00	1,825.00	0.00	0.00
<b>Totals for Service Delivery Plan 22201 - Sidewalk Maintenance</b>					
Costs:	503,755.44	221,083.42	489,059.27	179,687.60	182,559.70
Hours:	5,875.00	3,844.90	5,875.00	3,775.00	3,775.00

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## Traffic & Transportation

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A well planned and maintained transportation infrastructure is a critical component for ensuring livable local communities, balancing housing and jobs, and supporting economic development. Sunnyvale has developed an excellent transportation infrastructure, but regional and local growth and the passage of time put continual strain on capacity and maintenance needs. The City has proactively conducted long range planning for traffic and transportation needs for a number of years and is actively involved in countywide planning efforts. Several long range plans guide the development of the projects budget for the short and long term. These are: Valley Transportation Plan (VTP) 2035, Transportation Strategic Program, Downtown Specific Plan (2003), Bicycle Capital Improvement Program, 2007 Pedestrian Safety and Opportunities Study, Tasman/Fair Oaks Bicycle and Pedestrian Circulation Plan, and Moffett Park Specific Plan. Each of these plans identifies traffic and transportation projects that are important for a particular area, the City, and/or the region. These plans and a listing of their Sunnyvale transportation projects are detailed later in this section. These plans allow the City to undertake a coordinated traffic and transportation capital projects program and to position itself to compete strongly for outside specialized discretionary funding as it becomes available.

### Major Projects

**Traffic Signal Hardware and Wiring.** This project provides for the replacement of traffic signal underground conduits and signal pole structures. Underground cables and conduits have a life expectancy of 20-40 years, with an average of 35 years. This project funds one location per year over the 20 year financial plan for a total of \$8.9 million.

**Mathilda Avenue Railroad Overpass Improvements.** The State of California Department of Transportation (CalTrans) has rated the existing bridge, located at Mathilda Avenue and the Caltrain railroad tracks, below standard. The design phase of this project is complete; construction began in late FY 2009/10 and is expected to be complete in FY 2012/13.

The total project cost is budgeted at \$36 million; however, construction bids came in significantly lower than that amount. The project is primarily funded by a Federal Highway Bridge Program grant, which will pay for 88% of the construction costs. The City's share is funded by Measure A funds, Gas Tax funds and Traffic Mitigation Fees.

**Pavement Rehabilitation and Annual Slurry Seal of City Streets.** Every year staff survey the condition of half of the streets throughout the City and schedule the repair, slurry seal, double chip seal, overlay and reconstruction of these streets accordingly. A constant level of funding for pavement rehabilitation is budgeted in the operating program. The Pavement Rehabilitation project budgets the additional funds needed in the years where more extensive rehabilitation work is required. This project, along with the Annual Slurry Seal of City Streets project, is budgeted for \$22.6 million over the 20-year plan.

**Fair Oaks Avenue Overhead Bridge.** The Fair Oaks Avenue Bridge was rated "structurally deficient" in 2004 by CalTrans during their biannual inspection. The rating is primarily due to severe deck cracking and spalling, inadequate sidewalk width, barrier railings, approach railing and lateral clearance to the columns. The total project cost is estimated at \$23 million. A funding application for the project has been submitted to CalTrans for Highway Bridge Program funds; if approved, the funds will pay for 88.5% of the total cost.

### **Unfunded Projects**

Unfunded projects fall into two primary categories. First, several projects are in the unfunded category until a funding source is identified. Many of these projects are strong candidates for outside grants, such

as In-Pavement Crosswalk Warning Lights. When a funding source is secured, the project will move into the funded status. Second, projects have been placed in the unfunded category if the timing of the project is dependent on actions from another agency. For example, the Stevens Creek Trail Connector project must be coordinated with and follow the proposed trail the City of Mountain View will build in order to provide appropriate connectors. Also, the Bernardo Avenue Caltrain Undercrossing must be coordinated with the California High Speed Train project, and the funding sources for this project will be impacted by this coordination effort.

In addition to the unfunded projects, the seven long range traffic and transportation plans each contain a list of specific projects. The project lists are included in the next section within the description of the specific long range plan. If a project has secured funding and is budgeted or completed, it is noted. For the remaining projects, they will move into the City's projects budget when funding sources are secured. These project lists are updated annually to track the progress the City is making toward the long range goals outlined in these plans. Some projects, particularly many of those in the VTP 2035, are not the responsibility of the City and therefore will not move into the City's projects budget. However, staff will continue to monitor and update the project list as these projects are in Sunnyvale and will impact the City's transportation infrastructure.

## **Traffic and Transportation Long Range Plans**

There are several Traffic & Transportation planning documents that will inform capital projects over the next 20 years. As funding opportunities present themselves, individual projects will be brought before the Council for consideration and budget appropriation. Additionally, some projects are included in more than one of the planning documents listed below, as these planning documents often overlap in scope and purpose in the processes of long range planning for the City. The seven planning documents are detailed below.

### **Valley Transportation Plan 2035**

The Valley Transportation Plan, or VTP 2035 (January 2009) is the long range vision for transportation in Santa Clara County. The Valley Transportation Authority (VTA), in its role as the Congestion Management Agency (CMA) for Santa Clara County, is responsible for preparing and periodically updating the VTP every 4-5 years on a cycle coinciding with the update of the Bay Area's Regional Transportation Plan (RTP). VTP 2035 identifies major regional transportation programs and projects for Santa Clara County, and presents priorities for Federal and State transportation funding against funding constraints. Under guidelines by the Federal government, long range transportation plans must be financially constrained. Constrained projects are those funded with projected revenues from sources that currently exist, such as sales tax measures, Federal flexible formula funds, or gas tax subventions, and sources that can be reasonably expected to be available during the life of the plan. Unconstrained projects are those that do not have fund sources identified. The plan also includes projects that do not meet the VTP criteria for constrained funding, but are considered to be improvements of regional significance. These are identified in the plan as unconstrained projects. VTP 2035 projects \$14.1B will be available over the next 25 years, primarily from federal and state sources. Projects must appear in the VTP and RTP in order to be eligible for most federal, state and regional funding. The City submits candidate projects which are subsequently ranked and determined to be constrained or unconstrained. The VTA is currently producing a VTP update, to be titled VTP 2040.

It should be noted that the VTP is intended solely as a planning and policy framework, and the projects identified for the City of Sunnyvale are not to be used as a programming document for which the City is responsible for carrying out. Highway and expressway projects are shown here for informational purposes only.

Projects within the Sunnyvale city limits identified in VTP 2035 are:

Anticipated Project Year	Project Description	Cost (\$M)	Funded Amount
<b>Constrained Intelligent Transportation Systems (ITS) Projects in Sunnyvale (VTP 2035)</b>			
TBD	ITS Traffic Signal Controller	\$0.5	
TBD	Expansion of Adaptive Traffic Signal Control System	\$2.8	
TBD	Citywide CCTV Camera Deployment	\$1.1	
TBD	Citywide Count & Speed Monitoring Stations	\$1.0	
TBD	Citywide ITS Communications Infrastructure	\$1.7	
TBD	Traffic Management Center Integration	\$0.3	
TBD	Emergency Preemption Receiver Installation	\$1.0	
<b>Subtotal - Constrained ITS Projects in Sunnyvale</b>		<b>\$8.4</b>	

<b>Constrained Highway and Express Lane Projects in Sunnyvale (VTP 2035)</b>			
TBD	US 101 HOT Lanes, Route 85 Mountain View to Route 85 South San Jose	\$90.0	
TBD	SR 237 HOT Lanes, 880 to Mathilda	\$5.0	
TBD	SR 237 HOV/HOT Lanes, Mathilda to SR 85	\$70.0	
TBD	US 101 SB Auxiliary Lane, Ellis to SR 237	\$4.0	
TBD	SR 237 Westbound to US 101 Northbound Ramp Improvements	\$9.0	
TBD	SR 85 HOT Lanes, South San Jose to Mountain View	\$72.0	
TBD	SR 85 Fremont Avenue Ramp Improvements	\$3.0	
TBD - Study in 2012	237/101 Mathilda Improvements	\$15.0	\$0.5
TBD	SR 237 Eastbound Auxiliary Lane, Mathilda to Fair Oaks	\$6.0	
TBD	SR 85 Auxiliary Lanes, Fremont to Homestead	\$22.0	
TBD	SR 85 Auxiliary Lanes, Fremont to El Camino Real	\$56.0	
TBD	US 101 Southbound to SR 237 Eastbound Connector Improvements	\$64.0	
TBD	SR 237 Eastbound flyover ramp to Northbound Mathilda	\$20.0	
<b>Subtotal - Constrained Highway and Express Lane Projects in Sunnyvale</b>		<b>\$436.0</b>	<b>\$0.5</b>

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Anticipated Project Year	Project Description	Cost (\$M)	Funded Amount
<b>Constrained Bicycle Projects in Sunnyvale (VTP 2035)</b>			
2015/16	Bernardo Caltrain Undercrossing	\$8.4	
2015	Sunnyvale East Drainage Trail (JWCG - Tasman) (also in the Tasman/Fair Oaks Bicycle and Pedestrian Circulation Plan)	\$0.7	
TBD	Stevens Creek Trail connector	\$1.3	
Complete	Borregas Bike Lanes between Weddell and Persian	\$ 0.1	\$ 0.1
Complete	Borregas Bike Bridges Over 101 and 237	\$ 8.7	\$ 8.7
Design 2012	Mary Avenue Bike Lanes	\$ 0.5	\$0.2
2012	Pastoria Avenue Bike Lanes		\$ 0.08
TBD	Maude Avenue Bike Lanes	\$ 0.22	
2012 (partial)	Mathilda Avenue Bike Lanes, El Camino Real to 101	\$ 3.9	\$ 0.05
2012	Hendy Avenue Bike Lanes	\$ 2.7	\$ 2.7
<b>Subtotal - Bicycle Projects in Sunnyvale</b>		<b>\$26.52</b>	<b>\$11.83</b>

<b>Constrained Expressway Projects in Santa Clara County (VTP 2035)</b>			
TBD	Lawrence Expressway - close medians	\$ 1.5	
TBD	Lawrence Expressway - Arques Square Loop Grade Separation	\$45.0	
2008 (partial) 2012	Central Expressway - Auxiliary lanes between Mary & Lawrence	\$17.0	\$0.6
<b>Subtotal - Constrained Expressway Projects in Santa Clara County</b>		<b>\$63.5</b>	<b>\$0.6</b>

<b>Unconstrained Expressway Projects in Santa Clara County (VTP 2035)</b>			
TBD	Lawrence Expressway -Kifer Road Grade Separation	\$ 59.0	
TBD	Lawrence Expressway - Reed/Monroe Grade Separation	\$ 59.0	
<b>Subtotal - Unconstrained Expressway Projects in Santa Clara County</b>		<b>\$118.0</b>	

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Anticipated Project Year	Project Description	Cost (\$M)	Funded Amount
<b>Constrained Measure A Transit Projects in Santa Clara County (VTP 2035)</b>			
2014	Bus Rapid Transit - The Alameda/El Camino & San Carlos/Stevens Creek (note: this project also includes the following cities: Mountain View, Palo Alto, Los Altos, Santa Clara, San Jose, Cupertino)	\$207.0	\$20.2
TBD	Caltrain Service Upgrades (note: this project also includes the following cities: Mountain View, Palo Alto, Santa Clara, San Jose, Morgan Hill, Gilroy)	\$203.0	
TBD	Sunnyvale-Cupertino Bus Rapid Transit	\$68.0	
<i>Subtotal - Measure A Transit Projects in Sunnyvale</i>		\$478.0	\$20.2
<b>Constrained Local Streets Projects in Sunnyvale (VTP 2035)</b>			
TBD	Mary Avenue Extension	\$58.0	
TBD	Lawrence /Wildwood Realignment and Signalization	\$5.0	
TBD	Comprehensive SW Network for Employment Area	\$70.0	
TBD	Sunnyvale Local Street Improvements	\$14.7	
TBD	Downtown Specific Plan Transportation Improvements	\$34.0	\$4.4
<i>Subtotal - Constrained Local Streets Projects in Sunnyvale</i>		\$181.7	\$4.4
<b>Grand Total - VTP 2035</b>		<b>\$1,312.1</b>	<b>\$37.5</b>

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### Transportation Strategic Program

Initiated in 1998, the Transportation Strategic Program (TSP) provides the financial basis for the City's current land use and transportation plan. It is updated every 5-6 years with the update of the Computerized Transportation Model (Project 825530), which upholds the fair valuation of the Transportation Impact Fee. Without adoption of a program and identification of funding for improvements, traffic congestion could negatively affect the City's development, economy, neighborhoods, and environmental health, among other things.

The TSP supports land development potential envisioned by the General Plan Land Use and Transportation Element and was approved by Council November 11, 2003 (RTC 03-385). Key components of the Transportation Strategic Program effort were the establishment of a revenue mechanism to recognize the impact of new development on future forecast transportation deficiencies. Council approved the imposition of a two tiered Transportation Impact Fee to address the transportation capacity needs for areas inside (north of Route 237) and outside the Moffett Industrial Park (south of Route 237), execution of a cost sharing agreement with the County of Santa Clara for County Expressway improvements, and pursuit of outside matching funding for certain transportation improvements. It should be noted that the timing of these projects is uncertain given that they are dependent on traffic congestion from the growth of the City; project timing will be reassessed periodically. The primary sources of funding will be grants and traffic impact fees.

Projects identified in the Transportation Strategic Plan are:

<b>Anticipated Project Year</b>	<b>Project Description</b>	<b>Cost (\$M)</b>	<b>Funded Amount</b>
TBD	Mary/El Camino Real southbound right turn	\$0.5	
TBD	Mary/Premont eastbound left turn	\$0.8	
TBD	Mary/Evelyn southbound right turn	\$0.5	
TBD	Sunnyvale/Saratoga/Remington northbound and westbound right turns	\$1.0	
TBD	Fair Oaks/Argues southbound right turn	\$0.5	
TBD	Wolfe/Kifer right turns for all approaches, eastbound westbound left turn	\$1.0	
TBD	Wolfe/Reed westbound right turn	\$0.5	
Wolfe Road complete	Bikeways on Java, Mary, and Wolfe	\$1.1	
TBD	Industrial area sidewalks	\$6.0	
TBD	Expressway intersection Lawrence/Lochnivar turn restriction	\$0.03	
TBD	Lawrence/Kifer grade separation (to be funded by the City)	\$35.0	
TBD	Lawrence/Argues grade separation <i>(note: not to be funded by Transportation Impact Fees)</i>	\$35.0	
TBD	Lawrence/Reed-Monroe grade separation <i>(note: not to be funded by Transportation Impact Fees)</i>	\$40.0	

Anticipated Project Year	Project Description	Cost (\$M)	Funded Amount
2018	Mathilda/237 Mary Avenue extension or other corridor improvement <ul style="list-style-type: none"> <li>• Mary Avenue Extension Environmental Document/Project Report/Project Report</li> <li>• Mary Avenue Extension Project Design</li> <li>• Mathilda/SR 237 / US 101 Interchange Improvements Study Report</li> </ul>	\$58.0	
2012			
<b>Total - Transportation Strategic Program</b>		<b>\$179.9</b>	<b>\$0</b>

### Downtown Specific Plan (2003)

The 2003 Downtown Specific Plan (DSP) is an update to the 1993 Downtown Specific Plan. A key component of the plan is traffic and transportation improvements. It builds on the General Plan land uses and heights approved by Council in June 2003 and provides more specific direction about public and private improvements, including goals and policies, building design guidelines, and infrastructure improvements. The 2003 DSP was approved by Council on October 14, 2003 (RTC 03-358) along with Zoning Code updates to reflect permitted land uses and applicable development standards.

The DSP area comprises roughly 125 acres, generally bounded by Evelyn Avenue to the north, Bayview Ave to the east, El Camino Real to the south and Charles St to the west. Its focus is on three goals: (1) Establishing a common vision for the downtown, (2) defining a unique market niche, and (3) creating the framework to link together current and future downtown projects into a vibrant, cohesive place.

It is expected that projects identified as part of the 2003 DSP will be grant funded with the City's share being 20%, and all projects being revenue dependent.

Transportation related projects identified in Downtown Specific Plan are:

Anticipated Project Year	Project Description	Cost (\$M)	Funded Amount
2024/25	Intersection Enhancements	\$0.5	
Streetscape 2011	Roadway Reconfiguration: Sunnyvale Ave reconfiguration between Evelyn and Iowa	\$6.1	\$1.875
2024/25			
2024/25	Intersection/Signal Improvements (including westbound right turn signalization arrow at El Camino Real and Mathilda, and signal timing adjustment at Sunnyvale and El Camino Real)	\$0.3	
Complete	Caltrain North Side Access	\$4.0	\$0.09
2024/25	Traffic Signal Reconstruction and Upgrade to Downtown Streetscape Standards	\$2.1	
Partially complete	Town Center Traffic Signal Modifications	\$0.7	\$0.7
TBD	Sunnyvale Avenue Median from Iowa to Washington	\$0.8	\$0.8
TBD	Washington Avenue/Mathilda Avenue Intersection Widening	\$0.3	\$0.3
TBD	Downtown Neighborhood Traffic Mitigation Features	\$0.2	
	<b>Total – Downtown Specific Plan</b>	<b>\$15.0</b>	<b>\$3.7</b>

### Bicycle Capital Improvement Program

The Bicycle Capital Improvement Program (Bicycle CIP) was developed in order to meet the City's goal of encouraging the use of alternative modes of transportation to the automobile in November 2000. The physical configuration of all major roadways in the City were assessed, and actions needed to develop bike lanes on a street-segment basis were presented. The Bicycle CIP was approved by Council on December 12, 2000 (RTC 00-422), and is intended to be used as a guide, not an action plan.

It is expected that the projects identified as part of the Bicycle CIP will be grant funded with the City's share being 20%, and all projects being revenue dependent. Furthermore, where the goals of the Bicycle CIP fit in

with VTP 2035 Bicycle Program and comply with its various regional, state, and federal rules for funding, the City will pursue these funds. These projects will improve the service level for bicyclists living and working in Sunnyvale.

The bicycle lane projects, by street, include:

<b>Anticipated Project Year</b>	<b>Project Description</b>	<b>Cost (\$M)</b>	<b>Funded Amount</b>
Complete	Caribbean Drive		
Complete	Crossman Drive		
Complete	Borregas Avenue, Moffett Park Drive to Caribbean		
Complete	Borregas Avenue, Maude Avenue to Ahwanee		
Complete	Moffett Park Drive, Bordeaux to Caribbean		
Complete	Old Mountain View-Alviso Road		
Complete	Lawrence Station Road		
Complete	Persian Drive, Fair Oaks Way to Ross Drive		
Complete	Lakeside Drive		
Complete	Oakmead Parkway		
Complete	Stewart Drive		
Complete	DeGuine Drive		
Complete	Commercial Street, Arques Avenue to Central Expressway		
Complete	Arques Avenue, Fair Oaks to City Limit		
Complete	Kifer Road, Fair Oaks to City Limit		
Complete	Wolfe Road, Arques Avenue to Fair Oaks Avenue		
Complete	Fair Oaks Avenue, Evelyn Avenue to Kifer Road		
Complete	Old San Francisco Road		
Complete	Sunnyvale Avenue, Evelyn to El Camino Real		
Complete	Sunnyvale-Saratoga Road, El Camino Real to Mathilda		
Complete	Manet Drive, Remington to Crescent		
Complete	Michaelangelo Drive, Remington to Community Center		
Complete	Remington Drive, Bernardo to Mary		

Anticipated Project Year	Project Description	Cost (\$M)	Funded Amount
Complete	Evelyn Avenue		
Complete	Knickerbocker Drive, El Camino Real to Mango		
Complete	Hollenbeck Road, El Camino Real to Danforth		
Complete	Almanor Avenue, Mary to Vaqueros		
Complete	Maude Avenue, Mary to Pastoria		
Complete	Mary Avenue, Maude to Almanor		
Complete	Mary Avenue, Homestead to Cascade		
Complete	Hollenbeck Road, Alberta to Homestead		
Complete	Remington Dr., Mary to Tilton		
2012/13	Mary Ave., Evelyn to Fremont	\$0.50	\$ 0.2
2012/13	Wildwood Ave., Bridgewood to City limits	\$0.07	
2012/13	Mathilda Ave., US 101 to El Camino Real	\$3.90	
2014/15	Duane Ave., Fair Oaks to Lawrence	\$0.19	
	Hollenbeck Ave., Grand Coulee to Danforth	\$0.20	
2013/14	<ul style="list-style-type: none"> <li>• Fremont to Danforth</li> <li>• Fremont to Grand Coulee</li> </ul>		
2015/16			
2011/12	Pastoria, El Camino to Evelyn	\$0.24	\$0.08
2017/18	Bernardo Ave., El Camino Real to Evelyn	\$0.16	
2011/12	Hendy Ave., Sunnyvale to Fair Oaks	\$0.67	\$1.9
2019/20	Tasman Dr., Fair Oaks to City Limits	\$0.30	
2020/21	Bernardo Ave., Homestead to Fremont	\$0.13	
2021/22	Belleville Way, Fremont to Homestead	\$0.12	
2023/24	California, Mary to Fair Oaks	\$0.23	
2024/25	Olive, Mathilda to Fair Oaks	\$0.02	
2025/26	Lakewood/Sandia	\$0.02	
2026/27	Fair Oaks, Evelyn to Old San Francisco	\$0.01	
2027/28	Maude, Mathilda to Wolfe	\$0.02	
2028/29	Del Rey	\$0.04	
<b>Total Bicycle Capital Improvement Program</b>		<b>\$6.82</b>	<b>\$2.18</b>

## **2007 Pedestrian Safety and Opportunities Study**

The 2007 Pedestrian Safety and Opportunities Study (PedSOS) is a study issue that originated from the Bicycle and Pedestrian Advisory Commission and was supported by Council to study the state of pedestrian facilities on major public streets and identify opportunities for improvement. The PedSOS report characterizes and quantifies existing pedestrian activity and facilities in the City, concluding with the identification and prioritization of pedestrian improvements on major City streets. It also recommends enhancement projects in Pedestrian Opportunity District areas.

Council directed that projects identified in the PedSOS be revenue dependent. Proposed projects in the PedSOS can be funded by a variety of local, regional, state, and federal sources, including: Congestion Mitigation and Air Quality Improvement Program (CMAQ), Surface Transportation Program (STP), Community Based Transportation Planning (CBTP), Transportation Fund for Clean Air (TFCA), Transportation Development Act (TDA), Community Development Block Grant (CDBG) and Development Fees (such as the Transportation Impact Fee). The City has secured two Safe Routes to School grants and a Transportation Development Act grant that funds a number of PedSOS improvements in the amount of \$ 1.7 million. CDBG funds have also been allocated to construct accessible curb ramps where none currently exist.

## **Tasman/Fair Oaks Bicycle and Pedestrian Circulation Plan**

The Tasman/Fair Oaks Bicycle and Pedestrian Circulation Plan was developed to complement a re-zoning of the area around the Fair Oaks light rail station to higher density residential from low-rise industrial. The City sought to encourage growth in the area to develop in a way that promotes the use of public transit and encourages bicycle and pedestrian activity. The Plan identifies a set of streetscape enhancements to apply to roads and paths in the area, including new sidewalks, wide sidewalks, specialized lighting, enhanced intersection features for pedestrians, gateways and other features of interest, and a bike path along the East Channel. While most improvements would be provided by developers as properties redevelop, a Sense of Place fee was enacted to fund improvements in areas not subject to redevelopment like the East Channel Trail and areas where sidewalks are not anticipated to be provided by redevelopment. To date, most improvements are completed or in progress, with the exception of the East Channel Trail.

Anticipated Project Year	Project Description	Cost (\$M)	Funded Amount
Mostly complete	Enhanced sidewalks and lighting - by developer		
Mostly complete	Tasman/Fair Oaks Streetscape and Sense of Place - by City	\$ 2.2	\$ 2.2
2014/15	East Channel Trail	\$ 0.7	
<b>Total - Tasman/Fair Oaks Bicycle and Pedestrian Circulation Plan</b>		<b>\$2.9</b>	<b>\$2.2</b>

### Moffett Park Specific Plan

The Moffett Park Specific Plan was prepared to enhance economic development opportunities in the Moffett Industrial Park area. A component of the Plan examined transportation infrastructure. While most transportation capacity needs are incorporated into other plans, the Specific Plan did call out as a desirable improvement the provision of bicycle and pedestrian trails along the East and West Channels in the Park. These trails would be constructed if outside revenue is secured.

Anticipated Project Year	Project Description	Cost (\$M)	Funded Amount
Conceptual design, 2012	Moffett Park Area Bicycle and Pedestrian Trails	\$5.0	\$0.75
<b>Total - Moffett Park Specific Plan</b>		<b>\$5.0</b>	<b>\$0.75</b>

CITY OF SUNNYVALE  
FUNDED / UNFUNDED PROJECTS  
BUDGETED PROJECT COSTS SUMMARY

PROJECT NO.	PROJECT NAME	PRIOR ACTUAL	CURRENT 2011-12	BUDGET 2012-13	PLAN 2013-14		PLAN 2014-15		PLAN 2015-16		PLAN 2016-17		PLAN 2017-18		PLAN 2018-19		PLAN 2019-20		PLAN 2020-21		PLAN 2021-22		Y11-Y20 TOTAL	PROJECT LIFE TOTAL
					PLAN	PLAN	PLAN	PLAN	PLAN	PLAN	PLAN	PLAN	PLAN	PLAN	PLAN	PLAN								
TRAFFIC & TRANSPORTATION FUNDED PROJECTS:																								
802150	Utility Undergrounding Cost Sharing	563,380	10,000	10,200	10,404	10,612	10,824	11,041	11,262	11,487	11,717	11,951	12,190	143,935	829,003									
802500	City Share of Development Costs - Streets	146,049	10,000	10,200	0	10,612	0	11,041	0	11,487	0	11,951	0	87,286	298,626									
816000	Future Traffic Signal Construction/Modification	141,067	722,581	0	504,594	0	0	0	0	0	0	0	0	0	1,368,241									
816001	Future Traffic Signal Construction/Modification [Gas Tax]	0	0	0	0	0	0	0	0	0	0	0	0	2,001,481	2,569,736									
816050	Minor Repair of City Bridges and Culverts	144,705	10,000	10,200	10,404	10,612	10,824	11,041	11,262	11,487	11,717	11,951	12,190	143,935	410,328									
820120	Repair Street Light Poles	0	140,000	0	83,232	84,897	86,595	88,326	90,093	91,895	93,733	95,607	97,520	0	951,898									
820140	Computer/Radio Controlled Landscape Irrigation	145,091	0	0	0	0	0	100,944	102,963	105,022	107,122	109,265	0	904,415	1,574,822									
820180	Traffic Signal Controller Replacement	1,126,042	138,008	93,121	94,983	96,883	59,292	60,478	20,144	41,093	690,483	704,293	130,824	433,781	3,689,425									
820190	Traffic Signal Hardware & Wiring	2,451,105	1,121,150	357,000	364,140	371,423	378,851	386,428	394,157	402,040	410,081	418,282	426,648	5,037,772	12,519,077									
820200	Traffic Signal Light Emitting Diode (LED) Array Replacements	108,703	45,000	45,900	46,818	47,754	48,709	93,847	95,724	97,638	99,591	101,583	103,615	1,223,459	2,158,341									
822710	Mathilda Avenue Railroad Overpass Improvements	15,683,155	20,322,474	0	0	0	0	0	0	0	0	0	0	0	36,005,628									
825070	Bicycle Map Revision	41,628	0	0	0	0	54,122	0	0	0	0	0	0	68,599	164,349									
825290	Pavement Rehabilitation	803,670	1,473,559	878,724	684,750	628,622	742,960	644,255	503,654	572,676	584,130	1,012,762	819,604	10,186,243	19,535,609									
825340	Street Lights Conduit Replacement	147,247	125,296	51,000	52,020	53,060	54,122	55,204	56,308	57,434	58,583	59,755	60,950	719,680	1,550,659									
825590	Computerized Transportation Model Update	43,275	0	0	0	0	54,122	0	0	0	0	59,755	0	148,125	305,277									
825610	Fair Oaks Avenue Overhead Bridge	9,417	2,011,583	1,823,000	19,005,000	0	0	0	0	0	0	0	0	0	22,849,000									
825730	Pedestrian Lighted Crosswalk Maintenance and Replacement	0	75,400	0	0	0	4,903	136,878	0	0	265,311	0	0	510,477	992,969									
825740	Battery Backup System for Traffic Signals Maintenance	38,040	51,200	52,224	53,268	0	0	0	57,660	58,813	59,989	61,189	0	1,141,290	1,573,673									
826570	Tasman/Fair Oaks Area Streetscape and Sense of Place	1,693,867	177,433	0	0	0	0	0	0	0	0	0	0	0	1,871,300									
826730	Underground Overhead Utilities	15,888	184,112	0	0	106,121	108,243	0	112,616	114,869	0	119,509	121,899	0	883,257									
826850	Calabazas Creek Bridge at Old Mt. View-Alyson Rd	5,118	3,450,882	1,153,912	5,253,088	0	0	0	0	0	0	0	0	0	9,863,000									
826890	Mathilda/SR 237/US 101 Interchange Improvements Study Report	0	500,000	0	0	0	0	0	0	0	0	0	0	0	500,000									
827650	Safe Routes to Schools City-wide Projects	254,271	41,329	0	0	0	0	0	0	0	0	0	0	0	295,600									
827680	Mathilda Avenue Caltrain Overpass Parking Access	0	50,000	0	0	0	0	0	0	0	0	0	0	0	50,000									

CITY OF SUNNYSVALE  
FUNDED / UNFUNDED PROJECTS  
BUDGETED PROJECT COSTS SUMMARY

PROJECT NO.	PROJECT NAME	PRIOR ACTUAL	CURRENT 2011-12	BUDGET 2012-13	PLAN 2013-14	PLAN 2014-15	PLAN 2015-16	PLAN 2016-17	PLAN 2017-18	PLAN 2018-19	PLAN 2019-20	PLAN 2020-21	PLAN 2021-22	Y11-Y20 TOTAL	PROJECT LIFE TOTAL
827690	Evaluation of Bridges and Levers	0	0	200,000	0	0	0	0	0	0	0	0	0	0	200,000
828030	Annual Slurry Seal of City Streets	861,555	207,000	211,303	215,529	219,840	224,236	228,722	233,296	237,962	242,720	247,575	252,527	2,981,786	6,364,051
828161	Residential and School Area Sidewalks	18,269	908,731	0	0	0	0	0	0	0	0	0	0	0	927,000
828570	Sunnyvale Avenue Rehabilitation from Argues to Hazelton	364,035	117,645	0	0	0	0	0	0	0	0	0	0	0	481,680
828590	Mary Avenue Street Space Allocation Study	139,223	60,777	0	0	0	0	0	0	0	0	0	0	0	200,000
828600	Botregas Avenue Bicycle Lanes	62,401	41,913	0	0	0	0	0	0	0	0	0	0	0	104,313
828610	Concrete Reconstruction	604,394	900,606	0	0	0	0	0	0	0	0	0	0	0	1,505,000
828620	Light Emitting Diode (LED) Streetlight Retrofit	195,543	946,957	0	0	0	0	0	0	0	0	0	0	0	1,142,500
828840	Project Readiness Initiative Program	42,953	7,047	0	0	0	0	0	0	0	0	0	0	0	50,000
828900	Henry Avenue Complete Street Project	7,236	2,742,764	0	0	0	0	0	0	0	0	0	0	0	2,750,000
828910	Sunnyvale Avenue/Old San Francisco Road Left Turn Project	6,195	743,805	0	0	0	0	0	0	0	0	0	0	0	750,000
829010	Sunnyvale East Channel Trail (TWC Greenbelt to Tasman Drive)	0	149,000	0	0	0	0	0	0	0	0	0	0	0	149,000
829040	School Transportation Demand Management Project	0	64,780	0	0	0	0	0	0	0	0	0	0	0	64,780
829200	Stevens Creek Trail Feasibility Study	0	99,705	0	0	0	0	0	0	0	0	0	0	0	99,705
829230	Infrastructure Investment	0	2,550,000	2,550,000	2,550,000	2,550,000	2,550,000	800,000	821,191	845,060	869,677	894,920	934,160	11,326,981	29,241,989
829270	Remington Drive/Bernardo Ave Traffic Signal	0	731,200	0	0	0	0	0	0	0	0	0	0	0	731,200
829290	Pastoria Avenue Bicycle Lanes	0	106,250	0	0	0	0	0	0	0	0	0	0	0	106,250
829300	West Channel Trail Conceptual Design Study	0	95,000	0	0	0	0	0	0	0	0	0	0	0	95,000
829320	Downtown Streetscape Improvements Phase II	0	743,000	0	0	0	0	0	0	0	0	0	0	0	743,000
829370	Safe Routes to School and Neighborhood Guided Bike Routes	0	820,000	0	0	0	0	0	0	0	0	0	0	0	820,000
829400	Sidewalk, Curb and Gutter Replacement	0	0	243,780	248,656	253,629	258,701	263,875	269,153	274,536	280,027	285,627	291,340	3,440,079	6,109,403
900871	Duane Avenue Bicycle Lanes	0	0	94,203	0	0	0	0	0	0	0	0	0	0	94,203
900872	SB 83 Utilization Plan	0	0	723,000	737,460	752,209	767,253	785,598	798,250	814,215	830,500	847,110	864,052	10,202,546	18,122,193

TRAFFIC & TRANSPORTATION  
FUNDED PROJECTS

25,863,521	42,696,185	8,507,767	29,914,346	5,196,274	5,413,757	3,677,678	3,577,733	3,747,714	5,183,636	5,053,085	4,127,519	50,701,870	193,661,086
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CITY OF SUNNYVALE  
FUNDED / UNFUNDED PROJECTS  
BUDGETED PROJECT COSTS SUMMARY

PROJECT NO.	PROJECT NAME	PRIOR ACTUAL	CURRENT 2011-12	BUDGET 2012-13	PLAN 2013-14	PLAN 2014-15	PLAN 2015-16	PLAN 2016-17	PLAN 2017-18	PLAN 2018-19	PLAN 2019-20	PLAN 2020-21	PLAN 2021-22	Y11-Y20 TOTAL	PROJECT LIFE TOTAL
823911	Bernardo Avenue Caltrain Undercrossing	81,580	0	0	0	621,146	7,677,365	0	0	0	0	0	0	0	8,380,091
823600	Caribbean Drive Bridge Improvement	0	0	0	0	0	0	0	0	0	0	0	0	0	0
827380	In-Pavement Crosswalk Warning Lights	0	0	112,200	114,444	0	0	0	0	0	0	0	0	0	226,644
829260	Mary Avenue Extension Design	0	0	0	0	0	0	0	0	0	0	0	0	3,725,000	3,725,000
900141	Future Traffic Calming Projects	0	0	0	104,040	106,121	108,243	110,408	112,616	114,869	117,166	119,509	121,899	1,439,364	2,454,235
900275	Caribbean Bridge Replacement	0	0	0	104,040	424,483	1,623,648	1,656,121	0	0	0	0	0	0	3,808,292
900454	Stevens Creek Trail Connector	0	0	0	0	0	0	276,020	1,013,546	0	0	0	0	0	1,289,566
900469	EI Camino Real Gateway Program	0	0	0	3,121,200	0	0	0	0	0	0	0	0	0	3,121,200
900666	Sidewalk Replacement	0	0	0	2,697,658	0	0	0	0	0	0	0	0	0	2,697,658
900692	Calabazas Creek Trail Low Water Crossings	0	0	0	0	0	0	0	0	0	19,918,210	0	0	0	19,918,210
900810	Guided Bicycle Route Network Signs	0	0	0	0	0	0	0	0	0	0	0	0	0	0
900811	Guided Bicycle Route Network Access Improvements	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TRAFFIC & TRANSPORTATION UNFUNDED PROJECTS		81,580	0	112,200	6,141,382	1,151,750	9,409,256	2,042,549	1,126,162	114,869	20,035,376	119,509	121,899	5,164,364	45,620,896

## Project Information Sheet

### Project: 829320 Downtown Streetscape Improvements Phase II

Origination Year:	2011-12	Type:	Traffic & Transportation
Planned Completion Year:	2012-13	Category:	Capital
Department:	Public Works	Project Manager:	Jennifer Ng
		Fund:	385 Capital Projects
		Sub-Fund:	100 General Fund Assets
		Project Coordinator:	Jack Withaus

#### Project Description / Scope / Purpose

This project will provide streetscape improvements (enhanced sidewalks, lighting, and landscaping) on Iowa Avenue in locations that are not anticipated to be enhanced by redevelopment. The purpose of the project is to enhance public spaces in the downtown to encourage economic development and public activity such as walking and shopping.

#### Project Evaluation and Analysis

The Downtown Streetscape project is consistent with the Downtown Specific Plan. The project scope calls for pedestrian, bike, and lighting improvements on several streets in the downtown area. Completion of initial design drawings determined that the available funding was insufficient to cover the entire cost of the original scope. A reduced scope project has been carried forward to final design and has been awarded with construction completion anticipated in June, 2012. Remaining planned improvements are at a 65% design stage. The VTA and MTC have allowed the City to expend previously allocated funds to complete more of the planned downtown streetscape improvements. This will be done through a new project, Downtown Streetscape Improvements Phase II.

#### Fiscal Impact

Total project costs are \$743,000. Of that amount, \$594,000 has been re-appropriated grant funding from the East Channel Trail Project that would otherwise be lost (RTC 11-214, Budget Mod 8). The \$149,000 in local matching funds will come from dedicated funds within the Capital Projects Fund/Traffic Mitigation Sub-Fund that are reserved for this purpose.

#### Project Financial Summary

Financial Data	Prior Actual	Current 2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	Y11-Y20 Total	Project Life Total
<b>Project Costs</b>	0	743,000	0	0	0	0	0	0	0	0	0	0	0	743,000
<b>Revenues</b>														
Santa Clara Co VTA Community Design & Transportation (CDT)	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	594,000	0	0	0	0	0	0	0	0	0	0	0	594,000
<b>Transfers-In</b>														
Capital Project Fund--Traffic Mitigation	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	149,000	0	0	0	0	0	0	0	0	0	0	0	149,000
<b>Operating Costs</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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## Project Information Sheet

### Project: 829370 Safe Routes to School and Neighborhood Guided Bike Routes

Origination Year:	2012-13	Type:	Traffic & Transportation
Planned Completion Year:	2012-13	Category:	Capital
Department:	Public Works	Project Manager:	Jack Withaus
		Fund:	385 Capital Projects
		Sub-Fund:	100 General Fund Assets
		Project Coordinator:	Heba El-Guendy

#### Project Description / Scope / Purpose

The Federal Safe Routes to School program provides for 73 ADA compliant curb ramps at 39 deficient intersections near school sites and also funds implementation of the guided bike routes along neighborhood streets to better accommodate student cyclists. Other improvements to signage and pavement markings will be implemented along school routes, including five speed feedback signs, in-roadway warning light systems at five crosswalks, corner radii reductions at two major intersections, four bulbouts and sidewalk segment improvements for ADA compliance.

#### Project Evaluation and Analysis

This project is funded by a Federal grant administered by the State of California. The capital improvements address needs identified in the City's Pedestrian Safety and Opportunities Study. In addition, the project includes funds for the Neighborhood Guided Bike Routes project that was developed as a Bicycle and Pedestrian Advisory commission study issue. The current project, "Guided Bicycle Route Network Access Improvements", has been incorporated into this grant-funded project.

#### Fiscal Impact

This project was approved on December 13, 2011 as Budget Modification Number 16. There is no net fiscal impact to the General Fund.

#### Project Financial Summary

Financial Data	Prior Actual	Current 2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	Y11-Y20 Total	Project Life Total
Project Costs	0	820,000	0	0	0	0	0	0	0	0	0	0	0	820,000
Revenues														
Total	0	820,000	0	0	0	0	0	0	0	0	0	0	0	820,000
Transfers-In														
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Operating Costs	0	0	0	0	0	0	0	0	0	0	0	0	0	0

## Project Information Sheet

### Project: 829400 Sidewalk, Curb and Gutter Replacement

Origination Year: 2011-12	Type: Traffic & Transportation	Fund: 610 Infrastructure Renov & Replace
Planned Completion Year: 2012-13	Category: Infrastructure	Sub-Fund: 100 General Fund Assets
Department: Public Works	Project Manager: Nasser Fakhri	Project Coordinator: Tony Pineda

#### Project Description / Scope / Purpose

Pedestrian access improvements are needed at many intersections within the City. This project provides annual funding for the replacement of sidewalks, curbs and gutters throughout the City.

#### Project Evaluation and Analysis

This project was formerly part of Operating Program 222 "Concrete Maintenance", but was moved to the Project Budget in FY 2012/13 to allow for more flexibility in administering the contract. If this project is not funded, the backlog of sites in need of repair will increase. Total costs may increase if repairs are delayed for too long.

#### Fiscal Impact

This project is funded by transfers from the General Fund.

#### Project Financial Summary

Financial Data	Prior	Current	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	Y11-Y20	Project
	Actual	2011-12											Total	Life Total
Project Costs	0	0	243,780	248,656	253,629	258,701	263,875	269,153	274,536	280,027	285,627	291,340	3,440,079	6,109,403
Revenues														
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Transfers-In</b>														
General Fund - General			243,780	248,656	253,629	258,701	263,875	269,153	274,536	280,027	285,627	291,340	3,440,079	6,109,403
Total	0	0	243,780	248,656	253,629	258,701	263,875	269,153	274,536	280,027	285,627	291,340	3,440,079	6,109,403
Operating Costs	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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## Project Information Sheet

### Project: 900871 Duane Avenue Bicycle Lanes

Origination Year: 2012-13	Type: Traffic & Transportation	Fund: 385 Capital Projects
Planned Completion Year: 2013-14	Category: Capital	Sub-Fund: 100 General Fund Assets
Department: Public Works	Project Manager: Jack Withaus	Project Coordinator: Jennifer Ng

#### Project Description / Scope / Purpose

The Transportation Development Act (TDA) Article 3 is a source of funds created by State legislation and processed through the Santa Clara Valley Transportation Authority (VTA) and Metropolitan Transportation Commission (MTC) which annually returns to each region in the State sales tax revenues that are to be used for bicycle and pedestrian projects.

In FY 2012/13, \$94,203 is guaranteed to the City for eligible projects. The Bicycle and Pedestrian Advisory Commission (BPAC) recommends funding for a Duane Avenue Bicycle Lanes project. 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.

#### Project Evaluation and Analysis

The Duane Avenue Bicycle Lanes project would construct bike lanes on Duane Avenue from Fair Oaks Avenue to Lawrence Expressway. The Bicycle Opportunities Study identifies elimination of a travel lane in each direction as the optimal approach to providing bike lanes. Per City policy, staff would conduct a technical analysis to affirm the design approach for providing bike lanes, and carry out a public outreach effort. A recommendation for roadway reconfiguration would come before the City Council for a decision on the ultimate configuration of the roadway.

#### Fiscal Impact

TDA Article 3 is a program that reimburses cities for the incurred costs of selected projects. No local matching funds are required for Guarantee Fund projects. The VTA estimates the City will receive funds in the amount of \$94,203 from the City Guarantee Fund apportionment.

#### Project Financial Summary

Financial Data	Prior Actual	Current 2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	Y11-Y20 Total	Project Life Total
Project Costs	0	0	94,203	0	0	0	0	0	0	0	0	0	0	94,203
Revenues														
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Transfers-In														
TDA Article 3 Fund			94,203	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	94,203	0	0	0	0	0	0	0	0	0	0	94,203
Operating Costs	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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## Project Information Sheet

### Project: 820631 ADA Curb Retrofit and CDBG Sidewalk Replacement

Origination Year: 1998-99	Type: CDBG	Fund: 110 Community Development Block Grant
Planned Completion Year: Grant	Category: Capital	Sub-Fund: 100 CDBG Fund
Department: Public Works	Project Manager: Craig Mobeck	Project Coordinator: Suzanne Ise

#### Project Description / Scope / Purpose

Pedestrian access improvements are needed at many intersections within the City to comply with the Americans with Disabilities Act (ADA) standards for accessibility. Wholesale reconstruction of the City street/sidewalk system is not economically feasible. However, City policy supports incremental retrofitting of City streets/sidewalks through annual street reconstruction projects and requirements for land development. This project provides additional funds to accelerate sidewalk accessibility construction to meet ADA standards.

#### Project Evaluation and Analysis

This project provides additional funds to accelerate sidewalk and curb ramp construction to meet ADA standards. In most years, \$100,000 of CDBG funding is allocated for this purpose. This amount provides for approximately 50 curb ramp installations. In FY 2009/10, one-time CDBG funds were made available through the federal economic stimulus program. As a result of staff review of the total CDBG allocation, and in conjunction with the Sunnyvale Works program, a total of \$805,519 was allocated to this project in FY 2009/10. This provided for the installation of approximately 436 ADA-compliant curb ramps. For FY 2011/12, additional CDBG is available for eligible curb and sidewalk repairs.

#### Fiscal Impact

This project will continue as long as CDBG revenues are available to the City. If this funding source is lost then the City will pursue other outside grant options or re-evaluate the level of service provided. However, should funding appropriation be reduced, the funding for this project may be proportionately reduced.

#### Project Financial Summary

Financial Data	Prior Actual	Current 2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	Y11-Y20 Total	Project Life Total
Project Costs	1,358,425	704,757	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	1,000,000	4,063,182
Revenues														
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Transfers-In														
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Operating Costs	0	0	0	0	0	0	0	0	0	0	0	0	0	0

## Project Information Sheet

### Project: 829300 West Channel Trail Conceptual Design Study

Origination Year: 2011-12	Type: Traffic & Transportation	Fund: 385 Capital Projects
Planned Completion Year: 2011-12	Category: Capital	Sub-Fund: 100 General Fund Assets
Department: Public Works	Project Manager: Jack Withaus	Project Coordinator: Heba El-Guendy

#### Project Description / Scope / Purpose

The City of Sunnyvale has been awarded funding from the Santa Clara Valley Transportation Authority (VTA) Community Design and Transportation (CDT) Program for a conceptual design study for a West Channel Trail in the Moffett Industrial Park area. Staff is recommending that the City Council approve Budget Modification No. 7 to create a new capital project and appropriate funds for conceptual design of a West Channel Trail.

#### Project Evaluation and Analysis

This project will identify basic layouts and conceptual enhancements to include in a West Channel Trail project from Mathilda Avenue to the Bay Trail. Coordination with planned Santa Clara Valley Water District improvements is a key aspect of development of this concept plan.

#### Fiscal Impact

This project is funded by the VTA Community Design and Transportation Program grant and will require a local match of \$20,000 from the dedicated transportation grant matching funds.

These grant revenues provide funding to advance a planned City project. The total project budget will be \$95,000. Matching funds are proposed to come from dedicated transportation grant matching funds available for appropriation.

#### Project Financial Summary

Financial Data	Prior Actual	Current 2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	Y11-Y20 Total	Project Life Total
<b>Project Costs</b>	0	95,000	0	0	0	0	0	0	0	0	0	0	0	95,000
<b>Revenues</b>														
Santa Clara Co VTA Community Design & Transportation (CDT)			0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	75,000	0	0	0	0	0	0	0	0	0	0	0	75,000
<b>Transfers-In</b>														
Capital Project Fund--Traffic Mitigation			0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	20,000	0	0	0	0	0	0	0	0	0	0	0	20,000
<b>Operating Costs</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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## Project Information Sheet

**Project: 829290 Pastoria Avenue Bicycle Lanes**

Origination Year: 2011-12	Type: Traffic & Transportation	Fund: 385 Capital Projects
Planned Completion Year: 2012-13	Category: Capital	Sub-Fund: 100 General Fund Assets
Department: Public Works	Project Manager: Jennifer Ng	Project Coordinator: Jack Withaus

**Project Description / Scope / Purpose**

This project will construct bicycle lanes or other bicycle improvements on Pastoria Avenue between Danforth Drive and Evelyn Avenue. The purpose of the project is to meet the intent of the City's Bicycle Plan by providing bicycle facilities on a major street in Sunnyvale.

**Project Evaluation and Analysis**

Staff applied for the Pastoria Avenue bicycle lanes project based on priorities adopted by the Santa Clara Valley Transportation Authority for their Bicycle Expenditure Program. Pastoria Avenue has been identified as a candidate project for funding of bike projects from various VTA-managed funding sources. Of the projects in Sunnyvale currently eligible for funding through the Bicycle Expenditure Program, Pastoria Avenue can meet the project delivery requirements of construction completion by June 2013.

**Fiscal Impact**

This project is funded by an air quality grant from the Bay Area Air Quality Management District. There is a required 20% local match which Council has allocated from the Capital Projects Fund.

**Project Financial Summary**

Financial Data	Prior Actual	Current 2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	Y11-Y20 Total	Project Life Total
<b>Project Costs</b>	0	106,250	0	0	0	0	0	0	0	0	0	0	0	106,250
<b>Revenues</b>														
Trans Fund for Clean Air-TFCA VTA			0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	85,000	0	0	0	0	0	0	0	0	0	0	0	85,000
<b>Transfers-In</b>														
Capital Project Fund--Traffic Mitigation			0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	21,250	0	0	0	0	0	0	0	0	0	0	0	21,250
<b>Operating Costs</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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## Project Information Sheet

### Project: 829200 Stevens Creek Trail Feasibility Study

Origination Year: 2010-11	Type: Traffic & Transportation	Fund: 385 Capital Projects
Planned Completion Year: 2011-12	Category: Special	Sub-Fund: 100 General Fund Assets
Department: Public Works	Project Manager: Jack Withaus	Project Coordinator: Jack Withaus

#### Project Description / Scope / Purpose

The City of Sunnyvale, in cooperation with the cities of Cupertino, Los Altos, and Mountain View, is seeking to conduct an alternatives analysis, technical feasibility study, public outreach effort, and strategic implementation plan to assist the four cities in identifying a promising set of alternatives to complete a public multi-use bicycle/pedestrian trail through the entire Stevens Creek Corridor. The document will be used for establishing a basis for a subsequent environmental document to identify a preferred alternative.

#### Project Evaluation and Analysis

The Stevens Creek Trail is a long planned concept to connect the cities of Cupertino, Los Altos, Sunnyvale and Mountain View with a multi-use transportation and recreational facility. Over the years, progress on completion of the trail concept has lacked coordination between the four cities, and a unified plan does not exist. Over the last two years, however, the communities along the corridor have lobbied for completion of a plan. All cities have taken action to support completion of this plan, and a formal Stevens Creek Trail Policy and Technical Working Group has been formed with representation from all jurisdictions. At this time, the cities and community groups are primed to work cooperatively to assess alternatives and determine a preferred alternative for completion of the trail throughout the corridor.

#### Fiscal Impact

This project is funded from Sense of Place Revenues. Identification of a preferred alternative could result in additional project development costs and ultimately project construction costs. These costs are unknown at this time.

#### Project Financial Summary

Financial Data	Prior Actual 2011-12	Current 2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	Y11-Y20 Total	Project Life Total
<b>Project Costs</b>	0	99,705	0	0	0	0	0	0	0	0	0	0	0	99,705
<b>Revenues</b>														
Other Agencies-Reimbursement	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Misc. Private Grants/Donations	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	32,500	0	0	0	0	0	0	0	0	0	0	0	32,500
<b>Transfers-In</b>														
<b>Total</b>	0	67,205	0	0	0	0	0	0	0	0	0	0	0	67,205
<b>Operating Costs</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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## Project Information Sheet

### Project: 829040 School Transportation Demand Management Project

Origination Year:	2011-12	Type:	Traffic & Transportation	Fund:	385 Capital Projects
Planned Completion Year:	2013-14	Category:	Special	Sub-Fund:	600 Gas Tax Funded
Department:	Public Works	Project Manager:	Jack Withaus	Project Coordinator:	Heba El-Guendy

#### Project Description / Scope / Purpose

This project is a partnership with the County Public Health Department Traffic Safe Communities Network (TSCN) to apply its successful model for school Transportation Demand Management (TDM) programs at a large number of schools in Sunnyvale. Sunnyvale will provide half of the local funding match requirement to facilitate a Sunnyvale focus for the program. The TSCN proposal will cover other schools in other areas as well, since as a County agency it must broadly target Santa Clara County residents. The other half of the local match requirement for the program will be funded by the County of Santa Clara.

Total budget for the project is \$1,120,000, with \$560,000 in investment targeted for Sunnyvale. The County will be the lead agency to provide Safe Routes to School education and encouragement activities at 80% or 14 of the elementary and middle schools in the City of Sunnyvale. Activities may include walkability/bikeability multi-disciplinary planning meetings at selected schools to develop site specific plans to encourage safe walking/biking to school; rodeos; classroom presentations and/or assemblies; parent traffic safety and encouragement activities such as workshops, family fun bike nights, and walking school buses; and encouragement of activities like Walk and Bike to School Week. Training and support for school volunteers and staff would also be provided. City Public Works and Public Safety staff will participate in planning meetings and activities on an in-kind basis.

#### Project Evaluation and Analysis

School traffic safety and congestion is an often-heard complaint. Schools have minimal resources to apply to traffic management. The City currently provides some traffic engineering, crossing guard, and enforcement services to assist with traffic flow. This project will bring together all stakeholders to identify potentially successful strategies on a school by school basis, and optimize the application of available resources.

#### Fiscal Impact

This project provides a \$64,780 local match from the City as part of \$1.1 million in upgrades to Traffic Demand Management Systems. These funds will be passed through to the County of Santa Clara. Sunnyvale staff will participate in the project on an in-kind basis.

#### Project Financial Summary

Financial Data	Prior Actual	Current 2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	Y11-Y20 Total	Project Life Total
Project Costs	0	64,780	0	0	0	0	0	0	0	0	0	0	0	64,780
Revenues	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Transfers-In	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Gas Tax Fund	0	64,780	0	0	0	0	0	0	0	0	0	0	0	64,780
Total	0	64,780	0	0	0	0	0	0	0	0	0	0	0	64,780
Operating Costs	0	0	0	0	0	0	0	0	0	0	0	0	0	0

## Project Information Sheet

**Project: 828900 Hendy Avenue Complete Street Project**

Origination Year:	2010-11	Type:	Traffic & Transportation
Planned Completion Year:	2012-13	Category:	Capital
Department:	Public Works	Project Manager:	Jennifer Ng
		Fund:	385 Capital Projects
		Sub-Fund:	100 General Fund Assets
		Project Coordinator:	Jack Withaus

### Project Description / Scope / Purpose

The Hendy Avenue Project is a project to reconstruct Hendy Avenue from Sunnyvale Avenue to Fair Oaks Avenue. This project has been included as part of City, County, and Regional long-range Traffic and Transportation Plans for many years. It is part of the City's Bicycle Capital Improvement Program, Santa Clara County's Bicycle Expenditure Program, and the Valley Transportation Authority's (VTA) Bicycle Plan. The condition of the roadway in this area is exceptionally poor and it is missing or has substandard sidewalks, bikeways, and lighting. Drainage facilities are also inadequate. This project will essentially reconstruct the entire roadway section to provide for all travel modes, upgrade lighting and streetscape to downtown standards, and provide additional on-street parking in the vicinity of the Northrop Grumman facility.

### Project Evaluation and Analysis

Roadway facilities are below maintenance and design standards or are not present at all. This project will bring the City street up to design standards and a state of good repair, which will improve access and safety.

### Fiscal Impact

The project will cost \$2.75 million, with a required \$698,975 local match that is comprised of \$431,975 in dedicated local transportation grant matching funds and \$267,000 from the Rate Stabilization Reserve in the Wastewater Fund. The remaining will be from Federal Transportation funding from the SAFETY-LU federal transportation act that has recently been allocated to Sunnyvale and Santa Clara County for roadway and bikeway projects. This federal funding is being distributed through the Santa Clara Valley Transportation Authority (VTA). Budget Modification #1 (RTC 10-188), approved in July 2010, appropriates the Santa Clara VTA grant funds and local matching funds to this project and 828910 "Sunnyvale Ave/Old San Francisco Rd. Left Turn Project."

### Project Financial Summary

Financial Data	Prior Actual 2011-12	Current 2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	Y11-Y20 Total	Project Life Total
<b>Project Costs</b>	7,236	2,742,764	0	0	0	0	0	0	0	0	0	0	0	2,750,000
<b>Revenues</b>														
ISTEA Grants			0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Co VTA FTA Transit Enhancement Grant			0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>		2,051,025	0	0	0	0	0	0	0	0	0	0	0	2,051,025
<b>Transfers-In</b>														
Utilities Fund - Sewer			0	0	0	0	0	0	0	0	0	0	0	0
Capital Project Fund--Traffic Mitigation			0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	7,236	691,739	0	0	0	0	0	0	0	0	0	0	0	698,975
<b>Operating Costs</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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## Project Information Sheet

### Project: 828590 Mary Avenue Street Space Allocation Study

Origination Year:	2009-10	Type:	Traffic & Transportation
Planned Completion Year:	Ongoing	Category:	Special
Department:	Public Works	Project Manager:	Jack Withaus
		Fund:	385 Capital Projects
		Sub-Fund:	100 General Fund Assets
		Project Coordinator:	Jack Withaus

#### Project Description / Scope / Purpose

This project will conduct engineering and environmental analysis of alternatives for configuring the roadway geometry of Mary Avenue from Fremont Avenue to Maude Avenue to provide bike facilities.

#### Project Evaluation and Analysis

Provision of bike facilities on Mary Avenue from Fremont Avenue to Maude Avenue has been declared a high priority by the City Council (RTC 08-320, 10/28/08). This study will present alternatives for the layout of the roadway for the Council to make a decision on whether to reconfigure the road.

#### Fiscal Impact

Funds for this project were appropriated as part of Budget Modification #14 (RTC 09-290, 12/1/09), and will not have a fiscal impact to the City. An 80% grant for \$160,000 from the Santa Clara Valley Transportation Authority Bicycle Expenditure Program has been secured, and matching funds of \$40,000 authorized (RTC 09-290, 12/1/09; RTC 09-110, 5/5/09). This project may become revenue dependent, however, as there may be future capital expenditures to reconfigure the roadway geometry of Mary Avenue. Future capital costs are not budgeted at this time.

#### Project Financial Summary

Financial Data	Prior Actual 2011-12	Current 2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	Y11-Y20 Total	Project Life Total
Project Costs	139,223	60,777	0	0	0	0	0	0	0	0	0	0	0	200,000
Revenues														
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Transfers-In														
Total	139,223	60,777	0	0	0	0	0	0	0	0	0	0	0	200,000
Operating Costs	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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## Project Information Sheet

### Project: 828161 Residential and School Area Sidewalks

Origination Year: 2009-10	Type: Traffic & Transportation	Fund: 385 Capital Projects
Planned Completion Year: 2011-12	Category: Capital	Sub-Fund: 100 General Fund Assets
Department: Public Works	Project Manager: Richard Chen	Project Coordinator: Jack Withaus

#### Project Description / Scope / Purpose

This project will implement certain recommendations of the Pedestrian Safety and Opportunities Study (Ped SOS) by constructing new sidewalks in areas identified with gaps in the sidewalk network, minor widening of existing sidewalks to improve Americans with Disabilities Act (ADA) access, and construction of curb ramps identified as high priorities in the Ped SOS. The purpose of the project is to improve conditions for pedestrians and the disabled. Locations to be improved are in residential areas and near schools.

#### Project Evaluation and Analysis

The City Council approved the Pedestrian Safety and Opportunities Study in 2007 to serve as a guide for comprehensively improving the City's sidewalk network. Currently, the City secures sidewalk improvements when properties redevelop. The City is also intending to construct sidewalks in industrial areas utilizing traffic impact fee revenue. Outside revenue is necessary to complete sidewalk improvements in other areas. This project utilizes outside revenue from the Transportation Development Act and the Federal Safe Routes to School Program to provide improvements in residential areas and near schools.

#### Fiscal Impact

This project is funded by Transportation Development Act and Federal Safe Routes to School Program revenues.

#### Project Financial Summary

Financial Data	Prior Actual	Current 2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	Y11-Y20 Total	Project Life Total
Project Costs	18,269	908,731	0	0	0	0	0	0	0	0	0	0	0	927,000
<b>Revenues</b>														
Total	0	720,000	0	0	0	0	0	0	0	0	0	0	0	720,000
<b>Transfers-In</b>														
Total	3,783	203,511	0	0	0	0	0	0	0	0	0	0	0	207,294
<b>Operating Costs</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0

## Project Information Sheet

### Project: 826850 Calabazas Creek Bridge at Old Mt. View-Alviso Rd

Origination Year:	2008-09	Type:	Traffic & Transportation
Planned Completion Year:	2013-14	Category:	Infrastructure
Department:	Public Works	Project Manager:	Jennifer Ng
		Fund:	385 Capital Projects
		Sub-Fund:	600 Gas Tax Funded
		Project Coordinator:	Jack Withaus

#### Project Description / Scope / Purpose

This project is the result of the recommendations made in the biannual inspection report by Caltrans. Caltrans is required under Title 23 of the Code of Federal Regulations to inspect bridges and culverts every two years. This bridge, located on Old Mountain View-Alviso Road near State Route 237, was declared "Structurally Deficient" by Caltrans in June 2005. The structure crosses the Calabazas Creek which is owned by Santa Clara Valley Water District (SCVWD), and the bridge is shared between the City of Sunnyvale and the City of Santa Clara. The useful life of the replaced bridge is anticipated to be 40 years.

Staff completed initial work and National Environmental Policy Act (NEPA) field review to obtain a commitment of Caltrans-administered federal Highway Bridge Program funding for the Preliminary Engineering or design phase. The entire project cost is estimated at approximately \$9.9 million. The City's share would be half of the 11.47% local share, with the other half coming from City of Santa Clara. Timing of the project is dependent on this funding.

#### Project Evaluation and Analysis

The purpose of the Calabazas Creek Bridge Replacement Project is to upgrade the safety of the structure.

#### Fiscal Impact

The local share of this project is funded by a Gas Tax Fund Transfer. The remainder is funded by federal Highway Bridge Program funds and cost-sharing of the local share with the City of Santa Clara.

#### Project Financial Summary

Financial Data	Prior Actual 2011-12	Current 2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	Y11-Y20 Total	Project Life Total
<b>Project Costs</b>	5,118	3,450,882	1,153,912	5,253,088	0	0	0	0	0	0	0	0	0	9,863,000
<b>Revenues</b>														
Seismic Retrofit of Bridges			1,021,558	4,650,559	0	0	0	0	0	0	0	0	0	0
County of Santa Clara Reimburs			66,177	301,265	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	4,531	3,253,469	1,087,735	4,951,824	0	0	0	0	0	0	0	0	0	9,297,559
<b>Transfers-In</b>														
Gas Tax Fund			66,177	301,265	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	587	197,413	66,177	301,265	0	0	0	0	0	0	0	0	0	565,442
<b>Operating Costs</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0

## Project Information Sheet

### Project: 826570 Tasman/Fair Oaks Area Streetscape and Sense of Place

Origination Year:	2005-06	Type:	Traffic & Transportation
Planned Completion Year:	2011-12	Category:	Capital
Department:	Public Works	Project Manager:	Richard Chen
		Fund:	385 Capital Projects
		Sub-Fund:	100 General Fund Assets
		Project Coordinator:	Jack Witthaus

#### Project Description / Scope / Purpose

This project is identified in the Tasman/Fair Oaks Pedestrian and Bicycle Circulation Plan. The project is located in the area bounded by Tasman Drive, Morse Avenue, Weddell Drive and Fair Oaks Avenue. The project includes the following elements: (1) the construction of sidewalk on the east side of Fair Oaks and Weddell Drive from the John W. Christian Greenbelt to Tasman Drive and the Fair Oaks light rail transit station; (2) the construction of sidewalk on the west side of Morse Avenue south of Persian Drive; (3) the construction of sidewalk on the east side of Morse Avenue north of the John W. Christian Greenbelt along the frontage of the future City Park site; (4) intersection enhancements including reduction of curb radii and the installation of high visibility crosswalks at Weddell/Fair Oaks and Tasman/Fair Oaks intersections; (5) bus stop signing, lighting and amenity enhancements at five bus stops for lines 54 and 26; (6) monument and neighborhood gateway signs at the intersections of Tasman/Fair Oaks and Weddell/Fair Oaks to create a neighborhood Sense of Place; and (7) ground plane and vertical Sense of Place improvements on both sides of Fair Oaks Avenue, Tasman Drive, Morse Avenue, Toyama Drive, and Karlstad Drive.

The initial project was completed in FY 2010/11. Remaining grant funds will be used to expand the scope of this project, providing more of the planned sidewalks and lighting to the area. Therefore, a second bid package is being designed to use remaining grant funds and extend the project's benefits to the neighborhood.

#### Project Evaluation and Analysis

The project will increase the service level by improving livability for the residents in the neighborhood. It also encourages increased pedestrian, bicycle and transit use through streetscape improvements, land use planning and architectural design.

#### Fiscal Impact

This project is revenue dependent. The project is 80% grant funded by the Valley Transit Authority (VTA) Community Design and Transportation (CDT) Capital Grant Program. The remaining 20% is funded by developer contributions, the Bay Area Air Quality Management Grant, and the Transportation and Traffic Division operating program.

#### Project Financial Summary

Financial Data	Prior Actual 2011-12	Current 2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	Y11-Y20 Total	Project Life Total
<b>Project Costs</b>	1,693,867	177,433	0	0	0	0	0	0	0	0	0	0	0	1,871,300
<b>Revenues</b>														
Trans Fund for Clean Air-TPCA VTA			0	0	0	0	0	0	0	0	0	0	0	
<b>Total</b>	1,627,671	137,629	0	0	0	0	0	0	0	0	0	0	0	1,765,300
<b>Transfers-In</b>														
<b>Total</b>	42,054	63,946	0	0	0	0	0	0	0	0	0	0	0	106,000
<b>Operating Costs</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0

## Project Information Sheet

### Project: 825070 Bicycle Map Revision

Origination Year:	2003-04	Type:	Traffic & Transportation
Planned Completion Year:	Ongoing	Category:	Special
Department:	Public Works	Project Manager:	Jack Withaus
		Fund:	35 City General Fund
		Sub-Fund:	100 General
		Project Coordinator:	Heba El-Guendy

### Project Description / Scope / Purpose

This project funds a bicycle map revision every 10 years to account for changes and additions to the City's bicycle network. The City typically completes 2-3 bicycle projects per year, which result in significant changes and warrant a bicycle map revision every 10 years. The project cost includes conducting in-depth research of the bicycle routes and publishing a ranking of the degree of difficulty of each route.

Per Section 10.56.286 of the City's Municipal Code, "There shall be maintained on file in the Department of Public Works and available for inspection by the public, a map showing the bicycle lanes, paths, routes, and bikeways, as established from time to time by the City Council." The Sunnyvale Bicycle Plan Action Statement BP\_A1 articulates that a new map showing bicycle paths, routes and lanes and their suitability ratings should be published periodically. An update of the map will reflect changes. All expenditures for this project will go towards the cost of printing the maps in addition to the labor needed to update the street bicycle suitability ratings and other elements of the map. The latest revision of the map was completed in FY 2005/06.

### Project Evaluation and Analysis

This project will improve communication with residents about the City's existing bicycle facilities. The bicycle map is an essential promotional tool to implement bicycle policy.

### Fiscal Impact

Staff will pursue grant funds and only use General Fund if other funding sources are not secured.

### Project Financial Summary

Financial Data	Prior Actual 2011-12	Current 2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	Y11-Y20 Total	Project Life Total
Project Costs	41,628	0	0	0	0	54,122	0	0	0	0	0	0	68,599	164,349
<b>Revenues</b>														
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Transfers-In</b>														
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Operating Costs</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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## Project Information Sheet

### Project: 827630 Safe Routes to Schools City-wide Projects

Origination Year: 2007-08	Type: Traffic & Transportation	Fund: 385 Capital Projects
Planned Completion Year: 2011-12	Category: Capital	Sub-Fund: 950 Traffic Mitigation Projects
Department: Public Works	Project Manager: Jack Withaus	Project Coordinator: Jack Withaus

#### Project Description / Scope / Purpose

Safe Routes to School is an international movement that has taken hold in communities throughout the United States. The concept is to increase the number of children who walk or bicycle to school by funding projects that remove the barriers that currently prevent them from doing so. Those barriers include lack of infrastructure, unsafe infrastructure, and lack of programs that promote walking and bicycling through education/encouragement programs aimed at children, parents, and the community. This project will be used to install radar speed feedback signs, pedestrian countdown signals, and in-roadway crosswalk lights at locations throughout the City.

#### Project Evaluation and Analysis

The federal government and the State of California have prioritized Safe Routes to School programs as a means to address significant downward trends in the number of children walking and biking to school. Thirty years ago, 60 percent of children living within a two-mile radius of a school walked or bicycled to school. Today, that number has dropped to less than 15 percent. Approximately 25 percent commute by school bus, and well over half are driven to and from school in vehicles. In the 1970s, 5 percent of children between the ages of 6 and 11 were considered to be overweight or obese. Today, that number has climbed to 20 percent. These statistics point to a rise in preventable childhood diseases, worsening air quality and congestion around schools, and missed opportunities for children to grow into self-reliant, independent adults. Participating in this program will enhance the well-being of Sunnyvale's citizens of all ages.

#### Fiscal Impact

This project is financed entirely by a Federal Safe Routes to School Grant through the Capital Projects Fund.

#### Project Financial Summary

Financial Data	Prior Actual	Current 2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	Y11-Y20 Total	Project Life Total
Project Costs	254,270	41,330	0	0	0	0	0	0	0	0	0	0	0	295,600
Revenues														
Total	249,205	46,395	0	0	0	0	0	0	0	0	0	0	0	295,600
Transfers-In														
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Operating Costs	0	0	0	0	0	0	0	0	0	0	0	0	0	0

## Project Information Sheet

**Project: 828600 Borregas Avenue Bicycle Lanes**

Origination Year:	2009-10	Type:	Traffic & Transportation
Planned Completion Year:	2011-12	Category:	Capital
Department:	Public Works	Project Manager:	Jennifer Ng
		Fund:	385 Capital Projects
		Sub-Fund:	100 General Fund Assets
		Project Coordinator:	Carmen Talavera

### Project Description / Scope / Purpose

This project will complete the Borregas Avenue Bicycle Corridor by constructing bike lanes on Borregas Avenue between Persian Drive and Weddell Drive, and provide intersection enhancements for bicycles and pedestrians at the landings of the Borregas Bicycle and Pedestrian Bridges at Moffett Park Drive, Persian Drive, and Weddell Drive. The purpose is to improve the interface between Bicycle Corridor users and motor vehicles.

### Project Evaluation and Analysis

The features proposed for construction were not included in the project to construct the Borregas Bicycle Bridges in order to allow for post-bridge construction evaluation of use patterns to determine the appropriate type of traffic controls to install. This analysis will be completed to inform the design of this project.

### Fiscal Impact

Funds for this project were appropriated as part of Budget Modification #14 (RTC 09-290, 12/1/09), and will not have a fiscal impact to the City. Grant funding in the amount of \$52,000 has been secured for 100% of the project costs from the Bay Area Quality Management District Transportation Fund for Clean Air.

### Project Financial Summary

Financial Data	Prior Actual	Current 2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	Y11-Y20 Total	Project Life Total
<b>Project Costs</b>	62,400	41,913	0	0	0	0	0	0	0	0	0	0	0	104,313
<b>Revenues</b>														
Trans Dev Act Article 3.0 Fiscal Year 2010-2011			0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	52,000	0	0	0	0	0	0	0	0	0	0	0	0	52,000
<b>Transfers-In</b>														
TDA Article 3 Fund			0	0	0	0	0	0	0	0	0	0	0	0
Cap Proj Fund - General Assets			0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	10,400	41,913	0	0	0	0	0	0	0	0	0	0	0	52,313
<b>Operating Costs</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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## Project Information Sheet

### Project: 829010 Sunnysvale East Channel Trail (JWC Greenbelt to Tasman Drive)

Origination Year: 2007-08	Type: Traffic & Transportation	Fund: 385 Capital Projects
Planned Completion Year: 2011-12	Category: Capital	Sub-Fund: 100 General Fund Assets
Department: Public Works	Project Manager: Craig Mobeck	Project Coordinator: Jack Withaus

#### Project Description / Scope / Purpose

This project will construct a paved multi-use bicycle and pedestrian trail connecting the John W. Christian Greenbelt and the Lakewood Village neighborhood to Tasman Drive near the Fair Oaks light rail station. The project will connect residential areas to parks, commercial facilities, and regional transit. This project was first identified in the Tasman/Fair Oaks Bicycle and Pedestrian Circulation Plan. It is listed as a priority in the Santa Clara Valley Transportation Authority (VTA) Bicycle Expenditure Program and Bicycle Plan.

#### Project Evaluation and Analysis

The project concept was approved by Council as part of the Tasman/Fair Oaks Bicycle and Pedestrian Circulation Plan. The project is consistent with goals for the Tasman/Fair Oaks area to encourage bicycle, pedestrian, and transit use, and create an enhanced residential neighborhood with integrated services and recreation.

#### Fiscal Impact

This project was to de-funded in order to re-appropriate \$594,000 in grant funds from the Santa Clara Valley Community Design and Transportation Program for the Downtown Streetscape Improvement Phase II project (RT 11-214, Budget Mod 8). The remaining funds for this project are \$81,795 from Sense of Place fees and \$67,205 from TDA funds.

During the FY 2012/2013 capital projects budget cycle, the existing \$149,000 will be augmented with additional funding sources identified for Council consideration. Ideally, an additional grant will be secured to fund completion of the project.

#### Project Financial Summary

Financial Data	Prior Actual 2011-12	Current 2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	Y11-Y20 Total	Project Life Total
<b>Project Costs</b>	0	149,000	0	0	0	0	0	0	0	0	0	0	0	149,000
<b>Revenues</b>														
Santa Clara Co VTA Community Design & Transportation (CDT)			0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Transfers-In</b>														
TDA Article 3 Fund			0	0	0	0	0	0	0	0	0	0	0	0
Capital Project Fund Sense of Place			0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	149,000	0	0	0	0	0	0	0	0	0	0	0	149,000
<b>Operating Costs</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0

**Jack Witthaus - Web Contact - Request ID: 20897 Reply: No, Subject: support bicycle anti-harassment ordinance**

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**From:** "emailer" <emailer@ci.sunnyvale.ca.us>  
**To:** "Contact - jwitthaus@ci.sunnyvale.ca.us" <jwitthaus@ci.sunnyvale.ca.us>  
**Date:** 4/21/2012 12:28 AM  
**Subject:** Web Contact - Request ID: 20897 Reply: No, Subject: support bicycle anti-harassment ordinance

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Dear **BPAC**,  
Below is message **20897**, **no** reply is needed.

- 

**From** Sharlene Liu <sharlene\_liu@rocketmail.com> 408-616-9221

**Reply Needed** No

**Subject** support bicycle anti-harassment ordinance

**Message** Dear BPAC, I am voicing my support for a Sunnyvale anti-harassment ordinance to protect bicyclists. As a frequent cyclist in Sunnyvale, I annually experience people shouting at me from their open car windows as they drive by, for no apparent reason except for their "fun". The shouting startles me so much I almost fall over, and leaves me with some intense negative feelings. An ordinance that would disallow this sort of harassment would make biking a more pleasant experience. Thank you for all you do for cycling in Sunnyvale. I really appreciate it! Sharlene

**Jack Witthaus - Web Contact - Request ID: 20920 Reply: Yes, Subject: Why is this road closed? There's no good bike detour**

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**From:** "emailer" <emailer@ci.sunnyvale.ca.us>  
**To:** "Contact - jwitthaus@ci.sunnyvale.ca.us" <jwitthaus@ci.sunnyvale.ca.us>  
**Date:** 4/23/2012 10:02 AM  
**Subject:** Web Contact - Request ID: 20920 Reply: Yes, Subject: Why is this road closed? There's no good bike detour

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Dear **BPAC**,  
Please respond to web request **20920** by clicking one of the three buttons below:

<input type="checkbox"/> Reply	<input type="checkbox"/> Reassign	<input type="checkbox"/> Close with no reply
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**From** Mike Czepiel <mike@czepiel.net> 408-768-6255

**Reply Needed** Yes

**Location** Description: Manilla Road in front of Moffet Field

**Subject** Why is this road closed? There's no good bike detour

**Message** Why is this road completely closed? How long will it be closed? Why did this have to be done as we approach the heights of bike-to-work season? There is no good alternative to biking from points in Mountain View to points along Moffett Park Drive and no dates have been posted to even hint at how long this will be a problem. I don't feel asking people to bike along Matilda by the 101/237 interchanges is an adequate detour. Is there some other alternative I'm missing? I've already had several people have to give up on biking to work as a result of this road closure. Thank you for your help in this matter, Mike Czepiel 819 Allison Way Sunnyvale, CA 94087

## Jack Witthaus - Web Contact - Request ID: 21037 Reply: Yes, Subject: Unsafe roadwork on H Street

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**From:** "emailer" <emailer@ci.sunnyvale.ca.us>  
**To:** "Contact - jwitthaus@ci.sunnyvale.ca.us" <jwitthaus@ci.sunnyvale.ca.us>  
**Date:** 4/30/2012 6:15 AM  
**Subject:** Web Contact - Request ID: 21037 Reply: Yes, Subject: Unsafe roadwork on H Street

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Dear **BPAC**,

Please respond to web request **21037** by clicking one of the three buttons below:



**From** Alex Zonoff <Alex.Zonoff@lmco.com> 408-756-2961

**Reply Needed** Yes

**Location** Description: H St 100 ft N of Manila Dr to 75 ft N of 11th Ave

**Subject** Unsafe roadwork on H Street

**Message** I rode my bike to work this morning at 445 AM (dark) and found very unsafe conditions on H Street. There are eight steel plates covering roadwork that I rode around, then rode back to more closely inspect. These plates are located on H street Northbound (divided road) from 100 ft North of Manila to 75 ft North of 11th Ave. The first (northernmost, located just North of Manila Dr) has dirt, rocks and leaves covering the south side of the plate edge (the side a bike would encounter) for about 2 ft from the curb. Then there are 2x4 wood pieces sticking out of the pavement used to try and bevel the edge. The second plate is the worst in terms of the 2x4s sticking out. This one is extremely dangerous because all three 2x4 ends are sticking out several inches into oncoming bike traffic (which would easily cause a bicyclist to lose control and go down (and likely bend the rim and possibly the fork (depending on speed, tire size and tire pressure)). The other six also have problems. The best one is located in the intersection of H street and 11th Ave (perhaps they did their best job where it's most visible?). This one has just one 2x4 edge sticking out on the West side (but it's still substandard). I also wonder if the 3 2x4s are there because the plates are too small to cover the hole - so what would happen if a heavy truck drove over them? Request the City inspect this condition and have the contractor fix the problem ASAP. Does the city levy fines for such poor, unsafe work? If not, they should.

**From:** DPW-PUBWORKS AP  
**To:** Talavera, Carmen  
**CC:** Witthaus, Jack  
**Date:** 5/1/2012 7:48 AM  
**Subject:** Fwd: Traffic light sensor at Mary and Homestead

Hello,

This message was received by the public works answer point. Please respond to the customer and copy me on the response.

Thank you,

Cristina  
x7424

>>> Jim Pravetz <[jpravetz@epdoc.com](mailto:jpravetz@epdoc.com)> 4/30/2012 4:53 PM >>>  
Hi,

The traffic light sensor for northbound bicycle traffic on Mary crossing Homestead did not detect my bicycle today. This is the first time this has happened for me. I was squarely in the middle of the sensor, and I am certain I was there for a full cycle and that I was not detected. This is in the Homestead High School exit driveway.

Also, where can I find detailed design information on the Hwy #85 bike bridge? I'd like to see how the lane striping, bullards, curb cuts, etc. will be configured.

Thanks, Jim  
820 Ticonderoga Drive  
Sunnyvale CA 94087  
408 733 8141

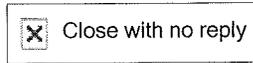
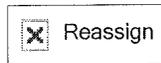
**Jack Witthaus - Web Contact - Request ID: 21109 Reply: Yes, Subject: Award for Bike Commuter of the Year**

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**From:** "emailer" <emailer@ci.sunnyvale.ca.us>  
**To:** "Contact - jwitthaus@ci.sunnyvale.ca.us" <jwitthaus@ci.sunnyvale.ca.us>  
**Date:** 5/3/2012 2:28 PM  
**Subject:** Web Contact - Request ID: 21109 Reply: Yes, Subject: Award for Bike Commuter of the Year

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Dear **BPAC**,  
Please respond to web request **21109** by clicking one of the three buttons below:



**From** Amit Srivastava <mramit@gmail.com> 408-624-0044

**Reply Needed** Yes

**Subject** Award for Bike Commuter of the Year

**Message** Silicon Valley bicycle coalition awarded one of our sunnyvale residents with the commuter of the year award. I thought it would be good to highlight that in a newsletter and to council. The person's name is Ian Emmons and is a long time resident of Sunnyvale and bikes to work rain or shine and other places 365 days of the year. Email: iemmons@cisco.com, ph: +1 408 230 0190 - Amit Srivastava Sunnyvale Resident, Sustainability commissioner

## Jack Witthaus - Fwd: Hwy 85 bike/ped bridge

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**From:** DPW-PUBWORKS AP  
**To:** Witthaus, Jack  
**Date:** 5/10/2012 2:38 PM  
**Subject:** Fwd: Hwy 85 bike/ped bridge

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Hi Jack,

Please copy me on your response to the customer.

Thanks,

Frances

>>> On 5/10/2012 at 1:47 PM, in message  
<CAFA9jYzMjmkJ+Vv38tui3UbTyM2ZRbJUQ7R61NQb3PVenOZS7A@mail.gmail.com>, Jim Pravetz  
<jpravetz@epdoc.com> wrote:

I would like to know where I can find details on the Hwy 85 bike/ped  
bridge that is currently being built. If I have comments, I would like  
to also know where I could send those comments.

Thanks, Jim  
Jim Pravetz  
820 Ticonderoga Drive  
Sunnyvale CA 94087  
408 733 8141

**Jack Witthaus - Web Contact - Request ID: 21203 Reply: Yes, Subject: Law enforcement awareness of bakfiets bicycle**

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**From:** "emailer" <emailer@ci.sunnyvale.ca.us>  
**To:** "Contact - jwitthaus@ci.sunnyvale.ca.us" <jwitthaus@ci.sunnyvale.ca.us>  
**Date:** 5/10/2012 3:41 PM  
**Subject:** Web Contact - Request ID: 21203 Reply: Yes, Subject: Law enforcement awareness of bakfiets bicycle

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Dear **BPAC**,  
Please respond to web request **21203** by clicking one of the three buttons below:

- 

**From** kimberlyhubble@yahoo.com <kimberlyhubble@yahoo.com> 408-530-9249

**Reply Needed** Yes

**Subject** Law enforcement awareness of bakfiets bicycle

**Message** My family and I are avid bicyclists. I currently often ride a bakfiets (<http://bakfiets.nl/eng/modellen/cargobike/long/>). This morning while riding this bike with my 3 year-old and baby (both helmeted-- one on the bakfiets bench, one in a carseat secured to the bottom of the bakfiets box), I was stopped by a Sunnyvale police officer and told that "what you are doing is totally illegal". We discussed the bike and laws regarding carrying children. I left with just a "warning" and a list of pertinent sections of California Vehicle Code and Sunnyvale Municipal Code sections to look up. Officer Holly Lawrence left with my contact information and the web address for the manufacturer of my bakfiets. She has agreed to contact me within a week regarding the bakfiets' legality. My purpose in contacting the BPAC committee is my desire to create an awareness among Sunnyvale's law enforcement about this (perfectly legal, according to my reading of the code) type of child-transport bicycle. Officer Lawrence explained that she had never seen such a bicycle. I assume this played a part in the unpleasantness of our encounter. I would like to avoid further unpleasant encounters for me or any others carrying their kids in a bakfiets and am wondering how best to make Sunnyvale officers (or even a larger regional audience of law-enforcement) aware of these bikes. What do you suggest can be done? Is this an appropriate issue for the BPAC committee to address? I'd like very much to turn my negative experience into something positive. Thanks, Kimberly Hubble  
kimberlyhubble@yahoo.com (408)530-9249

Bicycle and Pedestrian Advisory Commission

ATTACHMENT E

Active Items List

Item #	Item	OPR	Due Date (Approx)	Status	Last Updated
1	Bernardo Caltrain Under-crossing	Witthaus	TBD	Feasibility Study accepted by the City Council. Funds for 20% local matching funds must be identified before further project initiation. BEP Tier 1 update submitted. VTA will program 80% funds out to 2016 to allow for time to secure matching funds. Project update submitted for Valley Transportation Plan (VTP) 2035 consideration.	4/9/2009
2	Code of Ethics and Conduct	Witthaus	Annual	Agendized for review by BPAC during the meeting of January 19th, 2012.	1/1/2012
3	Utility Bill Insert	Witthaus	Annual	Draft concept approved at April 19 meeting, currently under professional graphic design.	5/11/2012
4	Bike to Work Day	Witthaus	Annual	Staff and BPAC staffed two energizer stations..	5/11/2012
5	Earth Day	Witthaus	Annual	No BPAC or transportation staff participation.	5/11/2012
6	Fit and Fun Fair	Witthaus	Annual	38 bike helmets donated by the County Public Health Department, fitted and distributed by volunteer Kevin Jackson. Bike safety tune ups also provided.	4/14/2012
7	Road Overlay, Slurry, Reconstruction & Chip Schedule	T. Pineda	Annual	Transmitted at the January, 2012 BPAC meeting	5/11/2012
8	Signage request - Entrance of Baylands Park	Witthaus	5/12/2012	Complete.	5/11/2012
9	State of the City	Pilger	Annual	Pending for 2012	1/1/2012

Item #	Item	OPR	Due Date (Approx)	Status	Last Updated
10	VTA Bicycle Expenditure Program (BEP)	Witthaus	Annual	TFCA Program Manager call for projects circulated, Mathilda Avenue bike lane project from Maude Avenue to California Avenue and Wildwood Avenue bike lanes projects approved for funding. Funding agreements anticipated to be prepared by July, 2012.	5/11/2012
11	Block Grants	Witthaus	Annual	Hendy Avenue between Fair Oaks and Sunnyside Avenues sidewalks, bike lanes, underground utilities, and other improvements at 60% design. Left-turn, signal and pedestrian improvements at the intersection of Old San Francisco Road/Sunnyside Avenue 60% design.	1/1/2012
12	Construction Zone Safety Complaints received	Witthaus	Ongoing	No complaints received	4/11/2012
13	Bicycle Detection Complaints received	Witthaus	Ongoing	No complaints received	4/11/2012
14	Community Design and Transportation (CDT) - Planning Grant Program	EI-Guendy	Annual	Feasibility study/concept plan for the West Channel Trail corridor capital project approved by Council.	1/1/2012
15	2011/12 Transportation Planning Grant Funds	Witthaus	Annual	No projects submitted.	5/11/2012
16	Safe Routes to Schools Projects	Fakih	Annual	Cycle 10 project at 99% design. City awarded \$ 820,000 in Safe Route funding, Council approved project in December, 2011. A non-infrastructure application for the Cities of Sunnyside and Campbell was submitted under TSCN of the County's Health Department and approved for funding.	5/11/2012

Item #	Item	OPR	Due Date (Approx)	Status	Last Updated
17	2010 Community Design and Transportation (CDT) - Capital Grant Program	Fakih	Annual	East Channel Trail project determined to require coordination with Water District flood control improvements. Timing of grant funds would not allow construction. Funds shifted to Downtown Streetscape Project to improve sidewalk and other streetscape features on Iowa Avenue.	1/1/2012
18	Establishment of Bike Lanes on Mary Avenue	Witthaus	Ongoing	Street Space Allocation Study to move forward as a stand alone project. Technical work 90% complete, interpretive and environmental studies to be completed. Contact amendment approved by Council, May 8, 2012.	5/11/2012
19	Vehicle Emissions Reductions Based at Schools (VERBS) Grant Program	El-Guendy	Ongoing	Teaming with the Traffic Safe Communities Network (TSCN), an application for non-infrastructure initiatives was submitted on October 4th. The project was awarded funding of \$1 million excluding local match which will be split between the City of Sunnyvale and the County of Santa Clara. About 80% of Sunnyvale elementary and middle schools will be evaluated. Site coordination meetings ongoing.	1/1/2012
20	National Bike Registry	Moretto	6/30/2012	Fee schedule to be revised, public outreach, implementation by 6/30/2012	1/1/2012