

COUNCIL MEETING: FEBRUARY 12, 2008

ADDENDUM

PUBLIC HEARING ITEM 5

RTC 08-042 - Roadway Reconfiguration Guidelines for  
Retrofitting Streets with Bike Lanes (Originally Titled Policy for  
Allocation of Street Space) – STUDY ISSUE

ATTACHMENT “F” TO BE ADDED TO RTC 08-042

ATTACHMENT F: BICYCLE AND PEDESTRIAN  
ADVISORY COMMISSION FINAL AND APPROVED  
MEETING MINUTES FROM NOVEMBER 15, 2007



## ATTACHMENT F

### SUNNYVALE BICYCLE AND PEDESTRIAN ADVISORY COMMISSION

#### Meeting Minutes - November 15, 2007

The Bicycle and Pedestrian Advisory Commission met at 6:32 p.m. on November 15, 2007 with Committee Chair Jackson presiding. The meeting was held in the West Conference Room, City Hall, 456 West Olive Avenue, Sunnyvale.

#### ROLL CALL/CONSIDERATION OF ABSENCES

**Members Present:** Kevin Jackson  
Richard Warner  
Patrick Grant  
James Manidakos  
Andrea Stawitcke

**Members Absent:** Ralph Durham

**Staff Present:** Jack Witthaus, Transportation and Traffic Manager  
Lt. Rick Sautter

**Visitors:** Charles McDonald  
Art Schwartz  
Cody Kraatz  
Linda Eaton  
Michael Gutierrez  
Michael Schuh  
Cathy B. Switzer  
Dan Hafeman  
Jan Boehm  
Eleanor Hansen  
Mark Hlady  
Christa Ansbergs  
Fritz Stawitcke  
Daniel Gutierrez  
Bill Matthews  
Mike Murray  
Luc Hermange  
Carl Sandwick

Josh Salans  
Mary Olmstead  
Geeta Patangay  
Gopal Patangay  
Connie Portele  
Thom Mayer  
John Hayden  
Charlene Tufts

Commission affirmed (5-0) that all absences were excused.

### **SCHEDULED PRESENTATION**

Lt. Rick Sautter of the Department of Public Safety discussed bicycle theft statistics and bicycle licensing.

### **PUBLIC ANNOUNCEMENTS**

Chair Jackson asked that the Department of Public Safety be given an opportunity to review the Pedestrian Safety and Opportunities Study.

Art Schwartz announced that the Sunnyvale Cool Cities group was holding a meeting at the same time as the BPAC meeting, and that transportation would be a major topic of discussion.

Chair Jackson announced that the Cupertino Mary Avenue bike bridge project was put out to bid, and that the Valley Transportation Authority had approved a request for additional funding. He also stated that Valley Transportation Authority has released draft Bicycle Technical Guidelines, and that City staff are cited as contributors to the document. He relayed that much enthusiasm was displayed at a recent Juniper Networks transportation fair for the Borregas Bridges project.

Michael Schuh, a member of the public announced that Mountain View is considering removing parking restrictions near Mountain View High School, and that there would be a Mountain View Transportation Committee meeting on the topic.

### **CONSENT CALENDAR**

- 1.A) Approval of Draft Minutes from October 18, 2007
- 1.B) Approval of Agenda
- 1.C) Approval of 2007 Calendar

Consent calendar items 1A through 1C were approved 5-0 (Warner/Stawitcke).

## **STAFF RESPONSE TO PRIOR PUBLIC COMMENTS**

No prior public comments

## **PUBLIC COMMENTS**

None.

## **PUBLIC HEARINGS/GENERAL BUSINESS**

### 2. MOTION Pedestrian Safety and Opportunities Study

Staff summarized the contents of the Draft Pedestrian Safety and Opportunities Study. At 7 p.m., the item was tabled to allow for a time certain public hearing the Policy for Allocation of Street Space. The meeting was re-convened in the City Council Chambers.

### 3. TIME CERTAIN: 7:00 PM DISCUSS: Policy for the Allocation of Street Space – Public Meeting

Witthaus gave the staff report.

Commissioner Grant noted “What Jack said was very straight forward and if that was what on the announcement, I feel that half of the people would not be here. As a matter of point the City announcement to eliminate parking for traffic lanes was never part of any discussion in BPAC meeting. Basically taking parking away for traffic lanes. Using detailed aerial images and Sunnyvale bike maps just today, I confirmed that there is no where in the City that residential traffic lanes could be expanded, that is put more lanes and still have separate bike lanes. The whole purpose of this study, this policy, as I understand it is to have all modes of transportation have equal access to the right-of-ways that are there. Further, nothing is more hostile to pedestrian and cyclists than to add more traffic lanes”.

Chair Jackson noted that his opinion was that the policy should emphasize an engineering approach to providing for all modes of travel using limited street space. He expressed concern that it is being misconstrued as making on-street parking removal a first priority.

Commissioner Grant noted: “My personal preference is that, I know we cannot make any decisions and stuff like that, but I hope something comes out of this, I do not know if I will be out of order, correct me if I am wrong. Basically I hope it will be added that this policy is not to be construed as a license to remove parking for additional motor vehicle traffic lanes. That is what I have to say on it.

The public hearing was opened.

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 with car hatred policy of government.

Linda Eaton – Has been a Sunnyvale resident for 17 years. She rides to Homestead High School, doesn't hate cars but is also a bicyclist. She wants 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 Hermange - Bike circulation, DPW is stealing roads and parking from citizens. Road dieting studies are bogus, roads are for vehicles, not for less than 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 policy opposes adding lanes for car traffic. This is the first Cool Cities policy, may be adjusted.

Personal opinion - He rides a bike 90% of time, drives on roads with reduced lanes. Finds that appearance of reduced capacity is not a fact because the roads operate more efficiently and calmly after lane reductions. In favor of reducing lanes, thinks existing bike lane striping is not 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- "I live on Duane Avenue, Duane is just off of Lawrence Expressway, guess one of the roads you are proposing to put a bike lane on even at the expense of parking and the rest of it. The first thing I have to concede the traffic there, is setting at four lanes of traffic and could use some calming and I think it is appalling that they want to reduce the capacity of that roadway 50% while they are doubling the population of that area. Across the street from my house they are putting in 300+ units, down the street about half block, they are putting in 280 units. They have just taken an industrial area and changed from industrial to residential. They have just approved a population increase of about 100% over the entire neighborhood, up from 600 or so residences and they just doubled it, and they are now proposing to cut road capacity from 4 lanes to 2 lanes. Seems it is a guaranteed no brainer we will have grid lock automatically. In front of my house I can expect if every one of those units have 2 cars both drive to work for morning rush hour, I will expect a car pass every 30 seconds. To reduce the capacity by 50% while doubling the population seems like a recipe for failure. The other

thing, I want to try to discourage the anti business attitude by reducing the capacity on highways, on the roadways, city streets here discouraging business from maintaining their operations in our city and they reduce our tax base by having those businesses depart where they are more friendly. It would be nice to have extra bike paths there, but I do not want to pay higher taxes. I would rather maintain the same level of roadway capacity would seem too unfriendly to businesses, Yep, that covered all the points I wanted to.”

Patrick Grant – “Carl I have a question. Is it Duane and what street now?”

Carl Sandwick – “I live at Duane and Duane Court. That right near Lawrence expressway.”

Patrick Grant – “Ok, What I am looking at is the map just trying to understand the plan.”

Carl Sandwick – “Yep, see where Duane makes a jog. Right by, it got four lanes of traffic; it got active businesses in the neighborhood, and where the proposal is change four lanes to two lanes at the expense of parking to accommodate bike paths and reduce the flow.”

Patrick Grant – “I see it is restriping, I do not know the exact details.”

Carl Sandwick – “I do know what is going on either, I am responding from an email from our local neighborhood association.”

Patrick Grant – “Yah, what I do know it is in the 2006 bike plan and that is online. Specifically I know staff had come-up with a suggestion for that.”

Carl Sandwick – “Is there a bike plan being proposed for that road?”

Eleanor Hansen – “That not possible, because I have the 2006 bike plan and Duane Court Project was not approved for 2007.”

Kevin Jackson – “We have to keep moving here, we are getting input on the policy at this point, this is of great importance I understand that, but is not really the issue tonight.”

Jack Witthaus – “Would you like me to answer the question?”

Kevin Jackson – “Sure, go right ahead.”

Jack Witthaus – “The City has a comprehensive citywide program. It’s not funded but it gives guidance on what would be a first approach to take to modifying roads to add bike lanes. That study was done a number of years ago. It has taken a kind of first cut planning level look at all the arterial and collector streets and conditions on the streets, and using a set of criteria makes a set of recommendations on a street segment by street segment basis.”

Carl Sandwick – “On the current use at the time of the study?”

Jack Witthaus – “Right, so that is the broader plan that is in place, and it does recommend for Duane Avenue, looking at the traffic volume, parking, existing roadway geometry, etc., and determined at the time the study was done, that the traffic volumes were low enough that you could remove a lane of travel lane in each direction and without affecting roadway level of service, could install bike lanes. Now that does not mean it's the project, but means it's the recommended course of action. As I said the program is not funded and the way city policy works is, there is a prioritization in that study and sort of start at the top and work our way down and study each of these street segments on project by project basis, if we happen to be successful in securing outside grant money to build the projects. There is no funded program, studies only if we happen to secure discretionary money. So if we happen to secure a grant for Duane Avenue when it comes up on the priority, and it is coming very close to the top of the priority list, then we would do the specific study, update what that plan says, take a fresh, more detailed look at as to whether or not eliminating a travel lane in each direction is feasible, or should be supported, or is there some other roadway configuration we should be doing.”

Carl Sandwick – “If you want my input on it to double the population and reduce the capacity by 50% would not be my first choice.”

Jack Witthaus – “You are absolutely right, the study was done prior to that area being rezoned. And so if we were to get a project funded I think you are correct it would definitely warrant a new traffic analysis”.

Josh Salans - A resident for 22 years. 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 Avenue 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 Avenue – Vehicular travel lanes should be reduced to two/three lane configuration with the addition of bicycle lanes.

Dan Hafeman - Is a homeowner for 30 years, SV west and Cool Cities member. Is a 35-year bike commuter, does not think that bike lanes are necessary for himself to ride

comfortably, but in general they encourage 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 three-lane Mary Avenue 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 Avenue. Doesn't want traffic system designed by engineers. Need public input and need polling of residents to provide direction.

Mark Hlady - Bike commuter for 20 years. 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 Avenue is safer now for pedestrians, encourages more pedestrian enhancements. She is a biker that uses Sunnysvale 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 Avenue - more congested, thinks widening like Mountain View would be better. Businesses provide sufficient parking. Growth of Town and Country will add lots more traffic.

Christa Ansbergs - 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 - Is a resident for 20 years. 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.

The public hearing was closed.

## 2. MOTION Pedestrian Safety and Opportunities Study

The meeting reconvened in the West Conference Room. Item 2 was reopened for discussion. Chair Jackson and Commissioner Manidakos expressed concern that pedestrian collisions may receive too much weight in the determination of pedestrian opportunity district improvements, because there were so few pedestrian collisions in town. Commissioner Manidakos asked staff to look at the Sunnyvale Avenue railroad crossing to determine ADA compliance. He asked that the Maude Avenue Pedestrian Opportunity District be extended west to Mary Avenue to incorporate the post office and employment area. He noted that there is no sidewalk on Mathilda Avenue near the light rail tracks. He suggested expanding the downtown Pedestrian Opportunity District to encompass the Sunnyvale train station area and the Civic Center.

The public hearing was opened.

Thom Mayer suggested that the Lakewood Pedestrian Opportunity District should include the Fairwood area due to the presence of a school and shopping areas. He suggested that the western edge of the Lakewood District did not warrant special treatment.

Art Schwartz noted that there is a light pole in the sidewalk at Iowa and Sunnyvale Avenues that may not be ADA compliant. He noted that the sidewalk in front of the Northrup Grumman plant is very narrow, and there is lots of pedestrian activity. He commented on the fence around the Town Center development site, and inquired about red light running and pedestrians. He advocated for an education program for elderly Asians.

Connie Portele inquired about projects.

In response to an inquiry from Commissioner Grant, staff stated that a broader set of criteria were used to capture more types of pedestrian activity, rather than just focusing on schools. Commissioner Grant shared an FHWA study on pedestrian facilities. El Camino Real was discussed.

Thom Mayer encouraged the development of a policy or criterion that establishes maximum distances between crossings of major streets.

The public hearing was closed.

Chair Jackson made a number of editorial comments.

Motion (Jackson/Manidakos) to recommend that the City Council approve the Pedestrian Safety and Opportunities Study in substantially the same form as presented, with the BPAC-proposed changes. Motion carries 5-0.

## **NON-AGENDA ITEMS AND COMMENTS**

- BPAC ORAL COMMENTS

None.

- STAFF ORAL COMMENTS

Staff announced that the U.S. Fish and Wildlife Service will be applying for funding for a new Bay Trail segment between Mountain View and Sunnyvale.

## **INFORMATION ONLY ITEMS**

4. Approved September 20, 2007 Meeting Minutes
5. BPAC Email
6. BPAC Active Items List

## **ADJOURNMENT**

The meeting adjourned at 9:15 p.m.  
Respectfully submitted,

---

---

---

Heba El-Guendy  
Senior Transportation Planner  
Division of Transportation and Traffic