

**Council Meeting: October 26, 2010****SUBJECT: Consideration of Remington Drive Street Space Allocation Study****BACKGROUND**

A segment of Remington Drive from Mary Avenue to Tilton Drive (location map, Attachment A) is scheduled for re-paving in Spring, 2011. This section of the road currently features two travel lanes in each direction, parking on both sides of the street, and sidewalks. Adjacent land use is single family residential. Remington Drive is planned for consideration of bike lanes as part of the City's Bicycle Capital Improvement Program. Adjacent segments of the roadway currently feature bike lanes; the segment in question is a gap in the bike lane network. The pending re-paving and associated replacement of roadway striping provides an opportunity for installation of bike lanes. Consistent with the City's street space allocation policies, staff has conducted a technical analysis of options to meet minimum design standards for motor vehicles, bicycles and pedestrians. Staff has also conducted public outreach. Staff is presenting this information to Council for consideration on whether to change the existing accommodations as part of the pending paving project.

DISCUSSION

In 2009, the City of Sunnyvale adopted a Policy on the Allocation of Street Space. The Policy for Allocation of Street Space was initiated by the City's Bicycle and Pedestrian Advisory Commission (BPAC) and approved by the City Council on April 28, 2009 (RTC 09-085). The goal was to provide direction on how to consider all modes of transportation when allocating roadway space, particularly in situations that could require the removal of travel lanes, on-street parking, or other roadway reconfigurations, or because of right-of-way constraints. Consideration of bike lanes was a particular intent of the street space allocation policy.

Remington Drive currently does not feature facilities for bicycles. Providing bike lanes on the segment of Remington Drive in question within the existing curb-to-curb width would require elimination of travel lanes or some or all on-street parking. There is not sufficient right-of-way behind the existing curb to widen the road for bike lanes. Staff has identified and studied four options for providing bike lanes. The four study alternatives are summarized as follows:

Alternative	Description
1. Two travel lanes, two way left turn lane plus parking	One travel lane in each direction, center two way left turn lane, bike lanes, on-street parking on both sides of the street
2. Four travel lanes, parking on one side of the street	Two travel lanes in each direction, bike lanes, parking on one side of the street in an alternating pattern block by block
3. Two travel lanes, two way left turn lane, parking on one side of the street	One travel lane in each direction, center two way left turn lane, bike lanes, parking on one side of the street in an alternating pattern block by block
4. Four travel lanes, no on-street parking	Two travel lanes in each direction, bike lanes, no on-street parking

Staff evaluated roadway geometry, parking supply and demand, motor vehicle speeds, collision history, and motor vehicle volume and roadway capacity. A summary of findings is included as Attachment B. As a result of the evaluation, staff recommends that as part of replacement striping associated with the pending re-paving project, that one travel lane in each direction be removed and replaced with a two way left turn lane and bike lanes. Volume studies show that volumes are well below the level necessitating multiple travel lanes, and that signalized intersection capacity would not be negatively affected by removal of a travel lane. Speed surveys show that travel speeds are generally in the 32 to 41 miles per hour range, which is within traffic engineering recommended guidance for installation of two way left turn lanes. A review of the collision history for the roadway shows that rear end collisions do not occur with any frequency on the roadway segment in question, but two way left turn installation can reduce the chances of rear end collisions and is considered a safety enhancement.

Staff does not recommend the option that would eliminate on street parking. While parking demand is relatively low and there is significant available off-street parking supply, provision of bike lanes while retaining two travel lanes in each direction would at a minimum require elimination of on-street parking on one side of the street. Residents and/or visitors using on-street parking to access homes on the side of the street with no on-street parking may attempt to cross a relatively wide street in mid-block areas with no positive traffic controls for protection. There are very limited opportunities to provide effective protected pedestrian crossings. The street features long stretches between intersecting streets, and an “S” curve east of Hollenbeck Drive, which hampers the ability to locate safe pedestrian crossings (installation of a lighted crosswalk system at Remington and Spinosa is scheduled in the next few months). Staff believes that increasing the number of citizens crossing the street to access homes could reduce pedestrian safety. On-street parking could be alternated from side to side, which would provide some parking supply on

both sides of the street, but staff believes there still may be a tendency to park as close to a destination as possible rather than parking and walking to reach a destination.

Property owners were surveyed to provide input on proposed reconfiguration alternatives. One hundred thirty-three surveys were mailed, with 76 returned, a response rate of 57%. Of the returned surveys as of July 30, 88% favored Option 1: one travel lane in each direction and two way left turn installation. Two respondents favored maintaining two travel lanes and eliminating parking on one side of the street, and three respondents favored one travel lane in each direction with a two way left turn lane and parking on one side of the street. While not offered as a formal option to vote for and not tabulated in the summary of percentage support for options, seven respondents commented that they desired the choice of no changes from the current configuration. Comments returned with surveys are included as Attachment C.

Staff also posted an on-line survey on the City's web site. Invitations to take the survey were mailed to 29 community groups, and an email announcement mailed to 69 community group representatives. Of 135 responses received, the on-line survey found 67% of respondents to be in favor of one lane in each direction with a two way left turn lane and on street parking. Support for the other three options was fairly evenly divided, with no other option receiving greater than 14% support.

The Sunnyvale Bicycle and Pedestrian Advisory Commission considered this item at its August 19, 2010 meeting (Attachment D – BPAC draft meeting minutes) and unanimously recommended approval of Alternative 1, with a further request to provide six foot wide bike lanes. This request can be accommodated within the proposed Alternative 1 configuration, and staff concurs with the recommendation. .

EXISTING POLICY

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

Land Use and Transportation Element Street Space Policies:

Appropriate accommodations for motor vehicles, bicycles and pedestrians shall be determined for City streets 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 safe access to City streets.

When decisions on the configuration of roadway space are made, staff shall present options, including at a minimum an option that meets minimum safety-related design standards for motor vehicles, bicycles and pedestrians.

The City Council shall make the final decisions on roadway space reconfiguration when roadway reconfiguration will result in changes to existing accommodations.

FISCAL IMPACT

There are sufficient funds in the operating budget to install striping, signs and legends to re-stripe the road within the existing right of way and to modify vehicle detection at the Remington/Hollenbeck intersection to accommodate lane geometry changes.

PUBLIC CONTACT

Public contact was made by posting the Council agenda on the City's official-notice bulletin board outside City Hall, at the Sunnyvale Senior Center, Community Center and Department of Public Safety; and by making the agenda and report available at the Sunnyvale Public Library, the Office of the City Clerk and on the City's Web site.

In addition, two surveys were administered to residents and property owners along the affected stretch of Remington Drive and to community groups and the public in general. Also, the Bicycle and Pedestrian Advisory Commission held a public hearing on a draft Report to Council at its August 19, 2010 meeting. Notification of the Council hearing was mailed to residents, property owners, and other interested parties two weeks prior to the Council hearing.

ALTERNATIVES

1. Direct staff to allocate street space on Remington Drive between Mary Avenue and Tilton Drive in order to provide one travel lane in each direction, center two way left turn lane, bike lanes each of which is at least six feet wide, and on-street parking.
2. Direct staff to allocate street space on Remington Drive between Mary Avenue and Tilton Drive in an alternative configuration as determined by Council.
3. Direct staff to make no changes from the existing configuration and do not provide minimum bicycle accommodation.

RECOMMENDATION

Staff recommends Alternative No. 1: Direct staff to allocate street space on Remington Drive between Mary Avenue and Tilton Drive in order to provide one travel lane in each direction, center two way left turn lane, bike lanes each of which are at least six feet wide, and on-street parking.

Alternative 1 provides bike lanes and sufficient roadway capacity to meet motor vehicle travel demand. Exercising this alternative will result in a roadway cross section that accommodates all modes of travel.

Reviewed by:

Marvin A. Rose, Director, Public Works

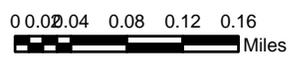
Prepared by: Jack Witthaus, Transportation and Traffic Manager

Approved by:

Gary M. Luebbers
City Manager

Attachments

- A. Project Location Map
- B. Street Space Allocation Study Summary
- C. Resident/Property Owner Surveys
- D. Draft Bicycle and Pedestrian Advisory Commission Meeting Minutes of August 19, 2010



ATTACHMENT B

Operational Feature	Minimum Standard or Criterion	Existing	3 lanes +parking + bike lanes	4 lanes , bike lane, parking one side	3 lanes, bike lanes, parking one side	4 lanes, bike lane, no on-street parking
Vehicle travel lane width	10' travel	12'5" inside 11'6" outside	13' TWLTL 12.5' travel lanes	11'5"	14.4'	13'''
Parking lane width	8' parking	8' parking	8' parking	8' parking	9' parking	
Bike lane width	3' asphalt, 4' total		5'	5'	6'	6'
AM Peak Hour Intersection level of service	LOS "D" or above	C	C	C	C	C
PM peak hour Intersection level of service	LOS "D" or above	C	C	C	C	C
Roadway capacity	10,000 vpd/per lane	EB – 1870/1530 WB - 2375/2115	EB - 3740/3060 WB – 4750/4230	EB – 1870/1530 WB - 2375/2115	EB - 3740/3060 WB – 4750/4230	EB – 1870/1530 WB - 2375/2115
Sidewalks		yes	yes	yes	yes	yes
Crash reduction potential	High = high incidence of bike collisions, pedestrian collisions, rear end collisions related to left turns		Low	Low	Low	Low
Crosswalk installation potential	Low travel speeds, volumes	@Hollenbeck, Mary	candidate	candidate	candidate	candidate
Speed compatibility and speed reduction potential	Speed limit < 45 mph, 85 th percentile more than 5MPH of posted speed	35 MPH posted speed, 42 MPH 85 th percentile		Slight increase in side friction could reduce speeds	Wide lanes could contribute to higher speeds	

DAY/DATE Thurs 3/25

TIME 9:30 PM

WEATHER partly cloudy/rain

Street Segment	On Street Parking Capacity	On street Parking Demand	Off Street Parking Capacity	Off Street Parking Demand
WESTBOUND				
Tilton to Spinosa 070	19	0	29	10
Spinosa to Hollenbeck 2170 2170	34	7	48	18
Hollenbeck to Persimmon 2170	41	9	66	33
Persimmon to Mary 2270	15	4	23	10
EASTBOUND				
Mary to Plum 2270	32	7	28	15
Plum to Hollenbeck 3370	45	15	43	13
Hollenbeck to Spinosa	36	55	41	13
Spinosa to Tilton	22	1	27	8

DAY/DATE 3/4 ~~1/4~~ Thursday

TIME 11:30 AM

WEATHER mostly sunny

Street Segment	On Street Parking Capacity	On street Parking Demand	Off Street Parking Capacity	Off Street Parking Demand
WESTBOUND				
Tilton to Spinosa	19	0	29	7
Spinosa to Hollenbeck	34	5	48	11
Hollenbeck to Persimmon	41	5	66	18
Persimmon to Mary	15	3	23	6
EASTBOUND				
Mary to Plum	32	6	28	12
Plum to Hollenbeck	45	10	43	8
Hollenbeck to Spinosa	36	1	41	7
Spinosa to Tilton	22	1	27	4

Rem / Plum. - 63'9" 19.6 - 12.5 - 12.5 - 19.6

DAY/DATE Tues 3/2

TIME 11:5 AM

WEATHER rain

Street Segment	On Street Parking Capacity	On street Parking Demand	Off Street Parking Capacity	Off Street Parking Demand
WESTBOUND				
Tilton to Spinosa	19	1	29	5
Spinosa to Hollenbeck	34	4	48	16
Hollenbeck to Persimmon	41	7	66	17
Persimmon to Mary	15	2	23	8
EASTBOUND				
Mary to Plum	32	4	28	10
Plum to Hollenbeck	41 45	8	43	12
Hollenbeck to Spinosa	36	1	41	5
Spinosa to Tilton	22	1	27	6

DAY/DATE 3/6 Sat.
 TIME 9:50 PM
 WEATHER clear

Street Segment	On Street Parking Capacity	On street Parking Demand	Off Street Parking Capacity	Off Street Parking Demand
WESTBOUND				
Tilton to Spinosa 570	19	1	29	11
Spinosa to Hollenbeck 1590	34	5	48	18
Hollenbeck to Persimmon 2290	41	9	66	29
Persimmon to Mary 2090	15	3	23	9
EASTBOUND				
Mary to Plum 1690	32	5	28	18
Plum to Hollenbeck 3170	45	14	43	19
Hollenbeck to Spinosa	36	4	41	9
Spinosa to Tilton 390	22	1	27	11

DAY/DATE Sat 3/6

TIME 9:45 AM

WEATHER overcast



Street Segment	On Street Parking Capacity	On street Parking Demand	Off Street Parking Capacity	Off Street Parking Demand
WESTBOUND				
Tilton to Spinosa 070	19	0	29	10
Spinosa to Hollenbeck 380	34	13	48	18
Hollenbeck to Persimmon 150	41	6	66	29
Persimmon to Mary 270	15	4	23	12
EASTBOUND				
Mary to Plum	32	7	28	17
Plum to Hollenbeck 220	45	10	43	12
Hollenbeck to Spinosa	36	6	41	10
Spinosa to Tilton	22	0	27	11



May 25, 2010

TO RESIDENTS AND PROPERTY OWNERS FRONTING ON REMINGTON DRIVE
BETWEEN MARY AVENUE AND TILTON DRIVE IN THE CITY OF SUNNYVALE

SUBJECT: TRAVEL LANE REMOVAL OR ON-STREET PUBLIC PARKING
MODIFICATION FOR BIKE LANE CONSTRUCTION

The City of Sunnyvale is considering the modification of roadway travel lanes or on-street public parking on Remington Drive between Mary Avenue and Tilton Drive. This is being considered as part of an upcoming pavement rehabilitation project. The purpose of considering changes to the roadway configuration is to fulfill the City's plans to provide bike lanes on all major streets in Sunnyvale, of which Remington Drive is one.

According to City records, you are a property owner of record or a resident in this area. The City is interested in your feedback. The City will be considering four potential options. One option would remove one travel lane and replace the current four lane configuration with two travel lanes, a center two way left turn lane, bike lanes, and parking on both sides of the road. Another option would retain four travel lanes but remove parking on one side of the street in an alternating pattern in order to provide bike lanes. A third option would provide one travel lane in each direction, a two way left turn lane and bike lanes, and remove parking on one side of the street in an alternating pattern. A fourth option would involve removing all on-street parking to accommodate four travel lanes and bike lanes. The options being considered are illustrated in the attached drawings.

Surveys of traffic volume show that traffic volumes are sufficiently low that they can be accommodated with one travel lane in each direction without increasing traffic congestion. Surveys of on- and off-street parking in the area show that on-street parking demand on a block by block basis is low to moderate, ranging from 0% to 38% utilization, during differing periods of the day, night and week. There is an excess of underutilized off-street parking supply, although off-street parking (driveway parking, not counting garages and carports) is fairly well occupied at night (up to 30%-50%).

Please indicate your preference for the roadway configuration:

OPTION 1 One travel lane in each direction, center two way left turn lane, bike lanes, on-street parking

OPTION 2 Two travel lanes in each direction, bike lanes, on-street parking on one side of the street in an alternating pattern

OPTION 3 One travel lane in each direction, a two way left turn lane, bike lanes, on-street parking on one side of the street in an alternating pattern.

OPTION 4 Two travel lanes in each direction, bike lanes, no on-street parking.

Please return this survey in the enclosed stamped, self-addressed envelope NO LATER THAN June 18, 2010. Please contact Jack Witthaus, the City's Transportation and Traffic Manager, at (408) 730-7330 with any questions or comments.

1. Biased in favor of bike lanes
2. On-street Parking would win any vote
3. Hollenbeck and Many both have on-street parking, so why would you take it away from Remington, this is bureaucracy out of control and at Remington neither has bike lanes
4. In Sunnyvale, bikes can use sidewalks
5. Leave things like they are now and don't waste the money to make work

Please indicate your preference for the roadway configuration:

- OPTION 1 One travel lane in each direction, center two way left turn lane, bike lanes, on-street parking
- OPTION 2 Two travel lanes in each direction, bike lanes, on-street parking on one side of the street in an alternating pattern
- OPTION 3 One travel lane in each direction, a two way left turn lane, bike lanes, on-street parking on one side of the street in an alternating pattern.
- OPTION 4 Two travel lanes in each direction, bike lanes, no on-street parking.

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All this for 4 bikes a day?? Very few bikes go up Remington.
We are soon adding teen drivers soon so will be adding cars. So I vote No change.
But if I have to choose one of the latter ideas you've presented, then option 1 is the only one that makes sense, though traffic will be terrible.

Can't believe you're wasting tax money on this!!

If you remove street parking, people will pave over their yards/land seeping with concrete so their cars will be safe. See Wolff Rd or Stelling south of Homestead. That's what I'd do.
Great idea, Sunnyvale. Create more concrete. Less grass.

To: Jack Witthaus/City of Sunnyvale

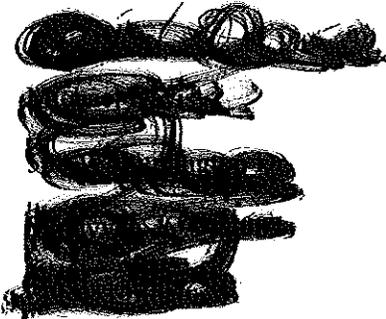
Subject: Creation of bike lanes on W. Remington Drive between Mary and Tilton

Date: 29 May 2010

Regarding your notice on the above subject, I am in favor of Option 1, the creation of one travel lane in each direction with parking on both sides. It would be great to combine this with a 30 MPH speed limit. Our family has lived at our current address for 23 years, and my parents were the original owners of 559 W. Remington Drive, where I lived while I attended Fremont High School. So I am quite familiar with traffic on Remington Drive. Remington Drive is often a speedway, and the addition of an electronic speed sign hasn't change that very much. It seems clear that oftentimes one car will speed up to pass a slower speed-limit abiding driver in the next lane. Reducing the flow of traffic down to one lane in either direction would eliminate this option without restricting the flow of traffic, as you noted yourself. Furthermore, the left turn lane would make turning into our driveway far safer. My wife was rear-ended while waiting for oncoming traffic in order to make the turn, and I once personally witnessed the same thing happen to a neighbor across the street. Whenever I make the left turn to my driveway, I concentrate more on what is behind me than what is in front. Some people just don't slow down.

The elimination of parking in front of my house would be an inconvenience, although I would happily accept the inconvenience if it meant a slower, safer Remington Drive, so Option 3 would be my second choice. However, I see little need for the wider lanes, which I think would just increase the speed of the traffic. Also, I don't want my guests or my neighbor's guests to be dodging cars while crossing the street. Thus, Option 1 is a very strong first choice. In my opinion, Options 2 and 4 would do nothing to slow down traffic while disallowing the parking in front of one's own house. If you can add bike lanes while improving the quality of life in the neighborhood, we all win.

Thank you,



Please indicate your preference for the roadway configuration:

- OPTION 1 One travel lane in each direction, center two way left turn lane, bike lanes, on-street parking
- OPTION 2 Two travel lanes in each direction, bike lanes, on-street parking on one side of the street in an alternating pattern
- OPTION 3 One travel lane in each direction, a two way left turn lane, bike lanes, on-street parking on one side of the street in an alternating pattern.
- OPTION 4 Two travel lanes in each direction, bike lanes, no on-street parking.

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NOTE: PLEASE DO NOT REMOVE STREET PARKING.
MOST OF REMINGTON DR. IS RESIDENTIAL, AND THE
CITY SHOULD NOT BE MAKING VISITING FRIENDS AND
FAMILY HAVE A HARD TIME.

Please indicate your preference for the roadway configuration:

OPTION 1 One travel lane in each direction, center two way left turn lane, bike lanes, on-street parking

OPTION 2 Two travel lanes in each direction, bike lanes, on-street parking on one side of the street in an alternating pattern

OPTION 3 One travel lane in each direction, a two way left turn lane, bike lanes, on-street parking on one side of the street in an alternating pattern.

OPTION 4 Two travel lanes in each direction, bike lanes, no on-street parking.

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This would be a wonderful change to the street and I WANT onstreet parking for both directions for ^{my} guests. There are times we wait 5 minutes for clear spots for left hand turns, this should help Plus Shouldn't this slow down the traffic speed? People are driving much faster than when I moved in 20+ years ago.

Please indicate your preference for the roadway configuration:

- OPTION 1 One travel lane in each direction, center two way left turn lane, bike lanes, on-street parking
- OPTION 2 Two travel lanes in each direction, bike lanes, on-street parking on one side of the street in an alternating pattern
- OPTION 3 One travel lane in each direction, a two way left turn lane, bike lanes, on-street parking on one side of the street in an alternating pattern.
- OPTION 4 Two travel lanes in each direction, bike lanes, no on-street parking.

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We want parking in front of our home .
We bought our home because it was very convenient for friends + family to visit us and park on the street .
Our driveway is sloped and narrow so the street allows for older, handicapped relatives to get out of the car to see us .
A lot of the newer developments do not have convenient guest parking and that's why we didn't buy a home there .

Please indicate your preference for the roadway configuration:

OPTION 1 One travel lane in each direction, center two way left turn lane, bike lanes, on-street parking

unacceptable

OPTION 2 Two travel lanes in each direction, bike lanes, on-street parking on one side of the street in an alternating pattern

unacceptable

OPTION 3 One travel lane in each direction, a two way left turn lane, bike lanes, on-street parking on one side of the street in an alternating pattern.

unacceptable

OPTION 4 Two travel lanes in each direction, bike lanes, no on-street parking.

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I need street parking!

17 June 2010

Mr. Jack Witthaus
Sunnyvale City Transportation and Traffic Manager
Sunnyvale, California

Hello Mr. Witthaus:

Thank you for including me in the West Remington Drive redesign preference survey. I have several statements I'd like to make concerning this effort. First, I believe there should be a 5th option on this survey which reads, "Leave the traffic lane layout of the road as it is." There are far too many speeders, drag racers, and otherwise unsafe drivers that drive into the intersection of West Remington Drive and South Mary.

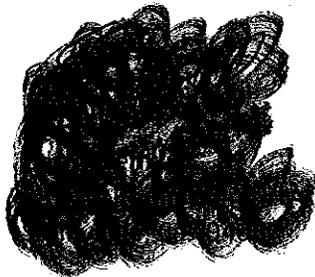
Secondly, it's been my observation that most of the cyclists that use West Remington Drive are students traveling to and from Sunnyvale Middle School. It is my opinion these students should be encouraged to use the sidewalks to avoid the dangers created by the unlawful drivers described above.

Thirdly, your write-up describes the statistics around number of cars on the street at various times of the day and week, the number of parked cars on the street and in driveways at various times of the day and week, but there are no numbers describing the number of cyclists currently using, and expected to use, the street. I have not really observed very many other cyclists using West Remington Drive, and I'm curious what number of cyclists have been tallied using this street currently, and what the projected number is.

Finally, I think having a bicycle lane, and two lanes for automobile traffic (Option #1 – my reluctant choice) would make egress from driveways more difficult when wanting to travel in the opposite lane to the side one's house is located.

Thank you for allowing me state my opinion in this matter and I hope some compromise can be met, and Sunnyvale does not force the issue of bicycle lanes on its citizens.

Sincerely,

A large, dark, scribbled signature, likely in black ink, covering the name of the sender.

Please indicate your preference for the roadway configuration:

- OPTION 1 One travel lane in each direction, center two way left turn lane, bike lanes, on-street parking *Just like the one on Mary Ave*
- OPTION 2 Two travel lanes in each direction, bike lanes, on-street parking on one side of the street in an alternating pattern
- OPTION 3 One travel lane in each direction, a two way left turn lane, bike lanes, on-street parking on one side of the street in an alternating pattern.
- OPTION 4 Two travel lanes in each direction, bike lanes, no on-street parking.

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June 13, 2010

My number one preference is for you to do nothing to Remington Dr.. Leave Remington the way it is. If I have to choose from the above options, I prefer OPTION 1. Under no circumstances should you remove parking from Remington Dr.

I think your traffic volume surveys and parking surveys are inaccurate. I can tell you that from 7:30 am to 8:30 am, west bound Remington can barely handle the traffic coming from Sunnyvale-Saratoga. There can be 20 cars stopped at Hollenbeck. I believe this is mostly school traffic.

On some evening (especially Friday and Saturday), the parking is 100% occupied in front of some houses. When I have a party, the parking is 100% occupied. I bought my house on Remington so that I would have a ton of on-street parking for my guests. Please don't decrease my market value by removing parking. The off-street parking is not underutilized.



Please indicate your preference for the roadway configuration:

Really prefer NONE

- OPTION 1 One travel lane in each direction, center two way left turn lane, bike lanes, on-street parking
- OPTION 2 Two travel lanes in each direction, bike lanes, on-street parking on one side of the street in an alternating pattern
- OPTION 3 One travel lane in each direction, a two way left turn lane, bike lanes, on-street parking on one side of the street in an alternating pattern.
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Sorry I have been on an extensive South American trip so late
an responding
But - As a resident on an already busy, noisy and
at times dangerous street (which was formerly a
dead-end on Cherry Orchard property). I think
adding bike lanes will exacerbate this acute
problem. I hope this considered project will
not be approved. I intend to telephone Mr. Witthaus
to discuss my observations.

[REDACTED]

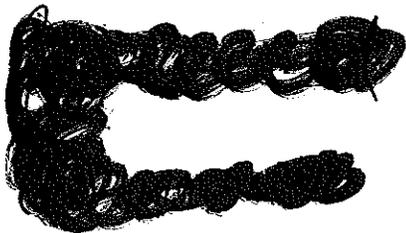
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I would prefer no changes to the current road. I believe that this bike lane initiative has gone too far. Putting bike lanes on Wolfe Road between El Camino & Homestead Road is utter madness. When are bike lanes going to appear on Mathilda?

Thanks for listening.



Please indicate your preference for the roadway configuration:

- OPTION 1 One travel lane in each direction, center two way left turn lane, bike lanes, on-street parking
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- OPTION 3 One travel lane in each direction, a two way left turn lane, bike lanes, on-street parking on one side of the street in an alternating pattern.
- OPTION 4 Two travel lanes in each direction, bike lanes, no on-street parking.

Please return this survey in the enclosed stamped, self-addressed envelope NO LATER THAN June 18, 2010. Please contact Jack Witthaus, the City's Transportation and Traffic Manager, at (408) 730-7330 with any questions or comments.

None of the above!

*I do not remember voting on the
".. City's plans to provide bike lanes..."
and refuse to expend tax dollars on some
inane, feel good, CRAP.*

*You have your bridge over 280 and the
brass quail (the Public Safety officers did
find them?) NO MORE!*



Please indicate your preference for the roadway configuration:

OPTION 1 One travel lane in each direction, center two way left turn lane, bike lanes, on-street parking

OPTION 2 Two travel lanes in each direction, bike lanes, on-street parking on one side of the street in an alternating pattern

OPTION 3 One travel lane in each direction, a two way left turn lane, bike lanes, on-street parking on one side of the street in an alternating pattern.

OPTION 4 Two travel lanes in each direction, bike lanes, no on-street parking.

Please return this survey in the enclosed stamped, self-addressed envelope NO LATER THAN June 18, 2010. Please contact Jack Witthaus, the City's Transportation and Traffic Manager, at (408) 730-7330 with any questions or comments.

* My 1st choice is to do nothing at all... no changes to the road!
bike lanes are not needed, or wanted.

- If work is to proceed, then option #1 is the only acceptable remaining choice.
- my address is 538 W. Remington Dr, this is the house on the end closest to the Saratoga/Sunnyvale Rd intersection. Traffic is already backed up past my house at peak times during red lights...
I am concerned just how much worse this would get if there was only 1 lane, and not the current 2.
- I am also concerned about the negative impact this could have on my property value!!!
- Also... asking folks to park across the street from their own house is crazy. Having folks crossing such a wide, fast moving street will lead to hit pedestrians. I know for a fact that a current homeowner on W. Remington lost their mother years ago to such an accident. She actually was struck, and died directly in front of my property.





DRAFT

SUNNYVALE BICYCLE AND PEDESTRIAN ADVISORY COMMISSION Meeting Minutes – August 19, 2010

The Sunnyvale Bicycle and Pedestrian Advisory Commission met at 6:30 p.m. on August 19, 2010 with Commission Chair Patrick Walz presiding. The meeting was held in the West Conference Room, City Hall, 456 West Olive Avenue, Sunnyvale.

ROLL CALL/CONSIDERATION OF ABSENCES

Members Present: Angela Rausch
David Gandrud
James Manidakos
Patrick Walz
Ralph Durham

Members Absent: Andrea Stawitcke
Cathy Switzer

Staff Present: Gerri Caruso, Principal Planner, Planning Division, Community Development Department
Heba El-Guendy, Senior Transportation Planner, Transportation & Traffic Division, Department of Public Works

Visitors: Camie Hackson – Stevens Creek Neighbors Neighborhood Assoc.
David Simons – VTA/SCC BPAC representative
Isaac Porras – Member of the Santa Clara Valley Bicycle Coalition
Kevin Jackson – Sunnyvale resident

Commissioners Stawitcke and Switzer informed the BPAC staff liaison in advance of their absence on business and personal leave, respectively. There were no objections by the BPAC members and the Commissioners absence was excused.

SCHEDULED PRESENTATION

Gerri Caruso – Presented information on the ongoing work on updating the Land Use and Transportation Element (LUTE) and developing the City's first Climate Action Plan (CAP). A copy of the Power Point presentation was included as part of the meeting's agenda packet, with additional information summarized as follows. In preparation for developing the LUTE update and the CAP, City Council appointed the advisory Horizon 2035 Committee in order to advise staff and ultimately Council on LUTE and CAP

policies. This presentation to BPAC was initially provided to the Horizon 2035 Committee in their first meeting to prepare them for the process. The presentation covered two components, one of which was on the outline of the City's General Plan including a description of the work performed by the General Plan Consolidation Committee. The General Plan Consolidation Committee recently completed their advisory capacity on the consolidation of the existing 22 General Plan elements into one document. The consolidated General Plan will continue to cover the seven subjects of: Land use, circulation, housing, conservation, open space, noise and safety. The General Plan Consolidation Committee advised on moving some of the Plan policies to other relevant documents without eliminating any of the policies. They also advised on the formatting of the consolidated General Plan along with a format appropriate for web publishing. Ms. Caruso clarified that the CAP will be a free standing document related to; and consistent with the General Plan. The CAP policies must be measurable to assess their effectiveness in reducing the greenhouse gas emissions and assist the City in meeting the AB 32 goals as set by the state. The second part of Ms. Caruso's presentation introduced Sunnyvale from a regional context. Sunnyvale is part of one of the nine counties within the Bay Area, controlled by a number of regional agencies, and bordered by five cities. Regional traffic growth, for example, will take place regardless of the City's land use growth. A significant number of roadways that travel through Sunnyvale such as freeways, state routes, and County expressways are controlled by other agencies and are expected to experience a significant traffic growth. Services such as public transit and shuttle services are also controlled by other agencies. Ms. Caruso emphasized Sunnyvale from an economic perspective as part of the Silicon Valley. Provided information on the area's air basin monitored by the Bay Area Air Quality Management District, and the regional resources for supplying water to Sunnyvale along with their importance for the City's future/growth. Ms. Caruso explained the need for growth (number and variety of housing for example) to accommodate future needs and affordability. Noted that the Bay Area is currently in the process of developing a Sustainable Community Strategy with City representation on its committee.

Commissioner Gandrud - Inquired about how the Sunnyvale Vision document came about.

Commissioner Durham – Inquired about the extent of Sunnyvale's efforts since there is a limit to Sunnyvale's effect on the regional level.

Gerri Caruso – Described the extensive community consultation process that took place in 2007 and the consultant's work on preparing the Sunnyvale Vision document. Also clarified that the City will take emission credits for the measures that are being implemented by the state and other agencies on the regional level.

Commissioner Manidakos – Inquired about the different components that will form the CAP document, and the reliability of 1990 emissions data if available.

Chair Walz – Inquired about the traffic data being used in the analysis and whether or not it includes bicycle and pedestrian counts.

Heba El-Guendy – Clarified that the 1990 emission reduction requirement has been translated into 2005 measurement. The requirements are 15% emission reduction by year 2020 and 35% emission reduction by year 2030, both of which are in relation to the 2005 emission estimates. Clarified that the consulting team will estimate the City's base line taken into consideration current programs and policies. From a traffic modeling perspective, the existing condition is based on 2005 volumes supplemented by available counts till year 2010. The analysis will be based on daily segment volumes. The preferred combination of land use and transportation alternative will also involve intersection operational analysis which include pedestrian and bicycle counts. Added that regardless of the traffic operational analysis, policies will have an emphasis on walking and cycling as alternative modes of transportation.

PUBLIC ANNOUNCEMENTS

Commissioner Simons – Indicated that the Special Event Ordinance will be considered by the County Supervisors On August 24th. Noted that although the ordinance is not considered to be perfect, it addresses issues with events that do not comply with rules of the road, such as events that require street closure or agreements with land owners. Also noted that there is a grant that will be managed by VTA “The Santa Clara County Vehicle Emissions Reductions Based at Schools (VERBS)” for non-capital and capital projects with a minimum grant size of \$500k. Indicated that as the Chair of the VTA BPAC, he is pursuing initiatives that can reduce costs. For example, changing the day of the meeting could reduce the cost by 30% because it would allow holding the meeting in another room that has a cheaper cost.

Kevin Jackson – Noted that deadline for receiving VERBS applications is October 4th, and requested to add this matter as an information item on the September BPAC meeting agenda. Also noted that he has one remaining concern with regard to the event ordinance, which is that the residents and cyclists have different interpretation of the ordinance. The ordinance conforms to the Vehicle Code and will not force cyclists out of the road as the residents seem to believe. To avoid future resentment, Mr. Jackson suggested to include an education component to the ordinance approval. Also noted that a couple of weeks ago, the Mountain View City Council approved the Stevens Creek Bridge from Sleeper Avenue to Heatherstone Way which is projected to be completed by the fall of next year. Noted that the Horizon 2035 Committee is requested to provide policy suggestions, and asked BPAC members to forward him policy suggestions for the LUTE and CAP.

Chair Walz – Inquired about the appropriate timing for submitting comments, and the possibility of submitting a formal letter on behalf of BPAC. Also requested that this matter be added as an action item for the September BPAC meeting.

Kevin Jackson – Requested that all policy suggestions be submitted as soon as possible.

CONSENT CALENDAR

- 1.A) Approval of Draft Minutes of the July 15, 2010 Meeting
- 1.B) Approval of Agenda of the August 19, 2010 Meeting
- 1.C) Approval of the 2010 BPAC Calendar Update

Commissioner Durham moved a motion seconded by Commissioner Manidakos to approve Consent Calendar items 1.B) and 1.C). Motion was passed 5-0.

Commissioner Manidakos – Requested to add a word to the third paragraph on Page 47 of the packet as follows: “in order to avoid confusion among cyclists and diverting *intercity* bicycle traffic from the major bicycle corridors”.

Commissioner Durham moved a motion seconded by Commissioner Manidakos to approve Consent Calendar items 1.A) as amended. Motion was passed 5-0.

STAFF RESPONSE TO PRIOR PUBLIC COMMENTS

No response was needed.

PUBLIC COMMENTS

Isaac Porras – Inquired if a signal time can be changed due to a public request, then later reversed based a motorist’s request.

Heba El-Guendy – Noted that she recalls that his concern was regarding the pedestrian crossing time at a traffic signal on El Camino Real, which is a state route. Added that any change that would affect the cycle length and phasing, especially a frequent change, is unlikely to take place. This is due to the fact that the signal timing along the corridor is coordinated.

PUBLIC HEARINGS/GENERAL BUSINESS

- 2. ACTION: Establishment of Guided Bicycle Routes through Neighborhoods (Study Issue) - Draft RTC

Heba El-Guendy – Provided the staff report and noted that all changes that were previously requested by BPAC or public members were either applied to the RTC and its attached routes map and sign, or were listed on Attachment E for future review. Also circulated an e-mail message from Mr. Patrick Grant that was not contained in the agenda packet, and noted that similarly his comments were either addressed as part of the report revisions or listed on Attachment E.

Commissioner Gandrud – Reiterated his concern with regard to a small bike path connection at the southerly end of Evelyn Avenue, and the zigzag fence design at both ends of the path.

Heba El-Guendy – Clarified that this is an already established bike path, which was reviewed a number of years ago and Council rejected its removal. It provides a bike/pedestrian access to the neighborhood south of Reed Avenue, and the zigzag fence design is intended to prevent car and motorcycle traffic from accessing the path and to slow down cyclists prior to entering/exiting the path. Noted that she will check on the feasibility of reevaluating this location, or change of its design.

Kevin Jackson – Requested to add a couple of words to avoid confusion when reading the last paragraph on Page 57 of the packet as follows: “The BPAC believes that just as some motorists are not comfortable driving on busy streets and prefer to remain on quieter streets, so do some cyclists. Conversely, the vast majority of motorists find that major roads are essential to make efficient use of their transportation time, as do most cyclists”. Also requested to revise the Guided Bike Route map on Page 67 in order to connect the route along The Dalles Avenue to West Valley Elementary School on the other/west side of SR 85.

Commissioner Manidakos – Noted that he likes the Neighborhood Bike Route sign, **and moved a motion seconded by Commissioner Durham to approve Alternative 1 “Accept the guided bike route concept map as presented in Attachment C and consider a guided bicycle route signage project and a project for associated improvements as part of the FY 2011/12 Capital budget”.** The motion was passed 5-0.

Chair Walz – Inquired about the timing and funding for implementing the first signing phase of the project. Noted that \$40k is a small percentage of the City’s budget, and hopes that the project gets implemented soon.

3. ACTION: Remington Drive Street Space Allocation Study – Draft RTC

Chair Walz – Inquired about the timing of the Draft RTC on Remington Drive Street Space Allocation Study and when it is expected to be considered by Council. Also inquired about the responses attached to the RTC.

Heba El-Guendy – Responded that the RTC may be considered by Council this year. However, the Council agendas for the rest of 2010 seem to be full, and the RTC may be forwarded to Council consideration in early 2011. Also provided the staff report on the Draft RTC, including a description of the four options that were included in the survey to the property owners and web survey, results of the surveys, and the RTC recommendations. Clarified that staff typically include self-addressed envelopes so that respondents can mail their responses back to the City, and clarified the response rates to the two surveys that are listed on Pages 76 and 77 of the packet.

Commissioner Durham – Thanked staff for their work on Bordeaux Drive. Inquired about the standard for establishing a speed limit as noted on Page 83 of the packet. Also inquired about the possibility of increasing width of the bike lanes to six feet rather than five feet, and reduce width of each of the vehicular travel lanes to 12 feet.

Commissioner Manitakos – Inquired about presentation of the traffic volumes on Page 83 relative to the roadway capacity.

Heba El-Guendy – Responded to the inquiries and added information on the Level of Service (LOS) analysis that was performed at the intersection of Remington Drive/Hollenbeck Avenue which showed some increase in the vehicular delay without deteriorating the intersection's LOS.

Kevin Jackson – Noted that the minimum standard for the bike lane should be six feet following to the VTA Bicycle Technical Guidelines. Indicated that three feet of asphalt and two feet of gutter places cyclists very close to the joint line between the pavement and gutter which is not usually well maintained. Added that the minimum width of vehicular travel lane of 10 feet is rarely implemented, while the minimum width of a bike lane is always established. Indicated that street parking is hazardous to cyclists, and often times forms an unnecessary hazard. Added that the Mayor of Los Angeles recently broke his arm in eight places when he was cycling and collided with a parked car that pulled out in front of him. Also indicated that these issues are very important to note for future reference when Mary Avenue is considered for reconfiguration.

Commissioner Durham moved a motion seconded by Commissioner Manitakos to approve Alternative 1 “Direct staff to allocate street space on Remington Drive between Mary Avenue and Tilton Drive in order to provide one travel lane in each direction, center two way left turn lane, bike lanes each of which is at least six feet wide, and on-street parking”. The motion was passed 5-0.

4. DISCUSSION: Study and Budget Issues Development

Heba El-Guendy – Explained the study and budget issue processes which were also included in the agenda packet. Noted Council's decision regarding any study issue that was dropped last year which must be sponsored by at least four Council members in order to allow its re-consideration.

Following a discussion by the BPAC members, the following list of candidate study issues were selected subject to finalization during the September BPAC meeting:

- DPW 09-01: Comprehensive School Traffic Study.
- DPW09-02: Update/Review Corner Vision Triangle Municipal Code Ordinance.
- DPW 09-04 Impacts of Traffic Calming Devices on Cyclists.
- DPW 09-07: Sunnyvale Cyclovia Event.
- A new bridge over-crossing US 101 east of Lawrence Expressway.

- A new development fee for funding pedestrian and bicycle projects.
- Placement of “Bicycles Allowed Use of Full Lane – Vehicles Change Lanes to Pass” signs on some road segments of Fair Oaks Avenue, Maude Avenue, Wolfe Road, Duane Avenue, and Mary Avenue.
- Adopt a policy that restricts bicycle lane closure in construction zones as long as at least one vehicular travel lane per direction can be retained.
- Closing Murphy Avenue to automobile traffic at all times, during certain hours of the day, or on weekends.
- Adopt a policy to utilize the VTA Bicycle Technical Guidelines for bike lane width, bike parking, and other design elements.
- Evaluate benefits of Smart Parking Meters installation.

Following the BPAC discussion, the following list of candidate Budget Issues will be considered for finalization in the September BPAC meeting:

- Enforcement Campaign of Bicycle and Pedestrian Related Traffic Violations.
- Establish a Budget for Bike to Work Day.
- Offer Bicycle Safety Classes to City Employees and the General Public.
- Budget \$40k to fund implementation of the first phase of the Guided Neighborhood Bike Routes Project.

Commissioner Manidakos – Requested that Study Issue DPW 09-05 “Caltrain Community Wall Benefit Assessment District Study” provided on Pages 123-125 of the agenda packet be ranked by a more relevant board or commission rather than by BPAC.

NON-AGENDA ITEMS AND COMMENTS

- BPAC ORAL COMMENTS

Chair Walz – Noted that the final General Plan Consolidation Committee meeting took place in July of 2010, most members attended all six meetings, and that he enjoyed serving on the committee. Indicated that the consolidated General Plan is expected to be 300 pages or less, in a much more readable format. A web friendly version will also be posted on the City’s web site. Reiterated the fact that no policies were omitted, but some were moved to other relevant documents.

Commissioner Durham – Circulated copies of the updated list of acronyms to all BPAC and public members present. Requested to try to save on the number of printed papers in the future and present more than one slide of a Power Point presentation per page.

Commissioner Manidakos – Inquired if Lieutenant Plecque had a chance to check on the reported harassment of cyclists that was explained to him during the BPAC meeting on July 15th. Reported that eastbound motorists on Maude Avenue turning left onto northbound Borregas Avenue have a very short left-turn phase that allows only one or

two vehicles to turn. Indicated that there is a need for a second loop for detecting vehicles at that location, and that the bike detection also needs to be fine tuned.

Heba El-Guendy – Clarified that Lieutenant Plecque is away on vacation and could not attend the meeting, and that she will ask him upon his return if there is any update to BPAC.

Chair Walz – Reported that the chirp sound at the intersection of Mary Avenue/Fremont Avenue is going non stop including during the “Don’t Walk” time. Noted that this was the case when the device was first installed before its repair.

- STAFF ORAL COMMENTS

Heba El-Guendy – Reported that bike detections at the intersection of Manet Drive/Remington Drive were repaired. Also noted that bike detections at the intersections of Mathilda Avenue/Iowa Avenue and Fremont Avenue/Hollenbeck Avenue will be evaluated and reported on soon.

INFORMATION ONLY ITEMS

5. BPAC E-mail messages and/or letters since circulation of the agenda packet of the July 15th meeting along with their responses were accepted as submitted in the agenda packet
6. BPAC Active Items List accepted as submitted in the agenda packet.

ADJOURNMENT

The meeting was adjourned at 8:45 p.m.

Respectfully submitted by:

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