

	<p>service on existing roadways.</p> <p>Policy LT-5.3 Optimize city traffic signal system performance.</p> <p>LT-5.3a Maintain the signal system and respond quickly to signal breakdowns.</p> <p>LT-5.3b Monitor traffic signal control performance</p> <p>LT-5.3c Interconnect groups of traffic signals where practicable</p> <p>LT-5.3d Make appropriate hardware and software improvements to traffic signals.</p> <p>LT-5.3e Make the traffic signal system responsive to all users, including bicyclists and pedestrians</p> <p>LT-5.3f Install and remove signals when warranted and establish an implementation schedule.</p> <p>Policy LT-5.4 Maintain roadways and traffic control devices in good operating condition.</p> <p>LT-5.4a Inventory and monitor roadway conditions and implement a regular program of pavement maintenance.</p> <p>LT-5.4b Install permanent and painted pavement markings.</p> <p>LT-5.4c Implement programs for repair of roadbeds, barriers and lighting.</p> <p>LT-5.4d Respond quickly to sign damages and losses.</p> <p>LT-5.4e Develop and implement a program for long term transportation infrastructure replacement</p> <p>LT-5.4f Manage on-street parking to assure safe, efficient traffic flow.</p>
<p>e. movers of commercial goods?</p>	<p>Policy LT -5.10 All modes of transportation shall have safe access to City streets.</p> <p>Policy LT -5.12 City streets are public space dedicated to the movement of vehicles, bicycles and pedestrians. Providing safe accommodation for all transportation modes takes priority over non-transport uses. Facilities that meet minimum appropriate safety standards for transport uses shall be considered before non-transport uses are</p>

	<p>considered.</p> <p>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.</p> <p>Policy LT -5.20 If street configurations do not meet minimum design and safety standards for all users , than standardization for all users shall be priority.</p> <p>Policy LT -5.21 Safety considerations of all modes shall take priority over capacity considerations of any one mode.</p> <p>LT-2.1b Promote and achieve compliance with land use and transportation standards.</p> <p>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.</p> <p>Policy LT-5.3 Optimize city traffic signal system performance.</p> <p>LT-5.3a Maintain the signal system and respond quickly to signal breakdowns.</p> <p>LT-5.3b Monitor traffic signal control performance</p> <p>LT-5.3d Make appropriate hardware and software improvements to traffic signals.</p> <p>LT-5.3e Make the traffic signal system responsive to all users, including bicyclists and pedestrians</p> <p>Policy LT-5.4 Maintain roadways and traffic control devices in good operating condition.</p> <p>LT-5.4a Inventory and monitor roadway conditions and implement a regular program of pavement maintenance.</p> <p>LT-5.4c Implement programs for repair of roadbeds, barriers and lighting.</p> <p>LT-5.4f Manage on-street parking to assure safe, efficient traffic flow.</p>
f. pedestrians?	Policy LT -5.10 All modes of

	<p>transportation shall have safe access to City streets.</p> <p>Policy LT-5.9 Appropriate accommodations for motor vehicles, bicycles, and pedestrians shall be determined for City streets to increase the use of bicycles for transportation and to enhance the safety and efficiency of the overall street network for bicyclists, pedestrians, and motor vehicles.</p> <p>Policy LT -5.12 City streets are public space dedicated to the movement of vehicles, bicycles and pedestrians. Providing safe accommodation for all transportation modes takes priority over non-transport uses. Facilities that meet minimum appropriate safety standards for transport uses shall be considered before non-transport uses are considered.</p> <p>Policy LT -5.20 If street configurations do not meet minimum design and safety standards for all users , than standardization for all users shall be priority .</p> <p>Policy LT -5.21 Safety considerations of all modes shall take priority over capacity considerations of any one mode.</p> <p>Policy LT-5.5 Support a variety of transportation modes.</p> <p>Policy LT -5.16 When decisions on the configuration of roadway space are made, staff shall present opt ions, including at a minimum an opt ion that meets minimum safety -related design standards for motor vehicles, bicycles and pedestrians.</p> <p>LT-5.5a Promote alternate modes of travel to the automobile.</p> <p>LT-5.5b Require sidewalk installation in subdivisions of land and in new, reconstructed or expanded development.</p> <p>LT-5.5d Maximize the provision of</p>
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	<p>bicycle and pedestrian facilities.</p> <p>Policy LT -5.11 The City should consider enhancing standards for pedestrian facilities.</p> <p>LT-5.5g Ensure safe and efficient pedestrian and bicycle connections to neighborhood transit stops.</p> <p>Policy LT-5.6 Minimize expansion of the current roadway system, while maximizing opportunities for alternative transportation systems and related programs.</p> <p>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.</p> <p>Policy LT -1.9 Support flexible and appropriate alternative transportation modes and transportation system management measures that reduce reliance on the automobile and serve changing regional and City wide land use and transportation needs</p> <p>Policy LT-5.8 Provide a safe and comfortable system of pedestrian and bicycle pathways .</p> <p>LT-1.9b Promote modes of travel and actions that reduce single-occupant vehicle trips and trip lengths</p> <p>LT-2.2c Encourage development of multi-modal transportation centers</p> <p>LT-2.1b Promote and achieve compliance with land use and transportation standards.</p> <p>LT-4.3b Study the adequacy /deficiency of bicycle and pedestrian access and circulation within neighborhoods.</p> <p>LT-4.3c Design streets, pedestrian paths and bicycle paths to link neighborhoods with services</p> <p>LT-4.4d Promote small-scale, well-designed, pedestrian-friendly spaces within neighborhoods to establish safe and attractive gathering areas</p>
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	<p>LT-4.10b Encourage commercial enterprises and offices to provide support facilities for bicycles and pedestrians</p> <p>LT-4.13e Provide pedestrian and bicycling opportunities to neighborhood and commercial services.</p> <p>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.</p> <p>LT-5.1e Promote the reduction of single occupant vehicle (SOV) trips and encourage an increase in the share of trips taken by all other forms of travel.</p> <p>LT-5.2c Encourage mixed use developments that provide pedestrian scale and transit oriented services and amenities.</p> <p>Policy LT-5.3 Optimize city traffic signal system performance.</p> <p>LT-5.3a Maintain the signal system and respond quickly to signal breakdowns.</p> <p>LT-5.3b Monitor traffic signal control performance</p> <p>LT-5.3d Make appropriate hardware and software improvements to traffic signals.</p> <p>LT-5.3e Make the traffic signal system responsive to all users, including bicyclists and pedestrians</p> <p>LT-5.3f Install and remove signals when warranted and establish an implementation schedule.</p> <p>Policy LT-5.4 Maintain roadways and traffic control devices in good operating condition.</p> <p>LT-5.4c Implement programs for repair of roadbeds, barriers and lighting.</p> <p>LT-5.4d Respond quickly to sign damages and losses.</p> <p>LT-5.4e Develop and implement a program for long term transportation infrastructure replacement</p>
g. public transportation?	Policy LT -5.10 All modes of

	<p>transportation shall have safe access to City streets.</p> <p>Policy LT -5.12 City streets are public space dedicated to the movement of vehicles, bicycles and pedestrians. Providing safe accommodation for all transportation modes takes priority over non-transport uses. Facilities that meet minimum appropriate safety standards for transport uses shall be considered before non-transport uses are considered.</p> <p>Policy LT -5.20 If street configurations do not meet minimum design and safety standards for all users , than standardization for all users shall be priority .Policy LT -5.21 Sa ety considerations of all modes shall take priority over capacity considerations of any one mode.</p> <p>LT-5.5a Promote alternate modes of travel to the automobile.</p> <p>LT-5.5g Ensure safe and efficient pedestrian and bicycle connections to neighborhood transit stops.</p> <p>LT-5.5h Work to improve bus service within the City, including linkages to rail.</p> <p>Policy LT-5.6 Minimize expansion of the current roadway system, while maximizing opportunities for alternative transportation systems and related programs.</p> <p>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.</p> <p>LT-1.7b Support regional efforts which promote higher densities near major transit and travel facilities, without increasing the overall density of land usage.</p> <p>Policy LT -1.9 Support flexible and appropriate alternative transportation modes and transportation system</p>
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	<p>management measures that reduce reliance on the automobile and serve changing regional and City wide land use and transportation needs</p> <p>Policy LT-5.5 Support a variety of transportation modes.</p> <p>LT -1.9a Support state and regional efforts to provide High Occupant Vehicle (HOV) lanes, ridesharing, mass transit service, bicycling and Intelligent Transportation Systems.</p> <p>LT-1.9b Promote modes of travel and actions that reduce single-occupant vehicle trips and trip lengths</p> <p>LT-1.10b Support alternative transportation services, such as light rail, buses and commuter rail, through appropriate land use planning.</p> <p>LT-1.10c Encourage mixed uses near transit centers.</p> <p>LT-2.2c Encourage development of multi-modal transportation centers</p> <p>LT-3.4a Locate higher-density housing with easy access to transportation corridors, rail transit stations, bus transit corridor stops, commercial services and jobs.</p> <p>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.</p> <p>LT-5.1e Promote the reduction of single occupant vehicle (SOV) trips and encourage an increase in the share of trips taken by all other forms of travel.</p> <p>LT-5.2c Encourage mixed use developments that provide pedestrian scale and transit oriented services and amenities.</p> <p>LT-5.2e Study potential transit station mixed use development.</p> <p>Policy LT-5.3 Optimize city traffic signal system performance.</p> <p>LT-5.3a Maintain the signal system and respond quickly to signal breakdowns.</p>
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	<p>LT-5.3b Monitor traffic signal control performance</p> <p>LT-5.3d Make appropriate hardware and software improvements to traffic signals.</p> <p>LT-5.3e Make the traffic signal system responsive to all users, including bicyclists and pedestrians</p> <p>Policy LT-5.4 Maintain roadways and traffic control devices in good operating condition.</p> <p>LT-5.4a Inventory and monitor roadway conditions and implement a regular program of pavement maintenance.</p> <p>LT-5.4c Implement programs for repair of roadbeds, barriers and lighting.</p> <p>LT-5.4f Manage on-street parking to assure safe, efficient traffic flow.</p>
<p>h. seniors?</p>	<p>LT-2.1b Promote and achieve compliance with land use and transportation standards.</p> <p>Policy LT -5.10 All modes of transportation shall have safe access to City streets.</p> <p>Policy LT -5.12 City streets are public space dedicated to the movement of vehicles, bicycles and pedestrians. Providing safe accommodation for all transportation modes takes priority over non-transport uses. Facilities that meet minimum appropriate safety standards for transport uses shall be considered before non-transport uses are considered.</p> <p>Policy LT -5.20 If street configurations do not meet minimum design and safety standards for all users , than standardization for all users shall be priority.</p> <p>Policy LT -5.21 Safety considerations of all modes shall take priority over capacity considerations of any one mode.</p> <p>LT-5.5f Support an efficient and effective paratransit service and transportation facilities for people with special transportation needs</p>

	<p>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.</p> <p>LT-2.1b Promote and achieve compliance with land use and transportation standards.</p> <p>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.</p> <p>LT-5.3e Make the traffic signal system responsive to all users, including bicyclists and pedestrians</p>
<p>3. If your agency has more than one setting, i.e. urban, suburban, and/or rural, describe how your CE addresses the various needs of these users in different settings, if not addressed above in Question #2.</p>	
<ul style="list-style-type: none"> • 	

Attachment A
 OneBayArea Grant Pre-Screening Requirements
 Compliance Status

Agency	HCD	2008 Complete Streets Act
County	Yes	No; Resolution November 2012
Campbell	Yes	No; Resolution January 2013
Cupertino	Yes	Yes
Gilroy	No, requested extension	No; Resolution November 2012
Los Altos	Yes	Yes
Los Altos Hills	Yes	TBD
Los Gatos	Yes	Yes
Milpitas	Yes	No; Circulation Element January 2013
Monte Sereno	TBD	TBD
Morgan Hill	Yes	Yes
Mt- View	Yes	Yes
Palo Alto	No, requested extension	Yes
San Jose	Yes	Yes
Santa Clara	Pending, January 2013	Yes
Saratoga	Yes	Yes
Sunnyvale	Yes	Yes

TBD= pending agency response

Request	24320	Status	Closed
Assigned To	CTalavera	Priority, Contact	Regular WebForm
From	Tom Schaefer <tom.schaefer@acm.org> 408-257-7734	Receive Date	12-12-12 11:03 pm
To AP	Public Works <pubworks@ci.sunnyvale.ca.us>	Reply Needed	Yes
Subject	bicycle symbol needed on detector loops	Close Date	12-13-12 3:49 pm
Regarding Location	Heron Av and Homestead Rd		
Message	Bicycle symbols are needed on the detector loops for northbound and southbound Heron Av at Homestead Rd. Heron Av was repaved several months ago. As a result, the outline of the detector loop can no longer be seen in the pavement in the southbound direction, and is barely visible in the northbound direction (probably invisible at night). Bicyclists need a way to get a green light, without riding onto the sidewalk and pressing the pedestrian button.		

Actions

Action Reassign
Date 12-13-12 8:01 am
From Frances Moralez - Public Works
To Carmen Talavera - Public Works
cc jwithhaus@ci.sunnyvale.ca.us
bc ksteffens@ci.sunnyvale.ca.us
Subject Web Request - Reassign 24320 from: Frances Moralez to: CTalavera, subject: bicycle symbol needed on
Message Hi Carmen,
 Please respond to the customer.
 Thanks,
 Frances
 x7390

Action ReplyClosed - by Email
Date 12-13-12 3:49 pm
From pubworks@ci.sunnyvale.ca.us - Public Works
To pubworks@ci.sunnyvale.ca.us -
cc jwithhaus@ci.sunnyvale.ca.us
bc ksteffens@ci.sunnyvale.ca.us
Subject Re: Request #24320 - bicycle symbol needed on detector loops
Message Dear Mr. Schaefer,

Thank you very much for your message in regards of the bicycle detector symbol for the traffic signal at the intersection of Homestead Road and Heron Drive.

This message is to inform you that this traffic signal is maintained and operated by the City of Cupertino. I have forwarded your message to them so they can address your request.

Once again, thank you very much for contacting us.

Sincerely,

Carmen Talavera

Carmen P. Talavera, P.E.
 Sr. Transportation Engineer
 Department of Public Works
 Division of Transportation & Traffic
 P.O. Box 3707
 Sunnyvale, CA 94088-3707
 Phone: (408) 730-7522
 E-mail: ctalavera@sunnyvale.ca.gov
 P Save the environment. Please don't print this email unless you really need to. ù

Ratings

45

CRM - Answer Point: Public Works

Add Request Request Report Help JWitthaus

Find Criteria

Find Result

Status

Possibly more than 100 matches found, showing the first 100.

- 24323 . C . 12-13-12 . Pothole
- 24320 . C . 12-12-12 . bicycle symbol needed on detector loops
- 24317 . C . 12-12-12 . Signal timing at Caltrain railroad cross
- 24315 . C . 12-12-12 . Street sign for Evelyn Avenue at Fair Oa
- 24309 . C . 12-12-12 . Marketing the golf courses
- 24297 . C . 12-11-12 . Turn Lane and Additional Stop Signs
- 24282 . C . 12-11-12 . East Weddell Drive paving
- 24281 . C . 12-11-12 . lane barriers in road need to be reinsta

Req. #

Staff

Sort

Action

Request 24192 25 of 100

Status Closed

Assigned To Mlcameron

Priority, Contact Regular WebForm

From Jim Zolezzi <jzole@pacbell.net> 408-505-2348

Receive Date 12-03-12 2:34 pm

To Public Works <pubworks@ci.sunnyvale.ca.us>

Reply Needed Yes

Subject Curb gutter and sidewalk deterioration

Close Date 12-05-12 3:35 pm

Regarding Location 220 Clarence Av 37.37800, -122.04405

Message I live at the listed residence and wish to report both the sidewalk and gutter have been damaged by the growth of the Magnolia tree at curbside. The side walk is breaking up and is a tripping hazard. The curb has risen at a joint and backs a considerable amount of water in the gutter. If you wish further detail I can provide photos. Please let me know what can be done to eliminate these hazards. Best Regards,

Actions

Action Reassign
Date 12-05-12 8:53 am
From Frances Moralez - Public Works
To Michelle Cameron - Public Works
cc jrcraig@ci.sunnyvale.ca.us, tpineda@ci.sunnyvale.ca.us, cpatchin@ci.sunnyvale.ca.us
bc ksteffens@ci.sunnyvale.ca.us
Subject Web Request - Reassign 24192 from: Frances Moralez to: Mlcameron, subject: Curb gutter and sidewalk

Message Hi Michelle,

 Please respond to the customer. Work order #10869 was created today regarding the curb, gutter and sidewalk deterioration.

 Thanks,

 Frances
 x7390

Action ReplyClosed
Date 12-05-12 3:35 pm
From pubworks@ci.sunnyvale.ca.us - Public Works
To jzole@pacbell.net -
cc jrcraig@ci.sunnyvale.ca.us, tpineda@ci.sunnyvale.ca.us, cpatchin@ci.sunnyvale.ca.us, fmoralez@ci.sunnyvale.ca.us
bc ksteffens@ci.sunnyvale.ca.us
Subject Re: Curb gutter and sidewalk deterioration

Message Dear Jim Zolezzi,

 Thank you for your recent email. We have generated a service request for our technician to look into the area of concern regarding the uneven sidewalk and standing water in the curb/gutter

46

CRM - Answer Point: Public Works

Add Request Request Report Help JWitthaus

Find Criteria

Find Result

Status

Possibly more than 100 matches found, showing the first 100.

Req. #

- 24323 . C . 12-13-12 . Pothole
- 24320 . C . 12-12-12 . bicycle symbol needed on detector loops
- 24317 . C . 12-12-12 . Signal timing at Caltrain railroad cross
- 24315 . C . 12-12-12 . Street sign for Evelyn Avenue at Fair Oa
- 24309 . C . 12-12-12 . Marketing the golf courses
- 24297 . C . 12-11-12 . Turn Lane and Additional Stop Signs
- 24282 . C . 12-11-12 . East Weddell Drive paving
- 24281 . C . 12-11-12 . lane barriers in road need to be reinsta

Staff

Sort

Action

Request 24107 37 of 100 Status Closed

Assigned To JWitthaus Priority, Contact Regular WebForm

From Kevin Pham <kpham3@ucsc.edu> 408-420-0774 Receive Date 11-27-12 2:30 pm

To Public Works <pubworks@ci.sunnyvale.ca.us> Reply Needed Yes

Subject 2006 Bicycle Plan Questions Close Date 11-28-12 1:59 pm

Message Hi, I am Kevin Pham, a student at UC Santa Cruz, I am working on a project that asks me to investigate environmental issue in my hometown, and I came across the 2006 bicycle plan while looking at the Land Use and Transportation Element Miss Gerri Caruso had worked on. I wanted to ask some questions about the impact of projects like the Moffett Park Specific Plan (MPSP) and the Downtown Specific Plan (DTSP) and building of new Pedestrian-bicycle bridges had on the amount of bicyclists we see today. I would like to set-up a quick interview which would mostly involve quantitative comparisons of bicyclists between before the MPSP, the DTSP and the bridges were implemented and currently. Thank you for your time

Actions

Action Reassign

Date 11-27-12 3:28 pm

From Frances Moralez - BPAC

To Jack Witthaus - Public Works

bc ksteffens@ci.sunnyvale.ca.us

Subject Web Request - Reassign 24107 from: Frances Moralez to: JWitthaus, subject: 2006 Bicycle Plan Questi

Message Hi Jack,

Please respond to the customer.

Thanks,

Frances
x7390

Action ReplyClosed - by Other

Date 11-28-12 1:59 pm

From pubworks@ci.sunnyvale.ca.us - Public Works

To pubworks@ci.sunnyvale.ca.us -

bc ksteffens@ci.sunnyvale.ca.us, jwitthaus@ci.sunnyvale.ca.us

Subject Re: 2006 Bicycle Plan Questions

Message The following was sent by Jack Witthaus to the customer via Google email:

Per our phone conversation, here's some information, doesn't totally cover the time frame you are looking for. You might try contacting the Silicon Valley Bicycle Coalition and ask them for their statistics on Bike To Work Day participation in Sunnyvale. We had a four year period starting in 2007 where we didn't participate in the event, but we did participate this year and collected data. SVBC should have that.

47

CRM - Answer Point: Public Works

Add Request Request Report Help JWitthaus

Find Criteria

Find Result

Status

Possibly more than 100 matches found, showing the first 100.

Req. #

- 24323 . C . 12-13-12 . Pothole
- 24320 . C . 12-12-12 . bicycle symbol needed on detector loops
- 24317 . C . 12-12-12 . Signal timing at Caltrain railroad cross
- 24315 . C . 12-12-12 . Street sign for Evelyn Avenue at Fair Oa
- 24309 . C . 12-12-12 . Marketing the golf courses
- 24297 . C . 12-11-12 . Turn Lane and Additional Stop Signs
- 24282 . C . 12-11-12 . East Weddell Drive paving
- 24281 . C . 12-11-12 . lane barriers in road need to be reinsta

Staff

Sort

Action

Request 24037 48 of 100 Status Closed

Assigned To JWitthaus Priority, Contact Regular WebForm

From pascal joly <pascal@surewest.net> 916-521-1017 Receive Date 11-20-12 8:18 pm

To Public Works <pubworks@ci.sunnyvale.ca.us> Reply Needed Yes

Subject dangerous intersection for bicyclist Close Date 11-29-12 11:13 am

Message Hello, I wanted to inform you of a dangerous interesection on my bike commute route. this is on Mathilda and Moffet Park drive. I work at the Moffett towers and I need to get through that intersection to reach the bike freeway overpass. what could be done to improve the safety of bicyclist in that area? thanks, Pascal Joly

Actions

Action Reassign

Date 11-21-12 7:42 am

From Frances Moralez - BPAC

To Jack Witthaus - Public Works

bc ksteffens@ci.sunnyvale.ca.us

Subject Web Request - Reassign 24037 from: Frances Moralez to: JWitthaus, subject: dangerous intersection f

Message Hi Jack,

Please respond to the customer.

Thanks,

Frances
x7390

Action ReplyClosed

Date 11-29-12 11:13 am

From pubworks@ci.sunnyvale.ca.us - Public Works

To pascal@surewest.net -

cc fmoralez@ci.sunnyvale.ca.us

bc ksteffens@ci.sunnyvale.ca.us

Subject Re: dangerous intersection for bicyclist

Message Dear Pascal Joly,

Thank you for your inquiry regarding the Mathilda and Moffett Park intersection. I hope you are not receiving a duplicate response, we have been having some issues with our public contact system. The Mathilda/237 interchange is a very complex, high traffic volume location that is a challenge for bikes. I can tell you what we've done to improve cycling conditions, what is pending in the near term for further improvement, and what some long term prospects are.

Currently we have provided signal detection and sufficient signal time for bicyclists to cross the intersection. If you ever encounter problems with signal timing, contact us and we will make

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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	One complaint regarding a Cupertino signal received	12/14/2012
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 under review	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. Draft report anticipated early January, public meeting early February	12/14/2012
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