

2010 Local Appointment List

Enclosed is the City of Sunnyvale 2010 Local Appointment List for City Boards and Commissions.



CITY OF SUNNYVALE 2010 LOCAL APPOINTMENTS LIST

The Office of the City Clerk prepared this document in order to comply with the requirements of California Government Code Section 54972.

Board and commission members must be Sunnyvale residents (with the exception of Category 2 on the Bicycle and Pedestrian Advisory Commission) and registered voters. Full terms are four years. A member may serve two consecutive terms on the same board or commission and thereafter is eligible to serve on a different board or commission. Further information may be found in the City's Charter and on the board and commission Web site at: boardsandcommissions.insunnyvale.com

Arts Commission - Non-Charter

Member Name	Appointed	Term Expires
Hughes, Noelle	7/1/09	2013 First Term
Martin-Milius, Tara	7/1/07	2011 First Term
Obrey, Robert	7/1/08	2012 Second Term
Seto, Tracy	12/1/09	2013 First Term* (*unexpired term more than 2 years)
Vacant (as of 6/30/10)		2014

The Arts Commission consists of five members appointed by the City Council. Meetings are held on the third Wednesday of each month at 7 p.m. in the Council Chambers at City Hall. Staff contacts: Cathy Merrill, Assistant to the Director of Community Services, 730-7531; Karen Smith, Administrative Aide, 730-2709

Bicycle and Pedestrian Advisory Commission (BPAC) – Non-Charter

Member Name	Appointed	Term Expires
Durham, Ralph Category 2	7/1/08	2012 Second Term
Gandrud, David Category 1	7/1/10	2014 First Term
Manitakos, Jr., James Category 1	7/1/10	2014 Second Term
Rausch, Angela Category 2	7/1/10	2014 First Term
Stawitcke, Andrea Category 1	7/1/08	2012 Second Term
Switzer, Cathy Category 2	7/1/10	2014 First Term
Walz, Patrick Category 1	7/1/08	2012 First Term

The Bicycle and Pedestrian Advisory Commission consists of seven members appointed by the City Council. Meetings are held on the third Thursday of the month at 6:30 p.m. in the West Conference Room at City Hall. Staff contacts: Jack Witthaus, Transportation and Traffic Manager, 730-7330; Heba El-Guendy, Sr. Transportation Planner, 730-2713.

Board of Building Code Appeals – Non-Charter

Member Name	Appointed	Term Expires
Baltar, Pedro	9/1/09	2012 First Term* (*unexpired term more than 2 years)
Kim, James	7/1/07	2011 First Term
Ludlow, Roger	2/23/10	2012 Unexpired Term
Musgrave, David	7/1/09	2013 First Term
Walz, Patrick	2/23/10	2011 Unexpired Term

The Board of Building Code Appeals consists of five members who are appointed by the City Council. Meetings are held on the third Wednesday of the month, when necessary, at 7 p.m. in the Council Chambers at City Hall. Staff contacts: Diana Perkins, Plan Checker II, 730-7455; Ali Fatapour, Chief Building Official, 730-7432

Board of Library Trustees – Charter

Member Name	Appointed	Term Expires
Flaherty, Thomas	9/1/09	2013 First Term* (*unexpired term more than 2 years)
Miller, Judi	10/29/08	2012 First Term
Pathak, Narendra	7/1/10	2014 Second Term
Shanmugasundaram, Jill	12/1/09	2012 First Term* (*unexpired term more than 2 years)
Su, "Ray" Zhan, Chair	7/1/07	2011 First Term

The Board of Library Trustees consists of five members appointed by the City Council. Meetings are held on the first Monday of each month at 7 p.m. in the Library Program Room. (If the first Monday is a City observed holiday, the meeting will be held on the second Monday of the month in the Library Program Room). Staff contacts: Lisa Rosenblum, Director of Libraries, 730-7315; Sandra Barajas, Administrative Aide, 730-7314.

Heritage Preservation Commission – Charter

Member Name	Appointed	Term Expires
Marsolais, Frenchie	7/1/08	2012 First Term
McDonough, Nancy	7/1/07	2011 First Term
Ringel, Ted	7/1/10	2014 First Term
Squellati, David	7/1/08	2012 First Term

Member Name	Appointed	Term Expires
Stanek, Jeanine	7/1/07	2011 First Term
Vaidyanathan, Nirmala	7/1/10	2014 Second Term
Verma, Amrit	7/1/09	2013 Second Term

The Heritage Preservation Commission consists of seven members appointed by the City Council. Meetings are held on the first Wednesday of January, March, May, July, September and November at 7 p.m. in the West Conference Room at City Hall. Staff contacts: Trudi Ryan, Planning Officer, 730-7435; Ryan Kuchenig, Associate Planner, 730-7431; Joey Mariano, Staff Office Assistant, 730-7486

Housing and Human Services Commission – Non-Charter

Member Name	Appointed	Term Expires
Anderson, Eric	7/1/09	2013 First Term
Dietrich, Hannalore	9/1/09	2013 First Term* (*unexpired term more than 2 years)
Fowler, Fred	12/1/09	2013 First Term* (*unexpired term more than 2 years)
Hailu, Dori	7/1/09	2013 First Term
Jeong, Younil	2/23/10	2012 First Term* (*unexpired term more than 2 years)
Pham, Mathieu	12/1/09	2012 First Term* (*unexpired term more than 2 years)
Anna Ko	7/1/10	2012 Unexpired Term* (*less than two years)

The Housing and Human Services Commission consists of seven members appointed by the City Council. Meetings are held on the fourth Wednesday of each month at 7 p.m. in West Conference Room at City Hall. Staff: Suzanne Ise, Housing Officer 730-7698; Edith Alanis, Housing Programs Technician, 730-7254

Parks and Recreation Commission – Charter

Member Name	Appointed	Term Expires
Chuck, Howard	7/1/08	2012 Second Term
Colvin, James	7/1/07	2011 First Term
Harms, Robert	7/1/10	2014 Second Term
Oliver, Richard	7/1/09	2013 Second Term
Pochowski, Robert	7/1/09	2013 First Term

The Parks and Recreation Commission consists of five members appointed by the City Council. Meetings are held on the second Wednesday of the month at 7 p.m. in the Council Chambers at City Hall. Staff contacts: Cathy Merrill, Assistant to the Director of Community Services, 730-7531; Karen Smith, Administrative Aide, 730-2709

Personnel Board – Charter

Member Name	Appointed	Term Expires
Nickey, Judith Council Nominated Seat	7/1/07	2011 First Term
Saprai, Stephanie Council Nominated Seat	7/1/08	2012 Second Term
Sellers, Garry Council Nominated Seat	7/1/09	2013 First Term
Vacant (as of 6/30/10) Employee Nominated Seat		2012
Vacant (as of 6/30/10) Employee Nominated Seat		2014

The Personnel Board consists of five members appointed by the City Council. Meetings are held on the third Monday of each month as necessary at 5 p.m. in the Council Chambers at City Hall. Staff contacts: Teri Silva, Director of Human Resources, 730-7490; Mindy Vargas, Administrative Aide, 730-7491

Planning Commission – Charter

Member Name	Appointed	Term Expires
Chang, Bo	7/1/07	2011 First Term
Dohadwala, Maria	7/1/10	2014 First Term
Hendricks, Glenn	7/1/10	2012 Unexpired Term* (*less than two years)
Hungerford, Charles	7/1/07	2011 Second Term
Larsson, Gustav	7/1/10	2014 First Term
Sulser, Brandon	7/1/09	2013 Second Term
Travis, Nick	7/1/08	2012 First Term

The Planning Commission consists of seven members appointed by the City Council. Meetings are held the second and fourth Monday of the month at 8 p.m. in the Council Chambers at City Hall. Study sessions are held the second and fourth Monday of the month at 7 p.m. in the West Conference Room at City Hall. (If the third Monday is a City observed holiday, the meeting will be held on the preceding Monday of the month at 5 p.m. in the Council Chambers at City Hall.) Staff contacts: Trudi Ryan, Planning Officer 730-7435; Debbie Gorman, Administrative Aide, 730-7440

BPAC E-mail Messages and/or Letters

Enclosed is a copy of all E-mail messages covering concerns and relevant information received after circulation of the June 17, 2010 agenda packet. Staff's response to the public inquiries will be provided during the upcoming BPAC meeting and will become part of the meeting minutes.

Heba El-Guendy - Bike safety article

From: "Ralph G Durham" <rgdurham@stanford.edu>
To: "Heba El-Guendy" <helguendy@ci.sunnyvale.ca.us>, "Jack Witthaus" <JWitthaus@ci.sunnyvale.ca.us>
Date: 6/17/2010 11:48 AM
Subject: Bike safety article
CC: "Kevin Jackson" <kjbiker@netzero.net>, "Andrea" <andrea@baas.org>, "Cathy B. Switzer" <cbsbikes@me.com>, <patrick.walz@gmail.com>, <rickwarner@cycle-tours.com>, "James Manidakos" <manidakos1@netzero.com>

All,

Here is an interesting article on bike safety.

<http://www.grist.org/article/safe-streets/>

The site may have more interesting things also. Now we just have to change the thinking.

Ralph

Ralph G. Durham
University Fire Inspector
480 Oak Road, Stanford, CA 94085
650-725-6933
Cell: 650-766-8631

Print Now

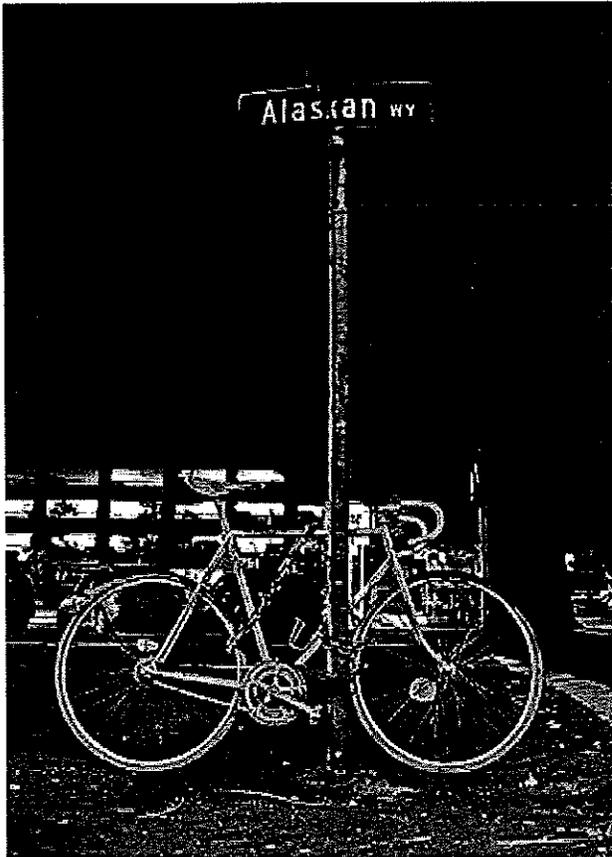
What's this?

See Original

SAFE STREETS

Not pedaling can kill you

by Alan Durning 9 Oct 2007 10:33 AM



My youngest son had a bike wreck this summer: a driver cut him off on a steep downhill. Peter managed to avoid the car by tumbling over the curb, but the fall inflicted some nasty road rash. It also inspired me to dig into the question of bicycle safety more rigorously than before: Is it safe for Peter to be biking so much?

Here's what I learned: Biking is safer than it used to be. It's safer than you might think. It does incur the risk of collision, but its other health benefits massively outweigh these risks. And it can be made much safer. What's more, making streets truly safe for cyclists may be the best way to reverse Bicycle Neglect: it may be among communities' best options for countering obesity, climate disruption, rising economic inequality, and oil addiction.

The alternative -- inaction -- perpetuates these ills. It also ensures the continued victimization of cyclists and pedestrians. It means the proliferation of GhostBikes. (Pictured here, photo by Paul Takamoto.) GhostBikes are guerrilla memorials to car-on-bike crashes that artists place at the scenes of injuries and deaths in, for example, Seattle, Portland, and New York. (View striking GhostBike photos from Portland and the whole world on Flickr (choose "view slide show").)

Let's take these lessons in turn.

Biking is safer than it used to be.

Biking is increasing in Cascadia's cities; cycling crashes are not. As a result, the crash rate for cyclists has

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7/9/2010

declined, by 70 percent in the Rose City, according to the City of Portland. In Vancouver, B.C., during the period in which the number of cycling trips has almost tripled, the number of insurance claims involving bicycle collisions hasn't budged, according to the *Vancouver Courier* (sorry, the link is no longer available).

Cycling is safer than you might believe.

Any activity that allows you to travel fast, unshielded, and unrestrained involves risk -- whether it's cycling, or skiing, or base jumping (insane video). Cycling involves the added risks that you're balancing on two wheels and that you're surrounded by moving one- and two-ton steel boxes. If you're trying to avoid getting hit by such objects, being on a small, nimble vehicle is an advantage, as Peter discovered when he was cut off. (Former University of Washington professor William Moritz conducted surveys a decade ago showing that more than 80 percent of bike wrecks -- generally the less serious ones -- involve cyclists falling or colliding with things other than a moving car or truck.)

But if you actually are hit (and car-bike collisions are usually the dangerous wrecks), you'll do far better strapped into a steel case of your own than if you're astride a two wheeler. The bigger the case and the more restraints and cushioning you've got, the better you'll do. So getting hit on a bike is worse than getting hit in a car, which is worse than getting hit in a bus, which is worse than getting hit in a train or a Bradley Fighting Vehicle.

In fact, the best published estimates I've found -- developed by Rutgers University researchers John Pucher and Lewis Dijkstra -- suggest that per trip, bike riders face about three times as much risk of dying as car and light truck riders. Because car trips tend to be longer than bike trips, Pucher and Dijkstra estimate that the safety gap stretches to tenfold when it's calculated per mile traveled.

That's a substantial gap, if Pucher and Dijkstra are right. But how big is the risk, really? In the United States, for every billion kilometers of cycling, they say, roughly 100 bikers die from collisions. For every billion kilometers of driving, roughly 10 drivers and passengers die from collisions. From 1999 to 2004, in the entire United States with its approximately 300 million residents, an average of 784 people died each year in bike accidents. That's a consequential number but it's no pandemic -- nothing like the more-than-40,000 deaths from auto accidents each year. It's reason for care but not for alarm.

Four other pieces of information put these figures in context. First, if the danger of cycling seems excessive, consider that riding a bus or train is 10 times safer than riding in a car, per mile, according to the same researchers. Many people won't bike because it's "too dangerous," but not many people refuse to drive because transit is so much safer. Why? As I've said, we're not entirely rational about transportation decisions.

Second, the same published estimates indicate you're at much greater risk of getting hit by a car when you're walking than when you're cycling. Per mile traveled, according to Pucher and Dijkstra, more than three times as many pedestrians die from auto collisions as do cyclists. Yet few people think walking is too perilous to attempt. (Ditto re: rationality.)

Third, Pucher and Dijkstra may be wrong. The statistical challenge that all safety analysts face is that no one really knows how much cycling -- or walking -- people do. Estimates vary widely. Pucher and Dijkstra accept a low figure for total cycling to calculate accident risk. Others use higher figures for cycling, which makes crashes seem less common. In the early 1990s, for example, Failure Analysis Associates (since renamed Exponent), one of the world's leading engineering firms in the specialty field of quantifying risk exposure and preventing mechanical failure, estimated that riding in a car for an hour is almost twice as likely to kill you as is riding a bike for an hour. Repeat: this credible source suggests that biking is not more dangerous than driving but is, in fact, half as dangerous. Unfortunately, the analysis was proprietary. Only one summary table (see below) is in the public domain. The engineering journal *Design News* published it with little comment in 1993 in an article on a different subject. (I've asked Exponent for supporting documentation but have yet to hear back, probably because the estimates are so old. I'll update this if I learn more.) Several bicycling advocates tout this table, and one has even demonstrated its quantitative plausibility. Still, as of now, Pucher and Dijkstra's estimates are the only ones published in a peer-reviewed journal, so I'll assume they're about right.

Cycling advocates' favorite comparison of cycling's collision risks.

Activity	Fatalities per million hours activity
Skydiving	128.7
On-road motorcycling	8.8
Scuba diving	2.0
Living (all causes of death)	1.5
Snowmobiling	0.9
Passenger cars	0.5
Water skiing	0.3
Bicycling	0.3
Flying (scheduled domestic airlines)	0.2
Passenger car post-collision fire	0.0

From Charles R. Murray, "The Real Story: Overdesign Prevents Cars from Exploding," Design News, October 4, 1993.

Fourth, because of the widespread perception that cycling is dangerous, the existing population of cyclists may be disproportionately made up of risk-takers. If everyone thinks biking is unsafe, the people who do it will be the ones who don't mind danger. And such people are more likely to get hurt in just about any activity. In his 2004 book *The Art of Urban Cycling*, Robert Hurst cites evidence that as many as half of car-bike crashes are the cyclist's fault: the cyclist ran a stop sign, made an illegal turn, rode against traffic, or otherwise broke the law.

(Aside: a smattering of bike riders clearly seek out risk intentionally. They're risk junkies, shown in the following video "drag racing" through New York).



What this means is that if you're a cautious, law-abiding, risk-averse cyclist, biking is far safer than you'd think from the aggregate statistics, which are inflated by the proliferation of two-wheeling daredevils.

Put all these considerations together and it looks like the added increment of crash danger you put yourself in from biking, rather than driving, is small, if it exists at all. Furthermore, if you care about not imperiling others -- assuming you want to avoid both dying and killing in a collision -- then cycling looks substantially

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safer than driving, because bikers almost never kill or injure others. But even assuming you don't care about anyone but yourself, cycling is still the healthy choice, because crash danger isn't the end of the story.

Biking's health benefits massively outweigh its health risks.

Cycling is the kind of low-impact, moderate exercise that humans need in abundance in order to enjoy vigorous, healthful lives. One study (hat tip to Todd Litman) followed almost 30,000 Danes, monitoring their physical activity and health. Lars Andersen and his co-authors concluded, "Even after adjusting for other risk factors, including leisure time physical activity, those who did not cycle to work experienced a 39 percent higher mortality rate than those who did." In other words, nonbikers -- even if they were active in sports -- died 40 percent more often than bikers.

Similarly, Pedalling Health, an Australian study published in 1996, concluded that an hour of biking a day -- normal for a regular bike commuter -- prevents four times as much heart attack risk as it adds in collision risk. The iconoclastic British transport researcher Mayer Hillman did a study for the British Medical Association in 1992 (not online but summarized here and here) reportedly showing that for every year of life lost to a bike crash, twenty years of life are gained from stress reduction, greater cardiovascular fitness, and improved mental health. As I've noted, the time you spend in moderate exercise is added to your life, with interest.

Cycling is not as safe as it should be.



Still, in the world's centers of Bicycle Respect, cycling is radically safer. Pucher and Dijkstra wrote in the *American Journal of Public Health* (PDF), in 2003, "per trip cycled, American bicyclists are twice as likely to get killed as German cyclists and over three times as likely to get killed as Dutch cyclists." Per kilometer of travel, the gap is larger: Dutch cyclists are more than ten times safer than their American counterparts. European safety records are improving faster, too. In Germany, for example, collision deaths per bicycle trip have fallen by more than 80 percent since 1975, according to Pucher and Dijkstra. (Of course, we should use caution with all these figures, because, like previous ones, they all depend on estimates of how much biking people do.)

Making cycling safer is a main chance for healthy, lasting prosperity.



I began this by wondering about my son Peter, but it turns out that bike safety isn't just an issue for worried parents. A few years ago, when the Puget Sound Regional Council asked cyclists why they did not commute by bike more often, the leading answer by far was "unsafe routes." This finding was not unusual. Pucher and Dijkstra, writing in *Transportation Quarterly* this

time, noted, "Almost every survey finds that the perceived danger of cycling ... is one of the major deterrents to increased bicycle use in the U.S." People are afraid of traffic.

Making cycling safer, therefore, may unleash more two-wheeled travel more than any other thing that communities can do, with huge benefits in stemming obesity, oil imports, and climate disruption.

The keys to cycling safety in Europe are facilities, traffic laws and enforcement, education, and numbers:

Good cycling facilities. Bikeways, bike boulevards, traffic calming, blue lanes, and cycle signals save lives. In Copenhagen, for example, major intersections painted with "blue lanes" to mark bicycle routes have seen a 40 percent drop in deaths and injuries to cyclists. In Denmark, Germany, the Netherlands, and the United Kingdom, traffic-calmed neighborhoods -- those where streets re-engineered with curb bubbles, traffic circles, and the like slow car traffic and shield nonmotorized travelers -- have seen half of traffic injuries disappear.

Bike- and pedestrian-oriented traffic laws save lives, too. For example, one key difference that helps make northern European cyclists safe is low speed limits. In Germany and the Netherlands, speed limits in residential neighborhoods are commonly under 20 miles per hour, while arterial speeds are typically limited to about 30 miles per hour. Slower driving means fewer -- and softer -- impacts: 95 percent of people hit by a car at 20 miles per hour survive; just 15 percent survive at 40 mph, as we noted in Cascadia Scorecard 2006 (see page 52, login or registration may be required).

Educating drivers and cyclists also boosts safety. German and other northern European drivers licenses are much harder to get: you must be 18 and have completed a rigorous and expensive private training course. But traffic education is not just for drivers. German and Dutch schools, for example, provide comprehensive cycling and walking instruction to all schoolchildren by the time they're 10 years old, as detailed by Pucher and Dijkstra. German third- and fourth-graders take bicycling classes, at the end of which they demonstrate their skills to traffic police on special courses that simulate local streets.

In Cascadia, school-based cycling and pedestrian education is mostly limited to the occasional bike-to-school day. Notable exceptions are found in Corvallis and Eugene, Oregon. Eugene runs cycling school buses: parent volunteers lead groups of bike-riding students to school together, following routes that collect more students as they go. And Corvallis provides week-long bicycle training for all fifth graders.

My ultimate hope is that Cascadian communities will replace "driver's ed" with mobility education -- training young people to safely navigate their communities by a variety of means, from automobile to bicycle to foot to transit. (The just-formed champion for this bold and necessary idea is the new Seattle-based Mobility Education Foundation.)

Safety in numbers. As we noted before, the more cyclists and pedestrians on the streets, the safer they become. Health consultant Peter Jacobsen of Sacramento, California argues in the journal *Injury Prevention* that it's because drivers become more attentive as cyclists proliferate. It could also be that cyclists become more law-abiding as they proliferate, if the risk-takers already on bikes are being joined by large numbers of risk-avoiders. Either way, the beauty of this finding is that safety improvements in facilities, education, and law enforcement will induce additional cycling, which will bring further safety improvements through numbers -- a kind of virtuous cycle (sorry).

Back to where I began: is cycling safe enough for my son Peter? Easily. The modest risks are swamped by the benefits. Still, it's not as safe as it should be. All by myself, I cannot give Peter the safety levels of Germany or the Netherlands. I can't personally install city-wide bike facilities, pass new traffic laws, and provide comprehensive mobility education to all. But I can carefully choose his routes with him, teach him to ride legally and cautiously, and provide ongoing education about how to get around safely.

Beyond that, I just have to remember that what's really dangerous isn't biking (or walking), it's sitting around. Not pedaling can kill you.

Alan Durning directs Sightline Institute, a Seattle research and communication center working to promote sustainable solutions for the Pacific Northwest.



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Heba El-Guendy - Web Contact - Request ID: 12106 Reply: Yes, Subject: Bike Rack request

From: emailer <emailer@ci.sunnyvale.ca.us>
To: "Contact - helguendy@ci.sunnyvale.ca.us" <helguendy@ci.sunnyvale.ca.us>
Date: 6/20/2010 11:09 PM
Subject: Web Contact - Request ID: 12106 Reply: Yes, Subject: Bike Rack request

Dear BPAC,
Please respond to web request **12106** by clicking one of the three buttons below:

Reply

Reassign

Close with no reply

From

Reply Needed Yes

Re: Loc. Address: 186 S Murphy Av
Latitude, Longitude: 37.37629, -122.03029
Description: Bean Scene

Subject Bike Rack request

Message Please contact the owner, . of the Bean Scene, who is willing to have a bike rack placed near the tree outside his business. Many patrons arrive on bicycle and would like to park where they are in view from inside.

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Heba El-Guendy - Web Contact - Request ID: 12107 Reply: Yes, Subject: Potholes and cracks on Mary Av.

From: emailer <emailer@ci.sunnyvale.ca.us>
To: "Contact - helguendy@ci.sunnyvale.ca.us" <helguendy@ci.sunnyvale.ca.us>
Date: 6/20/2010 11:18 PM
Subject: Web Contact - Request ID: 12107 Reply: Yes, Subject: Potholes and cracks on Mary Av.

Dear **BPAC**,
Please respond to web request **12107** by clicking one of the three buttons below:

From

Reply Needed Yes

Re: Loc. **Address:** 125 N Mary Av
 Latitude, Longitude: 37.38350, -122.04462
 Description: On Mary Av. between California and Central

Subject Potholes and cracks on Mary Av.

Message Asphalt is separating and chunks missing, bicycling hazard, On Mary Av. between California and Central. There is not a street number for this location.

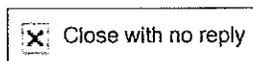
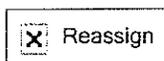
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Heba El-Guendy - Web Contact - Request ID: 12223 Reply: Yes, Subject: Remington Drive Bike Lane Survey

From: emailer <emailer@ci.sunnyvale.ca.us>
To: "Contact - helguendy@ci.sunnyvale.ca.us" <helguendy@ci.sunnyvale.ca.us>
Date: 7/2/2010 11:46 AM
Subject: Web Contact - Request ID: 12223 Reply: Yes, Subject: Remington Drive Bike Lane Survey

Dear **BPAC**,

Please respond to web request **12223** by clicking one of the three buttons below:



From

Reply Needed Yes

Subject Remington Drive Bike Lane Survey

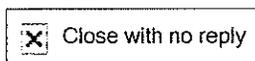
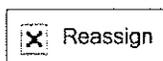
Message First, thank you for the survey! Unfortunately, the survey options don't match the corresponding diagrams. For example, I like the option 1 diagram, which shows one travel lane in each direction, center two way left turn lane, bike lanes, and on-street parking on both sides. However, the description says "NO on-street parking". Can someone please review this survey to make sure it makes sense? 1. Option descriptions don't match their diagrams. 2. Option descriptions above diagrams don't match option descriptions next to radio buttons at bottom of page.
<http://remingtonsurvey.insunnyvale.com/> Thanks.

Heba El-Guendy - Web Contact - Request ID: 12274 Reply: Yes, Subject: Remington Survey

From: emailer <emailer@ci.sunnyvale.ca.us>
To: "Contact - helguendy@ci.sunnyvale.ca.us" <helguendy@ci.sunnyvale.ca.us>
Date: 7/6/2010 5:35 PM
Subject: Web Contact - Request ID: 12274 Reply: Yes, Subject: Remington Survey

Dear BPAC,

Please respond to web request 12274 by clicking one of the three buttons below:



From

Reply Needed Yes

Subject Remington Survey

Message

Thanks for giving Sunnyvale residents the opportunity to easily weigh-in on the re-striping of Remington. After the Survey was forwarded to Sierra Club members in Sunnyvale, I've heard back from a couple of them who both desire more options in the Remington Survey. Would it be possible to add more options to the survey at this point? Both wanted lane reductions. would have liked to have seen an option for one lane each way, a left turn lane at Spinoza and no parking on either side to allow for safer bike travel. wanted to see one lane of traffic each way, parking on each side, and no center turn lane. He would like to see a car door buffer between the parked cars and the bike lane: 8' parking 6' buffer 6' bike lane 12' car travel lane Also, requested that the ability of pedestrians to safely cross Remington at Spinosa be improved. She considers yellow blinking lights activated by pedestrians as at Safeway on Hollenbeck a minimum. Perhaps this corner would be a good location for a bulbout?

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Heba El-Guendy - Fwd: PBIC News: PBIC seeking pilot communities for Walk Friendly Communities program

From: "Cathy B. Switzer" <cbsbikes@me.com>
To: Héba El-Guendy <helguendy@ci.sunnyvale.ca.us>, Jack Witthaus <JWitthaus@ci.sunnyvale.ca.us>
Date: 7/6/2010 2:45 PM
Subject: Fwd: PBIC News: PBIC seeking pilot communities for Walk Friendly Communities program
CC: Ralph Durham <rgdurham@stanford.edu>, Patrick Walz <patrick.walz@gmail.com>

Is this something that the City of Sunnyvale would be interested in?

--Cathy

Begin forwarded message:

From: PBIC News <news@pedbikeinfo.org>
Date: July 6, 2010 12:30:01 PM PDT
To: cbsbikes@me.com
Subject: PBIC News: PBIC seeking pilot communities for Walk Friendly Communities program
Reply-To: news@pedbikeinfo.org

PBIC News Brief
 July 6, 2010
www.walkfriendly.org/pilot.cfm

PBIC seeking pilot communities for Walk Friendly Communities

CHAPEL HILL, NC — In preparation for the national launch of Walk Friendly Communities (WFC), the Pedestrian and Bicycle Information Center (PBIC) is seeking up to 5 communities to pilot test the latest online draft of the WFC assessment tool.

Walk Friendly Communities is a national recognition program developed by PBIC to encourage towns and cities across the U.S. to establish or recommit to a high priority for supporting safer walking environments. The WFC program will recognize communities that are working to improve a wide range of conditions related to walking, including safety, mobility, access, and comfort. The program will officially be launched in the fall of 2010. For more information, please visit www.walkfriendly.org

In order to ready the WFC program for a national release, and to ensure that the program can be a comprehensive tool for all communities, PBIC is seeking communities for pilot testing. Initial pilot tests were held in Cedarburg, Wisconsin, Orlando, Florida, and Davidson, North Carolina, to revise the assessment tool and provide a foundation for the program. The second round of pilot testing will test the usability of the online application and submission mechanisms. Pilot testing will

involve the assessment of your community through completion and submission of the latest version of the WFC assessment tool.

Why Participate?

- **Get recognized:** Communities who participate in pilot testing will be recognized for their efforts and **will automatically be evaluated in the first round of WFC awards once the program is launched nationally.**
- **Technical assistance is available:** Experienced staff members at PBIC are committed to assisting communities who take on the responsibility of pilot testing. In the event that you need technical assistance or other guidance in completing the application, you can contact the developers of the program for help. In some cases, your question will be relayed to one of the many expert consultants and partners that provided input for the current assessment tool.
- **Set the bar:** Pilot testing provides a unique opportunity to set the bar for pedestrian safety and walkability for other communities around the country.
- **Take the next step:** Learn what your community can do to address different pedestrian safety issues.

By volunteering to pilot test the WFC program, you will play a crucial role in the development of a program that will become an important national tool for the evaluation and assessment of walkability around the country.

To be considered for the second round of pilot testing, please submit the following information to Dan Gelinne via email at gelinne@hsrc.unc.edu by Tuesday, July 20, 2010:

1. Name of Community
2. Contact Information: Provide the name of the key contact person(s), name of organization, mailing address, phone, fax, and email.
3. Community Description: Provide some basic demographic information for your community.
4. Pilot Community Goals: Please describe why your community would like to be considered for pilot testing. Please also include a description of commitment and ability to complete the application process.
5. Planning Documents and Resources: Provide your community's pedestrian plan using a Web link or email attachment. Include any other relevant documents - such as comprehensive plans, design guidelines, or pedestrian-specific policies - that address pedestrian safety and walkability.

All submissions must be received by 5:00pm Eastern Time on Tuesday, July 20, 2010. To submit the proposal electronically, please email the electronic version in Microsoft Word or PDF format to Dan Gelinne at gelinne@hsrc.unc.edu

If you have any questions, please contact:

- Carl Sundstrom, 919-962-4963, sundstrom@hsrc.unc.edu
- Dan Gelinne, 919-962-8703, gelinne@hsrc.unc.edu

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Connect with PBIC on Facebook at www.facebook.com/pedbike

You are currently subscribed to receive periodic information from the Pedestrian and Bicycle Information Center, such as research updates, news releases and our e-newsletter the PBIC Messenger.

To unsubscribe: www.pedbikeinfo.org/newsletter/unsubscribe.cfm

Since its inception in 1999, PBIC's mission has been to improve the quality of life in communities through the increase of safe walking and bicycling as a viable means of transportation and physical activity. The Pedestrian and Bicycle Information Center is maintained by the University of North Carolina Highway Safety Research Center with funding from the U.S. Department of Transportation Federal Highway Administration.

Pedestrian and Bicycle Information Center

730 Martin Luther King Jr. Blvd
Campus Box 3430
Chapel Hill, NC 27599-3430
Toll Free 888-823-3997
www.walkinginfo.org
www.bicyclinginfo.org



BPAC Active Items List Update

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

Bicycle and Pedestrian Advisory Commission

Active Items List

Item #	Item	OPR	Due Date (Approx)	Status	Last Updated
1	Bernardo Caltrain Under-crossing	Witthaus	Preliminary engineering by 2005	Feasibility Study accepted by the City Council. Funds for 20% local matching funds must be identified before further project initiation. BEP Tier 1 update submitted. VTA will program 80% funds out to 2016 to allow for time to secure matching funds. Project update submitted for Valley Transportation Plan (VTP) 2035 consideration.	4/9/2009
2	Code of Ethics and Conduct	El-Guendy	Annual	Reviewed by BPAC and was part of the agenda packet of the BPAC meeting held on January 21, 2010	2/12/2010
3	Utility Bill Stuffer	El-Guendy	Annual	Discussed during the BPAC meeting held on March 18 and May 20. The UB Stuffer was finalized for circulation in July.	6/11/2010
4	Bike to Work Day	El-Guendy	Annual	The event took place on Thursday, May 13, 2010 and BPAC members volunteered at the energizer stations located at the NASA light rail station, the Borregas Avenue ped/bike bridge, and the intersection of Wolfe Road/EI Camino Real.	5/14/2010
5	Earth Day	El-Guendy	Annual	The event took place on April 24, 2010 and BPAC members participated/volunteered at the event.	5/14/2010
6	Health and Safety Fair	El-Guendy	Annual	The event took place at the Columbia Middle School on May 22, 2010. The BPAC members participated in the event.	6/11/2010
7	Overlay, Reconstruction, Slurry & Chip Schedule	T. Pineda	Annual	Information only item shared with the BPAC members during the meeting held on March 18, 2010.	4/9/2010
8	Signage request - Entrance of Baylands Park	El-Guendy	6/30/2010	A site meeting took place with staff of the City's Department of Parks and Recreation who are planning to install improved signage and pavement markings.	2/12/2010
9	Spare the Air Fair	El-Guendy	Annual	The event took place on May 18, 2010. The BPAC Chair participated in the event.	6/11/2010
10	State of the City	El-Guendy	Annual	The event took place on July 4, 2010 in Washington Park during which Mayor Hamilton announced the winners of this year's annual awards.	7/9/2010
11	VTA Bicycle Expenditure Program (BEP)	Witthaus	Annual	Application was submitted for conducting the design study associated with the establishment of bike lanes on Mary Avenue south of Maude Avenue.	3/12/2010
12	Bicycle Capital Improvement Program	El-Guendy	Ongoing		7/12/2007

Item #	Item	OPR	Due Date (Approx)	Status	Last Updated
13	TFCA grants	EI-Guendy	Annual	Application to establish bicycle facility between the two Borregas bridges was submitted on January 16, 2009. Application for the BFP funds was submitted on September 14, 2009 for completing the design and constructing the East Channel Trail.	9/11/2009
14	Bike Parking Incentive Program	EI-Guendy	Ongoing		5/11/2007
15	Construction Zone Safety Complaints received	EI-Guendy	Ongoing	Responses are provided via phone or e-mail communications. In some cases, the responses are provided verbally during the BPAC meetings and documented as part of the meetings minutes.	2/19/2008
16	Policy on Street Space Allocation	Withhaus	Ongoing	Request to coordinate between the approved policy on street space allocation and relevant roadway resurfacing/construction projects. CEQA clearance and General Plan amendment have been carried out.	9/11/2009
17	Bicycle Detection Complaints received	EI-Guendy	Ongoing	Responses are provided via phone or e-mail communications. In some cases, the responses are provided verbally during the BPAC meetings and documented as part of the meetings minutes.	9/11/2008
18	2009/2010 Bicycle Transportation Account (BTA)	EI-Guendy	Annual	The East Channel Trail Project is eligible for this fund, and a grant application was submitted to complete the design and implement the pedestrian/bike trail.	1/8/2009
19	2009 Community Design and Transportation (CDT) - Planning Grant Program	EI-Guendy	Annual	Applications were submitted in January 2009 to develop the EI Camino Real Multi-Modal Design Guidelines with City request to consider providing bike lanes, and to redevelop the Lawrence Station Area with improvements to bicycle and pedestrian connections within one half mile radius of the Station - Both applications succeeded for funding.	9/11/2009
20	2010/11 Caltrans Planning Grants	Withhaus	Annual	A grant application was submitted by April 1, 2010 to conduct the feasibility study of the Stevens Creek Trail Extension.	4/9/2010
21	2009 State Safe Routes to Schools	EI-Guendy	Annual	A grant application was submitted by April 15, 2009 to add safety and operational improvements in school areas Citywide. The City's application for \$720k succeeded for Cycle 8, FY 2009/10.	8/14/2009
22	State Transportation Enhancements (TE) funds	Withhaus	Ongoing	Application submitted for establishment of the Murphy Avenue streetscape project.	4/9/2009
23	Stimulus Package	Withhaus	Ongoing	Application for the Green Infrastructure Funding Grant was submitted to complete the design and implement the East Channel Trail.	4/9/2009

Item #	Item	OPR	Due Date (Approx)	Status	Last Updated
24	2010 Community Design and Transportation (CDT) - Capital Grant Program	EI-Guendy	Annual	A grant application was submitted for streetscaping improvements and provision of bike lanes on Hendy Avenue. A second call for projects is expected on August 6, 2010.	7/9/2010
25	Establishment of Bike Lanes on Mary Avenue	Withthaus	Ongoing	The City recently reconfigured the segment of Mary Avenue between Cascade Drive and Fremont Avenue to provide Class II bike lanes as part of a pavement maintenance project. The BPAC requested adding this item on the list for the establishment of bike lanes on Mary Avenue between Fremont and Maude Avenues following the required review in accordance with the street space allocation policy.	3/12/2010
26	Santa Clara Valley Water District - Trail and Open Space Grant Programs	EI-Guendy	Annual	Applications were submitted for design and construction of the East Channel Trail, and for conducting the Stevens Creek Trail Feasibility Study	4/9/2010

