

Staff Reports

Public Hearing/General Business 2

Consideration of Candidate Study Issues

Staff is recommending that the BPAC consider candidate study issue write ups as presented in Attachment A, make any clarifications to the proposed study elements, and finalize the Commission's list of study issues for review by the Office of the City Manager and ranking by the BPAC at it's October meeting. Candidate issues identified at August, 2013 meeting included:

1. Car share program
- 2 Optimizing public and private motor vehicle parking
3. Adoption of policy for use of specific language for bikes vs. cars in City documents.
5. Bike share program.
- 6.Smart phone application for bike troubleshooting.
- 7.Pedestrian-related promotion effort with a safety focus.

In addition, the BPAC voted at its November, 2012 meeting to defer three issues to the 2014 study issue process. These are included as Attachment B:

1. DPW 13-03, Consideration of Bicycle and Pedestrian Level of Service Criteria;
2. DPW 13-02, Replacing double yellow roadway striping lines with dashed lines; and
3. DPW 13-05, Policy on placement of street amenities to assure comfortable access for the disabled.

Commissioner Jackson also asked staff to provide an update on two issues which were dropped by the BPAC because they are operational. DPW 13-07, Removal of bollards at pathway and bicycle and pedestrian bridge entries, the update is that bollard removal has not occurred due to lack of available staff resources, but will be considered in the future. DPW 13-09, Implementation of 20 foot vision triangle restrictions at intersections, per Council direction this is being implemented in response to specific requests for sight distance improvements and when opportunities to apply outside resources to implement restrictions are available

Information Item 1

1. Bicycle Capital Improvement Program Status

Attached (Attachment C) is a chart indicating the status of implementation of Bicycle Capital Improvement Program projects. This is in response to BPAC discussion of the connectivity of bike lanes.

Information Item 2

2. California MUTCD Standards for No Right Turn on Red

Attached (Attachment D) is an excerpt from the California Manual of Uniform Traffic Control Devices explaining how to apply No Right Turn on Red signs. Essentially, certain engineering findings regarding roadway geometry or presence of significant numbers of pedestrians are primary criteria for placement of these signs. This information is provided in response to an inquiry from Commissioner Rausch.

Information Item 3

BPAC E-mail Messages and/or Letters

Attached are BPAC messages received since the August BPAC meeting (Attachment E).

Information Item 4

BPAC Active Items List Update

The Commission's active items list is attached for reference. (Exhibit F).

Bicycle and Pedestrian Advisory Commission Master Work Plan/Calendar

Calendar Year: 2013

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

Meeting Date	Agenda Item/Issue
January 17	Meeting Canceled
February 21	<ul style="list-style-type: none">-2013 BPAC Calendar- Annual Review of the Code of Ethics and Conduct for Elected and Appointed Officials- Wildwood Avenue Street Space Allocation Study- Mathilda Avenue Street Space Allocation Study- Bike Boulevard Pilot Project Candidate Streets- Mary Avenue Street Space Study Community Meeting (Information Item)-Stevens Creek Trail Community Meeting (Information Item)- Council Ranking of Study Issues (Information item)- BPAC E-mail Messages and/or Letters (Information item)- BPAC Active Items List Update (Information item)

Meeting Date	Agenda Item/Issue
March 21	<ul style="list-style-type: none"> - Updated 2013 BPAC Calendar - Transportation Development Act (TDA) Funding Recommendation - 2013/14 Pavement Rehabilitation List(Information item) - Utility Bill Insert Concepts - VTA BPAC Appointment Criteria - BPAC E-mail Messages and/or Letters (Information item) - BPAC Active Items List Update (Information item)
April 18	<ul style="list-style-type: none"> - Updated 2013 BPAC Calendar - Utility Bill Insert Concepts - Study Issue Brainstorming - Bike to Work Day Planning - Review of Park Dedication Fund Project List - VTA BPAC Appointment - BPAC E-mail Messages and/or Letters (Information item) - BPAC Active Items List Update (Information item)
May 16	<ul style="list-style-type: none"> - Updated 2013 BPAC Calendar - Review of the Detailed Two-Year Budget - BPAC E-mail Messages and/or Letters (Information item) - BPAC Active Items List Update (Information item)
June 20	<ul style="list-style-type: none"> - Updated 2013 BPAC Calendar - El Camino Real Street Space Allocation Study - Discussion of Bicycle Support Facilities for City Employees - Utility Bill Stuffer - Sunnyvale Library Bicycle Lockers - Presentation from the Vice-Mayor - BPAC E-mail Messages and/or Letters (Information item) - BPAC Active Items List Update (Information item)
July 18	<ul style="list-style-type: none"> - Updated 2013 BPAC Calendar - Duane Avenue Street Space Allocation Study - Mary Avenue Street Space Allocation Study - BPAC E-mail Messages and/or Letters (Information item) - BPAC Active Items List Update (Information item) - Election of Officers

Meeting Date	Agenda Item/Issue
August 15	<ul style="list-style-type: none"> - Updated 2013 BPAC Calendar - Consideration of Candidate Study Issues - BPAC E-mail Messages and/or Letters (Information item) - BPAC Active Items List Update (Information item)
September 19	<ul style="list-style-type: none"> - Updated 2013 BPAC Calendar - Study and Budget Issues Finalization -Bicycle Capital Improvement Program Status - California MUTCD Standards for No Right Turn on Red - BPAC E-mail Messages and/or Letters (Information item) - BPAC Active Items List
October 17	<ul style="list-style-type: none"> - Updated 2013 BPAC Calendar - Ranking of Study Issues - Annual reporting on collisions involving pedestrians and cyclists - BPAC E-mail Messages and/or Letters (Information item) - BPAC Active Items List (Information item)
November 21	<ul style="list-style-type: none"> - Updated 2013 BPAC Calendar - BPAC E-mail Messages and/or Letters (Information item) - BPAC Active Items List (Information item)
December 19	<ul style="list-style-type: none"> -Updated 2013 BPAC Calendar - BPAC E-mail Messages and/or Letters (Information item) - BPAC Active Items List (Information item)

05 In situations where traffic control signals are coordinated for progressive timing, the Traffic Signal Speed (I-1) sign may be used (see Section 2H.03).

Standard:

06 **The CROSSWALK STOP ON RED (symbolic circular red) (R10-23) sign (see Figure 2B-27) shall only be used in conjunction with pedestrian hybrid beacons (see Section 4F.02).**

07 **The EMERGENCY SIGNAL (R10-13) sign (see Figure 2B-27) shall be used in conjunction with emergency-vehicle traffic control signals (see Section 4G.02).**

08 **The EMERGENCY SIGNAL—STOP ON FLASHING RED (R10-14 or R10-14a) sign (see Figure 2B-27) shall be used in conjunction with emergency-vehicle hybrid beacons (see Section 4G.04).**

Option:

09 In order to remind drivers who are making turns to yield to pedestrians, a Turning Vehicles Yield to Pedestrians (R10-15) sign (see Figure 2B-27) may be used.

10 ~~A U TURN YIELD TO RIGHT TURN (R10-16) sign (see Figure 2B-27) may be installed near the left turn signal face if U turns are allowed on a protected left turn movement on an approach from which a right turn GREEN ARROW signal indication is simultaneously being displayed to drivers making a right turn from the conflicting approach to their left.~~

Guidance:

11 ~~The U-TURN YIELD TO RIGHT TURN (R10-16) sign is deleted as this condition should not be practiced. The actual movement conflict should be eliminated rather than try to correct it with this sign.~~

Section 2B.54 No Turn on Red Signs (R10-11 Series, R10-17a, and R10-30)

Standard:

01 **Where a right turn on red (or a left turn on red from a one-way street to a one-way street) is to be prohibited, a symbolic NO TURN ON RED (symbolic circular red) (R10-11) sign (see Figure 2B-27) or No Right Turn on Red (R13A(CA)) or No Left Turn on Red (R13B(CA)) signs (see Figure 2B-27(CA)) ~~a NO TURN ON RED (R10-11a, R10-11b) word message sign (see Figure 2B-27)~~ shall be used.**

Support:

01a Refer to CVC 22101 for the No Turn on Red (R10-11 Series and R13A(CA) and R13B(CA)) signs.

Guidance:

02 ~~If used, the No Turn on Red (R10-11, R13A(CA) or R13B(CA)) sign should be installed near the appropriate signal head.~~

03 ~~A No Turn on Red (R10-11, R13A(CA) or R13B(CA)) sign should be considered when an engineering study finds that one or more of the following conditions exists:~~

- ~~A. Inadequate sight distance to vehicles approaching from the left (or right, if applicable);~~
- ~~B. Geometrics or operational characteristics of the intersection that might result in unexpected conflicts;~~
- ~~C. An exclusive pedestrian phase;~~
- ~~D. An unacceptable number of pedestrian conflicts with right-turn-on-red maneuvers, especially involving children, older pedestrians, or persons with disabilities;~~
- ~~E. More than three right turn on red accidents reported in a 12-month period for the particular approach; or~~
- ~~F. The skew angle of the intersecting roadways creates difficulty for drivers to see traffic approaching from their left.~~

03a ~~No Right Turn on Red (R13A(CA)) sign or No Left Turn on Red (R13B(CA)) sign (see Figure 2B-27(CA)) should be used on the near right of skewed intersections where the adjacent approach leg to the left intersects the driver's approach leg at an angle of less than 75 degrees.~~

Option:

03b ~~No Right Turn on Red (R13A(CA)) sign or No Left Turn on Red (R13B(CA)) sign (see Figure 2B-27(CA)) may be used on the near right of extremely wide intersections.~~

Guidance:

03c ~~When used, the No Right Turn on Red (R13A(CA)) sign should be placed where it will most easily be seen by the driver intending to turn. At least one should be placed overhead, or at a right-hand corner facing approaching traffic.~~