

**MASTER WORK PLAN  
BOARDS AND COMMISSIONS CALENDAR**

<b>Board or Commission</b>	<b>BICYCLE AND PEDESTRIAN ADVISORY COMMISSION</b>
<b>Calendar Year</b>	<b>2009</b>
List all significant agenda items below. Include all pertinent items from the Council Study Issues Calendar.	
<b>MEETING DATE</b>	<b>AGENDA ITEM/ISSUE</b>
January 15	<ul style="list-style-type: none"> <li>- 2009 BPAC Calendar</li> <li>- Update on VTA BPAC's Efforts and Ongoing Regional Projects</li> <li>- Annual Review of the Code of Ethics and Conduct for Elected and Appointed Officials, Draft RTC for consideration by City Council on February 3<sup>rd</sup>, 2009</li> <li>- Update on Ongoing City Efforts in Applying for Grant Funds for Bicycle and Pedestrian Related Policies and Projects</li> <li>- Brochure on "Distractions in Everyday Driving" Produced by the AAA Foundation for Traffic Safety (for information)</li> <li>- BPAC E-mail Messages and/or Letters (for information)</li> <li>- BPAC Active Items List</li> </ul>
February 19	<ul style="list-style-type: none"> <li>- Updated 2009 BPAC Calendar</li> <li>- Bike to Work Day Planning</li> <li>- Utility Bill Stuffer Concepts</li> <li>- Update on the Earth Week and Health and Safety Fair Events (for information)</li> <li>- Brochure on Bicycle &amp; Pedestrian Safety for Parents and Youth (for information)</li> <li>- FY 2009/10 Curb Ramp Installation List (for information)</li> <li>- FY 2009/10 Road Resurfacing List (for information)</li> <li>- BPAC E-mail Messages and/or Letters (for information)</li> <li>- BPAC Active Items List Update</li> </ul>
March 19	<ul style="list-style-type: none"> <li>- Updated 2009 BPAC Calendar</li> <li>- Review Ordinance 2871-08 of the Sunnyvale Municipal Code Amending Section 10.16.030 of Chapter 16 (Parking Regulations) of Title 10 (Vehicles and Traffic)</li> <li>- High Speed Rail Project – Council Study Session on March 24, 2009 (for information)</li> <li>- Annual Volunteer Recognition and Boards and Commission Reception (for information)</li> <li>- City Staff Training on Environmental Sustainability – Commute Solutions Workshop (for information)</li> <li>- BPAC E-mail Messages and/or Letters (for information)</li> <li>- BPAC Active Items List Update</li> </ul>

MEETING DATE	AGENDA ITEM/ISSUE
April 16	<ul style="list-style-type: none"> <li>- Updated 2009 BPAC Calendar</li> <li>- Discussion with a Representative of the Water District Regarding the East and West Channels within Sunnyvale, and the Planned City Trails</li> <li>- Draft RTC - Annual Transportation Development Act Allocation (for a sidewalk construction project abutting Cupertino Middle School) and a Bicycle Expenditure Plan Allocation (for bike lanes design study on Mary Avenue south of Evelyn Avenue)</li> <li>- Draft RTC - Ordinance Amending Sections of Chapter 10.56 of the Municipal Code Pertaining to Bicycles in Order to Conform to the California's Vehicle Code</li> <li>- Draft Utility Bill Stuffer</li> <li>- Grand Opening Ceremony of the Borregas Pedestrian/Bicycle Bridges</li> <li>- Bike to Work Day Update</li> <li>- BPAC E-mail Messages and/or Letters</li> <li>- BPAC Active Items List Update</li> </ul>
May 21	<ul style="list-style-type: none"> <li>- Updated 2009 BPAC Calendar</li> <li>- Review of FY 2009/10 Proposed Budget</li> <li>- BPAC E-mail Messages and/or Letters</li> <li>- BPAC Active Items List Update</li> </ul>
June 18	<ul style="list-style-type: none"> <li>- Updated 2009 BPAC Calendar</li> <li>- BPAC E-mail Messages and/or Letters</li> <li>- BPAC Active Items List Update</li> </ul>
July 16	<ul style="list-style-type: none"> <li>- Updated 2009 BPAC Calendar</li> <li>- Election of Officers</li> <li>- Annual Review of the Boards and Commissions Council Policy</li> <li>- Study and Budget Issues Development</li> <li>- Spare the Air Fair</li> <li>- BPAC E-mail Messages and/or Letters</li> <li>- BPAC Active Items List Update</li> </ul>
August 20	<ul style="list-style-type: none"> <li>- Updated 2009 BPAC Calendar</li> <li>- BPAC E-mail Messages and/or Letters</li> <li>- BPAC Active Items List Update</li> </ul>
September 17	<ul style="list-style-type: none"> <li>- Updated 2009 BPAC Calendar</li> <li>- Study and Budget Issues Finalization</li> <li>- BPAC E-mail Messages and/or Letters</li> <li>- BPAC Active Items List Update</li> </ul>
October 15	<ul style="list-style-type: none"> <li>- Updated 2009 BPAC Calendar</li> <li>- Study and Budget Issues Ranking</li> <li>- BPAC E-mail Messages and/or Letters</li> <li>- BPAC Active Items List</li> </ul>
November 19	<ul style="list-style-type: none"> <li>- Updated 2009 BPAC Calendar</li> <li>- Ranking of Study Issues and Review of Budget Issues</li> <li>- BPAC E-mail Messages and/or Letters</li> <li>- BPAC Active Items List</li> </ul>

MEETING DATE	AGENDA ITEM/ISSUE
December 17	<ul style="list-style-type: none"><li>- Updated 2009 BPAC Calendar</li><li>- 2010 Work Plan</li><li>- BPAC E-mail Messages and/or Letters</li><li>- BPAC Active Items List</li></ul>

**Allocation of the Annual Transportation Development Act  
and Bicycle Expenditure Plan Funds – Draft RTC**

The Draft Report to Council is currently under internal review and will be provided to the BPAC members during the April 16<sup>th</sup> meeting.

Allocation of the Annual Transportation Development Act funds is for the widening of a sidewalk to meet and exceed the ADA requirements. The subject sidewalk is located along the north side of Homestead Road just east of SR 85 right-of-way. This sidewalk serves a considerable number of pedestrians, especially by students of the Cupertino Middle School. Widening of the sidewalk will require relocating the existing fence, constructing a retaining wall, and minimizing effect of the existing utility poles that currently restrict the pedestrian space.

Allocation of the Bicycle Expenditure Plan funds is for conducting the design study associated with the establishment of bike lanes on Mary Avenue south of Evelyn Avenue which was prioritized by City Council. The study will evaluate alternatives, such as prohibiting curb side parking and reducing the number of vehicular travel lanes, in order to allow for the provision of the bike lanes.

**Ordinance Amending Sections of Chapter 10.56 of the Municipal Code Pertaining to Bicycles in order to Conform to the California's Vehicle Code – Draft RTC**

Enclosed is a Draft Report to Council prepared by the City Attorney's Office. Staff recommends a number of changes to Chapter 10.56 of the Sunnyvale Municipal Code which are mostly eliminations in order to conform to the California's Vehicle Code and avoid duplications. Attachments of the RTC contain a chart categorizing the different sections of Chapter 10.56 of the Municipal Code, as well as the Draft Ordinance amending certain sections of the Chapter pertaining to bicycles.

The BPAC members are provided with a number of alternatives that allow them to accept, revise, or reject some or all of the recommended changes.



**Draft for Bicycle and Pedestrian Advisory Commission  
Review on April 16, 2009**

**Council Meeting: April 28, 2009**

**SUBJECT:** Ordinance Amending Sections of Chapter 10.56 of the Municipal Code Pertaining to Bicycles in Order to Conform to California's Vehicle Code

**REPORT IN BRIEF**

Staff recommends Council adopt revisions to Title 10 Vehicles and Traffic of the Sunnyvale Municipal Code as reflected in the accompanying ordinance. A number of Title 10, Chapter 56 provisions regarding bicycles are preempted by state law and thus, require amending. To avoid maintaining outdated provisions in the Municipal Code, the attached draft ordinance is recommended for adoption. On April 16, 2009 the Bicycle and Pedestrian Advisory Committee (BPAC) held a public hearing and considered the draft report. After review, comment and public testimony, BPAC recommended staff's revision to the Municipal Code.

**BACKGROUND**

The Office of the City Attorney conducted a detailed analysis of Sunnyvale's Bicycle Code to ensure compliance with California's Vehicle Code provisions.

The following discussion and analysis elaborates on the proposed amendments to the Bicycle Code to conform to the state's Vehicle Code. The recommended revisions accompanying this RTC comply with applicable California Vehicle Code.

**EXISTING POLICY**

The current Sunnyvale Municipal Code 10.56 provides requirements for the licensing and operation of bicycles in the City of Sunnyvale, which was last updated in 2003.

**DISCUSSION**

A city may enact and enforce ordinances and regulations that are of municipal and of statewide concern; however, local regulations of statewide concern are invalid if they conflict with state law. Municipal codes which conflict with state law are preempted. This report discusses where local ordinances conflict with state law. A draft ordinance is attached as Exhibit B to conform local ordinances to state law.

### Vehicle Code Preemption

"[Municipal] regulations in aid and furtherance of the purpose of the general law" are valid.<sup>1</sup> However, a state law preempts municipal law if (1) an actual conflict exists, or (2) the issue is of statewide concern. When state law preempts the municipal code, the municipal law is void.

#### *Actual Conflict*

A municipality may supplement state law when an actual conflict does not exist. An actual conflict arises when the local legislation duplicates, contradicts, or enters an area of law fully occupied by the state. When the state fully occupies the area, local authority cannot impose additional requirements without conflicting with state law.

While determining whether a provision duplicates or contradicts a state law is easily perceived, determining whether a state law fully occupies an area of law may be more difficult. State law is said to fully occupy an area of law if the legislature has made their intent to fully occupy an area of law clear.

The courts have held that the California legislature has made clear its intent to fully occupy the field of vehicular and pedestrian traffic control. Vehicle Code § 21 provides that "except as otherwise expressly provided, the provisions of this code are applicable and uniform throughout the State and in all counties and municipalities herein, and no local authority shall enact or enforce any ordinance on the matters covered by the code unless expressly authorized herein." (Emphasis added.)

The courts have discussed the state occupying the field of "traffic" control. Traffic is defined in Section 620 of the Vehicle Code to mean "pedestrian . . . vehicles . . . and other conveyances . . . while using any highway for purposes of travel" and includes bicycles. Assuming that state law fully occupies bicycle traffic control, a municipality is preempted from issuing ordinances regarding bicycle traffic control unless the Vehicle Code grants authority otherwise. However, a municipality can regulate areas outside of traffic control when the matter is not addressed by the Vehicle Code. Areas outside bicycle traffic control and not addressed by the Vehicle Code include bicycles on school grounds, bicycles on playgrounds, and some bicycle parking issues. While case law provides that parking on public streets is within traffic control, and thus fully occupied by the state, the state has granted local government authority to regulate many aspects of parking.

#### *Statewide Concern*

Traffic control has long been held by the courts to be a matter of statewide concern. Local bicycle regulations must conform to state law. Where the state

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<sup>1</sup> *Pipoly*, 20 Cal. 2d at 370 (citing *Mann v. Scott*, 180 Cal. 550, 556(1919)).

has fully occupied the area of traffic control, a municipality cannot create any law in this area unless expressly granted the authority by the California Vehicle Code.

#### Application to Sunnyvale Municipal Code

State law preempts certain provisions of Sunnyvale's Municipal Code regarding traffic control. However, the city may regulate areas not otherwise regulated by state law, so long as the municipal code does not contradict the Vehicle Code in matters of statewide concern. Such regulations would supplement the general law of the state.

Attached is a chart that illustrates those sections of Sunnyvale's Bicycle Code that are (1) preempted and void because they either address an issue fully occupied by the state, contradict, or duplicate state law; (2) valid because the regulation is not regulated by state law; or (3) valid because the legislature has granted the municipality authority to regulate the subject matter.

#### **FISCAL IMPACT**

Approval of the proposed code revisions does not create a fiscal impact.

#### **CONCLUSION**

Title 10, Chapter 56 of the Municipal Code currently contains a number of preempted by state law. Adopting the recommended revisions would amend the Municipal Code to include only those provisions permitted under the California Vehicle Code. The attached ordinance implements the necessary changes noted in the attached table.

#### **PUBLIC CONTACT**

Public contact was made through posting of the Council agenda on the City's official notice bulletin board, posting of the agenda and report on the City's web page, and the availability of the report in the library and the City Clerk's Office. The Bicycle and Pedestrian Advisory Committee considered the draft report at its April 16, 2009 meeting which was open to the public.

#### **ALTERNATIVES**

Council may consider the following alternatives:

1. Approve the proposed Bicycle Code revisions in their entirety and as submitted.
2. Approve the proposed Bicycle Code revisions in their entirety with modifications.
3. Reject some of the proposed Bicycle Code revisions and approve others without modification.
4. Reject some of the proposed Bicycle Code revisions and approve others with modification.
5. Reject the proposed Bicycle Code revisions in their entirety.

**RECOMMENDATION**

Staff recommends Alternative #1.

Reviewed by:

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David E. Kahn, City Attorney

City Attorney's Office

Prepared by: Nicole Clemens, Special Deputy City Attorney

**Attachments**

- (A) SMC Chapter 10.56 Chart, illustrating the validity of the provisions
- (B) Proposed Ordinance amending Chapter 10.56 of the Sunnyvale Municipal Code to Conform to California's Vehicle Code

**Attachment to RTC**  
**SMC Chapter 10.56 Chart**

SMC	Invalid and void	Valid, outside traffic control and not addressed by Veh. C.	Valid, legislature granted express authority to municipality
10.56.010			Valid reference to Veh. C. § 231 (not within city authority to define).
10.56.020			Veh. C. §§ 39001(a) and 39002 authorizes licensing of "bicycles" as defined under §39000.
10.56.030			Veh. C. §§ 39004 & 39005 authorizes various fees & record keeping; municipal code within Veh. C. limits.
10.56.040			Valid reference to Veh. C., as §39001(c) provides for renewal periods (not within city authority).
10.56.050	In part, re: removal of license, duplicative of §39002(b)		In part, Veh. C. §39002 authorizing license issuance
10.56.060		City can refuse to issue a license if bicycle determined unsafe – intertwined with licensing and within city authority	
10.56.080			Veh. C. § 39008 authorizing transfer of ownership ordinances
10.56.090	In part, preempted re: mutilation of bike frame serial numbers & licenses; covered by § 39002(b).	In part, valid re: DPS stamping numbers on the bike frame – not with regard to traffic control & intertwined with licensing. Serial numbers required on new bikes under Veh. C. § 39007.	

SMC	Invalid and void	Valid, outside traffic control and not addressed by Veh. C.	Valid, legislature granted express authority to municipality
10.56.100	Duplicative of Veh. C. § 39009 re: immediate notification if license destroyed and required application for duplicate license.		
10.56.110		Bike rental licensing not mentioned in Veh. C.; arguably within city's licensing authority expressly granted.	
10.56.120		Impounding bicycle under probable cause belief it stolen not addressed by Veh. C.	
10.56.130		In part, outside Veh. C. § 21201 which only addresses bicycle equipment for highways and roadways.	In part, within express authority under Veh. C. §§ 21100(h) & 21206 re: pedestrian and bike facilities and public sidewalks.
10.56.140			Within Veh. C. §§ 21100(h) & 21206 authority.
10.56.150		In part, outside Veh. C. § 21204 because applies to non-highway operation.	In part, within §§ 21100(h) & 21206 authority re: pedestrian and bike facilities and public sidewalks.
10.56.160	Preempted by Veh. C. § 22350.		
10.56.170	In part, re: highway stunt riding, preempted by state law; Veh. C. §§ 21204(b) & 21205 arguably covers.		In part, within §§ 21100(h) & 21206 authority re: non-highway ridings (pedestrian & bike facilities, and sidewalks).
10.56.180	Preempted by Veh. C. §§ 21804(a) (highway entry) & 21952 (sidewalk entry).		
10.56.200	In part, preempted by Veh. C. §§ 21203, 21204(b), & 21205.		In part, within Veh. C. §§ 21100(h) and 21206 authority re: pedestrian & bike facilities and sidewalks.

SMC	Invalid and void	Valid, outside traffic control and not addressed by Veh. C.	Valid, legislature granted express authority to municipality
10.56.210	Preempted, as within traffic control concerns. No Veh. C. equivalent, so therefore no limitations on group riding. However, Veh. C. § 21654 states that slow-moving vehicles must ride in the "right-hand lane for traffic or as close as practicable to the right-hand edge or curb."		
10.56.220	Preempted by Veh. C. § 21210 re: public sidewalk and §§ 22500 & 21211 re: roadways/bikeways. (Note: city can prohibit parking in designated areas on public highways if appropriate signs erected under Veh. C. § 21210 and local regulation of state highways permitted under Veh. C. § 22506.)		
10.56.230			Within Veh. C. § 22507(a) city authority to restrict vehicle parking during hours of the day on streets and highways. <sup>1</sup>
10.56.240	Preempted by Veh. C. §§ 21456.2. & 21462. In addition, re: pedestrians, duplicative of Veh. C. § 467 defining pedestrians, thus void.		
10.56.250		School grounds and playgrounds are non-highways and not addressed by Veh. C.	
10.56.260	In part, subjecting users of Class III bikeway to the rights and duties of operators of motor vehicles because duplicative with Veh. C. § 21200(a).		In part, city may establish bikeways under Veh. C. § 21207.
10.56.270			Within Veh. C. § 21207 authority.
10.56.280	Preempted under §§ 21208, 21209, 21717.		

<sup>1</sup> Arguably within city authority under Veh. C. § 21206 to regulate bike facilities (if would include parking zones), but unlikely because involves public streets. In addition, note that Veh. C. § 21210 allows city to prohibit bike parking on street.

<b>SMC</b>	<b>Invalid and void</b>	<b>Valid, outside traffic control and not addressed by Veh. C.</b>	<b>Valid, legislature granted express authority to municipality</b>
10.56.285		Valid, as a bike facility under § 21206; also, not within traffic control and no Veh. C. applicable.	
10.56.286			Streets and Highways Code § 891.2 authorizes.
10.56.290			Valid under DOT Traffic Regulations Chapter 8, Section 01.2
10.56.300			Valid under DOT Traffic Regulations Chapter 8, Section 01.2
10.56.310			Valid re: licensing fines under Veh. C. § 39011. Valid re: infraction violations within Veh. C. § 42001(d) and applicable limits of § 42001(a).

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

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF SUNNYVALE AMENDING CERTAIN SECTIONS OF CHAPTER 10.56 (BICYCLES) OF TITLE 10 (VEHICLES AND TRAFFIC) OF THE SUNNYVALE MUNICIPAL CODE UPDATING THE CODE RELATED TO BICYCLES

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

SECTION 1. SECTION 10.56.005 ADDED. Section 10.56.005 of Chapter 10.56 (Bicycles) of Title 10 (Vehicles and Traffic) of the Sunnyvale Municipal Code is hereby added to read as follows:

**10.56.005. California Vehicle Code—Reference, Enforcement of state laws.**

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The provisions of this Chapter shall supplement all laws of the state of California with regard to bicycle use. The City will enforce the applicable state laws in addition to and to the same extent as its enforcement of the provisions contained within the Sunnyvale Municipal Code.

Enforcement of the Sunnyvale Bicycle Code includes and adopts by reference the following California Vehicle Code provisions pursuant to Vehicle Code Section 21200(a): Division 11 (Section 21000 et seq.), Division 16.7 (Section 39000 et seq.), Division 10 (Section 20000 et seq.), Division 17 (Section 40000.1 et seq.), Division 18 (Section 42000 et seq.), and Division 12, Section 27400.

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SECTION 2. SECTION 10.56.010 AMENDED. Section 10.56.010 of Chapter 10.56 (Bicycles) of Title 10 (Vehicles and Traffic) of the Sunnyvale Municipal Code is hereby amended to read as follows:

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**10.56.010. Definitions.**

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

SECTION 3. SECTION 10.56.030 AMENDED. Section 10.56.030 of Chapter 10.56 (Bicycles) of Title 10 (Vehicles and Traffic) of the Sunnyvale Municipal Code is hereby amended to read as follows:

**10.56.030. License—Issuance—Application—Fee—Record.**

The chief of the department of public safety is authorized to issue bicycle licenses upon application therefore being made to the department of public safety and payment of the license fee of three dollars. For each bicycle license renewal or each transfer of license, and each replacement of a bicycle license or bicycle license ~~plate~~ sticker, the fee shall be as established by resolution of the city council. The chief shall not issue a license for any bicycle when the chief knows, or has reasonable grounds to believe, that the applicant is not the owner of or

entitled to the possession of such bicycle. The chief shall keep records in accordance with requirements as set forth in the Vehicle Code Section 39005.

SECTION 4. SECTION 10.56.040 AMENDED. Section 10.56.040 of Chapter 10.56 (Bicycles) of Title 10 (Vehicles and Traffic) of the Sunnyvale Municipal Code is hereby amended to read as follows:

**10.56.040. License—Duration.**

Each bicycle license issued shall continue in effect until canceled or revoked, but in no event beyond January 1st of the third year following registration beginning January 1, 1979, at which time the license shall be renewed for time periods as set forth in the Vehicle Code Section 39001(c).

SECTION 5. SECTION 10.56.050 AMENDED. Section 10.56.050 of Chapter 10.56 (Bicycles) of Title 10 (Vehicles and Traffic) of the Sunnyvale Municipal Code is hereby amended to read as follows:

**10.56.050. License ~~plate~~sticker—Issuance—Attachment to bicycle.**

Upon issuance of a bicycle license, the chief of the department of public safety or his designee shall also issue a license platesticker bearing the license number assigned to the bicycle. The chief or his designee shall cause such license platesticker to be firmly attached to the seat tube of the bicycle to which issued, in such a position as to be plainly visible from the front. ~~It is unlawful for an unauthorized person to remove a license plate from a bicycle.~~

SECTION 6. SECTION 10.56.090 AMENDED. Section 10.56.090 of Chapter 10.56 (Bicycles) of Title 10 (Vehicles and Traffic) of the Sunnyvale Municipal Code is hereby amended to read as follows:

**10.56.090. ~~Bicycle frame or license plate~~ Mutilation ~~unlawful~~. Serial number—bicycle frame.**

~~It is unlawful for any person to wilfully or maliciously remove, destroy, mutilate or alter the number of any bicycle frame licensed pursuant to this chapter. It is also unlawful for any person to remove, destroy, mutilate or alter any license plate during the time in which such license plate is in effect. Nothing in this chapter shall prohibit the department of public safety from stamping numbers on the frames of bicycles on which no serial number can be found, or on which the number is illegible or insufficient for identification purposes.~~

SECTION 7. SECTION 10.56.100 DELETED. Section 10.56.100 of Chapter 10.56 (Bicycles) of Title 10 (Vehicles and Traffic) of the Sunnyvale Municipal Code is hereby deleted as follows:

**~~10.56.100. License plate loss or destruction—Destruction of bicycle.~~**

~~In the event of the loss, destruction or mutilation of a license plate, the licensee shall report this fact to the chief of the department of public safety. Within ten days of such notification, the licensee shall apply for a duplicate license plate which shall be issued upon payment of the fee set forth in Section 10.56.030.~~

SECTION 8. SECTION 10.56.130 AMENDED. Section 10.56.130 of Chapter 10.56 (Bicycles) of Title 10 (Vehicles and Traffic) of the Sunnyvale Municipal Code is hereby amended as follows:

**10.56.130. Equipment.**

On other than a public highway, which is regulated by California Vehicle Section 21201, every bicycle operated or used in the city of Sunnyvale shall be equipped with the items of equipment specified in the Vehicle Code Section 21201.

SECTION 9. SECTION 10.56.160 DELETED. Section 10.56.160 of Chapter 10.56 (Bicycles) of Title 10 (Vehicles and Traffic) of the Sunnyvale Municipal Code is hereby deleted as follows:

**Deleted: 10.56.160. Speed.**  
It is unlawful for any person to operate a bicycle on a street or highway at a speed greater than is reasonable or prudent having due regard for the traffic on, and the surface and width of, the street or highway, and in no event at a speed which endangers the safety of persons or property.

SECTION 10. SECTION 10.56.170 AMENDED. Section 10.56.170 of Chapter 10.56 (Bicycles) of Title 10 (Vehicles and Traffic) of the Sunnyvale Municipal Code is hereby amended to read as follows:

**10.56.170. Stunt riding prohibited.**

It is unlawful for any person riding or operating a bicycle to perform or attempt to perform any acrobatic or stunt riding upon ~~any street or highway or other public place~~ public sidewalk, pedestrian facility, or bicycle facility. This section is not meant to prohibit stunt riding as part of officially sanctioned events, or places clearly posting stunt riding as appropriate.

**Deleted:**

SECTION 11. SECTION 10.56.160 DELETED. Section 10.56.160 of Chapter 10.56 (Bicycles) of Title 10 (Vehicles and Traffic) of the Sunnyvale Municipal Code is hereby deleted as follows:

~~**10.56.180. Emerging from alley or driveway.**~~

~~The operator of a bicycle emerging from an alley, driveway or building, upon approaching the sidewalk area extending across any alley or driveway, shall yield the right of way to all pedestrians approaching on the sidewalk or sidewalk area, and upon entering the roadway shall yield the right of way to all vehicles approaching on the roadway close enough to constitute a hazard.~~

SECTION 12. SECTION 10.56.200 AMENDED. Section 10.56.200 of Chapter 10.56 (Bicycles) of Title 10 (Vehicles and Traffic) of the Sunnyvale Municipal Code is hereby amended to read as follows:

**10.56.200. Towing, pulling or pushing persons or objects prohibited on pedestrian facilities, bicycle facilities, and public sidewalks.**

It is unlawful for any person operating a bicycle on a pedestrian facility, bicycle facility, or public sidewalk to tow or pull any person or object from the rear thereof, except attachments specifically designed for this purpose, or push or propel any person or object in front of the bicycle.

SECTION 13. SECTIONS 10.56.210 and 10.56.220 DELETED. Section 10.56.210 and Section 10.56.220 of Chapter 10.56 (Bicycles) of Title 10 (Vehicles and Traffic) of the Sunnyvale Municipal Code are hereby deleted as follows:

~~10.56.210. Group riding.~~

~~It is unlawful for any persons operating bicycles upon a roadway to ride more than two abreast.~~

~~10.56.220. Parking.~~

~~It is unlawful for any person to park, or allow to remain parked, any bicycle (1) upon any public street or roadway other than in such a manner that some portion of the bicycle touches the curb and so as to afford the least obstruction to vehicular traffic; or (2) upon any public sidewalk except in a bicycle rack, or against a building, or by means of a stand to maintain the bicycle in a vertical position, or at a curb, and in such a manner as to afford the least obstruction to pedestrian traffic.~~

SECTION 14. SECTION 10.56.240 DELETED. Section 10.56.240 of Chapter 10.56 (Bicycles) of Title 10 (Vehicles and Traffic) of the Sunnyvale Municipal Code is hereby deleted as follows:

~~10.56.240. Obedience to traffic control devices.~~

~~It is unlawful for any pedestrian or person operating a bicycle to disobey the directions of any traffic control device on public or private property unless otherwise directed to do so by a public safety officer or unless it is unsafe to do so at the time. A pedestrian walking a bicycle has all the rights and is subject to all of the regulations applicable to pedestrians.~~

SECTION 15. SECTION 10.56.260 AMENDED. Section 10.56.260 of Chapter 10.56 (Bicycles) of Title 10 (Vehicles and Traffic) of the Sunnyvale Municipal Code is hereby amended to read as follows:

**10.56.260. Bicycle lanes, routes, and bikeways established.**

The city council by resolution or motion may establish bicycle lanes and routes along designated streets or portions of streets. The city council by resolution or motion may establish bicycle paths in the interest of providing transportation, recreation and developing open space programs. The city council by resolution or motion may establish bikeways as defined in the Streets and

Highways Code as the same exist or may be amended hereafter, ~~Any person operating a bicycle along a bicycle route or Class III bikeway as defined in the Streets and Highways Code shall be subject to all of the rights and duties applicable to the operators of motor vehicles generally along the streets or portions of streets so designated, such designation being intended only to inform the operators of bicycles that such streets or portions of streets afford an expeditious route of travel by bicycle, and to alert the operators of motor vehicles of the likelihood of a higher incidence of bicycle traffic where the roadway is so marked.~~

SECTION 16. SECTION 10.56.280 DELETED. Section 10.56.280 of Chapter 10.56 (Bicycles) of Title 10 (Vehicles and Traffic) of the Sunnyvale Municipal Code is hereby deleted as follows:

~~10.56.280. Bicycle lanes—Class II bikeways—Use required and restricted. —When signs and markings are in place giving notice of the existence of any bicycle lane or Class II bikeway as defined in the Streets and Highways Code, it is unlawful for any person: —(a) To operate a bicycle along any portion of the roadway of a street so designated other than within the bicycle lane or bikeway on the right side of the roadway, except for the purpose of passing another bicycle or to avoid an obstruction. —(b) To operate any vehicle other than a bicycle along and within a bicycle lane or bikeway, except for the purpose of making a legal turning maneuver.~~

SECTION 17. CONSTITUTIONALITY; SEVERABILITY. If any section, subsection, sentence, clause or phrase of this Ordinance is for any reason held to be invalid by a court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this ordinance. The City Council hereby declares that it would have passed this ordinance, and each section, subsection, sentence, clause and phrase thereof irrespective of the fact that any one or more sections, subsections, sentences, clauses or phrases be declared invalid.

SECTION 18. CEQA EXEMPTION. The City Council finds, pursuant to Title 14 of the California Code of Regulations, Section 15061(b)(3), that this ordinance is exempt from the requirements of the California Environmental Quality Act (CEQA) in that it is not a Project which has the potential for causing a significant effect on the environment. The Council therefore directs that the Planning Division may file a Notice of Exemption with the Santa Clara County Clerk in accordance with the Sunnyvale Guidelines for the implementation of CEQA adopted by Resolution No. 118-04.

SECTION 19. EFFECTIVE DATE. This ordinance shall be in full force and effect thirty (30) days from and after the date of its adoption.

SECTION 20. POSTING AND PUBLICATION. The City Clerk is directed to cause copies of this ordinance to be posted in three (3) prominent places in the City of Sunnyvale and to cause publication once in *The Sun*, the official newspaper for publication of legal notices of the City of Sunnyvale, of a notice setting forth the date of adoption, the title of this ordinance, and a list of places where copies of this ordinance are posted, within fifteen (15) days after adoption of this ordinance.

Introduced at a regular meeting of the City Council held on \_\_\_\_\_, 2009, and adopted as an ordinance of the City of Sunnyvale at a regular meeting of the City Council held on \_\_\_\_\_, 2009, by the following vote:

AYES:  
NOES:  
ABSTAIN:  
ABSENT:

ATTEST:

APPROVED:

\_\_\_\_\_  
City Clerk

\_\_\_\_\_  
Mayor

Date of Attestation: \_\_\_\_\_  
SEAL

APPROVED AS TO FORM AND LEGALITY:

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

### **Draft Utility Bill Stuffer**

It has not been possible to obtain photos that would represent the concepts recommended by BPAC. Staff will continue with efforts in this regard to attempt to produce a draft utility bill stuffer to share with the BPAC members during the April 16<sup>th</sup> meeting.

### **Grand Opening of the Borregas Pedestrian/Bicycle Bridges**

The Borregas pedestrian/bicycle bridges overcrossing US 101 and SR 237 are nearly completed. The City is planning to celebrate with the community the bridges grand opening in a ceremony planned for April 22<sup>nd</sup>. The Ceremony will commence at 10:30 a.m. at the landing of the northerly bridge overcrossing SR 237 at Moffett Park Drive.

### **Bike to Work Day Update**

The Bike to Work Day is planned for Thursday, May 14<sup>th</sup>. As with past years, Sunnyvale's BPAC, City's Transportation and Traffic Division and Yahoo staff are planning to run five Energizer Stations. Our understanding that the Stations will be staffed as follows:

- Southeast corner of the intersection of Wolfe Road/El Camino Real (Commissioner Patrick Walz and Division Manager Jack Witthaus);
- Northwest corner of the intersection of Mary Avenue/Maude Avenue (Commissioner Andrea Stawitcke and Division staff Joel Arreola);
- Caltrain train station (Commissioner James Manidakos and Division staff Carmen Talavera);
- Baylands Park (Commissioner Ralph Durham and MPBTA Director Kerry Haywood); and,
- NASA/Bayshore light rail station (Chair Kevin Jackson and Yahoo staff).

Division staff and BPAC liaison, Heba El-Guendy, will route all Stations. Staffing of the Energizer Stations will start between 6:00 and 6:30 a.m. depending on coordination that morning, and will end at 9:30 a.m. It is planned to keep track of the number of cyclists that visit each of the Stations along with any expressed comments.

**BPAC E-mail Messages and/or Letters**

All E-mail messages and letters addressed to BPAC members are enclosed. Staff update will be provided during the April 16<sup>th</sup> meeting and become part of the meeting minutes for public access.

**Heba El-Guendy - Web BPAC Request - Street: Remington at Hollenbeck**

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**From:** emailer <emailer@ci.sunnyvale.ca.us>  
**To:** "Web - Heba" <helguendy@ci.sunnyvale.ca.us>  
**Date:** 3/16/2009 6:20 PM  
**Subject:** Web BPAC Request - Street: Remington at Hollenbeck

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**Name** [REDACTED]  
**Email** [REDACTED]  
**Street** Remington at Hollenbeck

**Between  
Street**

**and Street**

**Landmarks**

**Suggestion** The traffic signal for the left turn lane going from Remington (heading west) onto Hollenbeck (heading south) does not appear to be triggered by bicycles. I live nearby on Hollenbeck and travel through this intersection several times a week on my bike, and it's quite bothersome to have to make the choice between running the red light or waiting through several light cycles for a car to come up behind me to trigger the left turn arrow. Please fix it! Thank you.

**Heba El-Guendy - Why can't we do this in Sunnyvale?**

**From:** [REDACTED]  
**To:** Sunnyvale City Council <council@ci.sunnyvale.ca.us>  
**Date:** 3/17/2009 8:04 PM  
**Subject:** Why can't we do this in Sunnyvale?  
**CC:** Kevin Jackson <kjbiker@netzero.net>, Jack Witthaus <jwitthaus@ci.sunnyvale.ca.us>, Heba El-Guendy <helguendy@ci.sunnyvale.ca.us>

Why can't the City of Sunnyvale sponsor this for Sunnyvale Schools?

It would go a long ways toward solving our traffic issues around Sunnyvale schools.

**Fisher: Bringing back biking**

By Patty Fisher  
 Mercury News  
 Posted: 03/17/2009 06:13:01 PM PDT

As two boys rode their bikes past a 7-foot pole outside Almond Elementary School in Los Altos, a loud buzzer went off.

"Whoa, what was that?" one kid asked.

"That's the Freikometer," his friend answered.

"Oh, yeah. Awesome."

If you're wondering what a Freikometer is — and you probably are — let's just say it's a high-tech, solar powered gizmo, which folks at Almond hope will transform children who rarely venture beyond their front doors without hopping into a minivan into a generation of Frequent Bike Riders, a.k.a. Freikers. That rhymes with bikers.

"The idea is to get kids fit and make them a bit more self-reliant," said John Simms, the Almond parent and avid biker who brought the program to Los Altos. "It's a way of helping children learn at an early age that for running errands or getting places you have to go within five miles, a bicycle is certainly a viable form of transportation."

Simms was on his bike Tuesday, as Almond kicked off the Freiker program at a special assembly complete with unicycle exhibition and a parade of unusual bikes. Principal Terri Stromfeld herself led the parade.

"We train kids to do their best in reading and math," Stromfeld said, "but we also think children should be healthy and have fun."

The Freiker program was created by Rob Negler, a Colorado guy who wanted to encourage kids to ride bikes to school. And how do you encourage kids to do anything? By offering rewards, of course.

**Scanning bikers**

Here's how the program works: Kids sign up and receive tags with ID numbers on them. The tags are scannable. So when kids ride their bikes to school, their tag is scanned by a machine, which triggers the buzzer and records the number. At the end of the year, kids get prizes for having been consistent riders.

The machine, of course, is called a Freikometer.

Almond is the first school in California to get one, thanks to sponsorships from The Bicycle Outfitter and the Monta Vista Velo Cycling Club. In just two days, more than 100 of the 550 Almond students signed up. Not all of them even ride bikes. According to the rules, anyone who walks, scooters, skateboards or roller blades to school can get credit.

"As long as you don't come by car," Stromfeld said.

In other words, Freiker isn't just to promote biking. It is about teaching parents, as well as children, new habits. After all, there's no reason children in Los Altos, which is flat, suburban and has lovely weather, can't ride their bikes to school.

Suzanne Amblet, a Los Altos mom and bike safety instructor, says kids would love to ride, if only Mom and Dad would let them.

"What I've found is the biggest impediment to getting kids to walk or bike to school is the parents' fear," she said. "Parents aren't comfortable on bikes themselves; their discomfort becomes fear that their kids can't ride their bikes."

**Parents ride along**

So she encourages parents to ride with their kids and teach them to ride safely, observing all traffic laws and making sure drivers see them.

But how do you get parents who aren't comfortable on bikes out there early in the morning with their kids?

Well, try a little peer pressure.

That's the beauty of Freiker. Sure, it's gimmicky. But in competitive Silicon Valley, gimmicky works. And a little friendly competition may have the needed impact on Mom and Dad.

Sixth-grader Kelly Carlson set off the buzzer as she and Maddie Klein rode past the Freikometer Tuesday. The girls have been riding to school together since fourth grade, and don't seem to need any incentive.

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"I love to ride, and I think a lot of people do," Kelly said. "I try to ride every day."

Freikometer or no Freikometer.

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**Infobox1**

To learn more about the Freiker program, go to [www.freiker.org](http://www.freiker.org)

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**Heba El-Guendy - Web BPAC Request - Street: Fremont Ave.**

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**From:** emailer <emailer@ci.sunnyvale.ca.us>  
**To:** "Web - Heba" <helguendy@ci.sunnyvale.ca.us>  
**Date:** 3/19/2009 8:27 AM  
**Subject:** Web BPAC Request - Street: Fremont Ave.

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**Name** [REDACTED]

**Email** [REDACTED]

**Street** Fremont Ave.

**Between Street** Sydney Ave.

**and Street** Selo

**Landmarks** Cross walk on corner of Sydney going to Fremont H.

**Suggestion** This crosswalk is death trap. It crosses four lanes of 40mph Fremont Ave., just near a big intersection and is heavily used by high school students. As a concerned neighbor, I've witnessed too many close calls and don't want anyone getting seriously injured. Suggestions: 1) Eliminate the crosswalk entirely (the main intersection is just a short block away) or 2) Install one of those street embedded flashing light signals. (Even with this, this crosswalk is in a nightmare location) Thanks, Ann Newman

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March 28, 2009

Bicycle and Pedestrian Advisory Commission  
City Hall  
P.O. Box 3707 Sunnyvale, CA 94088-3707

RECEIVED

MAR 30 2009

Dear Sir or Madam,

I am a 14 year old resident of Sunnyvale, CA. I am writing you this letter to address an issue that has come to my attention. There are no bike lanes on a section of Fair Oaks Road between Old San Francisco Road and East Maude Avenue. This has been leading to many problems. This is a serious issue that must be addressed immediately.

This section of Fair Oaks Road requires car drivers to share the road with bikers. This section is primarily residential, and some residents park their cars on the street. The city has already taken a step towards reducing the number of parked cars on the street by posting "No Parking at Any Time" signs at specific places. The bikers still do not have space to ride at the edges of the road where there are parked cars. Therefore, they are forced to ride between the moving and parked cars. The limited space between bikers and drivers increases the chances of a collision between the two.

In an accident between a biker and a car driver, it is the biker who suffers the most injury and damage. However, the car drivers are the ones who have to pay the costs of the damage. These accidents take a toll on both car drivers and bikers, one financially and one physically. We cannot afford these accidents in our community. Our community should be safe, and a pleasurable place to live in.

This problem must be addressed immediately because Fair Oaks is a major road leading to Highway 101. The high volume of cars traveling at relatively high speeds is especially dangerous to the bikers. As our nation is trying to go "green," biking should be encouraged and this problem should not discourage bikers from using this road. Many residents of Sunnyvale enjoy biking and agree that the city should do its best to create more biking opportunities on main roads. Residents enjoy being able to travel locally on bikes instead of cars, as biking is beneficial for the health and for the environment. The lack of bike lanes should be fixed in order to promote environmentally friendly methods of transportation as well as reduce the number of accidents.

This is why I am proposing that a law be created which mandates bike lanes in all major roads. In order to add bike lanes to Fair Oaks Road, I suggest we cut down the width of the adjacent sidewalks by a small amount in order to have enough space to establish the bike lanes. This solution will not affect neighboring homes or cause any discrepancies between residents and the city.

I understand that this is a difficult problem to fix as it requires a bit of construction and modification to the road. However, by solving this issue, we will be protecting the lives of more people and working towards establishing a safer community. I hope that this issue will be resolved soon. Thank you for all your time and patience.

Sincerely,





Address **491 N Fair Oaks Ave**

Address is approximate

The sidewalk will be minimized a small amount in width to accommodate the bike lane.





## Heba El-Guendy - Fwd: Re: Walk/Bike Assessment - Stocklmeir-Photo observation summary and suggestion

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**From:** Heba El-Guendy  
**To:** [REDACTED]  
**Subject:** Fwd: Re: Walk/Bike Assessment - Stocklmeir-Photo observation summary and suggestion

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>>> On 4/3/2009 at 4:59 PM, [REDACTED] wrote:

Hi,

First this is a personal email, mailed from my work email not to confuse the group which already has my [REDACTED] email. This email does not represent any [REDACTED] views. Also thank given to Microsoft for allowing fair use. Please do not publish the attached aerial image portion without first getting explicit Microsoft Livemaps permission .

I would like to forward this areal image of Stocklmeir with photos of problems at the core walking area. Also on the photo shown placement of 5 carry away signs to help the dropoff work more efficiently and more importantly to keep the hazardous traffic congestion away from the central pedestrian area at Floyd. This is the core walking area and it needs to be pedestrian friendly which it is not now. Its a real zoo.

It seems everything was working to make it visually more confusing scene, one I would not bike, and have concerns young ones walking. The bike squeeze between cars make dooring of a biker by a hurried parent an almost eventual certainty.

I observed several jaywalks right through traffic, (one father hurriedly carrying their child) Adding the stops and left only exit at Chukar court would provide a safer crossing for those already jaywalking at this location in this maddening traffic. Also anybody dropping off at a smoother working dropoff and traffic flow will have the same commute time even on a longer route out to Inverness or Matilda. It is ironic the crosswalk at Floyd which appears to be recently moved has a parking space blocking it pedestrian view which the city traffic safety officer parked in. Since the pedestrian volume was so high, no ramp for bike and wheelchairs and a narrow sidewalk, considerable number of children and adults walked around the truck out of the crosswalk directly into the intersection. This spot absolutely should be no parking, Its way too dangerous!

If the internal drop off can be made to work well, with carpool class points, 6th grader door openers (with adults ) like done at Challenger on Hollenbeck, and perhaps staggered bell times by 10 minutes for upper and lower classes, the need for drop off on Dunholme street itself can be soon eliminated and some bike lanes added on at least the school side of the street. It would be good to reward the walker and bikers in some way even more too that is not so easy to cheat and does not take huge manpower. The only way I can think is to give out raffle tickets to those walking in for a very nice set of prizes just before Winter break and end of school year, or perhaps every 2 months. The raffle ticket

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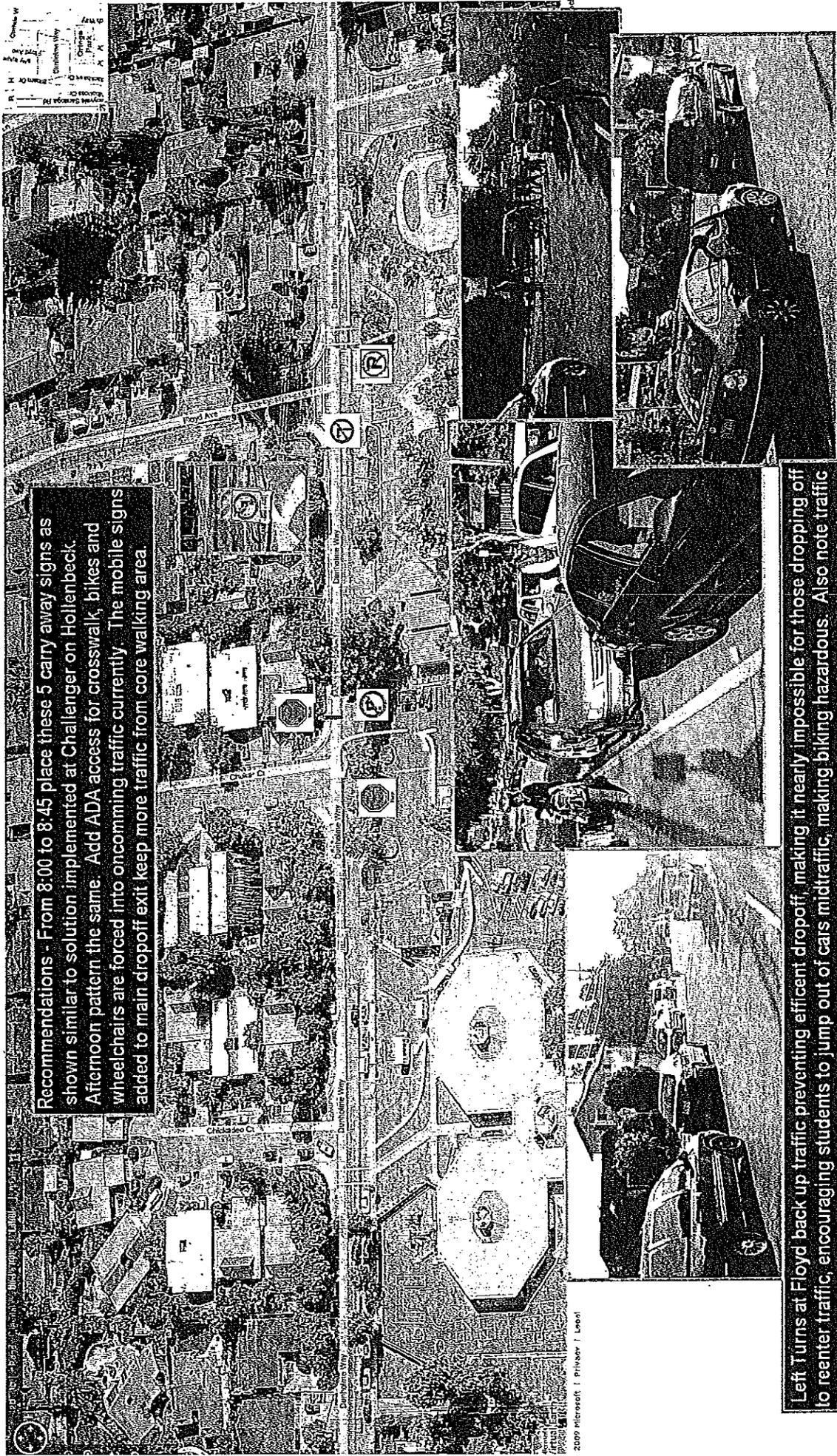
person would wonder within 1/4 mile of the school on routes to and from school giving out tickets to any student not riding a car. Each day it would be somewhere different. The ticket could be registered at lunch by drop box. It would not get 100 %, but over enough time would be fair and only reward those not coming by car the last 1/2 mile.

Anyway, hope something is helpful.

Cheers

[Redacted signature]

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Recommendations - From 8:00 to 8:45 place these 5 carry away signs as shown similar to solution implemented at Challenger on Hollenbeck. Afternoon pattern the same. Add ADA access for crosswalk, bikes and wheelchairs are forced into oncoming traffic currently. The mobile signs added to main dropoff exit keep more traffic from core walking area.

Left Turns at Floyd back up traffic preventing efficient dropoff, making it nearly impossible for those dropping off to reenter traffic, encouraging students to jump out of cars midtraffic, making biking hazardous. Also note traffic safety truck is blocking visibility to the busy crosswalk (which has no ADA ramp) and adds to sight confusion.

**BPAC Active Items List Update**

The Commission's active items list is attached for your reference. Concerns regarding signal operations and bicycle detection are not individually listed, but will be regularly reported on during the BPAC meetings.

Bicycle and Pedestrian Advisory Commission

Active Items List

Item #	Item	OPR	Due Date (Approx)	Status	Last Updated
1	Borregas Avenue Bike Corridor	Fakih	2009	Grand opening ceremony of the Borregas ped/bike bridges overcrossing US 101 and SR 237 is scheduled for April 22nd at 10:30 a.m. at the northerly bridge landing at Moffett Park Drive.	4/9/2009
2	Bernardo Caltrain Under-crossing	Witthaus	Preliminary engineering by 2005	Feasibility Study accepted by the City Council. Funds for 20% local matching funds must be identified before further project initiation. BEP Tier 1 update submitted. VTA will program 80% funds out to 2016 to allow for time to secure matching funds. Project update submitted for Valley Transportation Plan (VTP) 2035 consideration.	4/9/2009
3	Code of Ethics and Conduct	EI-Guendy	1/15/2009	The BPAC members provided their comments on the revised Code during the meeting of January 15, 2009.	2/13/2009
4	Utility Bill Stuffer	EI-Guendy	May-09	The BPAC members discussed ideas on the Utility Bill Stuffer during the meeting of February 19, 2009. A Draft will be provided for review in the meeting of April 16, 2009.	3/13/2009
5	Bike to Work Day	EI-Guendy	5/14/2009	The event is planned for May 14, 2009. The Energizer Stations will be set at the Wolfe/El Camino Real intersection, Mary/Maude intersection, Baylands Park, Nasa light rail station, and Caltrain station from 6:30 to 9:30 a.m.	4/9/2009
6	Earth Day	EI-Guendy	4/18/2009	A number of events are planned for Earth Week. Regular update is provided to BPAC.	2/13/2009
7	Health and Safety Fair	EI-Guendy	5/30/2009	Event is planned at Columbia Middle School on May 30, 2009. Regular update is provided to BPAC.	2/13/2009
8	Overlay, Reconstruction, Slurry & Chip Schedule	T. Pineda	FY 2009-10	Information only item - Was provided to BPAC during the meeting of February 19, 2009.	3/13/2009
9	Signage request - Entrance of Baylands Park	EI-Guendy	5/31/2009	A site meeting took place with staff of the City's Department of Parks and Recreation who are planning to install improved signage and pavement markings.	4/9/2009

Item #	Item	OPR	Due Date (Approx)	Status	Last Updated
10	Operational/Enforcement request - Caltrain Station	El-Guendy	8/21/2008	Prevent parking violation of a motorcycle which restrict access to the E-lockers. Also enforce the use of the free lockers at the Station to encourage cycling and use of transit. SamTrans has been notified on several occasions.	8/14/2008
11	Maintenance request - Lynn Way/Mulberry Lane	El-Guendy	8/21/2008	Re-establish the raised markers and faded double yellow lines at the Lynn Way/Mulberry Lane area. A double ship seal is planned for this area on August 28th, 2008. Following this work, a double centerline will be established. The road will be slurry sealed in April/May of 2009. Following the latter work, the raised markers will be installed.	8/14/2008
O-1	VTA Bicycle Expenditure Program (BEP)	Withaus	Annual	Prepared application is for conducting the design study associated with the establishment of bike lanes on Mary Avenue south of Evelyn Avenue.	4/9/2009
O-2	Bicycle Capital Improvement Program	El-Guendy	Ongoing		7/12/2007
O-3	TFCA grants	El-Guendy	Annual	Application to establish bicycle facility between the two Borregas bridges was submitted on January 16, 2009	2/13/2009
O-4	Bike Parking Incentive Program	El-Guendy	Ongoing		5/11/2007
O-5	Construction Zone Safety Complaints received	El-Guendy	Ongoing	Responses are provided via phone or e-mail communications. In some cases, the responses are provided verbally during the BPAC meetings and documented as part of the meetings minutes.	2/19/2008
O-6	Policy on Street Space Allocation	Withaus	Ongoing	Request to coordinate between the approved policy on street space allocation and relevant roadway resurfacing/construction projects. CEQA clearance and General Plan amendment pending.	4/9/2009
O-7	Bicycle Detection Complaints received	El-Guendy	Ongoing	Responses are provided via phone or e-mail communications. In some cases, the responses are provided verbally during the BPAC meetings and documented as part of the meetings minutes.	9/11/2008
O-8	2009/2010 Bicycle Transportation Account (BTA)	El-Guendy	Annual	The East Channel Trail Project is eligible for this fund, and a grant application was submitted to complete the design and implement the pedestrian/bike trail.	1/8/2009

Item #	Item	OPR	Due Date (Approx)	Status	Last Updated
O-9	2009 Community Design and Transportation (CDT)	El-Guendy	Annual	Camino Real Multi-Modal Design Guidelines with City request to consider providing bike lanes, and to redevelop the Lawrence Station Area with improvements to bicycle and pedestrian connections within one half mile radius of the Station.	3/13/2009
O-10	2009/10 Caltrans Planning Grants	Bose	Annual	A grant application was submitted by April 1, 2009 to seek additional funds needed for the redevelopment of the Lawrence Station area.	4/9/2009
O-11	2009 State Safe Routes to Schools	El-Guendy	Annual	A grant application will be submitted by April 15, 2009 to add safety and operational improvements in school areas Citywide.	3/13/2009
O-12	State Transportation Enhancements (TE) funds	Witthaus	Ongoing	Application submitted for establishment of the Murphy Avenue streetscape project.	4/9/2009
O-13	Stimulus Package	Witthaus		Application for the Green Infrastructure Funding Grant was submitted to complete the design and implement the East Channel Trail.	4/9/2009