

**DISCUSSION – Annual Reporting of Collisions involving Pedestrians and Cyclists**

Information is provided in Attachments A and B summarizing pedestrian and cyclists-involved collisions for the period from October 1, 2010 to October 1, 2011. This information is presented for BPAC discussion and has not been subject to any kind of comprehensive trend analysis by staff. Department of Public Safety and Division of Transportation and Traffic staff does review all reported collisions. Transportation and Traffic staff reviews collisions primarily looking for correctable factors. It is extremely rare to encounter correctable collisions, as virtually all causes of collisions involve traveler behavior rather than traffic controls. Staff notes that nearly all bicycle-involved collisions occurred on arterial or collector streets, which may validate the City's focus on providing bicycle facilities on major streets.

Staff is considering pursuing a "traveler behavior" public awareness campaign with the intent of reinforcing attentiveness, rules of the road, and other basic responsibilities of travelers on our City streets. If sufficient resources can be identified, a campaign may be rolled out later this Winter.

*Information Only Item 1*

**Update on Preparation of the Land Use and Transportation Element Update**

The Horizon 2035 Citizens Committee for the update of the Land Use and Transportation Element of the General Plan has completed a draft set of Land Use and Transportation policies (Attachment C) that will be vetted before a joint study session of the City Council, Planning Commission, Sustainability Commission and Bicycle and Pedestrian Advisory Commission in late November. The Horizon 2035 Committee is currently working on refining presentation themes for public outreach that will be initiated in early 2012.

The Horizon 2035 Committee will also review outline material for the Climate Action Plan at its upcoming October 19 meeting.

Attached are the policies that the Horizon 2035 Committee accepted. Staff is moving forward with these policies and is currently writing the draft LUTE. The attached policies have been formulated based on directions that the Committee as a whole or a Transportation Sub-Committee provided in late July and early August.

Horizon 2035 Committee input and direction have been completed, and staff is moving forward with the draft document in order keep the project schedule moving forward. After the outreach program occurs in early 2012, there may be editing in response to the reaction and response of the community.

There is a staff Planner that is in charge of managing the Consolidated General Plan. That Planner is now helping pinpoint policy redundancy with other General Plan chapters and moving some of the proposed new policies into other related General Plan chapters where they are more appropriate. The language of the goals, policies and actions will also be brought into conformance with the overall style of the new Consolidated General Plan.

BPAC members should plan on attending the joint study session with the City Council, Planning Commission, and Sustainability Commission scheduled for November 29, 2011 at 5:30 P.M., to be located in Library Program Rooms A and B. Additional announcements will be forthcoming.

*Information Only Item 2*

**Mary Avenue Bike Lanes Project/Mary Avenue Extension Project  
Environmental Review**

The City has been working on a Mary Avenue Bike Lanes Project and the Mary Avenue Extension Project independently of each other, with technical coordination between the two projects as appropriate. Currently the Mary Avenue Bike Lanes Project is at a conceptual design stage, and staff was ready to initiate environmental review. The Mary Avenue Extension Project is undergoing additional environmental review to respond to the writ of mandate of the Court of Appeals.

Staff and the Office of the City Attorney have considered appropriate approaches to coordinating the environmental review of the two projects. The two projects have overlapping areas of environmental effect, namely the section of Mary Avenue between Maude Avenue and Fremont Avenue, and the associated traffic, noise, air quality and other potential impacts. Staff has determined that concurrent environmental review and preparation of one environmental document for both projects is prudent to assure that environmental impacts are not analyzed differently in two separate reviews and to address the potential issue or appearance of segmentation of traffic improvement project environmental review.

The environmental review for the Mary Avenue Bike Lanes Project and the Mary Avenue Extension Project will be done as one project. While independent reviews would have intended to address the environmental setting of both projects, staff believes it is prudent to consider them together in one unified environmental

analysis. The scope of work for the Mary Avenue Extension environmental analysis already includes language to address the potential Mary Avenue Bike Lanes Project; moving forward the project description for the unified environmental analysis will include both projects, and both projects will be brought forth for Council consideration at the same time. Upon certification of the environmental document, the City Council may then elect to approve both projects for construction, approve only one project or the other, or not approve either project.

*Information Only Item 3*

**BPAC E-mail messages and/or letters since circulation of the agenda packet of the September meeting**

Attached (Attachment D).

**City of Sunnyvale - DPW  
Division of Transportation and Traffic**

**Collision Report Summary**

10/13/2011

Date Range Reported: 10/1/10 - 10/1/11

Total Number of Collisions: 39

Total Number of Persons Injured 35

Total Number of Persons Killed: 2

Report#	Date	Time	Location	Dist.	Dir.	Type of Collision	Motor Veh. Involved With	Dir. of Travel 1	Movement Prec. Coll. 1	Dir. of Travel 2	Movement Prec. Coll. 2	PCF	Inj. Kil.
CR10-10010	11/14/10	15:39	El Camino Real & Bernardo Avenue	600'	West	Vehicle - Pedestrian	Pedestrian	South	Proceeding Straight	East	Proceeding Straight	Ped R/W Violation	1 0
CR10-10181	11/20/10	12:59	Private Property (150 E. El Camino Real) & E Curblin Of	500'	East	Vehicle - Pedestrian	Pedestrian	North	Making Left Turn	West	Proceeding Straight	Ped R/W Violation	1 0
CR10-10470	12/2/10	12:02	W Olive Ave & Taaffe St	99'	East	Vehicle - Pedestrian	Pedestrian	West	Proceeding Straight	West	Stopped In Road	Unsafe Starting or Backing	1 0
CR10-10628	12/7/10	08:16	Olive Avenue & Kenmore Avenue	6'	West	Vehicle - Pedestrian	Pedestrian	East	Proceeding Straight	South	Proceeding Straight	Ped R/W Violation	1 0
CR10-10767	12/11/10	16:55	Evelyn Avenue & Red Oak Drive	0'	In Int.	Vehicle - Pedestrian	Pedestrian	North	Making Left Turn	East	Proceeding Straight	Ped R/W Violation	1 0
CR10-10837	12/14/10	09:24	Mathilda Avenue & Olive Avenue	0'	In Int.	Vehicle - Pedestrian	Pedestrian	West	Making Left Turn	West	Proceeding Straight	Ped R/W Violation	1 0
CR10-10955	12/17/10	17:57	777 El Camino &	0'	In Int.	Not Stated	Pedestrian	East		East		Unknown	0 0
CR10-11073	12/19/10	22:17	Washington Street & Murphy Avenue	0'	In Int.	Vehicle - Pedestrian	Pedestrian	East	Proceeding Straight	South	Other	Ped R/W Violation	2 0
CR10-11303	12/31/10	18:24	Tangerine Way & Trumbill Court	5'	South	Vehicle - Pedestrian	Pedestrian	North	Backing	East	Stopped In Road	Unsafe Starting or Backing	1 0
CR11-335	1/12/11	13:38	Private Property 1220 Tasman #488 & West Curblin Extension Of	40'	West	Vehicle - Pedestrian	Pedestrian	East	Backing	East	Other	Other Improper Driving	1 0
CR11-371	1/13/11	19:07	Hollenbeck Avenue & Grand Coulee Avenue	545'	South	Broadside	Pedestrian	East	Entering Traffic	North	Making Left Turn	Pedestrian Violation	0 0
CR11-404	1/14/11	14:13	El Camino Real & Maria Lane	0'	In Int.	Vehicle - Pedestrian	Pedestrian	East	Making Right Turn	North	Making Right Turn	Ped R/W Violation	1 0

Report#	Date	Time	Location	Dist.	Dir.	Type of Collision	Motor Veh. Involved With	Dir. of Travel 1	Movement Prec. Coll. 1	Dir. of Travel 2	Movement Prec. Coll. 2	PCF	Inj. Kil.
CR11-611	1/21/11	15:26	S. Mary Avenue & Homestead.	0'	In Int.	Vehicle - Pedestrian	Pedestrian	East	Entering Traffic	North	Proceeding Straight	Pedestrian Violation	1 0
CR11-615	1/21/11	17:20	Waite Avenue & Duane Avenue	300'	South	Broadside	Pedestrian	West	Entering Traffic	North	Proceeding Straight	Ped R/W Violation	1 0
CR11-658	1/23/11	08:21	Mathilda Avenue & West El Camino Real (Sr-82)	0'	In Int.	Vehicle - Pedestrian	Pedestrian	South	Making Right Turn	East	Proceeding Straight	Ped R/W Violation	1 0
CR11-672	1/23/11	19:48	E Evelyn Av & S Bayview Av	75'	West	Vehicle - Pedestrian	Pedestrian	East	Proceeding Straight	South	Other	Unsafe Speed	1 0
CR11-710	1/25/11	07:50	Morse Avenue & Glendale Avenue	100'	South	Vehicle - Pedestrian	Pedestrian	North	Making Left Turn	South	Proceeding Straight	Ped R/W Violation	1 0
CR11-882	1/31/11	07:53	Hendy Avenue & Frances Avenue	60'	East	Vehicle - Pedestrian	Pedestrian	North	Entering Traffic	East	Proceeding Straight	Pedestrian Violation	1 0
CR11-961	2/2/11	18:50	Fremont Avenue & Rousseau Drive	0'	In Int.	Vehicle - Pedestrian	Pedestrian	South	Making Right Turn	East	Proceeding Straight	Ped R/W Violation	1 0
CR11-1220	2/10/11	16:31	Bernardo Avenue & Washington Street	0'	In Int.	Not Stated	Pedestrian	South	Making Right Turn	East	Proceeding Straight	Ped R/W Violation	0 0
CR11-1597	2/23/11	18:29	Kirkland Drive & Ontario Drive	0'	In Int.	Broadside	Pedestrian	North	Proceeding Straight	North	Making Right Turn	Pedestrian Violation	1 0
CR11-1950	3/6/11	19:53	150 E El Camino Real & Sunnyvale Avenue	475'	East	Vehicle - Pedestrian	Pedestrian	North	Parking Maneuver	South	Other	Other Improper Driving	1 0
CR11-2296	3/16/11	16:14	Silverlake Drive & Lakehaven Drive	7'	South	Vehicle - Pedestrian	Pedestrian	South	Making Left Turn	East	Proceeding Straight	Ped R/W Violation	1 0
CR11-2306	3/16/11	21:30	W El Camino Real (Sr-82) & S Bernardo Avenue	31'	West	Vehicle - Pedestrian	Pedestrian	West	Making Right Turn	South	Proceeding Straight	Ped R/W Violation	1 0
CR11-2675	3/29/11	14:30	Mango Avenue & Knickerbocker Drive	45'	South	Vehicle - Pedestrian	Pedestrian	West	Other	South	Making Right Turn	Pedestrian Violation	1 0
CR11-2740	3/31/11	15:41	Fremont Avenue & La Bella Avenue	60'	West	Vehicle - Pedestrian	Pedestrian	West	Making Right Turn	East	Proceeding Straight	Ped R/W Violation	1 0
CR11-2745	3/31/11	19:22	Torrance Avenue & Havenwood Avenue	225'	South	Vehicle - Pedestrian	Pedestrian	West	Making Right Turn	North	Proceeding Straight	Pedestrian Violation	1 0
CR11-2777	4/1/11	22:36	W California & Francis	16'	West	Vehicle - Pedestrian	Pedestrian	West	Making Left Turn	South	Proceeding Straight	Improper Turning	1 0

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Report#	Date	Time	Location	Dist.	Dir.	Type of Collision	Motor Veh. Involved With	Dir. of Travel 1	Movement Prec. Coll. 1	Dir. of Travel 2	Movement Prec. Coll. 2	PCF	Inj. Kil.
CR11-3149	4/15/11	14:00	Wolfe Road & Maude Avenue	0'	In Int.	Broadside	Pedestrian	East	Proceeding Straight	North	Proceeding Straight	Pedestrian Violation	1 0
CR11-3248	4/18/11	20:23	Fair Oaks Avenue & El Camino Real	231'	North	Vehicle - Pedestrian	Pedestrian	East	Entering Traffic	South	Proceeding Straight	Pedestrian Violation	0 1
CR11-3422	4/25/11	17:15	East Duane & Santa Paula	0'	In Int.	Vehicle - Pedestrian	Pedestrian	East	Making Left Turn	North		Ped R/W Violation	0 0
CR11-4052	5/8/11	18:00	Old San Francisco Road & Central Avenue	0'	In Int.	Vehicle - Pedestrian	Pedestrian	East	Proceeding Straight	South		Ped R/W Violation	1 0
CR11-4954	6/14/11	20:30	E Homestead Rd & Blue Jay Dr	0'	In Int.	Vehicle - Pedestrian	Pedestrian	West	Proceeding Straight	South	Proceeding Straight	Traffic Signals and Signs	1 0
CR11-6011	6/16/11	11:59	Mathilda Avenue & Maude Avenue	8'	North	Vehicle - Pedestrian	Pedestrian	East	Entering Traffic	South	Making Right Turn	Pedestrian Violation	1 0
CR11-6795	7/12/11	11:50	Wolfe Road & Reed Avenue	0'	In Int.	Vehicle - Pedestrian	Pedestrian	North	Proceeding Straight	East		Unsafe Starting or Backing	1 0
CR11-7168	8/31/11	07:09	Homestead Road & Mackenzie Drive	68'	East	Vehicle - Pedestrian	Pedestrian	East	Proceeding Straight	Not Stat	Other	Improper Turning	0 1
CR11-7398	9/7/11	15:58	Private Property & 1167 Corral	0'	In Int.	Vehicle - Pedestrian	Pedestrian	South	Backing			Other Improper Driving	1 0
CR11-7532	9/12/11	15:28	El Camino Real(Sr-82) & Bernardo	475'	East	Broadside	Pedestrian	South	Entering Traffic	East		Auto R/W Violation	2 0
CR11-7619	9/15/11	08:17	Henderson Avenue & Lily Avenue	2'	South	Vehicle - Pedestrian	Pedestrian	North	Proceeding Straight	West	Stopped In Road	Unsafe Speed	1 0

**City of Sunnyvale - DPW  
Division of Transportation and Traffic**

**Collision Report Summary**

10/13/2011

Date Range Reported: 10/1/10 - 10/1/11

Total Number of Collisions: 66

Total Number of Persons Injured: 59

Total Number of Persons Killed: 0

Report#	Date	Time	Location	Dist.	Dir.	Type of Collision	Motor Veh. Involved With	Dir. of Travel 1	Movement Prec. Coll. 1	Dir. of Travel 2	Movement Prec. Coll. 2	PCF	Inj. Kil.
CR10-8738	10/1/10	14:57	Homestead Road & Belleville Way	30'	W/ S/	Sideswipe	Bicycle	West	Proceeding Straight	West	Proceeding Straight	Improper Turning	1 0
CR10-8786	10/3/10	09:47	Sunnyvale Avenue & Iowa Avenue	20'	South	Rear-End	Bicycle	South	Proceeding Straight	South	Slowing/Stopping	Unsafe Speed	1 0
CR10-9067	10/12/10	17:13	Duane Avenue & Bernal Avenue	28'	West	Rear-End	Bicycle	East	Proceeding Straight	East	Parked	Improper Turning	1 0
CR10-9475	10/26/10	15:42	Tasman Drive & Lawrence Expressway	0'	In Int.	Not Stated	Bicycle	West		South		Traffic Signals and Signs	0 0
CR10-9657	11/3/10	09:55	Fremont Avenue & Hollenbeck Avenue	36'	East	Head-On	Bicycle	West	Traveling Wrong Way	East	Proceeding Straight	Wrong Side of Road	1 0
CR10-9731	11/4/10	16:59	El Camino Real & Sunnyvale Avenue	250'	East	Broadside	Bicycle	West	Making Right Turn	East	Proceeding Straight	Wrong Side of Road	1 0
CR10-10149	11/19/10	08:01	Fremont Avenue & Sunnyvale Saratoga Road	300'	West	Broadside	Bicycle	East	Proceeding Straight	East	Making Right Turn	Unsafe Speed	1 0
CR10-10265	11/23/10	14:51	Fremont Avenue & Bobwhite Avenue	0'	In Int.	Broadside	Bicycle	North		South		Auto R/W Violation	1 0
CR10-10538	12/4/10	12:28	S Wolfe Rd & E El Camino Real	100'	North	Rear-End	Bicycle	North	Proceeding Straight	North	Making Right Turn	Unsafe Speed	1 0
CR10-10567	12/5/10	16:10	Mathilda Avenue & Ross Drive	18'	South	Sideswipe	Bicycle	South	Proceeding Straight	South	Proceeding Straight	Improper Turning	0 0
CR10-10825	12/13/10	15:36	Birchwood Drive & Tasman Drive	0'	In Int.	Not Stated	Bicycle	South		East		Traffic Signals and Signs	0 0
CR10-10894	12/16/10	07:43	Manet Drive & Remington Drive	0'	In Int.	Vehicle - Pedestrian	Bicycle	West	Traveling Wrong Way	North	Making Right Turn	Other Hazardous Movement	1 0

Report#	Date	Time	Location	Dist.	Dir.	Type of Collision	Motor Veh. Involved With	Dir. of Travel 1	Movement Prec. Coll. 1	Dir. of Travel 2	Movement Prec. Coll. 2	PCF	Inj. Kil.
CR10-10932	12/17/10	07:53	Remington & Sunnyvale Saratoga Rd	125'	West	Broadside	Bicycle	North	Entering Traffic	West	Proceeding Straight	Auto R/W Violation	1 0
CR10-10993	12/19/10	00:36	W Fremont Ave & S Mary Ave	0'	In Int.	Broadside	Bicycle	East	Proceeding Straight	East	Proceeding Straight	Improper Turning	1 0
CR10-11214	12/28/10	11:54	Frances Avenue & Evelyn	0'	In Int.	Broadside	Bicycle	North	Making Right Turn	West	Traveling Wrong Way	Other Hazardous Movement	1 0
CR11-319	1/11/11	19:30	W El Camino Real (Sr-82) & Murphy Avenue	195'	West	Broadside	Bicycle	East	Other Unsafe Turning	East	Proceeding Straight	Improper Turning	1 0
CR11-599	1/21/11	09:49	I-101 S/B (Off-Ramp & Fair Oaks	22'	East	Broadside	Bicycle	South	Entering Traffic	North	Proceeding Straight	Auto R/W Violation	1 0
CR11-628	1/21/11	21:49	Timberpine Avenue & Clematis Drive	0'	In Int.	Broadside	Bicycle	East	Making Left Turn	South	Proceeding Straight	Auto R/W Violation	1 0
CR11-1105	2/7/11	17:57	El Camino Real & Wolfe Road	0'	In Int.	Sideswipe	Bicycle	North	Making Left Turn	East	Proceeding Straight	Auto R/W Violation	1 0
CR11-1120	2/8/11	06:37	Lockheed-Martin Way & Mathilda Avenue	0'	In Int.	Broadside	Bicycle	South	Making Right Turn	West	Proceeding Straight	Traffic Signals and Signs	1 0
CR11-1194	2/10/11	07:26	Mathilda Avenue & Hwy 237	0'	In Int.	Overtaken	Bicycle	North	Proceeding Straight			Unknown	1 0
CR11-2086	3/10/11	15:28	Central Expressway Eb Offramp & Mary Avenue	12'	West	Broadside	Bicycle	North	Traveling Wrong Way	East	Making Right Turn	Wrong Side of Road	1 0
CR11-2405	3/20/11	15:21	Wolfe Road & Arques Avenue	10'	South	Sideswipe	Bicycle	East	Making Right Turn	East	Making Right Turn	Improper Turning	1 0
CR11-2612	3/27/11	15:48	El Camino Real & Henderson Avenue	240'	West	Broadside	Bicycle	South	Making Right Turn	North	Entering Traffic	Improper Turning	1 0
CR11-2712	3/30/11	17:37	Heron Drive & Fife Way	135'	South	Overtaken	Bicycle	North	Proceeding Straight			Unsafe Speed	1 0
CR11-3225	4/18/11	09:49	1194 N Mathilda Av (Private Property) & 5th Av	400'	South	Broadside	Bicycle	North	Making Right Turn	North	Proceeding Straight	Improper Turning	1 0
CR11-3427	4/25/11	18:05	S Wolfe Rd & Eleanor Way	65'	South	Broadside	Bicycle	South	Making Right Turn	South	Proceeding Straight	Improper Turning	1 0
CR11-3705	5/4/11	08:57	Sunnyvale Avenue & Washington	10'	North	Broadside	Bicycle	South	Making Left Turn	North	Proceeding Straight	Auto R/W Violation	1 0

Report#	Date	Time	Location	Dist.	Dir.	Type of Collision	Motor Veh. Involved With	Dir. of Travel 1	Movement Prec. Coll. 1	Dir. of Travel 2	Movement Prec. Coll. 2	PCF	Inj. Kil.
CR11-3708	5/4/11	10:00	Remington & Azure	30'	West	Broadside	Bicycle	North	Entering Traffic	West	Proceeding Straight	Ped R/W Violation	1 0
CR11-3812	5/7/11	10:46	Arques Avenue & Lawrence Expressway	150'	East	Broadside	Bicycle	West	Entering Traffic	West	Proceeding Straight	Auto R/W Violation	0 0
CR11-3933	5/11/11	18:11	W Homestead Rd & Mackenzie Dr	84'	West	Hit Object	Bicycle	West	Other Unsafe Turning		Improper Turning		1 0
CR11-3957	5/12/11	13:40	Almanor Avenue & Vaqueros Avenue	0'	In Int.	Broadside	Bicycle	West	Making Left Turn	East	Proceeding Straight	Auto R/W Violation	1 0
CR11-3964	5/12/11	14:55	Sunnyvale Avenue & Iowa Avenue	0'	In Int.	Broadside	Bicycle	South	Proceeding Straight	West	Proceeding Straight	Traffic Signals and Signs	1 0
CR11-3978	5/12/11	21:52	El Camino Real & Mathilda Avenue	0'	In Int.	Broadside	Bicycle	East	Proceeding Straight	South	Proceeding Straight	Other Hazardous Movement	1 0
CR11-4120	5/17/11	09:26	Fremont Avenue & Sunnyvale-Saratoga Rd	420'	West	Broadside	Bicycle	West	Proceeding Straight	North	Stopped In Road	Wrong Side of Road	1 0
CR11-4349	5/24/11	18:02	Mary Avenue & Evelyn Avenue	0'	In Int.	Broadside	Bicycle	South	Making Right Turn	South	Proceeding Straight	Improper Turning	1 0
CR11-4450	5/27/11	19:27	Maude Avenue & Bayview Avenue	400'	West	Overtuned	Bicycle	West	Proceeding Straight			Unknown	1 0
CR11-4519	5/31/11	07:58	S Bernardo Ave & Helena	850'	South	Broadside	Bicycle	North	Crossed Into Opposing	North	Proceeding Straight	Improper Turning	2 0
CR11-4576	6/1/11	16:59	Fair Oaks Avenue & Kifer Road	1'	South	Overtuned	Bicycle	North	Slowing/Stopping			Unsafe Speed	1 0
CR11-4884	6/11/11	14:15	Bernardo Avenue & El Camino Real	18'	South	Broadside	Bicycle	East	Making Right Turn	West	Improper Turning		1 0
CR11-5245	6/23/11	06:44	Caribbean Drive & Crossman Avenue	216'	West	Sideswipe	Bicycle	West	Proceeding Straight	West	Proceeding Straight	Unsafe Lane Change	1 0
CR11-5286	6/24/11	15:31	Sunnyvale Avenue & Olive Avenue	90'	North	Overtuned	Bicycle	North	Proceeding Straight			Other Than Driver	1 0
CR11-5288	6/24/11	17:25	Old San Francisco Road & Gail Avenue	40'	East	Broadside	Bicycle	East	Making Right Turn	East	Proceeding Straight	Improper Turning	1 0
CR11-5648	7/7/11	07:59	Wolfe Road &	0'	In Int.	Sideswipe	Bicycle	East	Making Right Turn	North	Proceeding Straight	Improper Turning	1 0

Report#	Date	Time	Location	Dist.	Dir.	Type of Collision	Motor Veh. Involved With	Dir. of Travel 1	Movement Prec. Coll. 1	Dir. of Travel 2	Movement Prec. Coll. 2	PCF	Inj. Kil.
CR11-5914	7/16/11	14:17	Dunford Way & Partridge Avenue	0'	In Int.	Rear-End	Bicycle	West	Proceeding Straight	West	Stopped In Road	Unsafe Speed	2 0
CR11-6125	7/23/11	11:16	852 El Camino &	0'	In Int.	Not Stated	Bicycle	West		North		Unknown	0 0
CR11-6221	7/26/11	14:00	E El Camino Real & Henderson	210'	East	Broadside	Bicycle	West	Proceeding Straight	North	Making Right Turn	Wrong Side of Road	0 0
CR11-6240	7/27/11	08:31	Central Expressway & Oakmead Parkway	0'	In Int.	Sideswipe	Bicycle	North	Making Left Turn	West	Proceeding Straight	Traffic Signals and Signs	1 0
CR11-6384	8/1/11	16:29	Hollenbeck Avenue & Grand Coulee Avenue	0'	In Int.	Broadside	Bicycle	North	Making Left Turn	North	Proceeding Straight	Improper Turning	1 0
CR11-6575	8/10/11	17:58	E Fremont & El Camino Real (Sr-82)	0'	In Int.	Broadside	Bicycle	East	Making Right Turn	East	Proceeding Straight	Improper Turning	1 0
CR11-6743	8/15/11	22:42	Lawrence Expressway & Duane Avenue	0'	In Int.	Broadside	Bicycle	South	Proceeding Straight	West	Proceeding Straight	Other Hazardous Movement	1 0
CR11-6851	8/20/11	16:11	W El Camino Real (State Route 85) & Mary Av	567'	East	Broadside	Bicycle	East	Traveling Wrong Way	West	Proceeding Straight	Wrong Side of Road	1 0
CR11-6867	8/21/11	10:08	W El Camino Real & Grape Av	0'	In Int.	Broadside	Bicycle	East	Proceeding Straight	South	Proceeding Straight	Other Hazardous Movement	1 0
CR11-6874	8/21/11	18:01	580 El Camino &	0'	In Int.	Not Stated	Bicycle	West		North		Unknown	0 0
CR11-6944	8/23/11	19:02	650 El Camino &	0'	In Int.	Not Stated	Bicycle	West		North		Wrong Side of Road	0 0
CR11-7059	8/27/11	14:14	N. Fair Oaks Ave & N. Eden Ave	0'	In Int.	Broadside	Bicycle	West	Making Left Turn	North	Proceeding Straight	Auto R/W Violation	1 0
CR11-7113	8/29/11	11:49	Remington Drive & Sunnyvale Saratoga Road	0'	In Int.	Broadside	Bicycle	South	Traveling Wrong Way	West	Making Left Turn	Other	1 0
CR11-7170	8/31/11	07:29	N. Fair Oaks & California Ave	0'	In Int.	Broadside	Bicycle	South	Making Right Turn	South	Proceeding Straight	Other Improper Driving	1 0
CR11-7352	9/6/11	13:53	Cumulus Avenue & Sunnyvale Saratoga Road	9'	East	Sideswipe	Bicycle	South	Proceeding Straight	West	Making Right Turn	Unsafe Speed	1 0
CR11-7393	9/7/11	13:34	San Rafael Street & Colusa Avenue	0'	In Int.	Not Stated	Bicycle	West		North		Improper Turning	0 0

Report#	Date	Time	Location	Dist.	Dir.	Type of Collision	Motor Veh. Involved With	Dir. of Travel 1	Movement Prec. Coll. 1	Dir. of Travel 2	Movement Prec. Coll. 2	PCF	Inj. Kil.
CR11-7549	9/13/11	08:50	Fairwood & Tucson	0'	In Int.	Sideswipe	Bicycle	East	Entering Traffic	South	Proceeding Straight	Auto R/W Violation	1 0
CR11-7747	9/20/11	07:12	Private Property (246 Sobrante Way) &	0'	In Int.	Broadside	Bicycle	East	Making Left Turn	West	Making Right Turn	Other Improper Driving	1 0
CR11-7811	9/22/11	18:08	Harwick Way & Albatross Drive	0'	In Int.	Broadside	Bicycle	South	Making Left Turn	West	Proceeding Straight	Auto R/W Violation	1 0
CR11-8012	9/28/11	16:06	Mathilda Avenue & Olive Avenue	0'	In Int.	Broadside	Bicycle	North	Making Left Turn	West	Proceeding Straight	Auto R/W Violation	1 0
CR11-8027	9/29/11	08:00	Knickerbocker Drive & Bernardo Avenue	20'	East	Rear-End	Bicycle	East	Proceeding Straight	East	Proceeding Straight	Following Too Closely	1 0
CR11-7985	9/29/11	09:07	Sunnyvale Saratoga Road & Remington Drive	0'	In Int.	Broadside	Bicycle	West	Traveling Wrong Way	South	Making Right Turn	Other Hazardous Movement	1 0

HORIZON 2035  
"FINAL" GOALS AND POLICIES\*  
LAND USE AND TRANSPORTATION CHAPTER OF THE GENERAL PLAN

**GOAL A: COORDINATED REGIONAL AND LOCAL PLANNING**

*Purpose: To protect the quality of life, the natural environment and property investment, preserve home rule, secure fair share of funding and provide leadership in the region.*

**REGIONAL PARTICIPATION**

**POLICY 1:** Participate in coordinated land use and transportation planning in the region.

*Action 1:* Actively monitor and participate in intergovernmental activities with federal, state and regional agencies related to regional and sub-regional land use and transportation planning in order to advance the City's policies.

*Action 2:* Actively monitor and participate in activities of non-government organizations that influence regional land use and transportation planning such as Silicon Valley Leadership Group, Sustainable Silicon Valley and Bay Area Economic Forum.

*Action 3:* Consider more standardized land use policies in the regions, such as parking standards, to promote equity between cities.

**POLICY 2:** Minimize regional sprawl by endorsing strategically placed development density in Sunnyvale and by utilizing a regional approach to providing and preserving open space for the broader community.

*Action 1:* Promote transit oriented and mixed use development near transit centers such as Lawrence Station, Downtown and El Camino Real and in neighborhood villages.

*Action 2:* Allow increased office, commercial and industrial densities along the light rail line in accordance with the Moffett Park Specific Plan.

*Action 3:* Facilitate increased development densities in the Woods business park near light rail stations.

*Action 4:* Zone appropriate sites for mixed use.

**BORDERING CITIES**

**POLICY 3:** Coordinate with adjacent cities on local land use and transportation planning.

*Action 1:* Monitor significant land use and transportation decisions pending in adjacent and nearby cities to ensure that Sunnyvale's interests are represented.

**POLICY 4:** Recognize and plan that neighborhood villages may cross borders into adjacent cities.

*Action 1:* Utilize Best Practices for Inter-Jurisdictional Coordination and Communication on Significant Projects or most updated Council policy when notifying adjacent cities of projects in Sunnyvale.

*Action 2:* Provide timely responses advocating Sunnyvale's interests when notified of a project in an adjacent or nearby city.

*Action 3:* Work with adjacent cities to eliminate barriers and facilitate ways to get across barriers to travel such as discontinuous streets, trails, bike lanes, sidewalks and paths.

*Action 4:* Partner with cities in the region to prevent and eliminate barriers by using the VTA Bicycle Standards.

## **REGIONAL INFRASTRUCTURE**

**POLICY 5:** Land use planning in Sunnyvale and the regional transportation system should be integrated.

*Action 1:* Promote shorter commute trips and ease congestion by advocating that all communities provide housing and employment opportunities.

*Action 2:* Support regional efforts which promote higher densities near major transit and travel facilities.

*Action 3:* Participate in regional efforts to coordinate the planning of housing in relation to regional transportation plans in an effort to address reduction of GHG emissions such as the Sustainable Community Strategy efforts through ABAG and MTC.

**POLICY 6:** Emphasize efforts to reduce regional vehicle miles traveled by supporting active modes of transportation including walking, biking and public transit.

**POLICY 7:** Actively participate in discussions and decisions regarding transportation between regions including regional airport and regional rail planning to assure benefit to the community.

*Action 1:* Comprehensively review any proposed aviation services at Moffett Federal Airfield that could increase aviation activity or noise exposure.

*Action 2:* Encourage appropriate uses at Moffett Federal Airfield that best support the community's desires in Sunnyvale.

- Action 3:* Pursue annexation of that portion of Moffett Federal Airfield within Sunnyvale's sphere of influence in order to strengthen the city's authority over future use.
- Action 4:* Monitor and participate in decision making processes regarding regional airport planning such as those through MTC and the Regional Airport Planning Commission (RAPC).
- Action 5:* Monitor and participate in efforts by the Santa Clara County Airport Land Use Commission to regulate land uses in the vicinity of Moffett Federal Airfield.
- Action 6:* Monitor and participate in decision making processes regarding regional rail planning such as those for High Speed Rail and Caltrain.

**POLICY 8:** Work with regional agencies to assure an adequate water supply to allow progress towards Sunnyvale's long-term land use plans.

- Action 1:* Increase participation in the reclaimed water and water conservation programs as part of land use permit review.

## ENVIRONMENTAL PROTECTION & ADAPTATION

**POLICY 9:** Participate in Federal, State and regional programs and processes in order to protect the natural and human environment in Sunnyvale and the Region.

- Action 1:* Protect and preserve the diked wetland areas in the baylands to preserve or enhance flood protection.
- Action 2:* Coordinate with regional agencies such as BCDC regarding new and changing land uses proposed along the San Francisco Bay.
- Action 3:* Advocate the City's interest to regional, state and federal agencies that have influence over the natural environment in Sunnyvale.
- Action 4:* Work with regional agencies on land use and transportation issues that affect the human environment such as air, water and noise for Sunnyvale residents and businesses.

**POLICY 10:** Prepare for risks and hazards related to climate change prior to their occurrence.

- Action 1:* Monitor and participate in regional meetings focusing on environmental adaptation and resilience.
- Action 2:* Regularly train and inform the Department of Public Safety Office of Emergency Services (OES) on potential climate change risks and hazards.
- Action 3:* Consider potential climate change impacts when preparing local planning documents and processes.

- Action 4:* Analyze and disclose possible impacts of climate change on development projects or plan areas with an emphasis on sea level rise.
- Action 5:* Integrate climate change adaptation into future updates of the Zoning Code, Building Code, General Plan, and other related documents.
- Action 6:* Monitor climate change science and policy and regularly inform stakeholders of new information.
- Action 7:* Use the City's communication process such as the City's website to discuss climate change and climate change adaptation
- Action 8:* On a regular basis, assess adaptation efforts of the City, region, and state and identify goals or gaps to be addressed.
- Action 9:* Support Regional Efforts Such as those of the San Francisco Bay Area Conservation and Development Commission (BCDC) and the Joint Policy Committee (JPC) to Analyze and Prepare for the Impacts of Climate Change in the Bay Area.
- Action 10:* Share Sunnyvale's knowledge of climate action planning with other jurisdictions and agencies.

**GOAL B: OPTIONS FOR HEALTHY LIVING**

*Purpose: To create a city development pattern and improve the city's infrastructure in order to maximize healthy choices for all ages including physical activity, use of the outdoors and access to fresh food.*

**OPEN SPACE, PARKS AND WETLANDS**

**POLICY 11:** Assure that the planned availability of open space both in the city and the region is adequate.

- Action 1:* Define a minimum open space standard for residential uses, mixed-use developments, business developments, and village centers.
- Action 2:* Utilize joint agreement between the City and local school districts to create community recreational opportunities.
- Action 3:* On regular intervals review the park dedication requirements.
- Action 4:* Integrate usable open space and plazas into commercial and office developments.

**POLICY 12:** Improve accessibility to parks and open space by removing barriers.

- Action 1:* Provide and maintain adequate bicycle lockers at parks.
- Action 2:* Evaluate feasibility of flood control channels and other utility easements for pedestrian and bicycle greenways.
- Action 3:* Develop and adopt a standard for a walkable distance from housing to parks.

**POLICY 13:** Protect creeks and wetlands as important parts of the City’s natural environment and open space and for their contribution to flood control.

- Action 1:* Work with other agencies to maintain creeks and wetlands in their natural state.
- Action 2:* Work with appropriate agencies to identify creek channels and wetlands to use as recreational areas.
- Action 3:* Minimize or divert pollutants from draining into creeks and wetlands by enforcing best management practices during construction and site development.

**POLICY 14:** Engage in regional efforts to enhance and protect land use near streams and to respond to sea level rise and climate change.

- Action 1:* Maintain and regularly review and update a streamside development review and permitting process.
- Action 2:* Apply development standards provided by SCVWD.
- Action 3:* Streamside development review shall be conducted as part of a building permit plan check process, design review, miscellaneous plan permit, and/or the discretionary review process.
- Action 4:* Minimize effects of development on the natural streambeds.
- Action 5:* When opportunities exist, remove existing structures adjacent to streams that impact the streambed.

**HEALTHY CITY**

**POLICY 15:** Promote community gardens and urban farms.

- Action 1:* Study modifying the Zoning Code to create specific provisions for community gardens and urban farms as allowed uses including those in and near residential areas.
- Action 2:* Identify appropriate locations within the City for community gardens and urban farms throughout the community.
- Action 3:* Accept community gardens as meeting the requirements for on-site landscaping.
- Action 4:* Develop standards for community gardens in village centers.

**POLICY 16:** Increase the number and frequency of farmers markets.

- Action 1:* Study modifying the Zoning Code to create provisions for farmers markets.
- Action 2:* Identify appropriate locations within the City for additional farmer's markets.
- Action 3:* Create standards for the operation of farmers markets.

**POLICY 17:** Enable the availability of fresh food in the community.

- Action 1:* Enact zoning changes for outdoor retail display in order to improve visibility of fresh food.
- Action 2:* Maintain provisions in the Zoning Code that allow retail food sales in commercial zoning districts.
- Action 3:* Protect the neighborhood commercial district from redevelopment that would eliminate opportunities for access to local fresh food.
- Action 4:* Study revised zoning standards to allow raising smaller livestock, poultry and bees within the city including near and in residential areas.

**POLICY 18:** Promote compact, mixed-use and transit-oriented development in appropriate neighborhoods to provide opportunities for walking and biking as an alternative to auto trips.

**POLICY 19:** Promote walking and bicycling through street design. Note: This section may be moved to the transportation chapter of LUTE during final editing.

- Action 1:* Develop universal design and "complete streets" principles to accommodate all users including pedestrians, bicyclists, skaters and wheelchairs along with motor vehicles in transportation corridors.
- Action 2:* Enhance connectivity by removing barriers and improving travel time between streets, trails, transit stops and other pedestrian thoroughfares.
- Action 3:* Support traffic calming to slow down vehicles in order to promote safety for non-motorists.
- Action 4:* Promote separation of streets and sidewalks with planter strips and widened sidewalks, especially on streets with no parking lane.
- Action 5:* Install and connect sidewalks and install safe crosswalks in the industrial and office areas.
- Action 6:* Maintain and implement a citywide bicycle plan that supports bicycling through planning, engineering, education, encouragement and enforcement.
- Action 7:* Support streetscape standards for vegetation, trees and art installations to enhance the aesthetics of walking and biking.

**GOAL C: SPECIAL AND UNIQUE LAND USES TO CREATE A DIVERSE AND COMPLETE COMMUNITY**

*Purpose: To provide land use and design guidance so that special and unique areas and land uses can fulfill their distinctive purposes and provide a diverse and complete community fabric.*

**SPECIALIZED PLANS & ZONING TOOLS**

**POLICY 20:** Specific area plans and special zoning tools (including but not limited to Specific Plans, Precise Plans, Design Guidelines, specialized zoning, and Sense of Place Plans) will be used to guide change in areas of the City that need special attention.

**EXISTING PLANS**

**POLICY 21:** Support the following adopted specialized plans and zoning tools, and update as needed to keep up with evolving values and new challenges in the community: Downtown Specific Plan, Lakeside Specific Plan, Precise Plan for El Camino Real, Moffett Park Specific Plan. (use a map in LUTE document)

**FUTURE PLANS**

**POLICY 22:** Use special area plans to guide land use and development in areas that contribute support to: alternative travel modes, village centers, economic development and a better jobs/housing ratio.

The following areas have been identified as potentially benefiting from special plans: Peery Park, Lawrence Station, and new Industrial to Residential study areas (ITRs) including an expanded East Sunnyvale ITR.

**SPECIAL ZONING TOOLS**

**POLICY 23:** Use specialized zoning districts and other zoning tools to address issues in the community and update as needed to keep up with evolving values and new challenges in the community.

**POLICY 24:** Use the Industrial-to-Residential (ITR) zoning to help meet the City's housing needs for all ages and economic sectors and balance its use with maintaining a healthy economy and employment base. ITR allows industrial/commercial/office uses to continue as conforming uses while an area transitions to residential uses. ITR areas include Tasman Crossing, East Sunnyvale, Futures 4a, Futures 4b and Futures 6a.

*Action 1:* Update zoning code to indicate that once a site zoned ITR has transitioned to residential use (or other use only allowed in a residential zoning district) it cannot be returned to industrial use.

- Action 2:* During transition from industrial to residential uses anticipate and monitor compatibility issues between residential and industrial uses (e.g. noise, odors and hazardous materials).
- Action 3:* Incorporate "Sense of Place" requirements for new ITR areas in order to enhance the residential feeling of new neighborhoods by requiring pedestrian, bicycle and streetscape enhancements that reflect the unique character of each new neighborhood.
- Action 4:* Rezone transitioned neighborhoods from ITR to appropriate residential zoning after 75% of the land area has been redeveloped with residential use.
- Action 5:* Consider sense of place or pedestrian circulation plans to address access in ITR neighborhoods.

**POLICY 25:** Industrial uses in the ITR generally should not intensify beyond the base floor area ratio of 35% allowed in the zoning district (including any incentives to allow higher intensity development).

**POLICY 26:** Balance the need for additional residential uses with industrial uses needed for a healthy economy.

- Action 1:* Any future study to change from industrial to residential shall include a full evaluation of the economic and fiscal impacts of converting an industrial area to residential uses, including the potential impacts on community facilities, municipal services and schools.

## PUBLIC AND QUASI-PUBLIC USES

**POLICY 27:** Support the provision of a full spectrum of public and quasi-public services (e.g., parks, day care, group living, recreation centers, religious institutions, schools, hospitals, large medical clinics) that are appropriately located in residential, commercial, and industrial neighborhoods and ensure that they have do not have a negative effect on the surrounding area.

- Action 1:* Encourage carpooling, shuttles and access to transit to public and quasi-public services to minimize adverse traffic and parking impacts on neighborhoods.
- Action 2:* Ensure the provision of bicycle support facilities at all major public use locations.

**POLICY 28:** Encourage multiple uses of public and quasi-public facilities (e.g. religious institutions, schools, social organizations, day care).

**POLICY 29:** Maintain and promote conveniently located public and quasi-public uses and services that enhance neighborhood cohesiveness and provide social and recreational opportunities.

**POLICY 30:** Recognize child care and places of assembly as essential services and land uses that support the diverse needs of the community. Avoid locating these sensitive uses near hazardous materials, noise, dust, etc.

*Action 1:* Study appropriate locations for child care uses in the City and modify the Zoning Code if appropriate to facilitate the appropriate siting of child care businesses.

*Action 2:* Periodically review the availability and demand of sites appropriate for places of assembly and consider expanding available sites if appropriate.

**POLICY 31:** Locate place of assembly uses where they provide benefit to the community and do not adversely impact nearby uses.

*Action 1:* Maintain zoning tools to limit the locations and type of places of assembly in industrial areas to protect industrial users from incompatibilities

**POLICY 32:** Allow Community Serving Places of Assembly (POAs) in commercial zoning districts if the provision of a full range of conveniently located retail and retail services is not compromised.

**POLICY 33:** Recognize schools, public and private, as integral parts of the community that require special consideration to manage traffic, support residential development and provide open space.

*Action 1:* Work with school districts and private school operators during and after the City review and permitting process to minimize negative effects on the surrounding area.

*Action 2:* Maintain a working relationship with school districts on transportation, pedestrian and bicycle access, safe routes to school and other neighborhood issues.

*Action 3:* Assist public and private schools in neighborhood relations regarding land use and transportation issues.

*Action 4:* Work closely with school districts to review the impacts of proposed residential development on school capacity and facilities. (May need to be located with New Residential Development policies)

**POLICY 34:** Support continuous education (beyond grades K-12) and educational enrichment programs while minimizing impacts on the surrounding land uses.

**POLICY 35:** Government uses are unique and warrant special consideration for their location and operation in order to provide benefit to the greater community.

*Action 1:* Maintain and plan for appropriate land areas to support public facilities including facilities such as the civic center, library, corporation yard and water pollution control plant (*Also see policies and actions on Adaptation*).

- Action 2:* Promote co-locating government (federal, state, county, city) activities when appropriate to improve access to the community-at-large.

**GOAL D: DIVERSE HOUSING OPPORTUNITIES**

*Purpose: Ensure ownership and rental housing options with a variety of dwelling types, sizes and densities that contribute positively to the surrounding area and the health of the community*

- POLICY 36:** In addition to more traditional forms of housing (single-family detached, townhouses, garden apartments, and shared corridor multi-family housing), also support alternative housing types including: co-housing, single room occupancy units, live-work spaces, transitional housing, senior housing, assisted living and other types that may become necessary and appropriate to serve a changing population.
- POLICY 37:** Promote new mixed-use development and allow higher residential density zoning districts (medium and higher) primarily in Village Centers, El Camino Real Nodes and future Industrial-to-Residential areas.
- POLICY 38:** Determine appropriate residential density for a site by evaluating the site planning opportunities and proximity of services (such as transportation, open space, jobs and supporting commercial and public uses).
- POLICY 39:** Encourage the development of housing options in the City with the goal that the majority of housing in the City is owner-occupied (*Adopted by City Council on May 9, 2006*).

**GOAL E: SUPPORTIVE ECONOMIC DEVELOPMENT ENVIRONMENT**

*Purpose: An economic development environment that is supportive of a wide variety of businesses and promotes a strong economy within existing environmental, social, fiscal and land use constraints.*

- POLICY 40:** Provide existing businesses with opportunities to grow in Sunnyvale and provide opportunities to expand into new technologies.

- Action 1:* Monitor the effect of City policies on business development and consider the effects on the overall health of business within the City.
- Action 2:* Participate in partnerships with local industry/businesses in order to facilitate communication and address mutual concerns.
- Action 3:* Be responsive to the land use and transportation needs of emerging businesses and technologies.

- POLICY 41:** Promote business opportunities and business retention in Sunnyvale.

*Action 1:* Encourage conveniently located retail, restaurant and other supportive land uses near business areas of the city.

**POLICY 42:** Participate in regional efforts to respond to transportation and housing problems caused by economic growth in order to improve the quality of life and create a better environment for business to flourish.

*Action 1:* Support land use policies to achieve a healthy relationship between the creation of new jobs and housing.

*Action 2:* Support transportation demand management programs and other ride sharing programs county-wide.

**POLICY 43:** Encourage businesses to emphasize resource efficiency, environmental responsibility, and minimize pollution and waste in their daily operations.

**POLICY 44:** Encourage green-technology industries.

**POLICY 45:** Encourage creation or installation of pilot programs for emerging industries in both private and public facilities.

### add number: Support a variety of land and building ownership forms, including business condominiums, planned developments and more traditional single owner developments.

#### **GOAL F: A BALANCED ECONOMIC BASE**

*Purpose: A balanced economic base that can resist downturns of any one industry and provides revenue for city services.*

**POLICY 46:** Attract and retain a diversity of commercial enterprises and industrial uses to sustain and bolster the local economy and provide a range of job opportunities.

*Action 1:* Promote a variety of commercial, retail, and industrial uses, including Neighborhood Shopping, General Business, Office, Clean Technology, and Industrial/Research and Development.

*Action 2:* Ensure that rezoning of industrial or commercial areas and sites will not significantly hurt the City's economic base.

*Action 3:* Encourage independent local businesses.

*Action 4:* Support a seamless development review process.

*Action 5:* Expand the One Stop Permit center and reflect "time to market" needs of business.

**POLICY 47:** Encourage land uses that generate revenue, while preserving a balance with other City needs, such as housing.

*Action 1:* Monitor revenues generated by different economic sectors on an on-going basis.

**POLICY 48:** Create a strong, identifiable Downtown that provides regional and citywide shopping opportunities and entertainment.

**POLICY 49:** Maintain an adequate supply of land zoned for office, industrial and retail development to meet projected needs.

**POLICY 50:** Provide quality neighborhood, community and regional retail centers/uses to meet the needs of residents.

*Action 1:* Track retail leakage to encourage businesses that meet missing retail needs.

**POLICY 51:** Consider the importance of tax generation (retail, hotel auto and business-to-business uses) to supports fiscal health of the City and to fund municipal services.

**GOAL G: ENVIRONMENTALLY SUSTAINABLE LAND USE AND TRANSPORTATION PLANNING AND DEVELOPMENT**

*Purpose: To support the sustainable vision by incorporating sustainable features into land use and transportation decisions and practices.*

**GREEN DEVELOPMENT**

**POLICY 52:** Enhance the public health and welfare by promoting the environmental and economic health of the city through sustainable practices for the design, construction, maintenance, operation and deconstruction of buildings, including measures in the Climate Action Plan.

*Action 1:* Maintain and regularly review and update green building standards for new construction, additions and remodels of buildings including additional incentives where feasible.

*Action 2:* Encourage green features such as living roofs, passive solar design, natural ventilation and building orientation and apply flexibility when conducting development review.

*Action 3:* Explore incentives encourage green building practices like conservation beyond mandated requirements.

**GREENHOUSE GAS REDUCTION**

**POLICY 53:** Reduce greenhouse gas emissions that effect climate and the environment though land use and transportation planning and development.

**POLICY 54:** Actively maintain and implement a greenhouse gas emissions reduction plan such as a Climate Action Plan that outlines impacts, policies and reduction measures related to public and private land use and transportation.

## URBAN FORESTRY

**POLICY 55:** Accelerate the planting of large canopy trees to increase tree coverage in Sunnyvale in order to add to the scenic beauty and walkability of the community, provide environmental benefits such as air quality improvements, wildlife habitat, and reduction of heat islands, and enhance the health, safety and welfare of residents.

*Action 1:* Prepare and implement an Urban Forestry Plan for city properties and street right-of-ways. The Plan should promote planting and maintaining large canopy trees.

*Action 2:* Monitor the success of the City's Urban Forestry Plan by periodically measuring the percentage of tree canopy coverage in the community.

*Action 3:* Evaluate increasing the level of required tree planting and canopy coverage for new developments and site renovation projects while preserving solar access for photo-voltaic systems.

**POLICY 56:** removed

**POLICY 57:** Maintain and regularly review and update regulations and practices for the planting, protection, removal, replacement and long-term management of large trees on private property and city-owned golf courses and parks.

*Action 1:* Strictly enforce unauthorized removal and irreversible damage and pruning of large protected trees.

**POLICY 58:** Recognize the value of protected trees and heritage landmark trees (as defined in City ordinances) to the legacy, character and livability of the community by expanding the designation and protection of large signature and native trees on private property and city parks.

*Action 1:* Expand community education on the value of trees and the benefits of tree planting and preservation.

*Action 2:* Maintain and publicize a data base of designated heritage trees. Require public noticing for proposed removal of heritage trees.

*Action 3:* Emphasize tree relocation, site redesign or special construction provisions over removing and irreparably damaging healthy heritage landmark trees and protected trees. Consider more than the economic value of a tree.

## STREAMSIDE DEVELOPMENT

**POLICY 59:** Recognize that streamside development can affect the health, safety and general welfare of the city and mitigate negative effects by avoiding impacts when reviewing projects located in proximity to streams.

*Action 1:* Address sea level rise, increased rainfall and other impacts of climate change when reviewing new development near creeks and consider the projected flood levels over the life of the project

## ALTERNATIVE /RENEWABLE ENERGY SYSTEMS

**POLICY 60:** Provide Sunnysvale residents and businesses with opportunities to develop private, renewable energy facilities.

*Action 1:* Maintain and regularly review and update uniform and comprehensive standards for the development, siting and installation of solar energy, wind and other renewable energy and energy conservation systems on private property that address public health, safety, community welfare and the aesthetic quality of the city.

*Action 2:* Consider deviations from development standards such as setbacks, design guidelines or heights to encourage innovative energy efficient building design.

## GOAL H: AN ATTRACTIVE COMMUNITY FOR RESIDENTS AND BUSINESSES

*Purpose: In combination with the City's Community Design Sub-Element, assure that all areas of the city are attractive and that the City's image is enhanced by following policies and principles of good urban design while the elements of the community fabric that are valued are preserved.*

**POLICY 61:** Preserve and enhance an attractive community, with a positive image, a sense of place, landscaping and a human scale.

*Action 1:* Support a robust code enforcement program to maintain and enhance the appearance of neighborhoods and commercial districts and encourage property and area clean-up and beautification projects.

**POLICY 62:** Encourage nodes of interest and activity, public open spaces, well planned development, mixed use projects, signature commercial uses and buildings and other desirable uses, locations and physical attractions.

- Action 1:* Promote the development of “signature” buildings and monuments that provide visual landmarks and create a more distinctive and positive impression of Sunnyvale within the greater Bay Area.
- Action 2:* Allow for innovative architectural design.
- Action 3:* Local design guidelines should ensure that buildings and monuments respect the character, scale, and context of the surrounding area.
- Action 4:* Ensure that new construction and renovation contributes to the quality and overall image of the community.
- Action 5:* Use the development review and permitting processes to promote high quality architecture and site design.
- Action 6:* Promote distinctive commercial uses.

**POLICY 63:** Design review guidelines and zoning standards should ensure that the mass and scale of new structures are compatible with adjacent structures but recognize the City’s vision of the future for transition areas such as neighborhood villages and El Camino Real nodes

- Action 1:* Review the City’s zoning, building, and subdivision standards to ensure that they support and contribute to the urban design principles set forth in the General Plan policies.
- Action 2:* Develop zoning incentives (such as floor area bonuses or height exceptions) for projects that incorporate special architectural and pedestrian design features, such as landscaped courtyards or plazas.

**POLICY 64:** Avoid monotony and maintain visual interest in newly developing neighborhoods, promote appropriate architectural diversity and variety. Encourage appropriate variations in lot sizes, setbacks, orientation of homes, and other site features.

- Action 1:* Develop design guidelines that address the pedestrian scale of development.

**GOAL I: CREATION, PRESERVATION AND ENHANCEMENT OF VILLAGE CENTERS AND NEIGHBORHOOD FACILITIES THAT ARE COMPATIBLE WITH RESIDENTIAL NEIGHBORHOODS**

*Purpose: Support the development of village centers that create an identity and “sense-of-place” for residential neighborhoods, provide for neighborhood gathering places, and allow for a vibrant mix of public, commercial and residential activities. Through the development review process and other permitting processes, assure that adequate protection is provided to residential neighborhoods when new uses and development projects are considered. (Note: the term “village center” will be defined in text.)*

**POLICY 65:** Strengthen the image that the City is composed of cohesive residential neighborhoods, each with its own individual character and village center; allow for change and reinvestment that reinforces positive neighborhood concepts and standards such as walkability, positive architectural character, site design and proximity to supporting uses.

*Action 1:* Promote land use patterns and urban design that strengthens the sense of uniqueness and community within existing neighborhoods such as creating village centers.

*Action 2:* Allow for mixed use development at appropriate village centers while preserving sufficient commercial zoning to serve neighborhood retail and service needs.

*Action 3:* Provide public gathering places with appropriate amenities for residents, such as at village centers and neighborhood and community parks.

*Action 4:* Seek opportunities to create distinctive landmark features or focal elements at village centers and at points of entry or gateways into neighborhoods.

**POLICY 66:** Preserve and enhance the character of Sunnyvale's residential neighborhoods by promoting land use patterns and transportation opportunities that are supportive of a neighborhood concept as a place to live, work, shop, entertain and enjoy public services, open space and community near one's home and without significant travel.

*Action 5:* Enhance existing residential neighborhoods by retaining and creating village centers with safe and convenient pedestrian access.

*Action 6:* Support a full spectrum of conveniently located commercial, public, and quasi-public uses that support and enhance the livability of residential neighborhoods.

*Action 7:* In addition to parks, promote small-scale, well-designed, pedestrian-friendly spaces within neighborhoods to establish safe and attractive gathering areas.

*Action 8:* Require amenities within new development and village centers that serve the needs of residents.

**POLICY 67:** Require new development, renovation and redevelopment to be compatible and well-integrated with existing residential neighborhoods.

*Action 9:* Utilize adopted City design guidelines to achieve compatible and complementary architecture and scale for new development, renovation and redevelopment.

*Action 10:* Allow for land use transitions, such as blended or mixed use zoning and graduated densities in defined areas around village centers.

*Action 11:* Where an opportunity arises, consider integrating or co-locating a village center with a neighborhood park or open space.

**GOAL J: PROTECTED, MAINTAINED AND ENHANCED RESIDENTIAL NEIGHBORHOODS**

*Purpose: Assure that all residential areas of the city are maintained, that neighborhoods are protected and are enhanced through urban design that strengthens uniqueness and community and retains the residential character.*

**POLICY 68:** Improve and preserve the character and cohesiveness of existing residential neighborhoods.

- Action 12:* Support neighborhood associations throughout Sunnyvale to facilitate community building and neighborhood identity and to encourage participation in land use and transportation decisions.
- Action 13:* Explore developing design standards and guidelines to preserve the defining character of existing distinctive neighborhoods, such as the Eichler Design Guidelines.
- Action 14:* Use land use and transportation policies, guidelines, regulations and engineering specifications to respect community and neighborhood identities and values for quality and design.
- Action 15:* Establish standards and promote and support programs that result in the maintenance and rehabilitation of existing housing and residential neighborhoods.
- Action 16:* Develop special area plans and neighborhood preservation programs to guide change in neighborhoods that need special attention.
- Action 17:* Look for opportunities to reclaim unneeded and underperforming paved areas (public and private) that could be converted to neighborhood enhancing features such as additional tree coverage, gathering area, pocket park or community garden.

**POLICY 69:** Limit the intrusion of incompatible uses and inappropriate development within and near residential neighborhoods but allow transition areas at the edges of neighborhoods.

- Action 18:* Where appropriate use higher density residential and higher-intensity uses as buffers between neighborhood commercial centers and transportation and rail corridors.
- Action 19:* Require appropriate noise attenuation, visual screening, landscape buffers or setbacks between residential areas and dissimilar land uses.

*Action 20:* While respecting the character of existing residential neighborhoods, consider interspersing duets, paired homes and similar housing that are designed to appear as one dwelling within new single-family subdivisions to introduce greater housing choice.

**POLICY 70:** Encourage and support home businesses that remain secondary to the use of each home and do not detract from the primary residential character of the neighborhood.

*Action 21:* Monitor home business trends to assure City regulations accommodate changing technologies, lifestyles and neighborhood needs.

**POLICY 71:** Allow compatible and supporting uses such as group homes, places of assembly, community centers, recreational centers and child care centers in residential neighborhoods (including single-family neighborhoods) subject to review and consideration of operations, traffic, parking and architecture. (This was located here per recommendation of committee during the Diversity of Housing discussion)

**GOAL K: PROTECTED, MAINTAINED AND ENHANCED COMMERCIAL AREAS, SHOPPING CENTERS AND BUSINESS DISTRICTS**

*Purpose: To achieve attractive commercial centers and business districts and buildings that are maintained and to allow a full spectrum of businesses that operate unencumbered.*

**GENERAL**

**POLICY 72:** Identify valuable aspects and protect the uniqueness and integrity of all the City's business areas and districts.

**POLICY 73:** Improve the visual appearance of the City's business areas and districts by applying high standards of architectural design, landscaping and sign standards for new development and the re-use or remodeling of existing buildings.

*Action 1:* Promote land use patterns and urban design that strengthens the sense of uniqueness within existing and new business areas and districts.

*Action 2:* Look for opportunities to create points of entry to or gateways to unique business areas and districts.

*Action 3:* As needed, create and update land use and transportation policies, architectural and site planning guidelines, regulations and engineering standards that respect community and neighborhood identities and protect quality design.

- Action 4:* Establish and monitor standards for property appearance and maintenance.
- Action 5:* Promote and support programs that result in the maintenance and rehabilitation of existing properties.
- Action 6:* Develop special area plans and neighborhood preservation programs to guide change in business area and districts that need special attention.

## **PROTECTED COMMERCIAL DISTRICTS**

**POLICY 74:** Use density and design principles, such as physical transitions, between different land uses, and to buffer between sensitive uses and less compatible uses.

- Action 1:* When making land use decisions, anticipate and avoid whenever practical the incompatibility that can arise between dissimilar uses such as the encroachment of residential uses into business areas.
- Action 2:* Require that commercial activities near or adjacent to residential uses be conducted with minimally invasive exterior activity.

## **COMMERCIAL USES & SHOPPING CENTERS**

**POLICY 75:** Support a full spectrum of conveniently located commercial uses and shopping centers that add to the positive image of the City.

- Action 1:* Utilize adopted City design guidelines to achieve compatible architecture and scale for renovation and new development in Sunnyvale's shopping centers and commercial buildings.
- Action 2:* Promote commercial uses and designs that mitigate boxy appearance or mass of large buildings (e.g. through wall offsets, building articulation or pedestrian scale design).
- Action 3:* Promote distinctive and well-coordinated master sign programs for commercial centers and downtown.
- Action 4:* Develop a Tool Kit that addresses the pedestrian focus of shopping areas by encouraging pedestrian oriented architecture that addresses the street (e.g. through uniform setbacks, continuous building facades, building articulation and appropriate signage).

**POLICY 76:** Support convenient neighborhood-serving commercial centers that provide services that reduce automobile dependency and contribute positively to neighborhood character.

**POLICY 77:** Support a regional commercial district in Downtown Sunnyvale.

**POLICY 78:** Promote continuous reinvestment in shopping centers through maintenance, revitalization and redevelopment.

*Action 1:* During the development review process work with owners of older shopping centers to revitalize facades and bring other site standards up to code.

*Action 2:* Consider providing incentives for renovating and upgrading the appearance of existing older shopping centers, such as a façade improvement grant program and similar economic development tools.

*Action 3:* Utilize neighborhood enhancement programs and code enforcement to achieve maintenance at shopping centers that are neglected.

*Action 4:* Require increased landscaping, tree planting and internal sidewalks when considering a revitalized or redeveloped shopping center.

#### OFFICE, INDUSTRIAL & RESEARCH AND DEVELOPMENT (R&D)

**POLICY 79:** Require high design standards for office, industrial and R&D buildings in all business districts of the City.

*Action 1:* Utilize adopted City design guidelines to achieve compatible architecture and scale for renovation and new development in Sunnyvale's business areas.

*Action 2:* Maintain and review as needed criteria for superior quality architecture, landscaping and site development for office, industrial and R&D projects that requests to develop beyond standard codes for floor area ratios.

*Action 3:* Carefully review the impacts of commercial/office/industrial uses and development adjacent to residential areas such as noise, odors and facility operations.

**POLICY 80:** Maintain areas of Class B and C buildings to support all types of businesses and provide a complete community. Require new development to minimize overall transportation system demand.

*Action 1:* Encourage shared off-street parking as a way to maximize parking efficiency.

**GOAL L: AN EFFECTIVE MULTI-MODAL TRANSPORTATION SYSTEM**

*Purpose: Offer the community a variety of transportation modes for local travel that are also integrated with the regional transportation system and land use pattern. Favor accommodation of alternative modes to the automobile as a means to enhance efficient transit, bicycling, and walking and corresponding benefits to the environment, person-throughput, and qualitative improvements to the transportation system environment.*

**EFFECTIVE INTEGRATION OF TRANSPORTATION AND LAND USE PLANNING**

**POLICY 81:** Use land use planning, including mixed and higher intensity uses, to support alternatives to the single occupant automobile such as walking and bicycling, and to attract and support high investment transit such as light rail, buses, and commuter rail.

**POLICY 82:** Refine land use patterns and the transportation network so that they work together to protect sensitive uses and provide convenient transportation options throughout the city.

*Action 1:* Use transportation services and facilities to facilitate connection between neighborhood village centers both in and out of Sunnyvale.

**POLICY 83:** Establish appropriately scaled car-free and pedestrian-only zones in higher density locations and high pedestrian demand locations.

*Action 1:* In areas with high pedestrian demand, provide road closures for specified periods of time.

*Action 2:* Study the implementation of Cycloviva events.

**POLICY 84:** Follow California Environmental Quality Act (CEQA) requirements, Congestion Management Program (CMP) requirements and additional City requirements when analyzing developments' transportation impacts and assessing the need for offsetting transportation system improvements or limiting transportation demand.

*Action 1:* Reduce peak hour and total daily single occupant vehicle trips by expanding the use of transportation demand management programs in the City.

**A WELL DESIGNED AND OPERATED TRANSPORTATION NETWORK**

**POLICY 85:** Promote modes of travel and actions that provide safe access to City streets and reduce single occupant vehicle trips, and trip lengths locally and regionally.

The order of consideration of transportation users shall be:

- (1) Pedestrians
- (2) Non-automotive: such as bikes, three-wheeled bikes, scooters etc.
- (3) Mass transit vehicles
- (4) Delivery vehicles
- (5) The single occupant automobile

**POLICY 86:** Among motorized vehicles, priority in all services shall be given to low emission, zero emission or environmentally friendly vehicles such as carpools in providing parking and planning for lane priority and other operations.

**POLICY 87:** Providing safe accommodation for all transportation users takes priority over non-transport uses.

**POLICY 88:** Use multi-modal measures of effectiveness to assess the transportation system in order to minimize the adverse effect of congestion.

**POLICY 89:** Move progressively toward eliminating direct and hidden subsidies of motor vehicle parking and driving, making the true costs of parking and driving visible to motorists.

*Action 1:* Pursue opportunities for user fees such as paid parking, paid parking permits at workplaces, paid parking places for on street parking in residential neighborhoods, and promote corporate parking cash out programs.

*Action 2:* Manage City provided public parking through pricing and location strategies in order to match supply and demand, shift the market costs to users of vehicle parking, maintain mobility and access to Sunnyvale businesses, and reduce vehicle trips.

*Action 3:* Advocate at regional, State and Federal levels for actions that increase the visibility of the true costs of parking and driving to motorists, and improve the cost return attributable to driving.

**POLICY 90:** Shift transportation subsidies and project financing over time to the most environmentally friendly modes and services.

**POLICY 91:** Parking is the temporary storage of transportation vehicles and shall not be considered a transport use of public streets.

**POLICY 92:** Street space allocated for transportation uses shall be a higher priority than parking when determining the appropriate future use of street space.

**POLICY 93:** Support bicycling through planning, engineering, education, encouragement and enforcement.

*Action 1:* Maintain and implement a citywide bicycle plan to maximize the provision of safe and efficient bicycle and pedestrian facilities throughout the city.

**POLICY 94:** Support neighborhood traffic calming and parking policies that protect internal residential areas from City-wide and regional traffic, consistent with engineering criteria, operating parameters, and resident preferences.

**POLICY 95:** Set speed limits at the lowest practicable levels consistent with State law,

*Action 1:* Advocate for changes to State speed laws to provide further ability to lower speed limits.

**POLICY 96:** Facilitate safe and orderly traffic flow and promote school pedestrian and bicycle safety.

*Action 1:* Manage school traffic on City streets and develop management plans.

*Action 2:* Work with school districts to facilitate efficient on-site traffic circulation and minimize safety and congestion impacts of school drop-off and pick-up traffic on the public street system.

*Action 3:* Encourage and support non-automobile trips to public and private schools.

**POLICY 97:** Utilize intelligent transportation systems and other technological applications to improve travel efficiency and safety.

**POLICY 98:** Consider best practices, innovative facilities and technology to enhance complete streets.

### **COMPLETE STREETS THAT BALANCE ALL TRANSPORTATION MODES**

**POLICY 99:** Provide safe access to City streets for all modes of transportation. Safety considerations of all transport modes shall take priority over capacity considerations of any one transport mode.

- Action 1:* Meeting minimum design and safety standards for all users shall be priority. Determine configuration of the roadway space based on options, including at a minimum an option that meets minimum safety-related design standards for motor vehicles, bicycles and pedestrians.
- Action 2:* Evaluate bicycle and pedestrian retrofit projects based on the merits of each project in the context of engineering and planning criteria.
- Action 3:* The City Council shall make the final decisions on roadway space reconfiguration when roadway reconfiguration will result in changes to existing transport accommodations; public input shall be considered independently of technical engineering and planning analyses.
- Action 4:* Implement road diet as a means of adding or enhancing bicycle and pedestrian facilities, increasing traffic safety, and enhancing street character.
- Action 5:* The City shall actively evaluate possible candidate locations for roundabouts. The City will consider the use of roundabouts as a traffic control alternative for future traffic control installations at major city intersections, and as part of the "Stage 2" traffic calming strategy for minor residential streets, particularly locations with significant collision history.

**POLICY 100:** City streets are public space that is an integral part of the City fabric. Movement of cars, trucks and transit vehicles, bicycles, and pedestrians of all ages and abilities shall not divide the community.

- Action 1:* Provide clear, safe, and convenient linkages between all modes of travel, including access to transit stations/stops and connections between work, home, commercial sites and public/quasi-public uses.
- Action 2:* Incorporation of features to enhance street public space such as street trees, public socialization space, and non-monolithic sidewalks shall be encouraged.
- Action 3:* Consider transforming public on-street parking spaces into pocket parks in locations with the potential for use of such spaces.

**POLICY 101:** Assure effective and safe traffic flows for all modes of transport through physical and operational transportation improvements.

**POLICY 102:** Maintain a functional classification of the street system that identifies: local roadways; Congestion Management Program roadways and intersections; and intersections of regional significance.

**POLICY 103:** Support proliferation of multi-use trails within Sunnyvale, and their connection to regional trails, in order to provide enhanced access to open space, to promote alternative transportation options, and to increase recreational opportunities, while balancing those needs with preservation of natural habitat, public safety, and quality of life in residential neighborhoods

**POLICY 104:** Require appropriate roadway design practice for private development consistent with City standards and the intended use of the roadway.

### ***AN EFFECTIVE REGIONAL MULTI-MODAL TRANSPORTATION SYSTEM***

**POLICY 105:** Support statewide, regional and sub-regional efforts that provide for a safe, effective transportation system that serves all travel modes consistent with established service standards.

*Action 1:* Periodically review service standards to assure achievement of City transportation goals and support modernization and innovation.

*Action 2:* Advocate expansion and enhancement to bus, light rail, commuter rail and shuttle services within Sunnyvale, consistent with adopted service level standards and incorporating a certainty of ongoing investment.

*Action 3:* Monitor and participate in planning and implementation of the Grand Boulevard Initiative and Bus Rapid Transit (BRT) on El Camino Real to assure that local Sunnyvale interests such as a quality streetscape, bicycle facilities, and pedestrian facility enhancements are incorporated, and capacity for transit does not sacrifice safety and service for other travel modes.

*Action 4:* Work in coordination with the Santa Clara Valley Transportation Authority (VTA) to ensure that the City creates streets that are transit-friendly, including bus signal pre-emption, adequate street and transit stop furniture, and appropriate lighting for nighttime riders.

*Action 5:* Advocate for the preservation of railroad lines for intercity passenger, commuter and freight transport.

**POLICY 106:** Support an efficient and effective paratransit service and transportation facilities for people with special transportation needs.

**POLICY 107:** Support regional and cross-regional transportation improvements and corridors will minimizing impacts to the City's form and to intracity travel.

## TRANSPORTATION DEFINITIONS

*Bike Lanes* -- Lanes along the outer edge of the traveled way of a street delineated by pavement stripes creating a minimum 4' wide lane and demarcated by signs and pavement legends denoting "bike lane."

*Bike Path* -- a paved travel facility separated from any roadway and featuring a minimum 10' width, demarcation for travel in opposing directions, and improved shoulders.

*Bike Route* -- a route along a street delineated with signs identifying the street as a bike route. Typically features motor vehicle travel lane widths greater than 12' but not wide enough to provide a minimum width bicycle lane.

*Bikeway* -- a term encompassing the range of bicycle travel facilities, including bike paths, bike lanes, and bike routes.

*Complete Streets* - well-balanced, connected, safe and convenient multimodal street networks that are designed and constructed to serve all users of streets whether they are driving, walking, biking or taking transit.

*Congestion Management Program (CMP)* -- Programs developed and managed by organizations formed by 1991 State law to undertake the responsibility for urban area transportation planning and funding and for managing the county's blueprint to reduce congestion and improve air quality. The Santa Clara Valley Transportation Authority (VTA) is the Congestion Management Agency that develops and implements the Congestion Management Program for Santa Clara County. Components of the CMP include traffic analysis requirements for land development, monitoring of transportation system service levels, short and long term capital improvement planning and implementation, and allocation of Federal, State and regional transportation funding.

*Cycloviva* - closure of partial or full width of certain streets to motor vehicle traffic for a weekend day and allowing cyclists and pedestrians to use the streets. "Stations" for promoting healthy lifestyles, the arts, or other activities would be available for community participation.

***Intelligent Transportation Systems (ITS)*** - an umbrella term for a range of technologies including processing, control, communication and electronics, that are applied to a transportation system. As examples, freeway electronic variable information signs, 511 services, and real time traffic counting systems are considered intelligent transportation systems.

***Intersection Level of Service (LOS)*** – A measure of traffic volume and corresponding delay of conflicting traffic movements to determine the effectiveness of intersection operations. Intersection LOS is most commonly used to analyze intersections by categorizing traffic flow with corresponding driving conditions and roadway and intersection efficiency.

***Monolithic Sidewalk*** – Sidewalk immediately abutting a street curb and gutter (*see also Non-monolithic Sidewalk*)

***Multimodal Measures of Effectiveness (MMEs)*** - A decision context for improvement projects and programs that places increased emphasis on the movement of persons and goods rather than motor vehicle delay. Recognition is given to the importance of system performance measures that address broader needs and interests of the mobile public through performance measurement of multimodal systems. Definitions may be included for congestion, mobility, and accessibility that are used to guide the development of performance measures. Travel time-based measures are basic quantities, and mobility may be measured for locations, corridors, transit analyses, and regional networks.

***Non-monolithic Sidewalk*** – Sidewalk separated from the street section, curb and gutter by a landscape strip (*see also Monolithic Sidewalk*).

***Non-transport use*** - Use within a roadway right of way that does not support the movement of vehicles and pedestrians, such as landscaping and parking (*see also Transport Uses*).

***Paratransit*** – Special transport services for people with disabilities or impairments to the use of standard fixed route, scheduled transit service.

***Parking De-Coupling or Unbundling*** - Parking that is sold or rented separately from a land use. For example, rather than renting an apartment for \$1,000 per month with two parking spaces at no extra cost, each apartment can be rented for \$850 per month, plus \$75 per month for each parking space. Occupants only pay for the parking spaces they actually need. This can improve land use and transportation efficiency, since occupants save money when they reduce parking demand, are not forced to pay for parking they do not need, and can adjust their parking supply as their needs change.

*Planter Strip* – A strip of landscaped land typically located between a roadway curb and a sidewalk and oriented longitudinally along a roadway edge that creates an aesthetic feature and provides buffering characteristics for pedestrians from moving automobiles.

*Road Diet* – reduction of the number of travel lanes on a roadway in order to improve traffic safety, provide bicycle or pedestrian facilities, and/or calm traffic speeds and volumes.

*Sensitive Uses* – A use which has populations that are more likely to have health related issues from an adjacent or nearby by use includes, day care facilities, hospitals, senior housing, nursing homes, etc.

*Service Level Standard* – standards established for the efficient and cost effective operation of transportation systems. For example, a transit agency may set ridership, on-time performance, and/or cost per rider objectives as service level standards for guiding decisions on whether to maintain, increase, or decrease a service.

*Sidewalk with Tree Wells* – Monolithic sidewalk with adequate width to allow for placement of trees within the sidewalk section.

*Single Occupant Vehicle (SOV)* – A private vehicle operated on the roadway by a single driver with no passengers.

*Trail* – A path physically separate from roadway or other transportation systems but not substituting for those systems, that may or may not be paved and is intended to provide primarily recreation opportunities but may serve transportation needs for bicyclists and pedestrians.

*Transport Uses* – conveyances to move persons or goods on a street (*see also, non-transport uses*).

*Transportation Demand Management (TDM)* -The application of strategies and policies to reduce travel demand (specifically that of single-occupancy private vehicles), or to redistribute this demand in space or in time. Managing demand can be a cost-effective alternative to increasing capacity. A demand management approach to transport also has the potential to deliver better environmental outcomes, improved public health, stronger communities, and more prosperous and livable cities. TDM techniques link with and support community movements for sustainable transport.

Jack Witthaus - Repeat offense ,Agressive SUV driver on Mary this morning I now have license number

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**From:** Patrick Grant [REDACTED]  
**To:** Scott Cortese <SCortese@ci.sunnyvale.ca.us>, Heba El-Guendy <helguendy@ci.sunnyvale.ca.us>, Sunnyvale <bpac@ci.sunnyvale.ca.us>  
**Date:** 9/26/2011 12:57 PM  
**Subject:** Repeat offense ,Agressive SUV driver on Mary this morning I now have license number  
**CC:** Jack Witthaus <JWitthaus@ci.sunnyvale.ca.us>, Patrick Walz <[REDACTED]>, Kevin Jackson <[REDACTED]>

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Hi,

At 9:15 AM this morning Sept 16, I am certain the same Green Ford Explorer passed within a foot at my bike aggressively just north of the Mary Central Crossing near Corte Madera, then quickly sped away tuning right on Maude, just like last time. . This driver has open hostility with their car toward cyclists, and must be stopped! The driver is going to kill a cyclist sometime, soon with the behavior. Perhasp this is related to the Hit and Run a few years ago where the cyclist was seriously injured at Central and Mary.

This time I was able to read the License better. its California 6KUM787, I am a bit uncertain to the order of the U and m and if it was 786 perhaps.

But that should be good enough to ID this dangerous driver that has a repeat habit on endangering cyclist on MARY I recoded the number immediately stopping at the curb on my Iphone, and hours later found it very closely matches the description given in this previous report below, and time of day and direction of travel. The lane was wide and I was in the right couple feet of lane. He was closely following a whitish sedan which passed easily to my left without leaving the lane and without incident. The left lanes were empty (This is at a spot bike lanes will someday be added with no problems). Being the same SUV drove reckless and aggressively manner, clearly intending to intimidate a cyclist, in Violation of DVM code and clearly to the just signed into law and soon to be implemented, California 3 foot passing law. If their is enough evidence, I would be willing to press charges if the police does not cite the driver.

By the way, I did not find the online Report: Traffic Issue.  
<http://sunnyvale.ca.gov/Departments/PublicSafety.aspx>

Please report to me what action was taken, if the driver was ID and if an officer talked with the driver.

Regards  
Patrick Grant

---

**From:** Scott Cortese <SCortese@ci.sunnyvale.ca.us>  
**To:** Heba El-Guendy <helguendy@ci.sunnyvale.ca.us>  
**Cc:** Jack Witthaus <JWitthaus@ci.sunnyvale.ca.us>; Patrick Walz <[REDACTED]>; [REDACTED]  
**Sent:** Tuesday, July 5, 2011 9:54 AM

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**Subject:** Re: Trying to report a dangerously aggressive SUV driver on Mary this morning

Thank you Heba for forwarding this matter to my attention. First let me address the options for reporting to the Traffic Safety unit directly. On the City of Sunnyvale website there is an online traffic reporting link. On the main page there is a link for "I want to..." then select Report: Traffic Issue. Fill in the form and submit it online. You also have the option to call the Traffic Safety hotline at (408) 730-7109.

As for this incident of road rage it is noted in the Unit that this event occurred. By your description I would agree that you were absolutely in the right on your bike's position and your actions. This driver's actions are unacceptable and created a dangerous situation for you and other drivers. Unfortunately without more information on the license plate or witnesses I would be unable to cite the driver. We are aware that this intersection is one of our top ten high instance accident intersections. As such we have added it to our "Hot Spot" enforcement list. Once or twice a week the Traffic Safety unit chooses one of the top ten and conducts heavy enforcement in the area of these intersections. I will be sure that the next time we work Central and Mary we will look for any unsafe driving violations including against bicyclists.

I apologize that I cannot do more but I hope this is a satisfactory response to your report of this incident. If you have any further questions or concerns please feel free to contact me at the above phone number.

Thank you,  
PSO Cortese  
Traffic Safety unit

>>> Heba El-Guendy 6/30/2011 11:03 AM >>>  
Hello,

Please refer to the e-mail message below. I would kindly ask you to copy the Transportation and Traffic Division (Jack and myself) on your response to the BPAC Chair Walz, and please let me know if anything is needed on my end.

Thank you,  
Héba @ ext. 2713

>>> On 6/30/2011 at 10:20 AM, Patrick Grant  
[REDACTED] wrote:

Good morning,  
I was trying to no avail this morning to email or log a report online of an dangerously aggressive driver on Mary this morning, heading north on Mary right lane just 50 feet north of the Central Expressway, close to road rage against me. So this email is my report, I hope some action

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is taken.

I got only a partial License number 6KM California style, its a dark forest greenish SUV medium size with a roof rack. I was stopped at the central crossing heading north, about 3 cars was in front, there was a medium large truck vary dark color, looked like a fairly recent ford style close behind, most likely have been the same vehicle. I observed this in my mirror.

I had taken the lane, direct center as is the legal and recommended procedure in that there was no room for both cars and bike a few feet beyond the central expressway intersection. When I had approached the red light at Central there was no traffic behind me for at least a couple hundred feet I am League of American Bicyclist certified instructor LCI #:3172, so I know I was in the correct position. So I had no been impeding traffic at all.  
I was wearing a bright safety vest.

The light turned green, I was in good gearing and was able to accelerate well and keep up to the car in front of me till it exceeded about 20MPH about 2/3 the way across Central. Again, directly in center of the lane. At about the exit of the intersection the aggressive driver swerved his vehicle sharply in front of me passing on my left about 12 inches clearance. I took evasive action, sounded my 120dB air horn and yelled at the driver. He sped off and I only got a partial.

I would like this reported officially. If there are any further witnesses come forward, I would like this driver cited for reckless driving such as given in the driver handbook guidelines on safe passing distance to cyclists. Such aggressive driving akin to road rage needs to be aggressively stopped by our city!

Regards  
Patrick Grant

52

is taken.

I got only a partial License number 6KM California style, its a dark forest greenish SUV medium size with a roof rack. I was stopped at the central crossing heading north; about 3 cars was in front, there was a medium large truck vary dark color, looked like a fairly recent ford style close behind, most likely have been the same vehicle. I observed this in my mirror.

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Regards  
Patrick Grant

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**From:** "Cathy B. Switzer" [REDACTED]  
**To:** Héba El-Guendy <helguendy@ci.sunnyvale.ca.us>, Jack Witthaus <JWitthaus@...>  
**Date:** 9/26/2011 7:34 PM  
**Subject:** Oct Meeting - traveling on business

All,

I will miss the Oct 20 meeting, business travel.

thanks,  
Cathy

Jack Witthaus - [BULK] Operational budget - follow up from Sept BPAC meeting regarding JWC Greenbelt signage

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**From:** "Cathy B. Switzer" [REDACTED]  
**To:** Jack Witthaus <JWitthaus@ci.sunnyvale.ca.us>  
**Date:** 10/2/2011 9:50 PM  
**Subject:** [BULK] Operational budget - follow up from Sept BPAC meeting regarding JWC Greenbelt signage  
**CC:** Ralph Durham [REDACTED], James Manidakos [REDACTED]

---

Jack,

Following up on the determination that signage for the John W. Christian Greenbelt is an operational expense, here are the two requests.

1. Where missing, add signs on Borregas, Maude, Hiddenlake, Meadowlake, Silverlake, Fairwood and Manzano where the John W. Christian Greenbelt crosses the streets - Pedestrian and Bike, trail crossing signs, ideally with a crosswalk painted on the road.



MUTCD, 2009 Edition

Sect. 2C.49

05 The combined Bicycle/Pedestrian (W11-15) sign may be used where both bicyclists and pedestrians might be crossing the roadway, such as at an intersection with a shared-use path. A TRAIL X-ING (W11-15P) supplemental plaque (see Figure 2C-10) may be mounted below the W11-15 sign. The TRAIL CROSSING (W11-15a) sign may be used to warn of shared-use path crossings where pedestrians, bicyclists, and other user groups might be crossing the roadway.

06 The W11-1, W11-15, and W11-15a signs and their related supplemental plaques may have a fluorescent yellow-green background with a black legend and border.

07 Supplemental plaques (see Section 2C.53) with legends such as AHEAD, XX FEET, NEXT XX MILES, or SHARE THE ROAD may be mounted below Vehicular Traffic Warning signs to provide advance notice to road users of unexpected entries.

Guidance:

08 If used in advance of a pedestrian and bicycle crossing, a W11-15 or W11-15a sign should be supplemented with an AHEAD or XX FEET plaque to inform road users that they are approaching a point where crossing activity might occur.

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*Standard:*

*09 If a post-mounted W11-1, W11-11, W11-15, or W11-15a sign is placed at the location of the crossing point where golf carts, pedestrians, bicyclists, or other shared-use path users might be crossing the roadway, a diagonal downward pointing arrow (W16-7P) plaque (see Figure 2C-12) shall be mounted below the sign.*

*If the W11-1, W11-11, W11-15, or W11-15a sign is mounted overhead, the W16-7P supplemental plaque shall not be used.*

*Option:*

*10 The crossing location identified by a W11-1, W11-11, W11-15, or W11-15a sign may be defined with crosswalk markings (see Section 3B.18).*

2. On the Trail itself, signage to indicate the street you are crossing/approaching. If such signage exists, it is subtle enough that I missed it. For examples of clear trail signage, walk or ride the San Tomas Aquino Creek Trail from Old Middlefield-Alviso Road to Monroe/Cabrillo.

How does this request get acknowledged as follow up from the meeting?

thanks,  
Cathy

**Jack Witthaus - Web Request - Reassign 18410 from: Rosalie Brooks to: JWitthaus, subject: Traffic light sensor st G**

---

**From:** "Rosalie Brooks" <rbrooks@ci.sunnyvale.ca.us>  
**To:** "Public works" <pubworks@ci.sunnyvale.ca.us>, "Jack Witthaus" <jwitthaus@ci.sunnyvale.ca.us>  
**Date:** 10/3/2011 9:18 AM  
**Subject:** Web Request - Reassign 18410 from: Rosalie Brooks to: JWitthaus, subject: Traffic light sensor st G  
**CC:** "Public Safety" <pubsfty@ci.sunnyvale.ca.us>, "Rosalie Brooks" <rbrooks@ci.sunnyvale.ca.us>

---

Dear **Jack Witthaus**,  
Please respond to web request **18410** by clicking one of the three buttons below:

<input checked="" type="checkbox"/> Reply	<input checked="" type="checkbox"/> Reassign	<input checked="" type="checkbox"/> Close with no reply
-------------------------------------------	----------------------------------------------	---------------------------------------------------------

**From** Karl Danz [REDACTED]  
**Reply Needed** Yes  
**Location** 37.41060, -122.01410  
Corner of Geneva Dr. & E. Java Dr.  
**Priority** Regular  
**Subject** Traffic light sensor st Geneva & E. Java not detecting bikes  
**Message** On my bike commute to NetApp I am able to trip all the traffic lights along my route (which is almost entirely in Sunnyvale) except for the one on northbound Geneva at E. Java Dr. Please adjust the sensitivity so that it will detect bicycles. Thanks!

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**Jack Witthaus - National Survey on Ped/Bike Data and Prioritization**

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**From:** Peter Lagerwey [REDACTED]  
**To:** Peter Lagerwey [REDACTED]  
**Date:** 10/11/2011 10:51 AM  
**Subject:** National Survey on Ped/Bike Data and Prioritization

---

Dear Colleagues,

Your input is needed! Toole Design Group is conducting a national survey on methods communities use to analyze pedestrian and bicycle data and prioritize funding for pedestrian and bicycle projects.

The survey is being conducted as part of a project sponsored by the National Cooperative Highway Research Program (NCHRP) of the Transportation Research Board (TRB)--*Project 07-17 Pedestrian and Bicycle Transportation Along Existing Roads*. It is intended for a broad range of stakeholders, including states, MPOs, counties, local jurisdictions of all sizes, transit agencies, public works and utilities departments, colleges and universities, school districts, private sector transportation professionals, academics, non-profits, activists, and others. The results will likely impact other research projects.

To complete the survey, please go to:

<http://www.surveygizmo.com/s3/659939/NCHRP-Pedestrian-Bicycle-Data-Collection-and-Prioritization-Survey>

The survey will close on November 4, 2011. Please contact me at [REDACTED] if you have questions about the project or survey.

Thank you for your participation!

Peter Lagerwey

**Peter A. Lagerwey**  
Regional Office Director

Toole Design Group  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

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**Jack Witthaus - Meeting agenda 10/20**

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**From:** Ralph G Durham [REDACTED]  
**To:** Jack Witthaus <jwitthaus@ci.sunnyvale.ca.us>  
**Date:** 10/13/2011 7:50 AM  
**Subject:** Meeting agenda 10/20

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Jack,

I haven't heard if Heba has returned, if not please send my regards.

A couple of quick things. (If Hebas not back you'll have plenty of time to handle these requests...)

First, your city tree person got a hold of me and we cleared up the area in question. Thanks for that.

Second, Is it possible to put a couple of discussion items on our agenda? I, for one, would like to know the reasoning behind delaying the Mary project because of the EIR for the bridge. I have some ideas but I would like the official reason before I spout off.

With the hold on the East Trail will that sacrifice TDA funds? If so should we re-allocate?

It would be good to spend a little time going over the street space allocation document. Perhaps in November or December as time permits.

See you or Heba next week.

Ralph

--  
Ralph G. Durham  
University Fire Inspector

[REDACTED]  
[REDACTED]  
[REDACTED]