



**Council Meeting: February 12, 2008**

**SUBJECT: Roadway Reconfiguration Guidelines for Retrofitting Streets with Bike Lanes (Originally Titled *Policy for Allocation of Street Space*) - Study Issue.**

### **REPORT IN BRIEF**

This Study Issue originated from the Bicycle and Pedestrian Advisory Commission (BPAC) and was supported by Council to consider policy on the allocation of available street (public right of way) space for various street uses (Attachment A). The BPAC desires to consider optimization of street space among the range of potential street users, and how to consider prioritization of some uses over others when available street space is limited and all uses and needs cannot be met.

The BPAC is recommending approval of the attached policy and action statements (Attachment B) related to allocation of street space, and preparation of a General Plan Amendment to include these policies and action statements in the Land Use and Transportation Element of the General Plan.

Staff believes that approaches used to date to evaluate potential bike lane projects and other roadway reconfiguration situations have been mostly adequate. Each situation may differ and a case-by-case approach is prudent. Therefore staff is not recommending approval of the policy recommendations proposed by the BPAC. Staff concurs with the BPAC's concerns regarding balancing public input, and believes that the use of a more broad-based outreach approach is appropriate for roadway reconfiguration projects completely within the public right-of-way.

### **BACKGROUND**

The Policy on Allocation of Street Space study issue was initiated by the City's Bicycle and Pedestrian Advisory Commission (BPAC) and approved by Council in 2006. The BPAC would like policy to be developed regarding the allocation of street space to safely accommodate all potential users of the roadway. The study looked at general street space allocation issues among modes of transportation. The goal is to provide direction as to how to balance roadway space among all modes of transportation, and what factors to evaluate when decisions must be made between uses of the public right of way.

## **EXISTING POLICY**

Land Use and Transportation Element C3, Attain a transportation system that is effective, safe, pleasant and convenient.

Land Use and Transportation Element C3.5 Support a variety of transportation modes.

Land Use and Transportation Element C3.5.4 Maximize the provision of bicycle and pedestrian facilities.

Land Use and Transportation Element C3.5.1 Promote alternate modes of travel to the automobile.

## **DISCUSSION**

In the year 2000, the City prepared a Bicycle Capital Improvement Program that provided a comprehensive strategy for retrofitting City streets with bike lanes. A number of bicycle lane project recommendations identified in the Bicycle Capital Improvement Program could require the removal of on-street parking or other roadway reconfigurations because of right-of-way constraints. The Policy for Allocation of Street Space study issue came about primarily to facilitate the continued planning, design, and construction of a comprehensive bikeway network City wide. The BPAC would like Council to consider the adoption of policy that would standardize and/or structure decision-making on street configurations when projects require re-configuring existing street space allocation.

The BPAC outlined initial goals and objectives at its May 17, 2007 meeting. At an August 23, 2007 special meeting of the BPAC, the BPAC considered policy alternatives developed by staff. The BPAC indicated the nature of their desired policy from alternatives presented which was to create policy on how streets are used, rather than creating a process of prioritizing uses or changes. Utilizing this information, staff has developed draft policy language which was considered by the BPAC at its September 17, 2007 meeting. The BPAC subsequently sponsored a public outreach meeting on the policy issue at its November 15, 2007 meeting to encourage general public input. Twenty-five to forty citizens attended the meeting and a number of individuals spoke to the issue. Public comments from the meeting are summarized in Attachment C. Staff has also received a number of emails and other written correspondence on this topic. These are included as Attachment D.

### **Potential Policy Themes**

To facilitate discussion and consideration of this issue, staff initially developed a series of potential policy statements on different themes. These themes were discussed and refined with input from the BPAC and a “peer review” from transportation engineering colleagues of staff. Themes considered included:

- **Status Quo Policy Basis** – as individual projects or other situations arise that allow or require reconfiguration of street space, staff assesses the individual situation and the feasibility and impact of differing street configurations. The process for decision-making is determined on a case-by-case basis. No-impact, positive impact-only, or previously planned and approved situations may be implemented administratively. Situations involving significant configuration alternatives, impact to adjacent properties, or major funding and/or construction requirements requiring more involved analysis would have formal public outreach and policy maker involvement.
- **Thresholds for Council Consideration** – This approach would look to establish quantitative thresholds or definitions for when projects could move forward administratively versus when Council approval would be required. For example, a threshold might be set for removal of on-street parking, so that if observed on-street parking demand was low, say 15% of supply, no Council consideration would be required to remove parking to change a roadway configuration. If observed demand was higher, the decision would rest with Council. A comprehensive set of thresholds would be developed, and all capital funding regardless of thresholds would be reviewed by Council.
- **Input Based Policy** - This approach would identify a comprehensive set of potential existing conditions, and then utilize detailed, extensive, quantitative thresholds to point to an outcome. In effect, this policy and accompanying standard procedure would be, if roadway conditions are X, then Y should occur. The intent would be that there would be little to no qualitative or policy considerations, decisions would be largely based on engineering standards.
- **Outcome Based Policy** – This approach would start with consideration of the method of reconfiguring the roadway, i.e. travel lane removal, landscape strip removal, parking removal, and then determine if conditions supported that outcome.

All of these approaches essentially embody process approaches to consideration of reconfiguring roadways. The policy element would involve how the factors considered in determining roadway conditions are weighted to balance constituencies or favor a constituency, such as emphasizing bike related factors to favor bike lane installation or adopting a high threshold for removal of on-street parking to favor retention of parking.

Staff and the BPAC came to a realization that the issue should deal more with the policy of how streets are used, rather than the process of prioritizing uses or changes. Chief considerations are provision for all users and safety as a primary measure of accommodation of users. Use of engineering standards and analysis of conditions should occur, but rather than prescribing what those

standards are, the objective would be to assure that standards and analysis are applied according to a policy goal of safe accommodation of all users. Thorough analysis of conditions and alternatives is important to the BPAC. Also important to the BPAC is recognition that safe accommodation of all modes of travel (moving vehicles, bicycles and pedestrians) should take priority over non-travel related uses (parking, landscaping) of street space. This is not to be interpreted that non-travel uses should not be provided, but rather they should be considered once minimum safety standards for mobile travelers of all modes are accommodated.

As a result, the policy for allocation of street space proposes to be implemented as a General Plan policy, with select action statements. Staff believes the proposed policy is consistent with broader existing policy to support and encourage a variety of transportation modes, but focuses more at a specific level of how facilities are to be used. Staff concurs that comprehensive technical analysis is vital to informing decision making on reconfiguring streets. Additionally, staff believes it is a logical objective to achieve minimum safe design standards for all modes on roadway facilities, rather than an ideal.

The BPAC's policy proposal for the allocation of street space is presented in Attachment B of this report.

### Implications of the BPAC Proposed Policy

Many of the BPAC's proposed policies embody in essence existing procedures for considering changes to roadways. For example, the City conducts technical studies of roadway conditions to inform decisions on whether or not to add bike lanes or remove on-street parking. Core to this policy proposal is what happens when competing uses for roadway space cannot all be safely accommodated within a road right-of-way? What loses out?

The BPAC policy would place safe accommodation of transport modes essentially as a primary priority. "Transport mode" for the purposes of this report is defined as the differing means to move people – automobile, transit, bicycle, walking. Once all transport modes are safely accommodated, if there is remaining street space then it could be allocated to other non-transport modes (such as on-street parking or landscaping), additional capacity for one or more transport modes, or additional safety features for travel modes.

As an example: The BPAC policy would support the following kind of process and decision making for a 60 foot wide road right-of-way:

Step 1: Allocate space for traveled ways for auto/transit, bikes, and pedestrians to meet minimum safety standards. Minimum width travel lanes for a typical city street are 11 feet, bike lanes are five feet, and

sidewalk is five feet. Therefore 42 feet of the roadway cross section is required to meet minimum safe standards.

Step 2: Consider parking, capacity, landscaping, or other enhancements to facilities. If the adjacent land uses would benefit from on-street parking, this would then be factored in. Providing on-street parking on both sides of the street would require 16 feet of additional street cross section. If traffic volumes were sufficiently great enough to warrant additional travel lanes, this would then be weighed against parking demand. If left turn access to adjacent land uses were found to be desirable or a safety enhancement, this would be considered against capacity enhancement or on-street parking. If parking, capacity, or safe access were not deemed to be priorities, landscaping or widened sidewalks might be uses for the remaining right of way. The ultimate configuration of the roadway would depend on the field conditions AFTER the basic minimum safe facilities for motor vehicles, bikes, and pedestrians were met. In this particular example, the use of the remaining street cross section after the 42 feet required to meet minimum safety standards is assumed, could be configured to provide additional motor vehicle travel lanes, or a center turn lane and on-street parking, or parking on one or alternating sides of the street plus additional travel lanes, etc. The decision would be dependent upon study of field conditions after the minimum safe standards for transport modes are met.

A key issue for the BPAC is that it believes that the opinion of individuals who might be more directly affected by roadway reconfiguration – chiefly property owners or tenants that could have on-street parking removed from in front of a house or business, are currently given undue weight in the consideration of removal of parking or other roadway reconfigurations. Conversely, in the case of providing new bike or pedestrian facilities where none exist, the position of the bicyclists or the segment of the community that might bicycle if bicycle lanes were constructed is muted or potentially discounted in the discussion of specific projects, because those individuals are diluted throughout the community and not readily identified or notified. The example is that it is easy for the City to identify, notify and engage tenants and property owners on a potentially affected roadway segment; it is difficult to engage the broader community that might support improving alternative transportation opportunities. The BPAC believes this places undue burden on decision makers by misrepresenting the range and balance of community opinion.

This issue is not exclusive to bike lane projects, or even capital projects. The central issue of the recently adopted Community Engagement Sub-Element is informing and involving the broader community across the broad spectrum of City activities. Adopted policies of the Sub-Element stress the need to make

efforts to inform a broad cross section of the public prior to decision making, and involving the public in decision making, particularly those residents, organizations, etc. that are affected by City actions. In the case of bike lane projects, staff has utilized many of the City’s tools for reaching the broader public, such as the City web site, mailings to community groups, etc. However, based on the BPAC’s input and the results of past outreach efforts, staff believes there is room for improving outreach to the bicycling community and the public in general. Increasing efforts to reach the bicycling community through methods such as developing and using a contact list of bicyclists, actively promoting and updating bicycle and pedestrian information on the City web site, posting signs regarding upcoming projects along the project route, etc. may be a potential means to “level the playing field” of public opinion and input. These activities should take place early in the development of potential projects.

Another method of decision making would be to rely strictly on engineering criteria and standards in developing staff recommendations on roadway reconfigurations. Engineering criteria and standards have essentially already been applied for the purpose of planning a citywide bike lane network. The Bicycle Opportunities Study, completed in 1998, used the following criteria to provide a strategy for pursuing specific bike lane projects:

Removal of On-Street Parking	Remove only if peak occupancy is below 20% of available supply. Higher thresholds may be considered if adjacent off street parking supply is ample and demand is low.
Remove Parking on One Side of the Street	Remove parking on one side of the street if more than 60% of parked vehicles are parked on one side and supply on one side of the street can accommodate total demand. Higher thresholds may be considered if adjacent off street parking supply is ample and demand is low.
Restrict parking during the daytime	Impose daytime no parking restrictions if daytime utilization is below 20% (or 15% in daytime employment areas). Higher thresholds may be considered if adjacent off-street parking supply is ample and demand is low.
Remove motor vehicle travel lanes	Remove travel lanes if peak traffic volumes do not exceed 360 vehicles per hour (two lanes per direction).

Widen roadways	Consider median or park strip landscape removal or acquisition of right of way to widen roadways if all other criteria for bike lane installation cannot be met.
Shared Use Symbols	Consider use of shared use symbols (pavement arrows and enhanced signage) as an alternative to roadway widening.

This study has been the “roadmap” for implementing City policy to increase bikeway facilities. The study was done at a relatively coarse level of detail to inform project prioritization and guide more detailed study of specific project proposals as they are funded. However, it has completed much of the analysis of supply and demand for roadway uses. The result of this analysis is shown in Attachment E. One alternative that Council could consider would be to adopt the Bicycle Opportunities Study criteria and recommendations as the City’s bikeway improvement plan. Staff would then pursue projects subject to verification that roadway conditions still meet the Bicycle Opportunities Study criteria at the time of project design and construction. Public outreach and opinion would still be gathered and provided to decision makers when making determinations about roadway configurations and bike lane construction, but public opinion would be presented separately from staff’s engineering recommendation.

The BPAC does not believe that this issue is solely about removing on-street parking for bike lanes, but it certainly is the area with the most potential for controversy. The BPAC’s intent is that safely moving all transport modes should be more important than improving convenience for any one mode, i.e. providing extra motor vehicle capacity at the expense of bike space, or providing on-street parking at the expense of bike space.. The BPAC believes that decisions about the ultimate configuration of roadways should be based on study of travel demand, parking supply and demand, and opportunities for aesthetic enhancement *after* minimum safe transport standards are met. This would not mean that on-street parking would be sacrificed first. In fact, some bike lane projects have resulted and could result in the addition of on-street parking (for example, the recent Evelyn Avenue bike lanes project). The demand or need for on-street parking would be factored with the demand or desirability of other roadway features such as turn lanes, additional travel lanes, landscaping, or widened sidewalks, and decisions made accordingly.

However, because Sunnyvale must retrofit existing streets to complete its bike network, it is likely that situations will arise where roadway space is limited, parking demand is high, and minimum safe transport standards cannot be met without eliminating parking or widening the roadway. Staff believes that it

would be pre-judging these situations to adopt the proposed policy and operate under the assumption that certain minimum roadway accommodations are a given. Staff believes the City should consider these situations, the field conditions that are present, and public input on roadway reconfiguration proposals on a case by case basis to maintain flexibility in decision making and to assure community engagement.

The BPAC voted unanimously (with one member absent) to send the report forward to the City Council as drafted.

### **FISCAL IMPACT**

There is no fiscal impact associated with approval of the policy for allocation of street space. This policy would be utilized by the City as guidance for considering potential modifications to street configurations as opportunities develop and are funded.

### **PUBLIC CONTACT**

Public Contact was made through posting of the Council agenda on the City's official notice bulletin board, posting of the agenda and report on the City's web page, and the availability of the report in the Library, the City Clerk's Office, the Community Center and the Senior Center.

The Bicycle and Pedestrian Advisory Commission has held public hearings on components of the Study at its May 17, 2007, August 16, 2007, August 23, 2007, September 20, October 18, 2007, November 15, 2007, and January 31, 2008 meetings.

### **ALTERNATIVES**

1. Approve the policy on allocation of street space and direct staff to prepare a General Plan Amendment to incorporate the proposed street allocation policies into the Land Use and Transportation Element of the General Plan.
2. Do not adopt the policy on allocation of street space.
3. Direct staff to develop action strategies for improving engagement of the bicycling community when developing bicycle improvement projects, consistent with Community Engagement Sub-Element policy.
4. Adopt the Bicycle Opportunities Study criteria and recommendations for bike lane improvements as the City's bikeway improvement plan. Direct staff to implement projects subject to verification that roadway conditions still meet the Bicycle Opportunities Study criteria at the time of project design and construction.
5. Other action as directed by Council.

## **RECOMMENDATION**

Staff recommends Alternatives 2 and 3: Do not adopt the policy on allocation of street space, and direct staff to develop action strategies for improving engagement of the bicycling community when developing bicycle improvement projects, consistent with Community Engagement Sub-Element policy.

The Bicycle and Pedestrian Advisory Commission recommends Alternative 1: approve the policy on allocation of street space and direct staff to prepare a General Plan Amendment to incorporate the proposed street allocation policies into the Land Use and Transportation Element of the General Plan.

Staff believes that all modes of transportation are already considered when reconfiguring street space. Staff concurs that a better balance can be struck when conducting outreach to encourage that all sides of arguments for reconfiguring streets are heard.

The Bicycle and Pedestrian Advisory Commission believes the City should have an established policy regarding the allocation of street space to safely accommodate all potential users of the roadway. Their goal is to provide direction as to how to balance roadway space among all modes of transportation, to identify factors to evaluate when decisions must be made between uses of the public right of way, and to assure minimum safe accommodation of all travel modes as a first priority.

Reviewed by:

Marvin Rose, Director, Public Works

Prepared by: Jack Witthaus, Transportation and Traffic Manager

Approved by:

Amy Chan  
City Manager

## **Attachments**

- A. 2008 Study Issue Paper – Roadway Reconfiguration Guidelines for Retrofitting Streets with Bike Lanes
- B. Proposed Policy for the Allocation of Street Space
- C. Summary of Public Outreach Meeting Comments
- D. Copies of correspondence received from the public
- E. Bicycle Opportunities Study Summary of Recommendations for Roadway Configuration

## Proposed Continuing Council Study Issue

**Number** DPW 01C  
**Status** Pending  
**Calendar Year** 2008  
**Title** Roadway Reconfiguration Guidelines for Retrofitting Streets with Bike Lanes  
 (Titled revised 2/21/07 from "Policy for Allocation of Street Space")  
**Lead Department** Public Works  
**Element or SubElement** Land Use and Transportation Element

**1. What are the key elements of the issue?**

The BPAC would like a policy to be developed regarding the allocation of street space to accommodate bicyclists. The study would look at general street space allocation issues, such as lane reductions, lane narrowing, and on-street parking. A number of bicycle lane projects in the Bicycle Capital Improvement Program would require the removal of on-street parking or other roadway reconfigurations because of right-of-way constraints. In order to assure that these projects are successfully carried out, the BPAC would like Council to consider the adoption of a policy that would standardize the decision to eliminate parking when it involves the provision of a bicycle lane. This issue was ranked in 2006 and fell below the line. The issue was ranked in 2007 and is continuing.

**2. Current Status:**

The issue was ranked and above the line in 2007. The BPAC has requested additional time to complete the issue. It is estimated to be presented to Council in February, 2008.

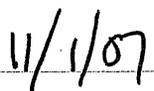
**3. Estimated consultant hours for completion of the study issue**

Managers	Role	Manager			Hours
	Lead	Witthaus, Jack	Mgr CY1:	50	Mgr CY2: 0
			Staff CY1:	50	Staff CY2: 0
<b>Total Hours CY1: 100</b>					
<b>Total Hours CY2: 0</b>					

Reviewed by

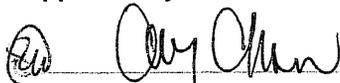


Department Director

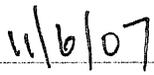


Date

Approved by



City Manager



Date

## **Attachment B**

### **Proposed Policy for the Allocation of Street Space**

#### **Modal Balance**

City streets should be retrofitted with bicycle lanes to increase the use of bicycles for transportation and to enhance the safety and efficiency of the overall street network for bicyclists, pedestrians, and motor vehicles.

All modes of transportation shall have equal access to City streets.

#### **Transport Versus Non-Transport Uses**

City streets are public space dedicated to the movement of vehicles, bicycles and pedestrians. Providing safe accommodation for all transportation modes takes priority over non-transport uses. Minimum safety standards for transport uses shall be met before non-transport uses are considered.

Parking is the storage of transportation vehicles and shall not be considered a transport use.

Historical precedence for street space dedicated for parking is not a consideration when determining the appropriate future use of street space for transport.

On-street parking shall not be considered as a means to meet City parking requirements for private development.

Action statement: Incentives to offset impacts of roadway changes to non-transportation users shall be considered when retrofitting roadways.

### **Use of Engineering/Planning Criteria**

Bike retrofit projects shall be evaluated based on the merits of each project in the context of engineering and planning criteria.

Action Statement: The City shall maintain engineering and planning criteria with respect to roadway geometry, collisions, travel speed, motor vehicle traffic volume, and parking supply and demand (on and off street) to guide decisions on the provision of bike lanes.

### **Design Standards/Safety**

If street configurations do not meet minimum design and safety standards for all users, than standardization for all users shall be priority.

Safety considerations of all modes shall take priority over capacity considerations of any one mode.

Action Statement: For each bike retrofit project, a bike safety study shall be included in the staff report to evaluate the route in question.

## **Attachment C**

**Summary of Public Comments  
Sunnyvale Bicycle and Pedestrian Commission Meeting  
November 15, 2007  
Sunnyvale City Council Chambers  
7:00 P.M.  
Policy on Allocation of Street Space**

Mike Murray-Sunnyvale/Remington area, concerned about loss of on street parking, transportation vs. no transport policy. Assuming that parking is not a transportation use concerns him. We don't need bike lanes on every road, car traffic should have priority over bikes. Likes more convenient parking, fed up w/ car hatred policy of government.

Linda E. - 17 year resident- She rides to Homestead High School, doesn't hate cars but is also a bicyclist. She want to get from point A to point B on a bike as efficiently as in an automobile. Wants any extra room, not necessarily like lanes. Fair Oaks, Hollenbeck are important, logically these routes should have more room.

Luc Hermage- Bike circulation, DPW is stealing roads and parking from citizens. Road dieting studies are bogus, roads are for vehicles, not less then 1% of users (cyclists). Wolfe Road is ruined, Sunnyvale Ave is too slow. Doesn't see more bike use. Density of dwellings is increasing, more cars are coming.

Art Schwartz- Cool Cities official announcement - residents, Council supported a bikeable, walkable city. Council adopted greenhouse gas limit. Policy needs to embrace alternative transport. Cool Cities opposes adding lanes for car traffic. This is the first Cool Cities policy, may be adjusted.

Personal opinion- he rides a bike 90% time, drives on roads with reduced lanes. Finds that appearance of reduced capacity isn't fact because the roads operate more efficiently and calmly after lane reductions. In favor of reducing lanes, thinks existing bike lane striping isn't obvious enough to drivers- suggest red lines or brick would be a safety improvement. Wide gutters put juncture of gutter, pavement right in the riding

area, suggest gutter should be asphalted with special compound. Murphy/El Camino Real was done with this type of treatment 20 years ago.

Carl Sandwick- Duane Ave. Resident. Duane is busy. It will be considered for a bike lane by reducing the number of travel lanes. Traffic is fast, but cannot believe lane reduction would be considered when housing is being built in the area. There will be a 50% population increase with 50% road capacity decrease. Thinks it is anti-business by reducing access.

Josh Salans- 22 year resident, Opposes more travel lanes. Thinks downtown rickshaws are a good idea. Thinks parking is necessary, parking is part of travel. Thinks all streets should accommodate everything. Thinks the Mary Avenue bridge to Moffett Park should not be built. Supports reconfiguring Mary Avenue with bike lanes, 3 auto lanes, on street parking.

Mary Olmstead- Supports provisions for Mary traffic and on- street parking, likes three lane Mary Ave. concept.

Geeta Patangay- Lives on Mary, Supports bike lanes with reduction of travel lanes. Thinks emission reduction is important; thinks parking removal will affect property values.

Gapal Patangay- Walks, takes train. Parking is not storage for cars. Supports reducing auto travel on residential streets. Supports measures to increase mass transit-free fares. Mary Ave. – Homestead/Fremont should be extended to Evelyn with parking.

Dan Hafeman- 30 year Homeowner, SV west and Cool Cities member. 35 year bike commuter doesn't think bike lanes are necessary but encourages people to ride. Era of single occupant automobile is coming to an end, thinks a network of bike lanes is essential. Supports removing traffic lanes as a priority over parking removal. Four lanes to 2 lanes does not reduce access by 50% (volume is not 100% of capacity). Intercity

commute traffic shouldn't be accommodated; bike lanes should never be removed for parking or travel lanes.

Jan Boehm- Supports 3 lane Mary Ave and bike lanes. Property parking is a necessity. Exiting driveways would be easier. Slower moving traffic improves neighborhood and pedestrian conditions.

Eleanor Hansen- 2006 bike plan advocates restriction, elimination of parking on Mary Ave. Doesn't want traffic system designed by engineers. Need public input and need polling of residents to provide direction.

Mark Platy- Bike commuter for 20 yrs. Road designs should assure travel lanes, bike lanes initially, and then work from there.

Cathy Switzer- supports a balanced plan, should support all modes of travel- cars, bikes, people. Evelyn Ave. is safer now for pedestrians, encourages more pedestrian enhancements. She is a biker that uses Sunnyvale businesses, facilities should encourage their use.

Connie Portele- Encourages a balanced plan. She has a parking demand conflict with nearby business to her home. Need coordination between city departments. Need business, but don't force solutions. Important to poll and educate people about transportation alternatives.

Daniel Gutierrez- Concerned about Evelyn Ave. more congested, thinks widening like Mountain View would be better. Businesses provide sufficient parking. Growth of Town and Country will add lots more traffic.

Crista Ansberg- Doesn't see anything about public transit. Can't plan that doubling of population should provide doubling of road capacity, 1% of bikes doesn't mean 1% of the road lots of people own bikes.

Thom Mayer- Streets are for people, not just people in cars. Creating streets for all is crucial to the city's future; cars take up lots of room. Issue is not bikes vs. parking, it is travel lanes vs. parking.

John Hayden-20 yr old resident. Does not support a bridge on Mary to Moffett Park. Doesn't ride a bike, thinks on street parking is okay because it is hard to get out of driveway. Noted an increase in parking.

## **Attachment D**

### **Correspondence Received**

I support BPA's desire for bicycle lanes in Sunnyvale but I absolutely oppose any consideration to remove street parking on Mary Ave.

I believe there are alternatives available to satisfy a desire for bicycle lanes and homeowners needs for street parking in front of their homes. Depend on each situation the alternatives/possibilities are as follows:

- Reduce lanes to accommodate both bike lane and street parking
- Keep street parking by utilizing an inset parking design
- Create a network of bicycle lanes, not all streets need bicycle lanes.

Thank you for your consideration.

Charlene A. Tufts

[REDACTED]

**BPAC DPW - roads are for transportation**

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**From:** [REDACTED]  
**To:** <bpac@ci.sunnyvale.ca.us>  
**Date:** 11/19/2007 10:41 AM  
**Subject:** roads are for transportation  
**CC:** [REDACTED]

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Hi Sunnyvale BPAC--

Thanks to Sunnyvale for considering adopting the enlightened policy of giving moving vehicles priority over stored vehicles for public road space. It's especially important to provide space for cyclists, to encourage this most sustainable, least congesting, and non-polluting form of transportation.

Bike lanes on all arterials (not in the door zone of stored motor vehicles) would be the greatest incentive to get folks out of their cars and onto bikes, according to the ones with whom I've spoken at commute fairs offered by Sunnyvale employers.

Removing parking on one side of two lane collectors such as Hollenbeck can make room for bike lanes. For streets designed as four lane arterials with parking, four-to-three lane conversions such as you've done on Mary between Fremont and Homestead can improve traffic flow while providing bike lanes and preserving parking. I hope you'll continue that the full length of Mary. If you feel all four lanes are essential, then removing parking on one side can work, as you've done on Wolfe south of El Camino.

In the last few years, Sunnyvale has added a number of bike lanes, which I appreciate. I especially like the ones on Sunnyvale Avenue between El Camino and the tracks, another four-to-three lane conversion. I don't like the sharrows on Wolfe north of El Camino.

I frequently travel through Sunnyvale by bike instead of car, and understand the reluctance many have to doing likewise. It can be scary. "Taking the lane" when there's not space for motor vehicles to pass bikes is legal, but not fun.

Anne Ng  
[REDACTED]  
[REDACTED]

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## BPAC DPW - In favor of Safe biking in Sunnvale

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**From:** "Bob Faulhaber" <[REDACTED]>  
**To:** <bpac@ci.sunnyvale.ca.us>  
**Date:** 11/20/2007 1:03 PM  
**Subject:** In favor of Safe biking in Sunnvale

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I am a bicyclist, commuting, shopping, recreation, and the ability to move safely around Sunnyvale and the surrounding communities is critical to me. Please encourage policies that accomplish this goal.

Robert Faulhaber  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]  
**To:** <jwitthaus@ci.sunnyvale.ca.us>, "Kevin Jackson" [REDACTED]  
**Date:** 11/24/2007 10:31 PM  
**Subject:** Cool Cities Input to BPAC public hearing, Nov. 15, 2007

I apologize for the delay in giving you both a hard copy of my testimony at the subject meeting.

My printer scanner bit the dust so I can't scan or copy and I've been so busy this week that I had no time to get to a copy shop. So here's the statement from Cool Cities that I read at the meeting. Understand that this is our first draft and will be expanded upon and possibly revised over coming months.

Art Schwartz

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Last Fall Sunnyvale residents spoke in favor of a bikeable, walkable city. Early this year, Council adopted a goal of regional sustainability leadership. In September, Council adopted the Mayors Climate Protection Agreement, committing Sunnyvale to reducing greenhouse gas emissions within the city limits.

In order to achieve these goals, we need to develop a solution to auto congestion that emphasizes alternative transport. We believe it is time to stop trying to address car traffic congestion by adding more car lanes.

Therefore, Sunnyvale Cool Cities opposes the addition of traffic lanes to arterial, connector, and residential streets. More car lanes would result in more auto traffic on those streets. Added lanes for car traffic would encourage driving, increase greenhouse gas emissions, and work against a walkable, bikable city. And therefore Sunnyvale Cool Cities requests that on street parking never be removed to accommodate additional travel lanes.

Sunnyvale Cool Cities plans further study of these issues. We would appreciate being kept informed on the progress of this recommendation.

**From:** John Stutz <[REDACTED]>  
**To:** <bpac@ci.sunnyvale.ca.us>  
**Date:** 11/8/2007 10:41 AM  
**Subject:** BPAC 15 Nov public input

Sirs

I see that you are seeking public input, regarding the proposed Model Balance criteria for deciding on proposals for bicycle lane retrofitting of streets. It appears that a principal conflict is with the tradition of using street sides for parking. I believe the following is relevant.

In my opinion, a prudent bicyclist will not ride within four feet of parked cars, without being absolutely certain that there are no persons in any of the cars. Given the prevalence of tinted car windows, this certainty is rarely possible. Thus, when parked cars line a street, the prudent bicyclist will usually ride in the middle of the adjacent traffic lane, despite the obvious aggravation to following motorists. So replacing parking lanes with bicycle lanes not only renders mixed traffic safer, but also speeds up motor vehicle traffic.

This opinion is based on personal experience. I once came within half a second of having my guts ripped open on the corner of an abruptly opening passenger car door. I was fortunate, in that there were no overtaking vehicles, so I was able to dodge that door without risking going under another vehicle. I am not willing to bet on being so lucky a second time.

--  
John Stutz  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** Bill Bushnell <[REDACTED]>  
**To:** <bpac@ci.sunnyvale.ca.us>  
**Date:** 11/11/2007 10:28 AM  
**Subject:** Sunnyvale's proposed transportation plans

Dear Sunnyvale BPAC:

I fully support the proposed transportation plans for the city of Sunnyvale as summarized below.

Bill Bushnell  
[REDACTED]  
[REDACTED]

\*\*\*\*\*

### 1. Modal Balance

City streets should be retrofitted with bicycle lanes to increase the use of bicycles for transportation and to enhance the safety and efficiency of the overall street network for bicyclists, pedestrians, and motor vehicles.

All modes of transportation shall have equal access to City streets.

### 2. Transport Versus Non-Transport Uses

City streets are public space dedicated to the movement of vehicles and pedestrians. Use of streets for purposes other than transport shall occur only if non-transportation needs cannot otherwise be met.

Parking is the storage of transportation vehicles and shall not be considered a transportation use.

Historical precedence for street space dedicated for parking is not a consideration when determining the appropriate future use of street space for transport.

On-street parking shall not be considered as a means to meet City parking requirements for private development.

Action statement: Incentives to offset impacts of roadway changes to non-transportation users shall be considered when retrofitting roadways.

### 3. Use of Engineering/Planning Criteria

Bike retrofit projects shall be evaluated based on the merits of each project in the context of engineering and planning criteria.

Action statement: The City shall maintain engineering and planning criteria with respect to roadway geometry, collisions, travel speed, motor vehicle traffic volume, and parking supply and demand (on and off street) to guide decisions on the provision of bike lanes.

### 4. Design Standards/Safety

If street configurations do not meet minimum design and safety standards for all users, then standardization for all users shall be priority.

Safety considerations of all modes shall take priority over capacity considerations of any one mode.

Action statement: For each bike retrofit project, a bike safety study shall be included in the staff report to evaluate the route in question.

\*\*\*\*\*

## BPAC DPW - Give Bicycles a fair shake

---

**From:** Parth Sethia <[REDACTED]>  
**To:** <bpac@ci.sunnyvale.ca.us>  
**Date:** 11/15/2007 1:01 PM  
**Subject:** Give Bicycles a fair shake

---

Hi:

I am a 4 year Sunnyvale resident and frequently use my bicycle to go to work at Applied Materials in Sunnyvale and to ride around for errands. We should do everything we can to make the city more bicycle friendly, which I know would encourage my wife to start riding to work etc.

I writing to encourage BPAC adopt the following policy with regards to street space.

> 1. Modal Balance

>

> City streets should be retrofitted with bicycle lanes to increase the use of bicycles for transportation and to enhance the safety and efficiency of the overall street network for bicyclists, pedestrians, and motor vehicles.

>

> All modes of transportation shall have equal access to City streets.

>

> 2. Transport Versus Non-Transport Uses

>

> City streets are public space dedicated to the movement of vehicles and pedestrians. Use of streets for purposes other than transport shall occur only if non-transportation needs cannot otherwise be met.

>

> Parking is the storage of transportation vehicles and shall not be considered a transportation use.

>

> Historical precedence for street space dedicated for parking is not a consideration when determining the appropriate future use of street space for transport.

>

> On-street parking shall not be considered as a means to meet City parking requirements for private development.

>

> Action statement: Incentives to offset impacts of roadway changes to non-transportation users shall be considered when retrofitting roadways.

>

> 3. Use of Engineering/Planning Criteria

>

> Bike retrofit projects shall be evaluated based on the merits of each project in the context of engineering and planning criteria.

>

> Action statement: The City shall maintain engineering and planning criteria with respect to roadway geometry, collisions, travel speed, motor vehicle traffic volume, and parking supply and demand (on and off street) to guide decisions on the provision of bike lanes.

>

> 4. Design Standards/Safety

>

> If street configurations do not meet minimum design and safety standards for all users, then standardization for all users shall be priority.

>

- > Safety considerations of all modes shall take priority over capacity considerations of any one mode.
- >
- > Action statement: For each bike retrofit project, a bike safety study shall be included in the staff report to evaluate the route in question.
- > \*\*\*\*\*

Parth Sethia



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Climb to the top of the charts! Play Star Shuffle: the word scramble challenge with star power. [Play Now!](#)

**BPAC DPW - Safe accomodation of cyclists: YES**

---

**From:** Paul Metz <[REDACTED]>  
**To:** <bpac@ci.sunnyvale.ca.us>  
**Date:** 11/17/2007 8:09 AM  
**Subject:** Safe accomodation of cyclists: YES

---

Thank you for pushing for safe accomodation of cyclists!

Paul Metz  
San Jose

**BPAC DPW - Please, please, please include the needs of bicyclists in your future transportation policies in Sunnyvale!**

---

**From:** "Roberto Perelman" <[REDACTED]>  
**To:** <bpac@ci.sunnyvale.ca.us>  
**Date:** 11/17/2007 12:51 PM  
**Subject:** Please, please, please include the needs of bicyclists in your future transportation policies in Sunnyvale!

---

I know there is a discussion going on right now about this topic. Please do make improvements for bicyclists, as these policies are drafted!

Thank you!

**From:** [REDACTED]  
**To:** <bpac@ci.sunnyvale.ca.us>  
**Date:** 11/17/2007 3:35 PM  
**Subject:** Safe bicycle space needed on major routes

This summer I started bicycle commuting again when I got a new job back in Sunnyvale.

My route is pleasant except for the short part I must use Mary Ave. to cross the railroad tracks.

Southbound before the tracks is so bad with the narrow lanes and heavy traffic that I decided

it just wasn't safe to ride at night, even though I've been a bicycle commuter on and off since

1980. So I won't be riding again until we go back on daylight savings time. Even then, this

road feels very dangerous, even though it is designated as a bicycle route! If an experienced,

bicyclist like me feels uncomfortable riding through Sunnyvale, how are we going to

encourage new bicycle commuters? There are several possible solutions, all cost money or

may inconvenience non-cyclists. It is easy to make excuses, effective people find a way.

Thank you,

Ginger Wolnik

[REDACTED]  
Sunnyvale, CA USA

P.S.

Please delete the empty message that was accidentally sent previously.

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# BPAC DPW - roads are for transportation

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**From:** <[REDACTED]>  
**To:** <bpac@ci.sunnyvale.ca.us>  
**Date:** 11/19/2007 10:41 AM  
**Subject:** roads are for transportation  
**CC:** <bikes@svbcbikes.org>

---

Hi Sunnyvale BPAC--

Thanks to Sunnyvale for considering adopting the enlightened policy of giving moving vehicles priority over stored vehicles for public road space. It's especially important to provide space for cyclists, to encourage this most sustainable, least congesting, and non-polluting form of transportation.

Bike lanes on all arterials (not in the door zone of stored motor vehicles) would be the greatest incentive to get folks out of their cars and onto bikes, according the ones with whom I've spoken at commute fairs offered by Sunnyvale employers.

Removing parking on one side of two lane collectors such as Hollenbeck can make room for bike lanes. For streets designed as four lane arterials with parking, four-to-three lane conversions such as you've done on Mary between Fremont and Homestead can improve traffic flow while providing bike lanes and preserving parking. I hope you'll continue that the full length of Mary. If you feel all four lanes are essential, then removing parking on one side can work, as you've done on Wolfe south of El Camino.

In the last few years, Sunnyvale has added a number of bike lanes, which I appreciate. I especially like the ones on Sunnyvale Avenue between El Camino and the tracks, another four-to-three lane conversion. I don't like the sharrows on Wolfe north of El Camino.

I frequently travel through Sunnyvale by bike instead of car, and understand the reluctance many have to doing likewise. It can be scary. "Taking the lane" when there's not space for motor vehicles to pass bikes is legal, but not fun.

Anne Ng  
[REDACTED]  
[REDACTED]

---

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**From:** "Alexis Grant" [REDACTED] >  
**To:** <bpac@ci.sunnyvale.ca.us>  
**Date:** 11/27/2007 10:51 AM  
**Subject:** In favor of safe accommodation for all road users

I am a regular cyclist and pedestrian user of Sunnyvale streets in the course of traveling to and from work, and I am strongly in favor of the policy outlined for safe accommodation for all road users in Sunnyvale. I believe this policy is groundbreaking in the Bay Area and will result in a friendlier, safer, healthier, more sustainable Sunnyvale, where the streets belong to all and we can all use them effectively and harmoniously.

I am particularly happy to see that bike accommodation projects will focus on engineering and planning criteria to determine feasibility and design rather than involving such projects in drawn-out political battles. I am also pleased that street parking will not be considered a transportation use and therefore would not be a priority.

Thank you to the BPAC and all those who have contributed to this terrific policy.

Alexis Grant

--

Potinach and spato filling: evidence for new English syllable onsets

## **BPAC DPW - I Support Policies For Safe Cyclist Accommodation!**

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**From:** Andrew Trick <[REDACTED]>  
**To:** <bpac@ci.sunnyvale.ca.us>  
**Date:** 12/8/2007 12:00 AM  
**Subject:** I Support Policies For Safe Cyclist Accommodation!

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I Support Policies For Safe Cyclist Accommodation!

This is one of the primary issues I'm considering when looking for neighborhoods suitable to locate my family.

Andrew Trick

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**From:** Richard Withers <[REDACTED]>  
**To:** <bpac@ci.sunnyvale.ca.us>  
**Date:** 12/19/2007 5:20 PM  
**Subject:** Street-space allocation policy

Dear BPAC Committee Members:

I firmly believe that our public rights of way should be dedicated first and foremost to the safe movement of vehicles, not the storage of vehicles.

One need look no further than El Camino to see an example of this in action. In Sunnyvale, where the speed limit is 40 mph and on-street parking is very limited, El Camino is safer for cyclists than in Palo Alto, where the speed limit is 35 mph but on-street parking is allowed almost everywhere. In the latter city, the rightmost traffic lane is not wide enough for the safe passage of cars and cyclists. This is because parked cars effectively require about 6 feet more street width than the vehicle width itself. Cyclists who ride within a door's width of a parked car are risking severe injury by a suddenly opened door.

I commute by bicycle from Sunnyvale to Palo Alto, so I see this striking difference almost every day.

Richard Withers  
[REDACTED]  
[REDACTED]

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**From:** [REDACTED]  
**To:** <bpac@ci.sunnyvale.ca.us>  
**Date:** 12/28/2007 8:40 AM  
**Subject:** Safe Cyclist Accommodation

I Support Policies For Safe Cyclist Accommodation! Sunnyvale has too many streets, Mary! Fair Oaks!, that do not have enough width to accommodate 2 traffic lanes, a bike lane and street side parking. Sharrows don't work as my wing mirror clipped left elbow can attest to.

The Mary Ave. bridge over I280 will go along way to improving the situation.

Dave Erskine  
Mountain View, CA

---

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BPAC DPW - Bicycling and Street Space allocation Policies

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From: <[REDACTED]>  
To: <bpac@ci.sunnyvale.ca.us>  
Date: 1/31/2008 1:58 PM  
Subject: Bicycling and Street Space allocation Policies

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\$)C

Hi:

I am writing to insist that the BPAC consider bicycling safety while more seriously in the Street space allocation policy. Accommodating cyclist safely need to come ahead of allowing developers and home owners to use streets that are meant for Transportation as parking garages. If one is allowed to park on the street, they should clearly demonstrate that no form of transportation including bicycles is being disrupted.

Please share my input with the city council and others as appropriate.

Regards,

Parth  
Marketing Manager  
Applied Global Services

[REDACTED]  
[REDACTED]

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Thank you.

**LEGEND:**

- EXISTING BIKE LANES
- RESTRIPIPING
- TRAVEL LANE REMOVAL
- ON-STREET PARKING REMOVAL
- ON-STREET PARKING REMOVAL—ONE SIDE
- DAYTIME PARKING RESTRICTION
- SHARED USE SYMBOL
- ROADWAY WIDENING

