



DRAFT

**SUNNYVALE BICYCLE AND PEDESTRIAN ADVISORY COMMISSION
Special Meeting Minutes – December 17, 2012**

The Sunnyvale Bicycle and Pedestrian Advisory Commission met at 1:45 p.m. on December 17, 2012 with Commission Chair James Manidakos presiding. The meeting was held in the Transportation and Traffic Conference Room, City Hall, 456 West Olive Avenue, Sunnyvale with teleconference access for Commissioners and other interested parties.

ROLL CALL/CONSIDERATION OF ABSENCES

Members Present: None

Members

Teleconferencing: James Manidakos
Angela Rausch
Kevin Jackson
Richard Kolber
David Jones
Cathy Switzer
Kyle Welch

Members Absent: None

Council Liaison

Present: None

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

Visitors: None

PUBLIC ANNOUNCEMENTS

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

None.

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 – Breaking of Study Issue Tie Rankings

Chair Manidakos announced that the BPAC needed to break two ties that occurred during the ranking of study issues at the BPAC's November 15, 2012 meeting. Chair Manidakos directed that the first tie to be broken would be between a bike boulevard demonstration study issue and a study of expanded vision triangle regulations. Motion by Manidakos, second Kolber to rank the bike boulevard issue above the vision triangle issue on the basis that a bike boulevard demonstration could be implemented quicker and be of more benefit to more people in the near term. Commissioner Jackson stated that he believed that the vision triangle issue would provide more benefit, and a bike boulevard concept was not sufficiently defined.

By roll call vote, motion passes 4-3, Switzer, Jackson and Jones dissenting.

Chair Manidakos directed that the tie between a bikes allowed use of full lane issue and a pedestrian anti-harassment ordinance issue be broken. Motion by Jackson, second Kolber, to rank the bikes allowed use of full lane issue above the pedestrian anti-harassment issue on the basis that conflicts between pedestrians and motor vehicles were usually unintentional as opposed to harassment of bicyclists. Commissioner Jones noted that the City Council originated the pedestrian anti-harassment issue.

By roll call vote, motion passes, 7-0.

NON-AGENDA ITEMS AND COMMENTS

• COMMISSIONERS ORAL COMMENTS

None.

• STAFF ORAL COMMENTS

None.

ADJOURNMENT

Meeting adjourned at 2:15 p.m.

Respectfully submitted by:

Jack Witthaus
Transportation and Traffic Manager



DRAFT

**SUNNYVALE BICYCLE AND PEDESTRIAN ADVISORY COMMISSION
Meeting Minutes – December 20, 2012**

The Sunnyvale Bicycle and Pedestrian Advisory Commission met at 6:34 p.m. on December 20, 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
Cathy Switzer
Kyle Welch

Members Absent: None

**Council Liaison
Present:** None.

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

Visitors: Ralph Durham
Art Schwartz

SPECIAL PRESENTATION

None.

PUBLIC ANNOUNCEMENTS

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

Commissioner Jackson announced that the VTA BPAC had held a workshop including a presentation on adaptive traffic signal control on County expressways. He expressed concern about the reliability of detection and the impact on cyclist crossing times. He also noted recent meetings on the Stevens Creek Trail, and an upcoming public meeting the week of January 28.

CONSENT CALENDAR

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

The consent calendar was 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. DISCUSSION – Sunnyvale Street Space Allocation Policies and Complete Streets

Chair Manitakos spoke in general about the complete streets information and City policy, and expressed interest in Americans with Disabilities Act policy. He noted that the City did not have navigable waterways policy.

Staff stated the intent of the item being to provide information on City policy and reference materials to the BPAC in developing future programs, projects or policy to build on the City's legacy of complete streets policy.

Commissioners asked questions about bikeway gap projects, availability of presentation materials, and compliance with Metropolitan Transportation Commission Complete Streets requirements. Commissioner Jackson spoke on the challenges with applying complete streets policies to situations where providing for all users requires difficult decisions. He expressed his dislike of sharrows. He encouraged the Commission to provide leadership on complete streets in the future.

The public hearing was opened. Ralph Durham encouraged providing for the mobility challenged and disabled. He expressed support for narrowing lane widths, access to all land uses by alternative transportation, and wide sidewalks. He stated that the City should hold Caltrans responsible to complying with their own Directive on Complete Streets.

Art Schwartz complemented the new paving on Hollenbeck Road, and suggested not paving parking lanes in the future as a means to stretch paving dollars. He asked about a vote on bike lanes on Hollenbeck. The Commission discussed the paving of parking lanes and shoulders.

Commissioner Jones noted recent citizen support for road diets reflected in a Mr. Roadshow column.

Staff summarized recent actions to implement complete streets initiatives.

Commissioner Jackson discussed the decision not to implement bike lanes on Pastoria Avenue.

2. ACTION – Recommendation to Council on Eligibility Requirements for Valley Transportation Authority (VTA) Bicycle and Pedestrian Advisory Committee Representatives

Chair Manidakos summarized the makeup and responsibilities of the VTA BPAC. He stated that important qualifications for a City representative in his opinion were City residency, experience in advocacy, experience in government, educational or professional qualifications, length of commitment to the appointment (so long as Council approves a longer than one year term), attendance, and BPAC experience. Commissioner Jones suggested an application process, or at minimum an application form. Commissioner Jackson advocated for qualifications rather than requirements, except for City residency. He suggested a six month “internship” at VTA BPAC meetings before an appointment is made. Commissioner Jones noted the dual role of the VTA BAC as the County of Santa Clara BPAC as well.

The public hearing was opened. Ralph Durham suggested familiarity with long range plans and projects.

NON-AGENDA ITEMS AND COMMENTS

• COMMISSIONERS ORAL COMMENTS

Commissioner Jackson noted that the Cherry Orchard development only has two bike racks. He expressed concern with low lighting levels on Wright Avenue.

Commissioner Rausch inquired about regulations or laws regarding the piling of leaves in the public right of way.

• STAFF ORAL COMMENTS

Staff announced that the Mathilda Caltrain bridge was recently re-paved and re-striped to provide six foot wide bike space and bike lane-style striping. He also announced results of polling on Wildwood Avenue bike lane construction.

INFORMATION ONLY ITEMS

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

Accepted as submitted.

ADJOURNMENT

Meeting adjourned at 7:44 p.m.

Respectfully submitted by:

Jack Witthaus
Transportation and Traffic Manager

Bicycle and Pedestrian Advisory Commission Master Work Plan/Calendar

Calendar Year: 2013

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

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

Meeting Date	Agenda Item/Issue
March 15	<ul style="list-style-type: none"> - Updated 2013 BPAC Calendar - Transportation Development Act (TDA) Funding Recommendation - 2013/14 Pavement Rehabilitation List(Information item) - Utility Bill Insert Concepts - VTA BPAC Appointment Criteria -Mary Avenue Street Space Allocation Study - 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 2013 BPAC Calendar - Utility Bill Insert Concepts - Study Issue Brainstorming - Bike to Work Day Planning - Duane Avenue Street Space Allocation Study - Review of Park Dedication Fund Project List - VTA BPAC Appointment - BPAC E-mail Messages and/or Letters (Information item) - BPAC Active Items List Update (Information item)
May 17	<ul style="list-style-type: none"> - Updated 2013 BPAC Calendar - Review of the Detailed Two-Year Budget - BPAC E-mail Messages and/or Letters (Information item) - BPAC Active Items List Update (Information item)
June 21	<ul style="list-style-type: none"> - Updated 2013 BPAC Calendar - BPAC E-mail Messages and/or Letters (Information item) - BPAC Active Items List Update (Information item)
July 19	<ul style="list-style-type: none"> - Updated 2013 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 2013 BPAC Calendar - Consideration of Candidate Study Issues - BPAC E-mail Messages and/or Letters (Information item) - BPAC Active Items List Update (Information item)
September 20	<ul style="list-style-type: none"> - Updated 2013 BPAC Calendar - Study and Budget Issues Finalization - BPAC E-mail Messages and/or Letters (Information item) - BPAC Active Items List
October 18	<ul style="list-style-type: none"> - Updated 2013 BPAC Calendar - Annual reporting on collisions involving pedestrians and cyclists - BPAC E-mail Messages and/or Letters (Information item) - BPAC Active Items List (Information item)
November 15	<ul style="list-style-type: none"> - Updated 2013 BPAC Calendar - Ranking of Study Issues - BPAC E-mail Messages and/or Letters (Information item) - BPAC Active Items List (Information item)
December 20	<ul style="list-style-type: none"> -Updated 2013 BPAC Calendar - Stevens Creek Trail Draft Feasibility Study - BPAC E-mail Messages and/or Letters (Information item) - BPAC Active Items List (Information item)

Staff Reports

Public Hearing/General Business 1

ACTION: Wildwood Avenue Street Space Allocation Study

Attached for the BPAC's review is a draft Report to Council on a Wildwood Avenue Street Space Allocation Study. The staff recommendation is to eliminate on-street parking on one side of Wildwood Avenue and re-configure the street to provide two motor vehicle travel lanes and bike lanes. Staff recommends that the BPAC develop a recommendation to the City Council on the Street Space Allocation Study and the configuration of Wildwood Avenue.

Public Hearing/General Business 2

2. ACTION: Mathilda Avenue Street Space Allocation Study

To be delivered under separate cover for the BPAC's review is a draft Report to Council on a Mathilda Avenue Street Space Allocation Study. The staff recommendation is to reconfigure an auxiliary lane in the southbound direction of Mathilda Avenue between Maude Avenue and California Avenue to provide right turn and acceleration lanes at intersections and a bike lane. Staff recommends that the BPAC develop a recommendation to the City Council on the Street Space Allocation Study and the configuration of Mathilda Avenue.

3. DISCUSSION: Bike Boulevard Pilot Project Candidate Streets

At its Study Issues Workshop the City Council directed that a BPAC-sponsored study issue, North-South and East-West Bicycle Boulevards pilot project, be ranked 4th priority for the Department of Public Works, subject to Council budget action. The City Manager will be recommending that this study move forward conditional on securing grant funding for the project. At this time staff believes that identification of potential candidate streets that are supported for study by the BPAC is an early step in the pilot project that can move forward without funding for design and public outreach.

Staff has considered guidance on suitable streets for consideration of bicycle boulevards from the UC Berkeley Institute for Transportation Studies and the Institute for Bicycle and Pedestrian Innovation. Ideal candidate streets are two lane, low volume streets that serve the same origins and destinations as parallel arterial or collector streets, so in essence bike boulevards are a "substitute" route to bike facilities on busier streets. Parallel busy streets also can serve motor vehicle traffic which allows exclusion or discouragement of through motor vehicle traffic on the bicycle boulevard. Motor vehicle volumes on a bicycle boulevard

should be <3000-4000 vehicles per day, with 1,500 VPD identified as an ideal. Speed limits should be 25 miles per hour. Bicycle boulevards should be utilitarian, providing access directly or within a small number of blocks to desirable major destinations or providing connectivity between distinct areas such as discontinuous neighborhoods or elements of a bikeway network. Key destinations may be schools, employment centers, commercial centers, recreational facilities, and transit hubs.

Staff has done an initial cursory examination of potential candidate streets using primarily a criterion of streets that are parallel to arterials and collectors. Streets/corridors are as follows:

East/West

1. Dunholme/Dartshire
2. Connemara/Carlisle
3. Helena
4. Sheraton/Ticonderoga
5. Heatherstone/Hanover/Harvard/Rubis
6. Maria/Ponderosa
7. Mckinley/Ajax/Azalea/Aster
8. Dune, Fair Oaks to Fife
9. Amador/Alvarado/San Juan/Blythe/Caliente
10. Hiddenlake/Lakebird/Palamos
11. Olive, Bernardo to Mathilda

North/South

1. Innsbruk/Geneva
2. Fairwood
3. Pastoria, Almanor to Hermosa
4. Charles
5. Bayview/Cezanne/Brahms/Azure
6. Azalea/Sequoia/Ponderosa/Poplar/Bryant/Norman/Oriole/Nightingale
7. Heron/Grackle/Flicker/Ashbourne/Rembrandt

Staff recommends that the BPAC review the initial candidate streets list and attached sketch and provide staff with input and ideas for other possible routes. Staff will then utilize these suggestions to do a more in-depth analysis of compatibility with other criteria such as roadway speeds and volume, bikeway network connectivity, and utility to serving major destinations.

Information Item 1

Annual Review of the Code of Ethics and Conduct for Elected and Appointed Officials

Attached for review.

Information Item 2

Mary Avenue Street Space Study Community Meeting (Information Item)

The City will hold a community meeting on the Mary Avenue Street Space Allocation Study on Wednesday, February 27, 2013 at the Washington Park Building at 7 p.m. The purpose of the meeting is to present results of a traffic analysis of a road diet on the El Camino Real to Evelyn Avenue segment of Mary Avenue. Subsequent to the meeting, staff will complete the Study and present it to the BPAC and Council in March and April, respectively.

Information Item 3

Stevens Creek Trail Community Meeting (Information Item)

The City will hold a community meeting on Monday, February 25, 2013 at 7 p.m. at the Cupertino Senior Center, 21251 Stevens Creek Boulevard, on the Stevens Creek Trail Feasibility Study. Topics of the meeting will be Highway 280 crossings and Cupertino street alternatives.

Information Item 4

4. Council Ranking of Study Issues (Information item)

See attached.

Information Item 5

BPAC E-mail messages and/or letters since circulation of the agenda packet of the December 20, 2012 meeting.

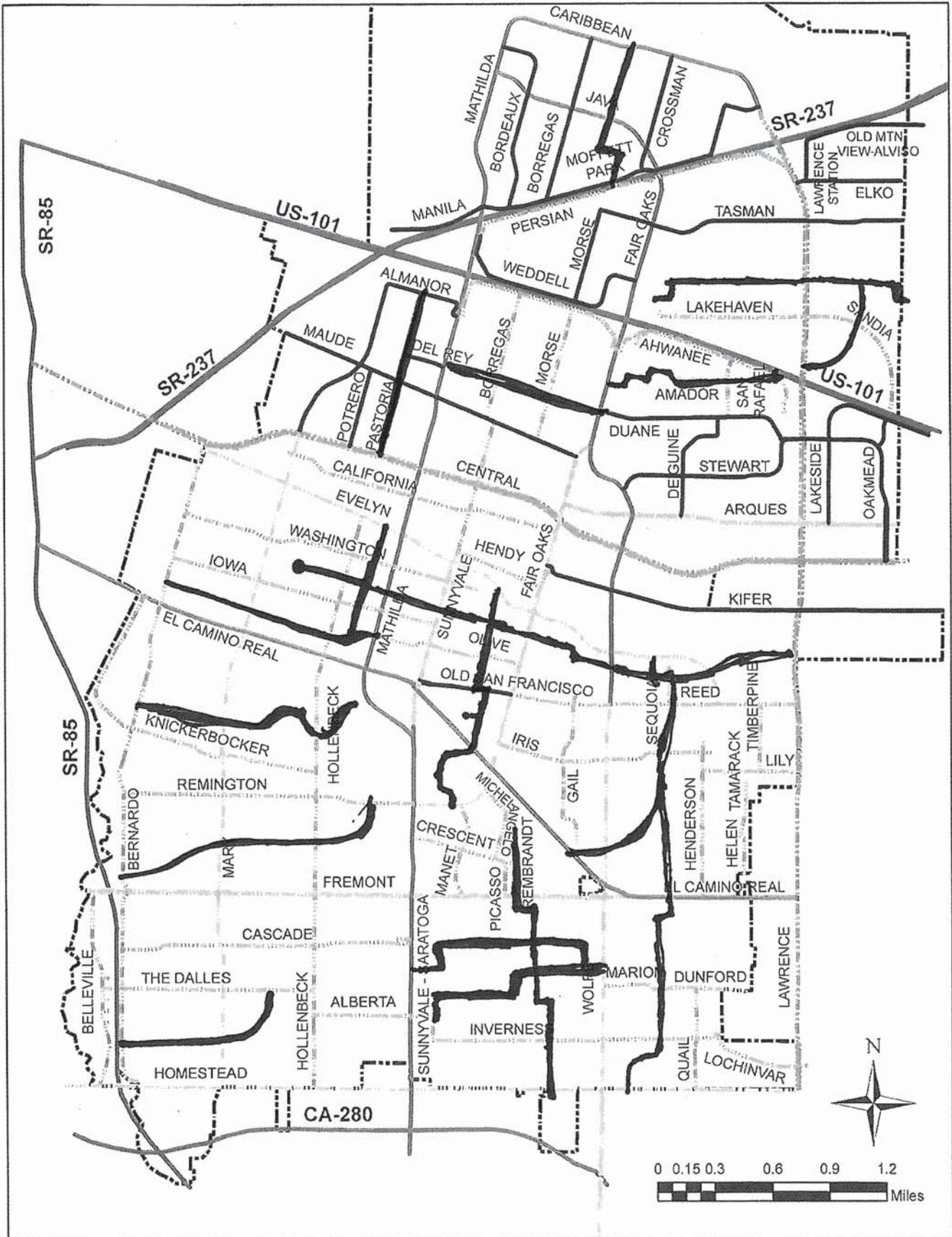
Information Item 6

7. BPAC Active Items List.

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

Bike Boulevard Concepts?

Figure 1 - General Plan Roadway Classifications



Legend

- County Expressway
- Class I Arterial
- Commercial/Industrial Collector
- State Freeway
- Class II Arterial
- Residential Collector
- City Boundary

Bike Boulevard





**Draft For Bicycle and Pedestrian Advisory
Commission Review on February 21, 2013**

Council Meeting:

**SUBJECT: Discussion and Possible Action Regarding Consideration of
Wildwood Avenue Space Allocation Study**

BACKGROUND

Wildwood Avenue is included in the City's Bicycle Capital Improvement Program as a candidate for the installation of bike lanes. The City has received a grant from the Bay Area Air Quality Management District to construct bike lanes. Bike lane construction in this area would connect bicycle shoulders on Lawrence Expressway to planned bike lanes in Santa Clara on the Mission College Boulevard extension of Wildwood Avenue. This section of Wildwood Avenue currently features one travel lane in each direction, and parking and sidewalks on one side of the street for the predominance of the length of the roadway. Adjacent land uses are commercial, apartments, and six side yards of single family residential homes. Consistent with the City's street space allocation policies, staff has conducted a technical analysis of options to meet minimum design standards for motor vehicles, bicycles and pedestrians. Staff is presenting this information to Council for consideration on whether to change the existing roadway configuration.

DISCUSSION

In 2009, the City of Sunnyvale adopted a Policy on the Allocation of Street Space. The Policy for Allocation of Street Space was initiated by the City's Bicycle and Pedestrian Advisory Commission (BPAC) and approved by the City Council on April 28, 2009 (RTC 09-085). The goal was to provide direction on how to consider all modes of transportation when allocating roadway space, particularly in situations that could require the removal of travel lanes, on-street parking, or other roadway reconfigurations, or because of right-of-way constraints. Consideration of bike lanes was a particular intent of the street space allocation policy.

Wildwood Avenue currently does not feature facilities for bicycles. A location map is provided as Attachment A. Staff has identified and studied three options for providing bicycle facilities. Providing bike lanes on Wildwood Avenue within the existing curb-to-curb width (see Attachment B) would require elimination of on-street parking. Widening the road for bike lanes was considered as an alternative. This would involve right of way acquisition, utility relocation, and significant capital cost. The cost would exceed the currently available level of funding. Installation of shared lane arrows was also considered as an alternative. Shared lane arrow (sharrow) installation is not

eligible for the currently available grant funding, and provides less protection to cyclists than bike lanes.

Staff evaluated roadway geometry, motor vehicle speeds, collision history, motor vehicle volumes, and roadway capacity. A summary of findings is included as Attachment B.

Speed surveys show that 85 percentile travel speeds are 41 miles per hour, which is significantly above the posted 35 mile per hour speed. Installation of bike lanes would narrow automobile travel lanes increasing drivers' perception of side friction, which can have a positive effect on reducing travel speeds. A review of the collision history for the roadway shows that two bicycle-involved collisions have occurred in the last five years. Bike lane installation will create marked space for bicycles on the roadway, which increases the comfort level of bicyclists from a safety standpoint and increases drivers' awareness of bicycles using the roadway. These should have a positive effect on safety.

On-street parking supply and demand were also examined. Parking demand is very low on the roadway. Weekday and weekend surveys taken in morning, afternoon, and evening time periods found no vehicles parked on the street. Excess off street supply was noted for all land uses in the proposed study area.

The Sunnyvale Bicycle and Pedestrian Advisory Commission considered this item at its February 21, 2013 meeting and...

EXISTING POLICY

Land Use and Transportation LT 5.5d. Maximize the provision of bicycle and pedestrian facilities.

Land Use and Transportation 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.

Land Use and Transportation LT 5.10. All modes of transportation shall have safe access to City streets.

Land Use and Transportation LT 5.16. When decisions on the configuration of roadway space are made, staff shall present options, including at a minimum an option that meets minimum safety-related design standards for motor vehicles, bicycles and pedestrians.

Land Use and Transportation LT 5.18. The City Council shall make the final decisions on roadway space reconfiguration when roadway reconfiguration will result in changes to existing accommodations. Land Use and Transportation

FISCAL IMPACT

There are sufficient funds from a Bay Area Air Quality Management District grant to install striping, signs and legends to re-stripe the road for bike lanes within the existing right of way. Widening the roadway to provide bike lanes while retaining on-street parking would constitute a major capital improvement project requiring utility relocation, acquisition of right-of-way, and construction of roadway pavement, curb, gutter, sidewalk, and drainage facilities. A widening project is roughly estimated to cost approximately \$ 4 million. No funds are currently available to widen the roadway. Installation of sharrows would cost under \$1,000. This expenditure could be covered under existing operating budgets.

PUBLIC CONTACT

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

A neighborhood survey was direct mailed to 422 residents and property owners in the project area. Staff received 41 responses, or 9.7% of the targeted audience. Twenty seven respondents or 65% of responses favored re-striping the roadway to provide bike lanes, eight respondents (20% of responses) favored shared lane arrows, and six respondents (15% of responses) favored no changes.

A community survey was also performed using Survey Monkey and advertising on the City's web site, various social media, and email notification to community groups. Fifty-nine responses were received. Of those responses, 55 respondents or 93% of responses favored re-striping the roadway to provide bike lanes, and two respondents each favored sharrows or no changes.

The Bicycle and Pedestrian Advisory Commission held a public hearing on a draft Report to Council at its February 21, 2013 meeting. Notification of the Council hearing was mailed to residents and property owners with Wildwood Avenue frontage or addresses, and other interested parties two weeks prior to the Council hearing.

ALTERNATIVES

1. Direct staff to allocate street space on Wildwood Avenue in order to provide one automobile lane and one bike lane in each direction with no on-street parking.
2. Direct staff to allocate street space on Wildwood Avenue in an alternative configuration as determined by Council.
3. Direct staff to make no changes from the existing configuration.

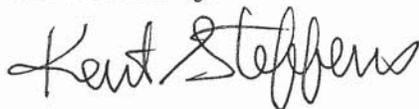
RECOMMENDATION

Staff recommends Alternative No. 1: Direct staff to allocate street space on Wildwood Avenue in order to provide one bike lane in each direction with no on-street parking.

Alternative 1 provides bike lanes and sufficient roadway capacity to meet motor vehicle travel demand. Exercising this alternative will result in a roadway cross section that accommodates all modes of travel. This alternative results in elimination of designated on-street parking, but demand surveys show very limited use of existing on-street parking. This action may also have a calming effect on travel speeds on the roadway, of which 85% of vehicles are currently in excess of the posted speed.

Neighborhood and community surveys showed strong support for the recommended alternative, with 65% of resident/property owner respondents and 93% of respondents to the community survey favoring Alternative 1.

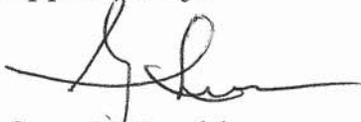
Reviewed by:



Kent Steffens, Director, Public Works

Prepared by: Jack Witthaus, Transportation and Traffic Manager

Approved by:



Gary M. Luebbers
City Manager

Attachments

- A. Project Location Map
- B. Street Space Allocation Study Summary
- C. Draft Bicycle and Pedestrian Advisory Commission Meeting Minutes of February 21, 2013



STREET SPACE ALLOCATION STUDY SUMMARY

Operational Feature	Minimum Standard or Criterion	Existing	Alternative 1 Wildwood On-Street Parking Removal	Alternative 2 – Sharrows
Vehicle travel lane width (typical)	10' travel	12', 24' total	11', 22' total	12'
Parking lane width	8' parking	8' parking one side	0'	8'
Bike lane width	3' asphalt, 4' total	0'	5', 10' total	0'
AM Peak Hour Intersection level of service	LOS "D" or above	n/a	n/a	n/a
PM peak hour Intersection level of service	LOS "D" or above	n/a	n/a	n/a
Roadway capacity	10,000 vpd/per lane	3,000 vpd/lane	same	same
Sidewalks		Yes, north side	Yes, north side	Yes, north side
Crash reduction potential	High = incidence of bike collisions, pedestrian collisions	2 bike involved collisions in 5 years	Moderate	Low
Crosswalk installation potential	Low travel speeds, volumes	n/a, no land uses or sidewalk on the south side of the street	n/a	n/a
Speed compatibility and speed reduction potential		35 MPH posted speed, 41 MPH 85% speed	Increased side friction from narrowing of travel lanes likely to reduce speeds	Not likely to reduce speeds.



City of Sunnyvale

2012 Code of Ethics and Conduct for Elected and Appointed Officials

"Conduct is three-fourths of our life and its largest concern."

-- Matthew Arnold

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For ease of reference in the Code of Ethics and Conduct, the term "member" refers to any member of the Sunnyvale City Council or the City's boards and commissions established by the City Charter, City Ordinance or Council policy.

Policy Purpose

The Sunnyvale City Council has adopted a Code of Ethics and Conduct for members of the City Council and the City's boards and commissions to assure public confidence in the integrity of local government and its effective and fair operation.

A. ETHICS

The citizens and businesses of Sunnyvale are entitled to have fair, ethical and accountable local government which has earned the public's full confidence for integrity. In keeping with the City of Sunnyvale Commitment to Excellence, the effective functioning of democratic government therefore requires that:

- public officials, both elected and appointed, comply with both the letter and spirit of the laws and policies affecting the operations of government;
- public officials be independent, impartial and fair in their judgment and actions;
- public office be used for the public good, not for personal gain; and
- public deliberations and processes be conducted openly, unless legally confidential, in an atmosphere of respect and civility.

To this end, the Sunnyvale City Council has adopted a Code of Ethics and Conduct for members of the City Council and of the City's boards and commissions to assure public confidence in the integrity of local government and its effective and fair operation. The Ethics section of the City's Code of Ethics and Conduct provides guidance on ethical issues and questions of right and wrong.

1. Act in the Public Interest. Recognizing that stewardship of the public interest must be their primary concern, members will work for the common good of the people of Sunnyvale and not for any private or personal interest, and they will assure fair and equal treatment of all persons, claims and transactions coming before the Sunnyvale City Council, boards and commissions.
2. Comply with both the spirit and the letter of the Law and City Policy. Members shall comply with the laws of the nation, the State of California and the City of Sunnyvale in the performance of their public duties. These laws include, but are not limited to: the United States and California constitutions; the Sunnyvale City Charter; laws pertaining to conflicts of interest, election campaigns, financial disclosures, employer responsibilities, and open processes of government; and City ordinances and policies.
3. Conduct of Members. The professional and personal conduct of members must be above reproach and avoid even the appearance of impropriety. Members shall refrain from abusive conduct, personal charges or verbal attacks upon the character or motives of other members of Council, boards and commissions, the staff or public.
4. Respect for Process. Members shall perform their duties in accordance with the processes and rules of order established by the City Council and board and commissions governing the deliberation of public policy issues, meaningful involvement of the public, and implementation of policy decisions of the City Council by City staff.

For ease of reference in the Code of Ethics and Conduct, the term "member" refers to any member of the Sunnyvale City Council or the City's boards and commissions established by the City Charter, City Ordinance or Council policy.