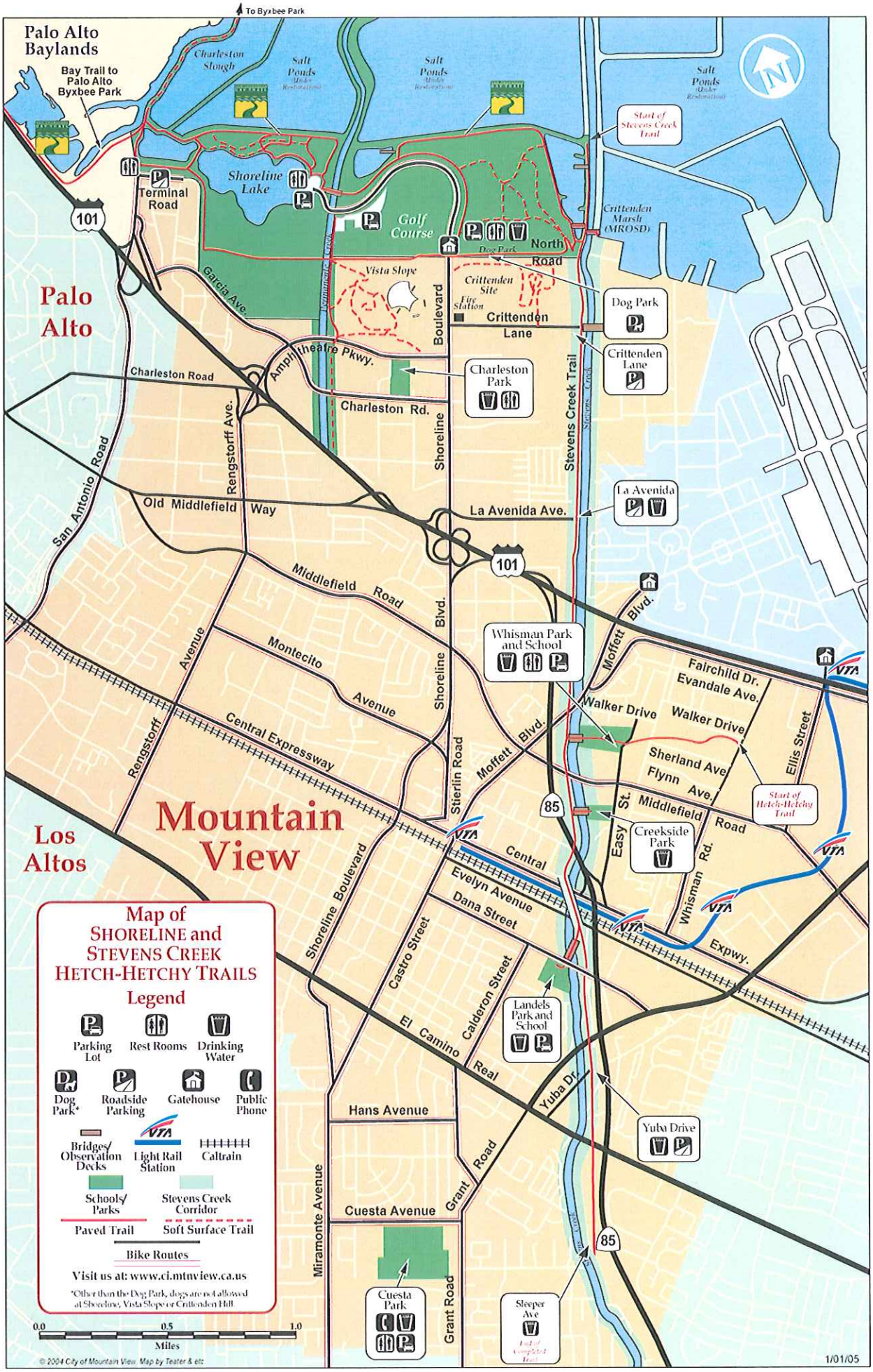
Rendering of the Stevens Creek bike/pedestrian bridge over-crossing SR 85 at Heatherstone Way – Sleeper Avenue

The Stevens Creek Trail is currently open from Shoreline in Mountain View to Sleeper Avenue which is located south of El Camino Real. The Trail is open for use from dawn to dusk. This 4.8 mile section of paved all weather pathway contains six under-crossings, five bike/pedestrian bridges, a major ¼ of a mile over-crossing structure that spans Central Expressway, Evelyn Avenue, the light rail and Caltrain tracks, and 350-foot bike/pedestrian overpass spanning SR 237. Please find attached a map illustrating the Stevens Creek Trail corridor.

On January 11, 2011 the Mountain View City Council awarded a construction contract for extension of the Trail to Heatherstone Avenue. Ground breaking is anticipated in late February 2011, and construction completion in December 2011. Attached is a rendering of the bike/pedestrian overpass that will span over SR 85 at Sleeper Avenue.


To Byxbee Park
Palo Alto Baylands
Bay Trail to Palo Alto Byxbee Park
Charleston Slough
Salt Ponds (Under Restoration)
Salt Ponds (Under Restoration)
Salt Ponds (Under Restoration)
Start of Stevens Creek Trail
Shoreline Lake
Terminal Road
101
Golf Course
North Road
Dog Park
Crittenden Marsh (MROSD)
Vista Slope
Crittenden Site
Fire Station
Crittenden Lane
Dog Park
Crittenden Lane
Palo Alto
Garcia Ave.
Boulevard
Amphitheatre Pkwy.
Charleston Road
Charleston Park
Charleston Rd.
Shoreline
Stevens Creek Trail
Rengstorff Ave.
San Antonio Road
Old Middlefield Way
La Avenida Ave.
La Avenida
101
Middlefield Road
Blvd.
Whisman Park and School
Moffett Blvd.
Fairchild Dr.
Evandale Ave.
Avenue
Montecito Avenue
Walker Drive
Walker Drive
Ellis Street
Rengstorff
Central Expressway
Sherland Ave
Flynn Ave.
Stierlin Road
Moffett Blvd.
Easy St.
Middlefield Road
Start of Hetch-Hetchy Trail
85
Creekside Park
Los Altos
Mountain View
Central
Evelyn Avenue
Dana Street
Whisman Rd.
Expwy.
Shoreline Boulevard
Castro Street
Calderon Street
Landels Park and School
El Camino Real
Yuba Dr.
Hans Avenue
Yuba Drive
Grant Road
Cuesta Avenue
85
Miramonte Avenue
Cuesta Park
Grant Road
Sleeper Ave
Map of SHORELINE and STEVENS CREEK HETCH-HETCHY TRAILS
Legend
Parking Lot
Rest Rooms
Drinking Water
Dog Park*
Roadside Parking
Gatehouse
Public Phone
Bridges/ Observation Decks
Light Rail Station
Caltrain
Schools/ Parks
Stevens Creek Corridor
Paved Trail
Soft Surface Trail
Bike Routes
Visit us at: www.ci.mtnview.ca.us
*Other than the Dog Park, dogs are not allowed at Shoreline, Vista Slope or Crittenden Hill
0.0
0.5
1.0
Miles
© 2004 City of Mountain View. Map by Teater & etc
1/01/05

BPAC E-mail Messages and/or Letters

Enclosed is a copy of E-mail message covering concerns and relevant information received after circulation of the November 18, 2010 agenda packet.

Heba El-Guendy - Fw: Bicyclist asks motorist why he passed with inches to spare Need new R04-11 signs installed

From:
To: Sunnyvale <bpac@ci.sunnyvale.ca.us>, Heba El-Guendy <helguendy@ci.sunnyvale.ca.us>
Date: 12/16/2010 2:38 PM
Subject: Fw: Bicyclist asks motorist why he passed with inches to spare Need new R04-11 signs installed

Hi,

Related, within weeks the new R04-11 sign "Bike may take full lane" becomes official here in California. We need them to go up in busy areas that bikers by roadway design need to take the lane when the bike lanes end, especially on major arteries and collectors, so motorists and bikers follow safe practice and are aware of the law that bikers are to take the lane..

I'm not a member of BATN so this bounced, perhaps you might like to forward.

Also, perhaps everywhere a bike lane ends for an intersection lane widening, there should be the new FHWA-MUTCD bike sign (I understand California officially adopts this sign in few weeks) "Bike may take full lane" http://mutcd.fhwa.dot.gov/shsm_interim/zip_files/r04_11.zip for busy intersections. As out of attention when the bike lane ended, I just followed up the right side, rather than swing out and take the lane making it impossible for other VEHICLES to pass without using the next left more lane.. The right thing would be to fully take the lane as the new R4-11 MUTCD Federal and California standard sign is designed.

--- On **Thu, 12/16/10, Patrick Grant** <***sunnyvale_trails@yahoo.com***> wrote:

> From .com>
> Subject: Bicyclist asks motorist why he passed with inches to spare - Also me today on Evelyn
> To
> Cc: "Sunnyvale" <bpac@ci.sunnyvale.ca.us>
> Date: Thursday, December 16, 2010, 1:51 PM

Wow,

It must be the bike hunting day. It happens to me too, fortunately this time at slower speeds, and not a dump truck. (Dump trucks buzzing by inches, [well less than 2 feet for sure], that a real heart stopper, it happened once a couple years ago, and it was a

42

Sunnyvale city dump truck).

Would the BPAC put out again in utility billies again that bikes are legal vehicles and safe passing distance is required, typically minimum of 3 feet, not inches!

Anyway, today I had a similar incident approaching the Mary Crossing on West bound on Evelyn in Sunnyvale, where the bike lane ends. This lady in a gray minivan passed me so close that literally her right mirror brushed my finger tips with my hand still on the handle bar. A bit too close for both of us moving. She was doing only 10Mph slowing for a red light and tried to squeeze past, squeezing inches from. (Lesson to me always to fully take the lane, even if going for a right turn, especially on Evelyn at Mary). I too circled in front of her to her left window when she came to a stop and told her that she came so close that her car brushed my finger tips, if she had clipped my handlebar there is a good chance her wheels would have run over me. She said she did not have space on the left with stopped traffic on the left.. I reminded her that I was a legal vehicle and she had to by law to pass a safe distance, and as such she clearly violated the law. The light turned green and we went our separate ways. Any bets if she learned anything positive?

Is there any hope that bikers are not considered much more than future road fauna, not worthy of any even the slightest consideration?

Regards

Message: 5

Date: Wed, 15 Dec 2010 14:05:14 -0800
From:
To:
Subject: [South Bay Cycling] FW: [BATN] Letter: Bicyclist asks motorist why he passed with inches to spare
Message-ID:
Content-Type: text/plain; charset="US-ASCII"

> ------ Forwarded Message
> From:
> Reply-To:
> Date: Wed, 15 Dec 2010 20:58:58 -0000
> To:
> Subject: [BATN] Letter: Bicyclist asks motorist why he passed with inches to
> spare
>

Heba El-Guendy - Re: [South Bay Cycling] Fw: Bicyclist asks motorist why he passed with inches to spare Need new R04-11 signs installed

From:
To:
Date: 12/16/2010 2:53 PM
Subject: Re: [South Bay Cycling] Fw: Bicyclist asks motorist why he passed with inches to spare Need new R04-11 signs installed
CC:
Sunnyvale <bpac@ci.sunnyvale.ca.us>, Heba El-Guendy <helguendy@ci.sunnyvale.ca.us>

Here's a really good article about lane positioning:

http://commuteorlando.com/wordpress/2010/11/29/helping-motorists-with-lane-positioning/

On Thu, Dec 16, 2010 at 14:37, . wrote:

Hi,Related, within weeks the new R04-11 sign "Bike may take full lane" becomes official here in California. We need them to go up in busy areas that bikers by roadway design need to take the lane when the bike lanes end, especially on major arteries and collectors, so motorists and bikers follow safe practice and are aware of the law that bikers are to take the lane..
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Subject: Bicyclist asks motorist why he passed with inches to spare - Also me today on Evelyn To.
Cc: "Sunnyvale" <bpac@ci.sunnyvale.ca.us>
Date: Thursday, December 16, 2010, 1:51 PM

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44

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RegardsPatrick Grant

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Message-ID: ·
Content-Type: text/plain; charset="US-ASCII"

> ------ Forwarded Message
> From:
> Reply-To:
> Date: Wed, 15 Dec 2010 20:58:58 -0000
> To:
> Subject: [BATN] Letter: Bicyclist asks motorist why he passed with inches to
> spare
>

This list is not monitored by the Silicon Valley Bicycle Coalition board or staff members and no information herein represents official SVBC positions or policy. See http://bikesiliconvalley.org/contact to contact SVBC or http://bikesiliconvalley.org/forum to participate in discussions monitored by staff.

To unsubscribe from the South Bay Cycling discussion list or change your options, please visit http://lists.svbc.dreamhost.com/options.cgi/bikes-svbc.dreamhost.com/.

You can also unsubscribe via email by sending a message from your subscribed e-mail account to: bikes-svbc.dreamhost.com-request@lists.svbc.dreamhost.com

with the word 'unsubscribe' in the subject or body--don't include the quotation marks. You will be asked to confirm your request to unsubscribe for security reasons.

Bikes@lists.svbc.dreamhost.com
http://lists.svbc.dreamhost.com/listinfo.cgi/bikes-svbc.dreamhost.com

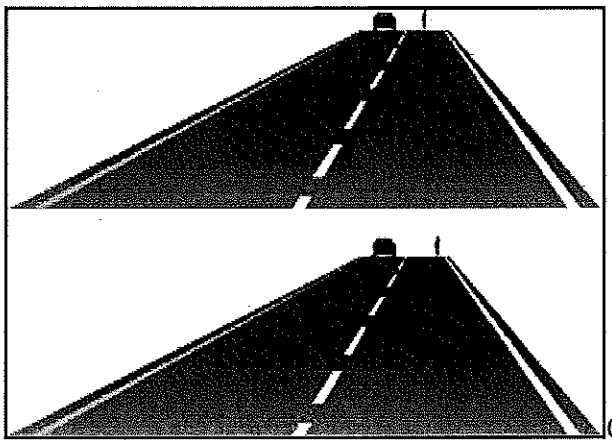
Helping Motorists With Lane Positioning

November 29, 2010
By Mighk

"'I'll see it when I believe it' is more accurate than 'I'll believe it when I see it.'"

– Social psychologist Karl Weick

Regular readers of this blog know we recommend an assertive lane position when the lane is too narrow to share. Our rationale was initially that when a cyclist is in the right wheel track, some motorists will still attempt to squeeze past within the lane instead of making a full lane change. That's still true. But we've also observed that a more assertive lane position — either in the center of the lane or just left of center — gets motorists to change lanes ***earlier*** on roads with more than one lane in each direction.

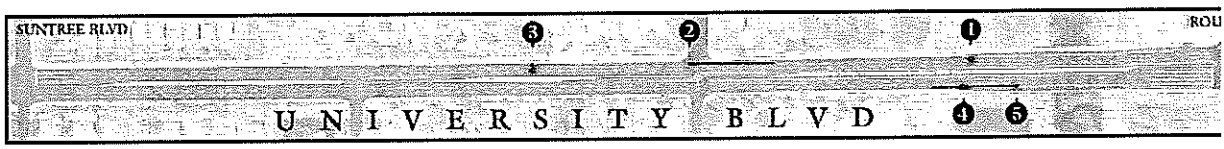


Our hypothesis was that from a significant distance, a cyclist in the right wheel track (where the League of American Bicyclists has long recommended cyclists travel if the lane is too narrow to share) looks like he or she is on the edge line, so the motorist stays in that lane until he or she gets close enough to realize there's not really adequate width for safe passing. By then the opportunity for changing lanes may have closed. The motorist then either waits and stews, or "shoves" his way through between the cyclist and the traffic in the next lane.

When the cyclist is in the center of the lane, it's immediately clear to the motorist that passing within the lane is impossible, so the driver changes lanes at the earliest opportunity.

The added benefit we've discovered using a video camera on the dashboard of a following car is that drivers farther back are alerted to the situation by the lane changers ahead of them, and get to see the cyclist themselves at an earlier opportunity.

Watch the video a couple times. Notice how relatively empty the right lane is when I'm in the more assertive position, and how there are more cars passing closer and staying in my lane longer when I'm in the right tire track.



In the above image: The Lane Control run was westbound on University. (1) marks the camera car position when the driver spots the cyclist, (2) is the cyclist's position when spotted, the red line indicates the distance needed to slow from 45mph (speed limit) to 15mph (cyclist's speed), (3) marks where the camera car passes the cyclist. The Right Tire Track run was eastbound. (4) marks the camera car position when the driver spots the cyclist, (5) is the cyclist's position when spotted. Note: the cars were slowed well below the speed limit by the indecision of earlier drivers and lack of visibility for following drivers.

This is of course only a pair of runs down this road. In order to get truly sound data we'd need many more runs.

If all we wished to do was keep motorists happy we'd ride on the sidewalks, but that subjects us to many more conflicts and hazards.

Imagine if we could help motorists see that the assertive cyclist lane position actually makes their job easier and reduces delay.

Video Notes

These runs were chosen for this video because they had virtually the same traffic count (35 for the Lane Control run and 36 for the Right Tire Track run).

In the Lane Control run 13 vehicles were originally in the right lane, 12 made a complete lane change, 1 made a right turn. There were 22 vehicles in other lanes.

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In the Right Tire Track run 17 vehicles were originally in the right lane, 10 did not make a complete lane change (only 3 of those had vehicles near them in the center lane). There were 19 vehicles in the other lanes. Take a look at that last line of vehicles that remained in the right lane. The other 2 lanes were almost completely open. Had they all changed lanes when they spotted the cyclist, they would have been past him 1/4 mile from the intersection and would not have had to slow down.

To see Lane Control in action with much higher traffic counts, see this video of the UCF Bike Bus.

Heba El-Guendy - Re: bmx in sunnyvale

From: "Parks and recreation" <pr-admin@ci.sunnyvale.ca.us>
To:
Date: 1/4/2011 4:33 PM
Subject: Re: bmx in sunnyvale
CC: "Heba El-Guendy" <helguendy@ci.sunnyvale.ca.us>, "Cynthia Viveiros" <CViveiros@ci.sunnyvale.ca.us>

Dear .

Thank you for contacting the City of Sunnyvale with your request. My name is Scott Morton and I am the Superintendent of Parks. It is true that the skateparks at Fair Oaks and Lakewood Parks were not designed for BMX use nor is that type of use allowed for a number of reasons including safety of facility users and sustainability of the facility. Another issue is whether or not BMX use is included in California Code 831.7 and considered a "Hazardous Recreational Activity". If it is not covered by that statute then public agencies may be held liable for that type of use on public lands.

With that said, BMX is a great recreational activity and I appreciate the benefits of participating in it. I have seen several excellent facilities including ones that have been part of Van's establishments. I also realize that there are very few public facilities and none that I know of on the peninsula between San Francisco and San Jose.

If a resident of the city desires the city to provide a new service of facility then they are encouraged to communicate that to their elected representatives, the City Council. In this case it would also be appropriate to address the Parks & Recreation Commission. You can do this by either attending a meeting of either of these groups and submitting a speaker card at the beginning of the meeting after which you will have three minutes to express yourself at the appointed time. You may also contact them via email. Please find the necessary information you will need to accomplish either of these by going to the City's web site at www.sunnyvale.ca.gov and following the links to Government-Council-Commissions. However, I want to let you that the city currently has many unfunded projects already that they would like to complete but are unable to do so due to a lack of funds. Your ability to raise support for this type of project, including donations of good, services and funds would increase the likelihood of it being eventually approved and completed.

Take care and feel free to contact me directly at smorton@ci.sunnyvale.ca.us or (408) 730-7596 if I can be of further assistance.

Thank you,
Parks and recreation

--------- Your Original Message ---------

Request #: 14381
From:
Date: 12-22-10 5:47 pm

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Subject: bmx in sunnyvale

Message: there are tons of bmx riders that live here in sunnyvale and we have no place to ride our bikes we get kicked out of both lakewood skate park and sunnyvale skate park because bikes arnt allowed. we have no park to ride at and we just ask for a bmx park for ourselfs or simply allow bikes in the skate parks. skateboarders often complain that bikes damage skateparks and bikes are not ment to be ridden in the skateparks but if they wernt ment to be ridden then why do people do it anyways? and bikes cant damage concrete. ive been riding bmx for 3 years and i still have to ride at least an hour to have a decent place to ride my bike

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CRM - Answer Point: Public Works, BPAC

User Access Reminder Rule Staff Remind
Add Request **Request** Report Help HElguer

Find Criteria Find Clear

Find Result Prev Next

1 match found at 5:25:38 pm.

Req. # 14497

14497 C 01-05-11 Cupertino Teen Commission organizes Walk

Req. #

Staff

Sort Req. # Desc

Action Reply Reassign Close with no reply **Reopen**

Request	14497 **1 of 1** **Emailed reply to requester, status is Closed.**	**Status**	**Closed**
Assigned To	helguendy	**Priority, Contact**	Regular WebFor
From		**Receive Date**	01-05-11 6:15 pm
To	BPAC <helguendy@ci.sunnyvale.ca.us>	**Reply Needed**	**Yes**
Subject	Cupertino Teen Commission organizes Walk-One-Week	**Close Date**	01-06-11 5:25 pm

Message Hi! I"m : The Teen Commission is organizing Walk-One-Week, WOW, (www.WalkOneWeek.org) an exciting walking activity where students from across Bay Area cities will walk to school from March 30 - April 13, 2011 leading up to Earth Week. Top walkers in eac school win prizes such as movie tickets, bowling, and Apple iPod. In November 2010, 9 Cupertino schools successfully walked for a week, and we think that WOW is the easiest way to introduce walking and biking kids. The Cupertino City Council strongly supports Walk-One-Week as it reduces congestion, promotes healthy habits and helps environment. For April 2011, the Cupertino Teen Commission is expanding the WOW activity from Cupertino to the West Valley Cities. It would be wonderful if your city could help organiz this activity, working with your Youth/Teen Commission, City Council, Parks and Recreation Commission, local green organizations, and local school"s PTA"s. We will be providing a free seminar along with WOW Kit which explains how to run WOW at schools, how to get fun prizes to motivate students to walk (e.g. movie tickets, frozen yogurt, iPod), a template of WOW brochures to hand out to each student, and a banner. We would also help with connecting you to various businesses and organizations to get sponsorships and discounts. It would be great if your city could encourage its schools to take green steps and participate in the April WOW that leads up to Earth Week. For more information, please contact me at shailee@walkoneweek.org (Chair of Teen Commission and founder of WOW program). I would be happy t come to a committee meeting to present WOW. Please visit WalkOneWeek.org for details. Thanks, Shaile Samar Chair of Cupertino Teen Commission

Actions

Action	ReplyClosed
Date	01-06-11 5:25 pm
From	helguendy@ci.sunnyvale.ca.us - BPAC
To	
Subject	Re: Cupertino Teen Commission organizes Walk-One-Week
Message	Dear ,

Thank you for your message and for bringing your program to our attention. I am the City staff liaison for the Sunnyvale Bicycle and Pedestrian Advisory Commission (BPAC). Please be advised that I will forward your message to the BPAC members as part of the agenda packet f the upcoming meeting on January 19th. Please do not hesitate to attend a BPAC meeting

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since there is an agenda item for public comments in which you could speak for up to three minutes. If you wish to have a longer presentation, please let me know so that I can check on the possibility of adding it as a separate agenda item. The BPAC meetings are held on the thir Thursday of each month at 6:30 p.m. in the West Conference Room of City Hall located at 456 West Olive Avenue, Sunnyvale.

I will also forward your message to the County's Traffic Safe Communities Network (TSCN) since I believe that they would be interested in your program and may be able to support your efforts. In addition, I would suggest that you contact the different school districts that operates within Sunnyvale and/or forward information about your program to the individual schools.

Thank you once again for your message, and please call me at (408) 730-2713 if you have any questions or need additional information.

Thank you,
Heba El-Guendy
helguendy@ci.sunnyvale.ca.us

Ratings

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CRM - Answer Point: Public Works, BPAC

User Access Reminder Rule Staff Reminder
Add Request **Request** Report Help HElguendy

Find Criteria Find Clear

Req. # 14502

Req. #

Staff

Sort Req. # Desc

Find Result Prev Next

1 match found at 11:09:23 am.

14502 . C . 01-06-11 . Needing sidewalks

Action Reply Reassign Close with no reply **Reopen**

Request	14502 **1 of 1** **Emailed reply to requester, status is Closed.**	**Status**	**Closed**
Assigned To	HElguendy	**Priority, Contact**	Regular WebForm
From	Jerilynn Tate	**Receive Date**	01-06-11 9:26 am
To	Public works <pubworks@ci.sunnyvale.ca.us>	**Reply Needed**	**Yes**
Subject	Needing sidewalks	**Close Date**	01-11-11 11:09 am
Regarding Location	Tasman between Lawrence and Fair Oaks		

Message With new housing going in at Fair Oaks and Tasman, and a grocery market as well, are there plans to install sidewalks or walking path from Casa de Amigos to that new area?

Actions

Action Reassign

Date 01-10-11 9:21 am

From Frances Moralez - Public Works

To Heba El-Guendy - Public works

Subject Web Request - Reassign 14502 from: Frances Moralez to: HElguendy, subject: Needing sidewalks

Message Hi Heba,

Please respond to the customer.

Thanks,

Frances

Action ReplyClosed

Date 01-11-11 11:09 am

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

To

cc jchu@ci.sunnyvale.ca.us

Subject Re: Needing sidewalks

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Message Dear

Please be advised that the public right of way in this area is narrow. Sidewalk construction in this area was considered when the light rail project was being designed. At the time, residents and property owners in the area preferred street trees, and to maintain street trees and install sidewalk would have necessitated acquiring private property and potentially moving homes. A decision was made not to install a sidewalk in this area. The City is interested in pursuing a pedestrian connection at the East Channel to the internal street network of Casa de Amigos, which will require funding and cooperation of the property owner. Currently there is no timeline for pursuing this connection.

Should you have any questions or need additional information, please do not hesitate to contact me at (408) 730-2713.

Thank you,
Heba El-Guendy
Transportation and Traffic Division
Public Works Department

Ratings

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	On the agenda of the January 20, 2011 meeting for BPAC review	1/14/2011
3	Utility Bill Stuffer	El-Guendy	Annual	Discussed during the BPAC meeting held on March 18 and May 20. The UB Stuffer was finalized and circulated in July.	8/13/2010
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/El 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	TBD	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.	8/13/2010
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 by January 14, 2011 for $85,000 to design and construct bike lanes on Pastoria Avenue between El Camino Real and Evelyn Avenue. The work also includes intersection improvements at El Camino Real, Iowa Avenue and Washington Avenue including signal modifications.	1/14/2011

Item #	Item	OPR	Due Date (Approx)	Status	Last Updated
12	Block Grants	Witthaus	Annual	Application was submitted for the redesign of Hendy Avenue between Fair Oaks and Sunnyvale Avenues in order to provide sidewalks, bike lanes, underground utilities, and other improvements. The project will receive approximately $2 million in BEP and Pavement Rehabilitation funds. Also an application was submitted for the construction of left-turn and associated signal at the intersection of Old San Francisco Road/Sunnyvale Avenue.	8/13/2010
13	TFCA grants	El-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	Construction Zone Safety Complaints received	El-Guendy	Ongoing	Responses are provided via phone or e-mail communications. In some cases, the responses are provided verbally during the BPAC meetings and documented as part of the meetings minutes.	2/19/2008
15	Policy on Street Space Allocation	Witthaus	Ongoing	Coordination is ongoing based on the approved policy on street space allocation and relevant roadway resurfacing/construction projects (examples are Bordeaux and Remington Drives). CEQA clearance and General Plan amendment have been carried out to the policy.	9/10/2010
16	Bicycle Detection Complaints received	El-Guendy	Ongoing	Responses are provided via phone or e-mail communications. In some cases, the responses are provided verbally during the BPAC meetings and documented as part of the meetings minutes.	9/11/2008
17	2009/2010 Bicycle Transportation Account (BTA)	El-Guendy	Annual	The East Channel Trail Project is eligible for this fund, and a grant application was submitted to complete the design and implement the pedestrian/bike trail.	1/8/2009
18	Community Design and Transportation (CDT) - Planning Grant Program	El-Guendy	Annual	Application was submitted by January 13, 2011 for $75,000 excluding City local match in order to conduct a feasibility study and develop a concept plan for the West Channel Trail corridor in the Moffett Park area from Carribean Drive to Mathilda Avenue.	1/14/2011
19	2010/11 Caltrans Planning Grants	Witthaus	Annual	Grant applications have been submitted to multiple funding sources submitted to conduct the feasibility study of the Stevens Creek Trail Extension.	4/9/2010

Item #	Item	OPR	Due Date (Approx)	Status	Last Updated
20	2009 State Safe Routes to Schools	El-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. Project design has been initiated.	9/10/2010
21	State Transportation Enhancements (TE) funds	Witthaus	Ongoing	Application submitted for establishment of the Downtown Streetscape Project.	4/9/2009
22	Stimulus Package	Witthaus	Ongoing	Application for the Green Infrastructure Funding Grant was submitted to complete the design and implement the East Channel Trail (Application was denied)	9/10/2010
23	2010 Community Design and Transportation (CDT) - Capital Grant Program	El-Guendy	Annual	In response to the second call for projects, application was submitted on October 4th to complete design and construct the East Channel Trail. The project was recommended to receive grant funds in the amount of $595,200 in addition to the required local match of 20% ($148,800).	11/10/2010
24	Establishment of Bike Lanes on Mary Avenue	Witthaus	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. Feasibility study underway.	9/10/2010
25	Santa Clara Valley Water District - Trail and Open Space Grant Programs	El-Guendy	Annual	Applications were submitted for design and construction of the East Channel Trail, and for conducting the Stevens Creek Trail Feasibility Study (Applications were denied).	9/10/2010
26	Sustainable Communities Planning Grant	Witthaus	Ongoing	Application was submitted on behalf of the Cities of Cupertino, Los Altos and Mountain View and lead by the City of Sunnyvale to conduct the Feasibility Study associated with the Stevens Creek Extension (Application was denied).	9/10/2010
27	Vehicle Emissions Reductions Based at Schools (VERBS) Grant Program	Witthaus	Ongoing	Teaming with the Traffic Safe Communities Network (TSCN), an application for non-infrastructure initiatives was submitted on October 4th. Scoring of projects will take place during the week of October 18th, 2010. The project was recommended to receive $835,619 grant funds in addition to the County and City of Sunnyvale match. Of this fund, about $560,000 will be invested in about 80% of Sunnyvale elementary and middle schools.	11/10/2010