



NOTICE AND AGENDA

SUNNYVALE BICYCLE AND PEDESTRIAN ADVISORY COMMISSION

November 15, 2012

6:30 P.M./West Conference Room

CALL TO ORDER

ROLL CALL

SCHEDULED PRESENTATIONS

None.

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 October 18, 2012 Meeting
- 1.B) Updated 2012 BPAC Calendar

PUBLIC COMMENTS

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

PUBLIC HEARINGS/GENERAL BUSINESS

1. ACTION – Ranking of Study Issues
2. ACTION - STUDY ISSUE – Consideration and Recommendation to Council on a Comprehensive School Traffic Study

NON-AGENDA ITEMS AND COMMENTS

- COMMISSIONERS ORAL COMMENTS
- STAFF ORAL COMMENTS

INFORMATION ONLY ITEMS

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

ADJOURNMENT

Notice to the Public:

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

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

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

GUIDELINES FOR ADDRESSING THE BOARD OR COMMISSION

Public Announcements – Beginning of Meeting

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

Public Hearings – Order of Hearing as Follows:

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

Public Comments

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

Planning to present materials to the board/commission?

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

Staff Reports

Public Hearing/General Business 1

ACTION – Ranking of Study Issues

Attached are instructions for ranking study issues and the study issues that have been elected for review by the BPAC. This includes BPAC generated issues, returning BPAC issues, and issues from other Departments or Boards and Commissions that are relevant to the BPAC.

Staff recommends that the BPAC utilize the attached instructions for completing the ranking process of study issues.

Public Hearing/General Business 2

ACTION – Study Issue, Discussion and Possible Action on Comprehensive School Traffic Study

A Report to Council is being drafted to present a Comprehensive School Traffic Study. This study will be transmitted under separate cover prior to the BPAC meeting. Staff recommends that the BPAC discuss and consider a recommendation to the City Council on this study.

Information Item 1

BPAC E-mail Messages and/or Letters

There were no messages to the BPAC site, or letters to the BPAC since the October meeting.

Information Item 2

BPAC Active Items List Update

The Commission's active items list is attached for reference.



DRAFT

**SUNNYVALE BICYCLE AND PEDESTRIAN ADVISORY COMMISSION
Meeting Minutes – October 18, 2012**

The Sunnyvale Bicycle and Pedestrian Advisory Commission met at 6:30 p.m. on October 18, 2012 with Commission Chair James Manidakos presiding. The meeting was held in the West Conference Room, City Hall, 456 West Olive Avenue, Sunnyvale.

ROLL CALL/CONSIDERATION OF ABSENCES

Members Present: James Manidakos
Angela Rausch
Kevin Jackson
Richard Kolber
David Jones

Members Absent: Cathy Switzer, Kyle Welch - excused

**Council Liaison
Present:** Absent

Staff Present: Jack Witthaus, Transportation and Traffic Division Manager, Department of Public Works
Diana O'Dell, Senior Planner, Community Development Department
Officer Rudy Ramirez, Department of Public Safety

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

At the Direction of the Chair, the meeting agenda was taken out of order.

INFORMATION ONLY ITEMS

1. Annual Reporting on Collisions Involving Pedestrians and Cyclists

The Commission discussed with Public Works and Public Safety staff the primary causes of collisions over the last year. Cell phone use and the use of video recording devices by cyclists to record right of way violations was discussed. Commissioners encouraged traffic law enforcement around schools.

SPECIAL PRESENTATION

None.

PUBLIC ANNOUNCEMENTS

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

Chair Manidakos announced the veto of SB 1464, a law that would have required a three foot passing distance around bicyclists.

Commissioner Jackson gave an update on Safe Routes to School program surveys.

Commissioner Jones announced a pair of Think Bike workshops to be held by the City of San Jose and other organizations that will provide a Dutch perspective on bicycling in the Silicon Valley. The workshops are at San Jose City Hall on October 22 at 9 AM and October 23 at 5:30 PM.

Santa Clara Valley Transportation Authority BPAC representative David Simons provided information on election of VTA BPAC officers and a One Bay Area Grant program workshop.

CONSENT CALENDAR

- 1.A) Approval of the Draft Minutes of September 20, 2012 Meeting
- 1.B) Updated 2012 BPAC Calendar

Approved by consensus.

PUBLIC COMMENTS

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

None.

PUBLIC HEARINGS/GENERAL BUSINESS

1. ACTION – STUDY ISSUE – Consideration of Non-Residential Parking Requirements

Senior Planner O'Dell gave the staff report. Generally supported the work presented, and gave specific feedback on code revisions and design guidelines including the areas of ratios of bicycle parking, when lockers or racks should be specified, elimination of exemption clauses, provision of ADA references, improving language regarding blocking of bicycle parking, discouraging street parking, minimum sidewalk widths, weather protection of bicycle parking areas, and flexibility in the siting of bicycle parking. Motion by Manidakos, second Jackson to support approval of the revisions to Non-Residential Parking Requirements with incorporation of the BPAC recommendations. Motion approved, 5-0.

NON-AGENDA ITEMS AND COMMENTS

- **COMMISSIONERS ORAL COMMENTS**

Commissioner Jackson encouraged consideration of revised corner radii as part of curb ramp installation projects. In response to feedback from Commissioner Jackson, staff indicated that the pedestrian bridge at Highway 85 and The Dalles was being considered for modifications.

Commissioner Jones thanked staff for modifying signal timing at Fair Oaks and California Avenues to better accommodate bicycles.

- **STAFF ORAL COMMENTS**

Staff announced a Silicon Valley Leadership Group workshop on Transit Oriented Development to be held

INFORMATION ONLY ITEMS

2. Stevens Creek Trail Feasibility Study Public Meeting
3. Transportation Presentations
4. Fremont High School Bike Parking
5. City Driver Training Materials

Chair Manidakos stated that the Driver Training Materials should not say bicycles and pedestrians "are a concern", but rather should use softer language.

6. BPAC E-mail messages and/or letters since circulation of the agenda packet of the September 20, 2012 meeting.
7. BPAC Active Items List.

Accepted as submitted, with comments from Chair Manidakos.

ADJOURNMENT

Meeting adjourned at 7:43 p.m.

Respectfully submitted by:

Jack Witthaus
Transportation and Traffic Manager

Bicycle and Pedestrian Advisory Commission Master Work Plan/Calendar

Calendar Year: 2012

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

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

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

| Meeting Date | Agenda Item/Issue |
|--------------|--|
| August 30 | <ul style="list-style-type: none"> - Updated 2012 BPAC Calendar - Update of the City of Sunnyvale Local Appointment List for Boards and Commissions (Information Item) - Pedestrian Plan for ITR 6 - Vision Triangle Ordinance - Pastoria Avenue Street Space Allocation Study - Consideration of Candidate Study Issues - Walk and Roll School Assessments Volunteer Opportunity - Stevens Creek Trail Citizens Working Group Volunteer Opportunity - BPAC E-mail Messages and/or Letters (Information item) - BPAC Active Items List Update (Information item) |
| September 20 | <ul style="list-style-type: none"> - European Bicycle Systems Presentation - Study and Budget Issues Finalization - BPAC E-mail Messages and/or Letters (Information item) - BPAC Active Items List |
| October 18 | <ul style="list-style-type: none"> - Updated 2012 BPAC Calendar - Consideration of Non-Residential Parking Requirements - Annual reporting on collisions involving pedestrians and cyclists - Fremont High Bike Parking - Transportation Presentation - City Driver Training Materials - Stevens Creek Trail Public Meeting - BPAC E-mail Messages and/or Letters (Information item) - BPAC Active Items List (Information item) |
| November 15 | <ul style="list-style-type: none"> - Updated 2012 BPAC Calendar - Ranking of Study Issues - Consideration of Comprehensive School Traffic Study - BPAC E-mail Messages and/or Letters (Information item) - BPAC Active Items List (Information item) |
| December 20 | <ul style="list-style-type: none"> - Updated 2012 BPAC Calendar - 2012 Work Plan - BPAC E-mail Messages and/or Letters (Information item) - BPAC Active Items List (Information item) |

Board/Commission Process for Ranking Study Issues

The Study Issues process is designed to assist City Council with setting policy study priorities for the coming calendar year. Board and commission members have two roles in this process:

- To advise Council regarding the identification of policy issues to study (i.e., the generation of study issue ideas for Council's consideration); and
- To advise Council on those issues Council has decided to study.

All procedures must comply with Council Policies 7.2.19 Boards and Commissions, 7.3.26 Study Issues Process, and Administrative Policy Chapter 1, Article 15 Boards and Commissions. All board and commission members shall adhere to those operational practices and procedures as contained in the *Board and Commission Handbook* prepared by the Office of the City Clerk.

To ensure consistency in approach and practice, all boards/commissions shall use the same ranking process as Council for all proposed Study Issues (described below and captured in Council Policy 7.3.26 Study Issues Process).

Ranking Process

Step 1: Review issues

Staff provides a brief summary of each proposed Study Issue. Any Study Issue ranked by a Board/Commission, must be signed/approved by the City Manager prior to ranking. Boards and commissions shall review and take action on only those issues under their purview, as determined by the City Manager. Items not under the specific purview of a board or commission may be presented to them for "information only".

Step 2: Questions of Staff.

Staff will address questions Commissioners may have regarding each study issue.

Step 3: Public Hearing.

Chairperson opens Public Hearing for public input on any of the issues under consideration. (Note: the Commission may not take action on, or rank any new issue raised by the public for which there is not already a study issue paper developed. Those seeking to raise new issues at this point in the process should be informed that their options are to seek Council sponsorship of their issue or submit it to the Board/Commission for the following year's process.) Chairperson will close the Public Hearing.

Step 4: Determine which issues, if any, will be dropped.

Commissioners may make motions to drop issues from consideration. After the motion is seconded, discussion on each item may ensue. If the motion passes by a simple majority of those present, the Board/Commission will drop the issue. Such action suggests that there is no need to study the issue.

If the Board/Commission votes to drop an issue that was initiated by the Commission that same year, the issue will not be forwarded to City Council for the Council's consideration. If, however, the Commission votes to drop an issue that was not initiated by the Commission - meaning that it was initiated by staff, Council or another Commission - or that had been deferred or fell below the line in the previous year, the issue would be forwarded to Council with a notation that the Commission recommended it be dropped from consideration.

Step 5: Determine which issues, if any, will be deferred.

Commissioners may make motions to defer issues from consideration to a later year. After the motion is seconded, discussion on each item may ensue. If the motion passes by a simple majority of those present, the Commission will not rank the issue. Such action suggests only that the issue is not currently a priority and/or it is not the appropriate time to study the issue.

If the Commission votes to defer an issue that was initiated by the Commission that year, they may instead consider dropping the issue and re-sponsoring it in a future year. If the Commission votes to defer

an issue that was not initiated by the Commission - meaning that it was initiated by staff, Council or another Commission - or that had been deferred or fell below the line in the previous year, the issue would be forwarded to Council with a notation that the Commission recommended it be deferred from consideration.

Step 6: Commission discussion on issues to be ranked.

Commissioners have the opportunity to speak to the remaining issues to be ranked and to discuss merits and priorities before ranking the remaining issues. No motion is required.

Step 7: Commissioners rank issues individually.

Depending on the number of issues left to rank, the Board/Commission shall utilize one of the following ranking methods:

Simple Majority/Borda Count (for ranking ten or fewer issues) – Commissioners individually and simultaneously rank each of the remaining issues. Rankings are from 1 to the total number of issues, with "1" representing the issue with the highest priority for study. Each number can be used only once (no ties) and each issue must receive a ranking.

Choice Ranking (for ranking eleven or more issues) – the number of items to be ranked is divided by three and each Commissioner is given that many votes. Each Commissioner allocates his or her votes, one each, to different issues. Some issues will receive votes, others may not, depending on the total number of issues and the number targeted for selection. A tally is made for each issue selected. Two-way ties between issues are resolved by quick votes of the group. Multiple ties are resolved in the same manner as before: dividing by three (if four items are tied, for example, each member gets one vote to assign to one of those issues). The issues that receive the most votes are thereby prioritized. If necessary and desired, the process is repeated for the remaining issues (the ones that didn't get votes the first time).

Regardless of ranking method, all individual Commissioner ranking votes and final Board/Commission rank recommendations will become a part of the official record and shall be made available to the public.

Step 8: Combined ranking determined.

A combined Commission ranking is determined when staff totals the individual ranking from all Commissioners for each issue.

Simple Majority/Borda Count: The issue with the lowest total becomes the Commission's Priority 1 issue; the next lowest total is Priority 2, etc.

Choice Ranking: The issues that receive the most votes becomes the Commission's Priority 1 issue; the next lowest total is Priority 2, etc.

Step 9: Acceptance of rankings.

A motion is then made to accept, reject or modify the overall Commission rankings for issues. After the motion is seconded, discussion may ensue. Simple majority is required for passage.

After the Commission Ranking:

Staff input the commission's rankings in the Study Issues system by December 3.

Council will hold a Public Hearing on Study Issues on January 8. The Chair or his/her appointee is encouraged to speak before Council and share the Board/Commission's recommended rankings.

Note: There is no proxy ranking: Commissioners must be present to rank study issues.

2013 Council Study Issue

CDD 13-01 Appropriate Locations for Bicycle Parking

Lead Department Community Development

History 1 year ago None 2 years ago None

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

Bicycle racks and lockers are required on certain types of new development, but there may be areas in the city where no formal bicycle parking is available and people use street poles and street furniture to lock up their bicycles. The municipal code allows the city traffic engineer to determine if the establishment of a bicycle parking zone is reasonably necessary or desirable for the regulation of traffic, and new planning projects typically include requirements to add bicycle parking on the site.

This study would look into whether the locking of bicycles to poles and other street furniture should be clearly regulated. Typically, people use street poles and furniture to lock up their bicycles because of a lack of other parking in the immediate area. If they are locked to street poles, it may be due to a lack of bike racks near a transit location, in which case VTA or the City could add racks.

Regulations to enforce bicycle parking on city light poles and street furniture would raise several issues, including: how to know who owns the bike, knowing at what point to cut a lock, where to store the confiscated bike, etc.

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

GOAL LT-4 QUALITY NEIGHBORHOODS AND DISTRICTS

Preserve and enhance the quality character of Sunnyvale’s industrial, commercial and residential neighborhoods by promoting land use patterns and related transportation opportunities that are supportive of the neighborhood concept.

Municipal Code 13.08.360.(g) Permit or maintain any encroachment of any nature which impedes, obstructs or denies pedestrian or other lawful travel within the limits of a public street, or which impairs adequate sight distance for safe pedestrian or vehicular traffic

3. Origin of issue

Board or Commission Planning Commission

4. Staff effort required to conduct study Minor

Briefly explain the level of staff effort required

Close coordination with DPW Traffic and Transportation would be required.

5. Multiple Year Project? No **Planned Completion Year** 2013

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, Planning Commission
Is a Council Study Session anticipated? No

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

Amount of budget modification required

Explanation

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

Are there costs of implementation? No

Explanation

9. Staff Recommendation

Staff Recommendation Drop

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

Staff recommends not pursuing this study issue for the following reasons:

- There is existing code that allows the City to provide more bike parking at public locations.
- The pending parking code amendments will address on-site bicycle parking requirements for a wider variety of uses; new developments are required to add bike parking on site.

Reviewed by


Department Director

10/2/12
Date

Approved by


City Manager

10-4-12
Date

ESD 13-04 Extending and Monitoring TDM Program

Lead Department Environmental Services

History 1 year ago None 2 years ago None

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

This study was proposed by the Sustainability Commission. The proposal is for a study to evaluate existing staff capacity for TDM monitoring and enforcement and determine the level of staffing necessary for the administration of the City's Transportation Demand Management program (TDM) so the City can better monitor and enforce TDM requirements and extend TDM to smaller entities.

TDM is required for many employers in Sunnyvale. The City has an existing enforcement mechanism for employers that do not meet their TDM requirements. At this time, TDM monitoring is conducted on a self-reporting basis. Staff is limited in their capacity to review compliance reports and take follow-up action. This study would evaluate existing staffing levels and staffing levels necessary to better monitor and enforce TDM requirements. The study would also explore ways to extend and implement TDM to smaller entities in the City, for example, neighborhood villages and commercial complexes not currently subject to TDM.

Planning and Engineering staff members are currently working with the businesses that have a TDM Program requirement to modify the plans and standardized the compliance reporting. For example, some of the older programs are based on number of employees, versus new programs where reduction goals are based on the number of trips anticipated for the site. More recently prepared TDM programs require an annual objective counting of trips to and from the site; surveys of employees supplements the actual performance data. There is not currently an issue with businesses being out of compliance with their TDM programs. This streamlining effort will make monitoring easier for staff.

TDM Programs are most effective when there are a large number of employees that can share ideas and resources. In the Moffett Park area businesses have partnered to facilitate their individual TDM programs. Smaller businesses have a harder time administering TDM programs.

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

Council Policy 1.1.15 Residential Transportation Demand Management

General Plan

Policy EM-11.6 Contribute to a reduction in Regional Vehicle Miles Traveled. (Previously Air Quality Policy C.3)

Policy EM-11.5 Reduce automobile emissions through traffic and transportation improvements . (Previously Air Quality Policy A.2)

Policy EM-11.8 Assist employers in meeting requirements of Transportation Demand Management (TDM) plans for existing and future large employers and participate in the development of TDM plans for employment centers in Sunnyvale. (Previously Air Quality Policy B.2)

The Moffett Park Specific Plan requires TDM Programs for developments over the base zoning and that projects taking advantage of a Green Building Program incentive (residential or non-residential) are required to have a TDM Program

3. Origin of issue

Board or Commission Planning Commission, Sustainability Commission

4. Staff effort required to conduct study Major

Briefly explain the level of staff effort required

It is estimated staff time necessary to conduct this study would be in excess of 400 hours. The study requires a review of current staffing levels, review of the amount of time spent on TDM currently, and the amount of time and effort necessary to monitor and enforce existing TDM requirements, while expanding the program to entities not currently required to participate in TDM. Currently, businesses required to implement TDM self-report their results each year. As the study would only have to deal with the smaller businesses—staff is already taking care of the concern about self-reporting administratively. It will take a lot of time to work with smaller businesses/sites. They are not going to be happy, so outreach will take a while.

5. Multiple Year Project? Yes **Planned Completion Year** 2014

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, Planning Commission,
Sustainability 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 250000

Explanation

A budget modification would be necessary to complete this study. Due to current staff capacity, it is anticipated that a consultant would be required to perform this study. In order to determine the time involved to monitor and enforce TDM, field investigations would need to be conducted. Field investigations of this nature require significant time to monitor and evaluate self-reporting results.

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? Yes

Explanation

Capital and operating costs could vary considerably in order to determine appropriate staffing levels to monitor, enforce and expand TDM. It is likely that options will be identified as a result of this study that will require additional, substantial funding, as well as operating costs in future years. The implementation costs would be incurred through staff time to monitor, track and

develop guidelines for expanding the TDM program to entities not currently required to participate in TDM. There are no monetary savings or revenues for this program outside of regulatory fines for noncompliance. The impact of this study would be realized in potential greenhouse gas reductions as a result of alternative commute solutions. This study would support measures identified in the Climate Action Plan to reduce vehicles miles traveled, which contribute significantly to the City's overall greenhouse gas contribution.

9. Staff Recommendation

Staff Recommendation Drop

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

Staff anticipates working on the Peery Park Specific Plan this next year. It is likely that TDM will be a component of that plan, which would then require TDM programs for over half of the industrial areas. The first part staff has taken care of. The second part is not timely. The concept is lovely, but premature.

Reviewed by

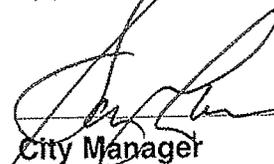


Department Director

10-1-12

Date

Approved by



City Manager

10-1-12

Date

2013 Council Study Issue

DPW 09-07 Sunnyvale Cyclovia Event

Lead Department Public Works

History **1 year ago** Deferred **2 years ago** Deferred

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

This study would examine the logistics and costs of holding a "cyclovia" event which would close partial or full width of certain City streets to motor vehicle traffic for a weekend day and allow cyclists and pedestrians to use the streets. "Stations" for promoting healthy lifestyles, the arts, or other activities would be available for community participation.

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

C3.5 Support a variety of transportation modes.

3. Origin of issue

Council Member(s) Hamilton

4. Staff effort required to conduct study Moderate

Briefly explain the level of staff effort required

5. Multiple Year Project? No **Planned Completion Year** 2013

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? Arts Commission, Bicycle and Pedestrian
Advisory Commission, Parks and
Recreation 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

This study would be prepared by City staff from the departments of Public Works, Public Safety, Community Development, Community Services and the Office of the City Manager. Costs would be absorbed by operating budgets.

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? Yes

Explanation

An event would potentially require significant staff support from the Departments of Public Works, Public Safety, Community Services, and the Office of the City Manager, and could require expenses such as food, signage, and traffic control. Promotional materials may also be necessary to develop and distribute. Staff estimates materials costs at \$65,000, and additional staff costs might be involved for DPS and DPW overtime.

9. Staff Recommendation

Staff Recommendation Drop

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

Staff could study this issue and frame an event but it would require considerable reprioritization of services and resources to conduct an event. There are presently limited resources, including staff and funds, that could support this initiative should the City wish to conduct a Cyclovia event.

Reviewed by

Kent Steffens

Department Director

10-1-12

Date

Approved by

[Signature]

City Manager

10-1-12

Date

2013 Council Study Issue

DPW 13-01 Pedestrian Anti-Harassment 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?

As an adjunct to the bicyclist anti-harassment ordinance that was approved by the City Council in June, 2012, this issue would consider adoption of a pedestrian anti-harassment ordinance. A pedestrian anti-harassment ordinance could make it unlawful to intimidate, intentionally force, attempt to force, or fail to yield to a pedestrian crossing the roadway or using a public sidewalk with the intent to injure or distract the pedestrian simply because they are walking. It would subject violators to liability for damages, fees, and litigation costs.. This ordinance would provide a pedestrian-specific law with civil penalties. Pedestrians 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?

SN 3.5 Facilitate the safe movement of pedestrians, bicyclists and vehicles.

3. Origin of issue

Council Member(s) Meyering, Moylan

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

Staff would need to define the scope of the ordinance, research legal implications, and draft an ordinance.

5. Multiple Year Project? No **Planned Completion Year** 2013**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

Explanation

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

Are there costs of implementation? No

Explanation

9. Staff Recommendation

Staff Recommendation None

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

Reviewed by

Kent Steffens

Department Director

8-2-12

Date

Approved by

[Signature]

City Manager

8-2-12

Date

2013 Council Study Issue

DPW 13-02 Replacing Double Yellow Roadway Striping Lines With Dashed Lines

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 would present design standards for the application of roadway centerline striping and consider establishing a policy or standard operating procedure for application of dashed yellow striping versus double yellow striping for roadway centerlines in Sunnyvale. Dashed yellow striping would legally and perceptually allow motorists to utilize opposite direction travel lanes (if clear of oncoming traffic) when passing bicyclists. This may improve motorists' confidence to provide sufficient clearance between a bicyclist and a passing motor vehicle. The study would also identify alternative approaches for retrofitting roads in order to consider varying levels of budget or operating impact, such as implementation as a single capital project, or implementation as part of regular striping or pavement maintenance cycles.

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

LT-5.4b, Install permanent and painted roadway markings.

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

Review of traffic control design standards, estimation of amount of striping to be replaced, development of budgetary and operating impacts of various implementation approaches.

5. Multiple Year Project? No **Planned Completion Year** 2013

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

Study cost can be absorbed within the existing operating budget.

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? Yes

Explanation

Changes to centerline striping would require preparation work such as gridding of striping. This could occur as a one time capital project, or could be implemented as a standard operating procedure as part of paving or striping maintenance schedules. Depending upon the approach, varying levels of budgetary impact could occur, with the greatest being a one time capital project and the least likely being as part of paving maintenance cycles, when striping is routinely refreshed as part of the pavement maintenance.

9. Staff Recommendation

Staff Recommendation Drop

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

Staff believes that replacement of double yellow striping with single yellow striping also may reduce confusion on the part of drivers who seek to pass bicyclists. However, this change would also allow motorists to pass other cars which could increase speeding and increase the risk of head-on collisions. Staff feels that adequate design standards for striping already exist and that deviating from accepted standards would subject the City to increased liability.

Reviewed by

Kurt Steffens

Department Director

10-5-12

Date

Approved by

[Signature]

City Manager

10-8-12

Date

2013 Council Study Issue

DPW 13-03 Consideration of Bicycle and Pedestrian Level of Service Criteria

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 study issue would examine methodologies which have been developed to assess "level of service" or otherwise evaluate roadway conditions for bicyclists and pedestrians in a similar or coincidental manner as motor vehicle traffic level of service evaluations are done. Several methods have been developed or are under consideration to provide multimodal "service" evaluation rather than the traditional automobile capacity service level calculations that are typically used for environmental reporting and traffic congestion monitoring. To date, in Sunnyvale the City's focus has been on planning and completing bicycle and pedestrian networks rather than evaluating service to bicyclists and pedestrians. A potential outcome of this study could be adoption of bicycle and pedestrian level of service criteria which would then be used to monitor and adjust roadway conditions.

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

LT 5 - 1b - Monitor the operation and performance of the street system by establishing a routine data collection program and by conducting special data collection as the need arises.

3. Origin of issue

Board or Commission Bicycle and Pedestrian Advisory Commission

4. Staff effort required to conduct study Moderate

Briefly explain the level of staff effort required

Research into various methodologies, development of a methodology for application in Sunnyvale, and quantification of impact on City operations.

5. Multiple Year Project? No **Planned Completion Year** 2013

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 40000

Explanation

Professional consulting services to identify and develop service level criteria.

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? Yes

Explanation

Adoption of new transportation service level criteria would create the need for additional data collection and analysis which is not currently performed. These criteria could also become CEQA criteria, which would increase the required level of effort to prepare environmental documents for capital projects and new developments.

9. Staff Recommendation

Staff Recommendation Drop

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

Research in the traffic engineering industry is ongoing for developing practical bicycle and pedestrian service level criteria. To date, none are widely adopted and methodologies are cumbersome and data intensive to implement. Staff believes that if manageable criteria are identified, they are likely to become a requirement of local agencies to implement, either through legislative action or congestion management requirements. Also, the City has already approved a number of plans and studies including a Bicycle Capital Improvement Program, a Guided Bicycle Route map, a Pedestrian Opportunities Study, and five area-specific plans for bicycle and pedestrian facilities that guide our bicycle and pedestrian planning. Staff recommends dropping this issue and utilizing the plans already in place to guide bicycle and pedestrian planning efforts and utilizing limited staff resources to pursue those plans.

Reviewed by

Kent Steffens

Department Director

10-5-12

Date

Approved by

Andy Lee

City Manager

10-9-12

Date

2013 Council Study Issue

DPW 13-04 Extending Vision Triangle Restrictions at Private Driveways and Alleyways

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?

Currently the City has a 10' by 10' vision triangle for private driveways and alleyways for features outside of the public right-of-way. Additional restrictions apply to public right-of-way planter strip areas. This study would consider expansion of vision triangle restrictions at private driveways and alleyways to possibly include public right-of-way features including on-street parking restrictions. The study could result in recommendations for expanded restrictions.

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

LT-5.4f Manage on-street parking to assure safe, efficient traffic flow.

3. Origin of issue

Board or Commission Bicycle and Pedestrian Advisory Commission

4. Staff effort required to conduct study Moderate

Briefly explain the level of staff effort required

Work with BPAC to define the scope of proposed new regulations, quantify and illustrate impact of proposed changes.

5. Multiple Year Project? No **Planned Completion Year** 2013

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

No budget modification needed, staff hours for study can be absorbed within the Transportation and Traffic operating budget.

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? Yes

Explanation

Implementing new parking restrictions for driveway and alleyway vision triangles would require posting of restrictions or painting of curbs at thousands of locations. There would be considerable expense which staff has not quantified at this time. Enforcement of restrictions would require additional parking enforcement resources as the level of parking regulation in the City would increase significantly.

9. Staff Recommendation

Staff Recommendation Drop

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

Implementation of parking restrictions at driveways would eliminate a large number of parking spaces throughout the City. A crude estimate is that over 50,000 spaces would be eliminated. Implementation and enforcement of parking restrictions at driveways would far exceed the City's currently available resources for these activities.

Reviewed by

Kent Steffens
Department Director

10-1-12
Date

Approved by

[Signature]
City Manager

10-2-12
Date

2013 Council Study Issue

DPW 13-05 Policy on Placement of Street Amenities to Assure Comfortable Access for the Disabled

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 study would seek to identify optimal layouts for street amenities such as sidewalks, streetlight poles, street trees and planter strips to provide a measure of comfort for disabled users of the street and sidewalks. These layouts could have ancillary benefits to non-disabled users by allowing more side-by-side walking, maneuverability of strollers, etc. This study would look at expanding City design standards beyond the minimums defined by the Americans with Disabilities Act. The study would consider recommendations for new roadway design standards.

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

LT-5.5f Support an efficient and effective paratransit service and transportation facilities for people with special transportation needs.
 LT5-11, The City should consider enhancing standards for pedestrian facilities.

3. Origin of issue

Board or Commission Bicycle and Pedestrian Advisory Commission

4. Staff effort required to conduct study Moderate

Briefly explain the level of staff effort required

Work with BPAC to refine scope of study, prepare plan drawings and specifications.

5. Multiple Year Project? No **Planned Completion Year** 2013

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 35000

Explanation

Consultant assistance would be required to research and identify new standards.

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? Yes

Explanation

To the extent that recommended amenities add costs to capital projects over and above what providing facilities that meet minimum accessibility standards, there may be an increase in capital project costs.

9. Staff Recommendation

Staff Recommendation Drop

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

Staff believes that existing standards are adequate and have been thoroughly vetted by the Federal government. Having standards different from minimum standards may cause confusion with contract project designers.

Reviewed by

Kent Steffens

Department Director

10-1-12

Date

Approved by

Ann Lu

City Manager

10-1-12

Date

2013 Council Study Issue

DPW 13-06 Review of On-Street Parking at Private Residences in Order to Emphasize Bicyclists Needs

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 study would seek to identify methods to ease the impact of on-street parking removal for installation of bike lanes. Steps such as relaxed on-site parking standards to allow more parking off-street (i.e. allowing paving of side yards, landscaped areas), rationalized on-site parking standards, development of satellite parking facilities, provision of special event parking permits for limited duration on-street parking, bike sharing, car sharing or other creative means to lessen the perception of ownership and need of public on-street parking by adjacent residents would be explored. The purpose would be to improve the City's ability to provide safe street space for bicycling. The outcome of the study could be recommendations for regulations and programs related to public and private parking of motor vehicles.

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

LT-5.4f Manage on-street parking to assure safe, efficient traffic flow.

GOAL CC-2 Attractive Street Environment — Create an attractive street environment which will complement private and public properties and be comfortable for residents and visitors.

3. Origin of issue

Board or Commission Bicycle and Pedestrian Advisory Commission

4. Staff effort required to conduct study Major

Briefly explain the level of staff effort required

The breadth of this study would require considerable research to identify, develop, and scope parking programs and facilities to meet the study objective.

5. Multiple Year Project? No **Planned Completion Year** 2013

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, Planning Commission

Is a Council Study Session anticipated? No

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

Amount of budget modification required 30000

Explanation

An outside consultant would be needed to develop and evaluate programs that could reduce the need for on-street parking.

- 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? Yes

Explanation

This study could result in adoption of policy or procedures that would allow the City to consider the costs and benefits of implementing measures to mitigate the elimination of on-street parking as part of future projects. Modification of streets would have an associated, unknown cost. The study could also recommend the adoption of new programs and/or facilities to reduce parking demand. These programs would have an associated, unknown cost.

- 9. Staff Recommendation

Staff Recommendation Drop

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

This issue is likely to be highly controversial and as currently scoped, have potential impacts to many city residents. The general topic and the broad nature of the proposals to be considered makes this a difficult study to effectively engage the public at large, and therefore it would be difficult to identify and craft policies and procedures that truly reflect a reasonable and effective balance between the interests of the cycling community and the general City population. Elements of this proposal, such as car share programs, bike share programs, or changed parking regulations or programs could benefit future bike corridors, but the far-reaching nature of this proposal would make the logistics of conducting an effective study very difficult.

Staff feels the impacts created by the removal of on-street parking are very neighborhood specific. This proposed study would do little to reduce the need for good neighborhood outreach and site specific analysis when the removal of the on-street parking is proposed.

Reviewed by

Kurt Steffens
Department Director

10-1-12
Date

Approved by

Jay Chun
City Manager

10-2-12
Date

2013 Council Study Issue

DPW 13-07 Removal of Bollards at Pathway and Bicycle and Pedestrian Bridge Entrances

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 study would assess the need for bollards at pathway and bicycle/pedestrian bridge entries, and determine whether they can be removed. The result of the study would be a decision on maintenance of bollards at pathways and bridges, and potentially direction for their removal.

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

LT-5.6a Develop clear, safe and convenient linkages between all modes of travel; including, access to transit stations and stops and connections between work, home and commercial sites

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
Identification of bollards to be removed.

5. Multiple Year Project? No **Planned Completion Year** 2013

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
No budget modification needed. Staff hours for study can be absorbed within the existing Transportation and Traffic operating budget.

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

Work could be conducted within existing operating budgets.

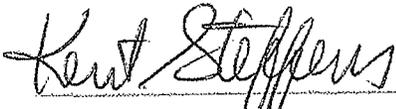
9. Staff Recommendation

Staff Recommendation Drop

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

Staff supports this as an operational issue and will address accordingly.

Reviewed by

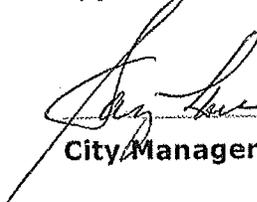


Department Director

10-17-12

Date

Approved by



City Manager

10-18-12

Date

2013 Council Study Issue

DPW 13-08 Implementation of Bikes Use of Full Lane signs

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 study would present standards for the application of Bikes Allowed Use of Full Lane signs, and make a recommendation on application of standards in the City of Sunnyvale. The result of this study could potentially be a Standard Operating Procedure or development of a future capital improvement project.

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

LT-5.5d Maximize the provision of bicycle and pedestrian facilities.

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

Review of application standards for Bikes Allowed Use of Full Lane signs

5. Multiple Year Project? No **Planned Completion Year** 2013

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

No budget modification needed, staff hours for study can be absorbed within the Transportation and Traffic operating budget.

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? Yes

Explanation

Replacement/erection of new signs at multiple locations. Staff estimates the cost of new signs at under \$5,000.

9. Staff Recommendation

Staff Recommendation Drop

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

The California Manual of Uniform Traffic Control Devices Identifies Bikes Allowed Use of Full Lane signs as an optional traffic control device rather than a required device. As a budget reduction measure, the City acted to no longer implement optional devices when requested.

Reviewed by

Kent Steffens
Department Director

10-1-12
Date

Approved by

[Signature]
City Manager

10-2-12
Date

Traffic operating budget.

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? Yes

Explanation

If a greatly increased rate of implementation is approved, it may not be possible to achieve with existing budgeted staffing and resources. A new capital project may be required. There are 897 stop signs, 64 yield signs, and 129 signalized intersections, which will require the placement of approximately 3,000 no parking signs and poles, or 60,000 linear feet of red curb, at a cost of approximately \$300,000. Currently the City budgets for the fabrication and installation of 1,415 signs per year. The City does not currently budget for red curb painting.

9. Staff Recommendation

Staff Recommendation Drop

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

Council has given previous direction to implement no parking restrictions at controlled intersections over time within existing budgeted resources. This issue does not raise any new policy issues and is simply a fiscal issue that will be considered in the context of other budgetary priorities.

Reviewed by

Kent Stephens

Department Director

10-17-12

Date

Approved by

[Signature]

City Manager

10-18-12

Date

2013 Council Study Issue

DPW 13-10 Pilot Bicycle Boulevard Project on East-West and North-South Routes

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 study would develop a plan for construction of north-south and east-west bicycle boulevards in two Sunnyvale corridors as a pilot project for evaluation of the impact of bicycle boulevard treatments. Roadway operations, maintenance, emergency vehicle access, community acceptance, and effectiveness for encouraging bicycling and improving bicycle safety could be potential evaluation measures. The outcome of the study would be consideration by the City Council of a pilot project to construct and evaluate bicycle boulevards.

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

LT-5.5d Maximize the provision of bicycle and pedestrian facilities.

3. Origin of issue

Board or Commission Bicycle and Pedestrian Advisory Commission

4. Staff effort required to conduct study Major

Briefly explain the level of staff effort required

Work with BPAC to identify study corridors and design concepts, conduct neighborhood public outreach

5. Multiple Year Project? Yes **Planned Completion Year** 2014

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 60000

Explanation

Consultant services to design bike boulevard concepts and conduct community outreach efforts.

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? Yes

Explanation

This study could result in the approval of new capital projects. Depending upon the length of the bicycle boulevard corridors and the number of features incorporated into the project concepts, costs of a capital project could reach hundreds of thousands of dollars.

9. Staff Recommendation

Staff Recommendation Support

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

Staff recommends a support position subject to grant funding opportunities available for consulting services.

Reviewed by

Kent Steffens
Department Director

10-5-12
Date

Approved by

[Signature]
City Manager

10-9-12
Date

2013 Council Study Issue

DPW 13-12 Acquisition of Approximately 18 Acres of Land Bounded by Highway 85 and Stevens Creek

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 study issue was proposed by Councilmember Moylan, supported by Councilmember Griffith, and raised by members of the community for possible park and/or trail use. The study would examine the feasibility and costs associated with acquiring approximately 18 acres of land located within Mountain View and Sunnyvale city limits and bounded by Highway 85 and Stevens Creek, north of Fremont Avenue. The study would also evaluate potential public uses and analyze the cost benefit to the community of purchasing, developing, and managing said land.

Most of the land to be studied is located within Mountain View, owned by the City of Mountain View, and zoned for public facility. The Santa Clara County Assessor's map lists the area as part of the Stevens Creek Park Chain, which was a planning term coined for the original county park plans for the Stevens Creek Corridor in the 1960s. It is unclear whether there are any legally binding covenants to this designation, land and water conservation easements, or any other limits to the use of the property. The area is not currently used as part of the Stevens Creek Park Chain and is inaccessible to the public. Several parcels within the study issue area are owned by the City of Sunnyvale, the Santa Clara Valley Water District, and Pacific Gas and Electric.

This land will be evaluated for trail feasibility as part of the Stevens Creek Trail Joint Cities Feasibility Study. The City of Mountain View has also completed extensive environmental reporting on much of this area as part of its planning for the Stevens Creek Trail. They intend on utilizing about half their property, from the northern tip to approximately Remington Court, to construct the last reach of their trail as currently planned. The City of Sunnyvale also currently owns three parcels and a roadway easement in this area, totaling approximately 5 acres which will be considered in the trails study.

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

General Plan Policy LT-8.8: "Support the acquisition or joint use through agreements with partners of suitable sites to enhance Sunnyvale's open spaces and recreation facilities based on community need and through such strategies as development of easements and right-of-ways for open space use, conversion of sites to open space from developed use of land, and landbanking."

3. Origin of issue

Council Member(s) Moylan and Griffith

4. Staff effort required to conduct study Moderate

Briefly explain the level of staff effort required

Costs for staff can be absorbed within existing operating budgets. The study would require staff to coordinate with the City of Mountain View to evaluate the feasibility of a land acquisition. Should the purchase be possible, staff would obtain consultant services for any appraisals and

environmental assessment of the land.

5. Multiple Year Project? No Planned Completion Year 2013

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, Parks and Recreation 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 25000

Explanation

Funding would be required for obtaining title reports, appraisals and environmental reports. In addition, staff believes it may be helpful to obtain specialized brokerage consultant services to conduct a market analysis of public land.

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? Yes

Explanation

If the City of Mountain View is amenable to selling their parcels to the City, the capital costs for purchasing the land could be several million. As part of the study issue analysis, staff will estimate the cost to purchase, develop, maintain, and manage the land.

9. Staff Recommendation

Staff Recommendation Defer

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

Staff recommends continuing to evaluate uses for the area as part of the Stevens Creek Trail Joint Cities Feasibility Study and partner with the City of Mountain View for joint use. This study is expected to be completed in early 2014. Upon completion of the study if ownership by Sunnyvale still looks desirable, further analysis as outlined in this study issue could be conducted.

Reviewed by

Approved by

Kent Stephens 10-9-12
Department Director Date

[Signature] 10-10-12
City Manager Date

Bicycle and Pedestrian Advisory Commission

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. | 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 | Complete for 2012. | 7/12//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 |
| 9 | State of the City | Garnett | Annual | Complete for 2012. | 9/14/2012 |

| 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. Street space allocation studies underway. | 10/10/2012 |
| 11 | Block Grants | Witthaus | Annual | Hendy Avenue between Fair Oaks and Sunnyvale Avenues sidewalks, bike lanes, underground utilities, and other improvements at 95% design. Left-turn, signal and pedestrian improvements at the intersection of Old San Francisco Road/Sunnyvale Avenue 100% design. | 1/1/2012 |
| 12 | Construction Zone Safety Complaints received | Witthaus | Ongoing | No complaints received. | 9/14/2012 |
| 13 | Bicycle Detection Complaints received | Witthaus | Ongoing | No complaints received | 11/9/2012 |
| 14 | Community Design and Transportation (CDT) - Planning Grant Program | El-Guendy | Annual | Feasibility study/concept plan for the West Channel Trail corridor capital project approved by Council. RFP being prepared | 9/14/2012 |
| 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 bids received, construction start last week of November. City awarded \$ 820,000 in Safe Route funding, Caltrans expenditure approval pending, RFP for design services drafted. A non-infrastructure application for the Cities of Sunnyvale and Campbell was submitted under TSCN of the County's Health Department and approved for funding. | 11/9/2012 |

| 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. Contract amendment approved by Council, May 8, 2012. Report preparation pending. | 7/12/2012 |
| 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 |